GREAT NORTHERN RAILWAY

KALISPELL DIVISION

Special Instructions No. 1

EFFECTIVE 12.01 A. M.

MOUNTAIN TIME

AND

PACIFIC TIME

Sunday, May 24, 1942

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

Employes whose duties are in any way affected must have a copy of Current Special Instructions with them while on duty to be used in conjunction with Current Time Table.

J. M. BUDD, Superintendent.
T. F. DIXON, General Manager.
J. B. SMITH, General Superintendent Transportation.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM SPEED FOR TRAINS.**

Between:	Passenger	Freight
Pacific Junction and Blackfoot	60 MPH	50 MPH

2. **SPEED RESTRICTIONS.**

Bridge No. 43 and 1500 feet west, one-half mile west of Galata	45 MPH
Curve 243 near Milepost 1064, 1½ miles East of Shelby	50 MPH
Bridge 68 one-half mile West Cutbank	30 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**

Engines larger than O-6 Class not permitted on industry tracks at Burnham, Fresno, Kremlin (West end), Xenia, Hingham, Rudyard (East end), Inverness (East end), Joplin (East end), Chester (Pit Track and Stockyard Track along Loading Dock), Tiber, Lothair, Galata (East end), Devon, Dunkirk (East end), Shelby (House Track along platform, Illinois Pipe Line Spur, Treasure State Refining Co. Spur), Ethridge, Montana Power Co. Spur, Cut Bank (Elevator and Stockyard tracks and Clapper Spur), Fort Piegan; Pit tracks at Pacific Junction and Blackfoot.

4. All trains except first and third class register by ticket at Shelby. Nos. 1, 2, 27, and 28 will register by ticket at Blackfoot.

5. **LOCATION CROSSOVERS DOUBLE TRACK:**

Shelby west crossover trailing points
Ethridge Trailing points
Baltic trailing points
Cut Bank facing points
Sundance trailing points
Fort Piegan trailing points
Meriwether trailing points

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

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

8. Turnout at end of double track Shelby and turnout of crossover east thereof are located so close together that steam engines cannot safely operate on both turnouts at the same time. Movements of this kind must not be made.

9. Whistle signals 14(r) and 14(s) will be used when calling in flagmen on trains on Butte Division at Pacific Junction, Shelby, and Sweet Grass Line Junction.

SECOND SUBDIVISION

(Main Line)

1. **MAXIMUM SPEED FOR TRAINS.**

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

2. **SPEED RESTRICTIONS.**

Westward Passenger Trains on Eastward Track, Summit to Nimrod	30 MPH
Through Nimrod Gauntlet	30 MPH
Entering Whitefish Yard	Freight Trains.... 8 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**

Engines larger than O-6 Class not permitted on industry tracks at Spotted Robe, Bison, Rising Wolf (West end), Belton (Slack's Spur), J. Neil's Lbr. Co. Spur, Columbia Falls (Old House Track, West end new house track, A. O. Westberg Spur, and Superior Bldg. Co. Spur).

Do not use more than 130 feet from clearance point on Slack's Spur.

4. Nos. 1, 2, 27, and 28 register by ticket at Blackfoot.

5. Normal position of main track switch at end of double track Columbia Falls is for westward track (Spring switch).

Normal position of main track switch at end of double track Whitefish is for westward track.

6. **LOCATION OF CROSSOVERS ON DOUBLE TRACK.**

Summit, facing points
Blacktail, facing points
Singleshot, facing points
Nimrod, trailing points
Walton, east crossover trailing points
Walton, west crossover, facing points
Columbia Falls, east crossover, facing points
Columbia Falls, west crossover, trailing points
Half Moon, trailing points
Whitefish, trailing points

7. **LOCATION OF EMERGENCY TELEPHONES.**

Between Blacktail and Nimrod

West end Tunnel No. 1	Booth
West end Curve No. 115	Booth at Windy Point
East end Tunnel No. 1½	Booth
Snowshed No. 7	Steel Box 40 ft. from east end on center post
Snowshed No. 8	Steel Box 40 ft. from east end on center post
Snowshed No. 9	Steel Box 40 ft. from east end on center post
East end Curve No. 129	Booth
Snowshed No. 10	Steel Box 40 ft. from west end on center post
Snowshed No. 10.7	Steel Box 40 ft. from west end on center post
Snowshed No. 11	Steel Box 40 ft. from West end on center post
East end Curve No. 140	Booth
1½ miles west Pinnacle, 500 ft. east Tunnel No. 3	Booth
3½ miles east Belton at Curve No. 225	Booth
4 miles east Columbia Falls, 500 ft. east Tunnel No. 5	Booth

8. Westward passenger trains will make a running test of air brakes descending False Summit Grade, also a second running test passing through Summit yard and know brakes are working before reaching heavy descending grade west of Summit.

Westward freight trains stop at Summit and trainmen will test air brakes, know that brakes are in proper working order, and turn up retainers before proceeding. Westward freight trains will stop at Nimrod and turn down retainers.

9. When cutting helper in on rear end of freight trains at Walton, whistle signal will be given by helper engineer or proceed signal by a member of the crew after helper engine has been cut in. Signal will then be given by head brakeman for air test. Head brakeman will locate himself about ten cars behind road engine to hear and observe these signals.

When eastward freight trains are cut for any purpose at Walton, air test will be made after train line has been fully charged.

Trainmen will allow train to pull by when departing to make sure there are no brakes sticking and no equipment dragging.

Eastward freight trains will test air after cutting out helper at Summit.

10. During freezing weather, local trains will take water daily at Blacktail and Citadel.

THIRD SUBDIVISION

(Main Line)

1. **MAXIMUM SPEED FOR TRAINS.**

Between:	Passenger	Freight
Whitefish and Troy	55 MPH	45 MPH

2. **SPEED RESTRICTIONS.**

Freight trains entering Whitefish Yard	8 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS:**

Engines larger than O-6 Class not permitted on industry tracks at Lupfer, Olney, Radnor, Stryker, Trego, Fortine, Tobacco, Rexford (House Track), Warland Pit (Nos. 2, 3, 4, and 5 tracks), and Troy (Mine Spur, Car Repair track, J. Neils Lbr. Co. Spur west of Stockyard.)

At Libby all engines prohibited beyond first frog on tracks leading to J. Neils Lbr. Co.

4. Normal position of main track switch at end of double track, Troy, is for eastward track (Spring switch).
Normal position of main track switch at end of double track, Whitefish, is for westward track.

5. **LOCATION CROSSOVERS DOUBLE TRACK.**
Troy, Trailing points.

6. **LOCATION EMERGENCY TELEPHONES:**
West end Curve 292 about 3 miles west Whitefish ..... Watchman's cabin.
Near center Curve 305, 1½ miles east Lupfer ..... Watchman's cabin.

FOURTH SUBDIVISION

(Main Line)

1. **MAXIMUM SPEED FOR TRAINS.**

Between:	Passenger	Freight
Troy and Hillyard	55 MPH	45 MPH

2. **SPEED RESTRICTIONS.**
Over street crossing east of depot, Bonner's Ferry ..... 15 MPH
No. 2 passing mail crane, Priest River ..... 12 MPH
On Diamond Match Co. Spur, Albeni Falls ..... 10 MPH
Bridge 244, one-half mile east Priest River "R" Class engines ..... 20 MPH
Q-1 and R engines not permitted on Bridge No. 1 over Sand Creek, Sandpoint.

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
Engines heavier than O-6 Class not permitted on industry tracks at Leonia (East end to crossing west of depot), Katka, Crossport, Bonner's Ferry Lbr. Co. Spur, Bonner's Ferry (Elevator Track, S. I. Connection, Pea Spur, No. 4 yard track, West leg of wye, Dock Track), Whites Spur, Moravia, Naples (East end and Mill Spur), Elmira (East half), Caribou Spur, Brown Timber Co. Spur, Colburn, Palmer Spur, Sandpoint (All tracks leading off Main Stem), Wrencoe, Laclede, Thama, Priest River (Kaniksu Spur, Lindsay's Spur, Log Spur), Newport (Log Spur and all tracks east of Milwaukee crossing on Dock track), Camden, Elk (West end to crossing), Davies Spur, Mead (No. 2 track and Alcoa tracks).
Engines heavier than O-1 Class not permitted on any tracks west of switching lead to mill, Albeni Falls.

4. **RESTRICTED CLEARANCES.**
Employees must not ride on sides of engine or any cars, nor on the top of closed cars while switching Diamond Match Co. planer track, Albeni Falls. There is not sufficient clearance along this track to permit riding on or walking beside cars on either side of track.

5. Nos. 1 and 2 register by ticket at Hillyard.

6. Normal position of main track switch at end of double track Troy is for eastward track (Spring switch).
Normal position of junction switch, Sixth Subdivision, Bonner's Ferry, is for eastward siding.
Normal position of main track switch at end of double track Dean is for westward track.
Normal position junction switch, Spokane Division, Fifth Subdivision, at Dean is for main track of Kalispell Division.

7. **LOCATION CROSSOVERS DOUBLE TRACK:**
Troy, trailing points.
Mead, trailing points.

8. **LOCATION EMERGENCY TELEPHONES:**
Troy, west switch and west switch eastward siding.
Between Troy and Yakt, 10 poles west M. P. 1341.
Yakt, east end, west end of siding.
Between Yakt and Leonia, east Portal Tunnel 8.
Between Leonia and Katka, 13 poles east M. P. 1353.
3 poles east M. P. 1356.
Between Katka and Crossport, West Portal Tunnel 10.
Between Scotia and Camden, 8 poles east Tunnel 11.

9. Conductors on No. 1 will wire Superintendent of SP&S, Portland; Superintendent, Spokane; and Chief Dispatcher, Whitefish, from Troy when train is on time and not later than 7:00 PM, Pacific Time, when train is late, the number of revenue passengers on their train for SP&S connection at Spokane, shown separately between coach, tourist, and standard cars.

10. Before coupling onto cars to switch planer track, Diamond Match Co. Mill, Albeni Falls, be sure that drawbridge over the track is raised and in the clear. Hand brakes must be set on cars to prevent their moving if coupling does not make. Kicking or dropping cars on mill spur or any tracks leading to planer, saw mill or pole yard tracks is not permitted. No smoking is permitted in vicinity of mill, lumber or pole yards.

11. **OPERATION OF SWITCH INDICATOR JUNCTION SWITCH, DEAN.**
Trains moving from Fifth Subdivision, Spokane Division, onto the main track of Kalispell Division at Dean must operate switch indicator located in an iron box locked with standard switch lock near Junction switch before opening the Junction switch.
(1) Operate push button "R" and hold for a few seconds until a yellow light is displayed in the indicator lamp or until it is evident that indicator lamp will not light. If no trains are approaching on the main tracks within the effected limits a yellow light will be displayed in the indicator lamp located above the push button box, indicating that the Junction switch may be opened. If a yellow light is not displayed every precaution consistent with running orders and proper protection must be taken before entering the main track.
(2) Operate push button "N" to set system normal after "R" has been operated and no train movement to main line is to be made.

FIFTH SUBDIVISION

(Kalispell Branch)

1. **MAXIMUM SPEED FOR TRAINS.**

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

2. Engines not permitted on Bjorneby Spur, Kalispell.

SIXTH SUBDIVISION

(K. V. Line)

1. **MAXIMUM SPEED FOR TRAINS.**

Between:	All Trains
Port Hill and Bonner's Ferry	20 MPH

2. **SPEED RESTRICTIONS.**
On Curves, All Trains ..... 10 MPH
Bridge 1, Bonner's Ferry, All Trains ..... 10 MPH
G-3 Engines, On Stragiht Track ..... 15 MPH
Engines heavier than G-3 and G-4 or engines having axle load over 45,000 pounds not permitted on this subdivision.

ALL SUBDIVISIONS

1. **MAXIMUM SPEED FOR ENGINES.**

Steam	
F-8, G-3	40 MPH
N, Q-1, R	45 MPH
O-5, Q-2	50 MPH
O-1, O-3, O-4, O-6, O-7, O-8	55 MPH
S-1	60 MPH
H-4, H-5, H-6, H-7, P-2, S-2	65 MPH

Oil and Gas Electric

5200-5201	35 MPH
5300-5301	40 MPH
5101 to 5105, 5302 to 5333, 5600, 5900-5901	45 MPH
5400 to 5404	75 MPH
5700-5701	85 MPH
2300 to 2324	50 MPH
2325 to 2341	70 MPH
Diesel-electric passenger engines light	60 MPH
All engines backing up	20 MPH

2. **SPEED RESTRICTIONS.**

When freight cars are moved in passenger trains the maximum speed of the train shall not exceed speed authorized for freight trains. Except cars equipped with passenger trucks and steel wheels.

Trains handling steam derricks, pile drivers, cranes, ditchers, steam shovels, etc. ..... 25 MPH

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

and booms, if attached to machines, must be in trailing position.

Trains handling ore cars or air dump cars loaded with gravel ..... 30 MPH

Engines and trains thru No. 20 turnouts at end of double track; Kootenai Falls; Dean; East end Hillyard.... 45 MPH

Engines and trains thru No. 15 turnouts at end of double track Pacific Junction; west end Bridge 68, Cut Bank; Blackfoot; Summit; Red Eagle; Columbia Falls; Troy; and both ends of Nimrod Gauntlet ..... 30 MPH

Thru all other turnouts ..... 15 MPH

All trains will be handled at restricted speed and without regard to making scheduled time at all points where slides or falling rocks are likely to be encountered.

Movement of Dead Engines in Trains.

Steam engines with side rods on both sides	40 MPH
Steam engines without side rods	10 MPH
Gas-electric 2300-2324 inclusive	50 MPH
Gas-electric 2325-2339 inclusive	60 MPH
Oil-electric 2340-2341	60 MPH
Diesel-electric switch engines	40 MPH
Diesel-electric freight engines	45 MPH
Diesel-electric passenger engines	75 MPH

Place Class "O" and larger engines not to exceed 15 cars behind road engine, Class F-8 and smaller engines next ahead of caboose.

Not less than 5 cars between all engines.

Gas and oil-electric motors must be handled on rear of train.

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

Kalispell Division clearance received at Havre will clear train at Pacific Junction.

4. **Following Transportation Rules in the Consolidated Code, effective April 1, 1939, are amended, modified or supplemented as follows:**

Definitions: "Two or More Tracks" amended: Term "Double Track" to be continued in Time Table and Train Orders.

Rule M: Supplemented:

(a). Paragraph 4: Modified: Employees may step up on footboard of an approaching engine when standing outside of rail, but will not get on or off between rails.

(b). Not more than one employee will ride on leading footboard of engine, then outside of rail, preferably on engineer's side.

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

(d). When adjustment is necessary to drawbar, knuckle pin, or locking block, prior to making coupling, or when coupling fails, engines or cars must be separated not less than 10 feet and action taken to prevent movement before going between cars.

(e). Where helper engine is used behind caboose helping train, helper pilot will ride engine, and engine will be uncoupled by trainman from caboose platform.

(f). Employees are forbidden to stand with feet resting upon car trucks, truck frame, or oil box while car is in motion.

(g). Riding on end of cars containing lading which may shift is prohibited.

(h). Trainmen or other employees, when carrying baggage or other articles, except brake club and lantern, are prohibited from climbing up or walking over top of trains.

Rule 2: Second sentence modified: The certificate in prescribed form must be renewed and filed with the Watch Inspector during the month of August each year.

Rule 2(A): Modified: "At monthly intervals" instead of "At semi-monthly intervals."

Watch comparison should be made as nearly as possible at 30 day intervals.

Rule 5: Paragraph 5 amended: In Time Table train numbers in small figures adjoining will not be shown at scheduled meeting or passing stations.

Rule 8(A): Modified: Electric lanterns displaying yellow light approved for use of switch tenders.

Rule 26: Supplemented: Switches at repair tracks will be locked with private lock, in addition to the blue signal protection, and lock may be removed only by the foreman in charge of repair track.

Rule 27: Supplemented: Lights will be displayed at night on all main line train order signals. On branch lines where lights are not used in train order signals at night, trains will positively ascertain position of signal before passing.

Lamps on main line switches in Automatic Block Signal territory, and on branch lines where no night service is performed, have been discontinued, except at authorized locations.

Rule 91: Supplemented: On tracks where no block signals are in service and on double track movements against the current of traffic, the train order signal will be used by operators, during their assigned hours, for spacing trains 10 minutes apart after train has passed the train order signal 300 feet.

Rule 95 & S-96 & Train Order Form F (For sections): When signals are displayed to an intermediate register station of a schedule, the first section will display the signals to the regular stop of the train at that station, whether it be on the main track or some other track; following sections must clear the main track at the entrance switch of the siding at that station unless otherwise directed by train order or unless Rule 93 permits them to use the main track. When signals are displayed to the terminal of schedule on a subdivision, all the sections have the same right as the regular train has when no signals are displayed. "Rule D-97 is in effect on this Division."

Rule D-97: When a clearance is used authorizing an extra train to move with current of traffic, the point to which this movement is authorized must be endorsed on the clearance in the form, To ..... filling in the name of the station in addition to the number of the clearance. The authority for train movements will thus be restricted to the point named without necessity of cancelling the clearance in each case.

Rule 99: Supplemented: When a passenger train stops the flagman must immediately appear on the ground at the rear of rear car with necessary flagging equipment and properly clad, prepared to remain out for an indefinite time without having to return to the train for any purpose.

Rule 206: Supplemented: Engine numbers of regular trains will be shown in train orders. In transmitting and repeating train orders by telephone, numerals one to nine inclusive and fractions, as well as the station and time in the body of an order will be first plainly pronounced and then spelled letter by letter, thus: Aurora, A-u-r-o-r-a and one naught five—o-n-e n-a-u-g-h-t f-i-v-e. Other numerals above nine will first be plainly pronounced, and then each figure separately pronounced, thus: ten, one-naught; four hundred one, four-naught-one; twenty one eighty five, two-one-eight-five.

Rule 509-B: Supplemented: When a train is proceeding through a block on a stop and proceed indication, all facing point switches shall be examined before passing over them. When stopped by a stop and proceed indication at the leaving end of a siding,

enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an approach signal indication, Rule 501 (B), and before proceeding into the block every precaution, consistent with running orders, and the nature of the track ahead, should be taken to insure safe movement through the block.

Rule 728 and Maintenance of Way Rule 28: Supplemented: In double track territory, the red flag or red light will be placed between the rails of obstructed track, instead of between tracks.

Rule 812: Supplemented: Running inspection should also include frequent inspection of the track behind the caboose. If any fresh marks are noticed train should be stopped immediately and train dispatcher notified so slow order can be issued for information of other trains to avoid unnecessary stopping of trains.

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

10f	251-264 incl.	
14 t, u, v, w.	300-373 (A) incl.	Manual Block system
210	501 F	Block Stations
217	606 a, b, c, d.	Cab signals
225	636	

6. Double heading trains is prohibited, except as authorized by Superintendent.

7. Cars will not be pushed by engines between stations, except: (a). To switch spur tracks between stations, cars then to be moved to first available switch where they will be run around. When making such a move, trainman or yardman must take a conspicuous place on the lead car, and speed be restricted to 10 MPH.
(b). Steam derricks, snow, track and bridge equipment may be so handled when absolutely necessary to maintain satisfactory train operation.

8. After severe blizzard or dirt storm, employees on first train over road must exercise care to avoid accident caused by striking drifts without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape.

9. Omitted.

10. 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.

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. If a car handled on rear of train has coupler pulled out, draft gear housing should be removed if possible. When that cannot be done trainmen must know that housing is securely fastened to prevent further accidents in transit.

13. When a train strikes livestock bring train to a stop and make prompt inspection to ascertain if any damage to equipment. If livestock is struck by trains near switches, the switches should be examined, dispatcher notified, and sectionmen called so permanent repairs can be made.

14. When a main track switch is run through trainman must, in addition to spiking it, notify dispatcher and call sectionman so that permanent repairs can be made.

15. When main track is out of service between siding switches and trains must be run through siding, dispatcher will be notified immediately, and switches will be set for siding. In non-block signal territory, flagmen will be provided beyond switches in addition to other protection.

16. 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.

17. When placing cars on delivery tracks at elevators, warehouses, platforms, or where material of any kind is piled close to the tracks above the height of the sill steps, trainmen and yardmen must not ride the sides of the cars next to such obstructions while cars are in motion. Work should be carried on from either the tops of the cars, when conditions permit, or on the opposite side of the track from such obstructions.

18. Trainmen will closely observe lading of open top cars in transit, and if found shifting, see that it is properly adjusted or car set out.

19. 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.

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

21. Where Automatic Highway crossing signals are in service, every effort will be made to avoid unnecessary operation of these signals and delay to highway traffic. Manual control is provided where conditions require, and instructions for its use are posted in box attached to instrument case at crossing.

22. Conductors will see that multiple sheet metal protectors are returned to equipment box on baggage cars when extra journal bearings are used.

23. 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.

24. Conductors of stock trains will see that coaches occupied by stock attendants are properly heated and kept comfortable while in their charge.

25. U. S. Postal Mail Clerks must be notified by conductors when trains are operated against the current of traffic on double track or through sidings.

26. Conductor will make prompt wire report to Superintendent and General Foreman of passenger equipment St. Paul when air hose is removed from sealed box marked "Emergency Air Hose" found over Jennings Drive on passenger cars having truck mounted brakes, and when spare belt is removed from air-conditioned cars.

27. Account necessity of heating road oil to permit faster flowing such cars will not be spotted in the immediate vicinity of any building due to fire hazard.

28. Baggage cars returned deadhead when moved in storage mail service in opposite direction will be accompanied by waybill carrying notation "Deadhead mail car, no material of any character other than U. S. Mail or mail sacks to be loaded in it." Conductors will be held responsible for compliance of waybill instructions.

29. Handling of Explosives, Inflammable and Corrosive Liquids. Cars placarded explosives moving in through freight trains must be handled not less than 16th car from road engine, one car from helper engine, and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in train next to loaded tank cars, flat or gondola cars loaded with pipe, lumber, poles, iron, steel, or refrigerator cars equipped with gas burning heaters, stoves or lanterns, or next to box cars bearing inflammable or corrosive liquids. Cars containing explosives must have air and hand brakes in operative condition, and must not be cut off while in motion.
Placarded loaded tank cars must not be placed in train next to cars containing lighted heaters, stoves, lanterns or gas burning type refrigerators, or next to flat or gondola cars loaded with logs, lumber, rails, pipe or anything that is liable to shift, and cars must not be handled less than 6th car from engine or caboose when possible to do so. Loaded tank cars must not be cut off in motion until all preceding cars have cleared route, and in turn cleared, before any cars are allowed to follow.
Further details covering handling of Explosives, Inflammable and Corrosive Liquids may be found in I. C. C. Regulations.

30. The use of open flame lights, burning oil lanterns, and smoking, prohibited when handling gasoline or other flammable oils, and in or around the operating cab of gas-electric motors.

31. Delivery of gasoline or other flammable oils must not be made after dark.

32. Gas-electric motors must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.

33. When engine is being spotted for purpose of taking fuel or water, or leaving there, it will not be moved until it is positively known that employes are located where they will not be injured. To prevent ice forming during cold weather, be careful to avoid overflowing of engine tank.

34. Employees must not go out on exterior of cab or use running board, nor hang from gangway or steps of a moving engine. On standing engines the narrow ledge along the bottom of cab must not be used. In climbing down from cabs, employees must face towards engine.

35. Snow or ice should not be allowed to accumulate on footboards.

36. Employees who are authorized to move engines at shops and roundhouses, either on inside or outside tracks, must, by inspection, know before moving engine that it is in condition to be moved, and be positive that no one is working underneath or around it that is liable to be injured. When necessary to work under engine on outside tracks another employe will stand watch to prevent engine being moved.

37. Fire builders must see that reverse lever is in center of quadrant with throttle closed and cylinder cocks open before starting fire to generate steam in boiler.

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

39. When changing brake shoes on engines or doing work about them that might cause injury due to unexpected application, employes must know that air brakes are cut out and inoperative.

40. On engines equipped with bridge sprinklers, enginemen must use sprinklers (except during freezing weather) when passing over bridges, station platforms, and when pulling away from stations where ashes have been dumped. Trainmen should observe whether or not sprinklers are working and report failures to enginemen.

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

42. Employees who desire to wear colored glasses while on duty are obliged to purchase them from Company Storekeeper.

43. **OPERATION OF SPRING SWITCHES.**

Spring switches of two different types are in use on this Division:

Without Facing Point Lock.

(a) East switch, Shelby. Normal position is for main track.

(b) Troy, end of double track. Normal position is for eastward track.

(c) Switch at east end of eastward siding, Troy. Normal position is for main track.

With Facing Point Lock:

(a) End of double track, Columbia Falls. Normal position is for westward track.

Train or engine movements may be made through these switches in a trailing point direction without operating the switch stand.

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 along the main track.

The normal position of a spring switch with facing point lock, located within automatic block signal territory, is identified by a color light type signal, displaying "lunar white" light to trains moving in a trailing direction through or over the switch.

The normal position of a spring switch with facing point lock, located outside of automatic block signal territory, is identified by a color light type signal, displaying "lunar white" light to trains moving in either direction over the switch.

Train or engine movements over the switch will be governed by color light type signals, located at the switch, displaying a "lunar white" light to designate a "spring switch in normal operating condition," and "red" for "stop and proceed," or by automatic signal indication, or by both.

The speed of a train running through a spring switch shall not exceed 15 MPH until the leading truck has passed through the switch, when normal speed may be resumed.

The speed of a train moving over a spring switch in a facing point direction shall not exceed 15 MPH unless the switch is equipped with a facing point lock.

When part of a train or engine has run through the spring switch, no movement shall be made in the opposite direction until the switch has been thrown to the reversed position by means of the switch stand, to back up the train before switch has been thrown will cause a derailment.

When a train or engine moving in either direction, not through the switch, is stopped by a stop and proceed signal at the spring switch, it may proceed after making certain that the switch is properly set for such movement.

When a train or engine moving in the direction to run through the switch is stopped by a stop and proceed signal at the spring switch, it may proceed after throwing the switch by hand and making certain that it is properly set for such movement. Switch shall be returned to its normal position after train movement through it has been completed.

44. All employees concerned have been provided with a Book of Rules and Regulations Governing the Care and Operation of Air Brake and Air Signal Equipment effective January 1, 1936. Current Consolidated Code of Transportation Rules 814 to 818 inclusive do not supersede these instructions, but are supplementary thereto. Air Brake book of instructions gives reference to certain bulletins issued by the Superintendent. In that connection be governed by the following:

At Repair Point Terminals:

Havre, Whitefish, and Hillyard car inspectors are employed and will handle the inspection and testing of air brake as well as signal equipment on passenger and freight trains in the manner prescribed in the above mentioned book of rules. They will be held responsible for and see that all hand and air brakes are fully released before the train is permitted to leave the terminal. This does not relieve trainmen from knowing that all brakes are released.

Trains leaving these stations must have the air brakes on all cars in effective operating condition, viz: 100%.

On incoming freight trains the terminal brake test will be made as prescribed in Rule 47.

At All Other Terminals:

At terminals or points where trains originate, or where engine or engine crew, or train crew change on train, the inspection of air brakes must be done by the train or yard crew and the engine crew, as prescribed in Rule 42. The train will not be allowed to leave such points with less than a continuous 85% of the cars behind the engine with operative air brakes. If any car is found with inoperative brakes, such car or cars must be switched to the rear of train and defect card, Form 1127, attached to such car in a conspicuous place, as prescribed in Rule 56 and Transportation Rule 815. Conductors and yard foremen will be held responsible for the observance of these instructions.

At Other Points Enroute the Following Will Apply:

Where one or more cars are added to a train, the cars picked up, when placed in position where they are to be handled in trains, must be tested, as prescribed in Rule 42.

Where cars are discovered with defective air brakes, it is permissible to move them to the nearest repair point, providing that 85% of the remaining cars in train are subject to air brake control from the engine.

Between November 1 and March 31 the air hose between the first and second cars of eastward and westward freight trains at Summit and eastward freight trains at Blackfoot must be uncoupled and train line on both portions of train blown out.

45. OPERATION OF INTERLOCKINGS:

Trains moving against the current of traffic on double track through interlockings, or where governed by dwarf signals, shall not exceed 15 MPH. Conditions may require a further speed restriction.

MANUALLY CONTROLLED INTERLOCKING:

Whistle Signals for Routes at Junctions and Interlockings.

Shelby:

Single Track to Westward Main Track: 2 Long, 1 Short.
Single Track to Eastward Main Track: 1 Long, 1 Short, 1 Long.
Switching Lead to Eastward Main Track: 2 Long, 1 Short.
Eastward Main Track to Single Track: 1 Long, 1 Short, 1 Long.
Eastward Main Track to Switching Lead: 2 Long, 1 Short.
Westward Main Track to Single Track: 2 Long, 1 Short.

Blackfoot:

From Single Track to Eastward Main Track: 1 Long, 1 Short.
From or to Eastward Siding: 1 Long, 4 Short.
Trains moving against current of Traffic: 1 Long, 1 Short, 1 Long.

From Westward Main Track to Single Track: 2 Long, 1 Short.
From or to Westward Siding: 2 Long, 4 Short.

Summit:

Single Main Track to Westward Main Track: 2 Long, 1 Short.
Single Main Track to Eastward Main Track: 1 Long, 1 Short, 1 Long.

Westward Main Track to Single Main Track: 2 Long, 1 Short.
Eastward Main Track to Single Main Track: 1 Long, 1 Short, 1 Long.

Red Eagle:

From Single Track to Eastward Main Track: 1 Long, 1 Short.
From Eastward Siding to Eastward Main Track: 1 Long, 4 Short.
From Single Track to Westward Main Track: 1 Long, 1 Short, 1 Long.
From Westward Main Track to Single Main Track: 2 Long, 1 Short.
From Westward Main Track to Westward Siding: 2 Long, 4 Short.
From Eastward Main Track to Single Track: 1 Long, 1 Short, 1 Long.
From Westward Siding to Westward Main Track: 2 Short, 1 Long.

AUTOMATIC INTERLOCKINGS.

Pacific Junction, end of double track.
Nimrod Gauntlet just west Nimrod.
Columbia Falls, end of double track.
Kootenai Falls, end of double track.

Standard interlocking Rule 672, supplemented by the following, shall govern in the use of automatic interlockings. Additional instructions as required will be posted in "Release" boxes.

If smashboards or semaphore type signals are not in use, trainmen, before giving hand signals in accordance with Rule 672, shall place a burning red fusee at each home signal on conflicting routes.

If smashboards or semaphore type signals are in use and may be plainly seen to be in their "Normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smashboard mechanism by hand, crank for this purpose is located in "Release" box. Crank must be inserted in shaft on back of smashboard mechanism, after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smashboard has been moved to its "Reverse" position. When operation is completed, small cover must be locked and crank returned to the "Release" box.

Nimrod Gauntlet Interlocking:

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

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

Cranks for hand operation of smashboard mechanisms are attached by chains to the mechanisms.

If train moving against regular current of traffic is stopped by home signal, trainman will operate release located in "Release" box nearest the home signal, and if signal does not indicate "Proceed" when release returned to "Normal" position, trainman may flag train through gauntlet, making certain that smashboard at opposite end of gauntlet is in "Reverse" position.

Westward trains delayed Nimrod may hold the plant for their use for a period of six minutes by using push button located at westward home signal.

Columbia Falls, End of Double Track.

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

Eastward trains on the eastward track have preference over eastward trains on the westward track. When an eastward train on the westward track is to move through the switch while an eastward train on the eastward track is standing at signal 1211.4, trainmen shall operate a **push button marked "R"** located in an iron box marked "Push button" and locked with a standard switch lock, located at signal 1211.4. If push button "R" is operated and movement is not made through the switch, push button marked "N" must be operated to restore the system to normal condition. A time interval of approximately one minute must elapse after operating push button "R" before proceed signal may be obtained.

When a train on the main track in either direction is stopped by a "STOP" signal at the spring switch and no conflicting train movement is evident, it may proceed in accordance with rule 509-B, after making certain that the switch is properly set for the movement desired. If necessary to throw switch by hand it should be returned to the normal position after the train movement through it has been completed.

REMOTE CONTROL INTERLOCKINGS.

Cut Bank.....End of Double track east and west end Bridge 68.
Hillyard.....End of Double track, yard lead, and Safety switch, east end of yard.
End of Double track, yard lead, and "Spike Yard" lead, west end of yard.

Supplementing Rules 628 and 663: At Remote Control Interlockings where it is not practicable for Signalman (Operator) to examine routes and give hand signals, trainmen shall be governed by instructions of the Signalman (Operator), operating switches by hand as required in accordance with instructions posted in the "crank" or "release" boxes at these switches.

Hillyard Interlockers.

At the east end of Hillyard Yard, switches controlling the end of double track, Yard lead, and safety switch are interlocked and controlled electrically from the telegraph office, Hillyard Passenger Station.

At the west end of Hillyard Yard, switches controlling the end of double track, yard lead, and "Spike Yard" lead are interlocked and controlled electrically from the telegraph office Hillyard Passenger Station. The main track between interlocking plants is single track.

At the east end Hillyard Yard, junction switch of the two yard leads located just west of Safety Switch is a spring switch set normally for west yard lead.

At east end of yard push buttons are provided in iron boxes locked with standard switch locks located at West No. 5 Switch and on eastward home signal at Safety Switch, for operation by trainmen for movement of eastward trains from yard to eastward or westward main line. Instructions for their use are posted in these boxes. All electrically operated switches may be changed for hand operation upon instructions from the operator in Hillyard Station.

When the yard lead junction Spring Switch is properly set for a facing point movement to West yard lead, a green target and green light will be displayed on the switch stand. When spring switch is properly set for a facing point movement to East yard lead, a yellow target and yellow light will be displayed on the switch stand. When spring switch is not properly set for facing point movement to either yard lead a red light will be displayed at switch stand height on eastward home signal mast at Safety Switch. For trailing point movements from either yard lead a "lunar white" light will be displayed.

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

47. Baggage cars on Trains 1 and 2 carry 100 ft. of steam hose in two 50 ft. lengths for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. On one of the 50 ft. lengths, one end is equipped with standard connection to fit steam dome of engine and other end equipped with standard Vapor No. 312 steam coupler which fits all steam conduits. The other 50 ft. hose has both ends equipped with Vapor No. 312 steam coupler. Fastened to base of reel is an extra combination Vapor No. 312 steam coupler which can be attached to hose with steam dome connection and in case of steam line failure on a car both hoses can be used to run around such car so can be taken to first terminal, but car to be drained before proceeding.

48. Trains handling flat cars loaded with logs must be inspected before passing over truss bridges or through tunnels. Extra stops for this purpose will be made when necessary.

Trainmen must watch behind their trains and make sure logs are not left foul of any tracks.

On double track conductor must notify train dispatcher when logs are to be handled and the trains must be at stop when meeting or being passed by other trains, except when two trains handling logs are meeting or passing. On single track trains must be at stop when meeting or being passed by passenger trains except when there are more cars than siding will hold, when it will be permissible to pull by passenger train slowly.

49. In case fire occurs on an air conditioned passenger car occupied by passengers, immediate action must be taken to shut off the blower fan switch located in cabinet box.

50. Air hoses on Diesel engines must be hooked up in hose fastener when not in use.

51. Telephones located in booths and freight houses must be kept secured by lock except when being used.

52. When necessary to set out equipment due to hot box, be sure that all traces of fire are extinguished.

53. The contract with the Western Fruit Express Company does not relieve the Railway of responsibility for proper handling of perishable freight on the road and at points where the Express Company does not maintain representatives. Conductors on trains carrying perishable freight will ascertain from waybills service required and light or extinguish heaters and manipulate vents in accordance with current CODE OF RULES FOR HANDLING PERISHABLE FREIGHT issued by the National Perishable Freight Committee, copies of which are furnished to all interested parties.

BUSINESS TRACKS

NAME	LOCATION	Capacity Cars
First Subdivision		
Montana Power Spur	4.50 miles East of Cut Bank	24
O'Neill Spur	1.50 miles West of Cut Bank	24
Second Subdivision		
J. Neils Lbr. Co.	1.0 miles West Citadel	3
Third Subdivision		
Warland Gravel Pit	2.1 miles West Warland	148
Fourth Subdivision		
Bonners Ferry Lbr. Co.	1.2 miles East Bonners Ferry	92
Whites Spur	2.0 miles West Bonners Ferry	11
Caribou Spur	3.0 miles East Colburn	3
Brown Timber Co. Spur	0.6 miles East of Colburn	20
Emerson Spur	0.7 miles East Colburn	65
Palmer Spur	1.0 mile East of Sandpoint	15
Albeni Falls Spur	2.7 miles East Newport	33
Davies Spur	1.9 miles East Mead	37
Fifth Subdivision		
Northwestern Lumber Co. Spur	1.5 miles East Kalispell	63
Yale Oil Co. Spur	1.3 miles East Kalispell	9
Sixth Subdivision		
Allen's Spur	4.7 miles from Bonners Ferry	6
Watson's Spur	11.5 miles from Bonners Ferry	2
DeVoignes Spur	13.2 miles from Bonners Ferry	4
Camp 5	14.3 miles from Bonners Ferry	11
Seelover's Spur	15.4 miles from Bonners Ferry	2
Delbom Spur	17.5 miles from Bonners Ferry	4
Edward's Spur	18.5 miles from Bonners Ferry	8
Camp 8	19.7 miles from Bonners Ferry	18
Harper's Spur	21.8 miles from Bonners Ferry	4
Houck's Spur	22.2 miles from Bonners Ferry	2
K. V. Farm Spur	24.6 miles from Bonners Ferry	5