

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

Special Instructions No. 2

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

AND

PACIFIC TIME

Saturday, December 1, 1945

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

**PACIFIC TIME GOVERNS FOURTH
AND SIXTH SUBDIVISIONS**

These Instructions constitute a part of the Time-Table currently in effect. Employees whose duties are in any way affected by the Time-Table must have a copy of the Current Special Instructions and Current Time-Table with them on duty.

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

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM SPEED FOR TRAINS.

Between:

	Passenger	Freight
Pacific Junction and Blackfoot	60 MPH	50 MPH

2. SPEED RESTRICTIONS.

Bridge No. 43 to a point 1500 feet west, Galata.....	45 MPH
Bridge 68, Cut Bank	30 MPH
Between Home Signals of Interlockings at Shelby	20 MPH

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Diesel engines may use any track declared safe for 0-6 Class engine.

Steam engines heavier than 0-6 not permitted on industry tracks at:

Burnham.

Fresno.

Hingham, from 200 feet east International Elevator to loading platform.

Rudyard, from St. Anthony and Dakota Elevator to Farmer's Union Coal Bin.

Inverness, from International Elevator to Conoco Oil Tanks.

Chester, pit tracks, and along loading platform of stockyard track.

Tiber.

Lothair, from 50 feet east of crossing to west switch.

Devon, from Farmer's Union Oil Co. to Gallatin Valley Elevator.

Shelby, house track along platform; Illinois Pipe Line Spur;

Treasure State Refining Co. Spur; north 3 track from 290

feet west of east switch to 280 feet east of west switch.

Ethridge, halfway between elevator and stock chute west end, elevator on east end.

4. TRAIN REGISTER EXCEPTIONS.

Shelby, all trains except first and third class register by ticket. Blackfoot, first class trains register by ticket.

5. RESTRICTED CLEARANCES.

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

6. Havre, No. 2 stop so postal car will be at east end station platform.

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

8. CROSSOVERS ON DOUBLE TRACK.

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

9. SPRING SWITCHES WITH FACING POINT LOCK.

Buelow, East switch eastward siding.

West switch westward siding.

Tiber, East and west siding switch.

Shelby, East switch.

Cut Bank, East siding switch.

Normal position is for main track.

10. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Shelby

Cut Bank

Blackfoot

Switch at end of double track above points controlled from depot.

Whistle Signals for routes:

Shelby:

Single track to westward main track2 long. 1 short.

Single track to eastward main track1 long. 1 short. 1 long.

Eastward main track to single track1 long. 1 short. 1 long.

Westward main track to single track2 long. 1 short.

Eastward main track to switching lead2 long. 1 short.

Switching lead to eastward main track2 long. 1 short.

Blackfoot:

Single track to eastward main track1 long. 1 short.

Westward main track to single track2 long. 1 short.

Running against current of traffic1 long. 1 short. 1 long.

Eastward siding, from or to...1 long. 4 short.

Westward siding, from or to...2 long. 4 short.

11. SEMI-AUTOMATIC INTERLOCKINGS.

Pacific Junction Junction of Kalispell and Butte divisions. Pacific Jct., switches operate automatically for all movements with the current of traffic and for westward Kalispell division trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre.

Switches must be operated by hand for other movements.

When an eastward train on the Great Falls Line receives a proceed indication at home signal and is required to wait for the arrival of an eastward Kalispell division train, trainman shall operate push button "R" located in iron box at eastward home signal which will permit route to be changed to avoid delay to eastward Kalispell division train.

When push button "R" has been operated and no train movement made, route may be reset for eastward train on Great Falls Line by operation of push button "N".

Push button box must be locked after using.

12. SWITCH INDICATORS.

Sweet Grass Line Jct., indicators are located near Junction switch. Separate indicators are provided for eastward and westward main tracks. Push buttons and instructions for their operation are in iron box locked with a switch lock.

If train or engine movement is to be made from Sweet Grass Line to westward main track, it is only necessary to operate westward track indicator. If train or engine movement is to be made from the Sweet Grass Line to eastward main track, both indicators must be operated.

The member of the crew who is to line switches must first operate push button "R" for route desired and hold a few seconds. Both the trainman and the engineer must observe and be governed by the indicator before lining switches or fouling main track.

If indicator displays a yellow light when push button "R" is operated, switches may be lined and movement made immediately without waiting as prescribed by Rule 513. The yellow light will be extinguished by the lining of the main track switch. If a yellow light is not displayed in the indicator when push button "R" is operated, every precaution, consistent with train rights and operating rules, must be taken before lining switch or fouling main track.

If push button "R" is operated, and the intended movement is not made or main track switch is not lined, push button "N" must be operated to restore signal system to normal condition to avoid delays to trains on main track. Push button "N" must never be operated after push button "R" if the intended movement is to be made.

Push button boxes must be kept closed and locked, except as required to be open for immediate use.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM SPEED FOR TRAINS.

Between:

	Passenger	Freight
Blackfoot and Browning	60 MPH	40 MPH
Browning and Summit	45 MPH	35 MPH
Summit and Walton	45 MPH	25 MPH
Walton and Columbia Falls	45 MPH	30 MPH
Columbia Falls and Whitefish	55 MPH	40 MPH

2. SPEED RESTRICTIONS.

Between Summit and Nimrod, westward trains on eastward track:

Passenger	30 MPH
Freight	20 MPH
Nimrod, through gantlet Bridge 116	20 MPH
Columbia Falls, trains handled with heavier than 0-6 engines using siding turnouts	5 MPH
Whitefish, freight trains pulling into yard	8 MPH

Between Summit and Walton helper engines moving light must proceed at restricted speed.

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Diesel engines may use any track declared safe for 0-6 Class engine.

Steam engines heavier than 0-6 not permitted on industry tracks at:

Spotted Robe.

Bison.

Rising Wolf, for a distance of 400 feet from H.B. west switch.

Belton, beyond 130 feet from clearance point Slack's Spur.

Citadel, 1 mile west of, Diller Spur.

Columbia Falls, old house track; west end new house track; Westberg Spur; Superior Building Company Spur.

If necessary to set out or pick up on these tracks hold on to sufficient cars as reachers.

4. TRAIN REGISTER EXCEPTIONS.

Blackfoot, first class trains register by ticket.

5. Blackfoot, eastward freight trains arriving on yard or main tracks will stop west of end of double track to avoid blocking crossover when cutting off to hostile engine.

6. Summit, head brakeman on eastward freight trains arriving with helper engine to cut out at rear, will get off head end and station himself where he can hear whistle signal of helper engine. After helper engine is cut out and into clear on westward main track, helper engineer will signal the road engine to back up and make coupling onto rear of train by sounding three blasts of the whistle. Head brakeman, after hearing whistle signals from helper engine, will give hand signal to road engine to back up.

Conductor or rear brakeman will remain on caboose until road engine has coupled onto rear portion of train to guard against the detached portion running back down the grade after helper engine has been cut off.

Eastward freight trains will make the prescribed air test after coupling up train and helper engine cut out.

7. Whitefish, when changing engines on eastward passenger trains, outgoing engine will stand into clear on east end of house track.

8. Whitefish, passenger trains arriving with engine going through will leave steam heat on train. If engine is to be changed, or there are cars to be set out or added, blow steam heat line out and shut off steam.

9. CROSSOVERS ON DOUBLE TRACK.

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

10. Emergency Telephones.

Between Blacktail and Nimrod:

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

11. SPRING SWITCHES WITH FACING POINT LOCK.

Belton, east and west siding switch.

Normal position is for main track.

Brent, end of double track.

Normal position is for westward main track.

Whitefish, end of double track.

Normal position is for eastward main track.

West lead switch.

Normal position is for main track.

12. DRAGGING EQUIPMENT DETECTOR INDICATORS:

Indicators for westward trains are located at east end Snowshed 4-C, approximately 2 miles west of Blacktail; 1000 ft. west MP 1190, 6 miles east of Belton. Indicators consist of a single light unit with circular background mounted on signal mast approximately 7 feet above top of rail. Normally no light is displayed on this unit. Track equipment which operates the indicator is located about one mile distant in the approaching direction and consists of apparatus installed on both sides of the rail which will be broken by dragging equipment. The breaking of this apparatus will cause the indicator to display a white light which in no way modifies block signal indications. When the indicator displays a white light, stop shall be made as promptly as possible consistent with safety to the train and inspection made for dragging equipment. The fact must be reported to the Superintendent from first available point of communication.

13. MANUAL INTERLOCKINGS.

Red Eagle End of double track.

Whistle signals for routes:

Single track to eastward main track 1 long. 1 short.

Single track to westward main track 1 long. 1 short. 1 long.

Eastward siding to eastward main track 1 long. 4 short.

Eastward main track to single track 1 long. 1 short. 1 long.

Westward main track to single track 2 long. 1 short.

Westward main track to westward siding 2 long. 4 short.

14. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Blackfoot End of double track.

Summit End of double track.

Switch at end of double track above points controlled from depot.

Whistle signals for routes:

Blackfoot:

Single track to eastward main track 1 long. 1 short.

Westward main track to single track 2 long. 1 short.

Running against the current of traffic 1 long. 1 short. 1 long.

Eastward siding, from or to 1 long. 4 short.

Westward siding, from or to 2 long. 4 short.

Summit:

Single track to eastward main track 1 long. 1 short. 1 long.
 Single track to westward main track 2 long. 1 short.
 Eastward main track to single track 1 long. 1 short. 1 long.
 Westward main track to single track 2 long. 1 short.

15. AUTOMATIC INTERLOCKINGS.

Nimrod Gantlet Bridge 116.
 Brent End of double track.
 Whitefish End of double track.

Nimrod:

Release for westward route on westward track is located in release box at eastward home signal.

Release for eastward route on eastward track is located in release box at westward home signal.

Cranks for hand operation of smashboards are attached by chains to the mechanism.

If a train moving against the current of traffic is stopped by dwarf signal, trainman will operate release located in release box nearest the dwarf signal, and if signal does not indicate proceed when release returns to normal position, trainman may flag through gantlet making certain that smashboard at opposite end of gantlet is in reverse position. Westward trains when delayed at Nimrod may hold the interlocking for their use for a period of six minutes by using push button located at westward home signal.

Brent:

Interlocking operates automatically for all movements, except for westward trains from single track to eastward track, which requires hand operation of spring switch before proceed signal indication may be obtained. Eastward trains on eastward track have preference over eastward trains on westward track. When an eastward train on westward track is to move through the interlocking while an eastward train on eastward track is standing at eastward home signal, trainman shall operate push button "R" located in an iron box and locked with a switch lock at eastward home signal. If push button "R" is operated and the intended movement is not made, or main track switch is not lined, push button "N" must be operated to restore signal system to normal condition to avoid delays to trains on main track. Push button "N" must never be operated after push button "R" if the intended movement is to be made.

Push button boxes must be kept closed and locked, except as required to be open for immediate use.

When a train in either direction is stopped by a stop-indication and no immediate conflicting train movement is evident, it may proceed in accordance with Rule 509(B) after making certain that the spring switch is properly lined for the route desired. If necessary to line switch by hand it should be returned to the normal position after train movement has been completed.

Whitefish:

Interlocking operates automatically for all movements, except for eastward trains from single track to westward track, which requires hand operation of spring switch before proceed signal indication may be obtained.

Westward trains on westward track have preference over westward trains on eastward track. When a westward train on eastward track is to move through interlocking while a westward train on westward track is standing at westward home signal, trainman shall operate push button "R" located in an iron box locked with a switch lock at westward home signal. If push button "R" is operated and the intended movement is not made, or main track switch is not lined, push button "N" must be operated to restore signal system to normal condition to avoid delays to trains on main track.

Push button "N" must never be operated after push button "R" if the intended movement is to be made.

Push button boxes must be kept closed and locked, except as required to be open for immediate use.

Instructions from train dispatcher will govern as to preference movement to be made through interlocking at end of double track.

16. SWITCH INDICATORS.

Walton, indicators are located near hand operated east and west switches of westward siding for movements from westward siding to or across main tracks Second Subdivision.

Separate indicators are provided for eastward and westward main tracks, and push buttons and instructions for their operation are in iron box locked with a switch lock.

If movement is to be made from westward siding to westward main track, it is only necessary to operate the westward track indicator. If movement is to be made from westward siding to or across eastward main track, both indicators must be operated.

The member of the crew who is to line switches must first operate push button "R" for route desired and hold a few seconds. Both the trainman and the engineer must observe and be governed by the indicator before lining switches or fouling main track.

If the indicator displays a yellow light when push button "R" is operated, switches may be lined and movement made immediately without waiting as prescribed by Rule 513. The yellow light of the westward track indicator will be extinguished by the lining of the westward siding switch. The yellow light of the eastward track indicator will be extinguished by the lining of crossover switch on westward main track.

If a yellow light is not displayed in the indicator when push button "R" is operated, every precaution, consistent with train rights and operating rules must be taken before lining switch or fouling main track.

If push button "R" is operated and the intended movement is not made, or main track switch is not lined, push button "N" must be operated to restore signal system to normal condition to avoid delays to trains on main track.

Push button "N" must never be operated after push button "R" if the intended movement is to be made.

Push button boxes must be kept closed and locked, except as required to be open for immediate use.

THIRD SUBDIVISION**(Main Line)****1. MAXIMUM SPEED FOR TRAINS.**

Between:	Passenger	Freight
Whitefish and Troy	55 MPH	45 MPH

2. SPEED RESTRICTIONS.

Whitefish, freight trains pulling into Yard 8 MPH

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Diesel engines may use any track declared safe for 0-6 Class engine.

Steam engines heavier than 0-6 not permitted on industry tracks at:

Lupfer.
 Olney.
 Radnor.
 Stryker.
 Trego.
 Fortine.
 Tobacco.

Rexford, house track.

Warland Pit, tracks Nos. 3, 4 and 5.

Libby, all engines prohibited beyond first frog on tracks leading to J. Neils Lumber Company.

Troy, Car repair tracks; Mine Spur; J. Neil's Lumber Company Spur west of stockyard.

If necessary to pick up or set out on these tracks hold onto sufficient cars as reachers.

4. Whitefish, passenger trains arriving with engine going through will leave steam heat on train. If engine is to be changed, or there are cars to be set out or added, blow steam heat line out and shut off steam.

5. Track north of main track extending between Fortine and Tobacco is known as "eastward freight track", and must be used by eastward trains only, except first-class and passenger ex-

tras, unless otherwise instructed by train order. All trains using this track will display markers as though running against the current of traffic on double track (See Rule 19, fig. 9).

Crossover at Fortine located 7500 feet west of east switch is known as FORTINE CROSSOVER.

Crossover at Tobacco located 7500 feet east of west switch is known as TOBACCO CROSSOVER.

Normal position of crossover switches on eastward freight track is for through movement on that track.

6. Tobacco, short track south of main track will be known as No. 1 track, capacity 45 cars, and must be kept clear except when being used by trains. Normal position industry track switches for No. 1 track.
7. Rexford, when train order signal indicates Stop, eastward freight trains holding main track on a meet with westward freight trains, will stop engine just west of depot so that operator may deliver train orders to the westward train on siding.
8. Troy, westward freight trains arriving and holding main track will stop east of crossover leading from westward main track so crossover may be used while engine is being hostled.
9. Troy, engines tying up must be spotted near fuel oil pumping plant so that stationary fireman can watch conveniently in addition to other duties.
10. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
None	Troy
11. **EMERGENCY TELEPHONES.**

Whitefish, 3 miles west of, west end Curve
292 Watchman's cabin.

Lupfer, 1½ miles east of, near center Curve
305 Watchman's cabin.
12. **SPRING SWITCHES WITH FACING POINT LOCK.**

Whitefish, west lead switch.
Vista, west siding switch.
Lupfer, east and west siding switches.
Radnor, east and west siding switches.
Trego, east and west siding switches.
Fortine, east switch eastward freight track.
Eureka, east and west siding switches.
Rexford, east and west siding switches.
Ural, east and west siding switches.
Volcour, east siding switch.
Yarnell, east and west siding switches.
Ripley, east and west siding switches.
Libby, west siding switch.
Normal position is for main track.
Troy, end of double track.
Normal position is for eastward main track.
13. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**

Troy, east end south yard track.
Normal position is for main track.
14. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Tobacco West switch eastward freight track.
This switch controlled by operator at depot.
15. **SEMI-AUTOMATIC INTERLOCKINGS.**

Kootenai Falls End of double track.
Kootenai Falls, switch at end of double track operates automatically with the following exception:
Movement of westward trains from single track to double track against the current of traffic requires manual operation and is controlled by operator, Libby. When interlocking is inoperative it will be necessary to line switch by hand.

FOURTH SUBDIVISION

(Main Line)

1. **MAXIMUM SPEED FOR TRAINS:**

Between:	Passenger	Freight
Troy and Hillyard	55 MPH	45 MPH
2. **SPEED RESTRICTIONS.**

Bonnors Ferry, over public crossing east of depot 15 MPH
 Priest River, train No. 2 passing mail crane 12 MPH
 Priest River, Bridge 244, R engines 20 MPH
 Between Albeni Falls Spur and Diamond Match Mill 10 MPH
 Mead, over switches and frogs on curves at Aluminum Plant 3 MPH
3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**

Diesel engines may use any track declared safe for 0-6 Class engine.
 Steam engines heavier than 0-6 not permitted on industry tracks at:
 Leonia, east end to crossing west of depot.
 Katka.
 Crossport.
 Bonnors Ferry, ¼ mile east of, beyond 500 ft. from main track switch Boyd-Conlee Spur.
 Bonnors Ferry, Elevator track; S. I. Ry. transfer track; Pea Spur; No. 4 yard track; west leg of wye; Dock track.
 Moravia.
 Naples, east end to crossing east of depot; Mill Spur.
 Elmira, east half.
 Colburn, 0.6 miles east of, Brown Timber Company Spur.
 Colburn.
 Sand Point, all tracks leading off main stem of wye.
 Wrencoe.
 Laclede.
 Thama.
 Priest River, Kaniksu Spur; Lindsay's Spur; Log Spur.
 Newport, Log Spur and all tracks east of Milwaukee crossing on Dock track.
 Camden.
 Elk, west end to crossing east of depot.
 Engines heavier than 0-1 not permitted on Albeni Falls Spur; Diamond Match Company mill connection to Albeni Falls Spur.
 If necessary to pick up or set out on these tracks hold onto sufficient cars as reachers.
4. **TRAIN REGISTER EXCEPTIONS.**

Hillyard, trains Nos. 1, 2, 27 and passenger extras register by ticket.
5. **RESTRICTED CLEARANCES.**

Albeni Falls Spur, when switching Diamond Match Company Mill, be governed as follows:

 - (a) Be sure that drawbridge over planer track is raised and into clear.
 - (b) Kicking or dropping cars on mill spur, or any tracks leading to planer, saw mill, or pole yard tracks, is prohibited.
 - (c) Before coupling onto cars on any tracks, see sufficient hand brakes are set to prevent cars running in case coupling fails.
 - (d) Employees are prohibited from riding on sides or top of engines and cars or walking along side when switching planer track.
 - (e) Smoking is prohibited in vicinity of mill, lumber and pole yards.
6. Troy, westward freight trains arriving and holding main track will stop east of crossover leading from westward main track so crossover may be used while engine is being hostled.
7. Troy, engines tying up must be spotted near fuel oil pumping plant so that stationary fireman can watch conveniently in addition to other duties.
8. Troy, conductors on No. 1, when train is on time, will wire from Troy the numbers of revenue coach, tourist, and standard sleeper passengers, to SP&S Superintendent, Portland, GN

Superintendent, Spokane, and Chief Dispatcher, Whitefish. This information shall be sent not later than 7:00 PM Pacific Time when train is late.

9. Bonners Ferry, normal position of junction switch, Sixth Sub-division, is for eastward siding.
10. Newport, Town Ordinance prescribes public crossings shall not be blocked in excess of five minutes.
11. Dean, normal position of junction switch, Spokane Division, Fifth Subdivision, is for Kalispell Division main track.
12. Hillyard, westward freight trains arriving without advance notice of designated track to head in on, will remain on westward main track east of end of double track, until necessary information is obtained by telephone.

13. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
Mead	Troy
	Davies Spur, 1.9 miles east Mead
	Mead

14. **EMERGENCY TELEPHONES.**

Between Troy and Yakt10 poles west MP 1341.
Between Yakt and Leonia.....East portal tunnel No. 8.
Between Leonia and Katka.....13 poles east MP 1353.
3 poles east MP 1356.
Between Katka and Crossport..West portal tunnel No. 10.
Curve 593, 2 miles east Crossport.
Between Scotia and Camden.....8 poles east tunnel No. 11.

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

Troy, end of double track.
Normal position is for eastward main track.
Crossport, east and west siding switches.
Bonners Ferry, west switch eastward siding.
Naples, east and west siding switches.
Colburn, east and west siding switches.
Laclede, east and west siding switches.
Scotia, east and west siding switches.
Camden, east and west siding switches.
Milan, east and west siding switches.
Normal position is for main track.
Dean, end of double track.
Normal position is for westward main track.
Hillyard, east end Hillyard Yard, junction switch of the two yard leads located just west of Safety switch.
Normal position is for west yard lead.

16. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**

Troy, east end south yard track.
Normal position is for main track.

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

HillyardEnd of double track east and west end of yard.
East end of yard, switches at end of double track, yard lead and Safety switch are interlocked.
West end of yard, switches at end of double track, yard lead and Spike yard lead are interlocked.
Interlockings at east and west end of yard are electrically controlled from depot.
Main track between these interlockings is a single track.
If a train is stopped by a Stop-indication and no immediate conflicting train movement is evident, trainman shall communicate with the operator and be governed by his instructions.
At east end of yard push buttons are provided in iron box locked with a switch lock located at west No. 5 switch and on eastward home signal at Safety switch for operation by trainman for movement of eastward trains from yard to eastward or westward main tracks.
Eastward trains leaving yard will use westerly push button in order to line routes instead of pulling down and using push button at eastward home signal Safety switch.
Instructions for operation of push buttons are posted in these boxes, which must be locked after using.

When the yard lead junction spring switch is lined for a facing point movement to west yard lead, a green target and green light will be displayed on the switch stand.

When spring switch is lined for a facing point movement to east yard lead, a yellow target and yellow light will be displayed on the switch stand.

When spring switch is not properly lined for facing point movement a red light will be displayed at switch stand height on eastward home signal mast at Safety switch.

For trailing point movements from either yard lead, a lunar white light will be displayed.

When so instructed by the operator, interlocking switches may be lined by hand for switch or other train movements as required.

Electric switch machines are equipped with two levers for hand operation. These are latched and locked with a switch lock.

Move "Short" lever to position displaying "Hand".

Move lever marked "Hand Throw" slowly until clutch engages and switch points begin to move with "Hand Throw" lever. Switch may be lined by hand as desired. "Short" lever shall be left in position displaying "Hand Throw" until all switching or other train or engine movements over the switch are completed, when "Hand Throw" lever shall be latched in either position and "Short" lever shall be moved to position displaying "Power" and locked. All home signals will indicate Stop during the period "Short" lever is in position displaying "Hand". Under no circumstances shall a hand signal be given for a train or engine movement over an interlocking switch unless the "Short" lever is in position displaying "Hand" and the switch has been lined in the position desired by the "Hand Throw" lever.

Whistle signals for routes west end of yard:

Eastward trains:
To main track1 long. 1 short. 1 long.
To yard1 long. 1 short.

Westward trains:
To westward main track1 long.
To eastward main track2 long. 1 short.

18. **AUTOMATIC INTERLOCKINGS.**

DeanEnd of double track.
Interlocking operates automatically for all movements, except for westward trains from single track to eastward track, which requires hand operation of spring switch before proceed signal indication may be obtained. Eastward trains on eastward track have preference over eastward trains on westward track. When an eastward train on westward track is to move through the interlocking while an eastward train on eastward track is standing at eastward home signal, trainman shall operate push button "R" located in an iron box and locked with a switch lock at eastward home signal. If push button "R" is operated and the intended movement is not made, or main track switch is not lined, push button "N" must be operated to restore signal system to normal condition to avoid delays to trains on main track. Push button "N" must never be operated after push button "R" if the intended movement is to be made. Push button boxes must be kept closed and locked, except as required to be open for immediate use. When a train in either direction is stopped by a Stop-indication and no immediate conflicting train movement is evident, it may proceed in accordance with Rule 509(B) after making certain that the spring switch is properly lined for the route desired. If necessary to line switch by hand, it should be returned to the normal position after train movement has been completed.

19. **SWITCH INDICATORS.**

Dean, indicator is located near hand operated junction switch for movements from Spokane Division Fifth Subdivision to Kalispell Division Fourth Subdivision. Push buttons and instructions for their operation are in iron box locked with a switch lock. The member of the crew who is to line switches must first operate push button "R" for route desired and hold a few seconds. Both the trainman and the engineer must observe and be governed by the indicator before lining switches or fouling main track. If the indicator displays a yellow light when push button "R" is operated, switches may be lined and movement made immediately without waiting as prescribed by Rule 513. The yellow light will be extinguished by the lining

of the main track switch. If a yellow light is not displayed in the indicator when push button "R" is operated, every precaution, consistent with train rights and operating rules, must be taken before lining switch or fouling main track.

If push button "R" is operated and the intended movement is not made, or main track switch is not lined, push button "N" must be operated to restore signal system to normal condition to avoid delays to trains on main track. Push button "N" must never be operated after push button "R" if the intended movement is to be made.

Push button boxes must be kept closed and locked, except as required to be open for immediate use.

FIFTH SUBDIVISION

(Kalispell Line)

1. MAXIMUM SPEED FOR TRAINS.

Between:	Passenger	Freight
Columbia Falls and Kalispell	30 MPH	20MPH

2. SPEED RESTRICTIONS.

Bridges 145 and 146, Kalispell:

0-1, 0-3, 0-4, P-2	20 MPH
0-6, 0-7, 0-8, Q-2, S-2	10 MPH
M-2, N-3, Q-1, S-1	5 MPH
R-1, R-2	Prohibited

3. ENGINE RESTRICTIONS.

Engines heavier than 0-5 prohibited on this subdivision.

4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

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

Kalispell, all engines prohibited from going beyond public crossing on Bjorneby Spur. If necessary to set out or pick up on this track, hold on to enough cars as reachers.

4. TRAIN REGISTER EXCEPTIONS.

Kalispell, register only for trains originating or terminating.

5. CLEARANCE EXCEPTIONS, RULE 83(B).

Kalispell, Seventh Subdivision trains, except those originating, will not require clearance.

6. Kalispell, normal position of junction switches, both legs of wye is for Seventh Subdivision.

7. Marion, normal position of switch west leg of wye is for Seventh Subdivision.

8. Marion, before departing trainmen will make air test, turn up all retainers; stop at Giroux Spur, inspect train and turn down retainers.

9. Somers, smoking is prohibited within the limits of the Somers Lumber Company yard, tie plant and tie yard.

10. Seventh Subdivision mileage is figured to and from junction with Fifth Subdivision, located 0.90 miles west of passenger station, Kalispell, on Fifth Subdivision trackage.

SIXTH SUBDIVISION

(K. V. Line)

1. MAXIMUM SPEED FOR TRAINS.

Between:	
Bonnors Ferry and Port Hill, all trains.....	20 MPH

2. SPEED RESTRICTIONS.

Bridge 1, Bonnors Ferry, all trains	10 MPH
Engines heavier than H-4	Prohibited
On curves, all trains	10 MPH
On straight track, G-3 and G-4 engines	15 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than G-3 and G-4, or engines having axle load over 45,000 pounds not permitted on this subdivision.

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

SEVENTH SUBDIVISION

(Somers Line)

1. MAXIMUM SPEED FOR TRAINS.

Between:	
Somers and Hubbard, all trains	20 MPH

2. SPEED RESTRICTIONS.

Between Hubbard and Kila, all trains handling logs.....15 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than F-8-S prohibited on this subdivision.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS FOR ENGINES.

Steam:	Maximum Speed Permissible	Movement of Engines Dead in Trains
F-8, G-3	40 MPH	
H-4, H-5, H-7	65 MPH	All steam engines with
H-6	60 MPH	side rods on both sides,
M	40 MPH	40 MPH
N-3	35 MPH	
N-3 (Roller bearing)	50 MPH	
O-Classes	50 MPH	All steam engines with-
P-2	75 MPH	out side rods 10 MPH
Q-1	40 MPH	
Q-2	45 MPH	
R-Classes	40 MPH	
S-1	60 MPH	
S-2	75 MPH	
Steam engines backing up..	20 MPH	
Steam engines in forward motion running light or caboose hop	35 MPH	
Diesel and Gas-Electric:		
50-51	35 MPH	35 MPH
75 to 144	40 MPH	35 MPH
175 to 181	75 MPH	60 MPH
182 to 185	65 MPH	60 MPH
200 and 300	45 MPH	40 MPH
250-251	85 MPH	65 MPH
301 to 305	50 MPH	40 MPH
400 to 428	50 MPH	40 MPH
500 to 504	90 MPH	75 MPH
2300 to 2324	50 MPH	50 MPH
2325 to 2341	70 MPH	60 MPH
Electric:		
5000 to 5000-B	45 MPH	45 MPH
5010 to 5017	55 MPH	55 MPH

When moved dead in trains:

Place Class "O" and larger engines not to exceed 15 cars behind road engine; in Electrified Zone, only Class R engines can be handled on head end all others near rear.

Place Class "F-8" and smaller engines next ahead of caboose.

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

Not less than five cars between all engines.

2. SPEED RESTRICTIONS GENERAL.

When freight cars, except cars equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory operated.

Freight engines used for handling passenger trains must not exceed authorized speed for freight trains in the territory operated.

Trains will run at restricted speed at points where slides or falling rock are liable to be encountered.

Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. On main line..... 25 MPH

except on 6 degree curves or sharper and on branch lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel, on main lines..... 30 MPH

except on 6 degree curves or sharper, and on branch lines 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings..... 15 MPH

Trains or engines over drawbridges..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches 35 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock..... 25 MPH

Trains or engines through No. 20 turnouts at: 35 MPH

Brent, Whitefish, Kootenai Falls, Dean, East end Hillyard Yard, end of double track.

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

Pacific Junction, end of double track.

Tiber, east and west siding switch.

Cut Bank, west end Bridge 68.

Blackfoot, end of double track.

Summit, end of double track.

Nimrod, both ends of gantlet.

Red Eagle, end of double track.

Whitefish, west switch to yard.

Tobacco, west switch eastward freight track.

Troy, end of double track.

east end south yard track.

Laclede, east and west siding switch.

Trains or engines through all other turnouts..... 15 MPH

Passenger trains passing 19 order board..... 25 MPH

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

Havre, Kalispell division clearance received at this point will clear train at Pacific Jct.

Pacific Jct., eastward Kalispell division trains will not require clearance and may proceed to Havre with the current of traffic when signals indicate proceed.

Sweet Grass, Kalispell division clearance issued to Butte division train will clear train at Sweet Grass Line Jct.

4. Under Rule 2 of the Consolidated Code of Operating Rules, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

5. The following Consolidated Code of Operating Rules and definitions do not apply to Great Northern or Northern Pacific employees, unless they work in joint territory where such rules are in effect:

10f	251-264 incl.	Manual Block System
14 t, u, v, w.	300 A-373 (A) incl.	Block Stations
210	S-509 (A)	Cab Signals
217	606 a, b, c, d.	
225	636	

6. SAFETY PROHIBITIONS.

(a) Not more than one employee will ride on leading foot-board of engine, then outside of rail, preferably on engineer's side.

(b) Employees are prohibited from riding on pilot or pilot beam of engine, or on footboard between engine and cars when cars are being pulled, shoved, switched, or while coupling is being made.

(c) When adjustment is necessary to drawbar, knuckle pin, or locking block, prior to making coupling, or when coupling fails, engine or cars must be separated not less than 10

- feet and action taken to prevent movement before going between cars.
- (d) Where helper engine is used behind caboose helping train, helper pilot will ride engine, and engine will be uncoupled by trainmen riding caboose platform.
 - (e) When heading out of sidings, freight trains with helper engine behind caboose, must regulate speed so that rear trainman can line switch and get on caboose instead of on tank of helper engine. This as a matter of safety because employees are prohibited from using running board of engine or passing from front of engine to caboose while train is in motion.
 - (f) Employees are forbidden to stand with feet resting upon car trucks, truck frame, or oil box while car is in motion.
 - (g) Riding upon open cars containing lading which may shift is prohibited, except as required to operate hand brakes or to ride the lead car when cars are being pushed. Employees must make every effort to station themselves to prevent injury, and on gondola cars must not stand or place arm, leg, or other part of the body between sides or end of car and lading.
 - (h) Trainmen or other employees, when carrying baggage or other articles, except brake club and lantern, are prohibited from climbing up or walking over top of trains.
 - (i) Employees are forbidden to ride on top or sides or stand on top of air dump cars, either loaded or empty.
 - (j) Jumping from the top of one car to the top of another car on adjacent track is prohibited.
7. Snow or ice should not be allowed to accumulate on footboards.
 8. Employees who desire to wear colored glasses while on duty are obligated to purchase them from Company Storekeeper.
 9. 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.
 10. Double heading trains is prohibited, except as authorized by Superintendent.
 11. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart. When that cannot be done they will be blocked not less than thirty minutes apart.
 12. After severe blizzard or dirt storm, employees on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape.
 13. When operating snow dozer, conductor to ride in same.
 14. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flangers on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employee.
 15. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
 16. Account necessity of heating road oil to permit faster flowing, such cars will not be spotted in the vicinity of any building, due to fire hazard.
 17. When dining cars or other non-platform cars are placed on the rear of passenger trains, in addition to flexible gate being closed and fastened in place, rear door of car must be kept locked with coach key.
 18. Kicking or dropping cars into tracks on which there are occupied outfit cars is prohibited.
19. Baggage cars returned deadhead when moved in storage mail service in opposite direction will be accompanied by waybill carrying notation "Deadhead mail car, no material of any character other than U. S. Mail or mail sacks to be loaded in it." Conductors will be held responsible for compliance of waybill instructions.
 20. Baggage cars on trains 1 and 2 carry 100 ft. of steam hose in two 50 ft. lengths for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. On one of the 50 ft. lengths, one end is equipped with standard connection to fit steam dome of engine and other end equipped with standard Vapor No. 312 steam coupler which fits all steam conduits. The other 50 ft. hose has both ends equipped with Vapor No. 312 steam coupler. Fastened to base of reel is an extra combination Vapor No. 312 steam coupler, which can be attached to hose with steam dome connection and in case of steam line failure on a car, both hose can be used to run around such car so can be taken to first terminal, but car to be drained before proceeding.
 21. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, Conductors shall notify Railway Postal Clerks; trains shall stop at points where U. S. mail is usually picked up and Conductors are responsible for delivery of mail to Postal car.
 22. Conductors will report by wire all flat spots on wheels of passenger cars, and cars having flat spots on wheels of more than two and one-half inches long must be set out.
 23. Pullman Troop Sleepers and Pullman Troop Kitchen cars have two separate sets of brake equipment cylinders. When necessary to release air brakes, both of these cylinders must be bled off to avoid slid flat wheels.
 24. Conductors will see that multiple sheet metal protectors are returned to equipment box on baggage cars when extra journal bearings are used.
 25. Conductors will make prompt wire report to Superintendent and Coach Yard Foreman, St. Paul, when air hose is removed from sealed box marked "Emergency Air Hose" found over Jennings Drive on passenger cars having truck mounted brakes, and when spare belt is used which is provided as emergency on air conditioned cars to avoid possible complete failure if blower fan belt should break.
 26. Where journal boxes on passenger cars are equipped with spring packing retainers and it becomes necessary to repack or rebrass journal, trainmen will see packing retainer is put back in place.
 27. When necessary to set out equipment due to hot journal, be sure that all traces of fire are extinguished, and journal box properly marked.
 28. Trainmen and others must not hang train order hoops on brake staff of cabooses as this is not only dangerous, but also a violation of Federal law.
 29. Telephones located in booths and freight houses must have switch cut out after using and must be kept secured by lock, except when being used.
 30. Conditions make it necessary to handle in trains, and in switching movements certain equipment of extreme height and width, and all employees are warned to keep off top of these cars when moving and also such standing cars in electrified zone, except in case of emergency as height of cars is such that man standing on top of cars will not have proper overhead clearance at many tunnels and structures. Train, engine and yardmen are cautioned to be on the lookout for such equipment and in absence of previous advice, wire proper officer for instructions.
 31. The contract with the Western Fruit Express Company does not relieve the Railway Company of responsibility for proper handling of perishable freight on the road and at points where the Express Company does not maintain representatives. Conductors on trains carrying perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions.

tions for handling perishable freight issued by the National Perishable Freight Committee, copies of which are furnished to all interested parties.

32. HANDLING OF EXPLOSIVES, INFLAMMABLE AND CORROSIVE LIQUIDS.

Cars placarded explosives moving in through freight trains must be handled not less than 16th car from road engine, one car from helper engine, and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in train next to loaded tank cars, flat or gondola cars loaded with pipe, lumber, poles, iron, steel, or refrigerator cars equipped with gas burning heaters, stoves, or lanterns, or next to box cars bearing inflammable or corrosive liquids. Cars containing explosives must have air and hand brakes in operative condition, and must not be cut off while in motion.

The following will govern shipments of explosives by express and handled in passenger trains:

Carload shipments of explosives may be made by Express and handled in passenger trains when in sealed express car properly placarded. Less than carload shipments may be made in so-called Express peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by an authorized representative of U. S. Government while on our trains.

Placarded loaded tank cars must not be placed in train next to cars containing lighted heaters, stoves, lanterns, or gas burning type of refrigerators, or next to flat or gondola cars loaded with logs, lumber, rails, pipe, or anything that is liable to shift, and cars must not be handled less than 6th car from engine or caboose when possible to do so.

Loaded tank cars must not be cut off in motion until all preceding cars have cleared route, and in turn cleared, before any cars are allowed to follow. Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I. C. C. Regulations.

33. The use of open flame lights, burning oil lanterns, and smoking, is prohibited when handling gasoline or other flammable oils, also in and around the operating cab of gas-electric engines.
34. Gas-electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
35. Delivery of gasoline or other flammable oils must not be made after dark.
36. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a lunar white light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
37. The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.
38. Trains when departing from stations, either from siding or main track in trailing point movement which actuate points of spring switches, a member of the crew must observe the indication of the governing signal in the 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 the Superintendent from the first available point of communication.

39. SWITCH INDICATORS AT SPRING SWITCHES.

A switch indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at the clearance point of a siding, must be operated by a member of the crew who, together with the engineer, must observe and be governed by its indication before fouling main track or making movement from a siding to the main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch.

If the indicator displays a yellow light when the switch-key-controller is operated, train or engine movement to the main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until the leading wheels have passed the clearance point.

If the indicator does not display a yellow light when the switch-key-controller is operated, every precaution consistent with train rights and operating rules must be taken to provide proper protection before passing the clearance point and fouling the main track.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R" and hold a few seconds. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counterclockwise toward "N" to restore signal system to normal condition to avoid delays to trains on main track.

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

40. 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.
41. Unless otherwise displayed, yard limit signs of the reflectorized type consist of letter "Y" and approach signs, one mile distant, are diamond shaped.
42. Employees are forbidden to go out on ledge, running boards, or any other outside structure of ditchers, steam shovels, cranes, or other similar machines while moving.
43. Employees must not go out on exterior of cab or use running board, nor hang from gangway of steps of moving engine. Using the narrow ledge along the bottom of the engine cabs to pass to or from cab to running board or to work from is prohibited. This narrow ledge is to be used only in cases of extreme emergency when it is necessary to escape from the cab in this manner to prevent injury from escaping steam, hot water, fire, or similar causes.
If necessary to get out on running board of engine, engine must not be moving and employee shall use the steps that are provided on the front of the engine from pilot to running board. On engine in roundhouse or shop, it is permissible to use ladders or special built stair platforms.
44. Under Consolidated Code Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.
45. When picking up train orders on head end of train it must be done from window of engine cab, and never from gangway or steps.
46. While Consolidated Code Rule 204 (A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated as follows:
Trains Nos. 1, 2, 3, 4, 7, 8, 28, 355, 358, 359, 360, and sections thereof; also any extra passenger train whether operated as section of regular trains or as a passenger extra.
47. When no color indication is displayed by a train order signal of the color light type, trains which have not been notified must stop. Trains thus stopped may proceed after securing clearance from operator. If there is no operator on duty, call the operator and secure clearance. Failing to contact operator, communicate with train dispatcher for instructions before proceeding. Report the fact to the Superintendent from the first available point of communication.
48. When engine is being spotted for purpose of taking fuel or water, or leaving there, it will not be moved until it is positively known that employees are located where they will not be injured. Manhole cover must not be removed until actually necessary and replaced immediately after using. Avoid overflowing engine tanks particularly during freezing weather to prevent ice forming on ground, grab irons, tanks and foot boards of engines.

49. Employees must see that manhole covers on fuel oil cistern of oil burning engines are securely fastened by all lugs after fuel oil has been taken.

50. On stoker equipped engines, stoker must be stopped before employees attempt to pass through or perform any work in the coal space of tender.

51. Employees who are authorized to move engines at shops and roundhouses, either on inside or outside tracks, must, by inspection, know before moving engine that it is in condition to be moved, and be positive that no one is working underneath or around it that is liable to be injured.

When necessary to work under engines on outside tracks, another employee will stand watch to prevent engine being moved.

52. When moving engines or heater cars in or about roundhouse tracks, employees in charge of such movement must see man is stationed on rear end of engine or on leading end of heater car while movements are being made, and at night white light must be displayed on the rear end of engine or heater car.

53. No employee will move the reverse lever of an engine without first knowing that no one is working around links or other parts who might be injured thereby.

54. Employees firing up boilers must see that the boiler is full of water, that reverse lever is in center of quadrant with throttle closed and cylinder cocks open before starting fire to generate steam in boiler.

55. The hole in fire box door of oil burning engines will be closed except when being used for sanding purposes.

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

57. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order. Should enginemen on steam engines find that the water is not in sight in water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

58. **ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYEES WILL BE GOVERNED AS FOLLOWS:**

American Steel Foundries' type roller bearings have the roller bearing in the hub of the wheel and standard journal brasses in the journal box. Should the roller bearing fail, or overheat, the axle will then turn on the conventional brass in the journal box and should be given the same attention as standard non-roller bearing boxes. If the roller bearings should fail in such a manner as to permit the wheel to wobble on the axle, care must be exercised, train moved slowly to first siding and car set out.

Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should then proceed at reduced speed and care exercised until it is apparent that the box will run cool. A car equipped with roller bearings that is on fire must be closely watched, train moved slowly to first siding and cars set out. Prompt report of all roller bearing failures occurring on engines and cars must be made to the Superintendent from the first available point of communication.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes

which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

59. TRAIN INSPECTION.

On passenger trains, frequent running inspection shall be made from the vestibules in various parts of the train and trainman should so locate himself so as to take advantage of air currents or other atmospheric conditions. When stops are made for water or fuel, or when on siding at meeting points and at other stops where in the judgment of the conductor it is necessary, a careful inspection shall be made of the running gear.

Freight and mixed trains, in addition to the designated stops for inspection, shall not make a continuous run of more than 50 miles without a stop for inspection. These stops shall be made between switches, except when stop is made for water, fuel or train orders. This, however, does not relieve trainmen from making inspection when other stops permit, or whenever in the judgment of the conductor it is necessary. During stormy weather, when view of running gear is obscured, or if other conditions require, more frequent inspections shall be made.

Engine and train men must frequently look along both sides of the train from the head end and the rear end, especially while rounding curves and approaching sidings, to observe condition of train. They must be on the lookout for signals given by other employees who may observe defects on passing trains. Frequent inspection shall be made by trainmen of track behind moving train to detect if anything on the train is dragging so that if any indication of fresh marks on the track are observed, the train may be brought to a stop as quickly as possible to avoid derailment. When caboose is equipped with electric spot light, it shall be used at night to make such track inspection; when not so equipped, trainmen shall use electric lantern for this purpose.

These instructions do not supersede Rules 714, 812, and 227 of the Consolidated Code of Operating Rules, but are supplementary thereto.

During winter weather, when stops are made at inspection points, train line in first four cars behind engine shall be thoroughly blown out to prevent ice from forming in train line due to moisture accumulation. If stop is made for another purpose one station on either side of designated points, inspection may be made at that point instead of regular inspection point.

The following stations are designated as regular inspection points where stop shall be made for inspection freight and mixed trains:

Subdivision	Eastward Trains	Westward Trains
First	Buelow Shelby Blackfoot	Buelow Shelby
Second	Walton	Blackfoot Nimrod
Third	Volcour Troy	Rexford
Fourth	Sand Point	Troy Sand Point

60. Rule "D-97" is in effect on this division.

61. Trains handling flat or skeleton cars loaded with logs must stop at appropriate locations immediately before passing over through-truss bridges or through tunnels and make thorough inspection of all cars of logs in their train, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgment of the conductor it is necessary. Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.

On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when

being passed by other trains, except that when two trains handling logs are passing, either one should stop until the other train has pulled by whether on siding or double track.

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

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

Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.

62. When necessary, for any reason, to set out a car containing mail at any point short of destination, take up with mail clerk in charge and ascertain whether or not there is any mail to be transferred before setting car out.
63. When a derailment occurs, the car or cars involved must be set out at first available point after rerailed, and held until car men sent to make inspection.
64. During freezing weather, local trains will take water daily at all wayside tanks and standpipes. If any ice accumulated, will thaw out with steam hose from engine.
65. Trainmen will see that caboose windows are securely fastened and doors locked before leaving on arrival at terminals.
66. Montana State law provides that it is unlawful to block a public highway crossing for more than fifteen minutes; Idaho State law, ten minutes; and Washington State law, ten minutes.
67. Whenever repairs are required on Diesel locomotives, engineers will file a message at Shelby on eastward movements, and at Walton on westward movements, stating the nature of repairs or requirements. Should any defect develop after passing these points, a report should be filed from first open office. Operators, upon receipt of message, will immediately call the Chief Dispatcher and the roundhouse by phone, in the direction the Diesel locomotive is moving, and transmit the information so forces can be prepared to make repairs without delay on arrival.
68. When necessary to use a chain in handling a car with a bad order drawbar with a Diesel road engine, keep a car between the Diesel and the bad order car whenever possible to do so, in order to prevent bad order car damaging the Diesel.

WATCH INSPECTORS

HavreF. A. Black Jewelry Store.
 ShelbyPeter Lee Jewelry Store.
 KalispellFranklin P. Wheeler.
 WhitefishLeon Reed Jewelry Store.
 Bonners FerryR. C. Wickstrom Jewelry Store.
 NewportA. F. Benson Jewelry Store.
 HillyardH. H. Trowbridge Jewelry Store.
 SpokaneR. S. Wills Jewelry Store.
 Nelson Jewelry Store.

Helper crews at Walton may compare time at depot, Walton.
 Log local crews may compare time at depot, Troy.

SPEED TABLE

Time Per mile			Time Per mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles Per Hour
		40	1	12	50.0
		41	1	14	48.6
		42	1	16	47.4
		43	1	18	46.1
		44	1	20	45.0
		45	1	22	43.9
		46	1	24	42.9
		47	1	26	41.9
		48	1	28	40.9
		49	1	30	40.0
		50	1	33	38.7
		51	1	36	37.5
		52	1	39	36.4
		53	1	42	35.3
		54	1	45	34.3
		55	1	50	32.7
		56	1	55	31.3
		57	2	....	30.0
		58	2	10	27.7
		59	2	20	25.7
1		0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	....	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	....	15.0
1	5	55.3	5	....	12.0
1	6	54.5	6	....	10.0
1	7	53.7	7	....	8.5
1	8	52.9	8	....	7.5
1	9	52.1	9	....	6.7
1	10	51.4	10	....	6.0

LOCAL OFFICERS

C. R. Bliss..... Chief Dispatcher
 L. E. Cooper..... Trainmaster
 H. J. Nichols..... Trainmaster
 F. H. Moore..... Trainmaster
 J. E. O'Brien..... Trainmaster