

# **GREAT NORTHERN RAILWAY**

**KALISPELL DIVISION.**

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## **TIME TABLE No. 59.**

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**TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.  
MOUNTAIN TIME.**

### **SUNDAY, OCTOBER 31, 1909.**

**Superseding Time Table No. 58 and all Supplements thereto.**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.**

**W. R. SMITH, Superintendent.**

**E. L. BROWN, General Superintendent.**

**W. C. WATROUS, General Superintendent of Transportation.**

**H. A. KENNEDY, Asst. General Manager.**

**J. M. GRUBER, General Manager.**

FIRST DISTRICT—CUT BANK TO WHITEFISH.

**SPECIAL RULES.**

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

West bound trains are superior to east bound trains of the same class.

Normal position of switch at M. & G. N. Jet, is set for main line, First Dist.

Yard limit boards are placed each way from Cut Bank, Columbia Falls and Whitefish.

**INITIAL STATIONS.**

Cut Bank for trains 1, 3, 27, 43, 401, 411, 435, 451, 487 and 683.

Whitefish for trains 2, 4, 28 and 44.

**TERMINAL STATIONS.**

Cut Bank for trains 2, 4, 28 and 44.

Whitefish for trains 1, 3, 27, 43, 401, 411, 435, 451, and 487.

Columbia Falls for train 683.

Trains Nos. 3 and 4 will make local stops.

Trains 1, 2, 43 and 44 are limited trains.

All west bound trains will be blocked station apart, Summit to Essex. This does not relieve train and enginemen from protecting their trains as per Rule 99.

All west bound trains must stop at Summit; trainmen must turn up retainers, test air and know positively that air brakes are working properly before proceeding.

No. 1 to stop at any station to let off passengers from east of Devils Lake. No. 43 to stop at any station to let off passengers from east or south of Shelby. No. 44 to stop at any station to pick up passengers for South of Shelby, and at any station east of Libby to let off passengers from west of Libby.

**SPEED RESTRICTIONS.**

West bound passenger trains—Thirty (30) miles per hour Summit to Columbia Falls.

West bound freight trains—Twenty (20) miles per hour, Summit to Columbia Falls.

All trains reduce speed to ten (10) miles per hour through tunnel No. 2, and to twenty-five (25) miles per hour through other tunnels.

All trains reduce speed to twenty (20) miles per hour approaching and crossing following bridges:

No. 67. One-half mile west of Cut Bank.

No. 95. Three-quarters of a mile east of Midvale.

No. 116. Just west of Java.

No. 140. Just west of Coram, and to ten (10) miles per hour over Sink Hole, two and one-half miles east of Coram.

Trains must be handled under absolute control between "Slow Boards."

First class trains may register by card at Summit.

Dersails—At Opal, Browning, Durham, Kilroy, Midvale, Talbot, Lube, Arklow; west end south track at Summit, Skyland, Fielding, Highgate, Java, Essex, Paola, Garry, Nyack, Coram, Columbia Falls House Track.

Those at Durham, Kilroy, Talbot and Essex are connected with main line switch.

STATIONS.	THIRD CLASS		SECOND CLASS.					FIRST CLASS.				CAR CAPACITY OF SIDING	Station Numbers	Distance from Cutbank	Time Table No. 59. In Effect Oct. 31, 1909.	Telegraph Code	
	683	451	411	401	487	435	43	1	27	3							
	Local Leave Daily Except Sun.	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily							
CUT BANK	5.00Am	1.10Pm	10.00Am	7.20Am	1.30Am	12.01Am	7.55Pm	5.45Pm	7.20Am	6.20Am		1087					CT
OPAL	5.35	1.50	10.40	8.00	2.05	12.40	8.10	5.59	7.31	f 6.38	49 10	1093	5.81				
SEVILLE	5.55	2.20	10.55	8.30	2.20	1.00	8.17	6.07	7.36	f 6.47	53	1095	9.52				SV
CARLOW	6.10	2.40	11.15	8.40	2.35	1.20	8.26	6.15	7.44	f 6.57	65 4	1100	14.90				
BOMBAY	6.30	3.00	11.35	9.05	3.00	1.45	8.36	6.26	7.52	f 7.06	50 9	1106	20.29				BO
BLACKFOOT	6.50	3.40	12.01Pm	9.30	3.42	2.15	8.46	6.37	8.00	f 7.17	50 16	1112	26.30				
KIPP	7.05	4.00	12.25	9.50	4.00	2.35	8.54	6.45	8.05	f 7.26	65 4	1116	30.00				
BROWNING	7.33	4.50	1.10	10.35	4.30	3.29	9.04	6.57	8.11	s 7.38	61 26	1120	33.95				BG
DURHAM	8.05	5.30	1.50	11.15	5.04	4.10	9.16	7.12	8.22	f 7.53	51 8	1125	39.28				
KILROY	8.33	6.10	2.30	11.55	6.00	4.55	9.28	7.25	8.33	f 8.07	50 7	1130	44.19				
MIDVALE	8.55	6.25	2.50	12.10Pm	6.25	5.05	9.34	7.31	8.42	f 8.14	58 19	1133	47.39				MD
TALBOT	9.10	6.45	3.15	12.30	6.45	5.25	9.44	7.37	8.47	f 8.22	61	1136	50.70				
LUBEC	9.25	7.05	3.35	12.50	7.05	5.45	9.53	7.45	8.54	f 8.31	46 8	1141	54.03				
ARKLOW	9.40	7.20	3.55	1.05	7.20	6.00	10.01	7.52	8.59	f 8.38	61	1144	57.12				
SUMMIT	10.00	7.50	4.20	1.30	7.45	6.30	10.12	8.02	9.05	s 8.49	68 169	1147	60.28				SM
SKYLAND	10.15	8.09	4.35	1.40	8.00	6.45	10.19	8.09	9.11	f 8.57	65 4	1150	63.22				
FIELDING	10.45	8.30	4.50	1.54	8.15	7.00	10.27	8.16	9.18	f 9.05	68 7	1153	66.94				FD
HIGHGATE	11.00	8.43	5.05	2.15	8.30	7.15	10.35	8.24	9.26	f 9.13	50	1157	70.40				
JAVA	11.15	9.10	5.25	2.35	8.45	7.30	10.46	8.33	9.34	f 9.23	52 6	1161	74.37				
ESSEX	12.25Pm	9.30	6.00	3.10	9.15	8.05	11.00	8.44	9.42	s 9.33	74 205	1165	78.58				SX
PAOLA	12.50	9.50	6.20	3.30	9.35 3 9.50 27	8.25	11.12	8.54	9.50	f 9.43	50 7	1171	84.23				
GARRY	1.20	10.10	6.40	3.50	10.10	8.45	11.24	9.06	9.58	f 9.58	50 7	1175	88.91				
NYACK	1.45	10.30	7.00	4.10	10.25	9.05	11.35	9.17	10.07	f 10.12	50 9	1181	94.45				NY
ROCKHILL	2.15	10.45	7.23	4.30	10.40	9.20	11.44	9.27	10.16	f 10.22	50	1186	99.53				
BELTON	2.55	11.05	7.50	4.55	11.00	9.45	12.01Am	9.42	10.30	s 10.36	50 16	1192	105.27				BE
EGAN	3.15	11.15	8.00	5.10	11.15	9.55	12.13	9.49	10.36	f 10.45	74 4	1195	108.51				
CORAM	3.35	11.30	8.15	5.30	11.35	10.15	12.24	10.02	10.46	f 10.58	51 3	1200	113.63				
COLUMBIA FALLS	4.15Pm	11.47	8.40	6.05	12.05Pm	10.40	12.38	10.22	10.58	s 11.15	49 99	1207	120.44				CF
MONT. & G. N. JCT.		12.25Am	8.55	6.32	12.20	11.05	12.46	10.30	11.05	f 11.21	85 16	WA4	124.39				
HALF MOON		12.40Am	9.15Pm	6.40Pm	12.40Pm	11.40Am	12.55Am	10.40Pm	11.15Am	s 11.35Am		WAS	128.55				
WHITEFISH	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							WF
	683	451	411	401	487	435	43	1	27	3							
	11.15 10.43	11.30 10.58	11.15 11.42	11.20 11.34	11.10 11.31	11.39 11.03	5.00 25.7	4.55 26.18	3.55 32.82	5.15 24.48							

Time Over District  
Average Speed Per Hour.

FIRST DISTRICT—WHITEFISH TO CUTBANK.

Time Table No. 59.  
In Effect Oct. 31, 1909.

FIRST CLASS.

STATIONS.	Distances from Whitefish	SIGNS.	FIRST CLASS.																		
			28	4	2	44															
			Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily															
CUTBANK	128.55	R@ DN WCT	6:20Am	4:40Pm	11:25Pm	4:35Am															
3.81 OPAL	122.74		6.02	4.22	11.05	4.17															
3.71 SEVILLE	119.03	D P	5.55	4.16	10.59	4.09															
3.38 CARLOW	113.65	W P	5.46	4.03	10.49	4.01															
3.38 BOMBAY	108.27	N P	5.38	3.50	10.42	3.52															
6.01 BLACKFOOT	102.25	W P	5.27	3.40	10.32	3.42															
3.7 KIPP	98.55		5.20	3.32	10.25	3.36															
3.9 BROWNING	94.60	WCY	5.14	3.25	10.19	3.29															
3.33 DURHAM	89.27		5.04	3.10	10.09	3.19															
4.01 KILROY	84.36		4.55	3.00	10.01	3.11															
3.20 MIDVALE	81.16	W	4.45	2.50	9.51	3.03															
3.31 TALBOT	77.85		4.38	2.44	9.44	2.57															
3.33 LUBEC	74.52		4.30	2.37	9.39	2.48															
3.09 ARKLOW	71.43		4.23	2.31	9.33	2.41															
3.16 SUMMIT	68.27	W Y	4.16	2.25	9.27	2.35															
2.94 SKYLAND	65.33		4.00	2.11	9.16	2.23															
3.72 FIELDING	61.61	W	3.44	1.54	9.02	2.08															
3.46 HIGHGATE	58.15		3.27	1.36	8.43	1.53															
3.97 JAVA	54.18		3.10	1.18	8.33	1.38															
4.16 ESSEX	50.02	WCY	2.58	1.05	8.23	1.28															
5.70 PAOLA	44.32		2.40	12.50	8.02	1.10															
4.68 GARRY	39.64		2.28	12.35	7.50	12.58															
5.54 NYACK	34.10	W	2.15	12.20	7.37	12.45															
5.08 ROCKHILL	29.02		2.04	12.08Pm	7.28	12.36															
5.74 BELTON	23.28		1.52	11.55	7.16	12.24															
3.24 EGAN	20.12		1.42	11.47	7.09	12.13															
5.20 CORAM	14.92	W P	1.29	11.35	6.56	12.01Am															
6.31 COLUMBIA FALLS	8.11		1.15	11.15	6.44	11.47															
6.63 MONT. & G. N. JCT	7.45	Y																			
3.32 HALF MOON	4.16		1.04	11.05	6.32	11.37															
4.16 WHITEFISH		R@ DN O WCT	12.55Am	10.45Am	6.25Pm	11.30Pm															
			Leave Daily	Leave Daily	Leave Daily	Leave Daily															
			28	4	2	44															
Time Over District			5.25	5.55	5.00	5.05															
Average Speed Per Hour			23.58	22.72	25.71	25.29															

Special Rules.

West bound trains are superior to east bound trains of the same class.  
Normal position of switch at M. & G. N. Jct. is set for main line, First District.  
Yard limit boards are placed each way from Cut Bank, Columbia Falls and Whitefish.

INITIAL STATIONS.

Cutbank for trains 1, 3, 27, 43, 401, 411, 435, 451, 487 and 683.  
Whitefish for trains 2, 4, 28 and 44.

TERMINAL STATIONS.

Cutbank for trains 2, 4, 28 and 44.  
Whitefish for trains 1, 3, 27, 43, 401, 411, 435, 451 and 487.  
Columbia Falls for train 683.  
Trains 3 and 4 will make local stops.  
Trains 1, 2, 43 and 44 are limited trains.  
All east bound trains will stop not less than 200, and not more than 800 feet west of M. & G. N. Jct. one-half mile west of Columbia Falls, and must know the way is clear before proceeding.

No. 1. Stop at any station to let off passengers from east of Devils Lake.  
No. 43. Stop at any station to let off passengers from east or south of Shelby.  
No. 44. Stop at any station to pick up passengers for or south of Shelby.  
No. 44. Stop at any station east of Libby to let off passengers from west of Libby.  
Derails.—At Opal, Browning, Durham, Kilroy, Midvale, Talbot, Lubec, Arklow; west end south track at Summit, Skyland Fielding, Highgate, Java, Essex, Paola, Garry, Nyack, Coram and Columbia Falls house track. Those at Durham, Kilroy, Talbot and Essex are connected with main line switch.  
Trains must be handled under absolute control between "Slow Boards."

SPEED RESTRICTIONS.

East bound passenger train.—Thirty-five (35) miles per hour between Summit and Browning.  
East bound freight train.—Twenty (20) miles per hour between Summit and Kilroy.  
East bound passenger train.—Forty-five (45) miles per hour between Browning and Cut Bank.  
East bound freight train.—Thirty (30) miles per hour between Kilroy and Cut Bank.  
All trains reduce speed to ten (10) miles per hour through Tunnel No. 2, and to twenty-five (25) miles per hour through other tunnels.  
All trains reduce speed to twenty (20) miles per hour approaching, and crossing the following bridges:  
No. 67. One-half mile west of Cut Bank.  
No. 95. Three-quarters of a mile west of Midvale.  
No. 116. Just west of Java.  
No. 140. Just west of Coram and to ten (10) miles per hour over "Sink Hole," two and one-half miles east of Coram.  
First class trains may register by card at Summit.

SECOND DISTRICT—WHITEFISH TO TROY.

Time Table No. 59.  
In Effect Oct. 31, 1909.

STATIONS.	THIRD CLASS						SECOND CLASS					FIRST CLASS				CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Whitefish	Telegraph Calls
	683	411	401	487	435	451	1	3	27	43	Passing Track	Other Tracks	Station Numbers	Distance from Whitefish						
	Local Leave Daily Except Sun.	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily										
WHITEFISH	6.45Am	9.45Pm	7.40Pm	1.40Pm	12.30Pm	1.40Am	10.50Pm	11.45Am	11.20Am	1.10Am			WA8							
VISTA	7.05	10.10	8.10	2.10	1.00	2.10	11.03	f 11.56	11.29	1.20	95	18	WA13	5.05						
LUPPER	7.35	10.50	8.40	2.40	1.35	2.40	11.17	f 12.10Pm	11.40	1.34	84	16	WA20	11.95						
OLNEY	8.11	11.15	9.10	3.10	2.05	3.10	11.27	f 12.21	11.51	1.44	84	16	WA25	17.24						
RADNOR	8.30	11.38-1 11.58-28	9.40	3.40	2.35	3.40	11.38	f 12.34	12.02Pm	1.55	84	16	WA32	23.45						
STRYKER	9.27	12.20Am	10.22	4.10	3.05	4.15	11.50	f 12.46	12.11	2.07	89	22	WA38	29.98						
TREGO	10.00	12.40	10.40	4.30	3.20	4.35	12.01Am	f 12.57	12.19	2.17	90	18	WA44	36.42						
FORTINE	10.30	1.00	10.55	4.51	3.35	4.50	12.09	f 1.09	12.26	2.25	83	18	WA49	41.00						
TOBACCO	10.55	1.20	11.10	5.10	3.50	5.05	12.19	f 1.22	12.35	2.35	90	15	WA56	47.75						
EUREKA	11.45	1.35	11.30	5.25	4.22	5.20	12.27	s 1.33	12.41	2.44	94	25	WA61	52.60						
SHIELDS	12.10Pm	1.50	11.50	5.45	4.40	5.40	12.36	f 1.45	12.49	2.53	90	18	WA67	58.59						
REXFORD	12.56	2.05	12.15Am	6.20	5.05	6.15	12.43	s 1.55	12.56	3.01	77	275	W42	61.30						
RONDO	1.20	2.20	12.30	6.40	5.25	6.30	12.51	f 2.05	1.04	3.10	91	4	W38	66.04						
STONEHILL	1.50	2.40	12.50	7.05	5.45	6.50	1.01	f 2.17	1.12	3.20	90	6	W31	72.39						
TWEED	2.10	2.55	1.10	7.25	6.00	7.20	1.10	f 2.28	1.20	3.29	90	6	W26	77.69						
URAL	2.39	3.10	1.25	7.45	6.15	7.40	1.19	f 2.39	1.28	3.38	90	6	W21	83.27						
VOLCOUR	3.15	3.30	1.40	8.17	6.35	8.05	1.27	f 2.49	1.34	3.46	90	6	W16	88.02						
WARLAND	3.30	3.54	2.00	8.40	6.50	8.30	1.35	f 3.08	1.41	3.54	90	23	W11	93.16						
YARNELL	3.55	4.15	2.25	9.00	7.05	8.55	1.44	f 3.18	1.50	4.03	90	6	W5	98.45						
JENNINGS	4.25	4.30	2.50	9.30	7.20	9.25	1.53	s 3.28	1.59	4.12	68	5	1302	103.81						
LIBBY	4.45	4.55	3.15	10.00	7.43	9.50	2.02	f 3.39	2.07	4.22	90	4	1308	109.54						
RANKIN	5.25	5.20	3.40	10.30	8.20	10.20	2.18	s 3.52	2.16	4.31	90	20	1315	116.37						
KOOTENAI FALLS	5.45	5.50	3.55	11.00	9.01	10.40	2.20	f 4.01	2.22	4.38	90	5	1319	120.58						
TROY	6.15	6.10	4.20	11.30	9.25	11.10	2.32	f 4.15	2.32	4.50	84		1326	127.20						
	6.45Pm	6.30Am	5.00Am	12.10Am	10.00Pm	12.10Pm	s 2.45Am	s 4.30Pm	s 2.45Pm	s 5.05Am			1332	134.62						
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
	683	411	401	487	435	451	1	3	27	43										
	12.00 11.22	8.45 15.38	9.20 14.40	10.30 12.82	9.30 14.17	10.30 12.82	8.55 34.37	4.45 28.34	3.25 39.38	3.55 34.37										

Special Rules.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing train will clear No. 27 ten (10) minutes. All westbound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

West bound trains are superior to east bound trains of the same class. Normal position of switch at Junction with Michel Branch is set for Main Line, Second District. Yard limit boards are placed each way from Whitefish, Rexford and Troy.

INITIAL STATIONS.

Troy for trains 2, 4, 28 and 44. Whitefish for trains 1, 3, 27, 43, 401, 411, 435, 451, 487 and 683.

TERMINAL STATIONS.

Troy for trains 1, 3, 27, 43, 401, 411, 435, 451, 487 and 683. Whitefish for trains 2, 4, 28 and 44. Trains 3 and 4 make local stops. Trains 1, 2, 43 and 44 are limited trains.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Whitefish	Switch at	Car Capacity
Gussenhovens Spur	43 miles	East End.	6
Palmer Spur	57.59 miles	West End.	6

SPEED RESTRICTIONS.

All west bound trains must stop not less than 200, or more than 800 feet east of Junction at east end of Rexford Yard, and know that way is clear before proceeding.  
Train No. 1. Stop at any station to let off passengers from east of Devils Lake.  
Train No. 43. Stop at any station to let off passengers from east or south of Shelby.  
Train No. 44. Stop at any station to pick up passengers for south of Shelby.  
Train No. 44. Stop at any station east of Libby to let off passengers from west of Libby.  
Derails.—Trego, Fortine, Tobacco and Shields, which are operated by main line switch.

West bound passenger trains.—Forty-five (45) miles per hour, Whitefish to Troy.  
West bound freight trains.—Thirty (30) miles per hour, Whitefish to Troy.  
All trains must reduce speed to twenty (20) miles per hour approaching and crossing bridge No. 102, one-half mile west of Trego.  
All trains must reduce speed to twenty-five (25) miles per hour passing through tunnels.  
All trains must reduce speed to ten (10) miles per hour over "Sink Hole" between Trego and Fortine.  
All trains must be handled under absolute control between "Slow Boards."

SECOND DISTRICT—TROY TO WHITEFISH.

EAST BOUND. 5

Time Table No. 59.  
In Effect Oct. 31, 1909

FIRST CLASS

STATIONS.	Distance from Troy	SIGNS.	FIRST CLASS			
			4	2	44	28
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily
WHITEFISH	134.62	RDN @WCOT	s 10.30Am	s 6.10Pm	s 11.15Pm	12.45Am
5.05 VISTA	129.57		f 10.16	5.58	11.03	12.31
6.30 LUPFER	122.67		f 10.03	5.45	10.50	12.18
5.20 OLNEY	117.35	W	f 9.52	5.34	10.39	12.07Am
8.21 RADNOR	111.17		f 9.40	5.25	10.30	11.58
8.33 STRYKER	104.64	W	f 9.27	5.17	10.22	11.50
8.44 TREGO	98.20		f 9.10	5.02	10.07	11.37
4.38 FORTINE	93.62	N W	f 8.57	4.51	9.56	11.27
8.75 TOBACCO	86.87		f 8.36	4.33	9.38	11.10
4.85 EUREKA	82.02	D W	s 8.24	s 4.22	s 9.26	s 10.59
5.00 SHIELDS	76.03		f 8.05	4.05	9.05	10.45
2.71 REXFORD	73.62	R DN @WCY	s 7.57	s 3.59	s 9.01	s 10.39
4.74 RONDO	68.58		f 7.42	3.49	8.51	10.29
6.35 STONEHILL	62.23	W	f 7.30	3.39	8.41	10.19
5.58 TWEED	56.65		f 7.20	3.31	8.33	10.11
5.30 URAL	51.35	N	f 7.10	3.24	8.26	10.03
4.73 VOLCOUR	46.60	W	f 7.00	3.15	8.17	9.55
5.14 WARLAND	41.46	D	f 6.51	3.08	8.10	9.48
5.29 YARNELL	36.17		f 6.39	3.00	8.02	9.40
5.36 JENNINGS	30.81	DN W	s 6.27	2.50	7.52	9.30
5.73 RIPLEY	25.08		f 6.15	2.41	7.43	9.21
8.83 LIBBY	18.25	DN	s 6.00	f 2.29	s 7.31	f 9.10
4.21 RANKIN	14.04		f 5.50	2.22	f 7.24	9.01
6.62 KOOTENAI FALLS	7.42	W	f 5.35	2.06	f 7.12	8.50
7.42 TROY		DN WCT @ R	s 5.20Am	1.50Pm	s 6.55Pm	8.35Pm
			Leave Daily	Leave Daily	Leave Daily	Leave Daily
			4	2	44	28
Time Over District			5.10	4.15	4.20	4.10
Average Speed Per Hour			26.05	31.67	31.07	32.28

Special Rules.

West bound trains are superior to east bound trains of the same class.  
Normal position of switch at Junction with Michel Branch is set for Main Line Second District.  
Yard limit boards are placed each way from Whitefish, Rexford and Troy.

INITIAL STATIONS.

Troy for trains 2, 4, 28 and 44.  
Whitefish for trains 1, 3, 27, 43, 401, 411, 435, 451, 487 and 683.

TERMINAL STATIONS.

Troy for trains 1, 3, 27, 43, 401, 411, 435, 451, 487 and 683.  
Whitefish for trains 2, 4, 28 and 44.  
Trains 3 and 4 make local stops.  
Trains 1, 2, 43 and 44 are limited trains.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Whitefish	Switch at	Car Capacity
Gussenhovens Spur	43 miles	East End	6
Palmer Spur	57.59 miles	West End	6

Train No. 1. Stop at any station to let off passengers from east of Devils Lake.  
Train No. 43. Stop at any station to let off passengers from south or east of Shelby.  
Train No. 44. Stop at any station to pick up passengers for south of Shelby.  
Train No. 44. Stop at any station east of Libby to let off passengers from west of Libby.  
Derails.—Trego, Fortine, Tobacco and Shields, which are operated by main line switch.

SPEED RESTRICTIONS.

East bound passenger trains.—Fifty (50) miles per hour, Troy to Whitefish.  
East bound freight trains.—Thirty (30) miles per hour, Troy to Whitefish.  
All trains must reduce speed to twenty (20) miles per hour, approaching and crossing bridge No. 102, one-half mile west of Trego.  
All trains must reduce speed to twenty-five (25) miles per hour passing through tunnels.  
All trains must reduce speed to ten (10) miles per hour over "Sink Hole," between Trego and Fortine.  
All trains must be handled under absolute control between "Slow Boards."

**WEST BOUND.**

**FLATHEAD BRANCH.**

**EAST BOUND.**

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.				CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Columbia Falls	Time Table No. 59. In Effect Oct. 31, 1909.			Distance from Marion	Telegraph Calls	SIGNS.	FIRST CLASS.				SECOND CLASS.	
683	375	253	249	247	243	Passing Tracks	Other Tracks	STATIONS.			244	248	250				254	376				
Local Freight	Mixed	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Mixed								
Leave Daily Except Sun.	Leaves Tues. and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Fri.								
4.45pm		1.05Am	10.30pm	6.55pm	11.20Am	49	99	1207		COLUMBIA FALLS	38.18	CF	DN R	11.05Am	6.30pm	10.10pm	12.45Am					
									0.63	MONT. & G. N. JCT.	37.55		Y									
									2.63	HUNT SPUR	35.55											
5.15		1.18	10.43	7.08	11.33	49		1213	5.92	LA SALLE	32.26		P	10.50	6.15	9.55	12.30					
								1217	10.27	ROSE CROSSING	27.91											
5.55pm	11.50Am	1.35Am	11.00pm	7.25pm	11.50Am	58	155	1222	14.77	KALISPELL	23.41	K	DN® RWCTO	10.30Am	6.55pm	9.35pm	12.10Am	3.30pm				
	12.21pm					45		1232	25.03	KILA	13.15		W					2.55				
	1.05					32		1240	32.56	ATHENS	5.62							2.25				
	1.30pm					18		1245	38.18	MARION			W					2.00pm				
Arrive Daily Except Sun.	Arrive Tues. and Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. and Fri.				
683	375	253	249	247	243									244	248	250	254	376				
1.10 12.24	1.40 14.0	.30 25.4	.30 25.4	.30 25.4	.30 25.4									.35 25.3	.35 25.3	.35 25.3	.35 25.3	1.30 15.6				

**Special Rules.**

West bound trains are superior to east bound trains of the same class.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Normal position switch at Mont. & G. N. Jct., is set for Main Line, First District. Yard limit boards are placed each way from Columbia Falls and Kalispell.

**INITIAL STATIONS.**

Columbia Falls for trains.....243, 247, 249, 253, 683.  
Kalispell for trains.....244, 248, 250, 254, 375.  
Marion for train.....376.

**TERMINAL STATIONS.**

Columbia Falls for trains....244, 248, 250, 254.  
Kalispell for trains.....243, 247, 249, 253, 376, 683.  
Marion for train.....375.

Name	Miles from Kalispell	Switch at	Car Capacity
Dailys Spur.....	12 miles.....	West End.....	428
Hunt-Hollister Spur.....	12 miles.....	West End.....	15
Northwestern Lbr. Co. Spur.....	1 mile.....	East End.....	48
Boormans Spur.....	5 miles.....	East End.....	3
Batavia Spur.....	5.7 miles.....	East End.....	10
Idaho Lbr. Co.....	21 miles.....	Both Ends.....	6

All trains must move with train under control between West Wye Switch and Columbia Falls, looking out for main line trains.

**SPEED RESTRICTIONS.**

Passenger trains thirty (30) miles per hour.  
Freight trains twenty (20) miles per hour.  
All trains reduce speed to eight (8) miles per hour crossing bridge No. 155 one and one-fourth miles east of Kila, bridge No. 156 one-half mile east of Kila, and bridge No. 157, one mile west of Kila. Derails.—Athens, Idaho Lumber Co.'s Siding and Marion.

**WEST BOUND.**

**SOMERS BRANCH.**

**EAST BOUND.**

Special Rules.		FIRST CLASS.		CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Kalispell	Time Table No. 59. In Effect Oct. 31, 1909.			Distance from Somers	Telegraph Calls	SIGNS.	FIRST CLASS.		SPEED RESTRICTIONS.
West bound trains are superior to east bound trains of the same class. Yard limit boards are placed each way from Kalispell and east of Somers.		245	241	Passing Tracks	Other Tracks			STATIONS.	242	246						
INITIAL STATIONS.		Mixed	Mixed				Mixed	Mixed								
Kalispell for trains 241 and 245. Somers for trains 242 and 246.		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily								
TERMINAL STATIONS.		4.30pm	7.15Am	58	155	1222	8.30Am	5.45pm								
Somers for trains 241 and 245. Kalispell for trains 242 and 246.		5.00pm	7.45Am		230	1223A	8.00Am	5.15pm								
		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily								
		245	241				242	246								
		.30 22.20	.30 22.20				.30 22.20	.30 22.20								
		Time Over District Average Speed Per Hour					Time Over District Average Speed Per Hour									

**WEST BOUND.**

**MICHEL BRANCH.**

**EAST BOUND.**

SECOND CLASS		FIRST CLASS		CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Michel	STATIONS.	Distance from Rexford	Telegraph Calls	SIGNS.	FIRST CLASS		SECOND CLASS	
685		251		Passenger	Freight							252		686	
Local Freight		Passenger		Passing Trains	Other Trains					Passenger		Local Freight			
Leave Daily		Leave Daily								Arrive Daily		Arrive Daily			
Ex. Sunday		Ex. Sunday								Ex. Sunday		Ex. Sunday			
7.00Am		10.10Am		64	135	W125		MICHEL	82.57	MO	D R W C Y O K	7.50Pm			
7.25		10.32		64		W116	9.02	OLSON	73.55		P	7.25		5.00Pm	
								C. P. R. CROSSING			I			4.10	
7.40		10.40		64	29	W111	13.63	HOSMER	68.94		P	7.18		3.45	
								McDOUGALL'S CROSSING			I				
9.00		11.05		66	158	W104	20.90	FERNIE	61.67	F	D R W Y K	6.55		3.15	
								M. F. & M. JCT.	52.54						
9.25		11.30		71	65	W95	29.96	SWINTON	52.54		P K	6.30		2.20	
10.05		11.56		52	11	W85	39.72	ELKO	42.78		W-1 1/2 mile east P	6.04		1.50	
10.35		12.06Pm		66		W80	44.67	MOTT	37.83		P	5.51		1.05	
11.15		12.21		53	10	W72	52.20	BAYNES	30.30	B	D W	5.31		12.21 PM	
686 11.45		12.34		52	11	W67	57.91	KRAG	24.59		P	5.17		685 11.45	
12.20Pm		12.45		55	10	W62	62.70	DORR	19.80		P W	5.06		11.20	
12.35		12.57		54	10	W57	67.48	FLAGSTONE	15.02		P	4.55		11.00	
								INTERNATIONAL BOUNDARY	9.83						
1.10 251 1.27		1.10 685 1.17		67	48	W52	72.70	GATEWAY	9.80	WA	D P	4.41 4.36		10.40	
1.50		1.27		52	10	W47	77.30	HAYDEN	5.20		P W	4.26		10.05	
2.20Pm		1.40Pm		77	275	W42	82.57	REXFORD		RD	DN R @ WCY	4.15Pm		9.45Am	
Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday										Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	
685 7.20 11.22		251 3.30 23.58						Time Over District Average Speed Per Hour				252 3.25 23.04		686 7.15 11.24	

**Special Rules.**

West bound trains are superior to east bound trains of the same class.

Normal position of switch at junction with M. F. & M. at Fernie and Swinton, is set for Michel Branch, Main Line.  
Normal position of switch at junction with main line at Rexford, is set for Main Line, Second District.  
Yard limit boards are placed each way from Rexford and Fernie, and west of Michel.

**INITIAL STATIONS:**

Michel for trains 251 and 685.  
Rexford for trains 252 and 686.

**TERMINAL STATIONS:**

Rexford for trains 251 and 685.  
Michel for trains 252 and 686.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.**

Name	Miles from Michel	Switch at	Car Capacity
McInness	60.00 miles	East End	6
Ross	57.50 "	" "	79
Bakers	57.25 "	West	32
Smith & Watson	37.72 "	East	2
McDonalds	33.50 "	" "	5
C. V. Lbr. Co.	22.40 "	" "	5
F. B. Co. Spur	21.90 "	" "	3

Deraills.—Baynes and Elko, which are operated by main line switch.  
East Wye switch at Michel must be left set for Wye to act as a derail for Michel yard.  
All trains must approach M. F. & M. Jct. at Swinton under control.  
Train and enginemen using Wye at Fernie, must protect against M. F. & M. trains.

All trains must receive permission from custom officers before crossing International Boundary at Gateway.

**SPEED RESTRICTION.**

Passenger trains, thirty (30) miles per hour.  
Freight trains, twenty (20) miles per hour.

Interlocking plants are located three (3) miles east of Fernie at McDougall's Crossing, and one (1) mile east of Hosmer, at crossing of C. P. R. Branch. Semaphores and deraills set against Great Northern tracks, and trainmen will operate plants to enable them to pass these points; full directions for operation of levers being shown on blue print in interlocking station at each place.

Semaphore indications, both distant and home are horizontal for stop; at angle of ninety degrees or straight up is clear.  
Deraills are located 200 feet east and west of interlocking stations.

**CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSES.**

STATIONS.	Ruling Grade	Class L-1 1900-1921				Class L-2 1800-1844				Class F4-1035-1039 Class F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5-800 -807				Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779				Class F1-500-565 " F2-595-599 " G1-600-615			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
		Cut Bank to Summit	1.0	1650	1485	1320	1155	1450	1305	1160	1015	1200	1080	960	840	900	810	720	630	725	655
Summit to Whitefish	0.6	2200	2000	1800	1600	2000	1800	1600	1400	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Whitefish to Stryker	0.25									2500	2250	2000	1750	2000	1800	1600	1400	2000	1800	1600	1400
Stryker to Troy	Down																				
Troy to Jennings	0.75									2000	1800	1600	1400	2000	1800	1600	1400	1460	1315	1170	1025
Jennings to Rexford	0.4									2000	1800	1600	1400	2000	1800	1600	1400	1460	1315	1170	1025
Rexford to Stryker	0.7									1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Stryker to Whitefish	Down																				
Whitefish to Essex	0.8	1900	1730	1560	1390	1700	1530	1360	1190	1300	1170	1040	910	1050	945	840	735	875	790	705	620
Essex to Summit	1.8	1050	965	880	795	850	765	680	595	650	585	525	460	525	475	425	375	440	395	350	305
Summit to Cut Bank	0.8	1900	1730	1560	1390	1700	1530	1360	1190	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Rexford to Gateway	0.55									1800	1620	1440	1260	1400	1260	1120	980	1080	970	860	750
Gateway to Michel	0.80									1300	1170	1040	910	1050	945	840	735	875	790	705	620
Michel to Rexford	Down																				

**WEATHER RATING** { 1—When temperature is 25 degrees above zero or over.  
2—Very frosty or wet. 5 to 25 above zero.  
3—Five degrees above to 10 below zero.  
4—10 below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

**Weights of Empty Cars and Dead Engines and Tenders will be estimated as follows, when not marked.**

Box Cars, 28 to 30 foot	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	15 Tons
Box Cars, 40 foot	17 Tons
Refrigerator Cars	20 Tons
Furniture Cars, 30 to 40 foot	17 Tons
Furniture, 40 to 50 foot	19 Tons
Caboose, 8-wheel	17 Tons
Caboose, 4-wheel	10 Tons
Flat Cars, 28 to 30 foot	9 Tons
Flat Cars, 33 and 34 foot	11 Tons
Box Cars, 40 foot	12 Tons
Box Cars	12 Tons
Gondola Cars	13 Tons
Ore Cars, Wood	12 Tons
Ore Cars, Steel	15 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons
Engine Tank (Empty)	30 Tons
Mail	25 Tons
Baggage	30 Tons
Coaches, 8-wheel	30 Tons
Coaches, 12-wheel	35 Tons
Dining Cars and Tourist Cars	40 Tons
Sleeping Cars, Parlor Cars and Observation Cars	40 Tons

**Weight of Dead Engines.**

Engines numbered below 200 series	80 Tons
Engines numbered in 200 series	86 Tons
Engines numbered in 300 series	86 Tons
Engines numbered in 400 series	110 Tons
Engines numbered in 500 series	115 Tons
Engines numbered in 600 series	120 Tons
Engines numbered in 700 series	140 Tons
Engines numbered in 800 series	155 Tons
Engines numbered in 900 series (except 992 to 997)	115 Tons
Engines numbered 992 to 997	95 Tons
Engines numbered 1000 to 1007	131 Tons
Engines numbered 1050 to 1069	144 Tons
Engines numbered 1079 to 1095	158 Tons
Engines numbered in 1100 and 1200 series	160 Tons
Engines numbered in 1300 series	160 Tons
Engines numbered 1400 to 1405	173 Tons
Engines numbered 1406 to 1425	188 Tons
Engines numbered in 1500 and 1600 series	179 Tons
Engines numbered in 1700 series	180 Tons
Engines numbered in 1800 series	219 Tons
Engines numbered in 1900 series	252 Tons

**Speed Table.**

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

The following will govern when handling empty cars: With 10 or less empty cars in a train, no allowance will be made for wheel friction; with 10 to 20 empty cars in train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 8 tons per car for wheel friction.



## SPECIAL RULES.

### West bound trains are superior to east bound trains of the same class.

1. All light engines or engines with caboose only will take siding at meeting points except when running as section of passenger train.
2. Car capacity of sidings is based on forty-two (42) feet per car, and does not include engine and caboose.
3. Train displaying signals for following section will stop at all registering stations, and the conductor will register in person.
4. Conductors must inform their enginemen the number of loaded and empty cars in train, and number of cars of air in working order before starting on run.
5. In addition to signs provided in Rule 7, the following signs in column headed Signs indicate: "P" Dispatcher's Phone, accessible at all times; "I" Interlocked; "K" Connection with foreign road; "\*" Standard clock.

## PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case. No surgical operation must be performed until the arrival of the Company surgeon unless it may be required for the immediate safety of the patient.
2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers. When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every effort possible made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
3. When tramps, boys and other persons climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take the body out of the county where the accident happened if it can be avoided, but if there is no station in that county, take it to the nearest station in the next county, notifying the county authorities in all cases.
5. A report of all accidents must be made, and immediately sent to Superintendent, giving all information. In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent, in whose jurisdiction the accident occurred. As soon as possible thereafter Form 245 should be made out in duplicate by each employe and forwarded to the Superintendent of the division; a separate report being made out for each person injured.
6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
7. In every case of personal injury in any department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards, at the first district terminal by the inspector, foreman or master mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

## COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., St. Paul, Minn.  
 Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, " " "  
 (Employes consulting Dr. Chamberlin should be provided with an order from the Superintendent.)  
 Dr. H. E. Houston ..... Whitefish, Mont.

Dr. W. W. Taylor ..... Kalispell, Mont.  
 Dr. F. B. Bogardus ..... Eureka, Mont.  
 Dr. S. Bonnell ..... Fernie, B. C.  
 Dr. S. B. Stone ..... Cutbank, Mont.

## TIME INSPECTORS.

Somerton Bros ..... Michel, B. C.  
 S. S. Stacey ..... Whitefish, Mont.

D. A. Stocking ..... Kalispell, Mont.

**W. L. WATKINS, Dispatcher.**  
**D. S. DAILEY, " "**  
**F. A. FLANAGAN, " "**

**R. C. HARDIN, Dispatcher.**  
**W. A. DEPEW " "**  
**W. L. McPHERSON " "**

**G. R. MILLER, Chief Dipatcher.**  
**G. T. VAN, Trainmaster.**  
**W. CARSWELL, Asst. Superintendent.**

# GREAT NORTHERN Railway and Connections.

