COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer	St. Paul
*Dr. Hugo F. Schroeckenstein, Asst. to Chief Medical Officer	St. Paul
Dr David A. Burlingame, Roentgenologist	St. Paul
*Dr. R. K. West	Cut Bank, Montana
Dr. James R. Markette	Cut Bank, Montana
Dr T B. Moore	Kalispell, Montana
Dr. W. F. Bennett	Columbia Falls, Montana
*Dr. J. W. Whalen	Whitefish, Montana
*Dr. Bruce C. McIntyre	Whitefish, Montana
*Dr. Jerrold E. Johnson	Whitefish, Montana
Dr. Robert D. MacKenzie	Libby, Montana
Dr William T. Matthews	Libby, Montana
*Dr. Clifford J. Edwards	Bonners Ferry, Idaho
Dr. Franz H. Siemsen	Sandpoint, Idaho
Dr. R. B. Morrow	Newport, Wash.
*Dr. E. B. Coulter	Spokane, Wash.
Dr. Robert J. Albi	Hillyard, Wash.
Dr. Roy S. Lowell	Colville, Wash.
*Dr. John C. Carpenter	Nelson, B. C.

*Designates also Examining Surgeon.

OPHTHALMOLOGIST

(Eye Doctors)

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

D. E. PARKS, Asst. Superintendent.
D. H. CARPENTER, Chief Dispatcher.
R. J. SEELEY, Master Mechanic.
D. S. NELSON, Trainmaster.
A. R. McKEEN, Trainmaster.
P. A. FREUEN, Trainmaster.
J. M. ANDERSON, Trainmaster.
P. A. JEROME, Traveling Engineer.
J. L. GARRITY, Traveling Engineer.
G. T. LITTON, Traveling Engineer.

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 109

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

Sunday, October 30, 1966

MOUNTAIN STANDARD TIME GOVERNS FIRST, AND THIRD SUBDIVISIONS.

PACIFIC STANDARD TIME GOVERNS SECOND, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS.

P. F. CRUIKSHANK, Superintendent.

C. M. RASMUSSEN, General Manager.

H. J. SURLES
General Superintendent Transportation.

Printed in U.S.A.

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	WESTWARD FIRST CLASS 31 Daily	WESTWARD FIRST CLASS 27 Daily	Distance from Cut Bank	MOUNTAIN STANDARD TIME — Time Table No. 109 — Effective October 30, 1966 — STATIONS		Telegraph Calls	Distance from Troy	SIGNS	EASTWARD FIRST CLASS 32 Daily	EASTWARD FIRST CLASS 28 Daily	EASTWARD SECOND CLASS 494 Daily	EASTWARD SECOND CLASS 490 Daily	EASTWARD SECOND CLASS 492 Daily
01475	130	340	L 3 15Pm	L 5.45Am	0.00	Double Track	CUT BANK ★	CT	260.34	BDNIK PRXW	A 9.15Am	A 5.30Pm	A 2.35Pm	A 1.30Am	A 7.45Am
					9.60										
01484	.....	30	3.25	5.55	9.60	Double Track	SUNDANCE	....	250.74	P	9.02	5.20	2.20	1.17	7.30
	100				16.64										
01501	112	272	3.42	6.12	26.24	Double Track	BLACKFOOT	BF	234.10	DPY	8.42	5.02	1.55	12.47	7.05
					7.29										
01508	114	183	3.53	s 6.27	33.53	CTC	BROWNING ★	BG	226.81	DNP	8.34	s 4.52	1.40	12.32	6.55
				492	5.39										27
01513	131	15	4.01	6.35	38.92	CTC	TRIPLE DIVIDE	.....	221.42	P	8.28	4.42	1.30	12.21	6.35
					7.95										
01522	93	62	4.14	f 6.48	46.87	CTC	GLACIER PARK ★	MD	213.47	DNPYW	8.18	f 4.29	1.15	12.01Am	6.12
	28		4.22		5.07									31	
01527	186	.....		6.56	51.94	CTC	RISING WOLF	.....	208.40	P	8.09	4.22	12.58	11.48	6.01
	E144				6.50										
01534	W123	31	4.33	7.06	58.44	CTC	SUMMIT ★	SM	201.90	DNPIYXW	7.59	4.04	12.45	11 33	5.45
					7.04										
01540	E 58	9	4.46	7.18	65.48	Double Track	BLACKTAIL	.....	194.86	P	7.41	3.47	12.25Pm	11.18	5.20
					7.27										
01548	.....	36	5.04	7.34	72.75	Double Track	NIMROD	.....	187.59	IP	7.23	3.30	11.55	10.48	4.55
	E 128				3.90					KDNP					
01552	W134	93	5.11	f 7.44	76.65	Double Track	ESSEX ★	SX	183.69	OYXW	7.17	f 3.23	11.45	10.35	4.45
					5.65										
01558	.....	.....	5.20	7.51	82.30	Double Track	PINNACLE	.....	178.04	IP	7.07	3.13	11.30	10.05	4.30
					10.20										
01568	W 95	14	5.36	8.07	92.50	Double Track	RED EAGLE	.....	167.84	IYP	6.50	2.56	11.10	9.25	4.10
					10.62										
01578	151	91	5.52	f 8.25	103.12	Double Track	BELTON ★	BE	157.22	DNPW	6.34	f 2.40	10.50	9.05	3.50
					7.87										
01586	62	63	6.01	f 8.36	110.99	Double Track	CORAM	CM	149.35	DP	6.23	f 2.27	10.30	8.45	3.35
					4.38										
01590	.....	122	6.08	8.43	115.37	Dble Track	CONKELLEY	.....	144.97	PI	6.16	2.18	10.20	8.37	3.25
					2.85										
01593	79	240	6.11	s 8.52	118.22	Dble Track	COLUMBIA FALLS ★	CF	142.12	DNJYXPW	6.13	s 2.15	10.15	8.30	3.18
					7.63										
01601	Yard	1733	A 6.20 L 6.25	A 9.00 L 9.10	125.85	Dble Track	WHITEFISH ★	WF	134.49	KRDNWP BOXZI	L 6.05 A 6.00	L 2.00 A 1.45	L 10.00 A 8.50	L 8.01 A 6.15	L 3.01 A 1.40
					5.39										
01607	147	.....	6.32	9.16	131.24	ABS	VISTA	.....	129.10	P	5.47	1.39	8.40	5.55	1.25
					6.42										
01613	188	14	6.40	9.23	137.66	ABS	LUPFER	.....	122.68	P	5.39	1.32	8.30	5.45	1.15
					5.46										
01618	72	26	6.47	f 9.32	143.12	ABS	OLNEY	.....	117.22	P	5.31	f 1.25	8.20	5.35	1.05
					5.77										
01624	138	17	6.54	9.39	148.69	ABS	RADNOR	.....	111.45	P	5.23	1.15	8.10	5.20	12.55
	W104				7.07										
01631	E 112	17	7.03	f 9.48	155.96	ABS	STRYKER ★	SY	104.38	DNPYW	5.14	f 1.07	7.55	5.08	12.40
					6.00										
01637	135	14	7.10	f 9.55	161.96	ABS	TREGO	.....	98.38	P	5.07	f 12.58	7.45	4.54	12.25
					4.59										
01642	130	39	7.16	f 10.05	166.55	ABS	FORTINE	FR	93.79	DPW	5.01	f 12.51	7.32	4.45	12.10Am
					5.92										
01648	127	76	7.22	10.11	172.47	ABS	TOBACCO	.....	87.87	PI	4.54	12.41	7.20	4.37	11.50
					5.76										
01654	149	68	7.29	s 10.23	178.23	ABS	EUREKA ★	KA	82.11	DNPW	4.47	s 12.34	7.05	4.30	11.35
	W130				8.88										
01662	E 168	167	7.39	f 10.35	187.11	ABS	REXFORD ★	RD	73.23	DPYW	4.38	f 12.19	6.45	4.15	11.20
					10.88										
01673	126	23	7.51	10.47	197.99	ABS	STONEHILL	.....	62.35	P	4.26	12.07Pm	6.25	3.57	11.05
					11.07										
01684	136	4	8.04	10.59	209.06	ABS	URAL	.....	51.28	P	4.13	11.54	6.05	3.20	10.50
					4.95										
01689	126	4	8.09	11.04	214.01	ABS	VOLCOUR ★	VR	46.33	DNPW	4.07	11.48	5.55	3.00	10.42
					7.81										
01697	137	.....	8.18	11.12	221.82	ABS	YARNELL	.....	38.52	P	3.59	11.40	5.40	2.50	10.30
				28	13.10									27	
01710	150	3	8.33	11.26	234.92	ABS	RIPLEY	.....	25.42	P	3.45	11.26	5.20	2.35	10.12
					7.24										
01718	254	248	8.42	s 11.40	242.16	CTC	LIBBY ★	CK	18.18	DNPZW	3.37	s 11.12	5.05	2.10	10.00
					11.02										
01729	166	.....	8.54	11.52	253.18	CTC	KOOTENAI FALLS	.....	7.16	P	3.24	10.50	4.45	1.45	9.45
					7.16					KRDNP					
01736	279	451	A 9.05Pm	A 12.01Pm	260.34	CTC	TROY ★	UX	0.00	BXIYW	L 3.15Am	L 10.43Am	L 4.30Am	L 1.30Pm	L 9.30Pm
			5.50	6.16			Time Over Subdivision				6.00	6.47	10.05	12.05	10.15
			44.62	41.54			Average Speed Per Hour				43.38	38.37	25.81	21.55	25.39

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 12.

See page 9 for CONDITIONAL STOPS

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 5 TOFC Daily Ex. Sat.	FIRST CLASS 27 Daily	Distance from Troy	Time Table No. 109 Effective October 30, 1966 PACIFIC STANDARD TIME — STATIONS	Telegraph Calls	Distance from Fort Wright	SIGNS	FIRST CLASS 46 S. P. & S. No. 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 S. P. & S. No. 2 Daily	FIRST CLASS 32 Daily	SECOND CLASS 490 Daily	SECOND CLASS 492 Daily
01736	279	451	.....	L 8.05Pm	.....	.....	L11.08Am	0.00	TROY ★	UX	142.08	RDNPBX XIYW	.....	A 9.37Am	.....	A 2.15Am	A10.00Am	A 8.00Pm
									6.69									
01742	140	20	.....	8.15	.....	.....	11.16	6.69	YAKT	.....	135.39	P	.....	9.27	.....	2.02	9.40	7.50
									6.80									
01749	126	33	.....	8.26	.....	.....	11.26	13.49	LEONIA	.....	128.59	P	.....	9.18	.....	1.52	9.25	7.38
									13.51									
01763	130	11	.....	8.46	.....	.....	11.46	27.00	CROSSPORT	.....	115.08	P	.....	8.58	.....	1.32	9.02	7.13
									4.31			DNPVY		490			28	
01767	116	177	.....	8.56	.....	.....	s11.56	31.31	BONNERS FERRY ★	BY	110.77	JW	.....	s 8.47	.....	1.26	8.47	7.01
									11.37									
01778	116	38	.....	9.10	.....	.....	f12.08Pm	43.06	NAPLES ★	.....	99.40	PW	.....	f 8.36	.....	1.13	8.28	6.38
									7.39									
01786	198	33	.....	9.19	.....	.....	12.16	50.07	ELMIRA	.....	92.01	P	.....	8.28	.....	1.05	8.15	6.25
									6.51									
01793	122	11	.....	9.26	.....	.....	12.23	56.58	COLBURN	.....	85.20	P	.....	8.21	.....	12.57	8.05	6.15
									5.35			DNPVY						
61903	105	391	.....	9.35	.....	.....	s12.34	62.33	SANDPOINT ★	S	76.85	EW	.....	s 8.12	.....	12.48	7.52	6.02
									18.35									
61917	124	16	.....	9.50	.....	.....	12.48	78.68	LACLEDE	.....	68.40	P	.....	7.54	.....	12.33	7.32	5.40
									4.71									
61921	68	43	.....	9.55	.....	.....	12.53	83.39	THAMA	.....	63.79	P	.....	7.49	.....	12.27	7.25	5.32
									3.54									
61925	67	105	.....	9.59	.....	.....	s12.59	86.93	PRIEST RIVER	NC	59.25	DP	.....	s 7.45	.....	12.23	7.19	5.25
									6.57									
61931	120	243	.....	10.08	.....	.....	s 1.11	93.50	NEWPORT ★	NR	48.68	DNPVW	.....	s 7.35	.....	12.15	7.08	5.10
									7.79									
61939	126	4	.....	10.17	.....	.....	1.19	101.29	SCOTIA	.....	40.89	P	.....	7.22	.....	12.06Am	6.55	4.55
									6.59									
61946	117	25	.....	10.25	.....	.....	1.26	107.78	CAMDEN	.....	34.30	P	.....	7.15	.....	11.58	6.45	4.45
									7.29									
61953	121	31	.....	10.34	.....	.....	1.35	115.07	MILAN	.....	27.01	P	.....	7.07	.....	11.50	6.35	4.35
									10.38									
61963	.....	52	.....	10.47	.....	.....	1.47	125.45	DEAN	SF	16.62	DNPXJI	.....	6.56	.....	11.37	6.20	4.20
									4.23									
61968	.....	171	.....	10.54	.....	.....	1.53	129.68	MEAD	.....	12.40	P	.....	6.50	.....	11.31	6.11	4.11
									4.89			BRKDNP						
61972	.....	3519	.....	11.01	.....	.....	f 2.00	134.57	HILLYARD ★	HU	7.51	TWOIXZY	.....	f 6.45	.....	11.25	L 6.00Am	L 4.00Pm
									3.59									
.....	.....	.....	.....	11.08	.....	.....	2.08	135.16	U. P. R. R. Cross'g	.....	3.92	PIMVX	.....	6.35	.....	11.15	.....	.....
				A11.15			A 2.15					RKDNPO				L11.10	.....	.....
61977	.....	621	L11.40Pm	L11 45	L 9.40Pm	L 9.15Pm	L 3.00	139.84	1.18 SPOKANE ★	Q	2.74	BXVZW IDNP	A 5.40Am	L 6.30 A 6.00	A10.00Pm	A10.40	.....	.....
61980	65	37	A11.45Pm	A11.50Pm	A 9.50Pm	A 9.20Pm	A 3.05Pm	142.08	2.74 FORT WRIGHT ★	FW	0.00	YXVR	L 5.30Am	L 5.53Am	L 9.50Pm	L10.35Pm	.....	.....
			.05	3.45	.10	.05	3.57		Time Over Subdivision				.10	3.44	.10	3.40	4.00	4.00
			32.88	38.15	16.44	32.88	35.96		Average Speed Per Hour				16.44	38.05	16.44	38.75	33.64	33.64

DOUBLE TRACK

WESTWARD THIRD SUBDIVISION EASTWARD

MOUNTAIN STANDARD TIME

Time Table No. 109

Effective October 30, 1966

Station Numbers	Capacity of Tracks	Distance from Columbia Falls	STATIONS	Telegraph Calls	SIGNS
01593	240	0.00	COLUMBIA FALLS ★	CF	JDNPYX
		5.46			
61605	44	5.46	LA SALLE	.....	P
		8.94			DNP
61617	427	14.40	KALISPELL	K	JWYXZ
		10.45			
61625	Yard	24.85	SOMERS	.....	PX

WESTWARD FOURTH SUBDIVISION EASTWARD

Time Table No. 109

Effective October 30, 1966

PACIFIC STANDARD TIME

Station Numbers	Capacity of Tracks	STATIONS	Distance from Bonner's Ferry	Telegraph Calls	SIGNS
61826	15	PORT HILL	25.95	.....	.....
		25.95			
01767	177	BONNERS FERRY ★	0.00	BY	DMNPYJV

Westward trains are superior to eastward trains of the same class on Second, Third and Fourth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 12.

KALISPELL

4 WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 703 — Tue., Fri.	Time Table No. 109 Effective October 30, 1966 PACIFIC STANDARD TIME — STATIONS	Telegraph Calls	Distance from Dean	SIGNS	SECOND CLASS 704 — Mon., Thur.
62185	.....	.....	L 6.00Am	.....NELSON.....	BC	185.79	DNWP	A 3.20Pm
				BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES				
				5.48				
62180	.....	.....	L 6.30Am	.TROUP JUNCTION.	.....	180.31	YPV	A 2.45Pm
				4.83				
62176	.....	34	6.55	..SOUTH NELSON..	.....	175.48	.....	2.10
				24.88				
62151	.....	72	9.00	.....SALMO.....	SI	150.60	D	12.30
				5.59				
62145	.....	20	9.25	MEADOWS.....	.....	145.01	.....	11.55
				9.68				
62135	.....	35	10.45	.....FRUITVALE.....	.....	135.33	.....	11.10
				9.15				
62128	.....	27	11.40	...WANETA, B. C....	..	126.18	P	10.20
				2.11				
62124	.....	40	11.50	..BOUNDARY, U. S..	..	124.07	.....	10.05
				8.81				
62115	60	46	12.40Pm	....NORTHPORT....	NP	115.26	PDYW	9.30
				8.27				
62107	.....	37	1.10	.....MARBLE.....	.....	106.99	.....	8.25
				1.23				
62105	42	.....	1.20	.....DOLOMITE.....	.....	105.76	P	8.20
				14.10				
62092	86	104	2.10	.....EVANS.....	.....	91.66	P	7.35
				9.92			RKDNW	
62081	.....	318	A 2.50Pm	...KETTLE FALLS...	MF	81.74	BYXOJPZ	L 7.00Am
				8.48				
62073	.....	107	.....	.....COLVILLE.....	VD	73.26	PD	.....
				6.69				
62067	42	5	.....	.....ARDEN.....	.....	66.57	P	.....
				7.19				
62059	.....	17	.....	.....ADDY.....	.....	59.38	.....	.....
				9.07				
62050	79	107	.....	.....CHEWELAH.....	CH	50.31	PDZ	.....
				7.71				
62043	81	23	.....	.....VALLEY.....	VY	42.60	PD	.....
				9.63				
62032	.....	27	.....	....SPRINGDALE	.....	32.97	P	.....
				8.42				
62025	40	.....	.....	....LOON LAKE.....	.....	24.55	P	.....
				6.79				
62018	.....	24	.....	.....CLAYTON.....	.....	17.76	P	.....
				5.28				
62012	50	44	.....	....DEER PARK ...	DE	12.48	PDX	.....
				12.48				
61963	.....	62	.....	.....DEAN.....	SF	0.00	JDNX	.....
			5.50 11.78	Time Over Subdivision Average Speed Per Hr.				5.20 12.49

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

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS 393 — Wed. and Sat.	Distance from Kettle Falls	Time Table No. 109 Effective October 30, 1966 PACIFIC STANDARD TIME — STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 394 — Wed. and Sat.
62081	318	L 5.00Am	0.00	...KETTLE FALLS....	MF	ORKDNB JYXPZW	A 4.10Pm
		4.70					
62204	167	5.20	4.70	WEST KETTLE FALLS.		P	3.45
		7.39					
62212	24	5.45	12.09	.....BOYDS.....	.....	P	3.15
		5.39					
62217	35	6.05	17.48	.....BARSTOW.....	.....	.....	2.55
		5.28					
62222	35	6.30	22.71	.....DULWICH.....	.....	.....	2.40
		5.88					
62228	12	7.00	28.59	.....GOLDSTAKE.....	.....	.....	2.10
		6.08					
62234	18	7.30	34.67	...LAURIER, WASH....	.....	P	1.50
		11.34					
62246	4	8.15	46.01	GRAND FORKS, B. C.		JYV	1.10
		3.11					
62249	18	8.30	49.12	..DANVILLE, WASH....	.....	P	12.55
		10.40					
62259	62	9.05	59.52	.....CURLEW.....	.....	P	12.15Pm
		5.30					
62265	33	9.20	64.82	.....MALO.....	.....	.....	11.55
		10.99					
62276	34	9.50	75.81	.....TORBOY.....	.....	.....	11.20
		4.91					
62280	78	A 10.10Am	80.72	.....REPUBLIC.....	Z	DYW	L 11.00Am
		5.10 15.62		Time Over Subdivision Average Speed Per Hour			5.10 15.62

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

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS 95 — Daily Ex. Sun.	Distance from Spokane	Time Table No. 109 Effective October 30, 1966 PACIFIC STANDARD TIME — STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 96 — Daily Ex. Sun.
61976	.....	L 8.00Am	0.00	.....SPOKANE...★.	DS	DMJNKOR YXZVBW	A 5.20Pm
		6.07					
62606	60	8.20	6.07	...ORCHARD AVE....	.....	.....	4.55
		0.91					
62607	9	8.25	6.98	.....MILLWOOD.....	.....	X	4.50
		11.31					
62618	18	A 9.30Am	18.29	..SPOKANE BRIDGE..	.....	V	L 4.10Pm
				12.23			
				BETWEEN SPOKANE BRIDGE AND GIBBS C. M. ST. P. & P. RY. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.			
62630	60	L 10.30Am	30.52	.....GIBBS.....	.....	VZX XRDY PVZW	A 3.00Pm
		1.14					
62632	.....	A 10.50Am	31.66	...COEUR d'ALENE...	CA		L 2.50Pm
		2.50 11.16		Time Over Subdivision Average Speed Per Hour			2.30 12.66

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 12.

WESTWARD EIGHTH SUBDIVISION EASTWARD

Time Table No. 109

Effective October 30, 1966

PACIFIC STANDARD TIME

Station Numbers	Capacity of Tracks	STATIONS	Distance from Spokane	Telegraph Calls	SIGNS
63694	42	MOSCOW	96.04	MO	KDYXVW
		7.87			
63686	27	VIOLA	88.17		
		6.61			
63680	100	PALOUSE	81.56	PA	DYV
		10.92			
63669	43	GARFIELD	70.64	GF	DWM
		11.81			
63657	72	OAKESDALE	58.83	KA	DVM
		13.13			
63644	59	SPRING VALLEY	45.70		YJ
		5.98			
63638	31	WAVERLY	39.72		
		2.98			
63635	0	WEST FAIRFIELD	36.79		
		2.60			
63633		U. P. R. R. JUNCTION	34.19		V
		32.24			

BETWEEN U. P. R. R. JCT. AND N. P. CROSSING
U. P. R. R. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.

61974	117	N. P. CROSSING	1.95		VM
		1.95			

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

61976		SPOKANE ★	0.00	DS	DNKORYX EVBW

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

WESTWARD NINTH SUBDIVISION EASTWARD

Time Table No. 109

Effective October 30, 1966

PACIFIC STANDARD TIME

Station Numbers	Capacity of Tracks	STATIONS	Distance from Spring Valley	Telegraph Calls	SIGNS
63837	43	COLFAX	36.75	CO	YDW
		12.17			
63825	68	STEPTOE	24.58		
		5.01			
63820	28	CASHUP	19.57		
		4.20			
63815	28	THORNTON	15.37		
		9.60			
63806	39	ROSALIA	5.77	RO	DVW
		5.77			
63644	59	SPRING VALLEY	0.00		JY

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 12.

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	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

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

40 MPH—Ore cars, Series 80,000 through 95,039, when loaded with zinc concentrates. Helper engines must be cut in ahead of this series of cars in train.

35 MPH—Trains or engines on main routes, actuating the points of spring switches: Trains or engines thru No. 20 turnouts at following locations:

Ends of double track.

East and west siding switches at:

Browning	**Volcour**	**Naples**
Triple Divide	**Ripley**	**Colburn**
Belton	**Kootenai Falls**	**Sandpoint**
Lupfer	**Troy**	**LaClede**
Stonehill	**Yakt**	**Scotia**
Ural	**Leonia**	

East switch eastward siding Essex.

East siding switch Vista, Fortine, Crossport.

West siding switch Rising Wolf, Libby, Newport, Bonners Ferry.

West yard lead switch Whitefish.

SP&S Junction switch Fort Wright.

30 MPH—On main lines, when handling following equipment in trains, not in actual service but on own wheels: derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 95039 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs, rotarys; Trains or engines moving in facing point direction at spring switches without facing point lock; Trains or engines thru No. 15 turnouts at following locations:

East and west siding switches at Stryker, Elmira.

West siding switch Tobacco.

20 MPH—Train handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines: scale test car, ore cars series 80000 thru 95039, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines: derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

15 MPH—Trains or engines moving thru interlockings against the current of traffic on double track; Trains or engines thru all other turnouts, except equilateral **turnouts, and those shown previously in this item.**

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61500 through 61524 and 61000 through 61009 in passenger trains at passenger train speeds.

2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of Freight or mixed trains.

Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains the following speeds must not be exceeded.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 through 195.
79 MPH	320 thru 325, 350 thru 375, 400 thru 407, 500 thru 512, 679, 680, 2350, 2500 thru 2529, 3026 thru 3040.
65 MPH	All other diesel engine units.

3. **Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car or passenger car or another unprotected car containing commodities which might be subject to damage.** Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed.

Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

Great Northern flat cars series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train only.

3(a). **Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH passing over thru-truss bridges,** or through tunnels. Thorough inspection of all cars of logs in **train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgment of the Conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a track is fouled, take prompt action to protect trains.**

On double track, Conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

On single track, trains handling logs must be at stop when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for log train to pull by other train at restricted speed.

In double track territory, logs must be secured to cars by chains or cables.

4. **Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.**

5. 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, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.**

6. Trains departing from stations, either from siding or main track, **in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident, report the fact to Superintendent from first available point of communication.**

During and immediately following snowstorms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

7. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

8. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employes to the extent that a watch certificate form is no longer required. Watches of employes will be inspected by Division Officers, Rules Examiners and other designated officers.

   Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are:
   Elgin, B. W. Raymond model 13/0 size, 23 jewels.
   Ball Official Standard 1604B, 13/0 Ligne, 21 jewels.
   Bulova Accutron Railroad approved model.
   Hamilton 505 RR Electric Special.
   Bulova model 23J.

9. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. It is not necessary for a member of the crew to be on the ground at the crossing for a through yard transfer movement, or for a light engine movement being handled only by hostlers.

10. Employees are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.

11. The last paragraph of Rule 7(A) of the Consolidated Code of Operating Rules is revised as follows: When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with backup air brake hose or pipe.

    Supplementing Rules 7(A) and 12 of the Consolidated Code of Operating Rules: When movement being made is controlled by hand, flag or lantern signals, the employees involved will give or relay such signals directly to the engineer.

12. The following Uniform Code of Operating Rules are in effect in Canada.

Rule 14. (k-a) o o — **Answer to 14k**

Rule 98. Unless protected by block or interlocking signals, trains and engines must approach the end of two or more tracks, junctions, railway crossings at grade or drawbridges, at restricted speed. Unless otherwise specified in special instructions, the speed of any train or engine must not exceed thirty-five miles per hour at interlocked railway crossings at grade until the entire movement has passed the crossing.

Unless otherwise specified in special instructions the speed of any train or engine must not exceed twenty-five miles per hour at interlocked drawbridges until the entire movement has passed the drawbridge.

Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given for that purpose.

Rule 99. When a train is moving under circumstances in which it may be overtaken by another train, lighted fusees must be dropped off at proper intervals and such other action taken as may be necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back a sufficient distance to ensure full protection.

In day time, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train....at least 1000 yards;

At other times and places, if there is no down grade toward train within one mile of its rear .....at least 1500 yards;

If there is a down grade toward train within one mile of its rear .....at least 2000 yards;

The flagman must, after going back a sufficient distance from train to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

If necessary to go beyond the required distance, he will leave the torpedoes at the required distance as an indication of the location of his train, but must, under such conditions, also place torpedoes at the point at which an approaching train is flagged. Torpedoes so placed must not be removed.

The front of a train must be protected in the same manner when necessary.

When a train stops under circumstances in which it may be overtaken by another train, the enginemen will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

After taking up position at the distance required, flagman must remain at that point until recalled or relieved and safety of the train will permit. Flagman must always on the approach of a train display stop signals.

If recalled before another train arrives, he must leave a fusee burning red at the point from which he returns, and while returning to his train, a fusee burning red must be placed at such points or times as may be necessary to ensure full protection. A fusee burning red must be left at the point from which the train moves.

When curvature, weather or other conditions require, or when snow plows or flangers may be running, extra precaution must be taken.

Flagmen must each be equipped for day time with:

A red flag on a staff,

At least eight torpedoes and

Seven red fusees.

For night time and when weather or other conditions obscure day signals,

A white light,

A supply of matches,

At least eight torpedoes and

Seven red fusees.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

Conductors and enginemen are responsible for the protection of their trains.

PROTECTION OF IMPASSABLE OR SLOW TRACK

40. (a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fusees at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for day time with:
A red flag on a staff,
At least eight torpedoes and
Seven red fusees.

For night time and when weather or other conditions obscure day signals,
A red light,
A white light,
A supply of matches,
At least eight torpedoes and
Seven red fusees.

41. On subdivisions or portions thereof specified in the time table or special instructions, Rule 40 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:

(b) By day place a yellow over red flag and in addition, by night, a yellow light and a red light at least 2000 yards in each direction from the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.

(c) Trains approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.

NOTE: The red signal must be not removed except as authorized by the foreman in charge.

(d) When weather or other conditions obscure day signals, night signals must be used in addition.

43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Rules 40 and 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

(d) When weather or other conditions obscure day signals, night signals must be used in addition.

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:

(c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.

(e) When weather or other conditions obscure day signals, night signals must be used in addition.

(f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed to the right of the track as seen from an approaching train under Rules 41-44 inclusive must be placed to the outside of the track affected and not between the two main tracks.

46. When flags or lights are placed as set forth in Rules 41-45 inclusive they will be mounted on staffs and elevated so there will be an unobstructed view of them from an approaching train.

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

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

49. A sign bearing figures indicating permissible speeds, or the word **SLOW**, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Cut Bank and Troy	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Cut Bank, Bridge 1090.8	30 MPH
Columbia Falls.....Trains 31 and 32 passing station.....	45 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.

Troy, First class trains and passenger extras register by ticket.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B). All trains require clearance Form A at Whitefish. Such clearance will confer the same authority as though received at initial station.

5. 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.

6. Summit is a regular inspection point where stop shall be made for the inspection of freight and mixed trains. Westward freight trains will pull rear end of train clear of end of double track to avoid delay to eastward trains.

   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. 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.

7. When outfit cars or passenger equipment handled on rear of freight trains or when stockmen, messengers, etc., are carried in the caboose, helper engines must be cut into train.

8. CROSSOVERS ON DOUBLE TRACK.

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

9. 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.

   Tobacco .....West siding switch.

   Controlled by operator at Eureka.

10. AUTOMATIC INTERLOCKINGS.

    Nimrod .....Single Track Bridge 1165.3

    Pinnacle .....Single Track MP 1173.2 to 1177.6

    Red Eagle .....End of double track.

    Conkelley .....End of double track.

    Whitefish .....End of double track.

    Nimrod and Pinnacle:

    Trains or engines stopped by a stop indication at entrance to Pinnacle interlocking will be governed by Rule 509.

    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 track must 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 counterclockwise toward "N".

    Indicator consisting of 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 feet west of cantilever mast.

    Pinnacle, signals located to left of track to govern movements against current of traffic to single track at each end of interlocking.

    Hand throw switch equipped with electric lock located at the west end of the eastward siding at Blackfoot, Montana is to be operated as follows:

    Eastward trains or engine occupying the main track desiring to use the eastward siding must have train or engine moving from one to three miles per hour over a designated point marked by orange posts placed on both sides the main track located 80 feet in advance of the switch points.

    Westward trains or engine occupying the main track desiring to use the eastward siding must move over designated point marked by orange posts placed on both sides the main track located 80 feet in advance of the switch points before making the reverse movement at one to three miles per hour.

11. Double track extends between Summit and Red Eagle except Nimrod and Pinnacle single track interlockings.

12. CONDITIONAL PASSENGER STOPS.

    No's. 31 and 32 will stop at Cutbank to receive or discharge revenue passengers from or to points Williston and east or Spokane and west where scheduled to stop, and will stop at Libby to receive or discharge revenue passengers from or to points Minot and east or from or to points Spokane and west where scheduled to stop.

13. Westward Approach Signal to end of double track Red Eagle, Montana has been changed to double aspect signal indicating yellow over green when route is properly lined for a westward train to proceed from westward main track to single track. This aspect is named "approach diverging route" and indication is "approach next signal prepared to proceed on diverging route." This signal aspect is covered in CMStP&P R.R. Block and Interlocking Rule 240-E Figure 7, and this rule will apply to and govern Great Northern train and engine movements at this location.

14. Consolidated Code of Operating Rules No. 251, 251(A), 253 and 254 apply on Eastward and Westward tracks between Cut Bank and Blackfoot for train movements with the current of traffic. The use of these rules does not modify Rule 99.

15. Plum Creek Plywood Mill, Columbia Falls. Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track, air must be cut into cars and air brakes operating.

16. Summit has balloon track instead of wye track.

SECOND SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Troy and Fort Wright	79 MPH	60 MPH

2. **SPEED RESTRICTIONS.**

Between Albeni Falls Spur and Diamond Match Mill..... 10 MPH

Mead, over switches and frogs on curves Aluminum Plant ..... 5 MPH

Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at restricted speed.

Spokane, public crossing Howard Street ..... 12 MPH

other public crossings ..... 20 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

Ft. Wright second subdivision trains will register by ticket.

Spokane, first class trains and trains originating or terminating at passenger station will register and receive clearance.

Troy and Hillyard, First class trains and passenger extras register by ticket.

Register of regular trains at Hillyard will cover their arrival at Dean.

4. Rules 251, 251(A), 253 and 254 apply on Eastward and Westward tracks between Fort Wright and Dean for train 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.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

Spokane, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

6. **CROSSOVERS ON DOUBLE TRACK.**

Facing point.	Trailing point.
MP 1477.22 east of Br. 270, Spokane.	MP 1476 east of UP. RR. crossing, Spokane.
MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.	MP 1476.69 on Br. 269, Spokane.
	MP 1477.12 east of Br. 270, Spokane.
	MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.
	MP 1478.41 west of Br. 273, Spokane.
	MP 1467.2 east of East Switch Mead

7. **MANUAL INTERLOCKING.**

Fort 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.

8. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Troy .....west siding switch controlled by operator at depot.

HILLYARD.....End of double track and yard lead switches east and west of yard controlled by operator in yard office.

The "home signal limits" (Rule 605) on main track extend from the westward home signals at east end of yard to eastward home signals at west end of yard.

After receiving proper signal indication and entering home signal limits at east and west end Hillyard yard, switching movements may be made between these home signals and Rule 670 will not apply.

Whistle signals for routes west end of yard:

Eastward trains,

To main track .....1 long, 1 short, 1 long.

To yard .....1 long, 1 short.

Westward trains,

To westward main track .....1 long.

To eastward main track .....2 long, 1 short.

9. **AUTOMATIC INTERLOCKINGS.**

U.P.R.R. crossing 1.19 miles east of Spokane.

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 2 minutes 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.

Dean.....End of double track.

10. Double track extends between Dean and Fort Wright, except at Hillyard and over bridge 274 and SP&S Jct. which is governed by interlocking signals.

11. 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.

12. Crews will stop all cars, locomotives or other equipment before entering the Post Office Terminal Building at Spokane, Washington.

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS.

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

Between	
Columbia Falls and Somers	40 MPH
Bonners Ferry and Port Hill	10 MPH
Troup Jct. and Dean	35 MPH
Kettle Falls and Republic	30 MPH
Spokane and Coeur d'Alene	25 MPH
Spokane and Moscow	25 MPH
Spring Valley and Colfax	25 MPH

2. **SPEED RESTRICTIONS.**

Kalispell, over main street crossing	5 MPH
Northport, wye track	8 MPH
Dolomite, spur tracks	10 MPH
Northport to Troup Jct., handling logs	15 MPH
Kettle Falls to Dean, handling ore	30 MPH
Spokane, Crestline St., UP and Milw. crossings	15 MPH
Millwood, public crossing	4 MPH
Moscow, through city limits	10 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

Great Northern Clearance Form A received at Nelson will clear train at Troup Jct. Kettle Falls, all trains must obtain Clearance Form A.

Seventh subdivisions trains destined Coeur d'Alene must obtain Milwaukee clearance at Spokane, returning obtain Milwaukee clearance at Coeur d'Alene.

Eighth subdivision trains destined Moscow will obtain their U. P. clearance at Dishman, on return trip obtain U. P. clearance at Fairfield.

4. **ENGINE RESTRICTIONS.**

Between Bonners Ferry and Port Hill GP-7 and GP-9 class heaviest permitted, additional units must be separated by not less than 5 cars.

5. **RESTRICTED CLEARANCES.**

Bridges C 7.7, 7.8 and 7.9 3200 feet west of Millwood, restricted side clearance.

Spokane, bridges 1.3 and 1.6 will not clear man on top or side of engine or car, employes must stay off side or top of cars or engines when on bridges, except in an emergency and then must exercise extreme caution.

Post Falls, Idaho, restricted side and overhead clearance at the chip loader, Post Falls Lumber Co. Spur. The lateral restricted clearance extends for 250 feet parallel to the track on this spur, employes must be extremely careful in this area.

Colfax tunnel and bridges 71.6, 72.3 and 72.4 will not clear man on side or top of engine or car.

6. Train movements between N.P. Crossing and Dishman will be governed by remote controlled signals at N.P. Crossing, at east and west ends of new yard, and east end of siding at Dishman. Indications of these signals supersede the superiority of trains between these points. When a Stop-indication is displayed on one of the signals a member of the crew must communicate with the operator and be governed by his instructions in accordance with Rule 509.

7. Northport-Waneta, Laurier-Danville, trains must not pass International Border without permission of Customs and Immigration Inspectors.

8. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Troup Junction and Boundary, U.S. and between Laurier, Wash. and Danville, Wash.

9. Coeur d'Alene, 11th Street and Mullan Ave., 15th Street and Mullan Ave. Crossings, train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.

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

Spokane, Trent Avenue crossing protected by watchman 7:00 AM to 11:00 PM daily, outside these hours a member of the crew must be on the ground at crossing to protect the movement.

Colfax, use care when moving over North and Last Street crossings account restricted view.

10. **MANUAL INTERLOCKINGS.**

NP Crossing, 1.86 miles west of Spokane. Whistle signal for G.N. to U.P. main track, two long 1 short. Trains from Seventh subdivision to U.P. tracks will be governed by dwarf signal at base of westward two-arm interlocking signal.

11. **GATE PROTECTED RAILROAD CROSSINGS.**

U.P.R.R. Crossing 0.57 miles west of Thornton, normal position of gate is stop for Great Northern.

U.P.R.R. Crossing 0.29 miles west of Colfax, normal position of gate is stop for Great Northern.

12. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between points shown below. If it becomes necessary to operate a following train when there is still a train between these points, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.

These instructions apply between the following points and train order Form Z is not required.

Between Columbia Falls and Somers.
Bonners Ferry and Port Hill
Spokane and Spokane Bridge
U.P. Junction at Fairfield and Moscow
Spring Valley and Colfax

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

	Name	Location	Capacity Cars	Switch Opens
	Subdivision No. 1			
01481	Gunsight—storage track	3.25 miles east Sundance	8	West
01486	Pardue—Sammons Spur	1.88 miles west Sundance	11	East
				e w trk
01495	Meriwether—storage track	5.97 miles east Blackfoot	8	East
				e w trk
01517	Spotted Robe—stock tracks	3.56 miles west Triple Divide	63	Both
01555	Essex Pit	2.97 miles west Essex	50	East
				ww trk
01591	Anaconda Aluminum Co. Storage Track	0.73 mile west of end double track Conkelley	114	Both ww trk
01596	Half Moon	4.70 miles east Whitefish	46	West
				e w trk
01696	Warland Pit (Three Tracks)	1.06 miles east Yarnell	92	Both
	W. R. Grace Co. Siding	4.82 miles east Libby (MP 1331)	49	Both
	Subdivision No. 2			
01756	Katka Spur	6.46 miles east Crossport	18	East
01761	Crossport Spur	1.81 miles east Crossport	15	East
01765	Idaho-Boyd Conlee Spur	0.71 mile east Bonners Ferry	35	West
01772	Moravia	4.95 miles west Bonners Ferry	21	East
01791	Emerson Spur	0·68 mile east Colburn	58	West
01792	Pack River Lumber Co.	0.68 mile east Colburn	15	West
61906	Dover connection to S. I. Ry.	2.46 miles west Sandpoint	19	East
61924	Hedlund Lumber Co. Spur	0.77 miles east Priest River	16	West
61928	Albeni Falls Spur	2.66 miles east Newport	21	East
61935	Penrith Spur	3.50 miles west Newport	19	East
61949	Elk—storage tracks	2.99 miles west Camden	21	East
61966	Davies Spur	1.51 miles east Mead	34	East
	Subdivision No. 3			
	LP Gas Service Co. Spur	0.99 miles west Columbia Falls	4	East
61602	Rocky Mtn. Lbr. Co. Spur	1.23 miles west Columbia Falls	9	East
61610	Associated Seed Growers	3.56 miles east Kalispell	6	East
61611	Montana Saw Service Co. Spur	3.34 miles east Kalispell	5	East
61612	C&C Plywood Corp.	2.57 miles east Kalispell	27	Both
61613	Northwestern Lbr. Co. Spur	1.38 miles east Kalispell	47	East
61614	Carter Oil Co. Spur	1.30 miles east Kalispell	9	East
	Interchange Track	0.16 miles west west wye switch, Kalispell	27	Both
	Forest Products Co. Spur	On interchange track	6	West
61619	Monarch Lbr. Co.	5.17 miles west Kalispell	8	East
61621	Erickson Bros. Spur	5.57 miles west Kalispell	4	East
61622	Balls Crossing	5.75 miles west Kalispell	11	East
	Subdivision No. 4			
61802	Quarry Spur	1.37 miles east Bonners Ferry	4	West
61804	Allen's Spur	4.72 miles east Bonners Ferry	6	East
61807	Ritz	7.56 miles east Bonners Ferry	15	Both
61811	Watson's Spur	11.48 miles east Bonners Ferry	2	West
61813	DeVoignes Spur	13.16 miles east Bonners Ferry	4	East
61814	Camp 5 Spur	14.14 miles east Bonners Ferry	11	Both
61815	Seelover's Spur	15.41 miles east Bonners Ferry	2	East
61816	Copeland	16.88 miles east Bonners Ferry	25	Both
61817	Dehlbom Spur	17.50 miles east Bonners Ferry	4	West
61818	Edward's Spur	18.44 miles east Bonners Ferry	9	West
61819	Camp 8	19.74 miles east Bonners Ferry	18	Both
61821	Harper's Spur	21.82 miles east Bonners Ferry	4	West
61822	Houck's Spur	22.20 miles east Bonners Ferry	4	West
61824	K. V. Farm Spur	24.61 miles east Bonners Ferry	5	West
	Subdivision No. 5			
62165	Hall	10.10 miles west So. Nelson	14	Both
62158	Ymir	17.32 miles west So. Nelson	12	Both
62156	Hardy Lbr. Co. Ltd. Spur	19.16 miles west So. Nelson	16	West
62154	Boulder Mill	3.29 miles east Salmo	9	Both

	Name	Location	Capacity Cars	Switch Opens
	Subdivision No. 5—Cont.			
62148	Erie	2.73 miles west Salmo	11	Both
62143	Benton Spur	1.98 miles west Meadows	6	West
62140	Parks	4.93 miles west Meadows	8	Both
	Ross	3.24 miles west Meadows	9	Both
62141	Hearn Bros. Spur	4.67 miles west Meadows	3	East
62136	ATCO Spur	0.40 mile east Fruitvale	3	East
62132	Equipment Spur	3.15 miles west Fruitvale	3	West
62130	Columbia Gardens	3.84 miles east Waneta, B.C.	11	Both
62129	C. M. & S. Co. Spur	0.67 mile east Int. Bdy. at Waneta	32	East
62127	West Kootenay Power & Light Co. Ldg.	0.48 mile west Waneta	5	Both
62112	Janni Spur	3.30 miles west Northport	11	West
62110	Cameron Spur	4.40 miles west Northport	17	East
62105	Dolomite Quarry Spur	1.23 miles west Marble, including trackage Spokane-Portland Cement Co., Private Yd.	251	West
62077	Palmers	5.31 miles west Kettle Falls	12	Both
62056	Blue Creek	2.98 miles west Addy	18	Both
62041	Kulzer's Spur	1.70 miles west Valley	6	East
62040	North American Non Metallics Spur	2.02 miles west Valley	4	East
62034	Cline	0.96 miles east Springdale	18	Both
62033	Silica Sand Co. Spur	0.64 mile east Springdale	8	West
62026	Loon Lake Gravel Spur	1.60 miles east Loon Lake	40	East
	Subdivision No. 6			
	Boise Cascade Spur	0.50 mile west West Kettle Falls	36	East
62205	Harter Lumber Co.	1.02 miles west West Kettle Falls	10	Both
62207	Matneys Spur	2.72 miles west West Kettle Falls	4	East
62211	Spokane-Portland Cement Co. Spur	1.34 miles east Boyds	9	East
62245	Consolidated Mining and Smelting Co. Spur	1.11 miles east Grand Forks	12	West
62272	Pollard	7.31 miles west Malo	18	Both
62277	San Poil Spur	0.96 mile west Torboy	21	East
	Subdivision No. 7			
62631	Northwest Tbr. Co.	0.89 miles east Coeur d'Alene	16	East
62629	Atlas	2.53 miles east Coeur d'Alene	37	Both
62626	Huetter—connection to N.P. Railway	2.82 miles east Coeur d'Alene	15	Both
62623	Post Falls	8.15 miles east Coeur d'Alene	6	Both
62623	Post Falls Lumber Co.	7.63 miles east Coeur d'Alene	14	West
62624	Idaho Veneer Co.	7.63 miles east Coeur d'Alene	6	East
62615	Liberty Lake	3.12 miles east Spokane Bridge	8	East
62613	Greenacres	5.25 miles east Spokane Bridge	15	Both
62611	Carders	4.18 miles west Millwood	5	East
62604	Parkwater	4.40 miles west Spokane	4	Both
	Subdivision No. 8			
63691	Estes	3.22 miles west Moscow	15	Both
63675	Grinnell	4.91 miles west Palouse	11	Both
63665	Crabtree	4.06 miles west Garfield	9	Both
63661	Sokulk	4.26 miles east Oakesdale	18	Both
63660	Longwill	2.88 miles east Oakesdale	5	East
63651	Seabury	5.60 miles west Oakesdale	12	Both
63649	Fairbanks	5.26 miles east Spring Valley	20	Both
63640	Jefferson	3.48 miles west Spring Valley	6	Both
63635	Mt. Hope Industrial Spur	2.93 miles west Waverly	.....	East
63635	Old West Fairfield	.....	17	Both
63635	Old Mt. Hope	.....	24	Both
63605	Dishman	6.52 miles east Spokane	16	East
	Includes Spear	.....	21	West
	Subdivision No. 9			
63831	Manning	5.69 miles west Colfax	6	West
63811	Balder	4.76 miles east Rosalia	13	Both
63803	Rollins	2.54 miles east Spring Valley	11	East