

COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surg.Minneapolis, Minn.
 *Dr. Ernest R. Anderson, Asst. Chief Surg.
 Minneapolis, Minn.
 Dr. D. S. MacKenzie, Sr.Havre, Montana
 *Dr. Chas. HoutzHavre, Montana
 *Dr. D. S. MacKenzie, Jr.Havre, Montana
 Dr. S. D. WhetstoneCut Bank, Montana
 Dr. T. B. MooreKalispell, Montana
 Dr. E. P. CockrellKalispell, Montana
 *Dr. W. W. TaylorWhitefish, Montana
 *Dr. A. T. LeesWhitefish, Montana
 Dr. J. B. SimonsWhitefish, Montana
 Dr. W. C. KinserTroy, Montana
 *Dr. R. M. BowellBonners Ferry, Idaho
 Dr. Wm. F. TylerSand Point, Idaho
 Dr. Leslie J. StaufferPriest River, Idaho
 Dr. H. G. LawsonNewport, Washington
 Dr. J. FarrowHillyard, Washington
 *Dr. H. E. WheelerSpokane, Washington
 *Dr. E. B. CoulterSpokane, Washington
 Dr. L. A. ParsellSpokane, Washington
 *Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. H. D. HugginsKalispell, Montana
 Dr. W. L. ForsterHavre, Montana
 Dr. Philip B. GreeneSpokane, Washington

W. C. PRESTON, Chief Dispatcher.
 O. E. FISHER, Trainmaster.
 F. H. MOORE, Trainmaster.
 J. E. O'BRIEN, Trainmaster.
 A. F. ANDERSON, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 68

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

Saturday, September 16, 1950

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

PACIFIC TIME GOVERNS FOURTH AND
SIXTH SUBDIVISIONS.

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

2 WESTWARD

FIRST SUBDIVISION

| Station Numbers | Car Capacity | | THIRD CLASS | | FIRST CLASS | | | | Distances from Havre | Time Table No. 68 Effective September 16, 1950 Mountain Time | | Telegraph Calls | | |
|---|-----------------|-----------------|--------------------|---------------------|-------------|--|----------------------|---------------------|-------------------------|--|-----------------|-----------------|---|----|
| | Siding | Other Tracks | 657 | 681 | | | 1 | 41 | | | | | 3 | 27 |
| | | | Mon., Wed. Fri. | Daily Ex. Sunday | | | Streamliner Daily | Daily Ex. Sunday | | Daily | Daily | | | |
| ..... | Yard | 2011 | L 6.15Am | | | | L 12.05Pm | | L 8.10Am | L 3.30Am | Double Track | HAVRE | HX | |
| TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE. | | | | | | | | | | | | | | |
| 961 | | 20 | L 6.30Am | | | | L 12.12Pm | | L 8.17Am | L 3.38Am | 4.08 | Double Track | PACIFIC JUNCTION. | |
| 967 | 120 | 7 | 6.45 | | | | 12.19 | | 8.24 | 3.47 | 9.07 | | BURNHAM | |
| 971 | 61 | 14 | 7.00 | | | | 12.24 | | 8.30 | 3.53 | 14.82 | | FRESNO | |
| 978 | 130 | 44 | 7.20 | | | | 12.29 | | 8.36 | 4.02 | 19.86 | | KREMLIN | KN |
| 986 | 120 | 33 | 7.55 | | | | 12.41 | | 8.49 | 4.19 | 29.47 | | GILDFORD | GR |
| 992 | 61 | 30 | 8.15 | | | | 12.48 | | 8.56 | 4.30 | 35.40 | | HIGHAM | HG |
| 998 | 142 | 25 | 8.35 | | | | 12.55 | | 9.03 | 4.41 | 41.37 | | RUDYARD | RU |
| 1004 | 120 | 29 | 8.55 | | | | 1.02 | | 9.11 | 4.52 | 47.01 | | INVERNESS | IN |
| 1008 | | 32 | 9.05 | | | | 1.06 | | 9.16 | 4.58 | 51.48 | | JOPLIN | JO |
| 1018 | E89 W128 | | 9.20 | | | | 1.10 | | 9.20 | 5.02 | 54.42 | | BUELOW | |
| 1018 | E89 W80 | 96 | 9.50 | | | | 1.18 | | 9.30 | 5.15 | 61.52 | | CHESTER | CH |
| 1024 | 140 | 14 | 10.05 | | | | 1.24 | | 9.37 | 5.24 | 67.06 | | TIGER | |
| 1031 | 120 | 20 | 10.30 | | | | 1.33 | | 9.46 | 5.36 | 74.08 | | ESTWATER | AR |
| 1037 | 80 | 42 | 11.12 | | | | 1.40 | | 9.53 | 5.46 | 80.58 | | GALATA | GA |
| 1043 | 141 | 24 | 11.30 | | | | 1.47 | | 10.00 | 5.57 | 86.00 | | DEVON | OD |
| 1052 | 145 E142 | 70 | 11.50Am | | | | 1.57 | | 10.11 | 6.11 | 90.84 | | BURNHURST | |
| 1061 | W241 | 407 | 12.35Pm | L 8.45Am | | | 2.10 | L 10.50Am | 10.30 | 6.35 | 104.07 | | SNELBY | SJ |
| 1065 | | | 12.40 | A 8.55Am | | | 2.13 | A 10.53Am | 10.33 | 6.38 | 106.10 | | SWEET GRASS LINE JCT. | |
| 1074 | W123 | 51 | 1.10 | | | | 2.27 | | 10.48 | 6.53 | 117.70 | | ETHRIDGE | DG |
| 1082 | | | 1.35 | | | | 2.38 | | 10.58 | 7.06 | 128.40 | | BALTIC | |
| 1087 | 180 | 186 | 1.55 | | | | 2.45 | | 11.05 | 7.15 | 128.95 | | CUT BANK | CT |
| 1098 | | 8 | 2.15 | | | | 2.55 | | 11.16 | 7.26 | 134.37 | | GUNSIGHT | |
| 1098 | | 80 | 2.30 | | | | 3.00 | | 11.22 | 7.31 | 138.58 | | SUNDANCE | |
| 1100 | W69 | 7 | 3.06 | | | | 3.06 | | 11.29 | 7.38 | 143.79 | | PORT PIERCE | |
| 1106 | | 7 | 3.25 | | | | 3.13 | | 11.36 | 7.45 | 149.22 | | MERIWETHER | |
| 1112 | Yard | 880 | A 3.45Pm | | | | A 3.20Pm | | A 11.45Am | A 7.55Am | 155.19 | | BLACKFOOT | BF |
| | | | 9.15 16.78 | 10 8.94 | | | 8.08 48.24 | .08 29.80 | 3.28 43.60 | 4.17 36.23 | | | Time Over Subdivision Average Speed Per Hour | |

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

Conditional stops—

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 68

Effective September 16, 1950
Mountain Time

STATIONS

Distance from
Blackfoot

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

2
Streamliner

40

4

28

460

472

486

658

682

Daily

Daily
Ex. Sunday

Daily

Daily

Daily

Daily

Daily

Tue., Thur.
and Sat.

Daily
Ex. Sunday

| | | | | | | | | | | |
|-----------------|------------|--------|-----------|-----------|----------|----------|----------|-----------|----------|----------------|
| Double Track | HAVRE..... | 155.19 | A 12.55Pm | A 10.25Pm | A 2.35Am | A 8.00Am | A 4.40Pm | A 11.59Pm | A 3.45Pm | BPRKD NWCOX |
|-----------------|------------|--------|-----------|-----------|----------|----------|----------|-----------|----------|----------------|

TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

| | | | | | | | | | | |
|------------------------|---------------------------|--------|-----------|-----------|-----------|----------|-----------|-----------|----------|-------------------|
| Double Track | PACIFIC JUNCTION..... | 151.16 | A 12.40Pm | A 10.18Pm | A 2.27Am | A 7.45Am | A 4.25Pm | A 11.45Pm | A 3.30Pm | JIPY |
| | BURNHAM..... | 145.22 | 12.32 | 10.11 | 2.16 | 7.35 | 4.11 | 11.34 | 3.15 | P |
| | FRESNO..... | 140.57 | 12.24 | 10.05 | 2.09 | 7.28 | 4.01 | 11.26 | 2.55 | P |
| | KREMLIN..... | 135.83 | 12.18 | 9.59 | 2.02 | 7.20 | 3.51 | 11.18 | 2.40 | DNP |
| | GILFORD..... | 126.72 | 12.07 | 9.47 | 1.45 | 7.01 | 3.33 | 10.59 | 2.10 | DPW |
| | HINGHAM..... | 119.79 | 12.01Pm | 9.40 | 1.34 | 6.51 | 3.23 | 10.48 | 1.50 | DP |
| | RUDYARD..... | 118.82 | 11.54Am | 9.33 | 1.23 | 6.41 | 3.13 | 10.37 | 1.25 | DP |
| | INVERNESS..... | 107.58 | 11.47 | 9.26 | 1.12 | 6.31 | 3.03 | 10.26 | 1.02 | DNP |
| | JOPLIN..... | 103.74 | 11.43 | 9.22 | 1.06 | 6.25 | 2.57 | 10.20 | 12.30 | DP |
| | BUELOW..... | 100.77 | 11.40 | 9.18 | 1.01 | 6.20 | 2.52 | 10.15 | 12.10Pm | P |
| | CHESTER..... | 93.67 | 11.32 | 9.06 | 12.49 | 6.05 | 2.37 | 10.00 | 11.32Am | DNPW |
| | TIBER..... | 88.13 | 11.26 | 8.57 | 12.39 | 5.55 | 2.27 | 9.48 | 10.40 | P |
| | LOTHAIR..... | 80.60 | 11.18 | 8.48 | 12.29 | 5.36 | 2.12 | 9.31 | 10.15 | DP |
| | GALATA..... | 74.61 | 11.12 | 8.39 | 12.19 | 5.16 | 2.00 | 9.17 | 9.53 | DP |
| | DEVON..... | 68.59 | 11.05 | 8.30 | 12.09Am | 5.04 | 1.47 | 9.03 | 9.15 | DNPW |
| | DUNKIRK..... | 59.85 | 10.56 | 8.20 | 11.55Pm | 4.48 | 1.15 | 8.48 | 8.50 | P |
| | SHELBY..... | 50.52 | 10.45 | A 7.50Pm | 8.05 | 4.30 | 12.55 | 8.34 | 8.25 | BRKDNP WOIYXJC |
| | SWEET GRASS LINE JCT..... | 49.03 | 10.42 | L 7.45Pm | 7.56 | 4.20 | 12.45 | 8.24 | 8.15 | L 10.15Am |
| | ETHRIDGE..... | 37.49 | 10.30 | | 7.43 | 4.01 | 12.26 | 8.08 | 7.53 | DP |
| | BALTIC..... | 29.73 | 10.22 | 7.34 | 11.10 | 3.48 | 12.13 | 7.55 | 7.35 | P |
| | CUT BANK..... | 26.24 | 10.16 | 7.29 | 11.04 | 3.40 | 12.05Pm | 7.29 | 7.25 | DNWIP |
| | GUNSIGHT..... | 20.22 | 10.08 | 7.19 | 10.53 | 3.25 | 11.50Am | 7.04 | 7.04 | |
| | SUNDANCE..... | 16.64 | 10.04 | 7.14 | 10.48 | 3.18 | 11.43 | 6.58 | 6.55 | P |
| | FORT PIEGAN..... | 11.40 | 9.58 | 7.08 | 10.42 | 3.08 | 11.33 | 6.50 | 6.43 | P |
| | MERIWETHER..... | 5.97 | 9.52 | 7.02 | 10.36 | 2.58 | 11.23 | 6.42 | 6.30 | P |
| | BLACKFOOT..... | | L 9.45Am | L 6.55Pm | L 10.30Pm | L 2.45Am | L 11.10Am | L 6.30Pm | L 6.15Am | BRKDNP WOIYX |
| Time Over Subdivision | | | 2.55 | .05 | 3.23 | 5.00 | 5.15 | 5.15 | 9.15 | |
| Average Speed Per Hour | | | 51.83 | 17.88 | 44.76 | 30.23 | 28.79 | 28.79 | 16.78 | 8.94 |

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

No. 1 is superior to all trains;

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

Conditional stops—

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

4 WESTWARD

SECOND SUBDIVISION

| Station Numbers | Car Capacity | | THIRD CLASS | | FIRST CLASS | | | | | Distance from Blackfoot | Time Table No. 68 Effective September 16, 1950 Mountain Time | | Telegraph Calls |
|-----------------|----------------|--------------|----------------|-------------------|---------------|--|--|-------------------|---------------|-------------------------|--|---|-----------------|
| | Sidelings | Other Tracks | 371 | 683 | | | | 1 | 3 | 27 | STATIONS | | |
| | | | Daily Ex. Sun. | Tue., Thur., Sat. | | | | Streamliner Daily | Daily | Daily | | | |
| 1112 | Yard | 630 | | L 5.30Am | | | | L 3.20Pm | L 11.45Am | L 7.55Am | | BLACKFOOT | BF |
| 1120 | E 124 W 104 | 76 | | 6.20 | | | | 3.32 | 11.58Am | 8.11 | 7.29 | BROWNING | BG |
| 1125 | 93 | 14 | | 6.40 | | | | 3.40 | 12.08Pm | 8.21 | 12.47 | TRIPLE DIVIDE | |
| 1130 | 130 | 6 | | 6.55 | | | | 3.46 | 12.14 | 8.28 | 16.17 | SPOTTED ROBE | |
| 1133 | 95 | 150 | | 7.35 | | | | 3.55 | 12.25 | 8.39 | 20.75 | GLACIER PARK | MD |
| 1136 | 112 | 10 | | 7.45 | | | | 4.00 | 12.31 | 8.45 | 23.45 | BISON | |
| 1141 | E 129 W 130 | 10 | | 8.00 | | | | 4.06 | 12.37 | 9.04 | 26.57 | RISING WOLF | |
| 1147 | E 112 W 130 | 31 | | 8.39 | | | | 4.17 | 12.50 | 9.16 | 32.83 | SUMMIT | SM |
| 1153 | E 60 | 9 | | 8.58 | | | | 4.29 | 1.02 | 9.28 | 39.63 | BLACKTAIL | |
| 1157 | | 13 | | 9.06 | | | | 4.35 | 1.08 | 9.34 | 42.71 | SINGLESHOT | |
| 1161 | E 57 E 98 | 11 | | 9.15 | | | | 4.44 | 1.17 | 9.43 | 47.12 | NIMROD | |
| 1165 | W 136 | 212 | | 9.51 | | | | 4.52 | 1.25 | 9.51 | 51.03 | ESSEX | SX |
| 1171 | | 13 | | 10.10 | | | | 5.01 | 1.35 | 10.01 | 56.69 | PINNACLE | |
| 1175 | E 116 W 99 | 14 | | 10.25 | | | | 5.09 | 1.43 | 10.09 | 61.52 | HIDDEN LAKE | |
| 1181 | | 14 | | 10.55 | | | | 5.18 | 1.52 | 10.18 | 66.92 | RED EAGLE | NY |
| 1192 | 156 | 96 | | 11.50Am | | | | 5.35 | 2.10 | 10.37 | 77.87 | BELTON | BE |
| 1200 | 31 | 104 | | 12.20Pm | | | | 5.47 | 2.24 | 10.50 | 85.45 | CORAM | CM |
| | | | | 12.32 | | | | 5.54 | 2.32 | 10.57 | 89.71 | BRENT | |
| 1207 | 83 | 188 | L | 7.15Pm | 1.00 | | | 5.59 | 2.38 | 11.01 | 92.64 | COLUMBIA FALLS | CF |
| 1210 | | 46 | | 7.25 | 1.10 | | | 6.03 | 2.45 | 11.05 | 95.58 | HALF MOON | |
| 1215 | Yard | 1588 | A | 7.45Pm | 1.30Pm | | | A 6.15Pm | A 2.55Pm | A 11.15Am | 100.28 | WHITEFISH | WF |
| | | | | 30 15.28 | 8.00 12.54 | | | 2.55 34.38 | 3.10 31.67 | 3.20 30.08 | | Time Over Subdivision Average Speed Per Hour | |

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 68

Effective September 16, 1950
Mountain Time

| STATIONS | Distance from Whitefish | FIRST CLASS | | | | | SECOND CLASS | | | THIRD CLASS | | SIGNS |
|------------------------|----------------------------|-------------|----------|-----------|--|--|--------------|----------|----------|--------------------|-------------------|----------------------|
| | | 2 | 4 | 28 | | | 472 | 486 | 460 | 684 | 368 | |
| | | Streamliner | | | | | | | | | | |
| | | Daily | Daily | Daily | | | Daily | Daily | Daily | Mon., Wed. Fri. | Daily Ex. Sun. | |
| BLACKFOOT..... | 100.28 | A 9.45Am | A 6.55Pm | A 10.30Pm | | | A 10.55Am | A 6.15Pm | A 2.30Am | A 2.00Pm | | KRDNPW IOYXB |
| BROWNING..... | 92.99 | 9.36 | 6.45 | 10.20 | | | 10.40 | 6.00 | 2.14 | 1.40 | | DNPW |
| TRIPLE DIVIDE..... | 87.81 | 9.28 | 6.37 | 10.08 | | | 10.30 | 5.50 | 2.03 | 1.00 | | P |
| SPOTTED ROBE..... | 84.11 | 9.21 | 6.29 | 10.01 | | | 10.22 | 5.42 | 1.55 | 12.50 | | P DNPW |
| GLACIER PARK..... | 79.53 | 9.14 | 6.20 | 9.50 | | | 10.11 | 5.31 | 1.43 | 12.25 | | Y |
| BISON..... | 76.83 | 9.09 | 6.14 | 9.41 | | | 10.05 | 5.25 | 1.37 | 12.05Pm | | P |
| RISING WOLF..... | 73.71 | 9.04 | 6.09 | 9.35 | | | 9.58 | 5.18 | 1.30 | 11.55Am | | P DNPW IYX |
| SUMMIT..... | 67.45 | 8.54 | 5.58 | 9.25 | | | 9.45 | 5.05 | 1.15 | 11.35 | | PW |
| BLACKTAIL..... | 60.65 | 8.39 | 5.43 | 9.05 | | | 9.00 | 4.25 | 12.35 | 11.00 | | P |
| SINGLESHOT..... | 57.57 | 8.31 | 5.35 | 8.55 | | | 8.46 | 4.11 | 12.21 | 10.40 | | P |
| NIMROD..... | 53.16 | 8.21 | 5.24 | 8.45 | | | 8.28 | 3.53 | 12.03Am | 10.20 | | IP KDNPW BOYX |
| ESSEX..... | 49.25 | 8.12 | 5.15 | 8.35 | | | 8.12 | 3.40 | 11.50Pm | 10.00 | | P |
| PINNACLE..... | 43.60 | 8.02 | 5.05 | 8.25 | | | 7.30 | 3.10 | 11.20 | 9.15 | | P |
| HIDDEN LAKE..... | 38.76 | 7.54 | 4.57 | 8.16 | | | 7.13 | 2.53 | 11.03 | 8.55 | | P |
| RED EAGLE..... | 33.30 | 7.45 | 4.47 | 8.06 | | | 6.55 | 2.35 | 10.45 | 8.35 | | DNIYPW |
| BELTON..... | 22.71 | 7.29 | 4.30 | 7.47 | | | 6.30 | 2.10 | 10.20 | 8.00 | | DNP |
| CORAM..... | 14.83 | 7.17 | 4.17 | 7.33 | | | 6.10 | 1.47 | 10.00 | 7.17 | | DPW |
| BRENT..... | 10.57 | 7.11 | 4.11 | 7.22 | | | 6.02 | 1.39 | 9.52 | 6.43 | | PI |
| COLUMBIA FALLS..... | 7.64 | 7.07 | 4.05 | 7.18 | | | 5.55 | 1.33 | 9.45 | 6.35 | A 5.30Am | DNJYXP |
| HALF MOON..... | 4.70 | 7.03 | 3.52 | 7.14 | | | 5.45 | 1.25 | 9.35 | 6.12 | 5.20 | P KRDNPW BOXZI |
| WHITEFISH..... | | L 6.55Am | L 3.45Pm | L 7.05Pm | | | L 5.25Am | L 1.05Pm | L 9.15Pm | L 6.00Am | L 5.00Am | |
| Time Over Subdivision | | 2.50 | 3.10 | 3.25 | | | 5.30 | 5.10 | 5.15 | 8.00 | 0.30 | |
| Average Speed Per Hour | | 35.39 | 31.67 | 29.52 | | | 18.23 | 19.40 | 19.10 | 12.50 | 15.28 | |

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Conditional stops—

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

6 WESTWARD

THIRD SUBDIVISION

| Station Numbers | Car Capacity | | THIRD CLASS | | | FIRST CLASS | | | | Distance from Whitefish | Time Table No. 68 | | Telegraph Calls |
|---|--------------|--------------|-------------|-----|---------------------|------------------|---|---------------------|---|--------------------------|-------------------|-------------------------|-----------------|
| | Siding | Other Tracks | | 687 | | 1 Streamliner | 3 | 27 | Effective September 16, 1950 Mountain Time | | | | |
| | | | | | | | | | | | STATIONS | | |
| | | | | | | | | | | | | | |
| 1215 | Yard | 1588 | | | L 5.00Am | | | L 6.15Pm | L 3.05Pm | L 11.20Am ⁴⁸⁶ | | WHITEFISH | WF |
| 1220 | 151 | | | | 5.20 | | | 6.26 | 3.20 | f 11.31 | 6.00 | VISTA | |
| 1227 | 194 | 15 | | | 5.40 | | | 6.34 ²⁸ | 3.28 | f 11.39 | 11.81 | LUPFER | |
| 1232 | E70 W70 | 26 | | | 6.25 | | | 6.41 | 3.39 | f 11.48 | 17.27 | OLNEY | KY |
| 1238 | 141 | 17 | | | 6.50 | | | 6.48 | 3.46 | f 11.57Am | 23.05 | RADNOR | |
| 1245 | W110 E113 | 17 | | | 7.15 | | | 6.57 ⁴⁶⁰ | 3.56 | f 12.08Pm | 30.11 | STRYKER | SY |
| 1251 | 136 | 15 | | | 7.40 | | | 7.04 | 4.04 | f 12.17 ⁶⁸⁸ | 36.08 | TREGO | |
| 1256 | | 16 | | | 8.00 | | | 7.10 | 4.11 | f 12.25 | 40.70 | EASTWARD FREIGHT TRK | FR |
| 1262 | | 71 | | | 8.20 | | | 7.17 | 4.19 | f 12.33 | 46.61 | TOBACCO | BA |
| 1267 | 151 | 44 | | | 8.45 ⁴⁸⁶ | | | 7.24 | f 4.28 | s 12.44 | 52.39 | EUREKA | KA |
| 1276 | W130 E143 | 144 | | | 9.25 | | | 7.36 | 4.40 ⁴⁶⁰⁻²⁸ | s 12.57 | 61.26 | REXFORD | RD |
| 1280 | 137 | 6 | | | 10.10 | | | 7.49 | 4.55 | f 1.12 | 72.08 | STONEHILL | |
| 1282 | 145 | 5 | | | 11.00 | | | 8.03 | 5.09 | f 1.27 | 88.21 | URAL | |
| 1287 | 131 | 4 | | | 11.20 | | | 8.09 | 5.15 | f 1.36 | 88.16 | VOLCOUR | VR |
| 1292 | | 35 | | | 11.40 | | | | | f 1.46 | 92.85 | WARLAND | WR |
| 1295 | 139 | | | | 11.55Am | | | 8.19 | 5.26 | f 1.52 | 95.86 | YARNELL | |
| 1302 | 53 | 50 | | | 12.30Pm | | | 8.29 | 5.38 | f 2.07 | 103.76 | JENNINGS | |
| 1308 | 152 | 3 | | | 1.10 | | | 8.36 | 5.46 | f 2.16 | 109.48 | RIPLEY | |
| 1315 | 258 | 165 | | | 1.30 | | | 8.45 | s 5.57 | s 2.30 ⁴⁶⁰ | 116.32 | LIBBY | CK |
| 1326 | | 14 | | | 1.55 ⁴⁶⁰ | | | 9.00 | 6.13 | 2.48 ²⁸ | 127.33 | KOOTENAI FALLS | |
| 1332 | Yard | 845 | | | A 2.15Pm | | | A 9.15Pm | A 6.25Pm | A 3.00Pm | 134.55 | TROY | UX |
| Time Over Subdivision Average Speed Per Hour | | | | | | | | | | | | | |
| | | | | | 9.15 14.55 | | | 3.00 44.85 | 3.20 40.37 | 3.40 36.70 | | | |

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

THIRD SUBDIVISION

EASTWARD 7

| Time Table No. 68 Effective September 16, 1950 Mountain Time | | FIRST CLASS | | | | SECOND CLASS | | | | THIRD CLASS | | SIGNS |
|--|--|--------------------|----------------------|-----------|----------|--------------|----------|-----------|-------|-----------------------|--|---------------------|
| STATIONS | | Distance from Troy | 2 | 4 | 28 | 486 | 460 | 472 | | 688 | | |
| | | | Streamliner Daily | Daily | Daily | Daily | Daily | Daily | Daily | Tues. Thurs., Sat. | | |
| WHITEFISH | | 124.55 | A 6.55Am | A 3.35Pm | A 6.55Pm | A 11.15Am | A 8.10Pm | A 3.50Am | | A 2.15Pm | | KRDNPZ BWOXI |
| VISTA | | 129.15 | 6.40 | 3.20 | f 6.45 | 10.55 | 7.50 | 3.30 | | 2.00 | | P |
| LUPFER | | 122.74 | 6.32 | 3.13 | f 6.34 | 10.43 | 7.38 | 3.18 | | 1.45 | | P |
| OLNEY | | 117.28 | 6.25 | 3.06 | f 6.15 | 10.32 | 7.27 | 3.07 | | 1.30 | | DNPW |
| RADNOR | | 111.50 | 6.18 | 2.59 | f 6.03 | 10.20 | 7.15 | 2.55 | | 1.10 | | P |
| STRYKER | | 104.44 | 6.09 | 2.51 | f 5.50 | 10.05 | 6.57 | 2.40 | | 12.55 | | DNPWY |
| TREGO | | 98.47 | 6.01 | 2.43 | f 5.40 | 9.44 | 6.10 | 2.18 | | 12.17Pm | | P |
| FORTINE | | 93.85 | 5.54 | 2.36 | f 5.29 | 9.27 | 5.50 | 2.00 | | 11.45Am | | DP |
| TOBACCO | | 87.94 | 5.46 | 2.28 | f 5.17 | 9.05 | 5.25 | 1.35 | | 11.05 | | DNPWI |
| EUREKA | | 82.16 | 5.38 | f 2.20 | s 5.05 | 8.45 | 5.05 | 1.15 | | 10.30 | | DP |
| REXFORD | | 78.29 | 5.27 | 2.09 | s 4.40 | 8.20 | 4.40 | 12.50 | | 9.30 | | DNPWY |
| STONEHILL | | 62.49 | 5.14 | 1.56 | f 4.20 | 8.02 | 3.57 | 12.30 | | 8.50 | | PW |
| URAL | | 51.34 | 5.01 | 1.42 | f 4.02 | 7.45 | 3.35 | 12.10 | | 8.05 | | P |
| VOLCOUR | | 46.39 | 4.55 | 1.36 | f 3.55 | 7.35 | 3.25 | 12.01Am | | 7.50 | | DNP |
| WARLAND | | 41.70 | | | f 3.45 | | | | | 7.35 | | DP |
| YARNELL | | 38.69 | 4.45 | 1.26 | f 3.40 | 7.20 | 3.10 | 11.46Pm | | 7.20 | | P |
| JENNINGS | | 30.79 | 4.35 | 1.17 | f 3.29 | 7.03 | 2.55 | 11.32 | | 6.50 | | P |
| RIPLEY | | 25.07 | 4.28 | 1.10 | f 3.20 | 6.50 | 2.45 | 11.22 | | 6.35 | | P |
| LIBBY | | 18.23 | 4.20 | s 1.01 | s 3.10 | 6.35 | 2.30 | 11.10 | | 6.15 | | DNPW |
| KOOTENAI FALLS | | 7.22 | 4.06 | 12.46 | f 2.48 | 6.10 | 1.58 | 10.40 | | 5.20 | | PI KRDNP BWOX |
| TROY | | | L 3.55Am | L 12.35Pm | L 2.35Pm | L 5.50Am | L 1.40Pm | L 10.20Pm | | L 5.00Am | | |
| Time Over Subdivision | | | 3.00 | 3.00 | 4.20 | 5.25 | 6.30 | 5.30 | | 9.15 | | |
| Average Speed Per Hour | | | 44.85 | 44.85 | 31.40 | 24.84 | 20.70 | 24.46 | | 14.55 | | |

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

8 WESTWARD

FOURTH SUBDIVISION

| Station Numbers | Car Capacity | | THIRD CLASS | | | FIRST CLASS | | | | Distance from Troy | Time Table No. 68 | | Telegraph Calls |
|-----------------|--------------|--------------|-------------|--|-------------------|-------------|--|---------------|---------------|--------------------|---|---------------|-----------------|
| | Siding | Other Tracks | | | 689 | | | 1 | 3 | 27 | Effective September 16, 1950 Pacific Time | | |
| | | | | | Tue., Thur., Sat. | | | Streamliner | | | | | |
| | | | | | | | | Daily | Daily | Daily | | STATIONS | |
| 1332 | Yard | 845 | | | L 5.00Am | | | L 8.15Pm | L 5.30Pm | L 2.05Pm | | TROY | UX |
| 1340 | 140 | 30 | | | 5.35 | | | 8.24 | 5.43 | 2.17 | 0.68 | YAKT | |
| 1347 | 131 | 23 | | | 6.00 | | | 8.36 | 5.56 | 2.30 | 18.71 | LEONIA | ON |
| 1353 | 70 | 6 | | | 6.25 | | | 8.48 | 6.09 | 2.43 | 20.04 | KATKA | |
| 1360 | 132 | 10 | | | 6.45 | | | 8.59 | 6.22 | 2.55 | 27.03 | CROSSPORT | |
| 1364 | E119 W68 | 135 | | | 7.30 | | | 9.05 | 6.30 | 3.05 | 31.34 | BONNERS FERRY | BY |
| 1369 | 70 | 18 | | | 8.00 | | | 9.11 | 6.38 | 3.14 | 36.31 | MORAVIA | |
| 1376 | 119 | 39 | | | 8.35 | | | 9.19 | 6.47 | 3.25 | 42.72 | NAPLES | NA |
| 1383 | 126 | 8 | | | 9.05 | | | 9.28 | 6.57 | 3.37 | 50.11 | ELMIRA | |
| 1390 | 125 | 10 | | | 9.30 | | | 9.36 | 7.05 | 3.48 | 56.93 | COLBURN | |
| 1398 | W133 E90 | 203 | | | 9.54 | | | 9.46 | 7.15 | 4.00 | 64.78 | SAND POINT | S |
| 1407 | 70 | 13 | | | 10.15 | | | 9.56 | 7.27 | 4.13 | 67.74 | DOVER | |
| 1410 | 130 | 15 | | | 11.08 | | | 10.02 | 7.34 | 4.21 | 73.62 | WRENCOE | |
| 1416 | 71 | 42 | | | 11.28 | | | 10.07 | 7.40 | 4.28 | 86.34 | LACLEDE | |
| 1420 | 70 | 123 | | | 11.45Am | | | 10.11 | 7.45 | 4.35 | 86.89 | THAMA | |
| 1427 | E125 W69 | 126 | | | 12.30Pm | | | 10.19 | 7.55 | 4.50 | 93.44 | PRIEST RIVER | NC |
| 1433 | | 21 | | | 12.45 | | | 10.23 | 8.01 | 4.55 | 96.03 | NEWPORT | NR |
| 1436 | 129 | 15 | | | 1.05 | | | 10.29 | 8.08 | 5.02 | 101.27 | PENRITH | |
| 1442 | 120 | 25 | | | 1.30 | | | 10.40 | 8.20 | 5.13 | 107.91 | SCOTIA | |
| 1445 | 70 | 38 | | | 1.45 | | | 10.44 | 8.25 | 5.18 | 110.90 | CAMDEN | |
| 1449 | 123 | 32 | | | 2.05 | | | 10.50 | 8.31 | 5.25 | 113.22 | ELK | KE |
| 1456 | 70 | 11 | | | 2.25 | | | 10.58 | 8.40 | 5.35 | 121.72 | MILAN | |
| 1460 | 64 | 55 | | | 2.35 | | | 11.03 | 8.45 | 5.41 | 125.63 | CHATTAROY | |
| 1464 | | 153 | | | 2.48 | | | 11.08 | 8.52 | 5.50 | 130.21 | DEAN | SP |
| 1469 | Yard | 3184 | | | A 3.00Pm | | | A 11.15Pm | A 9.00Pm | A 6.05Pm | 134.67 | MEAD | |
| | | | | | 10.00 13.47 | | | 3.00 44.89 | 3.30 28.47 | 4.00 33.67 | | HILLYARD | HU |
| | | | | | | | | | | | Time Over Subdivision Average Speed Per Hour | | |

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

Conditional stops—

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

FOURTH SUBDIVISION

EASTWARD 9

Time Table No. 68

Effective September 16, 1950

Pacific Time

STATIONS

Distance from
Hillyard

FIRST CLASS

4

28

2

Streamliner

SECOND CLASS

486

460

472

THIRD CLASS

690

SIGNS

Daily

Daily

Daily

Daily

Daily

Daily

Mon., Wed.
Fri.

| | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|---|---------|----|---------|---|---------|-------|---|-----------|---|---------|---|--------|-------|---|----------|-------|-------------------|
|TROY..... | 124.07 | A | 11.30Am | A | 1.30Pm | A | 2.55Am | ..... | A | 4.35Am | A | 12.35Pm | A | 9.05Pm | ..... | A | 3.30Pm | ..... | RDNPW BOKX |
|YAKT..... | 127.90 | | 11.17 | f | 1.17 | | 2.41 | ..... |  | 4.20 | | 12.21 | | 8.50 | ..... |  | 3.05 | ..... | P |
|LEONIA..... | 120.90 | | 11.05 | f | 1.04 | | 2.28 | ..... |  | 4.06 | | 12.07Pm | | 8.36 | ..... |  | 2.30 | ..... | DP |
|KATKA..... | 114.08 | | 10.53 | f | 12.51 | | 2.15 | ..... |  | 3.52 | | 11.54Am | | 7.54 | ..... |  | 1.55 | ..... | P |
|CROSSPORT..... | 107.64 | | 10.43 | f | 12.38 | | 2.03 | ..... |  | 3.39 | | 11.41 | | 7.41 | ..... |  | 1.25 | ..... | P |
|BONNERS FERRY..... | 103.83 | f | 10.37 | s | 12.30 | | 1.57 | ..... |  | 3.30 | | 11.33 | | 7.32 | ..... |  | 1.10 | ..... | DNPWV YXJ |
|MORAVIA..... | 98.56 | | 10.29 | f | 12.19 | | 1.50 | ..... |  | 3.21 | | 11.24 | | 7.23 | ..... |  | 12.19Pm | ..... | P |
|NAPLES..... | 91.95 | | 10.21 | f | 12.08Pm | | 1.42 | ..... |  | 3.10 | | 11.11 | | 7.12 | ..... |  | 11.50Am | ..... | DPW |
|ELMIRA..... | 84.50 | | 10.12 | f | 11.56Am | | 1.33 | ..... |  | 2.57 | | 10.58 | | 6.57 | ..... |  | 11.15 | ..... | P |
|COLBURN..... | 77.74 | | 10.04 | f | 11.45 | | 1.25 | ..... |  | 2.44 | | 10.45 | | 6.35 | ..... |  | 10.45 | ..... | P |
|SAND POINT..... | 69.89 | f | 9.54 | s | 11.30 | | 1.15 | ..... |  | 2.30 | | 10.30 | | 6.20 | ..... |  | 9.54 | ..... | DNPWV YXZ |
|DOVER..... | 60.93 | | | f | 11.22 |  |  | ..... |  |  |  |  |  |  | ..... |  |  | ..... | PV |
|WRENCOE..... | 51.05 | | 9.41 | f | 11.15 | | 1.04 | ..... |  | 2.16 | | 10.15 | | 6.06 | ..... |  | 9.16 | ..... | P |
|LACLEDE..... | 46.05 | | 9.35 | f | 11.06 | | 1.25 | ..... |  | 2.07 | | 10.05 | | 5.57 | ..... |  | 8.56 | ..... | P |
|THAMA..... | 41.33 | | 9.30 | f | 11.01 | | 1.25 | ..... |  | 1.59 | | 9.56 | | 5.49 | ..... |  | 8.43 | ..... | P |
|PRIEST RIVER..... | 47.79 | | 9.26 | s | 10.54 | | 1.24 | ..... |  | 1.53 | | 9.49 | | 5.43 | ..... |  | 8.30 | ..... | D P |
|NEWPORT..... | 41.23 | f | 9.18 | s | 10.40 | | 1.24 | ..... |  | 1.40 | | 9.35 | | 5.30 | ..... |  | 8.00 | ..... | DNPWOV |
|PENRITH..... | 37.72 | | 9.09 | f | 10.31 | | 1.23 | ..... |  | 1.28 | | 9.23 | | 5.20 | ..... |  | 7.35 | ..... | P |
|SCOTIA..... | 33.40 | | 9.04 | f | 10.24 | | 1.23 | ..... |  | 1.19 | | 9.15 | | 5.02 | ..... |  | 7.20 | ..... | P |
|CAMDEN..... | 26.76 | | 8.55 | f | 10.13 | | 1.20 | ..... |  | 1.01 | | 8.55 | | 4.42 | ..... |  | 7.00 | ..... | PW |
|ELK..... | 23.77 | | 8.51 | f | 10.08 | | 1.16 | ..... |  | 1.25 | | 8.20 | | 4.36 | ..... |  | 6.50 | ..... | PD |
|MILAN..... | 19.45 | | 8.45 | f | 10.00 | | 1.10 | ..... |  | 1.24 | | 8.10 | | 4.28 | ..... |  | 6.30 | ..... | P |
|CHATTAROY..... | 12.05 | | 8.37 | f | 9.50 | | 1.02Am | ..... |  | 1.23 | | 7.57 | | 4.16 | ..... |  | 6.10 | ..... | P |
|DEAN..... | 9.05 | | 8.32 | f | 9.45 | | 1.157Pm | ..... |  | 1.225 | | 7.50 | | 4.10 | ..... |  | 6.00 | ..... | DNPXJ |
|MEAD..... | 4.46 | | 8.27 | f | 9.38 | | 1.152 | ..... |  | 1.215 | | 7.40 | | 4.00 | ..... |  | 5.45 | ..... | P |
|HILLYARD..... | | L | 8.20Am | Ls | 9.30Am | L | 11.45Pm | ..... |  | L 12.05Am | L | 7.30Am | L | 3.50Pm | ..... |  | L 5.30Am | ..... | KRDNPW BOXIYZT |
| Time Over Subdivision | | | 3.10 | | 4.00 | | 3.10 | ..... |  | 4.30 | | 5.05 | | 5.15 | ..... |  | 10.00 | ..... |  |
| Average Speed Per Hour | | | 42.53 | | 34.38 | | 42.53 | ..... |  | 29.93 | | 26.66 | | 25.65 | ..... |  | 13.47 | ..... |  |

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

Conditional stops—

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | | | Distance from Columbia Falls | Time Table No. 68 | | Telegraph Calls | Distance from Kalispell | SIGNS | SECOND CLASS | | Distance from Kalispell |
|-----------------|--------------|--------------|--------------|-------|-------|----------|------------------------------|------------------------------|---------------|-----------------|-------------------------|-------------|--------------|-------|-------------------------|
| | Sidings | Other Tracks | | | | | | Effective September 16, 1950 | Mountain Time | | | | | | |
| | | | | | | | | | | | | | | | |
| 1207 | ..... | 181 | ..... | ..... | ..... | L 5.35Am | ..... | COLUMBIA FALLS | 1.84 | CF | 14.34 | BJ RDNPYX A | 7.10Pm | ..... | ..... |
|  | ..... | 2 | ..... | ..... | ..... | ..... | 1.84 | SOLDIERS HOME | 3.44 | ..... | 12.50 | ..... | ..... | ..... | ..... |
| WB5 | ..... | 41 | ..... | ..... | ..... | 6.00 | 8.28 | LA SALLE | 4.63 | ..... | 9.06 | P | 6.40 | ..... | ..... |
| WB | ..... | ..... | ..... | ..... | ..... | ..... | 9.91 | ROSE CROSSING | 4.43 | ..... | 4.43 | BRKDNP | ..... | ..... | ..... |
| 14 | Yard | 331 | ..... | ..... | ..... | A 6.45Am | 14.34 | KALISPELL | ..... | K | ..... | JWYXZ | L 6.00Pm | ..... | ..... |
| | | | | | | 1.10 | | Time Over Subdivision | | | | | 1.10 | | |
| | | | | | | 12.29 | | Average Speed per Hour | | | | | 12.29 | | |

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

WESTWARD

SIXTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | | | Distance from Port Hill | Time Table No. 68 | | Telegraph Calls | Distance from Bonner's Ferry | SIGNS | SECOND CLASS | | Distance from Bonner's Ferry |
|-----------------|--------------|--------------|--------------|-------|-------|----------|-------------------------|------------------------------|--------------|-----------------|------------------------------|-------|--------------|-------|------------------------------|
| | Sidings | Other Tracks | | | | | | Effective September 16, 1950 | Pacific Time | | | | | | |
| | | | | | | | | | | | | | | | |
| KV26 | Yard | 37 | ..... | ..... | ..... | L 7.30Am | ..... | PORT HILL | 9.18 | ..... | 26.11 | DPO | A 2.45Pm | ..... | ..... |
| KV17 | ..... | 18 | ..... | ..... | ..... | s 8.10 | 9.18 | COPELAND | 9.36 | ..... | 16.98 | ..... | s 2.00 | ..... | ..... |
| KV8 | ..... | 18 | ..... | ..... | ..... | s 8.55 | 18.54 | ROSE CROSSING | 7.01 | ..... | 7.57 | ..... | s 1.20 | ..... | ..... |
|  | ..... | ..... | ..... | ..... | ..... | ..... | 25.55 | SPOKANE INT. RY. CROSSING | 0.56 | ..... | 0.56 | RDNFW | ..... | ..... | ..... |
| 1364 | ..... | 135 | ..... | ..... | ..... | A 9.30Am | 26.11 | BONNERS FERRY | ..... | BY | ..... | BYXJV | L 12.45Pm | ..... | ..... |
| | | | | | | 2.00 | | Time Over Subdivision | | | | | 2.00 | | |
| | | | | | | 13.05 | | Average Speed Per Hour | | | | | 13.05 | | |

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

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | | | Distance from Bonners | Time Table No. 68 | | Telegraph Calls | Distance from Hubbard | SIGNS | SECOND CLASS | | Distance from Hubbard |
|-----------------|--------------|--------------|--------------|-------|-------|-------|-----------------------|------------------------------|---------------|-----------------|-----------------------|-------|--------------|-------|-----------------------|
| | Sidings | Other Tracks | | | | | | Effective September 16, 1950 | Mountain Time | | | | | | |
| | | | | | | | | | | | | | | | |
| WB25 | | Yard | ..... | ..... | ..... | ..... | ..... | SOMERS | 4.67 | ..... | 38.84 | DWOPX | ..... | ..... | ..... |
| WB21 | | 7 | ..... | ..... | ..... | 4.67 | 4.67 | BALLS CROSSING | 4.95 | ..... | 34.17 | RB | ..... | ..... | ..... |
| WB14 | | Yard | ..... | ..... | ..... | 9.62 | 9.62 | KALISPELL | 9.14 | K | 20.22 | JZ | ..... | ..... | ..... |
| WB24 | | 51 | ..... | ..... | ..... | 18.76 | 18.76 | KILA | 7.80 | ..... | 20.08 | BRKDN | ..... | ..... | ..... |
| WB32 | | 25 | ..... | ..... | ..... | 26.56 | 26.56 | ATHENS | 5.40 | ..... | 12.28 | PWYX | ..... | ..... | ..... |
| WB38 | | 14 | ..... | ..... | ..... | 31.96 | 31.96 | MARION | 4.34 | ..... | 6.88 | YW | ..... | ..... | ..... |
| WB42 | | 24 | ..... | ..... | ..... | 36.30 | 36.30 | BITTERROOT | 2.54 | ..... | 2.54 | ..... | ..... | ..... | ..... |
| WB44 | | 43 | ..... | ..... | ..... | 38.84 | 38.84 | HUBBARD | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | Time Over Subdivision | | | | | | | |
| | | | | | | | | Average Speed per Hour | | | | | | | |

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

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS.

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

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

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

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

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

MAXIMUM SPEED OF STREAMLINERS.

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

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

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

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

MAXIMUM SPEED EXCEPTIONS:

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

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

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

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric straight air brakes, being handled in the train, the automatic air brakes will be used and Superintendent notified. In this event speed of train will not exceed the maximum permissible speed for other passenger trains.

ZONE TERRITORIES AND MAXIMUM SPEED OF STREAMLINERS.

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

ZONE TERRITORIES AND MAXIMUM SPEED OF STREAM-LINERS—Cont.

| Between | Zone Territories Between Mile Posts | Maximum Speed MPH | |
|----------------------|--|-------------------|----------|
| | | Westward | Eastward |
| Thama | 1420.5 and 1425.0 | 60 | 60 |
| Priest River | 1425.0 " 1429.0 | 45 | 45 |
| (1424.0) | 1429.0 " 1430.1 | 55 | 55 |
| | 1430.1 " 1431.0 | 45 | 45 |
| | 1431.0 " 1439.6 | 55 | 55 |
| | 1439.6 " 1444.5 | 45 | 45 |
| | 1444.5 " 1445.5 | 40 | 40 |
| Milan (1453.0) | 1445.5 " 1455.2 | 45 | 45 |
| | 1455.2 " 1459.8 | 50 | 50 |
| | 1459.8 " 1463.3 | 60 | 60 |
| Dean (1463.7) | 1463.3 " 1463.8 | 55 | 35 |
| | 1463.8 " 1468.5 | 55 | 55 |
| | 1468.5 " 1470.5 | 50 | 55 |
| Hillyard | 1470.5 " 1472.5 | 50 | 50 |
| (1472.5) | | | |

2. SPEED RESTRICTIONS GENERAL.

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

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

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

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

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

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

(d) Steam engines backing up 20 MPH

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

Diesel and Electric engines light or with caboose only 50 MPH

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

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

except on 6 degree curves or sharper and on Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Line 30 MPH

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

Trains handling carload poles or piling on open cars when operating on double track, siding or other adjacent track must stop meeting or being passed by passenger trains, for other trains reduce speed to.... 10 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 or engines through No. 20 turnouts at: 35 MPH

Brent, Whitefish, Vista east switch, Kootenai Falls, Stonehill, Troy end of double track, Yakt, Leonia, Newport west switch, Dean, Hillyard east end yard, end of double track.

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

Pacific Junction, end of double track.

Tiber, east and west siding switch.

Cut Bank, west end Bridge 68.

Blackfoot, end of double track.

Summit, end of double track.

Nimrod, east and west end of gantlet.

Red Eagle, end of double track.

Whitefish, west switch to yard.

Stryker, east end west siding switch.

Tobacco, west switch eastward freight track.

Troy, east end south yard track.

Elmira, east and west siding switch.

Laclede, east and west siding switch.

Trains or engines through all other turnouts 15 MPH

All trains passing "19" order board 25 MPH

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

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

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

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

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

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

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

| | |
|---|--------|
| 50 | 35 MPH |
| 75 to 170 | 45 MPH |
| 175 to 231 and 271 | 60 MPH |
| 252 to 259-262 to 265-300 to 306-400 to 456 | 45 MPH |
| 260-261-266 to 270 | 65 MPH |
| 350 to 376-500 to 512 | 75 MPH |
| 2300 to 2324 | 50 MPH |
| 2325 to 2341 | 60 MPH |
| 5000 to 5008B | 45 MPH |
| 5010 to 5019 | 55 MPH |

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

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

6. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart, when that cannot be done, they will be blocked not less than thirty minutes apart.

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

- actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employee.
8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
 9. 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.
 10. Trains 1, 2, 3, 4, 7 and 8 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
 11. 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.
 12. 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.
 13. Due to limited overhead clearance at tunnels and structures, employees 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.
 14. 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.
 15. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel and gondola cars with such lading higher than ends or cars of similar lading that is liable to shift. Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains. Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew. Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.
 16. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
 17. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require. The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch. Trains departing from stations, either from siding or main track, in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident, report the fact to Superintendent from first available point of communication. During and immediately following snowstorms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.
- INDICATORS AT SPRING SWITCHES.**
- A switch indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".
- If indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.
- If indicator does not display a yellow light when switch-key-controller is operated, train or engine movements to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.
- To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter clockwise toward "N" to restore signal system to normal condition to avoid delays to trains on main track. Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.
18. **DRAWING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.
 19. 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.
 20. 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.
 21. Rule 204 (A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on designated: Trains Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, 355, 358, 359, 360, and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

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

23. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

Should enginemen on steam engines find that the water is not in sight in water glass and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass, the water level should be built up by use of the pump, or injector, or both.

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

24. **ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYES WILL BE GOVERNED AS FOLLOWS:**

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

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

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe. Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

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, over-running clearance point at meeting and waiting points, end of double track or junction.

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

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

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

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

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

On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passing, either one should stop until the other train has pulled by whether on siding or double track.

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

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

29. 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.

30. 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.

31. During freezing weather, local trains will take water daily at all wayside tanks and standpipes. If any ice accumulated, will thaw out with steam hose from engine.

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

33. 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.

34. 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.

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

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

36. EMERGENCY TELEPHONES.

Between Blacktail and Nimrod:

| | |
|---|--------------------------------|
| Tunnel No. 1 west end | Booth |
| Curve No. 115 west end at Windy Point | Booth |
| Tunnel No. 1 ½ east end | Booth |
| Snowshed No. 7.....40 ft. from east end on center post..... | Steel Box |
| Snowshed No. 8.....40 ft. from east end on center post..... | Steel Box |
| Snowshed No. 9.....40 ft. from east end on center post..... | Steel Box |
| Curve No. 129 east end | Booth |
| Snowshed No. 10.....40 ft. from west end on center post..... | Steel Box |
| Snowshed No. 10.7.....40 ft. from west end on cent. post..... | Steel Box |
| Snowshed No. 11.....40 ft. from west end on center post..... | Steel Box |
| Curve No. 140 east end | Booth |
| Pinnacle, 1 ½ miles west of, 500 ft. west Tunnel No. 3..... | Booth |
| Belton, 3 ½ 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 | Booth |
| 292 | Watchman's Cabin |
| Lupfer, 1 ½ miles east of, near center Curve | Booth |
| 305 | Watchman's Cabin |
| Between Troy and Yakt | 10 poles west MP 1341. |
| Between Yakt and Leonia | East portal Tunnel No. 8. |
| Between Leonia and Katka | 13 poles east MP 1353. |
| ..... | 3 poles east MP 1356. |
| Between Katka and Crossport..... | West portal Tunnel No. 10. |
| ..... | Curve 593, 2 miles east Cross- |
| ..... | port. |
| Between Scotia and Camden..... | 8 poles east Tunnel No. 11. |

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

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

3. TRAIN REGISTER EXCEPTIONS.

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

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

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

5. RESTRICTED CLEARANCES.

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

6. Eastward freight trains that do not have sufficient time to get into clear at Havre before No. 236 and No. 238 are due out of Pacific Jct. will let No. 2 and No. 4 pass at some point west of Pacific Jct.**7. Shelby, Nos. 42 and 43 must proceed at restricted speed between the end of Sixth Subdivision, and passenger station, and will use first track south of main track.****8. Blackfoot, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.****9. CROSSOVERS ON DOUBLE TRACK.**

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

10. SPRING SWITCHES WITH FACING POINT LOCK.

Gildford, East and west siding switch.
Buelow, East switch eastward siding.
West switch westward siding.
Tiber, East and west siding switch.
Dunkirk, East and west siding switch.
Shelby, East lead switch, west switch westward siding.
Cut Bank, East siding switch.
Normal position is for main track.

11. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Eastward, on signal 967.6 approximately two miles east Burnham.

12. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

ShelbyEnd of double track
Cut BankEnd of double track, at east
and west end Bridge 68
BlackfootEnd of double track
Switch at end of double track above points controlled by operator at depot.

13. SEMI-AUTOMATIC INTERLOCKINGS.

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

14. SWITCH INDICATORS.

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

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Other Passenger | Freight |
|------------------------------|--------------------|---------|
| Blackfoot and Browning | 55 MPH | 40 MPH |
| Browning and Summit | 45 MPH | 35 MPH |
| Summit and Essex | 45 MPH | 25 MPH |
| Essex and Brent | 45 MPH | 30 MPH |
| Brent and Whitefish | 55 MPH | 40 MPH |

2. SPEED RESTRICTIONS.

Between Summit and Nimrod, westward trains on eastward track:
Passenger30 MPH
Freight20 MPH
Nimrod, through gantlet Bridge 11620 MPH

Between Summit and Essex, engineers on helper engines moving light must so regulate speed that they can stop short of snow-slides, sluff-offs, or any obstruction on track.

3. TRAIN REGISTER EXCEPTIONS.

Blackfoot, first class trains register by ticket.
Register of regular trains at Whitefish will cover their arrival at Brent.

4. Blackfoot, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.
5. Summit, head brakeman on eastward freight trains arriving with helper engine to cut out at rear, will get off head end and station himself where he can hear whistle signal of helper engine. After helper engine is cut out and into clear on westward main track, helper engineer will signal the road engine to back up and make coupling on to rear of train by sounding three blasts of the whistle. Head brakeman, after hearing whistle signals from helper engine, will give hand signal to road engine to back up. Conductor or rear brakeman will remain on caboose until road engine coupled on to rear portion of train to guard against detached portion running back down grade after helper engine cut off. Eastward freight trains will make prescribed air test after coupling up train and helper engine cut out.
6. Summit, westward freight trains will pull rear end of train clear of end of double track to avoid delay to eastward trains.
7. Westward freight trains will stop engines just east of inspection point sign located 400 feet east of fouling point east end of Nimrod gantlet.
8. Essex, eastward freight trains will cut in helper where it can be cut out of train through crossover to westward main track when train engine is stopped clear of interlocking at end of double track, Summit.
9. Essex, freight trains cutting in helper engine will after pulling head end up, stop and make full application of brakes and leave applied until proceed signal received from helper engine. Helper engineers, after pulling up rear portion and coupling into train, will make full application on rear of train and will leave applied, then cut in air through train. Helper engineer will then close double heading cock before returning brake valve to running position. Helper engineer will then sound signal, Rule 14 (b) and train engine will release brakes. Prescribed air test must be made by train engine before starting, and speed of train departing must allow train crew to make full inspection and safely board train. When helping freight trains engineers will set brake pipe feed valves for 60 pounds.
10. Whitefish, on through passenger trains after spot is made for watering engine, engineer must sound one short blast of engine whistle as signal for carmen to apply blue signal.

11. CROSSTOVERS ON DOUBLE TRACK.

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

12. SPRING SWITCHES WITH FACING POINT LOCK.

Red Eagle, end of double track, east switch eastward siding.
Normal position is for eastward main track.
Belton, east and west siding switch.
Normal position is for main track.
Brent, end of double track.
Normal position is for westward main track.
Whitefish, end of double track.
Normal position is for eastward main track.
West lead switch.
Normal position is for main track.

13. DRAGGING EQUIPMENT DETECTOR INDICATORS.

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

14. Omitted.

15. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

BlackfootEnd of double track.
SummitEnd of Double track.
East switch westward siding.
Switch at end of double track and westward siding above points controlled by operator at depot.

16. AUTOMATIC INTERLOCKINGS.

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

17. SWITCH INDICATORS.

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

THIRD SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

Eastward Freight Track between Tobacco and Fortine 30 MPH

3. TRAIN REGISTER EXCEPTIONS.

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

4. Whitefish, on through passenger trains after spot is made for watering engine, engineer must sound one short blast of engine whistle as signal for carmen to apply blue signal.
5. Trego, do not spot cars within 300 feet of public crossing.
6. Track north of main track extending between Fortine and Tobacco is known as EASTWARD FREIGHT TRACK and must be used by eastward trains only, except first class and passenger extras unless otherwise instructed by train order. Trains using this track will comply with Rule 99 and will display markers as though running against the current of traffic on double track.

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

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

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

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

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

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

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

10. CROSSOVERS ON DOUBLE TRACK.

Facing Point
None

Trailing Point
Troy

11. SPRING SWITCHES WITH FACING POINT LOCK.

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

Normal position is for main track.

Troy, end of double track.

Normal position is for eastward main track.

12. SPRING SWITCHES WITHOUT FACING POINT LOCK.

Troy, east end south yard track.

Normal position is for main track.

13. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Tobacco West switch Eastward Freight Track.
Kootenai Falls End of double track.
Tobacco, switch is controlled by operator depot.
Kootenai Falls, switch is controlled by operator at Libby.

14. SWITCH INDICATORS.

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

FOURTH SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

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

3. TRAIN REGISTER EXCEPTIONS.

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

Troy, Nos. 1 and 2 register by ticket.

Register of regular trains at Hillyard will cover their arrival at Dean.

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

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

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

7. CROSSOVERS ON DOUBLE TRACK.

Trailing Point

Troy

Davies Spur, 1.9 miles east Mead

Mead

8. SPRING SWITCHES WITH FACING POINT LOCK.

Troy, end of double track.

Normal position is for eastward main track.

Yakt, east and west siding switch.

Leonia, east and west siding switch.

Crossport, east and west siding switch.

Bonnors Ferry, west switch eastward siding.

Elmira, east and west siding switch.

Naples, east and west siding switch.

Colburn, east and west siding switch.

Laclede, east and west siding switch.

Newport, west switch eastward siding.

Scotia, east and west siding switch.

Camden, east and west siding switch.

Milan, east and west siding switch.

Normal position is for main track.

Dean, end of double track.

Normal position is for westward main track.

Hillyard, east end yard, junction switch of the two yard leads located just west of Safety switch.

Normal position is for west yard lead.

9. SPRING SWITCHES WITHOUT FACING POINT LOCK.

Troy, east end south yard track.

Normal position is for main track.

10. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward, on signal:

1346.3 approximately two miles west Yakt.

1355.9 approximately four miles west Leonia.

1437.5 approximately two miles west Penrith.

Eastward, on signal:

1454.6 just west Milan.

1352.2 approximately five miles east of Katka.

1344.0 just west Yakt.

11. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Hillyard End of double track east and west end of yard. Interlocking includes interlocked switches at east end of yard (end of double track, yard lead, and safety switch); at west

end of yard (end of double track, yard lead and spike yard lead) and the single main track between them electrically controlled by operator at depot.

The "home signal limits" (Rule 605) of this interlocking for train and engine movements on main track extend from the westward home signals at east end of yard to eastward home signals at west end of yard.

Trains and engines receiving a proceed indication of the governing home signal will proceed, regardless of class, in accordance with Rule 605, observing all governing signal indications.

Instructions for operation of Electric locks and Releases posted in iron boxes locked with switch lock.

12. AUTOMATIC INTERLOCKINGS.

Dean End of double track.
Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches.

Push buttons and instructions for their operation are in iron box locked with a switch lock.

13. SWITCH INDICATORS.

Dean, indicator for movements from Spokane Division Fifth Subdivision to Kalispell Division Fourth Subdivision.

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

FIFTH SUBDIVISION

(Kalispell Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

| | |
|--|--------|
| Bridges 145 and 146, Kalispell | 10 MPH |
| Kalispell, over main street crossing passenger | 5 MPH |

3. ENGINE RESTRICTIONS.

Engines heavier than H-4 prohibited.

4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

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

SIXTH SUBDIVISION

(K. V. Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | |
|------------------------------------|--------|
| Bonniers Ferry and Port Hill | 20 MPH |

2. SPEED RESTRICTIONS.

| | |
|--------------------------------------|--------|
| Bridge 1, Bonners Ferry | 10 MPH |
| On curves, all trains | 10 MPH |
| On straight track, G-3 and G-4 | 15 MPH |

3. ENGINE RESTRICTIONS.

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

Engines heavier than H-4 Prohibited

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

SEVENTH SUBDIVISION

(Somers Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between

Somers and Hubbard, all trains 15 MPH

2. ENGINE RESTRICTIONS.

Engines heavier than F-8 prohibited.

WATCH INSPECTORS

| | |
|---|--------------------|
| Blacks Jewelry Store | Havre |
| Peter Lee Jewelry Store | Shelby |
| Franklin P. Wheeler | Kalispell |
| Leon Reed Jewelry Store | Whitefish |
| R. C. Wickstrom Jewelry Store | Bonniers Ferry |
| A. F. Benson Jewelry Store | Newport |
| H. H. Trowbridge Jewelry Store | Spokane (Hillyard) |
| H. J. March | Spokane |
| Nelson Jewelry Company | Spokane |
| Helper crews at Essex compare time at depot, Essex. | |
| Log local crews may compare time at depot, Troy. | |

SPEED TABLE

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

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| Name | Location | Car Capacity | Switch Opens |
|--|---|--------------|-------------------|
| 1st Subdivision | | | |
| Montana Power Spur (Three Tracks)..... | 4.50 miles east Cut Bank | 8-10-14 | East End |
| O'Neill Spur | 1.50 miles west Cut Bank | 24 | East End |
| 2nd Subdivision | | | |
| Essex Pit | 1.85 miles west Essex | 50 | East End ww track |
| Grizzly Spur (Two Tracks)..... | 5.2 miles east Coram | 23-26 | East End |
| Tie Spur | 1.33 miles east Coram | 10 | East End |
| Brent Pit | 500 feet west Brent | 35 | West End |
| 3rd Subdivision | | | |
| Warland Pit (Five Tracks)..... | 2.1 miles west Warland | 148 | Both Ends |
| Zonolite Spur | 4.5 miles east Libby (MP 1331) | 49 | Both Ends |
| 4th Subdivision | | | |
| Bonnors Ferry Lbr. Co. Spur | 0.75 miles east Bonnors Ferry | 36 | West End |
| Brown Timber Co. Spur | 0.6 miles east Colburn | 20 | West End |
| Emerson Spur | 0.7 miles east Colburn | 65 | West End |
| Albeni Falls Spur | 2.7 miles east Newport | 22 | East End |
| Davies Spur | 1.3 miles east Mead | 34 | East End |
| 5th Subdivision | | | |
| Northwestern Lbr. Co. Spur | 1.5 miles east Kalispell | 63 | East End |
| Yale Oil Co. Spur | 1.3 miles east Kalispell | 9 | East End |
| Rocky Mountain Lbr. Co. Spur | 1.0 miles west Columbia Falls | 6 | East End |
| Montana Saw Service Spur | 1.0 miles west Rose Crossing | 3 | East End |
| 6th Subdivision | | | |
| Allen's Spur | 4.3 miles east Bonnors Ferry | 6 | East End |
| Watson's Spur | 11.2 miles east Bonnors Ferry | 2 | West End |
| DeVoignes Spur | 12.3 miles east Bonnors Ferry | 4 | East End |
| Camp 5 Spur | 13.6 miles east Bonnors Ferry | 11 | Both Ends |
| Seelover's Spur | 14.9 miles east Bonnors Ferry | 2 | East End |
| Dehlborn Spur | 17.1 miles east Bonnors Ferry | 4 | West End |
| Edward's Spur | 18.1 miles east Bonnors Ferry | 3 | West End |
| Camp 8 | 19.2 miles east Bonnors Ferry | 18 | Both Ends |
| Harper's Spur | 21.5 miles east Bonnors Ferry | 4 | West End |
| Houck's Spur | 21.8 miles east Bonnors Ferry | 2 | West End |
| K. V. Farm Spur | 24.2 miles east Bonnors Ferry | 5 | West End |
| 7th Subdivision | | | |
| Northwest Timber Co. Spur | 1560 feet west Balls Crossing | 9 | East End |
| Mills Lbr. Co. Spur | 2200 feet east of East Wye Switch Kalispell | 3 | West End |
| Batavia Spur | 4.8 miles west Kalispell | 3 | East End |
| Kila Ore Spur | 1.0 mile west Kila | 15 | East End |
| Giroux Spur | 1.6 miles west Kila | 3 | East End |
| Erickson Bros. Spur | 1000 feet west Balls Crossing | 4 | West End |
| Duffy Spur | 0.75 miles west Balls Crossing | 8 | West End |

