COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer ..... St. Paul
*Dr. Hugo F. Schroeckenstein, Asst. to Chief Medical Officer ..... St. Paul
Dr. David A. Burlingame, Roentgenologist ..... St. Paul
*Dr. R. K. West ..... Cut Bank, Montana
Dr. James R. Markette ..... Cut Bank, Montana
Dr. T. B. Moore ..... Kalispell, Montana
Dr. W. F. Bennett ..... Columbia Falls, Montana
*Dr. T. L. Lockridge ..... Whitefish, Montana
*Dr. Bruce C. McIntyre ..... Whitefish, Montana
Dr. Robert D. MacKenzie ..... Libby, Montana
Dr. William T. Matthews ..... Libby, Montana
Dr. W. C. Kinser ..... Troy, Montana
*Dr. Clifford J. Edwards ..... Bonners Ferry, Idaho
Dr. Franz H. Siemsen ..... Sandpoint, Idaho
Dr. R. B. Morrow ..... Newport, Wash.
*Dr. E. B. Coulter ..... Spokane, Wash.
Dr. Robert J. Albi ..... Hillyard, Wash.
Dr. C. M. Canning ..... Colville, Wash.
*Dr. G. R. Callbeck ..... Nelson, B. C.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. H. D. Huggins ..... Kalispell, Montana
Dr. Philip B. Greene ..... Spokane, Wash.

D. H. CARPENTER, Chief Dispatcher.
D. E. PARKS, Trainmaster.
A. R. McKEEN, Trainmaster.
P. A. FREUEN, Trainmaster.
R. A. HARRIS, Trainmaster.
O. E. FISHER, Asst. Superintendent.

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 98

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

Sunday, September 30, 1962

MOUNTAIN STANDARD TIME GOVERNS FIRST, AND THIRD SUBDIVISIONS.

PACIFIC STANDARD TIME GOVERNS SECOND, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS.

H. M. SHAPLEIGH, Superintendent.
C. M. RASMUSSEN, General Manager.
H. J. SURLES
General Superintendent Transportation.

Printed in U.S.A.

MOUNTAIN STANDARD TIME

Time Table No. 98

Effective September 30, 1962

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 31 Daily	FIRST CLASS 27 Daily	Distance from Cut Bank		STATIONS		Telegraph Calls	Distance from Troy	SIGNS	FIRST CLASS 32 Daily	FIRST CLASS 28 Daily	SECOND CLASS 494 Daily	SECOND CLASS 490 Daily	SECOND CLASS 492 Daily
1087	130	265	L 494 3.53Pm	L 5.50Am	0.00	Double Track	CUT BANK ★	ABS	CT	260.88	BDNIK PRXW	A 9.25Am	A 6.05Pm	A 31 3.55Pm	A 1.35Am	A 7.45Am
1095	.....	30	4.04	6.01	9.60		9.60 SUNDANCE		.....	251.27	P	9.12	5.55	3.40	1.17	7.30
1112	109 120	279	4.22	6.19	26.24		16.64 BLACKFOOT	CTC	BF	234.63	DPY	8.52	5.35	3.15	12.47	7.05
1120	127	180	4.32	s 6.34	33.53		7.29 BROWNING ★		BG	227.34	DNP	8.44	s 5.25	3.00	12.32	6.55
1125	133	15	4.40	492 6.42	38.92		5.39 TRIPLE DIVIDE		.....	221.95	P	8.38	5.14	2.50	12.21	27 6.42
1133	95	92	4.51	f 6.55	46.87		7.95 GLACIER PARK ★		MD	214.00	DNPYW	8.28	f 5.03	2.35	12.01Am	6.12
1136	112	10	28 4.55	7.00	49.58		2.71 BISON		.....	211.29	P	8.23	31 4.55	2.27	11.55	6.07
1141	116	10	4.59	7.04	52.70		3.12 RISING WOLF		.....	208.17	P	8.18	4.42	2.20	11.48	6.01
1147	E 98 W125	31	5.09	7.14	58.95		6.25 SUMMIT ★		SM	201.92	DNPIYXW	8.09	4.33	2.10	11.33	5.45
1153	E 60	9	5.22	7.26	65.75	Double Track	6.80 BLACKTAIL		.....	195.12	P	7.51	4.18	1.50	11.18	5.20
1161	.....	57	5.37	7.42	73.25		7.50 NIMROD		.....	187.62	IP	7.33	4.01	1.20	10.48	4.55
1165	E115 W136	93	5.44	f 7.52	77.15		3.90 ESSEX ★		SX	183.72	KDNP BOYXW	7.25	f 3.55	1.10	10.35	4.45
1171	.....	.....	5.53	8.02	82.81		5.66 PINNACLE		.....	178.06	IP	7.15	3.43	12.55	10.05	4.30
1181	E116 W 99	14	6.08	8.20	93.02		10.21 RED EAGLE		.....	167.86	IYP	6.58	3.26	12.35	9.25	4.10
1192	156	91	6.24	f 8.40	103.68		10.66 BELTON ★		BE	157.20	DNPW	6.42	f 3.10	12.15Pm	9.05	3.50
1200	64	75	6.34	f 8.52	111.56		7.88 CORAM		CM	149.32	DP	6.30	f 2.57	11.59Am	8.45	3.35
1204	.....	122	6.41	8.59	115.96		4.40 CONKELLEY		.....	144.92	PI	6.24	2.48	11.49	8.37	3.25
1207	83	214	6.44	s 9.08	118.77		2.81 COLUMBIA FALLS ★		CF	142.11	DNJYXPW	6.20	s 2.45	11.45	8.30	3.18
1210	.....	46	6.47	9.12	121.70		2.93 HALF MOON		.....	139.18	P	6.16	2.35	11.40	8.20	3.10
1215	Yard	1720	A 6.55 L 7.00	A 9.20 L 9.35	126.40		4.70 WHITEFISH ★		WF	134.48	KRDNWP BOXZI	L 6.10 A 6.05	L 2.30 A 2.15	L 11.30 A 10.35	L 8.01 A 6.15	L 3.01 A 1.40
1220	151	.....	7.07	9.41	131.79		5.39 VISTA		.....	129.09	P	5.56	2.06	10.10	5.55	1.25
1227	185	15	7.14	494 9.48	138.21		6.42 LUPFER		.....	122.67	P	5.49	1.58	27 9.48	5.45	1.15
1232	70	26	7.20	f 9.57	143.67		5.46 OLNEY		KY	117.21	P	5.42	f 1.50	9.35	5.35	1.05
1238	141	17	7.26	10.04	149.44		5.77 RADNOR		.....	111.44	P	5.35	1.40	9.20	5.20	12.55
1245	W106 E113	17	7.34	f 10.13	156.51		7.07 STRYKER ★		SY	104.37	DNPYW	5.26	f 1.30	9.05	5.08	12.40
1251	136	15	7.40	f 10.20	162.48		5.97 TREGO		.....	98.40	P	5.19	f 1.22	8.55	4.54	12.25
1256	130	40	7.45	f 10.30	167.10		4.62 FORTINE		FR	93.78	DPW	5.13	f 1.13	8.40	4.45	12.10Am
1262	127	76	7.51	10.37	173.02		5.92 TOBACCO		.....	87.86	PI	5.06	1.03	8.20	4.37	11.50
1267	151	59	7.57	s 10.49	178.78		5.76 EUREKA ★		KA	82.10	DNPW	4.59	s 12.55	7.55	4.30	11.35
1276	W130 E170	163	8.07	f 11.00	187.66		8.88 REXFORD ★		RD	73.22	DPYW	4.50	f 12.42	7.30	4.15	11.20
1280	128	22	8.18	11.11	198.54		10.88 STONEHILL		.....	62.34	P	4.38	12.29	7.10	3.57	11.05
1282	138	5	8.30	11.22	209.60		11.06 URAL		.....	51.28	P	4.26	12.17	6.50	3.20	10.50
1287	128	4	8.35	11.27	214.55		4.95 VOLCOUR ★		VR	46.33	DNPW	4.20	12.12	6.40	3.00	10.42
1295	139	.....	8.43	11.35	222.37		7.82 YARNELL		.....	38.51	P	4.12	12.03Pm	6.25	2.50	10.30
1308	152	3	8.57	28 11.50	235.48		13.11 RIPLEY		.....	25.40	P	3.57	27 11.50	6.00	2.35	10.12
1315	265	175	9.05	s 12.03Pm	242.70		7.22 LIBBY ★		CK	18.18	DNPZW	3.48	s 11.38	5.45	2.10	10.00
1326	178	.....	9.17	12.15	253.71		11.01 KOOTENAI FALLS	CTC	.....	7.17	P	3.35	11.18	5.25	1.45	9.45
1332	288	515	A 9.30Pm	A 12.25Pm	260.88		7.17 TROY ★		UX	0.00	KRDNP BXIYW	L 3.25Am	L 11.10Am	L 5.10Am	L 1.30Pm	L 9.30Pm
			5.37 46.44	6.35 39.62			Time Over Subdivision Average Speed Per Hour					6.00 42.69	6.55 38.10	10.45 24.20	12.05 21.45	10.15 25.45

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 13.

See page 10 for CONDITIONAL STOPS

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD FIRST CLASS 1 S. P. & S. No. 1 Daily	31 Daily	45 S. P. & S. No. 3 Daily	5 TOFC Daily Ex. Sat.	27 Daily	Distance from Troy	Time Table No. 98 Effective Sept. 30, 1962 PACIFIC STANDARD TIME STATIONS	Telegraph Calls	Distance from Fort Wright	SIGNS	EASTWARD FIRST CLASS 46 S. P. & S. No. 4 Daily	28 Daily	2 S. P. & S. No. 2 Daily	32 Daily	SECOND CLASS 492 Daily
1332	288	515	.....	L 8.30Pm	.....	.....	L 11.30Am	0.00	..... TROY ..... ★ .	UX	142.09	RDNPBK XIYW	.....	A 10.05Am	.....	A 2.25Am	A 5.30Pm
									6.69								
1340	142	19	.....	8.39	.....	.....	11.38	6.69	..... YAKT	.....	135.40	P	.....	9.56	.....	2.12	5.20
									7.02								
1347	128	24	.....	8.50	.....	.....	11.49	13.71	..... LEONIA	.....	128.38	P	.....	9.45	.....	2.02	5.08
									13.29								
1360	132	10	.....	9.10	.....	.....	12.09Pm	27.00	.... CROSSPORT	.....	115.09	P	.....	9.25	.....	1.35	4.40
									4.31			DNPVY					
1364	119	183	.....	9.17	.....	.....	s 12.17	31.31	BONNERS FERRY ★ .	BY	110.78	JW	.....	s 9.14	.....	1.29	4.30
									11.37								
1376	119	39	.....	9.31	.....	.....	f 12.33	42.68	..... NAPLES .... ★ .	NA	99.41	DPW	.....	f 9.03	.....	1.16	4.10
									7.39								
1383	130	32	.....	9.40	.....	.....	12.42	50.07	..... ELMIRA	.....	92.02	P	.....	8.53	.....	1.08	3.58
									6.82								
1390	116	11	.....	9.46	.....	.....	12.50	56.89	..... COLBURN	.....	85.20	P	.....	8.45	.....	1.00	3.46
									8.34			DNPVY					
1398	105	395	.....	9.54	.....	.....	s 1.02	65.23	.... SANDPOINT . ★ .	S	76.86	ZW	.....	s 8.35	.....	12.51	3.33
									13.35								
1410	130	15	.....	10.08	.....	.....	1.16	78.58	..... LACLEDE	.....	63.51	P	.....	8.15	.....	12.35	3.10
									4.72								
1416	71	42	.....	10.13	.....	.....	1.21	83.30	..... THAMA	.....	58.79	P	.....	8.09	.....	12.29	3.03
									3.53								
1420	70	122	.....	10.17	.....	.....	s 1.26	86.83	... PRIEST RIVER ...	NC	55.26	DP	.....	s 8.05	.....	12.25	2.57
									6.57								
1427	122	247	.....	10.25	.....	.....	s 1.39	93.40	..... NEWPORT . ★ .	NR	48.69	DNPVW	.....	s 7.55	.....	12.16	2.48
									7.80								
1436	129	15	.....	10.34	.....	.....	1.48	101.20	..... SCOTIA	.....	40.89	P	.....	7.42	.....	12.07Am	2.33
									6.59								
1442	118	25	.....	10.42	.....	.....	1.56	107.79	..... CAMDEN	.....	34.30	P	.....	7.34	.....	11.59	2.21
									7.30								27
1449	123	32	.....	10.51	.....	.....	492 2.05	115.09	..... MILAN	.....	27.00	P	.....	7.25	.....	11.50	2.05
									10.37								
1460	.....	53	.....	11.02	.....	.....	2.17	125.46	.... DEAN	SF	16.63	DNPXJI	.....	7.12	.....	11.37	1.40
									4.59								
1464	.....	164	.....	11.09	.....	.....	2.23	130.05	.... MEAD	.....	12.04	P	.....	7.06	.....	11.31	1.30
									4.53			BRKDNP					
1469	.....	3218	.....	11.16	.....	.....	f 2.30	134.58	.. HILLYARD . ★ .	HU	7.51	TWOIXZY	.....	f 7.00	.....	11.25	L 1.20Pm
									3.60								
1472	.....	.....	.....	11.23	.....	.....	2.38	138.18	U. P. R. R. Cross'g	.....	3.91	PIMVX	.....	6.50	.....	11.15	.....
				A 11.30			A 2.45					RKDNPO		L 6.45		L 11.10	
1473	.....	609	L 11.59Pm	L 11.59	L 9.40Pm	L 9.15Pm	L 3.30	139.35	.. SPOKANE .. ★ .	Q	2.74	BXVZW	A 5.45Am	A 6.15	A 10.00Pm	A 10.40	.....
					2				2.74			IDNP			45		
1477	69	65	A 12.04Am	A 12.05 AM	A 9.50Pm	A 9.20Pm	A 3.35Pm	142.09	FORT WRIGHT ★	FW	0.00	YXVR	L 5.35Am	L 6.10Am	L 9.50Pm	L 10.35Pm	.....
									DOUBLE TRACK		A B S						
			.05 32.88	3.35 39.65	.10 18.44	.05 32.88	4.05 34.79		Time Over Subdivision Average Speed Per Hour				.10 18.44	3.55 36.26	.10 18.44	3.50 37.08	4.10 34.10

WESTWARD THIRD SUBDIVISION EASTWARD

MOUNTAIN STANDARD TIME

Time Table No. 98

Effective September 30, 1962

Station Numbers	Capacity of Tracks	Distance from Columbia Falls	STATIONS	Telegraph Calls	SIGNS
1207	214	0.00	..... COLUMBIA FALLS ..... ★ .	CF	JDNPYX
			5.48		
WB 5	44	5.48	..... LA SALLE	.....	P
			8.86		DNP
WB14	439	14.34	..... KALISPELL	K	JWYXZ
			10.52		
WB25	Yard	24.86	..... SOMERS	OB	DPX

WESTWARD FOURTH SUBDIVISION EASTWARD

Time Table No. 98

Effective September 30, 1962

PACIFIC STANDARD TIME

Station Numbers	Capacity of Tracks	STATIONS	Distance from Bonner's Ferry	Telegraph Calls	SIGNS
KV26	15	..... PORT HILL	25.95	.....	.....
		9.00			
KV17	18	..... COPELAND	16.95	.....	.....
		9.38			
KV 8	15	..... RITZ	7.57	.....	.....
		7.57			
1364	148	..... BONNERS FERRY ..... ★ .	0.00	BY	DMNPYJV

Westward trains are superior to eastward trains of the same class on Second, Third and Fourth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 13.

4 WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 703 — Tue., Thur. and Sat.	Time Table No. 98 Effective September 30, 1962 PACIFIC STANDARD TIME — STATIONS	Telegraph Calls	Distance from Dean	SIGNS	SECOND CLASS 704 — Mon., Wed and Fri.
SA 186	.....	.....	L 6.00Am	.....NELSON.....	BC	185.80	DNWP	A 3.20Pm
BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES								
SA 181	.....	.....	L 6.30Am	5.48 .TROUP JUNCTION.	.....	180.32	YPV	A 2.45Pm
SA 176	.....	24	6.55	4.82 ..SOUTH NELSON..	.....	175.50	.....	2.10
SA 166	.....	15	7.40	10.11 .....HALL.....	.....	165.39	.....	1.25
SA 159	.....	12	8.05	7.14 .....YMIR.....	.....	158.25	.....	12.57
SA 155	.....	9	8.20	4.35 ..BOULDER MILL..	.....	153.90	.....	12.40
SA 152	.....	75	9.00	3.29 .....SALMO.....	SI	150.61	D	12.30
SA 148	.....	15	9.10	2.73 .....ERIE.....	.....	147.88	.....	12.05Pm
SA 145	.....	20	9.25	2.87 ....MEADOWS.....	.....	145.01	.....	11.55
SA 140	.....	7	9.55	4.92 .....PARKS.....	.....	140.09	.....	11.35
SA 136	.....	33	10.45	4.76 ....FRUITVALE.....	.....	135.33	.....	11.10
SA 130	.....	15	11.15	5.31 ..COLUMBIA GARDENS..	.....	130.02	.....	10.45
SA 127	.....	34	11.40	3.84 ...WANETA, B. C....	.....	126.18	P	10.20
SA 126	.....	39	11.50	2.11 ..BOUNDARY, U. S....	.....	124.07	.....	10.05
SA 116	60	89	12.40Pm	8.81 ....NORTHPORT....	NP	115.26	PDYW	9.30
SA 109	.....	37	1.10	8.27 .....MARBLE.....	.....	106.99	.....	8.25
SA 107	42	.....	1.20	1.23 ....DOLOMITE.....	.....	105.76	P	8.20
SA 96	.....	16	1.55	10.24 .....BOSSBURG.....	.....	95.52	.....	7.50
SA 93	36	101	2.10	3.38 .....EVANS.....	.....	92.14	P	7.35
SA 82	.....	310	A 2.50Pm	10.40 ...KETTLE FALLS...	MF	81.74	RKDNW BYXOJPZ	L 7.00Am
SA 77	.....	13	.....	5.31 .....PALMERS.....	.....	76.43	.....	.....
SA 73	.....	109	.....	3.17 .....COLVILLE.....	VD	73.26	PD	.....
SA 67	40	5	.....	6.69 .....ARDEN.....	.....	66.57	P	.....
SA 59	.....	17	.....	7.19 .....ADDY.....	.....	59.38	.....	.....
SA 50	81	149	.....	9.07 .....CHEWELAH.....	CH	50.31	PDXZ	.....
SA 43	80	28	.....	7.71 .....VALLEY.....	VY	42.60	PDY	.....
SA 38	.....	30	.....	5.26 .....GRAYS.....	.....	37.34	P	.....
SA 34	.....	18	.....	3.41 .....CLINE.....	.....	33.93	.....	.....
SA 33	39	17	.....	1.25 ....SPRINGDALE....	.....	32.68	P	.....
SA 25	40	5	.....	8.13 ....LOON LAKE....	.....	24.55	P	.....
SA 18	.....	19	.....	6.79 .....CLAYTON.....	.....	17.76	P	.....
SA 13	50	49	.....	5.28 ....DEER PARK....	DE	12.48	PDX	.....
SA 9	.....	25	.....	3.60 .....DENISON.....	.....	8.88	P	.....
SA 4	40	.....	.....	5.22 .....WAYSIDE.....	.....	3.66	P	.....
1460	.....	62	.....	3.66 .....DEAN.....	SF	0.00	JDNX	.....
			8.50 11.78	Time Over Subdivision Average Speed Per Hr.				8.20 12.49

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

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS 393 — Mon., Wed. and Fri.	Distance from Kettle Falls	Time Table No. 98 Effective September 30, 1962 PACIFIC STANDARD TIME — STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 394 — Mon., Wed. and Fri.
SA 82	296	L 5.00Am	0.00	...KETTLE FALLS....	MF	ORKDNB JYXPZW	A 4.10Pm
SD 5	106	5.20	4.70	4.70 WEST KETTLE FALLS.....	.....	P	3.45
SD 12	24	5.45	12.09	7.39 .....BOYDS.....	.....	P	3.15
SD 17	31	6.05	17.48	5.39 .....BARSTOW.....	.....	.....	2.55
SD 22	31	6.30	22.71	5.23 .....DULWICH.....	.....	.....	2.40
SD 29	12	7.00	28.59	5.88 .....GOLDSTAKE.....	.....	.....	2.10
SD 35	18	7.30	34.66	6.07 ...LAURIER, WASH....	.....	P	1.50
SD 46	5	8.15	46.01	11.35 GRAND FORKS, B. C.	.....	JYV	1.10
SD 49	18	8.30	49.12	3.11 ..DANVILLE, WASH...	.....	P	12.55
SD 59	62	9.05	59.52	10.40 .....CURLEW.....	.....	P	12.15Pm
SD 65	33	9.20	65.59	6.07 .....MALO.....	.....	.....	11.55
SD 72	18	9.40	72.13	6.54 .....POLLARD.....	.....	.....	11.35
SD 76	34	9.50	75.81	3.68 .....TORBOY.....	.....	.....	11.20
SD 81	75	A 10.10Am	80.72	4.91 .....REPUBLIC.....	Z	KDYW	L 11.00Am
		5.10 15.62		Time Over Subdivision Average Speed Per Hour			5.10 15.62

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

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS 95 — Daily Ex. Sun.	Distance from Spokane	Time Table No. 98 Effective September 30, 1962 PACIFIC STANDARD TIME — STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 96 — Daily Ex. Sun.
SB 0	.....	L 8.00Am	0.00	.....SPOKANE...★.	DS	DMJNKOR YXZVBW	A 5.20Pm
SC 5	4	8.15	4.40	4.40 .....PARKWATER.....	.....	.....	5.01
SC 6	27	8.20	5.82	1.42 ...ORCHARD AVE....	.....	.....	4.55
SC 7	9	8.25	6.98	1.16 .....MILLWOOD.....	.....	X	4.50
SC13-B	2	9.10	13.04	6.06 ....GREENACRES....	.....	.....	4.30
SC 19	18	A 9.30Am	18.29	5.25 ..SPOKANE BRIDGE..	.....	V	L 4.10Pm
				12.23			
BETWEEN SPOKANE BRIDGE AND GIBBS C. M. ST. P. & P. RY. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN							
SD 31	57	L 10.30Am	30.52	.....GIBBS.....	.....	VZX XRKDY PVZW	A 3.00Pm
SC 32	.....	A 10.50Am	31.97	1.45 ...COEUR d'ALENE...	CA		L 2.50Pm
		2.50 11.28		Time Over Subdivision Average Speed Per Hour			3.30 9.13

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 13.

WESTWARD EIGHTH SUBDIVISION EASTWARD

Time Table No. 98
Effective September 30, 1962
PACIFIC STANDARD TIME

Station Numbers	Capacity of Tracks	STATIONS	Distance from Spokane	Telegraph Calls	SIGNS
SB 90	42	MOSCOW	96.05	MO	KDYXVW
		7.88			
SB 82	18	VIOLA	88.17	.....	.....
		6.60			
SB 76	114	PALOUSE	81.57	PA	DYV
		4.92			
SB 71	10	GRINNELL	76.65	.....	.....
		1.93			
SB 69	11	LADOW	74.72	.....	.....
		4.08			
SB 65	38	GARFIELD	70.64	GF	DWM
		4.06			
SB 61	9	CRABTREE	66.58	.....	.....
		3.48			
SB 57	18	SOKULK	63.10	.....	.....
		4.26			
SB 53	68	OAKESDALE	58.84	KA	DVM
		7.88			
SB 45	20	FAIRBANKS	50.96	.....	.....
		5.25			
SB 40	56	SPRING VALLEY	45.71	.....	YJ
		5.98			
SB 34	40	WAVERLY	39.73	.....	.....
		2.94			
SB 30	0	WEST FAIRFIELD	36.79	.....	.....
		2.60			
.....	.....	U. P. R. R. JUNCTION	34.19	.....	V
		32.33			
		BETWEEN U. P. R. R. JCT. AND N. P. CROSSING U. P. R. R. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.			
SC 2	117	N. P. CROSSING	1.86	.....	VM
		1.86			
		OPERATION BETWEEN N. P. CROSSING AND SPOKANE IS OVER SEVENTH SUBDIVISION.			
SB 0	.....	SPOKANE ★	0.00	DS	DNKORYX ZVBW

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

WESTWARD NINTH SUBDIVISION EASTWARD

Time Table No. 98
Effective September 30, 1962
PACIFIC STANDARD TIME

Station Numbers	Capacity of Tracks	STATIONS	Distance from Spring Valley	Telegraph Calls	SIGNS
W 77	43	COLFAX	36.74	CO	YKDW
		12.17			
W 65	65	STEPTOE	24.57	.....	.....
		5.00			
W 60	29	CASHUP	19.57	.....	.....
		4.21			
W 55	28	THORNTON	15.36	.....	.....
		9.59			
W 46	39	ROSALIA	5.77	RO	DVW
		5.77			
SB 40	56	SPRING VALLEY	0.00	.....	JY

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 13.

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

ALL SUBDIVISIONS

1. **SPEED RESTRICTIONS GENERAL.**

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches: Trains or engines thru No. 20 turnouts at following locations:

Ends of double track.

East and west siding switches at:

Browning	Volcour	Naples
Triple Divide	Ripley	Colburn
Belton	Kootenai Falls	Sandpoint
Lupfer	Troy	LaClede
Stonehill	Yakt	Scotia
Ural	Leonia	

East switch eastward siding Essex.

East siding switch Vista, Fortine.

West siding switch Rising Wolf, Libby, Newport.

West yard lead switch Whitefish.

SP&S Junction switch Fort Wright.

30 MPH—On main lines, when handling following equipment in trains, not in actual service but on own wheels: derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; Trains or engines moving in facing point direction at spring switches without facing point lock; Trains or engines thru No. 15 turnouts at following locations:

East and west siding switches at Stryker, Elmira.

West siding switch Tobacco.

20 MPH—Train handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines: scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines: derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

15 MPH—Trains or engines moving thru interlockings against the current of traffic on double track; Trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61500 through 61524 and 61000 through 61009 in passenger trains at passenger train speeds.

2. **MOVEMENT OF ENGINES DEAD IN TRAINS.**

Engine 2350 must be handled on rear of freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following Road Switchers are equipped with alignment control couplers: 200 through 218, 220 through 230, 550 through 599 (lock blocks), 600 through 699, 700 through 734, 900 through 915, 2000 through 2035.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars. When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car or passenger car. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed.

Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

3(a). Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH passing over thru-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgment of the Conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a 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 when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

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

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

4. 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.

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

6. Placarded loaded tank cars handled in through freight or mixed trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

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

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

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

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

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

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

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

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Flammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 727 and 811.

7. 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.

8. 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.

9. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employes to the extent that a watch certificate form is no longer required. Watches of employes will be inspected by Division Officers, Rules Examiners and other designated officers.

   Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are:
   Elgin, B. W. Raymond model 13/0 size, 23 jewels.
   Ball Official Standard 1604B, 13/0 Ligne, 21 jewels.

10. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. It is not necessary for a member of the crew to be on the ground at the crossing for a through yard transfer movement, or for a light engine movement being handled only by hostlers.

11. The following Uniform Code of Operating Rules are in effect in Canada.

Rule 14. (k-a) o o — **Answer to 14k**

Rule 98. Trains or engines must approach the end of double, three or more tracks, junctions, interlocked railway crossings at grade and interlocked drawbridges prepared to stop unless the switches are properly lined, signals indicate proceed and track is clear.

Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given for that purpose.

When clear signals are given at interlocked railway crossings at grade, unless otherwise provided, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing.

When clear signals are given at interlocked drawbridges the speed of a passenger train must not exceed twenty-five miles per hour, and of any other train or engine fifteen miles per hour, until the entire train has passed the drawbridge.

Rule 99. When a train is moving under circumstances in which it may be overtaken by another train, lighted fusees must be dropped off at proper intervals and such other action taken as may be necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, a flagman must go back immediately with flagman's signals a sufficient distance to ensure full protection, at least:

In day time, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train .....1000 yards;

At other times and places, if there is no down grade toward train within one mile of its rear....1500 yards;

If there is a down grade toward train within one mile of its rear .....2000 yards;

When a train stops under circumstances in which it may be overtaken by another train the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

The flagman must, after going back a sufficient distance from the train to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position and, when necessary, in addition, displaying lighted fusees, and must not return until recalled or relieved and safety of the train will permit. If necessary to go beyond the required distance he will leave the torpedoes at the required distance as an indication of the location of his train, but must, under such conditions, also place torpedoes at the point at which an approaching train is flagged.

If recalled before another train arrives he must, in addition to the torpedoes, leave a fusee burning red at the point from which he returns and while returning to his train a fusee burning red must be placed at such points or times as may be necessary to ensure full protection. When curvature, weather or other conditions require, or when snow plows or flangers may be running, extra precaution must be taken.

To maintain the proper interval between trains a fusee burning red must be left by the protected train at the point from which it moves.

Flagman must always on the approach of a train display stop signals.

The front of a train must be protected in the same manner when necessary.

Flagman must each be equipped for day time with
A red flag on a staff,
At least eight torpedoes and
Five red fusees; and

For night time and when weather or other conditions obscure day signals,
A red light,
A white light,
A supply of matches,
At least eight torpedoes and
Five red fusees.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

Conductors and enginemen are responsible for the protection of their trains.

PROTECTION OF IMPASSABLE OR SLOW TRACK

40. (a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fusees at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagman must each be equipped for day time with
A red flag on a staff,
At least eight torpedoes and
Five red fusees; and

For night time and when weather or other conditions obscure day signals
A red light,
A white light,
A supply of matches,
At least eight torpedoes and
Five red fusees.

41. On subdivisions or portions thereof specified in the time table or special instructions, rule 40 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light betweens the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective or working point on the same side of the track as the engineman of an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.

(c) Train approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) and there be governed by instructions of the foreman in charge, and must not proceed until the red signal has been removed by the foreman.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

42. When the main track is impassable, and after train order protection has been provided and the foreman so advised, rules 40 and 41 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, also:

(b) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective or working point on the same side of the track as the engineman of an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

(c) Trains stopped by the red signal prescribed by clause (a) must be governed by instructions of the foreman in charge, and must not proceed until the red signal has been removed by the foreman.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, rules 40 and 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point on the same side of the track as the engineman of an approaching train, also:

(b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, rule 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point on the same side of the track as the engineman of an approaching train, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point on the same side of the track as the engineman of an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:

(c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.

(e) When weather or other conditions obscure day signals night signals must be used in addition.

(f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by rule 43.

45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed on the same side of the track as the engineman of an approaching train under rules 41-44 inclusive must be placed to the outside of the track affected and not between the two main tracks. Under this rule, when the two main tracks on the same roadbed are for single track operation their location will be shown in the time table.

46. When flags or lights are placed as set forth in rules 41-45 inclusive they will be mounted on staffs and elevated so as to be clearly in view of the engineman of an approaching train.

47. Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

48. Torpedoes must not be placed near stations nor on public crossings at grade.

49. A sign bearing figures indicating permissible speeds, or the word SLOW, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Cut Bank and Troy	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Cut Bank, Bridge 1090.8 ..... 30 MPH
Columbia Falls.....Trains 31 and 32 passing station..... 45 MPH

3. TRAIN REGISTER EXCEPTIONS.

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

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

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

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

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B). All trains require clearance Form A at Whitefish. Such clearance will confer the same authority as though received at initial station.

5. On arrival at Essex, eastward freight trains requiring helper engine assistance will come to a stop and make full application of air brakes and leave applied until proceed signal received from helper engine. Helper engine will be coupled against rear of caboose and immediately make back up movement to ascertain positive coupling.

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

On arrival at Summit, eastward freight trains with helper engine assistance behind caboose must come to a stop clear of the end of double track. Under no circumstances whatsoever will anyone be allowed to ride in the caboose within the limits of helper territory while helper engine is shoving against the rear of train. Train crew must ride in rear cab of helper engine, using rear headlight for center of track inspection when necessary.

7. When outfit cars or passenger equipment or TTX and STTX trailer flat cars are handled on rear of freight trains or when stockmen, messengers, etc., are carried in the caboose, helper engines must be cut into train.

8. CROSSOVERS ON DOUBLE TRACK.

FACING POINT	TRAILING POINT
Cut Bank	Sundance
Summit	MP 1110
Blacktail	Essex, east crossover
Essex, west crossover	Columbia Falls, west crossover
Columbia Falls, east crossover	Half Moon

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

10. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Cut Bank—end of double track east and west end Bridge 1090.8.
Summit .....End of Double track.
East switch westward siding.

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

Tobacco .....West siding switch.
Controlled by operator at Eureka.

11. AUTOMATIC INTERLOCKINGS.

Nimrod .....Single Track Bridge 1165.3
Pinnacle .....Single Track MP 1173.2 to 1177.6
Red Eagle .....End of double track.
Conkelley .....End of double track.
Whitefish .....End of double track.

Nimrod and Pinnacle:

Trains or engines stopped by a stop indication at entrance to Pinnacle interlocking will be governed by Rule 509.

Westward trains at Nimrod may hold interlocking for a period of six minutes by operating push button at westward home signal.

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

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

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

Indicator consisting of red banner on white background in a cast iron case marked "Trainmen's Indicator", and fastened to the west cantilever mast at Nimrod Interlocker.

The red banner, normally vertical, will change to horizontal position to indicate approach of eastward train on eastward track when train is 8000 feet west of cantilever mast.

Pinnacle, signals located to left of track to govern movements against current of traffic to single track at each end of interlocking.

12. Double track extends between Summit and Red Eagle except Nimrod and Pinnacle single track interlockings.

13. **CONDITIONAL PASSENGER STOPS.**

No 31 Cut Bank to discharge revenue passengers from Williston and east and to pick up passengers for Spokane and west where No. 31 is scheduled to stop.

No. 32 Cut Bank to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east where No. 32 is scheduled to stop.

No. 31 will stop at Libby to discharge passengers from **Minot and points east** and pick up passengers for points **west of Spokane** where No. 31 scheduled to stop.

Train No. 32 will stop at Libby to discharge passengers from points **west of Spokane** and pick up passengers for **Minot and points east of Minot** where No. 32 scheduled to stop.

No. 27 Glacier Park and Belton to pick up revenue passengers for Spokane and west, where No. 27 scheduled to stop and to discharge revenue passengers from Havre and east.

No. 28 Glacier Park and Belton to discharge revenue passengers from Spokane and west and to pick up revenue passengers for Havre and points east where No. 28 scheduled to stop.

SECOND SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Troy and Fort Wright	79 MPH	60 MPH

2. **SPEED RESTRICTIONS.**

Between Albeni Falls Spur and Diamond Match Mill.... 10 MPH

Mead, over switches and frogs on curves Aluminum Plant ..... 5 MPH

Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at restricted speed.

Spokane, public crossing Howard Street ..... 12 MPH

other public crossings ..... 20 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

Ft. Wright second subdivision trains will register by ticket.

Spokane, first class trains and trains originating or terminating at passenger station will register and receive clearance.

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

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

4. Rules 251, 251(A), 253 and 254 apply on Eastward and Westward tracks between Fort Wright and Dean for movements with the current of traffic.

Trains (Except First Class trains and Passenger Extras) must not enter main track between these points unless given a proceed signal at an interlocking or until permission is received from operator or train dispatcher. At Dean, a proceed indication on Eastward home signal at end of double track will confer authority to Eastward inferior trains to run ahead of Eastward superior trains to station Dean.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

Spokane, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

Dean, Rule 83 (B) does not apply if train order signal indicates proceed.

6. **CROSSOVERS ON DOUBLE TRACK.**

Facing point.	Trailing point.
MP 1477.22 east of Br. 270, Spokane.	MP 1476 east of UP. RR. crossing, Spokane.
MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.	MP 1476.69 on Br. 269, Spokane.
	MP 1477.12 east of Br. 270, Spokane.
	MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.
	MP 1478.41 west of Br. 273, Spokane.

7. **MANUAL INTERLOCKING.**

Fort Wright .....End of double track and SP&S Ry Jct.
Whistle signals for routes:
Main Track GN Ry .....1 short, 1 long.
Main Track SP&S Ry .....1 long, 1 short.
Siding GN Ry .....2 long, 1 short.

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

Troy .....west siding switch controlled by operator at depot.

HILLYARD.....End of double track and yard lead switches east and west of yard controlled by operator in yard office.

The "home signal limits" (Rule 605) on main track extend from the westward home signals at east end of yard to eastward home signals at west end of yard.

After receiving proper signal indication and entering home signal limits at east and west end Hillyard yard, switching movements may be made between these home signals and Rule 670 will not apply.

Whistle signals for routes west end of yard:
Eastward trains,
To main track .....1 long, 1 short, 1 long.
To yard .....1 long, 1 short.
Westward trains,
To westward main track .....1 long.
To eastward main track .....2 long, 1 short.

9. **AUTOMATIC INTERLOCKINGS.**

U.P.R.R. crossing 1.17 miles east of Spokane.
After signal has cleared for either a GN or UP route the entry of a train or engine of the other railroad into their approach control will automatically start a predetermined time cycle of 2 to 4 minutes which at expiration will cause signal to go to stop position and after another time cycle of 2 minutes will clear signal for route on other railroad.

Push buttons located on home signals of all main track routes may be operated to obtain signal indication for a reverse movement. Push button emergency release is located near crossing and instructions are posted in box. Switch to the S.I. interchange just west of the crossing is electrically locked.

Dean.....End of double track.

10. Double track extends between Dean and Fort Wright, except at Hillyard and over bridge 274 and SP&S Jct. which is governed by interlocking signals.

11. Spokane, City Ordinance prohibits sounding engine whistle within city limits, except to prevent accident not otherwise avoidable or to signal an interlocking, or to communicate with a flagman.

12. Crews will stop all cars, locomotives or other equipment before entering the Post Office Terminal Building at Spokane, Washington.

THIRD SUBDIVISION
(Kalispell Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
   Between
   Columbia Falls and Somers ..... 30 MPH
2. **SPEED RESTRICTIONS.**
   Kalispell, all trains over main street crossing..... 5 MPH
3. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Third Subdivision between Columbia Falls and Somers. Form Z train order is not required on this subdivision. If it becomes necessary to operate a following train when there is still a train on this subdivision, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

FOURTH SUBDIVISION
(K. V. Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
   Between
   Bonners Ferry and Port Hill ..... 10 MPH
2. Diesels heavier than GP-7 class prohibited.
   Additional units must be separated not less than five cars.
3. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Fourth Subdivision between Bonners Ferry and Port Hill. Form Z train order is not required on this subdivision. If it becomes necessary to operate a following train when there is still a train on this subdivision, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.

FIFTH SUBDIVISION
(Kettle Falls-Nelson Lines)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
   Between
   Troup Jct. and Dean ..... 30 MPH
2. **SPEED RESTRICTIONS.**
   Northport, wye tracks ..... 8 MPH
   Dolomite, spur tracks ..... 10 MPH
   Between Northport and Troup Jct., trains handling logs 15 MPH
   Trains handling ore between Kettle Falls and Dean..... 30 MPH
3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
   Great Northern clearance received at Nelson will clear train at Troup Jct.
   Kettle Falls, all trains must secure clearance.
   Dean, Rule 83(B) does not apply if train order signal indicates proceed.
4. Northport-Waneta, trains will not pass International Border without permission of Customs and Immigration Inspectors.
5. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Troup Junction, B. C. and Boundary, U. S.

SIXTH SUBDIVISION
(Republic Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
   Between
   Kettle Falls and Republic ..... 20 MPH
2. Laurier-Danville, trains will not pass International Border without permission of Customs and Immigration Inspectors.
3. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Laurier, Washington and Danville, Washington.

SEVENTH SUBDIVISION
(Coeur d'Alene Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
   Between
   Spokane and Coeur d'Alene ..... 25 MPH
2. **SPEED RESTRICTIONS.**
   Spokane, Crestline St., UP and CMStP&P RR crossings 15 MPH
   Millwood, public crossing ..... 4 MPH
3. **RESTRICTED CLEARANCES.**
   Bridges C 7.7, 7.8 and 7.9 3200 feet west Millwood, restricted side clearance.
   Spokane, bridges 1.3 and 1.6 will not clear man on top or sides of cars or engines. Train and enginemen must keep off top or side of cars and engines while passing over bridges, except in emergency and then use extreme caution.
   There is restricted clearance both lateral and overhead at the chip loader located on the Post Falls Lumber Company spur at Post Falls, Idaho. Lateral restricted clearance extends for 250 ft. parallel to the track on the mill spur. All concerned working in this area will exercise extreme caution.
4. Coeur d'Alene, trains and engines must stop before passing over 11th Street and Mullan Avenue and 15th Street and Mullan Avenue crossings, movement must be protected by flagman on the ground at the crossing.
   Coeur d'Alene, trains and engines must stop and sound two blasts of engine whistle before proceeding over Diamond Drill Crossing.
5. Trains leaving Spokane will be cleared thru Great Northern dispatcher to Spokane Bridge and will be cleared at Spokane Telegraph office by CMStP&P RR dispatcher for movement from Spokane Bridge to Coeur d'Alene. Train leaving Coeur d'Alene will be cleared by Great Northern dispatcher for movement from Spokane Bridge to Spokane and by CMStP&P RR dispatcher at their office in Coeur d'Alene for movement from Coeur d'Alene to Spokane Bridge.
6. **MANUAL INTERLOCKINGS.**
   NP Crossing, 1.86 miles west of Spokane.
   Whistle signal for G.N. to U.P. main track.....2 long 1 short
   Trains moving from Seventh Subdivision to U.P. R.R. tracks will be governed by dwarf signal located at base of westward two-arm interlocking home signal.
7. Spokane Trent avenue crossing protected by watchmen between hours 7:00 A.M. and 11:00 P.M. daily, outside these assigned hours a member of crew must be on ground at crossing to protect movement.
8. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Seventh Subdivision between Spokane and Spokane Bridge. Form Z train order is not required on this subdivision. If it becomes necessary to operate a following train when there is still a train on this subdivision, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.

EIGHTH SUBDIVISION

(Moscow Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
   Between
   Spokane and Moscow ..... 25 MPH

2. **SPEED RESTRICTIONS.**
   Moscow, thru city limits ..... 10 MPH

3. Train movements between N.P. Crossing and Dishman will be governed by remote controlled signals located at N.P. Crossing, at east and west ends of new yard, and east end of siding at Dishman. Indications of such signals will supersede the superiority of trains between these points. When one of these remote controlled signals displays Stop-indication, member of crew must communicate with operator and be governed by his instructions in accordance with Rule 509.

   Trains leaving Spokane will be cleared at Spokane Telegraph office for operation east of U.P. R.R. Junction and cleared at Dishman by U.P. R.R. dispatcher for movement Dishman to U.P. R.R. Junction, 2.60 miles west of West Fairfield. Trains leaving U.P. R.R Junction for movement over Union Pacific line will be cleared by U.P. R.R. dispatcher at Fairfield on the U.P. R.R.

   Trains will register at N.P. Crossing by ticket.
   Normal position of U.P. R.R. Junction switch is for Great Northern main track.

4. Spokane Trent avenue crossing protected by watchmen between hours 7:00 A.M. and 11:00 P.M. daily, outside these assigned hours a member of crew must be on ground at crossing to protect movement.

5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Eighth Subdivision between UP Junction at Fairfield and Moscow. Form Z train order is not required on this subdivision. If it becomes necessary to operate a following train when there is still a train on this subdivision, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.

NINTH SUBDIVISION

(Colfax Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
   Between
   Spring Valley and Colfax ..... 25 MPH

2. **RESTRICTED CLEARANCES.**
   Colfax tunnel and bridges 71.6, 72.3 and 72.4 will not clear man on top or sides of cars and engines.

3. Colfax, use care while moving over North and Last Streets account restricted view.

4. **SEMI-AUTOMATIC INTERLOCKINGS.**
   U.P. R.R. Crossing, 0.29 miles west of Colfax.
   Normal position is stop for Great Northern.

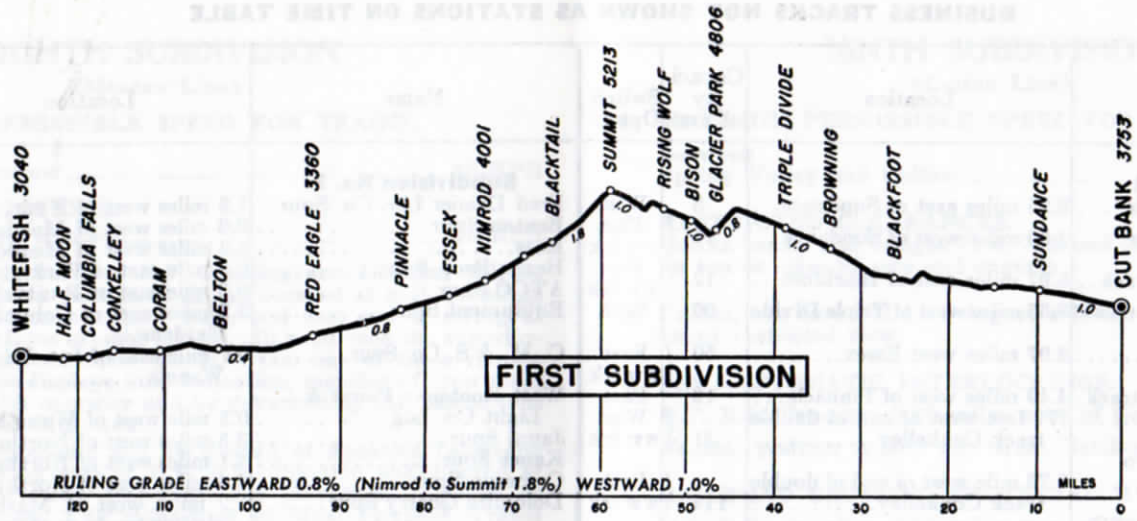
5. **RAILROAD CROSSING PROTECTED BY GATES.**
   U.P. R.R. Crossing, 0.57 miles west of Thornton.
   Normal position is stop for Great Northern.

6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Ninth Subdivision between Spring Valley and Colfax. Form Z train order is not required on this subdivision. If it becomes necessary to operate a following train when there is still a train on this subdivision, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens
Subdivision No. 1			
Gunsight—storage track	3.25 miles east of Sundance	8	West
Pardue—Sammons Spur	2.00 miles west of Sundance	11	East e w trk
Meriwether—storage track	5.97 miles east of Blackfoot	12	East e w trk
Spotted Robe—stock tracks	3.56 miles west of Triple Divide	60	Both
Essex Pit	2.97 miles west Essex	50	East ww trk
Hidden Lake—storage track	4.49 miles west of Pinnacle	16	East
Conkelley Pit	779 feet west of end of double track Conkelley	31	West ww trk
Anaconda Aluminum Co. Storage Track	0.73 mile west of end of double track Conkelley	114	Both ww trk
Rocky Mountain Lumber Co. Spur	1.25 miles west of Columbia Falls	9	East
Warland Pit (Three Tracks)	1.04 miles east of Yarnell	92	Both
Zonolite Siding	4.8 miles east Libby (MP 1331)	49	Both
Subdivision No. 2			
Katka Spur	6.46 miles east of Crossport	15	East
Crossport Spur	2.0 miles east of Crossport	15	East
Idaho-Boyd Conlee Spur	0.71 mile east Bonners Ferry	36	West
Moravia	4.96 miles west Bonners Ferry	18	East
Emerson Spur	0.8 mile east Colburn	58	West
Dover connection to S. I. Railway	2.47 miles west of Sandpoint	.....	.....
Albeni Falls Spur	2.7 miles east Newport	28	East
Penrith Spur	3.5 miles west Newport	19	East
Pacific Northwest Alloys Spur	1352 ft. east of Depot, Newport	12	East
Elk—storage tracks	2.98 miles west of Camden	20	East
Davies Spur	1.9 miles east Mead	34	East
Subdivision No. 3			
Associated Seed Growers	3.5 miles east of Kalispell	6	East
Montana Saw Service Co. Spur	3.3 miles east of Kalispell	5	East
Koenig Bros. Spur	2.6 miles east of Kalispell	10	Both
Northwestern Lbr. Co. Spur	1.3 miles east of Kalispell	47	East
Carter Oil Co. Spur	1.2 miles east of Kalispell	9	East
Interchange Track	0.3 miles west of west wye switch, Kalispell	27	Both
Forest Products Co. Spur	On interchange track	6	West
Mills Lumber Co. Spur	2200 feet west of west wye switch, Kalispell	4	East
Duffy Spur	4.1 miles west of Kalispell	8	East
Erickson Bros. Spur	4.5 miles west of Kalispell	4	East
Subdivision No. 4			
Quarry Spur	1.3 miles east Bonners Ferry	4	West
Thompson Lumber Co. Spur	1.5 miles east Bonners Ferry	8	East
Allen's Spur	4.7 miles east Bonners Ferry	6	East
Watson's Spur	11.5 miles east Bonners Ferry	2	West
DeVoignes Spur	13.2 miles east Bonners Ferry	4	East
Camp 5 Spur	14.1 miles east Bonners Ferry	11	Both
Seelover's Spur	15.4 miles east Bonners Ferry	2	East
Dehlbom Spur	17.5 miles east Bonners Ferry	4	West
Edward's Spur	18.5 miles east Bonners Ferry	8	West
Camp 8	19.7 miles east Bonners Ferry	18	Both
Harper's Spur	21.8 miles east Bonners Ferry	4	West
Houck's Spur	22.2 miles east Bonners Ferry	4	West
K. V. Farm Spur	24.6 miles east Bonners Ferry	5	West

Name	Location	Capacity Cars	Switch Opens
Subdivision No. 5			
Fred Draper Lbr. Co. Spur	1.9 miles west of Ymir	16	East
Benton Spur	2.0 miles west of Meadows	6	West
Ross	3.2 miles west of Meadows	9	Both
Hearn Bros. Spur	0.3 mile east of Parks	3	East
ATCO Spur	0.3 mile east of Fruitvale	3	East
Equipment Spur	2.2 miles east of Columbia Gardens	3	West
C. M. & S. Co. Spur	0.7 mile east of Int. Bdy. at Waneta	34	East
West Kootenay Power & Light Co. Ldg	0.5 mile west of Waneta	.....	.....
Janni Spur	3.3 miles west of Northport	10	West
Kanes Spur	4.1 miles west of Northport	5	West
Cameron Spur	4.4 miles west of Northport	17	East
Dolomite Quarry Spur	1.2 miles west of Marble, including trackage of Spokane-Portland Cement Co., Private Yard	251	West
Hendrix Spur	3.4 miles east of Bossburg	6	West
Blue Creek	3.1 miles west of Addy	19	Both
Alloy Industry	3.0 miles east of Chewelah	19	Both
Kulzer's Spur	1.7 miles west of Valley	6	East
North American Non Metallics Spur	1.9 miles west of Valley	4	East
Silica Sand Co. Spur	1.0 mile east of Springdale	8	West
Loon Lake Gravel Spur	1.6 miles east of Loon Lake	40	East
Subdivision No. 6			
Harter Lumber Co	1.02 miles west of West Kettle Falls	10	Both
Matneys Spur	2.72 miles west of West Kettle Falls	4	East
Spokane-Portland Cement Co. Spur	1.3 miles east of Boyds	12	East
Talisman Mining Co	0.7 miles east of Laurier	5	East
Riverside Seed Farms Ltd. Spur	3.5 miles east of Grand Forks	2	East
Consolidated Mining and Smelting Co. Spur	1.1 miles east of Grand Forks	12	West
P. Tjebbes Spur	0.4 mile west of Grand Forks	3	East
San Poil Spur	1.0 mile west of Torboy	8	East
Subdivision No. 7			
Northwest Tbr. Co	1.2 miles west of Coeur d'Alene	16	West
Atlas	2.6 miles west of Coeur d'Alene	34	Both
Huetter—connection to N. P. Railway	2.9 miles west of Coeur d'Alene	15	Both
Post Falls	8.46 miles west of Coeur d'Alene	12	Both
Post Falls Lumber Co	8.46 miles west of Coeur d'Alene	6	East
Liberty Lake	2.13 miles east of Greenacres	12	Both
Subdivision No. 8			
Estes	3.22 miles west of Moscow	15	Both
Ringo	3.81 miles west of Viola	7	West
Longwill	1.39 miles west of Sokulk	5	East
Seabury	2.39 miles west of Geary	11	Both
Jefferson	3.49 miles west of Spring Valley	6	Both
Mt. Hope Industrial Spur	2.94 miles west of Waverly	.....	East
Old West Fairfield	.....	17	Both
Old Mt. Hope	.....	44	Both
Vera Industrial Spur	4.26 miles east of Dishman	5	East
Includes True's Oil Spur	.....	3	West
Opportunity	.....	24	East
West Apple Center	.....	4	West
Dishman	.....	9	East
Spear	.....	21	West
Subdivision No. 9			
Manning	5.68 miles west of Colfax	6	West
Balder	4.76 miles east of Rosalia	13	Both
Rollins	2.54 miles east of Spring Valley	11	East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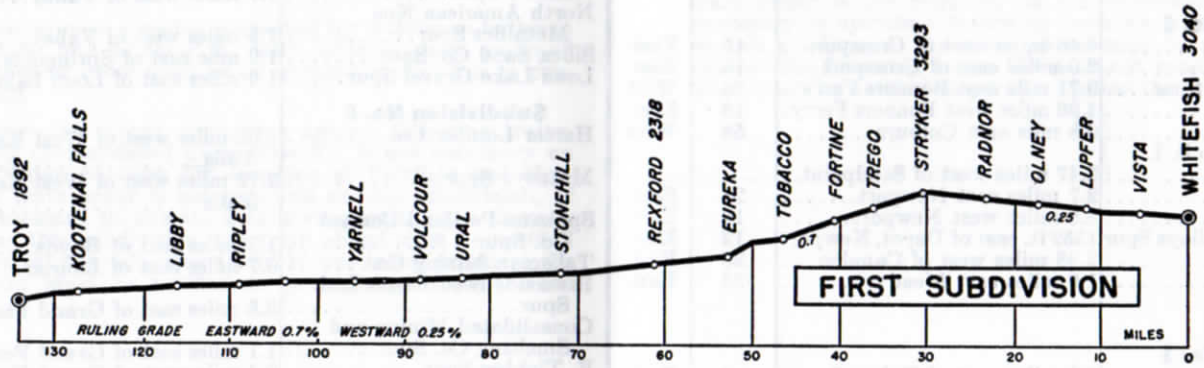
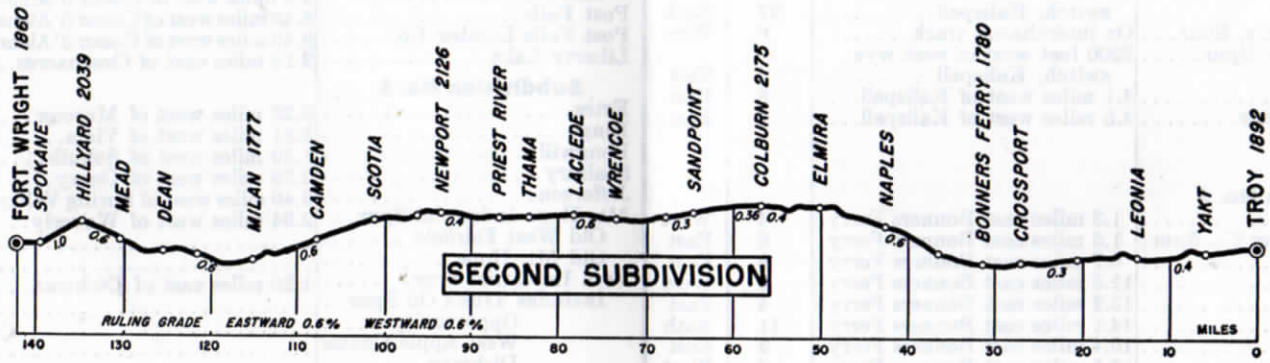
HALF MOON
COLUMBIA FALLS
CONKELLEY
CORAM
BELTON
RED EAGLE 3360
PINNACLE
ESSEX
NIMROD 4001
BLACKTAIL
SUMMIT 5213
RISING WOLF
BISON
GLACIER PARK 4806
TRIPLE DIVIDE
BROWNING
BLACKFOOT
SUNDANCE
CUT BANK 3753
FIRST SUBDIVISION
RULING GRADE EASTWARD 0.8% (Nimrod to Summit 1.8%) WESTWARD 1.0%
MILES


TROY 1892
KOOTENAI FALLS
LIBBY
RIPLEY
YARNELL
VOLCOUR
URAL
STONEHILL
REXFORD 2318
EUREKA
TOBACCO
FORTINE
TREGO
STRYKER 3293
RADNOR
OLNEY
LUPFER
VISTA
WHITEFISH 3040
FIRST SUBDIVISION
RULING GRADE EASTWARD 0.7% WESTWARD 0.25%
MILES


FORT WRIGHT 1860
SPOKANE
HILLYARD 2039
MEAD
DEAN
MILAN 1777
CAMDEN
SCOTIA
NEWPORT 2126
PRIEST RIVER
THAMA
LACLEDE
WRENCOE
SANDPOINT
COLBURN 2175
ELMIRA
NAPLES
BONNERS FERRY 1780
CROSSPORT
LEONIA
YAKT
TROY 1892
SECOND SUBDIVISION
RULING GRADE EASTWARD 0.6% WESTWARD 0.6%
MILES