

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	Bonnars Ferry, Idaho
Dr. Franz H. Siemsen	Sandpoint, Idaho
Dr. R. B. Morrow.....	Newport, Wash.
*Dr. E. B. Coulter	Spokane, Wash.
Dr. Robert J. Albi.....	Hillyard, Wash.
Dr. Roy S. Lowell	Colville, Wash.
*Dr. John C. Carpenter	Nelson, B. C.

*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 111

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

Thursday, June 1, 1967

MOUNTAIN STANDARD TIME GOVERNS FIRST,
SECOND AND FOURTH SUBDIVISIONS

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

CANADIAN STANDARD TIME GOVERNS IN
CANADA ON SEVENTH AND EIGHTH
SUBDIVISIONS.

P. F. CRUIKSHANK, Superintendent.
C. M. RASMUSSEN, General Manager.
H. J. SURLS
General Superintendent Transportation.
Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Cut Bank	MOUNTAIN STANDARD TIME		Telegraph Calls	Distance from Whitefish	SIGNS	FIRST CLASS		SECOND CLASS			
	Siding	Other Tracks	31	27		Time Table No. 111					32	28	494	490	492	
			Daily	Daily		Effective June 1, 1967					Daily	Daily	Daily	Daily	Daily	
STATIONS												Daily	Daily	Daily	Daily	Daily
01475	130	840	2.48pm	5.40am	0.00	Double Track	..... CUT BANK.....	CTC ABS	CT	125.85	CBIKPR XWYQ	A 9.30Am	A 6.25Pm	A 2.35Pm	A 11.10Pm	A 7.45Am
01501	100 112	272	3.15	6.10	26.24		.....BLACKFOOT.....		BF	99.61	POT	8.55	5.54	1.55	10.35	7.05
01508	114	183	3.26	6.25	33.53		.....BROWNING.....		BG	92.32	CPQ	8.45	s 5.43	1.40	10.25	6.55
01517	180	32	3.39	6.37	41.82		.....SPOTTED ROBE.....		.....	84.03	P	8.36	5.24	1.25	10.10	6.37
01522	98	62	3.47	7.00	46.87	Double Track	.....GLACIER PARK.....	CTC ABS	MD	78.98	OPWTQ	8.29	f 5.15	1.15	9.59	6.12
01527	186 E144	.....	3.55	7.08	51.94		.....BISON.....		.....	73.91	P	8.21	5.00	12.58	9.50	6.01
01534	W123	31	4.06	7.17	58.44		.....SUMMIT.....		SM	67.41	CPTIYQ	8.11	4.51	12.45	9.35	5.45
01540	E 58	9	4.19	7.29	65.48		.....BLACKTAIL.....		.....	60.37	PX	7.55	4.34	12.25Pm	9.01	5.20
01548	.....	36	4.37	7.45	72.75	Double Track	.....NIMROD.....	CTC ABS	.....	53.10	PA	7.38	4.17	11.55	8.40	4.55
01552	E 128 W134	93	4.44	7.55	78.65		.....ESSEX.....		SX	49.20	CPWFTK YXQ	7.32	f 4.11	11.45	8.30	4.45
01558	.....	.....	4.53	8.03	82.30		.....PINNACLE.....		.....	43.55	AP	7.22	4.00	11.30	8.15	4.30
01568	W 95	14	5.09	8.20	92.50		.....RED EAGLE.....		.....	33.35	APT	7.05	3.43	11.10	8.01	4.10
01578	151	91	5.25	8.40	103.12	.....BELTON.....	.....	22.73	OPWQ	6.49	f 3.28	10.50	7.40	3.50		
01586	62	63	5.34	8.50	110.99	Double Track	.....CORAM.....	CTC ABS	CM	14.86	OP	6.38	f 3.08	10.30	7.25	3.35
01590	.....	122	5.41	8.57	115.37		.....CONKELLY.....		.....	10.48	AP	6.31	2.58	10.20	7.10	3.25
01593	79	240	5.44	9.07	118.22		.....COLUMBIA FALLS.....		CF	7.63	TCJYXP WQ	6.28	s 2.55	10.15	7.05	3.18
01601	Yard	1733	A 5.55Pm	A 9.25Am	125.85		.....WHITEFISH.....		WF	0.00	ACKRWP YBFTZQ	6.20Am	2.40Pm	10.00Am	6.45Pm	3.00Am
			3.07 40.4	3.45 33.5		Time Over Sub-Division Average Speed per Hour						3.10 39.7	3.45 33.5	4.35 27.5	4.25 28.5	4.45 26.5

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Columbia Falls	MOUNTAIN STANDARD TIME		Telegraph Calls	SIGNS
			Time Table No. 111			
			Effective June 1, 1967			
STATIONS						
01593	240	0.00	.....	.....	CF	CJYXPT WQ
01605	44	5.46	.....	.....	.....	P
01617	437	14.40	.....	.....	K	OPJWYZ
01625	Yard	24.85	.....	.....	.....	PY

Westward trains are superior to eastward trains of the same class except on DOUBLE TRACK and in CTC TERRITORY.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 12.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Whitefish	MOUNTAIN STANDARD TIME Time Table No. 111 Effective June 1, 1967 STATIONS	Telegraph Calls	Distance from Troy	SIGNS	FIRST CLASS		SECOND CLASS		
	Siding	Other Tracks	31	27	32						28	494	490	492	
			Daily	Daily	Daily						Daily	Daily	Daily	Daily	
00061	Yard	1733	6.00 ⁴⁹⁰ Pm	9.40Am	0.00	.....	WHITEFISH.....	WF	134.49	ACKRWP YBFTZQ	A 6.15Am	A 2.25Pm	A 7.10Am	A 6.15 ³¹ Pm	A 1.40Am
01607	147	.....	6.06	9.46	5.39	.....	VISTA.....	.....	129.10	P	6.07	2.13	6.50	6.06	1.25
01613	188	14	6.13	9.53	11.81	.....	LUPFER.....	.....	122.68	P	6.00	2.05	6.40	5.45	1.15
01618	72	26	6.19	f 10.03	17.27	.....	OLNEY.....	.....	117.22	P	5.52	f 1.58	6.30	5.35	1.05
01624	188	17	6.25	10.10	23.04	.....	RADNOR.....	.....	111.45	P	5.45	1.48	6.20	5.20	12.55
01631	W104 E 112	17	6.33	f 10.19	30.11	.....	STRYKER.....	SY	104.38	CPTWQ	5.36	f 1.40	6.05	5.08	12.40
01637	135	14	6.40	f 10.25	36.11	.....	TREGO.....	.....	98.38	P	5.29	f 1.30	5.45	4.54	12.25
01642	130	39	6.45	f 10.35	40.70	.....	FORTINE.....	FR	93.79	OPW	⁴⁹⁴ 5.23	f 1.22	³² 5.23	4.45	12.10Am
01648	127	76	6.52	10.41	46.62	.....	TOBACCO.....	.....	87.87	PI	5.16	1.12	5.01	4.37	11.50
01654	149	68	7.00	s 10.51	52.38	.....	EUREKA.....	KA	82.11	CPWQ	5.09	s 1.05	4.50	4.30	11.35
01662	168	207	7.10	f 11.03	61.26	.....	REXFORD.....	RD	73.23	OPTW	5.00	f 12.50	4.30	4.15	11.20
01673	126	23	7.22	11.15	72.14	.....	STONEHILL.....	.....	62.35	P	4.48	12.37	4.10	3.57	11.05
01684	136	4	7.35	11.27	83.21	.....	URAL.....	.....	51.28	P	4.36	12.24	3.50	3.20	10.50
01689	126	4	7.40	11.32	88.16	.....	VOLCOUR.....	VR	46.33	OPWQ	4.31	12.18	3.40	3.00	10.42
01697	137	.....	7.48	11.40	95.07	.....	YARNELL.....	.....	38.52	P	4.23	12.10Pm	3.30	2.50	10.30
01710	150	3	8.02	²⁸ 11.54	109.07	.....	RIPLEY.....	.....	25.42	P	4.10	²⁷ 11.54	3.10	2.35	10.12
01718	254	248	8.10	s 12.08Pm	116.31	.....	LIBBY.....	CK	18.18	CPWQZY	4.02	s 11.44	3.01	2.10	10.00
01729	166	.....	8.22	12.20	127.33	.....	KOOTENAI FALLS.....	.....	7.16	P	3.49	11.22	2.45	1.45	9.45
1786	279	451	A 8.30Pm	A 12.30Pm	134.49	.....	TROY.....	UX	0.00	CRPBKI TYWQ	3.40Am	11.15Am	2.30Am	L 1.30Pm	L 9.30Pm
			2.30 53.8	2.50 47.5			Time Over Subdivision Average Speed Per Hour				2.35 52.1	3.10 42.5	4.40 28.8	4.45 28.4	4.10 32.3

Westward trains are superior to eastward trains of the same class except in CTC TERRITORY.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 12.

See page 9 for CONDITIONAL STOPS

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS					Distance from Troy	Time Table No. 111		Telegraph Calls	Distance from Fort Wright	SIGNS	FIRST CLASS				SECOND CLASS	
	Siding	Other Tracks	1	31	45	5	27		No. 111					46	28	2	32	490	492
			S. P. & S. No. 1	S. P. & S. No. 3	TOFC	Effective June 1, 1967	PACIFIC STANDARD TIME		S. P. & S. No. 4	S. P. & S. No. 2									
01738	279	451		7.30pm			11.35am	0.00	TROY	UX	142.03	CBRPBK IYTWQ	A 10.07am		A 2.40am	A 10.00am	A 8.15pm		
01742	140	20		7.39			11.43	6.60	YAKT		185.39	P	9.57		2.25	9.40	8.05		
01749	126	23		7.49			11.53	13.49	LEONIA		128.59	P	9.48		2.16	9.23	7.49		
01768	130	11		8.09			12.13pm	27.00	CROSSPORT		115.03	P	9.28		1.56	8.59	7.20		
01767	116	177		8.17			sl 2.23	81.81	BONNERS FERRY	BY	110.77	CPJWYQY	s 9.17		1.50	8.45	7.05		
01778	116	38		8.31			f 12.37	42.68	NAPLES		99.40	PWQ	f 9.06		1.38	8.28	6.38		
01786	108	33		8.40			12.45	50.07	ELMIRA		92.01	P	8.57		1.30	8.15	6.25		
01793	122	11		8.46			12.54	58.88	COLBURN		85.20	P	8.50		1.22	8.05	6.15		
61903	105	391		8.54			s 1.06	66.23	SANDPOINT	S	76.85	CPVTJZ WQY	s 8.41		1.13	7.52	6.02		
61917	124	16		9.08			1.20	78.58	LACLEDE		63.50	P	8.23		12.59	7.32	5.40		
61921	68	42		9.13			1.24	83.29	THAMA		58.79	P	8.18		12.54	7.25	5.32		
61925	67	105		9.17			s 1.30	88.88	PRIEST RIVER	NC	55.25	OP	s 8.14		12.50	7.19	5.25		
61931	120	242		9.25			s 1.42	93.40	NEWPORT	NR	48.68	CPJWQY	s 8.04		12.42	7.08	5.10		
61939	126	4		9.34			1.51	101.19	SCOTIA		40.89	P	7.54		12.33	6.55	4.55		
61946	117	25		9.42			1.59	107.78	CAMDEN		84.30	P	7.47		12.25	6.45	4.45		
61953	121	81		9.50			2.08	115.07	MILAN		27.01	P	7.39		12.17	6.35	4.35		
61968		52		10.02			2.20	125.45	DEAN	SF	10.68	ACPYJP	7.26		12.05am	6.20	4.20		
61968		171		10.08			2.25	129.68	MEAD		12.40	PX CBRKPT WIZYFQ	7.20		11.59	6.11	4.11		
61972		3519		10.15			f 2.31	134.57	HILLYARD	HU	7.51		f 7.15		11.55	6.00am	4.00pm		
				10.23			2.38	138.16	U. P. R. R. Cross'g		3.92	AMPXY	7.05		11.45				
61977		621		11.30pm	10.30	9.30pm	9.15pm	2.45	139.34	DOUBLE TRACK	Q	2.74	RKBCPJ YXZWQT	A 5.35am	7.00	A 9.50pm	11.40		
61980	68	87		A 11.36pm	11.00	A 9.40pm	A 9.20pm	3.30	142.08		FW	0.00	CPYRIJ TQ	5.25am	6.15	9.40pm	11.10		
							A 3.35pm								6.10am	11.05pm			
				.06	3.40	.10	.05	4.00					.10	3.57	.10	3.35	4.00	4.15	
				27.4	38.7	16.4	32.9	35.5					16.4	36.0	16.4	39.7	33.6	31.7	

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 111					Distance from Bonner's Ferry	Telegraph Calls	SIGNS
		Effective June 1, 1967							
		PACIFIC STANDARD TIME							
		STATIONS							
61826	15		PORT HILL			25.95			
01767	177		BONNERS FERRY			0.00	BY	CPJWYQY	

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Spokane	Time Table No. 111		Telegraph Calls	SIGNS	SECOND CLASS	
		95			Effective June 1, 1967				96	
		Daily Ex. Sun.			PACIFIC STANDARD TIME				Daily Ex. Sun.	
		STATIONS								
61976		L	8.00am	0.00	SPOKANE	DS	RKBCPJ YXZWQT	A	5.20pm	
62618	18	A	9.30am	18.29	SPOKANE BRIDGE		J	L	4.10pm	

BETWEEN SPOKANE BRIDGE AND GIBBS
C. M. ST. P. & P. RY. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.

62630	60	L	10.30am	30.53	GIBBS		JZY	A	3.00pm
62632		A	10.50am	31.66	COEUR D'ALENE	CA	ORYJZWT	L	2.50pm
			2.50						2.30
			11.1						12.7

Westward trains are superior to eastward trains of the same class on Third and Sixth Subdivisions except on DOUBLE TRACK.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 12.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Time Table No. 111 Effective June 1, 1967 Pacific Standard Time Canadian Standard Time Governs in Canada	Telegraph Calls	Distance from Dean	SIGNS
	Sidings	Other Tracks				
62185			NELSON	BC	185.79	OWP
BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES						
62180			5.48 TROUP JUNCTION		180.31	TPJ
62151	72		29.71 SALMO	SI	150.00	OP
62128	27		24.42 WANETA, B. C.		126.18	P
62124	40		2.11 BOUNDARY, U. S.		124.07	
62115	60	46	8.81 NORTHPORT	NP	115.26	OPWX
62105	42		9.50 DOLOMITE		105.76	P
62092	86	104	14.10 EVANS		91.66	P
62081		318	9.92 KETTLE FALLS	MF	81.74	YRKWB OFTJPZ
62073	107		8.48 COLVILLE	VD	73.26	OP
62050	79	107	22.95 CHEWELAH	CH	50.31	OPZY
62043	81	23	7.71 VALLEY	VY	42.00	OP
62025	40		18.05 LOON LAKE		24.55	P
62012	80	44	12.07 DEER PARK	DE	12.48	OPY
1963		62	12.48 DEAN	DF	0.00	CJPY

WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 111 Effective June 1, 1967 PACIFIC STANDARD TIME	Distance from Spring Valley	Telegraph Calls	SIGNS
63837	43	COLFAX	36.75	CO	TPW
63825	68	12.17 STEPTOE	24.58		
63820	28	5.01 CASHUP	19.57		
63815	28	4.20 THORNTON	15.37		
63806	39	9.60 ROSALIA	5.77	RO	PJW
63644	59	5.77 SPRING VALLEY	0.00		JT

WESTWARD EIGHTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Tracks	Distance from Kettle Falls	Time Table No. 111 Effective June 1, 1967 Pacific Standard Time Canadian Standard Time Governs in Canada	Telegraph Calls	SIGNS
62081	318	0.00	KETTLE FALLS	MF	ORKBJF TYPZW
62204	167	4.70	4.70 WEST KETTLE FALLS		P
62212	24	12.09	7.39 BOYDS		P
62217	35	17.48	8.39 BARSTOW		
62234	18	34.67	17.19 LAURIER, WASH.		P
62246	4	46.01	11.34 GRAND FORKS, B. C.		JT
62249	18	49.12	3.11 DANVILLE, WASH.		P
62259	62	59.52	10.40 CURLEW		P
62280	78	80.72	16.29 REPUBLIC	Z	OTW

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 111 Effective June 1, 1967 PACIFIC STANDARD TIME	Distance from Spokane	Telegraph Calls	SIGNS
63694	42	MOSCOW	96.04	MO	OKTJYW
63680	100	14.48 PALOUSE	81.56	PA	OTJ
63669	43	10.62 GARFIELD	70.64	GF	OWM
63657	72	11.81 OAKESDALE	58.83	KA	OJM
63644	59	13.13 SPRING VALLEY	45.70		TJ
63635	0	8.01 WEST FAIRFIELD	36.79		
63638		2.60 U. P. R. R. JUNCTION	34.19		J
		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		JM
OPERATION BETWEEN N. P. CROSSING AND SPOKANE IS OVER SEVENTH SUBDIVISION.					
61976		SPOKANE	0.00	DS	JXZWTQ RKBCPY5

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	Voleour	Naples
Spotted Robe	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 Bison, Libby, Newport, Bonners Ferry.

West yard lead switch Whitefish.

SP&S Junction switch Fort Wright.

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

25 MPH—Trains handling logs, on flat cars except cars equipped with permanent steel side stakes, rotaries; Trains or engines moving in facing point direction at spring switches without facing point lock; Trains or engines thru No. 15 turnouts at following locations:

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 333, 350 thru 375, 400 thru 417, 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 reduced speed.

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

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

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

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

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

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

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

5. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

6. Trains departing from stations, either from siding or main track, in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position.

If this signal indicates Stop and no immediate train movement or other cause is evident, report the fact to Superintendent from first available point of communication.

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

7. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
8. Regarding Rule 2 of the Consolidated Code of Operating Rules is amended as follows:
Approved type wrist watches are:
Elgin, B. W. Raymond model 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. The following Uniform Code of Operating Rules are in effect in Canada.

Rule 14. (k-a) o o —

Answer to 14k

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Flagmen must each be equipped for day time with:

- A red flag on a staff,
- At least eight torpedoes and
- Seven red fusees.

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

- A white light,
- A supply of matches,
- At least eight torpedoes and
- Seven red fusees.

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

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

PROTECTION OF IMPASSABLE OR SLOW TRACK

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 fuses.

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 Whitefish	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Cut Bank, Bridge 1090.8	80 MPH
Columbia Falls.....Trains 31 and 32 passing station.....	45 MPH

3. TRAIN REGISTER EXCEPTIONS.

Cut Bank, first class trains register by ticket.

Register of regular trains at Cut Bank will cover their arrival at Browning.

Register of regular trains at Whitefish will cover their arrival at Conkelley.

4. When cutting in helper engines for movement between Essex, Montana and Summit, Montana under no circumstances should the helper locomotive be immediately behind any 85 foot or longer flat car when shoving on the train. When 85 foot or longer flat cars are on the rear of the train the helper should be cut in a substantial distance from the rear of the train. 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.

5. CROSSOVERS ON DOUBLE TRACK.

FACING POINT	TRAILING POINT
Cut Bank	MP 1100
Summit	MP 1110
Blacktail	Essex, east crossover
Essex, west crossover	Columbia Falls, west crossover
Columbia Falls, east crossover	Half Moon

6. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Cut Bank—end of double track east and west end Bridge 1090.8.
SummitEnd of Double track.
East switch westward siding.
Switch at end of double track and westward siding above points controlled by operator at depot.

7. AUTOMATIC INTERLOCKINGS.

NimrodSingle Track Bridge 1165.8
 PinnacleSingle Track MP 1173.2 to 1177.6
 Red EagleEnd of double track.
 ConkelleyEnd of double track.
 WhitefishEnd 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 absolute 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 absolute signal displays Stop-indication account plugs in slide fence pulled out. When trains or engines receive a Stop-indication at absolute 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 absolute signal clears after operating key controller, train may proceed through interlocking at restricted speed, looking out for rocks or other obstructions fouling track. If absolute 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 absolute 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.

8. At Browning when a westward train is required by rule or train order to wait at end of CTC for a superior train, if the westward governing signal at end of CTC displays an indication to proceed such train is authorized to proceed on main track to the train order signal.
9. Consolidated Code of Operating Rules No. 251, 252, 253 and 254 apply on eastward and westward tracks between Cut Bank and Blackfoot between Summit and Red Eagle and between Conkelley and Whitefish, for train movement with the current of traffic.
10. Plum Creek Plywood Mill, Columbia Falls. Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track, air must be cut into cars and air brakes operating.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.
 Between Passenger Freight
 Whitefish and Troy 79 MPH 60 MPH
2. TRAIN REGISTER EXCEPTIONS.
 Troy First Class Trains register by ticket.
3. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.
 TobaccoWest siding switch controlled by operator at Eureka.
4. At Libby when an eastward train is required by rule or train order to take siding for a superior train, if the eastward governing signal at west switch of siding displays an indication to proceed such train is authorized to proceed on main track to the train order signal.
5. CONDITIONAL PASSENGER STOPS.
 No's. 31 and 32 will stop at Libby to receive or discharge revenue passengers from or to points Minot and east or from or to points Spokane and west where scheduled to stop.

THIRD 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 register by ticket.
 Register of regular trains at Hillyard will cover their arrival at Dean.
4. Rules 251, 252, 253 and 254 apply on Eastward and Westward tracks between Fort Wright and Dean for train movements with the current of traffic.
 Trains at Mead must not enter main track until permission is received from operator or train dispatcher. At Dean, a proceed indication on Eastward absolute signal at end of double track will confer authority to Eastward inferior trains to run ahead of Eastward superior trains to station Dean.
5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
 Spokane first class trains must obtain clearance.

6. CROSSOVERS ON DOUBLE TRACK.

Facing point.	Trailing point.
MP 1477.22 east of Br. 270, Spokane.	MP 1476 east of UP. RR. crossing, Spokane.
MP 1477.61 (Scissors) on Br. 278 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. 278 west of Spokane passenger depot.
	MP 1478.41 west of Br. 278, 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 interlocking limits on main track extend from the westward absolute signals at east end of yard to eastward absolute signals at west end of yard.

After receiving proper signal indication and entering interlocking signal limits at east and west end Hillyard, switching movements may be made between these interlocking signals and Rule 612 will not apply.

Whistle signals for routes west end of yard:

Eastward trains,

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

Westward trains,

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

9. AUTOMATIC INTERLOCKINGS.

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

Push buttons located on absolute signals of all main track routes may be operated to obtain signal indication for a reverse movement. Push button emergency release is located near crossing and instructions are posted in box. Switch to the S.I. interchange just west of the crossing is electrically locked.

Dean End of double track.

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

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

FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS.**1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	
Columbia Falls and Somers.....	40 MPH
Bonniers Ferry and Port Hill.....	10 MPH
Troup Jct. and Dean	35 MPH
Kettle Falls and Republic	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 Bonniers Ferry and Port Hill GP-7 and GP-9 class heaviest permitted, additional units must be separated by not less than 5 cars. Also empty buffer car to be used behind these engines when operated on K. V. line.

5. RESTRICTED CLEARANCES.

Bridges C 7.7, 7.8 and 7.9 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.

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.

Canadian Standard Time Governs in Canada on Seventh and Eighth Subdivisions.

SPEED TABLE

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

11. **GATE PROTECTED RAILROAD CROSSINGS.**

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

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.

One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

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

Between Columbia Falls and Somers.

Bonnars Ferry and Port Hill

Spokane and Spokane Bridge

U.P. Junction at Fairfield and Moscow

Spring Valley and Colfax

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
Subdivision No. 1				Subdivision No. 7			
01481	Gunsight Storage Track	8	West	62176	South Nelson	24	Both
01484	Sundance Storage Track	30	Both	62165	Hall	14	Both
01486	Pardue Sammons Spur	11	e w trk	62158	Ymir	12	Both
01495	Meriwether—storage track	8	East	62156	Hardy Lbr. Co. Ltd. Spur	16	West
01555	Essex Pit	50	e w trk	62154	Boulder Mill	9	Both
01591	Anaconda Aluminum Co. Storage Track	114	East	62148	Erie	11	Both
01596	Half Moon	46	e w trk	62145	Meadows	20	Both
01696	Warland Pit (Three Tracks) W. R. Grace Co. Siding	92 49	East East	62143	Benton Spur	6	West
Subdivision No. 2				62140	Parks	8	Both
01756	Katka Spur	18	East	62141	Ross	9	Both
01761	Crossport Spur	15	East	62143	Hearn Bros Spur	3	East
01765	Idaho-Boyd Conlee Spur	35	West	62136	ATCO Spur	3	West
01772	Moravia	21	East	62135	Fruitvale	27	Both
01791	Emerson Spur	58	West	62132	Equipment Spur	3	West
01792	Pack River Lumber Co.	15	West	62130	Columbia Gardens	11	Both
61906	Dover connection to S. I. Ry.	19	East	62129	CM&S Co. Spur	32	East
61924	Hedlund Lumber Co. Spur	16	West	62127	West Kootenay Power & Light Co. Ldg.	5	Both
61928	Albeni Falls Spur	21	East	62112	Janni Spur	11	West
61935	Penrith Spur	19	East	62110	Cameron Spur	17	East
61949	Elk—storage tracks	21	East	62107	Marble	37	Both
61966	Davies Spur	34	East	62105	Dolomite Quarry Spur	37	Both
Subdivision No. 3				62077	Palmer	12	Both
61602	LP Gas Service Co. Spur	4	East	62067	Arden	47	Both
61602	Rocky Mtn. Lbr. Co. Spur	9	East	62059	Addy	17	Both
61610	Associated Seed Growers	6	East	62056	Blue Creek	18	Both
61611	Montana Saw Service Co. Spur	5	East	62041	Kulzers Spur	6	East
61612	C&C Plywood Corp.	27	Both	62040	North American Non Metallics Spur	4	East
61613	Northwestern Lbr. Co. Spur	47	East	62034	Cline	18	Both
61614	Carter Oil Co. Spur	9	East	62033	Silica Sand Co. Spur	8	West
	Interchange Track	27	Both	62032	Springdale	27	Both
	Forest Products Co. Spur	6	West	62026	Loon Lake Gravel Spur	40	East
61619	Monarch Lbr. Co.	8	East	62018	Clayton	24	Both
61621	Erickson Bros. Spur	4	East	Subdivision No. 8			
61622	Balls Crossing	11	East	62205	Boise Cascade Spur	36	East
Subdivision No. 5				62207	Harter Lumber Co.	10	Both
61802	Quarry Spur	4	West	62211	Matneys Spur	4	East
61804	Allen's Spur	6	East	62211	Spokane-Portland Cement Co. Spur	9	East
61807	Ritz	15	Both	62222	Dulwich	35	Both
61811	Watson's Spur	2	West	62228	Gold Stake	13	Both
61813	DeVoignes Spur	4	East	62245	Consolidated Mining and Smelting Co. Spur	12	West
61814	Camp 5 Spur	11	Both	62265	Malo	33	Both
61815	Seelover's Spur	2	East	62272	Pollard	18	Both
61816	Copeland	25	Both	62276	Torboy	34	Both
61817	Dehlbom Spur	4	West	62277	San Poil Spur	21	East
61818	Edward's Spur	9	West	Subdivision No. 9			
61819	Camp 8	18	Both	63691	Estes	15	Both
61821	Harper's Spur	4	West	63680	Viola	27	Both
61822	Houck's Spur	4	West	63675	Grinnell	11	Both
61824	K. V. Farm Spur	5	West	63665	Crabtree	9	Both
Subdivision No. 6				63661	Sokulk	18	Both
62631	Northwest Thr. Co.	16	East	63660	Longwill	5	East
62629	Atlas	37	Both	63651	Seabury	12	Both
62626	Huetter—connection to N.P. Railway	15	Both	63649	Fairbanks	20	Both
62623	Post Falls	6	Both	63640	Jefferson	6	Both
62623	Post Falls Lumber Co.	14	West	63638	Waverly	31	Both
62624	Idaho Veneer Co.	6	East	63635	Mt. Hope Industrial Spur	17	East
62615	Liberty Lake	8	East	63635	Old West Fairfield	17	Both
62613	Greenacres	15	Both	63635	Old Mt. Hope	24	Both
62611	Carders	5	East	63605	Dishman	16	East
62607	Millwood	9	Both		Includes Spear	21	West
62606	Orchard Ave.	60	Both	Subdivision No. 10			
62604	Parkwater	4	Both	63831	Manning	6	West
				63811	Balder	13	Both
				63803	Rollins	11	East