

GREAT NORTHERN RAILWAY



TIME TABLE No. 73.

TO TAKE TWELVE (1) O'C
MOUNTAIN

SUNDAY EVENING, 1915.

Table No. 72 and

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. J. DOWLING, Superintendent.

M. NICHOLSON, Asst. General Superintendent.

W. C. WATROUS, General Superintendent of Transportation.

C. E. LEVERICH, General Superintendent.

GEO. H. EMERSON, General Manager.

FIRST DISTRICT—CUTBANK TO WHITEFISH.

SPECIAL RULES.

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

Double track between Summit and Java. Extra trains have running rights on double track without orders but will be required to have clearance Form 219 before leaving Summit or Java. All trains will be handled on "Block Clearance Form 80" between Essex and Java. No west bound train will leave Java or east bound train leave Essex without this clearance.

Trains 683 and 684; 401 and 44 are scheduled to meet on double track between Java and Summit. All trains must be handled under absolute control between Flathead Jct. and Columbia Falls depot, expecting to find branch trains using main line. 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.

Extra trains having rights on double track from Summit or Java in prevailing direction without orders after procuring clearance card, Form 219, but must not cross over and run in opposite direction from an intermediate point without "31" train order. Train No. 2 will make stops between Whitefish and Cut Bank to pick up passengers destined Twin Cities and beyond.

Crossovers are located at East end Fielding, West end Summit yard and East end Highgate.

Passing tracks on eastbound track at Java, Highgate, Fielding, Skyland and Summit, and on westbound track at Summit, Fielding and Java. Normal position of main line switches at Java and Summit are set for westbound track. Normal position of switch at Flathead Jct. is set for main line, First District.

All first class trains may register by card at Summit and train No. 27 will register by card at Summit, Essex and Columbia Falls, except when running in Sections. Trains 683 and 684 will carry passengers between Cut Bank and Summit, and between Essex and Whitefish, when provided with proper transportation and freight train permits.

All west bound trains come to full stop end double track at Java. 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. Engines of the 1700, 1800, 1900, 2000 and 3000 class must not be doubleheaded over bridges 68, 95, 99, 100, 116 and 140.

Yard limit boards are placed each way from Cutbank, Glacier Park, Essex, Columbia Falls, Whitefish and west from Summit.

Bulletin boards are located Cut Bank, Essex and Whitefish.

SPEED RESTRICTIONS.

All trains will be governed by the following speed restrictions: Between Cut Bank and Browning, passenger trains forty-five (45) miles per hour, freight trains thirty-five (35) miles per hour. Between Browning and Columbia Falls, passenger trains thirty-five (35) miles per hour, freight trains twenty (20) miles per hour. Between Columbia Falls and Whitefish, passenger trains forty-five (45) miles per hour, freight trains thirty-five (35) miles per hour.

Westbound trains using eastbound track between Summit and Java must not exceed speed of twenty (20) miles per hour.

All trains reduce speed to six (6) 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, and engines of the 2000 class reduce speed to ten (10) miles per hour, over the following bridges: 68, 95, 99, 100, 116 and 140.

Engines of the 2000 class must not exceed a speed of twenty-five (25) miles per hour between Cut Bank and Whitefish.

All trains must be handled under absolute control between "Slow Boards."

DERAILS.

Industry track at Blackfoot, Browning, Lubeck, Talbot, West end North No. 2 track at Summit, West end passing track Essex, Industry Track, Garry, Nyack, Egan, Coram and Columbia Falls House Track.

TUNNELS.

Tunnels are located as follows: No. 1 1/2 mile west of Fielding, length 460 feet. No. 1 1/2 1/2 mile east of Highgate, length 317 feet. No. 2 1 1/2 miles west of Paola, length 719 feet. No. 3 2 miles west of Paola, length 230 feet. No. 4 1 1/2 miles east of Belton, length 220 feet. No. 5 3 1/4 miles west of Coram, length 135 feet.

Main time table table with columns for Class (Third, Second, First), Station, Time, Car Capacity, Station Numbers, Distance from Cutbank, and Station names (Cutbank, Seville, Carlow, BOMBAY, Blackfoot, KIPP, Browning, Durham, Kilroy, Glacier Park, Talbot, Lubeck, Arklow, Summit, Skyland, Fielding, Highgate, Java, Essex, Paola, Garry, Nyack, Rockhill, Belton, Egan, Coram, Columbia Falls, Flathead Junction, Half Moon, Whitefish).

INITIAL STATIONS. Cutbank for trains 1, 27, 43, 401, 435 and 683. Whitefish for trains 2, 28, 44, 244, 402, 436 and 684. Columbia Falls for train 243.

TERMINAL STATIONS. Cutbank for trains 2, 23, 44, 402, 436 and 684. Whitefish for trains 1, 27, 43, 243, 401, 435 and 683. Columbia Falls for train 244.

FIRST DISTRICT—WHITEFISH TO CUTBANK.

EAST BOUND.

FIRST CLASS				Time Table No. 73 In Effect November 28, 1915	STATIONS	Distance from Whitefish	SIGNS See Rule 6, Page 11.	SECOND CLASS		THIRD CLASS			
244	44	28	2					402	436	684			
Passenger Daily Ex. Sunday	Passenger Daily	Express Daily	Oriental Limited Daily					Time Freight Daily	Time Freight Daily	Local Daily Ex. Sunday			
	Ars 4.20Am	Ars 3.50Am	Ars 10.50Pm		CUTBANK	128.5	R@DNPWCT	Ar 1.30Pm	Ar 12.45Am		Ar 6.00Pm		
	f 4.08	3.35	10.38		^{5.8} CADMUS	122.7	P	1.00	12.20		5.25		
	f 4.00	3.29	10.30		^{3.7} SEVILLE	119.0	P	12.40	12.05Am		5.00		
	f 3.50	3.18	⁴⁰¹ 10.19		^{5.4} CARLOW	113.0	DNPW	12.01Pm	11.45		⁴³⁵ 4.30		
	f 3.40	3.08	10.08		^{5.4} BOMBAY	108.3	P	11.30	11.25		4.05		
	f 3.28	2.56	9.57		^{6.0} BLACKFOOT	102.3	PW	11.00	⁴⁰¹ 11.00		3.40		
	f 3.20	2.47	9.49		^{3.7} KIPP	98.5	P	10.40	10.45		3.20		
	s 3.13	2.40	s 9.42		^{3.9} BROWNING	94.6	DNPWC Y	10.15	10.30		3.05		
	f 3.03	2.28	9.30		^{5.3} DURHAM	89.3	P	⁶⁸³ 9.45	10.10		2.40		
	f 2.52	2.20	⁴³ 9.20		^{4.9} KILROY	84.4	P	²⁷ 9.11	9.50		2.20		
	s 2.43	2.12	s 9.12		^{3.2} GLACIER PARK	81.2	DNPW	8.55	⁴³ 9.30		2.05		
	f 2.34	2.05	⁴³⁶ 9.06		^{3.3} TALBOT	77.9	P	8.43	² 9.06		1.50		
	f 2.28	1.58	9.00		^{3.3} LUBEC	74.5	P	8.30	¹ 8.28		1.35		
	f 2.22	1.52	8.55		^{3.0} ARKLOW	71.4	P	8.15	⁴³⁵ 8.00		1.20		
	s 2.15	⁴⁰¹ s 1.45	¹⁻⁴³⁵ s 8.47		^{3.2} SUMMIT	68.3	R DNPW Y	8.00	7.40		1.05		
	f 2.00	1.30	8.32		^{2.9} SKYLAND	65.3	P	7.30	7.05		12.40		
	f 1.45	1.15	8.20		^{3.7} FIELDING	61.6	DNPW	7.00	6.35		12.10Pm		
	f 1.32	1.02	8.06		^{3.5} HIGHGATE	58.1	P	6.30	6.00		11.40		
	f 1.18	12.50	7.51		^{4.0} JAVA	54.2	DNP	6.00	5.20		11.15		
	s 1.10	¹² 12.40	s 7.40		^{4.2} ESSEX	50.0	R DNPWC Y	5.40	4.40		11.00		
	f 12.50	12.23	7.24		^{5.7} PAOLA	44.3	P	5.10	3.40		²⁷ 10.31		
	f 12.38	12.10Am	7.12		^{4.7} GARRY	39.6	P	4.45	3.15		10.00		
	f 12.25	⁴³⁵ 11.58	7.00		^{5.5} NYACK	34.1	DNPW	⁴⁰¹ 4.15	⁶⁸³ 2.50		9.30		
	⁴³⁵ f 12.14Am	⁴³ 11.44	6.49		^{5.1} ROCKHILL	29.0	P	3.40	2.20		8.55		
	⁴³ s 11.58	11.29	s 6.36		^{5.7} BELTON	23.3	DNP	3.05	1.55		8.20		
	f 11.45	11.22	6.27		^{3.2} EGAN	20.1	P	2.45	1.40		8.05		
	f 11.30	11.11	6.20		^{5.2} CORAM	14.9	PW	2.15	1.15		7.35		
	²⁷ Ar s 11.30Am	¹ s 11.15	¹ s 10.55		^{6.8} COLUMBIA FALLS	8.1	R DNPW Y	⁴³⁵ 1.40	12.45		⁴⁰¹ 6.55		
					^{0.6} FLATHEAD JUNCTION	7.5	P Y						
	f 11.15	¹ f 11.02	10.47	5.52	^{3.3} HALF MOON	4.2	P	1.20	12.20		6.20		
	Lv 11.05Am	Lv ²⁸ 10.50Pm	Lv ⁴⁴ 10.40Pm	Lv ⁶⁸³ 5.45Pm	^{4.2} WHITEFISH		R@DNPWCT O	Lv ⁴³ 1.00Am	Lv ²⁷ 12.05Pm		Lv 6.00Am		
	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily		Daily Ex. Sunday		
	244	44	28	2				402	436		684		
	²⁵ 20.1	^{5.30} 23.7	^{5.10} 25.00	^{5.05} 25.2	Time Over District Average Speed Per Hour			^{12.30} 10.2	^{12.40} 10.1		^{12.00} 10.7		

SECOND DISTRICT WHITEFISH TO TROY.

SPECIAL RULES.

West bound trains are superior to east bound trains of the same class.
 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 westbound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

No. 28 will head in on passing track at Whitefish unless they have passed No. 44 west of that station.

Train No. 2 will make stops between Troy and Whitefish to pick up passengers destined Twin Cities and beyond.

Normal position of switch at Junction with Michel Branch is set for Main Line Second District.

Local freight trains on Second District will carry passengers, when provided with proper transportation.

Yard limit boards are placed each way from Whitefish, Rexford and Troy.

No. 27 will register by card at Rexford, except when running in sections.

Bulletin boards located at Whitefish, Rexford and Troy.

SPEED RESTRICTIONS.

Passenger trains—Forty-five (45) miles per hour, between Whitefish and Troy.

Freight trains—Thirty (30) miles per hour, between Whitefish and Troy.

All trains must reduce speed to twenty-five (25) miles per hour passing through tunnels.

All trains must be handled under absolute control between "Slow Boards."

DERAILS.

West end industry tracks, Trego, Fortine, Tobacco and Cato.

TUNNELS.

Tunnels are located as follows:

No. 5-A2 miles west of Vista, length 835 feet.
 No. 6-A1 mile east of Cato, length 290 feet.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Miles from Whitefish	Switch at	Car Capacity
Gussenhoven and Roberts Spur	43 miles ...	East End...	6
Dahlburgs Spur	45 miles ...	East End...	28
Band Spur	55 miles ...	West End..	33
Palmer Spur	57.6 miles..	West End..	6

THIRD CLASS				SECOND CLASS			Car Capacity of Sidings		Station Numbers	Distance from Whitefish	Time Table No. 73 In Effect November 28, 1915	STATIONS	Telegraph Code	FIRST CLASS						
687		401		435		Passing Tracks	Other Tracks	43						27	243	1	Passenger	Fast Mail	Passenger	Oriental Limited
Local		Time Freight		Time Freight				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily					
Daily Ex. Sunday		Daily		Daily																
Lv	6.00Am	Lv	9.00Am	Lv	3.45Am	Yard	Yard	WAS	0.0	.....WHITEFISH.....	WF	Lv	1.05Am	Lv	11.50Am	Lv	3.10Pm	Lv	11.30Pm
	6.20		9.30		4.10	89	18	WA13	5.1	.....5.1 VISTA.....		f	1.15		11.59	f	3.20		11.39
	6.50		10.00		4.40	76	16	WA20	11.9	.....8.9 LUPFER.....		f	1.28		12.11Pm	f	3.33		11.47
	7.20		10.26		5.05	82	16	WA25	17.2	.....5.3 OLNEY.....	KY	f	1.40		12.20	f	3.44		12.01Am
	8.05		11.00		5.30	82	16	WA32	23.4	.....6.2 RADNOR.....		f	1.52		12.30	f	3.55		12.16
	8.40		11.40		6.00	81	22	WA38	29.9	.....6.5 STRYKER.....	SY	f	2.05		12.40	f	4.07		12.30
	9.15		12.10Pm		6.15	81	18	WA44	36.4	.....6.4 TREGO.....		f	2.15		12.50	f	4.17		12.41
	9.35		12.56		6.35	82	18	WA49	41.0	.....4.6 FORTINE.....	FR	s	2.25		12.56	s	4.28		12.49
	10.05		1.30		7.20	82	15	WA56	47.7	.....6.7 TOBACCO.....		f	2.36		1.06	f	4.41		12.58
	10.45		1.50		7.43	82	26	WA61	52.6	.....4.9 EUREKA.....	KA	s	2.45		1.12	s	4.50		1.06
	11.05		2.05		8.05	82	18	WA67	58.6	.....6.0 CATO.....		f	2.55		1.20	f	5.00		1.17
	11.35		2.30		8.25	Yard	Yard	W42	61.3	.....2.7 REXFORD.....	RD	s	3.00		1.25	s	5.05		1.26
	11.55		2.50		8.42	82	4	W38	66.0	.....4.7 RONDO.....		f	3.08		1.32	f	5.14		1.35
	12.10Pm		3.24		9.15	82	6	W31	72.4	.....6.3 STONEHILL.....	SH	f	3.20		1.41	f	5.26		1.45
	12.50		4.00		9.40	82	6	W26	77.7	.....5.6 TWEED.....		f	3.30		1.49	f	5.36		1.55
	1.30		4.25		10.05	82	6	W21	83.3	.....5.3 URAL.....		f	3.40		1.57	f	5.46		2.03
	2.04		4.45		10.30	82	6	W16	88.0	.....4.7 VOLCOUR.....		f	3.48		2.04	f	5.54		2.10
	2.47		5.05		10.55	82	23	W11	93.4	.....5.1 WARLAND.....	WR	s	4.00		2.12	s	6.04		2.20
	3.10		5.25		11.20	82	6	W5	98.4	.....5.3 YARNELL.....		f	4.11		2.18	f	6.15		2.29
	3.35		5.45		11.45	65	5	1302	103.8	.....5.4 JENNINGS.....		f	4.22		2.28	f	6.26		2.38
	4.00		6.05		12.10Pm	83	4	1308	109.5	.....5.7 RIPLEY.....		f	4.33		2.36	f	6.39		2.46
	4.35		6.26		12.45	82	20	1315	116.4	.....6.8 LIBBY.....	CK	s	4.45		2.46	s	6.52		3.00
	4.55		7.03		1.10	82	5	1319	120.6	.....4.2 RANKIN.....		f	4.53		2.52	f	7.03		3.07
	5.25		7.45		1.43	82		1326	127.2	.....6.6 KOOTENAI FALLS.....		f	5.05		3.01	f	7.20		3.18
Ar	5.50Pm	Ar	8.10Pm	Ar	2.30Pm	Yard	Yard	1332	134.6	.....7.4 TROY.....	UX	Ar	5.20Am	Ar	3.15Pm	Ar	7.45Pm	Ar	3.35Am
	Daily Ex. Sunday		Daily		Daily							Daily	Daily		Daily Ex. Sunday		Daily			
	687		401		435							43	27		243		1			
	11.50		11.10		10.45							4.15	3.25		4.35		4.05			
	11.4		12.0		12.5							31.8	39.5		29.2		33.2			
Time Over District Average Speed Per Hour																				

INITIAL STATIONS.

Troy for trains 2, 28, 44, 244, 402, 436 and 688.
 Whitefish for trains 1, 27, 43, 243, 401, 435 and 687.

TERMINAL STATIONS.

Troy for trains 1, 27, 43, 243, 401, 435 and 687.
 Whitefish for trains 2, 28, 44, 244, 402, 436 and 688.

SECOND DISTRICT—TROY TO WHITEFISH.

FIRST CLASS				Time Table No. 73 In Effect November 28, 1915	STATIONS	Distance from Troy	SIGNS See Rule 6, Page 11.	SECOND CLASS			THIRD CLASS			
28	44	2	244					402	436		688			
Express Daily	Passenger Daily	Oriental Limited Daily	Passenger Daily Ex. Sunday					Time Freight Daily	Time Freight Daily		Local Daily Ex. Sunday			
Ar ⁴⁴ 10.30pm	Ar ²⁸ 10.20pm	Ar ² 5.35pm	Ar ²⁴⁴ 11.00am	..... WHITEFISH	134.6	R@DNPWCT O	Ar 9.45pm	Ar 10.50am			Ar 6.00pm		
10.20	f 10.10	⁶⁸⁸ 5.27	f 10.47	..... VISTA	129.6	P	9.20	10.25			² 5.27		
10.09	f 9.55	5.17	f 10.35	..... LUPFER	122.7	P	8.50	⁴⁰¹ 10.00			5.10		
10.00	f 9.45	6.09	⁴⁰¹ f 10.26	..... OLNEY	117.4	D PW	8.30	9.35			4.50		
9.50	f 9.32	4.59	f 10.14	..... RADNOR	111.2	P	7.43	9.10			²⁴³ 3.55		
9.40	f 9.20	4.50	f 10.00	..... STRYKER	104.6	DNPW Y	7.25	⁶⁸⁷ 8.40			4.00		
9.30	f 9.07	4.38	f 9.45	..... TREGO	98.2	P	7.00	8.10			3.20		
9.22	s 8.57	⁶⁸⁷ 4.28	s 9.35	..... FORTINE	93.6	DNPW	6.40	7.50			3.00		
9.05	f 8.43	4.12	f 9.20	..... TOBACCO	86.9	P	6.10	⁴³⁵ 7.20			2.15		
8.55	s 8.33	s 4.03	s 9.10	..... EUREKA	82.0	DNPW	5.50	6.50			⁴⁰¹ 1.50		
8.41	f 8.20	3.48	f 8.57	..... CATO	76.0	P	5.20	6.15			²⁷ 1.20		
s 8.35	s 8.15	s 3.43	s 8.52	..... REXFORD	73.6	R@DNPWC Y	²⁴³ 5.05	6.00			12.55		
8.27	f 8.00	3.34	⁴³⁵ f 8.42	..... RONDO	68.6	P	4.40	5.10			12.30		
8.17	f 7.50	⁴⁰¹ 3.24	f 8.31	..... STONEHILL	62.2	D PW	4.20	4.35			⁶⁸⁷ 12.10pm		
8.08	f 7.40	3.14	f 8.20	..... TWEED	56.6	P	⁴⁰¹ 4.00	4.10			11.30		
7.59	f 7.30	3.05	f 8.10	..... URAL	51.4	P	3.35	⁴³ 3.40			11.00		
7.53	f 7.22	2.56	f 8.02	..... VOLCOUR	46.6	PW	3.15	3.15			⁴³⁵ 10.30		
7.44	s 7.12	⁶⁸⁷⁻⁴⁰² 2.47	s 7.52	..... WARLAND	41.5	DNP	⁶⁸⁷⁻² 2.47	2.55			9.55		
7.36	f 7.01	2.38	f 7.41	..... YARNELL	36.2	P	²⁷ 2.18	¹ 2.29			9.25		
7.27	f 6.51	²⁷ 2.28	f 7.31	..... JENNINGS	30.8	PW	1.50	2.00			8.55		
7.18	f ²⁴³ 6.39	2.15	f 7.19	..... RIPLEY	25.1	P	1.10	1.30			8.20		
f 7.08	s ⁴⁰¹ 6.26	s 2.03	s 7.06	..... LIBBY	18.3	DNP	⁴³⁵ 12.45	1.00			7.40		
⁴⁰¹⁻²⁴³ 7.03	f 6.18	1.56	f 6.57	..... RANKIN	14.0	P	12.25pm	12.35			7.15		
6.52	f 6.05	⁴³⁵ 1.43	⁶⁸⁸ f 6.45	..... KOOTENAI FALLS	7.4	PW	11.59	12.05am			²⁴⁴ 6.45		
Lv 6.40pm	Lv ⁶⁸⁷ 5.50pm	Lv 1.30pm	Lv 6.30am	..... TROY		R@DNPWCT	Lv 11.30am	Lv 11.35pm			Lv 6.00am		
Daily	Daily	Daily	Daily Ex. Sunday				Daily	Daily			Daily Ex. Sunday			
28	44	2	244				402	436			688			
3.50 35.1	4.30 31.0	4.05 32.2	4.30 31.0	Time Over District Average Speed Per Hour			10.15 13.1	11.15 12.0			12.00 11.2			

SECOND CLASS		FIRST CLASS				Car Capacity of Sidings	Station Numbers	Distance from Columbia Falls	Time Table No. 73 In Effect November 28, 1915	Distance from Marion	Telegraph Calls	SIGNS See Rule 6, Page 11.	FIRST CLASS				SECOND CLASS	
369	375	249	247	245	251								252	246	248	250	370	376
Freight	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Mixed		
Daily Ex. Sunday	Friday	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	STATIONS	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Friday		
Lv 9.00Am		Lv 12.45Am	Lv 11.20Pm	Lv 6.10Pm	Lv 11.35Am	71 99	1207	.....COLUMBIA FALLS.....	38.2	CF	R DNP	Ars 2.40Pm	Ars 5.55Pm	Ars 10.45Pm	Ars 12.35Am	Ars 7.00Pm	
								0.6	37.5		P Y							
		f	f	f	f			2.6	35.5			f	f					
9.30		f 1.00	f 11.35	f 6.25	f 11.50	49	1213	2.0	32.3		P	f 2.15	f 5.30	f 10.20	f 12.15	245 6.25		
		f	f	f	f		1217	3.3	27.9			f	f					
Ar 9.55Am	Lv 1.10Pm	Ars 1.20Am	Ars 11.50Pm	Ars 6.45Pm	Ars 12.10Pm	Yard Yard	1222	4.4	23.4	K	R DNPWCT O	Lv 2.00Pm	Lv 5.15Pm	Lv 10.05Pm	Lv 12.01Am	Lv 6.00Pm		
	f 1.40						45	4.5	18.1		W					f 4.00		
	f 2.10						32	10.3	5.6							f 3.30		
	Ars 2.40Pm						18	7.5			W					Lv 3.00Pm		
Daily Ex. Sunday	Friday	Daily	Daily	Daily	Daily Ex. Sunday			5.6				Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday		
369	375	249	247	245	251		MARION.....				252	246	248	250	370	376	
.55 14.0	1.30 15.6	.35 25.3	.30 30.0	.35 35.3	.35 25.3			Time Over District Average Speed Per Hour				.40 22.2	.40 22.2	.40 22.2	.35 25.3	1.00 14.8	1.30 15.6	

Special Rules.

West bound trains are superior to east bound trains of the same class. Nos. 246, 248, 250 and 252 have right over Nos. 245, 247, 249 and 251, Kalispell to Columbia Falls.
Normal position switch at Flathead Jct., is set for Main Line, First District. Yard limit boards are placed each way from Columbia Falls and Kalispell.
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.
All trains must move under control between Flathead Jct. and Columbia Falls Depot, looking out for main line trains.

DERAILS.

Athens, Idaho Lumber Co.'s Siding and Marion in main track just east of east switch.

INITIAL STATIONS.

Columbia Falls for trains 243, 245, 247, 249, 251, 369.
Kalispell for trains 244, 246, 248, 250, 252, 370, 375.
Marion for train 376.

TERMINAL STATIONS.

Columbia Falls for trains 244, 246, 248, 250, 370.
Kalispell for trains 243, 245, 247, 249, 376.
Marion for train 375.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

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

WEST BOUND.

SOMERS BRANCH.

EAST BOUND.

SECOND CLASS		FIRST CLASS		Car Capacity of Sidings	Station Numbers	Distance from Kalispell	Time Table No. 73 In Effect November 28, 1915	Distance from Somers	Telegraph Calls	SIGNS See Rule 6, Page 11.	FIRST CLASS		SECOND CLASS	
369		267	265								266	268	370	
Freight		Mixed	Mixed	Mixed	Mixed	Freight					Mixed	Mixed	Freight	
Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	STATIONS	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
Lv 1.30Pm		Lv 3.30Pm	Lv 7.30Am	Yard Yard	1222		.....KALISPELL.....	11.1	K	DNPWCT	Ars 9.00Am	Ars 5.00Pm		Ar 3.25Pm
		f 3.45	f 7.45			5.5	5.5	5.5			f 8.45	f 4.45		
Ar 2.00Pm		Ars 4.00Pm	Ars 8.00Am	Yard Yard	1233A	11.1	5.5		OB	D	Lv 8.30Am	Lv 4.30Pm		Lv 2.55Pm
Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday				.....SOMERS.....				Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday
369		267	265				Time Over District Average Speed Per Hour				266	268		370
.30 22.2		.30 22.2	.30 22.2								.30 22.2	.30 22.2		.30 22.2

Special Rules.

West bound trains are superior to east bound trains of the same class.
SPEED RESTRICTIONS.
Passenger trains thirty (30) miles per hour.
Freight trains twenty (20) miles per hour.
Yard limit boards are placed each way from Kalispell and east of Somers.

INITIAL STATIONS.

Kalispell for train 265, 267.
Somers for trains 266, 268, 370.

TERMINAL STATIONS.

Somers for trains 265, 267, 369.
Kalispell for train 266, 268.

SECOND CLASS		FIRST CLASS				Car Capacity of Sidings		Station Numbers	Distance from Michel	Time Table No. 73 In Effect November 28, 1915										Distance from Rexford	Telegraph Calls	SIGNS. See Rule 6, Page 11.	FIRST CLASS				SECOND CLASS	
685		227				Passing Tracks	Other Tracks			Time	STATIONS	228				686												
Local	Tues., Thurs and Sat.	Passenger	Daily Ex. Sunday	Yard	Yard	W125	MICHEL	82.6	MC	R	D	PWC	YO	K	Ars 3.10Pm													
Lv 7.00Am																											
7.25				64		W116	9.0	.....	73.5			P					2.30										
7.40				64	29	W111	13.6	.....	68.9			P					2.10										
228 9.50			Lv 12.30Pm	66	158	W104	20.9	.....	61.7	F	R	D	PW	Y	K	Ars 685 9.30Am	227 12.30Pm										
							30.0	.....	52.5																		
10.30			f 12.55	71	65	W95	30.0	.....	52.5			P		K	f 9.05		11.50										
11.17			s 1.17	52	11	W85	39.7	.....	42.8			PW 1 1/2 mile east			s 8.41		11.17										
11.45			f 1.28	66		W80	44.7	.....	37.8			P			f 8.30		10.25										
12.15Pm			s 1.43	53	10	W72	52.2	.....	30.3	B		D	PW		s 8.15		10.00										
							0.5	.....																			
12.50			s 1.55	52	11	W67	57.9	.....	24.6	WO		D	P		s 8.02		9.20										
1.10			f 2.05	55	10	W62	62.7	.....	19.8			PW			f 7.52		9.00										
1.35			f 2.15	54	10	W57	67.5	.....	15.0			P			f 7.40		8.35										
			s 2.25				72.7	.....	9.8						s 7.30												
227 2.40			s 2.40	67	48	W52	72.7	.....	9.8	WA		D	P	O	s 7.25		8.00										
3.00			f 2.50	52	10	W47	77.3	.....	5.2			PW			f 7.12		7.30										
Ars 3.15Pm			Ars 3.05Pm	Yard	Yard	W42	82.6	.....		RD	R	D	N	P	W	Lv 686 7.00Am	Lv 228 7.10Am										
Tues., Thur. and Sat.			Daily Ex. Sunday												Daily Ex. Sunday		Men., Wed. and Fri.											
685			227												228		686											
8.15 10.0			2.35 24.8												2.30 24.9		8.00 10.3											

Time Over District
Average Speed Per Hour

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.
 Interlocking plant located C. P. R. Crossing 1/2 mile west of Baynes.
 Semaphore indications, both distant and home are horizontal for stop; at angle of ninety degrees or straight up is clear.
 All trains must receive permission from custom officers before crossing International Boundary at Gateway.
 Train and enginemen using Wye at Fernie, must protect against M. F. & M. trains.
 Bakers Spur one-half mile east of Waldo is regular stop for for trains 227 and 228.
 Nos. 685 and 686 will carry passengers between Michel and Fernie.

Yard limit boards are placed each way from Rexford and Fernie, and west of Michel.

SPEED RESTRICTIONS.

Passenger trains, (30) miles per hour.
 Local freight trains, (20) miles per hour.

DERAILS.

West end of Industry tracks at Baynes and Elko.
 East Wye switch at Michel must be left set for Wye to act as a derail for Michel yard.
 West end of passing track at Olson.

TUNNELS.

Tunnels are located as follows:
 3 miles west of Swinton, length 200 feet.

INITIAL STATIONS.

Michel for train 685.
 Rexford for trains 228 and 686.
 Fernie for train 227.

TERMINAL STATIONS.

Rexford for trains 227 and 685.
 Michel for train 686.
 Fernie for train 228.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Michel	Switch at	Car Capacity
Adolph Lbr. Co.....	72.3 miles..	West End..	24
McInness.....	60.0 miles..	East End..	6
Ross.....	57.2 miles..	East End..	79
Bakers.....	57.2 miles..	West End..	32
North Star Lbr. Co. Spur.....	39.0 miles..	East End..	6
Smith & Watson.....	37.7 miles..	East End..	2
Tunnel Creek.....	33.5 miles..	East End..	5
Sullivan Spur.....	24.0 miles..	East End..	5

AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, the **BLOCK Signals** are located upon the right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:

- A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP".
- B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
- C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED".
- D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates "STOP".
YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal.
GREEN indicates "PROCEED".

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

- A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position" all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed—(See A, B and C):

- A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
- B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
Or—
- C. On double track, at once, under control, expecting to find track impassable.
- D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after the movement has been made and the switches locked.

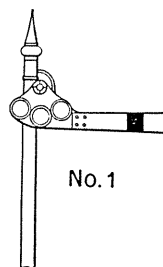
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.

512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

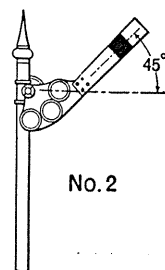
513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights. See general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



NO. 1

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

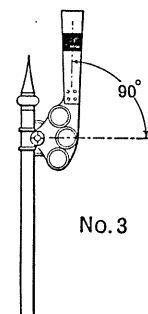
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



NO. 2

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

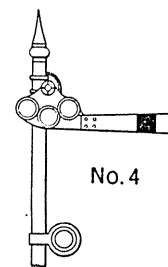
Color. YELLOW light at night.
Indication. PROCEED with CAUTION,
prepared to stop at next signal.
Name. CAUTION Signal.



NO. 3

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

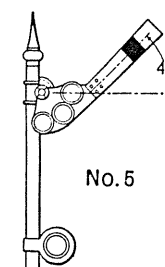
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



NO. 4

HOME
AUTOMATIC BLOCK SIGNAL.

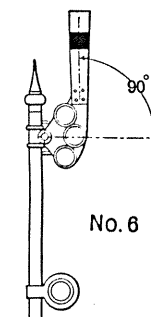
Color. Arm, RED light at night.
Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



NO. 5

HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night.
Disc, RED light at night.
Indication. PROCEED with CAUTION,
prepared to stop at next signal.
Name. CAUTION Signal.



NO. 6

HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night.
Disc, RED light at night.
Indication. PROCEED.
Name. CLEAR Signal.

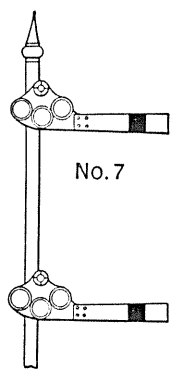
INTERLOCKING SIGNALS.

ENGINEMEN AND TRAINMEN.

- 661. Trains or engine may be run to but not beyond a signal indicating "Stop", except as provided in Rule 663.
- 662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
- 664. The Engineman of a train which has parted must sound the whistle signal for "train-parted" on approaching an interlocking plant.
- 665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train-parted."

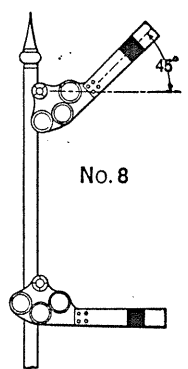
- 666. When a parted train has been re-coupled the Signalman must be notified.
- 667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
- 668. Conductors must report to Superintendent any unusual detention at interlocking plants.
- 669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
- 620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
 - 623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.
- Note.** A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



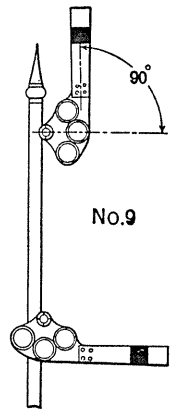
No. 7

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



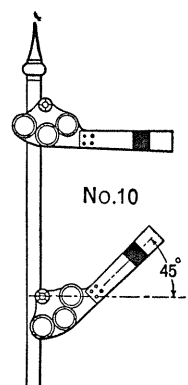
No. 8

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, YELLOW light at night.
 Lower Arm, RED light at night.
Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



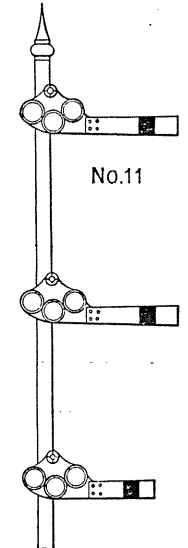
No. 9

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, GREEN light at night.
 Lower Arm, RED light at night.
Indication. Main line route clear, PROCEED.
Name. CLEAR Signal.



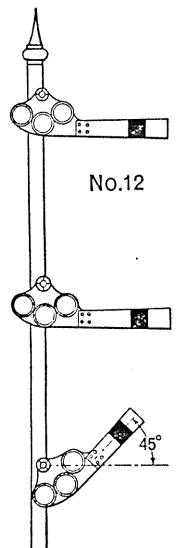
No. 10

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Lower Arm, YELLOW light at night.
Indication. Diverging route clear, proceed with CAUTION.
Name. CAUTION Signal.



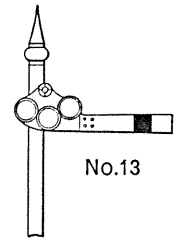
No. 11

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



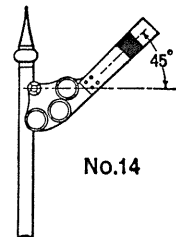
No. 12

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, YELLOW light at night.
Indication. Slow speed, Route clear, Proceed.
Name. CAUTION Signal.



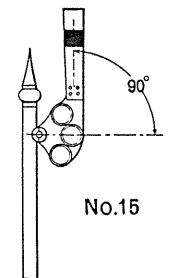
No. 13

INTERLOCKING DISTANT SIGNAL.
Color. RED light at night.
Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
Name. STOP Signal.



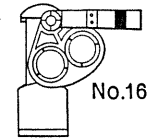
No. 14

INTERLOCKING DISTANT SIGNAL.
Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
Name. CAUTION Signal.



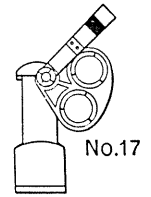
No. 15

INTERLOCKING DISTANT SIGNAL.
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



No. 16

DWARF SIGNAL.
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 17

DWARF SIGNAL.
Color. YELLOW light at night.
Indication. PROCEED with CAUTION.
Name. CAUTION Signal.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOS.

STATIONS.	Ruling Grade	Class O-1 3000-3065				Class N-1 2000-2025				Class L-1 1900-1921				Class L-2 1800-1844				Class F4-1095-1099 " 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	1	2	3	4	1	2	3	4
		Cutbank to Summit.....	1.0	1450	1305	1160	1015	1850	1670	1490	1400	1650	1485	1320	1155	1450	1305	1160	1015	1200	1080	960	840	900	810	720	630	725	655	585	515
Summit to Whitefish.....	0.6	2000	1800	1600	1400	2500	2250	2000	1820	2200	2000	1800	1600	2000	1800	1600	1400	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Whitefish to Stryker.....	0.3	2800	2520	2240	2100	.....	.....	.....	.....	3000	2700	2400	2250	2800	2520	2240	2100	2500	2250	2000	1750	2000	1800	1600	1400	2000	1800	1600	1400
Stryker to Troy.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy to Rexford.....	0.75	2500	2250	2000	1820	.....	.....	.....	.....	2800	2520	2240	2100	2500	2250	2000	1820	2000	1800	1600	1400	2000	1800	1600	1400	1460	1315	1170	1025
Rexford to Stryker.....	0.7	1500	1350	1200	1070	.....	.....	.....	.....	1600	1440	1280	1200	1500	1350	1200	1070	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Stryker to Whitefish.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whitefish to Essex.....	0.8	1700	1530	1360	1190	2500	2250	2000	1820	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	850	765	680	595	1450	1125	1000	910	1050	965	880	795	850	765	680	595	650	585	525	460	525	475	425	375	440	395	350	305
Summit to Cutbank.....	0.8	1700	1530	1360	1190	.....	.....	.....	.....	1900	1730	1560	1390	1700	1530	1360	1190	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Rexford to Gateway.....	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	1620	1440	1260	1400	1260	1120	980	1080	970	860	750
Gateway to Michel.....	0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	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 Freight Cars.

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.....	43 Tons
Caboose, 4-wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	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

Weights of Passenger Equipment.

	Wooden	Steel Under-frame	Steel
Postal Cars,			
Nos. 1 to 21.....	.....	.....	67 Tons
Nos. 90 and 91.....	.....	.....	48 Tons
Nos. 107 to 114.....	54 Tons	.....	.....
Baggage and Mail,			
Series 300 and 400.....	26 Tons	.....	.....
Series 500 and 600.....	45 Tons	.....	.....
Series 700.....	60 Tons	.....	.....
Series 800.....	.....	60 Tons	.....
Baggage and Express,			
Nos. 1000 to 1027.....	25 Tons	.....	.....
Nos. 1050 to 1089.....	50 Tons	.....	.....
Nos. 1100 to 1119.....	.....	60 Tons	.....
Nos. 1588 to 1702.....	55 Tons	.....	.....
Express Refrigerators,			
Nos. 1900 to 2097.....	Have weight	ts stenciled	on cars.
Nos. 2100 to 2201.....	25 Tons	.....	.....
Coaches,			
Nos. 3000 to 3241.....	27 Tons	.....	.....
Nos. 3250 to 3606.....	48 Tons	.....	.....
Nos. 3700 to 3724.....	.....	52 Tons	.....

Weights of Passenger Equipment—Cont.

	Wooden	Steel Under-frame	Steel
Coaches—Cont.			
Nos. 4000 to 4012.....	36 Tons	.....	.....
Nos. 4013 to 4060.....	41 Tons	.....	.....
Nos. 4100 to 4159.....	51 Tons	.....	.....
Nos. 4200 to 4317.....	59 Tons	.....	.....
Nos. 4500 to 4529.....	.....	.....	70 Tons
Tourist,			
Nos. 6520 to 6567.....	43 Tons	.....	.....
Nos. 6568 to 6611.....	52 Tons	.....	.....
Diners,			
Nos. 7010 to 7015.....	50 Tons	.....	.....
Nos. 7030 to 7041.....	58 Tons	.....	.....
Nos. 7100 to 7131.....	61 Tons	.....	.....
Parlor Cars,			
Nos. 7500 to 7571.....	45 Tons	.....	.....
Nos. 7572 to 7604.....	60 Tons	.....	.....
Sleepers,			
Nos. 8000 to 8456.....	60 Tons	.....	.....
Compartment-Observation,			
Nos. 9001 to 9035.....	63 Tons	.....	.....
Business Cars,			
Average Weight.....	40 Tons	.....	.....

Weights of Dead Engines and Tanks.

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
Engines numbered in 2000 series.....	312 Tons
Engines numbered in 3000 series.....	217 Tons
Engine Tank (Empty).....	30 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 6 tons per car for wheel friction.

SPECIAL RULES.

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

1. Car capacity of sidings is based on forty-three (43) feet per car, and includes engine and caboose.
2. Trains displaying signals for following section will stop at all registering stations, and the conductor will register in person.
3. 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.
4. Freight trains taking on helper engines at Rexford and Essex, must cut air through helper and have continuous air line through train. Helper engineers will cut out brake valve after air is cut through, leading engine must have brake control of entire train.
5. Trains handling steam derrick in train must not exceed a speed of 25 miles per hour at any point between Cut Bank and Troy, and 15 miles per hour over track with a curvature of 6 degrees or over.
6. In addition to signs provided for in Rule 7, Book of Rules, the following signs in column headed "Signs" indicate:
 - D Day telegraph or telephone station.
 - N Night telegraph or telephone station.
 - DN Day and Night telegraph or telephone station.
 - P Dispatcher's telephone accessible at all times.
 - I Interlocked.
 - K Connection with foreign road.
 - Standard clock.
7. Trains will be handled under absolute control and without regard to making schedule time at all points where land slides or falling rock may be found.

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 possible effort 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 occurs. 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.

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|--|------------------|-------------------------|----------------|
| Dr. J. A. Quinn, Pittsburgh Bldg..... | St. Paul, Minn. | Dr. S. Bonnell..... | Fernie, B. C. |
| Dr. S. B. Hopkins, Ophthalmic Surgeon..... | Spokane, Wash. | Dr. P. Baxter..... | Libby, Mont. |
| Taylor & Lees..... | Whitefish, Mont. | Dr. F. G. Bogardus..... | Eureka, Mont. |
| Dr. H. E. Houston..... | Kalispell, Mont. | Dr. W. H. English..... | Troy, Mont. |
| Dr. H. Watts..... | Gateway, Mont. | Dr. W. A. Hulbush..... | Cutbank, Mont. |

TIME INSPECTORS.

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|-------------------|------------------|---------------------|------------------|
| S. S. Stacey..... | Whitefish, Mont. | D. A. Stocking..... | Kalispell, Mont. |
|-------------------|------------------|---------------------|------------------|

L. C. APPLEMAN, Dispatcher.
 C. W. HARMON, "
 F. B. WILBUR, "

JAMES CLIFFORD, Dispatcher.
 J. R. GARBER, "
 WM. BELL, "

L. P. ALEXANDER, Asst. Chief Dispatcher.
 W. A. DEPEW, Chief Dispatcher.

S. PICKETT, Traveling Engineer and Trainmaster
 H. B. SHARAR, "
 NILE SHAW, Trainmaster.
 C. O. BRADSHAW, Trainmaster.

GREAT NORTHERN RAILWAY and Connections.

