COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surg.	Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chief Surg.	Minneapolis, Minn.
Dr. D. S. MacKenzie, Sr.	Havre, Montana
*Dr. Chas. Houtz	Havre, Montana
*Dr. D. S. MacKenzie, Jr.	Havre, Montana
*Dr. L. J. Salan	Shelby, Montana
Dr. S. D. Whetstone	Cut Bank, Montana
Dr. T. B. Moore	Kalispell, Montana
Dr. E. P. Cockrell	Kalispell, Montana
*Dr. W. W. Taylor	Whitefish, Montana
*Dr. A. T. Lees	Whitefish, Montana
*Dr. J. B. Simons	Whitefish, Montana
Dr. W. C. Kinser	Troy, Montana
*Dr. R. M. Bowell	Bonners Ferry, Idaho
Dr. Wm. F. Tyler	Sand Point, Idaho
Dr. Leslie J. Stauffer	Priest River, Idaho
Dr. H. G. Lawson	Newport, Washington
Dr. J. Farrow	Hillyard, Washington
*Dr. H. E. Wheeler	Spokane, Washington
*Dr. E. B. Coulter	Spokane, Washington
Dr. L. A. Parsell	Spokane, Washington

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

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

R. L. GRINDE, Chief Dispatcher.
O. E. FISHER, Trainmaster.
F. H. MOORE, Trainmaster.
P. A. FREUEN, Trainmaster.
A. L. EVANS, Ass't Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 71

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

Sunday, September 16, 1951

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

W. R. MINTON, Superintendent.
I. E. MANION, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Time Table No. 71

Effective September 16, 1951

Mountain Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 657 Mon., Wed. Fri.	THIRD CLASS 681 Daily Ex. Sunday			FIRST CLASS 1 Streamliner Daily	FIRST CLASS 41 Daily Ex. Sunday	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distances from Havre	STATIONS	Telegraph Calls
.....	Yard	2011	L 6.15Am	.....	.....	.....	L 12.05Pm	.....	L 8.10Am	L 3.40Am	.....	Double Track ..... HAVRE	HX
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.													
961	.....	29	L 6.30Am	.....	.....	.....	L 12.12Pm	.....	L 8.17Am	L f 3.47Am	4.03	Double Track ..... PACIFIC JUNCTION	.....
967	130	7	6.45	.....	.....	.....	12.21	.....	8.24	3.54	9.97	5.94 ..... BURNHAM	.....
971	61	14	7.00	.....	.....	.....	12.25	.....	8.30	4.00	14.69	4.65 ..... FRESNO	.....
976	130	44	460 7.20	.....	.....	.....	12.29	.....	8.36	f 4.07	19.36	4.74 ..... KREMLIN	KN
986	129	33	7.55	.....	.....	.....	12.41	.....	8.49	f 4.24	29.47	10.11 ..... GILDFORD	GR
992	61	30	8.15	.....	.....	.....	12.48	.....	8 56	f 4.35	35.40	5.93 ..... HINGHAM	HG
998	142	35	8.35	.....	.....	.....	12.55	.....	9.03	f 4.46	41.37	5.97 ..... RUDYARD	RU
1004	126	29	8.55	.....	.....	.....	658 1.02	.....	9.11	f 4.57	47.61	6.24 ..... INVERNESS	RN
1008	.....	32	9.05	.....	.....	.....	1.06	.....	9.16	f 5 03	51.45	3.84 ..... JOPLIN	JO
1013	E99 W125 E89	.....	3 9.20	.....	.....	.....	1.10	.....	657 9.20	5.07	54 42	2.97 ..... BUELOW	.....
1018	W60	66	9.50	.....	.....	.....	1.18	.....	f 9.30	s 5.20	61.52	7.10 ..... CHESTER	CH
1024	140	14	10.05	.....	.....	.....	1.24	.....	9 37	f 5.28	67.06	5.54 ..... TIBER	.....
1031	129	20	10.30	.....	.....	.....	1 33	.....	9.46	f 460 5.39	74.59	7.53 ..... LOTHAIR	AR
1037	60	42	2 11.11	.....	.....	.....	1 40	.....	658 9.53	f 5.48	80.58	5.99 ..... GALATA	GA
1043	141	24	11.30	.....	.....	.....	472 1.47	.....	10.00	f 5.57	86.60	6.02 ..... DEVON	CD
1052	145	70	11.50Am	———	.....	.....	1.57	———	10.11	f 6.11	95.34	8.74 ..... DUNKIRK	.....
1061	E189 W241	407	12.35Pm	L 8 45Am	.....	.....	s 2.10	2-3 L 10.50Am	s 41-2 10.30	s 6.35	104.67	9.33 ..... SHELBY	SJ
1068	.....	.....	12.40	A 8.55Am	.....	.....	2.13	A 10.53Am	10.33	6.38	108.16	1.49 ..... SWEET GRASS LINE JCT.	.....
1074	W122	31	1.10	———	.....	.....	2.27	———	10.48	f 6.53	117.70	11.54 ..... ETHRIDGE	DG
1082	.....	.....	1.35	.....	.....	.....	2.38	.....	10.58	7.06	125.46	7.76 ..... BALTIC	.....
1087	130	186	1.55	.....	.....	.....	f 2.45	.....	s 11.05	s 7.15	128.95	3.49 ..... CUT BANK	CT
1093	.....	8	2.15	.....	.....	.....	2.55	.....	11.16	7.26	134.97	6.02 ..... GUNSIGHT	.....
1095	.....	30	2.30	.....	.....	.....	3.00	.....	11.22	7.31	138.55	3.58 ..... SUNDANCE	.....
1100	W59	7	1 3.06	.....	.....	.....	657 3.06	.....	11.29	7.38	143.79	5.24 ..... FORT PIEGAN	.....
1106	.....	7	3.25	.....	.....	.....	3.13	.....	11.36	7.45	149.22	5.43 ..... MERIWETHER	.....
1113	Yard	630	A 3.45Pm	.....	.....	.....	A 3.20Pm	.....	A 11.45Am	A f 7.55Am	155.19	5.97 ..... BLACKFOOT	BF
			9.15 16.78	.10 8.94			3 08 48.24	08 29.80	8.28 43.60	4.08 36.70		Time Over Subdivision Average Speed Per Hour	

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS

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

Conditional stops—

No. 1 Cut Bank to discharge revenue passengers from Williston and east, and to pick up passengers for Spokane and west where No. 1 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 71
Effective September 16, 1951
Mountain Time

STATIONS	Distance from Blackfoot	FIRST CLASS 2 Streamliner Daily	40 Daily Ex. Sunday	4 Daily	28 Daily			SECOND CLASS 460 Daily	472 Daily	486 Daily	THIRD CLASS 658 Tue., Thur. and Sat.	682 Daily Ex. Sunday	SIGNS
Double Track HAVRE	155.19	A 12.45Pm		A 10.25Pm	A 12.45Am			A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm		BPRKD NWCOX
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.													
Double Track 4.03 PACIFIC JUNCTION	151.16	A 12.27Pm		A 10.18Pm	A f 12.35Am			A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm		JIPY
5.94 BURNHAM	145.22	1 12.21		10.11	f 12.27			7.35	4.11	11.34	3.15		P
4.65 FRESNO	140.57	12.16		10.05	f 12.21			7.28	4.01	11.26	2.55		P
4.74 KREMLIN	135.83	12.12		9.59	f 12.15			657 7.20	3.51	11.18	2.40		DNP
10.11 GILDFORD	125.72	12.02Pm		9.46	f 12.01Am			7.01	3.33	10.59	2.10		DP
5.93 HINGHAM	119.79	11.56Am		9.39	f 11.50Pm			6.51	3.23	10.48	1.50		DP
5.97 RUDYARD	113.82	11.51		9.32	f 11.40			6.41	3.13	10.37	1.25		DP
6.24 INVERNESS	107.58	11.45		9.24	f 11.31			6.31	3.03	10.26	1 1.02		DNP
3.84 JOPLIN	103.74	11.41		9.19	f 11.25			6.25	2.57	10.20	12.30		DP
2.97 BUELOW	100.77	11.38		9.15	f 11.21			6.20	2.52	10.15	12.10Pm		P
7.10 CHESTER	93.67	658 11.31		f 9.03	s 11.10			6.05	2.37	10.00	2 11.31Am		DNPW
5.54 TIBER	88.13	11.25		8.50	f 11.01			5.55	2.27	9.48	10.40		P
7.53 LOTHAIR	80.60	11.17		8.42	f 10.50			37 5.39	2.12	9.31	10.15		DP
5.99 GALATA	74.61	657 11.11		8.34	f 10.40			5.16	2.00	9.17	8 9.53		DP
6.02 DEVON	68.59	11.05		8.26	f 10.30			5.04	1 1.47	9.03	9.15		DNP
8.74 DUNKIRK	59.85	10.56		8.16	f 10.18			4.48	1.15	8.48	8.50		P
9.33 SHELBY	50.52	s 3-41 10.45	A 7.50Pm	s 8.05	s 10.05			4.30	12.55	8.34	8.25	A 10.25Am	BRKDNP WOIYXJC
1.49 SWEET GRASS LINE JCT.	49.03	10.37	L 7.45Pm	7.55	9.56			4.20	12.45	8.24	8.15	L 10.15Am	PXJ
11.54 ETHRIDGE	37.49	10.24		7.40	f 9.42			4.01	12.26	8.08	7.53		DP
7.76 BALTIC	29.73	10.16		7.31	9.32			3.48	12.13	7.55	7.35		P
3.49 CUT BANK	26.24	f 10.12		s 486 7.25	s 9.26			3.40	12.05Pm	4 7.25	7.25		DNIP
6.02 GUNSIGHT	20.22	10.01		7.15	f 9.15			3.25	11.50Am	7.04	7.04		
3.58 SUNDANCE	16.64	9.57		7.10	f 9.08			3.18	11.43	6.58	6.55		P
5.24 FORT PIEGAN	11.40	9.52		7.04	f 9.02			3.08	11.33	6.50	6.43		P
5.43 MERIWETHER	5.97	9.46		6.57	f 8.56			2.58	11.23	6.42	6.30		P
5.97 BLACKFOOT		L 9.40Am		L 6.50Pm	L f 8.50Pm			L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am		BRKDNP WOYIX
Time Over Subdivision		2.47	.05	3.28	3.45			5.00	5.15	5.15	9.15	.10	
Average Speed Per Hour		54.50	17.88	43.90	40.45			30.23	28.79	28.79	16.78	8.94	

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS

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

Conditional stops—
No. 2 Cut Bank to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east where No. 2 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 371 Daily Ex. Sun.	THIRD CLASS 683 Tue., Thur., Sat.	FIRST CLASS 1 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distance from Blackfoot	Time Table No. 71 Effective September 16, 1951 Mountain Time — STATIONS	Telegraph Calls
1112	Yard	630	L 5.30Am		L 3.20Pm	L 11.45Am	Lf 7.55Am		BLACKFOOT	BF
	E 124								7.29	
1120	W 104	76	6.20		3.32	11.58Am	s 8.11	7.29	BROWNING	BG
									5.18	
1125	93	14	6.40		3.40	12.08Pm	8.21	12.47	TRIPLE DIVIDE	
									3.70	
1130	130	6	6.55		3.46	12.14	8.28	16.17	SPOTTED ROBE	
						684			4.58	
1133	95	150	7.35		3.55	12.25	f 8.39	20.75	GLACIER PARK	MD
									2.70	
1136	112	10	7.45		4.00	12.31	8.45	23.45	BISON	
							2		3.12	
1141	129	10	8.00		4.06	12.37	9.02	26.57	RISING WOLF	
	E 112		2						6.26	
1147	W 130	31	8.39		4.17	12.50	f 9.16	32.83	SUMMIT	SM
									6.80	
1153	E 60	9	8.58		4.29	1.02	9.28	39.63	BLACKTAIL	
									3.08	
1157		13	9.06		4.35	1.08	9.34	42.71	SINGLESHOT	
									4.41	
1161	E 57	11	9.15		4.44	1.17	9.43	47.12	NIMROD	
	E 98		27				683		3.91	
1165	W 136	212	9.51		4.52	1.25	s 9.51	51.03	ESSEX	SX
									5.66	
1171		13	10.10		5.01	1.35	10.01	56.69	PINNACLE	
									4.83	
1175		14	10.25		5.09	1.43	10.09	61.52	HIDDEN LAKE	
	E 116								5.40	
1181	W 99	14	10.55		5.18	1.52	f 10.18	66.92	RED EAGLE	NY
						486			10.65	
1192	156	96	11.50Am		5.35	2.10	f 10.37	77.57	BELTON	BE
									7.88	
1200	31	104	12.20Pm		5.47	2.24	f 10.50	85.45	CORAM	CM
					28				4.26	
				12.32	5.54	2.32	10.57	89.71	BRENT	
									2.93	
1207	83	188	L 7.15Pm	1.00	5.59	s 2.38	s 11.01	92.64	COLUMBIA FALLS	CF
									2.94	
1210		46	7.25	1.10	6.03	2.45	11.05	95.58	HALF MOON	
									4.70	
1215	Yard	1588	A 7.45Pm	A 1.30Pm	A 6.15Pm	A 2.55Pm	A 11.15Am	100.28	WHITEFISH	WF
			.30	8.00	2.55	3.10	3.20		Time Over Subdivision	
			15.28	12.54	34.38	31.67	30.08		Average Speed Per Hour	

DOUBLE TRACK — SUMMIT, BLACKTAIL, SINGLESHOT, NIMROD, ESSEX, PINNACLE, HIDDEN LAKE, RED EAGLE

DOUBLE TRACK — BRENT, COLUMBIA FALLS, HALF MOON, WHITEFISH

AUTOMATIC BLOCK SIGNALS

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

Conditional stops—

No. 3 Browning, Glacier Park and Belton to pick up revenue passengers for Spokane and west where No. 3 scheduled to stop, and to discharge revenue passengers from points south of Shelby and east of Williston.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 71
Effective September 16, 1951
Mountain Time

STATIONS	Distance from Whitefish		FIRST CLASS 2 Streamliner Daily	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	SECOND CLASS 472 Daily	SECOND CLASS 486 Daily	SECOND CLASS 460 Daily	THIRD CLASS 684 Mon., Wed. Fri.	THIRD CLASS 368 Daily Ex. Sun.	SIGNS
BLACKFOOT	100.28		A 9.40Am	A 6.50Pm	Af 8.50Pm	A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm		KRDNPW IOYXB
7.29											
BROWNING	92.99		9.31	6.40	s 8.40	10.40	6.00	2.14	1.40		DNP
5.18											
TRIPLE DIVIDE	87.81		9.24	6.32	f 8.30	10.30	5.50	2.03	1.00		P
3.70											
SPOTTED ROBE	84.11		9.18	6.24	f 8.22	10.22	5.42	1.55	12.50		P
4.58											
GLACIER PARK	79.53		9.11	6.15	f 8.14	10.11	5.31	1.43	3 12.25		DNPW Y
2.70											
BISON	76.83		9.07	6.05	f 8.05	10.05	5.25	1.37	12.05Pm		P
3.12											
RISING WOLF	73.71		27 9.02	6.01	f 7.59	9.58	5.18	1.30	11.55Am		P
6.26											
SUMMIT	67.45		683 8.54	5.50	f 7.50	9.45	5.05	1.15	11.35		DNPW IYX
6.80											
BLACKTAIL	60.65		8.39	5.34	f 7.33	9.00	4.25	12.35	11.00		P
3.08											
SINGLESHOT	57.57		8.31	5.25	f 7.23	8.46	4.11	12.21	10.40		P
4.41											
NIMROD	53.16		8.21	5.15	f 7.14	8.28	3.53	12.03Am	10.20		IP
3.91			472			2					KDNPW
ESSEX	49.25		8.12	5.05	s 7.04	8.12	3.40	11.50Pm	10.00		BOYX
5.66											
PINNACLE	43.59		8.02	4.55	f 6.50	7.30	3.10	11.20	9.15		P
4.83											
HIDDEN LAKE	38.76		7.54	4.47	f 6.43	7.13	2.53	11.03	8.55		P
5.40											
RED EAGLE	33.36		7.45	4.38	f 6.35	6.55	2.35	10.45	8.35		DNIYPW
10.65											
BELTON	22.71		7.29	4.20	f 6.17	6.30	3 2.10	10.20	8.00		DNP
7.88			684						2		
CORAM	14.83		7.17	4.04	f 6.03	6.10	1.47	10.00	7.17		DPW
4.26					1						
BRENT	10.57		7.11	3.56	5.54	6.02	1.39	9.52	6.43		PI
2.93											
COLUMBIA FALLS	7.64		7.07	s 3.50	s 5.45	5.55	1.33	9.45	6.35	A 5.30Am	DNJYXP
2.94											
HALF MOON	4.70		7.03	3.42	5.29	5.45	1.25	9.35	6.12	5.20	P
4.70											KRDNWP
WHITEFISH	.....		L 6.55Am	L 3.35Pm	L 5.20Pm	L 5.25Am	L 1.05Pm	L 9.15Pm	L 6.00Am	L 5.00Am	BOXZI
Time Over Subdivision			2.45	3.15	3.30	5.30	5.10	5.15	3.00	0.30	
Average Speed Per Hour			35.75	31.10	28.85	18.23	19.40	19.10	12.50	15.28	

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS

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

Conditional stops—

No. 4 Browning, Glacier Park and Belton to discharge revenue passengers from Spokane and west and to pick up revenue passengers for points east of Havre where No. 4 scheduled to stop, and for south of Shelby.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 71

Effective September 16, 1951

Mountain Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 687 Mon., Wed. Fri.	FIRST CLASS 1 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distance from Whitefish	STATIONS	Telegraph Calls
1215	Yard	1588	L 5.00Am	L 6.15Pm	L 3.05Pm	L 11.30Am		WHITEFISH	WF
1220	151	.....	5.20	6.26	3.16 (4)	f 11.40	6.00	VISTA	.....
1227	194	15	5.40	6.34	3.28	f 11.48	11.81	LUPFER	.....
1232	E70 W70	26	6.25 (2)	6.41	3.39	f 11.56Am	17.27	OLNEY	KY
1238	141	17	6.50	6.48	3.46	f 12.03Pm	23.05	RADNOR	.....
1245	W110 E113	17	7.15	6.57 (460)	3.56	f 12.12	30.11	STRYKER	SY
1251	136	15	7.40	7.04	4.04 (28)	f 12.20 (688)	36.08	TREGO	.....
1256	.....	16	8.00	7.10	4.11	f 12.27	40.70	FORTINE	FR
1262	.....	71	8.20	7.17	4.19	f 12.35	46.61	TOBACCO	BA
1267	151	44	8.45 (486)	7.24	f 4.28	s 12.45	52.39	EUREKA	KA
1276	W130 E143	144	9.25	7.36	4.40 (460)	s 12.58	61.26	REXFORD	RD
1280	137	6	10.10	7.49	4.55	f 1.11	72.05	STONEHILL	.....
1282	145	5	11.00	8.03	5.09	f 1.26 (4)	83.21	URAL	.....
1287	131	4	11.20	8.09	5.15	f 1.40	88.16	VOLCOUR	VR
1292	.....	35	11.40	.....	.....	f 1.48	92.85	WARLAND	WR
1295	139	.....	11.55Am	8.19	5.26	f 1.54	95.86	YARNELL	.....
1302	53	50	12.30Pm	8.29	5.38	f 2.07 (28)	103.76	JENNINGS	.....
1308	152	3	12.52 (4)	8.36	5.46	f 2.16	109.48	RIPLEY	.....
1315	258	165	1.50 (28)	8.45	s 5.57	s 2.30 (460)	116.32	LIBBY	CK
1326	.....	14	2.05 (460)	9.00	6.13	2.48	127.33	KOOTENAI FALLS	.....
1332	Yard	845	A 2.15Pm	A 9.15Pm	A 6.25Pm	A 3.00Pm	134.55	TROY	UX
			9.15 14.55	3.00 44.85	3.20 40.37	3.30 38.69		Time Over Subdivision Average Speed Per Hour	

DOUBLE TRACK: KOOTENAI FALLS – TROY

EASTWARD FREIGHT TRK.: FORTINE – TOBACCO

AUTOMATIC BLOCK SIGNALS

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 71
Effective September 16, 1951
Mountain Time

STATIONS	Distance from Troy	FIRST CLASS 2 Streamliner Daily	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	SECOND CLASS 486 Daily	SECOND CLASS 460 Daily	SECOND CLASS 472 Daily	THIRD CLASS 688 Tues., Thurs., Sat.	SIGNS
WHITEFISH	134.55	A 6.55Am	A 3.25Pm	A 5.10Pm	A 11.15Am	A 8.10Pm	A 3.50Am	A 2.15Pm	KRDNPZ BWOXI
6.00			3						
VISTA	129.15	6.40	**3.16**	f 4.58	10.55	7.50	3.30	2.00	P
5.81									
LUPFER	122.74	6.32	3.06	f 4.50	10.43	7.38	3.18	1.45	P
5.46		687							
OLNEY	117.28	**6.25**	2.59	f 4.40	10.32	7.27	3.07	1.30	DNPW
5.78									
RADNOR	111.50	6.18	2.52	f 4.31	10.20	7.15	2.55	1.10	P
7.06						1			
STRYKER	104.44	6.09	2.44	f 4.20	10.05	**6.57**	2.40	12.55	DNPWY
5.97				3				27	
TREGO	98.47	6.01	2.34	f **4.04**	9.44	6.10	2.18	**12.20**Pm	P
4.62									
EASTWARD FREIGHT TRK. FORTINE	93.85	5.54	2.25	f 3.45	9.27	5.50	2.00	11.45Am	DP
5.91									
EASTWARD FREIGHT TRK. TOBACCO	87.94	5.46	2.17	f 3.35	9.05	5.25	1.35	11.05	DPWI
5.78					687				
EUREKA	82.16	5.38	f 2.08	s 3.26	**8.45**	5.05	1.15	10.30	DNP
8.87						3			
REXFORD	73.29	5.27	1.52	s 3.12	8.20	**4.40**	12.50	9.30	DNPWY
10.80									
STONEHILL	62.49	5.14	1.39	f 2.57	8.02	3.57	12.30	8.50	P
11.15			27						
URAL	51.34	5.01	**1.26**	f 2.42	7.45	3.35	12.10	8.05	P
4.95									
VOLCOUR	46.39	4.55	1.18	f 2.32	7.35	3.25	12.01Am	7.50	DNP
4.69									
WARLAND	41.70			f 2.22				7.35	P
3.01					688			486	
YARNELL	38.69	4.45	1.08	f 2.17	**7.20**	3.10	11.46Pm	**7.20**	P
7.90				27					
JENNINGS	30.79	4.35	12.59	f **2.07**	7.03	2.55	11.32	6.50	P
5.72			687						
RIPLEY	25.07	4.28	**12.52**	f 1.59	6.50	2.45	11.22	6.35	P
6.84				687		27			
LIBBY	18.23	4.20	s 12.44	s **1.50**	6.35	**2.30**	11.10	6.15	DNPW
11.01						687			
DOUBLE TRACK KOOTENAI FALLS	7.22	4.06	12.27	f 1.34	6.10	**2.05**	10.40	5.20	PI
7.22									KRDNP
DOUBLE TRACK TROY	.....	L 3.55Am	L 12.15Pm	L 1.25Pm	L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am	BWOXI
Time Over Subdivision		3.00	3.10	3.45	5.25	6.30	5.30	9.15	
Average Speed Per Hour		44.85	42.90	35.64	24.84	20.70	24.46	14.55	

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 71

Effective September 16, 1951

Pacific Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 689 Tue., Thur., Sat.	FIRST CLASS 1 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distance from Troy	STATIONS	Telegraph Calls
1332	Yard	845	L 5.00Am	L 8.15Pm	L 5.30Pm	L 2.05Pm	.....	TROY	UX
							6.68		
1340	149	39	5.35	8.24	5.43	2.17	6.68	YAKT	.....
				472		690	7.03		
1347	131	22	6.00	8.36	5.56	f 2.30	13.71	LEONIA	ON
							6.93		
1353	70	6	6.25	8.48	6.09	2.43	20.64	KATKA	.....
							6.39		
1360	132	10	6.45	8.59	6.22	2.55	27.03	CROSSPORT	.....
							4.31		
1364	E119 W68	135	7.30	9.05	f 6.30	s 3.05	31.34	BONNERS FERRY	BY
							4.97		
1369	70	18	8.00	9.11	6.38	f 3.14	36.31	MORAVIA	.....
							6.41		
1376	119	30	8.35	9.19	6.47	f 3.25	42.72	NAPLES	NA
					472		7.39		
1383	126	8	9.05	9.28	6.57	f 3.37	50.11	ELMIRA	.....
							6.82		
1390	125	10	9.30	9.36	7.05	f 3.48	56.93	COLBURN	.....
			4				7.85		
1398	W133 E105	293	9.35	9.46	f 7.15	s 4.00	64.78	SAND POINT	S
.....	.....	.....	.....	.....	.....	f 4.05	2.96	DOVER	.....
			460-28				67.74		
1407	70	13	10.25	9.56	7.27	f 4.13	5.88	WRENCOE	.....
1410	130	15	11.08	10.02	7.34	f 4.21	5.00	LACLEDE	.....
1416	71	42	11.28	10.07	7.40	f 4.28	4.72	THAMA	.....
							78.62		
1420	70	135	11.45Am	10.11	7.45	s 4.35	3.54	PRIEST RIVER	NC
	E125						88.88		
1427	W69	125	12.30Pm	10.19	f 7.55	s 4.50	6.56	NEWPORT	NR
							93.44		
1432	.....	21	12.45	10.23	8.01	f 4.55	3.51	PENRITH	.....
						473	96.95		
1436	129	15	1.05	10.29	8.08	f 5.02	4.32	SCOTIA	.....
							101.27		
1442	120	25	1.30	10.40	8.20	f 5.13	6.64	CAMDEN	.....
							107.91		
1445	70	28	1.45	10.44	8.25	f 5.18	2.99	ELK	KE
							110.90		
1449	123	32	2.05	10.50	8.31	f 5.25	4.32	MILAN	.....
							115.22		
1456	70	11	2.25	10.58	8.40	f 5.35	6.50	CHATTAROY	.....
							121.72		
1460	64	55	2.35	11.03	8.45	f 5.41	3.90	DEAN	SF
							125.62		
1464	.....	155	2.48	11.08	8.52	f 5.50	4.59	MEAD	.....
							130.21		
1469	Yard	3184	A 3.00Pm	A 11.15Pm	A 9.00Pm	As 6.05Pm	4.46	HILLYARD	HU
							134.67		
			10.00	3.00	3.30	4.00		Time Over Subdivision	
			13.47	44.89	38.47	34.38		Average Speed Per Hour	

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

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

Conditional stops—
No. 3 Priest River to discharge revenue passengers from Fargo and East.
No. 27 on Flag at Samuels postoffice, 2 miles east Colburn.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 71
Effective September 16, 1951
Pacific Time

STATIONS	Distance from Hillyard	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 Streamliner Daily	SECOND CLASS 486 Daily	SECOND CLASS 460 Daily	SECOND CLASS 472 Daily	THIRD CLASS 690 Mon., Wed. Fri.	SIGNS
TROY	134.67	A 11.10Am	A 12.20Pm	A 2.55Am	A 4.35Am	A 12.35Pm	A 9.05Pm	A 3.30Pm	RDNPW BOKXI
6.68									
YAKT	127.99	11.00	f 12.09Pm	2.41	4.20	12.22	8.50	3.05	P
7.03							1	27	
LEONIA	120.96	10.49	f 11.58Am	2.28	4.06	12.09Pm	8.36	2.30	DP
6.98									
KATKA	114.03	10.40	f 11.47	2.15	3.52	11.57Am	7.54	1.55	P
6.39									
CROSSPORT	107.64	10.28	f 11.37	2.03	3.39	11.45	7.41	1.25	P
4.31									
BONNERS FERRY	103.33	f 10.20	s 11.30	1.57	3.30	11.39	7.32	1.10	DNPWV YXJ
6.97									
MORAVIA	96.36	10.10	f 11.17	1.50	3.21	11.31	7.23	12.19Pm	P
6.41									
NAPLES	91.95	10.02	f 11.11	1.42	3.10	11.21	7.12	11.50Am	DPW
7.39							3		
ELMIRA	84.56	9.53	f 10.59	1.33	2.57	11.10	6.57	11.15	P
6.82			690			690		460-28	
COLBURN	77.74	9.45	f 10.50	1.25	2.44	10.57	6.35	10.57	P
7.85								4	
SAND POINT	69.89	f 689-690 9.35	s 10.40	1.15	2.30	10.45	6.20	9.35	DNPWV YXZ
2.96									
DOVER	66.93		f 10.32						PV
5.88			689-460						
WRENCOE	61.05	9.21	f 10.25	1.04	2.16	689-28 10.25	6.06	9.16	P
5.00									
LACLEDE	56.05	9.15	f 10.18	12.58	2.07	10.05	5.57	8.56	P
4.72									
THAMA	51.33	9.10	f 10.12	12.53	1.59	9.56	5.49	8.43	P
3.54									
PRIEST RIVER	47.79	9.05	s 10.07	12.49	1.53	9.49	5.43	8.30	DP
6.56									
NEWPORT	41.23	f 8.55	s 9.55	12.41	1.40	9.35	5.30	8.00	DNPWOVX
3.51									
PENRITH	37.72	8.44	f 9.42	12.37	1.28	9.23	5.20	7.35	P
4.32							27		
SCOTIA	33.40	8.39	f 9.35	12.31	1.19	9.15	5.02	7.20	P
6.64		460				4			
CAMDEN	26.76	8.31	f 9.25	12.20	1.01	8.31	4.42	7.00	PW
2.99									
ELK	23.77	8.26	f 9.20	12.16	12.54	8.20	4.36	6.50	PD
4.32									
MILAN	19.45	8.20	f 9.12	12.10	12.45	8.10	4.28	6.30	P
6.50									
CHATTAROY	12.95	8.12	f 9.04	12.02Am	12.32	7.57	4.16	6.10	P
3.90									
DEAN	9.05	8.07	f 8.59	11.57Pm	12.25	7.50	4.10	6.00	DNPXJ
4.59									
MEAD	4.46	8.02	f 8.52	11:52	12.15	7.40	4.00	5.45	P
4.46									
HILLYARD		L 7.55Am	Ls 8.45Am	L 11.45Pm	L 12.05Am	L 7.30Am	L 3.50Pm	L 5.30Am	KRDNPW BOXIYZT
Time Over Subdivision		3.15	3.35	3.10	4.30	5.05	5.15	10.00	
Average Speed Per Hour		41.86	38.12	42.53	29.93	26.66	25.65	13.47	

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

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

Conditional stops—

No. 4 Priest River to pick up passengers for Fargo and East, and to discharge silver coin shipments.

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

FIFTH SUBDIVISION

WESTWARD — EASTWARD

Time Table No. 71
Effective September 16, 1951
Mountain Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 369 Daily Ex. Sun.	Distance from Columbia Falls	STATIONS	Telegraph Calls	Distance from Kalispell	SIGNS	SECOND CLASS 370 Daily Ex. Sun.
1207	.....	181	L 5.35Am	.....	COLUMBIA FALLS	CF	14.34	BJ RDNPYX	A 7.10Pm
					1.84				
.....	.....	2	.....	1.84	SOLDIERS HOME	.....	12.50	.....	.....
					3.44				
WB5	.....	41	6.00	5.28	LA SALLE	.....	9.06	P	6.40
					4.63				
.....	.....	.....	.....	9.91	ROSE CROSSING	.....	4.43	.....	.....
					4.43				
WB 14	Yard	331	A 6.45Am	14.34	KALISPELL	K	.....	BRKDNP JWYXZ	L 6.00Pm
			1.10		Time Over Subdivision				1.10
			12.29		Average Speed per Hour				12.29

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SIXTH SUBDIVISION

WESTWARD — EASTWARD

Time Table No. 71
Effective September 16, 1951
Pacific Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Port Hill	STATIONS	Telegraph Calls	Distance from Bonner's Ferry	SIGNS
KV26	Yard	37	.....	PORT HILL	.....	26.11	DP
			9.18				
KV17	.....	18	9.18	COPELAND	.....	16.93	.....
			9.36				
KV8	.....	15	18.54	RITZ	.....	7.57	.....
			7.01				
.....	.....	.....	25.55	SPOKANE INT. RY. CROSSING	.....	0.56	.....
			0.56				RDNPW
1364	.....	135	26.11	BONNERS FERRY	BY	.....	BYXJV
				Time Over Subdivision			
				Average Speed Per Hour.			

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SEVENTH SUBDIVISION

WESTWARD — EASTWARD

Time Table No. 71
Effective September 16, 1951
Mountain Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Somers	STATIONS	Telegraph Calls	Distance from Hubbard	SIGNS
WB25	.....	Yard	.....	SOMERS	.....	38.84	DWOPX RB
			4.67				
WB21	.....	7	4.67	BALLS CROSSING	.....	34.17	.....
			4.95				JZ
WB14	.....	Yard	9.62	KALISPELL	K	29.22	BRKDN PWYX
			9.14				
WB24	.....	51	18.76	KILA	.....	20.08	.....
			7.80				
WB32	.....	25	26.56	ATHENS	.....	12.28	.....
			5.40				
WB38	.....	14	31.96	MARION	.....	6.88	Y
			4.34				
WB42	.....	24	36.30	BITTERROOT	.....	2.54	.....
			2.54				
WB44	.....	43	38.84	HUBBARD	.....	.....	.....
				Time Over Subdivision			
				Average Speed per Hour			

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS.

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

MAXIMUM SPEED OF STREAMLINERS.

Maximum speed of Streamliner trains, consisting of Streamliner cars hauled by Diesel engines, will be designated by distinctive reflectorized roadway signs in the shape of the letter "D".

Except as directly affected by speed restrictions under Items 1 and 2, All Subdivisions, the "D" signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone is reached.

Between Hillyard and Spokane, Streamliners will also be governed by speed restrictions as indicated under Item 2, First Subdivision, Spokane Division time table.

Where the movement is from a higher to a lower speed zone the zone sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed zone the zone sign is located at the point where the speed may be increased. Zone territories are listed herein for the convenience of employes.

MAXIMUM SPEED EXCEPTIONS:

When a Streamliner is detoured over Great Northern tracks outside of regular Streamliner territory, the Streamliner must not exceed the maximum permissible speed for other passenger trains in the territory operated.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains. This does not modify Rule 93.

When Streamliner is handled by steam engine, or when other passenger trains are operated on Streamliner schedule, or when train consists of mixed Streamliner and conventional type equipment, the train must not exceed maximum permissible speed for other passenger trains in territory operated.

ELECTRIC BRAKES.

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

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

ZONE TERRITORIES AND MAXIMUM SPEED OF STREAMLINERS.

Between	Zone Territories Between Mile Posts			Maximum Speed MPH Westward	Eastward
Havre	430	and	431	Regular Stop	
	431	"	434 (964.0)	60	60
Pacific Jct.	964.0	"	965.0	40	60
	965.0	"	967.3	60	60
	967.3	"	1014.3	70	70
Buelow	1014.3	"	1036.0	60	60
Lothair	1036.0	"	1036.3	55	55
	1036.3	"	1041.8	60	60
	1041.8	"	1042.6	50	50
	1042.6	"	1065.4	60	60
Shelby	1065.4	"	1066.4	20	20
	1066.4	"	1087.0	55	60
	1087.0	"	1089.5	55	55
Cut Bank	1089.5	"	1091.0	30	30
	1091.0	"	1094.0	50	50
	1094.0	"	1095.5	50	60
Blackfoot	1095.5	"	1111.5	55	60
(1116.5)	1111.5	"	1116.5	55	55
	1116.5	"	1124.0	55	55
	1124.0	"	1125.0	45	45
	1125.0	"	1128.0	55	55
	1128.0	"	1131.2	45	45
	1131.2	"	1137.0	50	50
Glacier Park	1137.0	"	1140.5	40	40
(1138.0)	1140.5	"	1143.6	50	50
	1143.6	"	1144.4	45	45
	1144.4	"	1147.8	50	50
Summit	1147.8	"	1150.4	40	40
(1150.4)	1150.4	"	1157.0	45	30
	1157.0	"	1165.1	35	30
	1165.1	"	1166.1	20	20
	1166.1	"	1169.1	35	30
Essex	1169.1	"	1174.3	45	45
(1169.3)	1174.3	"	1174.4	30	45
	1174.4	"	1180.7	45	45
	1180.7	"	1181.7	35	35
	1181.7	"	1184.7	45	45
Red Eagle	1184.7	"	1185.3	35	45
(1185.0)	1185.3	"	1188.3	45	45
	1188.3	"	1188.9	40	40
Belton	1188.9	"	1196.1	45	45
(1196.1)	1196.1	"	1204.6	60	60
Bridge 140	1204.6	"	1205.1	40	40
	1205.1	"	1208.6	45	45
Brent	1208.6	"	1209.0	45	35
Whitefish	1209.0	"	1219.3	60	60
(1219.3)	1219.3	"	1226.7	50	50
Vista (1225.4)	1226.7	"	1227.0	35	35
Stryker	1227.0	"	1319.3	55	55
(1249.5)					
Rexford	1319.3	"	1324.0	50	50
(1280.5)	1324.0	"	1328.5	55	55
	1328.5	"	1333.2	50	50
	1333.2	"	1346.0	55	55
Kootenai Falls	1346.0	"	1347.8	45	45
(1346.5)	1347.8	"	1351.5	50	50
Troy	1351.5	"	1353.8	40	50
(1353.8)	1353.8	"	1343.9	55	55
	1343.9	"	1345.5	50	50
	1345.5	"	1348.3	40	40
	1348.3	"	1349.0	35	35
	1349.0	"	1363.1	40	40
	1363.1	"	1368.0	55	55
	1368.0	"	1368.5	15	15
Bonners Ferry	1368.5	"	1384.3	45	45
(1368.5)	1384.3	"	1391.2	60	60
	1391.2	"	1392.0	55	55
	1392.0	"	1419.8	60	60
	1419.8	"	1420.5	55	55

ZONE TERRITORIES AND MAXIMUM SPEED OF STREAMLINERS—Cont.

Between	Zone Territories Between Mile Posts			Maximum Speed MPH Westward	Eastward
Thama	1420.5	and	1425.0	60	60
Priest River	1425.0	"	1429.0	45	45
(1424.0)	1429.0	"	1430.1	55	55
	1430.1	"	1431.0	45	45
	1431.0	"	1439.6	55	55
	1439.6	"	1444.5	45	45
	1444.5	"	1445.5	40	40
Milan (1453.0)	1445.5	"	1455.2	45	45
	1455.2	"	1459.0	50	50
Chattaroy (1459.0)	1459.0	"	1463.3	60	60
Dean (1463.7)	1463.3	"	1463.8	55	35
	1463.8	"	1468.5	55	55
	1468.5	"	1470.5	50	55
Hillyard (1472.5)	1470.5	"	1472.5	50	50

2. SPEED RESTRICTIONS GENERAL.

(a) **Where Automatic Block and Interlocking Rules and Signal Indications require movements at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced, but not exceeding 15 MPH or as much slower as necessary and where conditions require the movement must be controlled so stop can be made in time to avoid accident.**

(b) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory, the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

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

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

(c) When passenger trains are handled by steam freight engines, or when freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

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

(e) Steam engines backing up ..... 20 MPH

Steam engines in forward motion running light or with caboose only ..... **35 MPH**

Diesel and Electric engines light or with caboose only **50 MPH**

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

Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. On Main Line ..... 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 and scale test car on Main Line ..... **30 MPH**

except on 6 degree curves or sharper, and on Branch Lines ..... **20 MPH**

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

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

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

Trains and engines through No. 20 turnouts at..... 35 MPH

Gildford, east and west siding switch.
Cut Bank, east and west end of Bridge 68.
Blackfoot, Summit, Red Eagle, Brent and Whitefish, end of double track.
Vista, east switch. Fortine, east switch to freight track. Stonehill, east and west siding switch. Kootenai Falls, end of double track. Troy, end of double track, crossover at end of double track, east end of south yard track. Yakt, Leonia, Newport, west siding switch. Dean, Hillyard, east end yard, end of double track.

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

Pacific Junction, end of double track.
Tiber, east and west siding switch.
Nimrod, east and west siding switch.
Whitefish, west yard switch.
Stryker, east and west siding switch.
Tobacco, west switch eastward freight track.
Elmira, east and west siding switch.
Laclede, east and west siding switch.

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

All trains passing "19" order board ..... 25 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or electric engine, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids.

In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack action running in or out when passing or being passed by other trains. On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such trains to pull by other train at restricted speed.

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engine will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.

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

Not less than five cars will be placed between all engines.

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 M.P.H.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 23-75 to 170-253 to 258-262 to 264-272 to 277-301 to 310-400 to 456	50
50	35
175 to 227- 600 to 653	65
250, 251, 260, 261, 266 to 270, 350 to 365, 500 to 512	75
252 & 259-265-300	45
2300 to 2324	50
2325 to 2341	60
5000 to 5008-B	45
5010 to 5019	55

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

5. 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.

6. 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.

7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flangers on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

8. 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.

9. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.

10. Unless otherwise provided, when passnger 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.

11. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

12. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

13. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company does not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

14. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", 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 trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel and gondola cars with such lading higher than ends or cars of similar lading that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains.

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

Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.

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

16. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

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

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

INDICATORS AT SPRING SWITCHES.

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

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

If indicator does not display a yellow light when switch-key-controller is operated, train or engine movements to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

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

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

17. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

18. 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.

19. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.

20. Rule 204 (A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on designated: Trains Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

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

22. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.
Should enginemen on steam engines find that the water is not in sight in water glass and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass, the water level should be built up by use of the pump, or injector, or both. Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

23. **ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYES WILL BE GOVERNED AS FOLLOWS:**
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. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.
Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating, proceed only as instructed in the preceding paragraph.
Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe. Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

24. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, overrunning clearance point at meeting and waiting points, end of double track or junction.
Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.
OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.
THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.
Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.
Portable light must be removed before coupling to rear of such car.
Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.
Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

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

26. Trains handling flat or skeleton cars loaded with logs must stop at appropriate locations immediately before passing over through-truss bridges or through tunnels and make thorough inspection of all cars of logs in their train, making certain train and lading are in safe condition before proceeding. Extra stops en route will be made for this purpose when in the judgment of the conductor it is necessary. Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.
On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passing, either one should stop until the other train has pulled by whether on siding or double track.
On single track, trains handling logs must be at stop when meeting or being passed by passenger and freight trains, except when there are more cars than siding will hold, it is permissible for log train to pull by such train at restricted speed. In double track territory, logs must be secured to cars by chains or cables.
Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.

27. 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.

28. 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.

29. 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.

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

31. Montana State law provides that it is unlawful to block a public crossing for more than fifteen minutes; Idaho State law, ten minutes; and Washington State law, ten minutes.

32. When necessary to use a chain in handling a car with a bad order drawbar with a Diesel road engine, keep a car between the Diesel and the bad order car whenever possible to do so, in order to prevent bad order car damaging the Diesel.

33. **WHISTLE SIGNALS FOR INTERLOCKING ROUTES:**

Westward main track	2 long 1 short
Eastward main track	2 long 2 short
Westward siding	2 short 1 long
Eastward siding	2 short 2 long
Single track	4 short
Other diverging track	1 short 1 long 1 short

34. **EMERGENCY TELEPHONES.**

Between Blacktail and Nimrod:
Tunnel No. 1 west end ..... Booth
Curve No. 115 west end at Windy Point ..... Booth
Tunnel No. 1½ east end ..... Booth
Snowshed No. 7....40 ft. from east end on center post.... Steel Box
Snowshed No. 8....40 ft. from east end on center post.... Steel Box
Snowshed No. 9....40 ft. from east end on center post.... Steel Box
Curve No. 129 east end ..... Booth
Snowshed No. 10....40 ft. from west end on center post.. Steel Box
Snowshed No. 10.7....40 ft. from west end on cent. post.. Steel Box
Snowshed No. 11....40 ft. from west end on center post.. Steel Box
Curve No. 140 east end ..... Booth
Pinnacle, 1½ miles west of, 500 ft. west Tunnel No. 3..... Booth
Belton, 3½ miles east of, east end Tunnel No. 3.8..... Booth
Columbia Falls, 4 miles east of, 500 ft. east Tunnel No. 5.... Booth
Whitefish, 3 miles west of, west end Curve 292 ..... Watchman's Cabin
Lupfer, 1½ miles east of, near center Curve 305 ..... Watchman's Cabin
Between Troy and Yakt .....10 poles west MP 1341.
Between Yakt and Leonia .....East portal Tunnel No. 8.
Between Leonia and Katka .....13 poles east MP 1353.
3 poles east MP 1356.
Between Katka and Crossport....West portal Tunnel No. 10.
Curve 593, 2 miles east Crossport.
Between Scotia and Camden.....8 poles east Tunnel No. 11.

FIRST SUBDIVISION

(Main Line)

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

Between	Other Passenger	Freight
Westbound Pacific Junction and Shelby	60 MPH	40 MPH
Westbound Shelby and Blackfoot	55 MPH	40 MPH
Eastbound Blackfoot and Pacific Junction	60 MPH	40 MPH

2. **SPEED RESTRICTIONS.**
Bridge No. 1042.3 to a point 1500 feet west, Galata..... 45 MPH
Between Blackfoot and Shelby, eastward trains on westward track ..... 40 MPH
Bridge 68, Cut Bank ..... 30 MPH
Between Home Signals of Interlocking at Shelby ..... 20 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Shelby, all trains register by ticket, except Nos. 3, 4, 27, 28, Third class trains, and trains originating and terminating.
Blackfoot, first class trains register by ticket.
Register of regular trains at Havre will cover their arrival at Pacific Jct.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS, RULE 83 (B).**
(a) Havre, Kalispell Division clearance received at this point will clear train at Pacific Jct.
(b) Pacific Jct., eastward Kalispell Division trains will not require clearance and may proceed to Havre with the current of traffic when signals indicate proceed.
(c) Sweet Grass, Kalispell Division clearance issued to Butte Division train will clear train at Sweet Grass Line Jct.

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

6. Eastward freight trains that do not have sufficient time to get into clear at Havre before No. 236 and No. 238 are due out of Pacific Jct. will let No. 2 and No. 4 pass at some point west of Pacific Jct.

7. Shelby, Nos. 42 and 43 must proceed at restricted speed between the end of Sixth Subdivision, and passenger station, and will use first track south of main track.

8. Blackfoot, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

9. **CROSSOVERS ON DOUBLE TRACK.**

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

10. **SPRING SWITCHES WITH FACING POINT LOCK.**
Gildford, East and west siding switch.
Buelow, East switch eastward siding.
West switch westward siding.
Tiber, East and west siding switch.
Dunkirk, East and west siding switch.
Shelby, East lead switch, west switch westward siding.
Cut Bank, East siding switch.
Normal position is for main track.

11. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Eastward, on signal 967.6 approximately two miles east Burnham.

12. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Shelby ..... End of double track
Cut Bank ..... End of double track, at east and west end Bridge 68
Blackfoot ..... End of double track
Switch at end of double track above points controlled by operator at depot.

13. **SEMI-AUTOMATIC INTERLOCKINGS.**
Pacific Junction ..... Junction with Butte Division.
Interlocking operates automatically for all movements with the current of traffic and for westward Kalispell Division trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre. Switches must be operated by hand for other movements. See further instructions posted in box.

14. **SWITCH INDICATORS.**
Sweet Grass Line Jct., separate indicators are provided for eastward and westward main tracks. The member of the crew who is to line switches must first operate push button "R" for route desired and hold a few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switches or fouling main track. Push buttons and instructions are in iron box locked with a switch lock.

SECOND SUBDIVISION

(Main Line)

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

Between	Other Passenger	Freight
Blackfoot and Browning	55 MPH	40 MPH
Browning and Summit	45 MPH	35 MPH
Summit and Essex	45 MPH	25 MPH
Essex and Brent	45 MPH	30 MPH
Brent 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
Between Summit and Essex, engineers on helper engines moving light must so regulate speed that they can stop short of snow-slides, sluff-offs, or any obstruction on track.

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

4. Blackfoot, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

5. 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 on to 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 coupled on to rear portion of train to guard against detached portion running back down grade after helper engine cut off. Eastward freight trains will make prescribed air test after coupling up train and helper engine cut out.

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

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

8. Essex, eastward freight trains will cut in helper where it can be cut out of train through crossover to westward main track when train engine is stopped clear of interlocking at end of double track, Summit.

9. Essex, freight trains cutting in helper engine will after pulling head end up, stop and make full application of brakes and leave applied until proceed signal received from helper engine.
Helper engineers, after pulling up rear portion and coupling into train, will make full application on rear of train and will leave applied, then cut in air through train. Helper engineer will then close double heading cock before returning brake valve to running position. Helper engineer will then sound signal, Rule 14 (b) and train engine will release brakes.
Prescribed air test must be made by train engine before starting, and speed of train departing must allow train crew to make full inspection and safely board train.
When helping freight trains engineers will set brake pipe feed valves for 60 pounds.

10. Whitefish, on through passenger trains after spot is made for watering engine, engineer must sound one short blast of engine whistle as signal for carmen to apply blue signal.

11. **CROSSOVERS ON DOUBLE TRACK.**

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

12. **SPRING SWITCHES WITH FACING POINT LOCK.**
Red Eagle, end of double track, east switch eastward siding.
Normal position is for eastward main track.
Belton, east and west siding switch.
Normal position is for main track.
Brent, end of double track.
Normal position is for westward main track.
Whitefish, end of double track.
Normal position is for eastward main track.
West lead switch.
Normal position is for main track.

13. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Westward, on mast.
East end Snowshed 4-C, approximately one mile west Blacktail.
1000 ft. west MP 1190, approximately five miles west Red Eagle.

14. Omitted.

15. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
Blackfoot ..... End of double track.
Summit ..... End of Double track.
East switch westward siding.
Switch at end of double track and westward siding above points controlled by operator at depot.

16. **AUTOMATIC INTERLOCKINGS.**
Nimrod ..... Gantlet Bridge 116.
Red Eagle ..... End of double track.
Brent ..... End of double track.
Whitefish ..... End of double track.
Nimrod:
Release for normal movements located at home signal on opposite end of gantlet.
Release for movements against the current of traffic located at governing signal.
Westward trains may hold interlocking for a period of six minutes by operating push button at westward home signal. Instructions for operation of release and cranks located in boxes locked with switch locks.
Trains and engines approaching interlocking holding instructions requiring them to wait to permit other trains or engines to move through gantlet will stop before passing "Approach Control Nimrod" sign for track they occupy and wait until their train rights permit them to proceed.
Red Eagle, Brent and Whitefish:
Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches. Manual Controls and instructions for their operation are in iron box locked with a switch lock.

17. **SWITCH INDICATORS.**
Essex, indicators are provided for movements from westward siding to or across main tracks and separate indicators for eastward and westward main tracks. Member of crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by indicator before lining switches or fouling main track. Push buttons and instructions are in iron box locked with switch lock.

THIRD SUBDIVISION

(Main Line)

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

Between	Other Passenger	Freight
Whitefish and Warland	55 MPH	40 MPH
Warland and Troy	55 MPH	35 MPH

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

3. **TRAIN REGISTER EXCEPTIONS.**
Troy, Nos. 1 and 2 register by ticket.
Register of regular trains at Troy will cover their arrival at Kootenai Falls.

4. Whitefish, on through passenger trains after spot is made for watering engine, engineer must sound one short blast of engine whistle as signal for carmen to apply blue signal.

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

6. Track north of main track extending between Fortine and Tobacco is known as EASTWARD FREIGHT TRACK and must be used by eastward trains only, except first class and passenger extras unless otherwise instructed by train order.

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

7. 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.

8. Troy, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

9. Troy, under Rule 204 (A), conductor instead of operator will deliver orders to rear trainman.

10. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
None	Troy

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

12. **AUTOMATIC INTERLOCKING.**
Troy, end of double track, normal position is for eastward main track.
Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches.
Manual controls and instructions for their operation are in iron box locked with a switch lock.

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

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

FOURTH SUBDIVISION

(Main Line)

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

Between	Other Passenger	Freight
Troy and Crossport	55 MPH	30 MPH
Crossport and Hillyard	55 MPH	40 MPH

2. **SPEED RESTRICTIONS.**
Priest River, No. 4 passing mail crane .....12 MPH
Priest River, Bridge 244, R .....20 MPH
Between Albeni Falls Spur and Diamond Match Mill.....10 MPH
Mead, over switches and frogs on curves Aluminum Plant ..... 3 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Hillyard, First class trains and passenger extras register by ticket.
Troy, Nos. 1 and 2 register by ticket.
Register of regular trains at Hillyard will cover their arrival at Dean.

4. Troy, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

5. Troy, under Rule 204 (A), conductor instead of operator will deliver orders to rear trainman.

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

7. **CROSSOVERS ON DOUBLE TRACK.**

Trailing Point
Troy
Davies Spur, 1.9 miles east Mead
Mead

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

9. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Westward, on signal:
1346.3 approximately two miles west Yakt.
1355.9 approximately four miles west Leonia.
1437.5 approximately two miles west Penrith.
Eastward on Mast.
4,000 feet west of Tunnel 10.2; three miles east of Naples.
Eastward, on Signal:
1454.6—just west of Milan.
1352.2—five miles east of Katka.
1344.0—just west of Yakt.

10. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
Hillyard .....End of double track east and west end of yard.
Interlocking includes interlocked switches at east end of yard (end of double track, yard lead, and safety switch); at west

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

11. **AUTOMATIC INTERLOCKINGS.**
Troy, end of double track, normal position is for eastward main track.
Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches. Manual controls and instructions for their operation are in iron box locked with a switch lock.
Dean ..... End of double track.
Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches.
Push buttons and instructions for their operation are in iron box locked with a switch lock.

12. **SWITCH INDICATORS.**
ALBENI FALLS SPUR: Indicator for movements from spur track to main track. The member of the crew who is to line switch must first operate Switch-Key-Controller clockwise towards "R" and hold a few seconds before removing key. Both Trainman and Engineer must observe and be governed by the indication before lining switch or fouling main track. If yellow light is displayed and intended movement is not made, insert key in controller and turn counter clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track. Switch-Key-Controller must NEVER be operated towards "N" after having been operated towards "R" if intended movement to main track is to be made.
Dean, indicator for movements from Spokane Division Fifth Subdivision to Kalispell Division Fourth Subdivision.
The member of crew who is to line the switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by indicator before lining switches or fouling main track. Push button and instructions in iron box locked with a switch lock.

FIFTH SUBDIVISION
(Kalispell Line)

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

Between	Passenger	Freight
Columbia Falls and MP 1221—		
One Mile East Rose Crossing	40 MPH	30 MPH
MP 1221 one mile East Rose Crossing and Kalispell	30 MPH	20 MPH

2. **SPEED RESTRICTIONS.**
Bridges 145 and 146, Kalispell ..... 10 MPH
Kalispell, over main street crossing passenger ..... 5 MPH

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

4. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
Kalispell, engines heavier than F-8 not permitted on wye.

SIXTH SUBDIVISION
(K. V. Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Bonners Ferry and Port Hill ..... 20 MPH

2. **SPEED RESTRICTIONS.**
Bridge 1, Bonners Ferry ..... 10 MPH
On curves, all trains ..... 10 MPH
On straight track, G-3 and G-4 ..... 15 MPH

3. **ENGINE RESTRICTIONS.**
Engines heavier than G-3 and G-4, or engines having axle load over 45,000 pounds prohibited.
Engines heavier than H-4 ..... Prohibited

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

SEVENTH SUBDIVISION
(Somers Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Somers and Hubbard, all trains ..... 15 MPH

2. **ENGINE RESTRICTIONS.**
Engines heavier than F-8 prohibited.

WATCH INSPECTORS

Blacks Jewelry Store ..... Havre
Stull's Jewelry ..... Shelby
Franklin P. Wheeler ..... Kalispell
Leon Reed Jewelry Store ..... Whitefish
R. C. Wickstrom Jewelry Store ..... Bonners Ferry
Benson and Roush ..... Newport
H. H. Trowbridge Jewelry Store ..... Spokane (Hillyard)
H. J. March ..... Spokane
Nelson Jewelry Company ..... Spokane
Helper crews at Essex compare time at depot, Essex.
Log local crews may compare time at depot, Troy.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Switch Opens
1st Subdivision			
Montana Power Spur (Three Tracks)	4.50 miles east Cut Bank	8-10-14	East End
O'Neill Spur	1.50 miles west Cut Bank	24	East End
2nd Subdivision			
Essex Pit	1.85 miles west Essex	50	East End ww track
Grizzly Spur (Two Tracks)	5.2 miles east Coram	23-26	East End
Tie Spur	1.38 miles east Coram	10	East End
Brent Pit	500 feet west Brent	35	West End
3rd Subdivision			
Warland Pit (Five Tracks)	2.1 miles west Warland	148	Both Ends
Zonolite Spur	4.5 miles east Libby (MP 1831)	49	Both Ends
4th Subdivision			
Bonners Ferry Lbr. Co. Spur	0.75 miles east Bonners Ferry	36	West End
Brown Timber Co. Spur	0.6 miles east Colburn	20	West End
Emerson Spur	0.7 miles east Colburn	65	West End
Albeni Falls Spur	2.7 miles east Newport	22	East End
Davies Spur	1.9 miles east Mead	34	East End
5th Subdivision			
Northwestern Lbr. Co. Spur	1.5 miles east Kalispell	63	East End
Yale Oil Co. Spur	1.3 miles east Kalispell	9	East End
Rocky Mountain Lbr. Co. Spur	1.0 miles west Columbia Falls	6	East End
Harvey Machine Co. Spur	3.0 miles west LaSalle	20	West End
Montana Saw Service Spur	1.0 miles west Rose Crossing	3	East End
6th Subdivision			
Allen's Spur	4.3 miles east Bonners Ferry	6	East End
Watson's Spur	11.2 miles east Bonners Ferry	2	West End
DeVoignes Spur	12.8 miles east Bonners Ferry	4	East End
Camp 5 Spur	13.6 miles east Bonners Ferry	11	Both Ends
Seelover's Spur	14.9 miles east Bonners Ferry	2	East End
Dehlbom Spur	17.1 miles east Bonners Ferry	4	West End
Edward's Spur	18.1 miles east Bonners Ferry	8	West End
Camp 8	19.2 miles east Bonners Ferry	18	Both Ends
Harper's Spur	21.5 miles east Bonners Ferry	4	West End
Houck's Spur	21.8 miles east Bonners Ferry	2	West End
K. V. Farm Spur	24.2 miles east Bonners Ferry	5	West End
7th Subdivision			
Northwest Timber Co. Spur	1560 feet west Balls Crossing	9	East End
Mills Lbr. Co. Spur	2200 feet east of East Wye Switch Kalispell	3	West End
Batavia Spur	4.8 miles west Kalispell	8	East End
Kila Ore Spur	1.0 mile west Kila	15	East End
Giroux Spur	1.6 miles west Kila	8	East End
Erickson Bros. Spur	1000 feet west Balls Crossing	4	West End
Duffy Spur	0.75 miles west Balls Crossing	8	West End

COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL LOCOMOTIVES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:

FIRST SUBDIVISION:

CHESTER:.....Both at standpipe, hoses in frost box.
SHELBY:.....Both at East & West fueling stations.
CUT BANK:.....Cooling water only, at Depot.

SECOND SUBDIVISION:

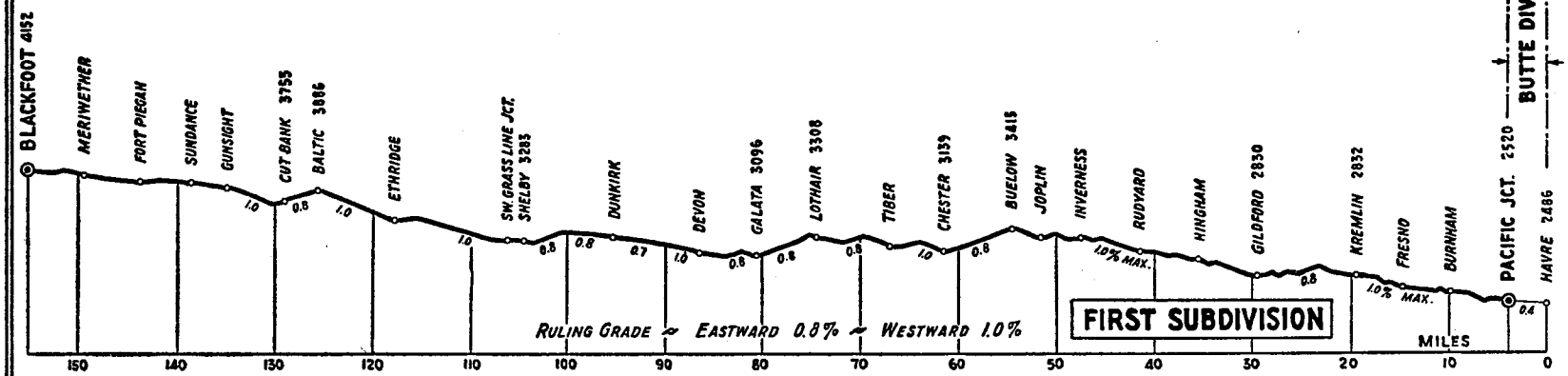
GLACIER PARK:.....Water and hoses at Depot.
SUMMIT:.....Connections in standpipe frost box, hoses at Depot.
ESSEX:.....Connections at water tank, hoses in hose house east of water tank.
CORAM:.....Cooling water only, at Depot.
BELTON:.....Cooling water only, at Depot.
COLUMBIA FALLS:..Cooling water only, at Depot.

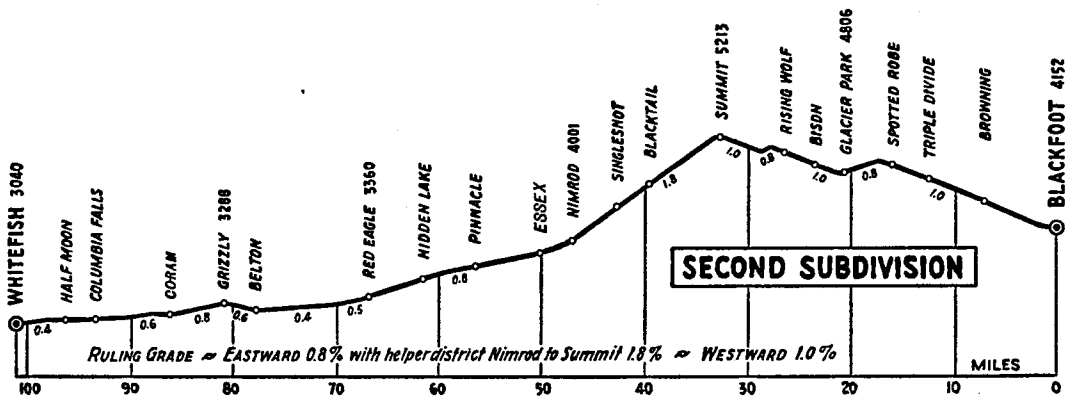
THIRD SUBDIVISION:

STRYKER:.....Cooling water only, at Depot.
FORTINE:.....Cooling water only, at Depot.
EUREKA:.....Cooling water only, at Depot.
REXFORD:.....Both at emergency standpipe, connections and hoses in frost box.
LIBBY:.....Both at emergency standpipe east of Depot, hoses in Depot.

FOURTH SUBDIVISION:

LEONIA:.....Cooling water only, at Depot.
BONNERS FERRY:....Both at water tank, hoses in Depot.
NAPLES:.....Cooling water only, at Depot.
SANDPOINT:.....Both at West standpipe, hoses in frost box.
NEWPORT:.....Cooling water only, at Depot.





Elevation 175