

COMPANY SURGEONS

- *Dr. Roscoe C. Webb, Chief Surg.Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chief Surg.
.....Minneapolis, Minn.
*Dr. John A. MarchShelby, Montana
Dr. R. K. WestCut Bank, Montana
Dr. S. D. WhetstoneCut Bank, Montana
Dr. T. B. MooreKalispell, Montana
Dr. W. F. BennettColumbia Falls, Montana
Dr. A. T. LeesWhitefish, Montana
*Dr. J. B. SimonsWhitefish, Montana
Dr. Duane R. HedineWhitefish, Montana
Dr. James E. MurphyWhitefish, Montana
Dr. Robert D. MacKenzieLibby, Montana
Dr. William T. MatthewsTroy, Montana
*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS

(Eye Doctors)

- Dr. H. D. HugginsKalispell, Montana
Dr. W. L. ForsterHavre, Montana

K. W. KNAPTON, Chief Dispatcher.
O. E. FISHER, Trainmaster.
F. H. MOORE, Trainmaster.
P. A. FREUEN, Trainmaster.
E. T. CARTER, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

*Butte 3rd Sub
Spokane 1st Sub*

TIME TABLE 80

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Sunday, December 4, 1955

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

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS			Distance from Shelby	Time Table No. 80 Effective December 4, 1955 STATIONS	Telegraph Calls	Distance from Whitefish	SIGNS	FIRST CLASS			SECOND CLASS			
	Sidings	Other Tracks			Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily
			1	3														2	4	492	494	490
1061	Yard	382	.....	.....	.....	0.00	.....SHELBY.....	SJ	150.67	BRKDNP WOIYXJ	As 10.15Am	A 7.00Pm	.....	A 11.30Am	A 5.40Pm	A 2.35Am
1063	.....	.....	.....	.....	.....	1.49	1.49 SWEET GRASS LINE JCT.	.....	149.18	PXJ	10.08	6.53	.....	11.20	5.30	2.25
1074	W122	31	.....	.....	.....	13.03	11.54 ...ETHRIDGE...	DG	137.64	DP	9.57	f 6.42	.....	11.05	5.15	2.10
1082	.....	.....	.....	.....	.....	20.78	7.75 ...BALTIC.....	.....	129.89	P	9.49	6.34	.....	10.50	5.00	1.55
1087	Yard	393	.....	.....	.....	24.27	3.49 ...CUT BANK...	CT	126.40	P BDNIK PRX	9.45	L 6.30Pm As 6.25Pm	.....	L 10.40Am A 10.20Am	L 4.50Pm A 4.40Pm	L 1.45Am A 1.35Am
1093	.....	8	.....	.....	.....	30.62	6.35 ...GUNSLIGHT.....	.....	120.05	.....	9.37	6.17	.....	10.01	4.30	1.22
1095	.....	30	.....	.....	.....	33.87	3.25 ...SUNDANCE.....	.....	116.80	P	9.34	6.13	.....	9.50	4.22	1.17
1100	W 59	7	.....	.....	.....	39.11	5.24 FORT PIEGAN...	.....	111.56	P	9.29	6.08	.....	9.40	4.15	1.07
1106	.....	7	.....	.....	.....	44.54	5.43 MERIWETHER...	.....	106.13	P	9.24	6.03	.....	9.30	4.05	12.57
1112	120	280	.....	.....	.....	50.51	5.97 ...BLACKFOOT...	BF	100.16	DP Y	9.19	f 5.58	.....	9.25	3.55	12.47
1120	124	76	.....	.....	.....	57.80	7.29 ...BROWNING...	BG	92.87	DNP	9.10	s 5.50	.....	9.10	3.43	12.32
1125	104	15	.....	.....	.....	63.19	5.39 ...TRIPLE DIVIDE...	.....	87.48	P	9.04	5.41	.....	8.50	3.25	12.21
1130	133	15	.....	.....	.....	66.47	3.28 ...SPOTTED ROBE...	.....	84.20	P	9.00	5.37	.....	8.40	3.19	12.13
1133	47	13	.....	.....	.....	71.14	4.67 ...GLACIER PARK...	MD	79.53	P DNP Y	8.55	f 5.30	.....	8.30	3.10	12.01Am
1136	95	126	.....	.....	.....	73.85	2.71 ...BISON.....	.....	76.82	P	8.51	5.22	.....	8.23	3.04	11.55Pm
1141	112	10	.....	.....	.....	76.97	3.12 ...RISING WOLF...	.....	73.70	P	8.46	5.18	.....	8.15	2.58	11.48
1147	116	10	.....	.....	.....	83.22	6.25 ...SUMMIT...★	SM	67.45	P DNP IYX	8.37	5.10	.....	8.00	2.45	11.33
1153	E 96	31	.....	.....	.....	90.02	6.80 ...BLACKTAIL...	.....	60.65	P	8.20	4.54	.....	7.15	2.25	11.18
1157	W130	9	.....	.....	.....	93.10	3.08 ...SINGLESHOT...	.....	57.57	P	8.12	4.46	.....	7.03	2.10	11.03
1161	.....	51	.....	.....	.....	97.52	4.42 ...NIMROD.....	.....	53.15	IP KDNP	8.03	4.38	.....	6.45	1.55	10.48
1165	E 98	109	.....	.....	.....	101.42	3.90 ...ESSEX...★	SX	49.25	BOYX	7.55	s 4.30	.....	6.25	1.40	10.35
1171	W136	12	.....	.....	.....	107.08	5.66 ...PINNACLE.....	.....	43.59	P	7.45	4.16	.....	5.55	1.20	10.05
1175	.....	16	.....	.....	.....	111.57	4.49 ...HIDDEN LAKE...	.....	39.10	P	7.38	4.08	.....	5.38	1.05	9.48
1181	E116	14	.....	.....	.....	117.29	5.72 ...RED EAGLE.....	NY	33.38	DIYP	7.30	4.00	.....	5.18	12.50	9.25
1192	W 99	107	.....	.....	.....	127.95	10.66 ...BELTON...★	BE	22.72	DNP	7.14	f 3.40	.....	4.57	12.30	9.05
1200	.....	75	.....	.....	.....	135.83	7.88 ...CORAM.....	CM	14.84	DP	7.02	f 3.27	.....	4.40	12.12	8.45
1204	.....	121	.....	.....	.....	140.23	4.40 ...CONKELLEY...	.....	10.44	PI	6.56	3.17	.....	4.30	12.02Pm	8.37
1207	.....	207	.....	.....	.....	143.02	2.79 ...COLUMBIA FALLS...★	CF	7.65	DNJYXP	6.52	s 3.13	.....	4.25	11.55Am	8.30
1210	.....	46	.....	.....	.....	145.97	2.95 ...HALF MOON.....	.....	4.70	P	6.48	3.06	.....	4.15	11.45	8.20
1215	Yard	1648	.....	.....	.....	150.67	4.70 ...WHITEFISH...★	WF	0.00	KRDNP BOXZI	L 6.40Am	L 3.00Pm	.....	L 4.01Am	L 11.30Am	L 8.01Pm
			3.40	4.05							3.35	4.00					
			41.05	36.89							42.04	37.66					
			Time Over Subdivision									7.29			6.10		
			Average Speed Per Hour									20.14			21.73		
															6.34		
															22.93		

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

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.

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 5 THROUGH 11.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Whitefish	Time Table No. 80 Effective December 4, 1955 STATIONS	Telegraph Calls	Distance from Troy	SIGNS	FIRST CLASS			SECOND CLASS			
	Sidings	Other Tracks	1	3	2						4	494	490	492			
															Daily	Daily	Daily
1215	Yard	1648	L 6.15 ⁴⁹⁰ Pm	L 2.15 ⁴⁹⁰ Pm	.....	.....	.....	WF 134.48	KRDNPZ BWOXI	A 6.35 ⁴⁹⁰ Am	A 2.50 ⁴⁹⁰ Pm	.....	A 10.45 ⁴⁹⁰ Am	A 6.10 ⁴⁹⁰ Pm	A 3.50 ⁴⁹⁰ Am	
1220	151	.....	6.22	2.23	5.39	.....	.....	.....	129.09	P	6.25	2.40	.....	10.30	5.50	3.30
1227	196 E 70	15	6.30	2.32 ⁴	11.81	.....	.....	.....	122.67	P	6.16	2.32 ³	.....	10.20	5.40	3.18
1232	W 70	26	6.35	f 2.39	17.27	.....	.....	.....	117.21	DP	6.09	f 2.25	.....	10.10	5.30	3.07
1238	141 W106	17	6.41	2.47	23.04	.....	.....	.....	111.44	P	6.02	2.15	.....	10.00	5.20	2.55
1245	E113	17	6.49	f 2.56	30.11	.....	.....	.....	104.37	DNPY	5.54	2.05	.....	9.50	5.10	2.40
1251	136	15	6.56	f 3.03	36.08	.....	.....	.....	98.40	P	5.46	f 1.55	.....	9.33	4.55	2.18
1256	.....	40	7.01	f 3.09	40.70	.....	.....	.....	93.78	DP	5.39	f 1.47	.....	9.15	4.40	2.00
1262	.....	76	7.08	3.16	46.62	.....	.....	.....	87.86	PI	5.31	1.38	.....	8.55	4.25	1.35
1267	151 W130	59	7.16	s 3.28	52.38	.....	.....	.....	81.10	DNP	5.23	s 1.30	.....	8.30	4.05	1.15
1276	E143	189	7.28	s 3.43 ⁴⁹⁰	61.26	.....	.....	.....	73.22	DNPY	5.12	s 1.15	.....	8.05	3.43 ³	12.50
1280	128	10	7.41	3.58	72.14	.....	.....	.....	62.34	P	4.59	12.58	.....	7.45	3.25	12.30
1282	141	5	7.52	f 4.09	83.20	.....	.....	.....	51.28	P	4.46	12.45	.....	7.25	3.10	12.10
1287	131	4	7.58	4.15	88.15	.....	.....	.....	46.33	DNP	4.40	12.40	.....	7.15	3.00	12.01 ^{Am}
1292	.....	35	.....	f 4.22	92.83	.....	.....	.....	41.65	P	.....	12.34	.....	.....	.....	.....
1295	139	.....	8.09	4.27	95.97	.....	.....	.....	38.51	P	4.31	12.28	.....	6.59	2.45	11.46 ^{Pm}
1302	50	50	8.19	4.37	103.75	.....	.....	.....	30.73	P	4.22	12.19	.....	6.45	2.35	11.32
1308	152	3	8.26	4.47	109.08	.....	.....	.....	25.40	P	4.14	12.10 ^{Pm}	.....	6.35	2.25	11.22
1315	265	175	8.35	s 5.00	116.30	.....	.....	.....	18.18	DNPZ	4.05	s 11.59 ^{Am}	.....	6.20	2.10	11.10
1326	178	14	8.50	5.15	127.31	.....	.....	.....	7.17	P KRDNP BXIY	3.51	11.44	.....	5.50	1.43	10.40
1332	Yard	917	A 9.05 ^{Am}	A 5.30 ^{Pm}	134.48	.....	.....	.....	.....	.....	L 3.40 ^{Am}	L 11.35 ^{Am}	.....	L 5.35 ^{Am}	L 1.30 ^{Pm}	L 10.20 ^{Pm}
			2.50 47.52	3.15 41.38	Time Over Subdivision Average Speed Per Hour						2.55 46.05	3.15 41.38	5.10 26.01			4.40 28.60	5.30 24.45

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5 THROUGH 11.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Sweet Grass Line Jct.	Time Table No. 80 Effective December 4, 1955		Distance from Sweet Grass	Telegraph Calls	SIGNS
	Sidings	Other Tracks		STATIONS				
ZB109	30		7.81	SWEET GRASS LINE JCT.	37.36	XJP		
				7.81	7.81	P		
ZB120	50	114	18.58	ALOE	29.55			
				18.58	10.77			
ZB130	25	64	29.00	KEVIN	18.78	VN	XDP	
				29.00	10.42			
ZB139	21	92	37.36	SUNBURST	8.36	SU	XDP BDKPR YX	
				37.36	8.36	G		
				Time Over Subdivision Average Speed Per Hour				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5 THROUGH 11.

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Columbia Falls	Time Table No. 80 Effective December 4, 1955		Telegraph Calls	Distance from Somers	SIGNS
	Sidings	Other Tracks		STATIONS				
1207	181		1.84	COLUMBIA FALLS★	CF	24.86	BJ RDNPYX	
	2		1.84	1.84				
WB 5	41		5.48	SOLDIERS HOME		23.02		
				5.48	3.64			
			9.91	LA SALLE		19.38	P	
				9.91	4.43			
WB14	Yard	331	14.34	ROSE CROSSING		14.95	BRKDNP JWYXZ	
				14.34	4.43			
WB21	7		20.16	KALISPELL	K	10.52		
				20.16	5.82			
WB25	Yard		24.86	BALLS CROSSING		4.70	RB DPX	
				24.86	4.70	OB		
				Time Over Subdivision Average Speed per Hour				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5 THROUGH 11.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

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

(b) Maximum permissible speed of passenger, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

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.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains and letter "F" to freight and Mixed trains.

(c) When passenger trains are handled by Diesel or Electric engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.

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

When cabooses are handled in passenger service, train must not exceed speed of;
 When handling cabooses X-100, X-198 to X-310 65 MPH
 cabooses X-330 to X-749..... 50 MPH

Trains handling non-revenue Great Northern cars that are equipped with "K" type air brake valves are to be operated in trains not exceeding 50 cars and at speeds not exceeding 40 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc.
 On Main Lines 30 MPH
 Except on six degree curves or sharper and on Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Line..... 30 MPH
 except on 6 degree curves or sharper, and on Branch Lines 20 MPH

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

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

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

Trains and engines through No. 20 turnout at..... 35 MPH
 Cut Bank, end of double track, east and west end of Bridge 1090.8.

- Blackfoot, end of double track.
- Summit, end of double track.
- Red Eagle, end of double track.
- Conkelley, end of double track.
- Whitefish, end of double track.
- Vista, east siding switch.
- Fortine, east switch to freight track.
- Stonehill, east and west siding switch.
- Ural, east and west siding switch.
- Volcour, east and west siding switch.
- Kootenai Falls, east and west siding switch.
- Troy, east and west long lead switch.

Trains and engines through No. 15 turnouts at 25 MPH

- Shelby, east switch, eastward siding.
- Nimrod, east and west siding switch.
- Whitefish, west yard switch.
- Stryker, east and west siding switch.
- Tobacco, west switch eastward freight track.

Trains or engines through all other turnouts 15 MPH

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

These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids.

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

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Diesel and Gas-Electric engines 2302-2341 must be handled on rear of train.

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

Switcher and road switcher type Diesel engines G. N. Nos. 1 through 232, and 600 through 680, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved, such units must be separated by a freight car.

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

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

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent. Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 28, 75 to 170, 247 to 249, 253 to 259, 262, 263, 307 to 317, 400 to 474	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 578, 600 to 678	65 MPH

Engine Number	Maximum Speed
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

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

4. When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.

The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

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

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

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

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

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

Ore cars and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARINGS" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

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

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

FIRST SUBDIVISION:

SHELBY:Both at east and west service stations.
 CUT BANK:Cooling water only, at Depot.
 GLACIER PARK:Cooling water only, at Depot.
 ESSEX:Both in depot warehouse.
 BELTON:Cooling water only, at Depot.
 COLUMBIA FALLS:Cooling water only, at Depot.

SECOND SUBDIVISION:

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

THIRD SUBDIVISION:

SWEET GRASS:Cooling water only, at Depot.

9. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
10. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.
11. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart, when that cannot be done, they will be blocked not less than thirty minutes apart.
12. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flangers on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.
13. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
14. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, Conductors shall notify Railway Postal Clerks; trains shall stop at points where U. S. mail is usually picked up and Conductors are responsible for delivery of mail to Postal car.
15. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
16. Engineers finding flat spots on diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.
17. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
18. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company does not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.
19. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

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

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.

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

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

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

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

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

INDICATORS AT SPRING SWITCHES.

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

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

If indicator does not display a yellow light when switch-key-controller is operated, train or engine movements to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection. To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter clockwise toward "N" to restore signal system to normal condition to avoid delays to trains on main track.

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

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

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

24. Rule 204 (A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on designated: Trains Nos. 1, 2, 3, 4, 7, 8, 9, 10, 27, 28 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

25. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, overrunning clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employees to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN 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.

26. Rule D-97 is in effect on this Division.
27. Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH passing over through-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops en route will be made for this purpose when in the judgment of the conductor it is necessary. Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains. On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passed, either one should stop until the other train has pulled by whether on siding or double track. On single track, trains handling logs must be at stop when meeting or being passed by passenger and freight trains, except when there are more cars than siding will hold, it is permissible for log train to pull by such train at restricted speed. In double track territory, logs must be secured to cars by chains or cables. Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.
28. When necessary, for any reason, to set out a car containing mail at any point short of destination, take up with mail clerk in charge and ascertain whether or not there is any mail to be transferred before setting car out.
29. When a derailment occurs, the car or cars involved must be set out at first available point after rerailed, and held until car men sent to make inspection.
30. Trainmen will see that caboose windows are securely fastened and doors locked before leaving on arrival at terminals.
31. Montana State law provides that it is unlawful to block a public crossing for more than fifteen minutes; Idaho State law, ten minutes; and Washington State law, ten minutes.
32. When necessary to use a chain in handling a car with a bad order drawbar with a Diesel road engine, keep a car between the Diesel and the bad order car whenever possible to do so, in order to prevent bad order car damaging the Diesel.
33. **WHISTLE SIGNALS FOR INTERLOCKING ROUTES:**
 Westward main track2 long 1 short
 Eastward main track2 long 2 short
 Westward siding2 short 1 long
 Eastward siding2 short 2 long
 Single track4 short
 Other diverging track1 short 1 long 1 short
34. **EMERGENCY TELEPHONES.**
 Between Blacktail and Nimrod:
 Tunnel No. 1 west endBooth
 Curve No. 115 west end at Windy PointBooth
 Tunnel No. 1½ east endBooth
 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 endBooth
 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 endBooth
 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

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
MP 1065, Shelby and MP 1219, Whitefish.....	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between home signals of interlocking, Shelby.....	20 MPH
Between Depot and MP 1089.8, 1000 feet east of depot at Cut Bank, through crossover.....	30 MPH
Cut Bank, Bridge 1090.8	30 MPH
Nimrod, Bridge 1165.3, through gantlet	20 MPH
In double track territory, trains against the current of traffic between:	
Shelby and Blackfoot.....	Passenger 59 MPH Freight 40 MPH
Summit and Nimrod	Passenger 30 MPH Freight 20 MPH
Essex and Red Eagle	Passenger 30 MPH Freight 20 MPH
Conkelley and Whitefish	Passenger 59 MPH Freight 40 MPH

3. TRAIN REGISTER EXCEPTIONS.

Shelby, all trains register by ticket except trains originating and terminating.

Cut Bank, first class trains and passenger extras register by ticket.

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

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

4. Outgoing crews of freight trains will make running inspection at Cut Bank.

5. CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83 (B). Clearances received at Sweet Grass will clear eastward trains at Sweet Grass Line Jet.

6. RESTRICTED CLEARANCES.

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

7. Shelby, train Nos. 3 and 4 must proceed at restricted speed between end of Butte Fifth Subdivision and passenger station and will use first track south of main track.

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

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

10. On arrival at Essex, eastward freight trains requiring helper engine assistance will come to a stop and make full application of air brakes and leave applied until proceed signal received from helper engine. Helper engine will be coupled against rear of caboose and immediately make back up movement to ascertain positive coupling, after which train line air brake connections must be coupled and double heading cock closed and helper engine will sound signal, Rule 14(b), and train engine will release brakes. Prescribed air test must be made by train engine before starting, and speed of train departing must allow train crew to make full inspection and safely board rear cab of helper engine. When helping freight trains, helper engineers will set brake pipe feed valve to a pressure 5 pounds below that carried by the road engine. Engineers on freight helper engines will be held responsible in seeing that brake pipe hose is coupled and air cut in between helper engine and train. Engineers will position the controlled emergency feature, on engines having brake equipment with this feature, positioned on all units in the non-control or passenger position. All double heading cocks must be closed after engine is cut in on train, and brake valve handles placed in proper positions according to type of brake equipment.

11. On arrival at Summit, eastward freight trains with helper engine assistance behind caboose must come to a stop clear of the end of double track. After helper engine is cut off and prescribed air test and train inspection completed, if consistent with train

rights, train may proceed. Under no circumstances whatsoever will anyone be allowed to ride in the caboose within the limits of helper territory while helper engine is shoving against the rear of train. Train crew must ride in rear cab of helper engine, using rear headlight for center of track inspection when necessary.

12. Whenever outfit cars are handled on rear of freight trains, or it is necessary to provide coaches ahead of the caboose for the convenience of stockmen, messengers, etc., or whenever stockmen, messengers, etc., are carried in the caboose, helper engines must be cut into train. With the exception of authorized train service employes on duty, no one will be permitted to ride in either cab of helper engine at any time.

13. CROSSOVERS ON DOUBLE TRACK.

FACING POINT	TRAILING POINT
Cut Bank	Shelby, west crossover
	Ethridge
	Baltic
Summit	Sundance
Blacktail	Fort Piegan
Singleshot	Meriwether
Essex, west crossover	Essex, east crossover
Columbia Falls, east crossover	Pinnacle
	Columbia Falls, west crossover
	Half Moon

14. SPRING SWITCHES WITH FACING POINT LOCK.

Shelby, east lead switch, west switch westward siding.
Cut Bank, east siding switch.
Triple Divide, east and west siding switch.
Glacier Park, east and west siding switch.
Rising Wolf, west siding switch.
Normal position is for main track.
Nimrod, east and west end of double track.
Red Eagle, end of double track, east switch eastward siding.
Normal position is for eastward main track.
Belton, east and west siding switch.
Normal position is for main track.
Conkelley, end of double track.
Normal position is for westward main track.
Whitefish, end of double track.
Normal position is for eastward main track.
West lead switch.
Normal position is for main track.

15. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward on cable post:
1400 ft. east of Depot, Cut Bank.
Westward, on signal:
1136.1, one mile east of Glacier Park.
Westward, on Mast:
East end Snowshed 4-C. One mile west of Blacktail.
Westward, on signal:
1164.3, just east of east switch, Nimrod.
1000 ft. west of M.P. 1190, 5 miles west of Red Eagle.
1173.1, 3 1/2 miles west of Essex.
1203.9, at east siding switch Coram.
Eastward, on signal:
1205.6, one mile west of Coram.
Eastward, on Cable Post:
Opposite signal 1181.7, 3 1/2 miles east of Red Eagle.
Eastward, on signal:
1170.2, at West switch Essex.
Eastward, on Cable Post:
West end curve 54, one mile west of Glacier Park.
Eastward, on signal:
1092.0, one mile west of Cut Bank.

16. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

ShelbyEnd of double track.
Cut BankCrossover, 1000 feet east of Depot
End of double track east and west end Bridge 1090.8.
SummitEnd of Double track.
East switch westward siding.

Switch at end of double track and westward siding above points controlled by operator at depot.

When a yellow indication (normally dark) is displayed below two red indications on the governing home signal, it insures route is lined and locked and confers authority (AFTER STOPPING) to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.

17. AUTOMATIC INTERLOCKINGS.

NimrodSingle Track Bridge 1165.3.
Red EagleEnd of double track.
ConkelleyEnd of double track.
WhitefishEnd of double track.

Nimrod:

Routes through interlocking operate automatically for all train and engine movements from eastward or westward main tracks to single track. When movement from single track is to be made against current of traffic, spring switch must be reversed by hand, and returned to normal position after train or engine has completed movement through switch.

Releases for normal movements, and movements from reverse main track are located at governing home signal.

Westward trains may hold interlocking for a period of six minutes by operating push button at westward home signal. Instructions for operation of release and cranks located in boxes locked with switch locks.

Trains and engines approaching interlocking holding instructions requiring them to wait to permit other trains or engines to move through interlocking will stop before passing "Approach Control Nimrod" sign for track they occupy and wait until their train rights permit them to proceed.

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

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

Red Eagle, Conkelley and Whitefish:

Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches. Manual Controls and instructions for their operation are in iron box locked with a switch lock.

18. SWITCH INDICATORS.

Sweet Grass Line Jct., separate indicators are provided for eastward and westward tracks, located at crossovers on north side of center of Shelby Yard. 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 trainmen and enginemen must observe and be governed by the indicator before lining switches or fouling main track. Push Button and instructions are in iron box locked with a switch key.

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.

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

CTC extends between end of double track Blackfoot and west switch of siding north of main track Browning.

Browning is the control station for the CTC under control of operator under the supervision of train dispatcher.

Controlled siding is located at: Browning—North of Main track.

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

Switches of non-controlled sidings are hand operated and equipped with electric locks. Before using non-controlled sidings permission must be obtained from train dispatcher.

All main track switches within CTC, except switches at controlled sidings, are hand operated and equipped with electric locks governed by Rule 283.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Whitefish and Troy	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Eastward Freight Track between Tobacco and Fortine	30 MPH
--	--------

3. TRAIN REGISTER EXCEPTIONS.

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

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

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

Trains using this track will comply with Rule 99 and will display markers as though running against the current of traffic on double track.

When a train is given right over an opposing train to the end of EASTWARD FREIGHT TRACK at either Fortine or Tobacco and the opposing train has not arrived at the point last named in the order, the train thus given right is not required to wait for the opposing train and will proceed on its regular track, but must not go beyond the other end of the EASTWARD FREIGHT TRACK unless the second named train has arrived or is directed by train order to do so, or when time table authority will permit movement beyond.

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

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

Normal position of crossover switches on EASTWARD FREIGHT TRACK is for through movement on that track.

6. Tobacco, short track south of main track will be known as No. 1 track, capacity 45 cars, and must be kept clear except when being used by trains. Normal position industry track switches for No. 1 track.

7. Troy, outgoing crews of freight trains will make running inspection of train.

8. SPRING SWITCHES WITH FACING POINT LOCK.

Whitefish, west lead switch.
Vista, east and west siding switch.
Lupfer, east and west siding switch.
Radnor, east and west siding switch.
Stryker, east and west siding switch.
Trego, east and west siding switch.
Fortine, east switch eastward freight track.
Eureka, east and west siding switch.
Rexford, east and west switch, eastward siding.
Stonehill, east and west siding switch.
Ural, east and west siding switch.
Volcour, east and west siding switch.
Yarnell, east and west siding switch.
Ripley, east and west siding switch.
Normal position is for main track.

9. DRAGGING EQUIPMENT DETECTOR INDICATORS.

WESTWARD, on CABLE POST:

East end curve 369, four miles East of Rexford.

WESTWARD, on SIGNAL:

1334.1, one mile east of Libby.

EASTWARD, on SIGNAL:

1338.0, At west switch at Libby.

1277.8, Two miles east of Rexford.

10. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Tobacco West switch Eastward Freight Track.
Tobacco, switch is controlled by operator at Eureka.
Troy, east and west switch of long lead north of main track, controlled by operator at depot.

11. 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.

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

CTC extends between west siding switch Libby and M.P. 1353.4 about one-half mile east of depot Troy.

Troy is the control station for the CTC under control of operator under the supervision of train dispatcher at Whitefish.

Controlled siding is

located at: Kootenai Falls.

All main track switches within CTC, except switches at controlled sidings, are hand operated and equipped with electric locks governed by Rule 283.

THIRD SUBDIVISION

(Sweet Grass Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Sweet Grass Line Jct. to MP 114, 6 miles east of Kevin	35 MPH	20 MPH
MP 114, 6 miles east of Kevin to Sweet Grass	35 MPH	25 MPH

2. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
Clearance received at Shelby will clear westward trains at Sweet Grass Line Jct.

3. SWITCH INDICATORS.

Sweet Grass Line Jct., separate indicators are provided for eastward and westward tracks, located at crossovers on north side of

center of Shelby Yard. 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 trainmen and enginemen must observe and be governed by the indicator before lining switches or fouling main track. Push Button and instructions are in iron box locked with a switch key.

SPEED TABLE

- FOURTH SUBDIVISION**
(Kalispell Line)
1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
- | Between | Passenger | Freight |
|-----------------------------------|-----------|---------|
| Columbia Falls and Kalispell..... | 40 MPH | 30 MPH |
| Kalispell and Somers | 15 MPH | 15 MPH |
2. **SPEED RESTRICTIONS.**
- | | |
|--|--------|
| Bridges 145 and 146, Kalispell..... | 10 MPH |
| Kalispell, all trains over main street crossing..... | 5 MPH |
3. **ENGINE RESTRICTIONS.**
- Engines heavier than 250,000 pounds prohibited.

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	46.2
	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	66.7	1	45	34.3
	55	65.5	1	50	32.7
	56	64.3	1	55	31.3
	57	63.2	2	—	30.0
	58	62.1	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	58.1	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.3	4	—	15.0
1	5	55.4	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.6
1	8	52.9	8	—	7.5
1	9	52.2	9	—	6.7
1	10	51.4	10	—	6.0

WATCH INSPECTORS

Stull's Jewelry	Shelby	
Myrhow's Jewelry	Cut Bank	
Franklin P. Wheeler	Kalispell	
Burr's Jewelry	Whitefish	
Log local crews may compare time at depot, Troy and Libby.		

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Car Capacity	Switch Opens
1st Subdivision			
Union Oil Spur (Three Tracks)	4.66 miles east Cut Bank.....	8-10-14	East End
O'Neil Spur	1.77 miles west Cut Bank.....	24	East End
Essex Pit	2.97 miles west Essex.....	50	East End ww track
Tie Spur	1.39 miles east Coram.....	10	East End
Conkelley Pit	500 feet west of end of double track Conkelley.....	31	West End ww track
Anaconda Aluminum Co. Storage Track.....	0.59 mile west of end of double track Conkelley.....	114	Both ends ww track
Union Natural Gas Co. Spur.....	1.01 miles south of Columbia Falls.....	4	East End
Rocky Mountain Lumber Co. Spur	1.25 miles south of Columbia Falls.....	9	East End
2nd Subdivision			
Warland Pit (Five Tracks)	2.1 miles west Warland	148	Both Ends
Zonolite Spur	4.8 miles east Libby (MP 1331).....	49	Both Ends
3rd Subdivision			
Aronow Spur	2.17 miles west of Kevin.....	3	East End
Superior Spur	4.06 miles west of Kevin.....	2	East End
The Texas Co.	0.63 mile east of Sunburst.....	122	Both Ends
4th Subdivision			
Montana Saw Service Co. Spur.....	1.2 miles west Rose Crossing.....	3	East End
Koenig Bros. Spur	1.9 miles west Rose Crossing.....	3	West End
Northwestern Lbr. Co. Spur.....	1.3 miles east Kalispell.....	47	East End
Carter Oil Spur	1.2 miles east Kalispell.....	9	East End
Batavia Spur	4.5 miles west of east wye switch Kalispell.....	10	East End
Kila	8.8 miles west of east wye switch Kalispell.....	34	Both Ends
Ore Spur	9.7 miles west of east wye switch Kalispell.....	14	East End
Interchange Track	44 feet west of west wye switch Kalispell.....	27	Both Ends
Forest Products Co.	On interchange track	6	West End
Mills Lbr. Co. Spur	2200 feet west of west wye switch Kalispell.....	4	East End
Duffy Spur	3100 feet east of Balls Crossing	8	East End
Northwest Timber Co. Spur	1600 feet east of Balls Crossing	25	West End
Erickson Bros. Spur	1000 feet east of Balls Crossing	4	East End

