

GREAT NORTHERN RAILWAY



KALISPELL DIVISION.



TIME TABLE No. 9

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

SUNDAY, JULY 29, 1923

Superseding Time Table No. 8 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

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M. C. LaBERTEW, Superintendent.

A. L. BERGFELD, Supt. of Transportation.

J. C. ROTH, General Superintendent of Transportation.

W. R. SMITH, General Superintendent.

J. H. O'NEILL, General Manager.

FIRST SUBDIVISION—CUTBANK TO WHITEFISH.

THIRD CLASS		SECOND CLASS				Car Capacity of Buildings		Station Numbers	Distance from Cutbank	Time Table No. 9 Effective July 29, 1923.		FIRST CLASS				
683	473	461	459	447	Passing Trains	Other Trains	STATIONS			Telegraph Calls	43	3	27	1	47	
Local	Time Freight	Time Freight	Time Freight	Time Freight					Passenger	Passenger	Fast Mail	Oriental Limited	Passenger			
Daily Ex. Sunday	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily			
L 6:00Am	L 6:50Pm	L 12:20Pm	L 5:30Am	L 12:25Am	Yard	Yard	1087			CT	L 3:05Am	L 6:30Am	L 9:10Am	L 6:35Pm	L 11:50Am	
* 6:18	7:15	12:45	5:50	12:55	W81	W15	1093	5.40	DOUBLE TRACK		f 3:19	6:44	9:22	6:50	12:03Pm	
* 6:32	7:30	1:00	6:05	1:10		E 45	1095	9.23			f 3:28	6:50	9:28	6:57	12:09	
* 6:56	7:45	1:20	6:25	1:35	E 81	W 5	1100	16.50		CW	f 3:37	6:56	9:36	7:05	12:17	
* 7:20	8:00	1:40	6:45	1:55		W15	1106	19.88			f 3:46	7:06	9:44	7:13	12:25	
* 7:45	8:20	2:00	7:15	2:20	E 76	E 22	1113	25.89			* 3:56	7:15	9:54	7:22	12:35	
* 8:00	8:35	2:15	7:46	2:35	70	4	1116	29.59			f 4:04	7:21	10:01	7:28	12:42	
* 8:20	8:50	2:30	8:05	2:50	E 71	W71	1120	37.55			* 4:14	7:31	10:10	7:40	12:50	
* 8:45	9:10	3:13	8:28	3:10	E 74	W 8	1125	38.94			f 4:28	7:44	10:22	7:54	12:58	
* 9:05	9:25	3:35	8:45	3:25	66	7	1130	43.79			f 4:38	7:57	10:31	8:07	1:08	
* 9:30	9:55	3:55	9:05	4:05	E 123	W71	1133	47.13			* 4:55	8:05	10:40	8:20	1:15Pm	
* 9:50	10:15	4:10	9:20	4:20	69	5	1136	50.24			f 5:02	8:13	10:48	8:28		
* 10:03	10:35	4:25	9:35	4:40	E70	W70	1141	53.53			f 5:09	8:21	10:55	8:37		
* 10:31	10:55	4:40	9:55	5:15	81	2	1144	56.59			f 5:15	8:27	11:02	8:43		
* 11:10	* 11:10	* 5:05	* 10:10	* 5:33	E71	W78	1147	59.6			* 5:25	* 8:33	* 11:10	* 8:50		
* 11:30	11:25	5:20	10:25	5:46	E70		1150	62.84			f 5:34	8:42	11:18	8:57		
* 11:42	11:40	5:40	10:45	5:58	E72	E 7	1153	66.41			f 5:42	8:52	11:24	9:05		
* 11:55	11:50	5:55	11:00	6:09	E79		1157	69.49			f 5:50	9:00	11:31	9:12		
* 12:15Pm	* 12:05Am	* 6:10	* 11:15	* 6:23	E 73	E 10	1161	73.22			f 6:00	9:10	11:38	9:21		
* 12:45	12:25	6:25	11:44	6:40	65	205	1165	77.78			* 6:15	* 9:25	11:44	9:30		
* 1:19	12:45	6:40	12:03Pm	6:55	E183	W71	1171	84.05			f 6:30	9:37	11:54	9:41		
* 1:45	1:00	7:03	12:20	7:05	70	5	1176	88.30			f 6:40	9:45	12:02Pm	9:49		
* 2:15	1:15	7:15	12:40	7:18	E 82	W 6	1181	93.78			f 6:51	9:56	12:11	9:59		
* 2:45	1:35	7:39	12:55	7:30	69	5	1186	98.65			f 7:01	10:05	12:20	10:08		
* 3:20	1:55	7:55	1:10	7:45	E 76	W70	1192	104.67			* 7:20	* 10:20	12:30	* 10:22		
* 3:42	2:05	8:05	1:20	7:52	69	7	1195	107.86			f 7:28	10:28	12:36	10:30		
* 4:05	2:25	8:20	1:35	8:10	E 76	W15	1200	112.06			f 7:40	10:40	12:44	10:40		
* 4:43	3:00	8:35	1:55	8:35	123	187	1207	120.27			f 7:55	* 11:03	* 12:55	* 11:05		
* 5:05	3:15	8:45	2:02	8:45		E 16	WA4	123.76			f 8:13	11:11	1:03	11:13		
A 5:30Pm	A 3:30Am	A 9:00Pm	A 2:10Pm	A 9:05Am	Yard	Yard	WA8	127.92			A 8:25Am	A 11:20Am	A 1:12Pm	A 11:25Pm		
Daily Ex. Sunday	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	
683	473	461	459	447							43	3	27	1	47	
11.80 11.9	8.40 14.75	8.40 14.75	8.40 14.75	8.40 14.75							5.20 24.00	4.50 26.5	4.02 34.3	4.50 26.5	1.25 33.3	

INITIAL STATIONS.
Cutbank for trains 1, 3, 27, 43, 47, 447, 459, 461, 473 and 683.

TERMINAL STATIONS.
Whitefish for trains 1, 3, 27, 43, 447, 459, 461, 473 and 683.
Glacier Park for train 47.

EASTWARD. FIRST SUBDIVISION—WHITEFISH TO CUT BANK.

SPECIAL RULES.

FIRST CLASS					Time Table No. 9 Effective July 29, 1923.	Distance from Whitefish	SIGNS	THIRD CLASS	
48	4	44	28	2				684	734
Passenger Daily	Passenger Daily	Passenger Daily	Express Daily	Oriental Limited Daily				Local Daily Ex. Sunday	Local Daily Ex. Sunday
4:25 Pm	4:41	4:55 Am	5:13 Am	5:25 Pm	CUT BANK	127.92	R@DNPWCT I		A 4:00 Pm
4:19	4:29	4:43	4:51	5:13	5.40 CADMUS	122.52	P		* 3:15
4:06	4:16	4:35	4:44	5:07	3.83 SEVILLE	118.69	P		* 2:49
3:57	4:07	4:25	4:34	5:08	5.27 CARLOW	113.42	PW		* 2:10
3:48	4:08	4:25	4:34	5:09	5.38 BOMBAY	108.04	P		* 1:40
3:39	4:09	* 1:05	4:35	5:10	6.01 BLACKFOOT	102.03	DNPW		* 1:15
3:33	4:13	* 12:57	4:35	5:14	3.70 KIPP	98.33	P		* 12:42
* 3:23	* 4:15	* 12:50	4:36	5:14	3.95 BROWNING	94.37	DNPWC Y		* 12:10 Pm
4:13	4:15	* 12:37	4:37	5:14	5.39 DURHAM	88.98	P		* 11:45
3:04	4:17	* 12:29	4:38	5:15	4.85 KILROY	84.13	P		* 11:20
L 2:55 Pm	4:18	* 12:20	4:39	5:15	3.34 GLACIER PARK	80.70	DNPW		27 * 11:00
	10:48	* 12:02 Am	4:40	5:16	3.11 TALBOT	77.68	P		683 * 9:50
	10:37	* 11:55	4:41	5:17	3.29 LUBEC	74.39	P		459 * 9:35
	10:31	* 11:48	4:42	5:18	3.06 ARKLOW	71.33	P		* 9:10
	* 10:25	* 11:40	4:43	5:19	3.02 SUMMIT	68.31	DNPWC Y		* 8:55
	10:12	* 11:25	4:44	5:20	3.23 SKYLAND	65.08	P		* 8:22
	9:59	* 11:13	4:45	5:21	3.57 FIELDING	61.51	DNPW		* 7:55
	9:50	* 11:02	4:46	5:22	3.08 HIGHGATE	58.43	P		* 7:30
	9:36	* 10:50	4:47	5:23	4.43 JAVA	54.00	DNP		* 7:00
	* 9:25	* 10:40	4:48	5:24	3.86 ESSEX	50.14	R@DNPWC Y	A 2:30 Pm	L 43-447 6:40 Am
	9:13	* 10:20	4:49	5:25	6.27 PAOLA	43.87	DNP		* 2:00
	9:04	* 10:10	4:50	5:26	4.25 GARRY	39.62	P		683 * 1:45
	8:54	* 9:59	4:51	5:27	5.48 NYACK	34.14	DNPW		459 * 12:40
	8:44	* 9:37	4:52	5:28	4.87 DOODY	29.27	P		27 * 12:20 Pm
	* 8:33	* 9:22	4:53	5:29	6.02 BELTON	23.25	DNP		* 11:15
	8:22	* 9:13	4:54	5:30	3.19 EGAN	20.06	P		* 10:28
	8:10	* 9:01	4:55	5:31	5.20 CORAM	14.86	DNPW		* 9:15
	* 7:55	* 8:45	4:56	5:32	7.21 COLUMBIA FALLS	7.65	DNPW I Y	43 * 8:35	
	7:43	* 8:33	4:57	5:33	3.49 HALF MOON	4.16	P		* 6:50
Daily	Daily	Daily	Daily	Daily	4.16 WHITEFISH		R@DNPWCT O	L 6:30 Am	
48	4	44	28	2				Daily Ex. Sunday 684	Daily Ex. Sunday 734

Westward trains are superior to eastward 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 westward trains must clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes. Following trains scheduled to meet on double track.

BETWEEN CUT BANK AND BLACKFOOT.
No. 47 meets No. 4.
No. 447 meets No. 28 and No. 44.
No. 461 meets No. 734.

BETWEEN SUMMIT AND JAVA.
No. 3 meets No. 734. No. 473 meets No. 28 and No. 44. No. 459 meets No. 4. No. 1 meets No. 2.

BETWEEN COLUMBIA FALLS AND WHITEFISH.
No. 461 meets No. 44.
No. 1, No. 2 and No. 27 will register at Summit and Essex by card except when displaying signals. Bulletin boards are located at Cut Bank, Essex, Whitefish and Summit.

All westward freight trains stop at Summit and trainmen will turn up all retainers, test air brakes, and know positively that brakes are in proper working order before proceeding. The maximum speed limit between Summit and Essex, twenty miles per hour, and westward freight trains will use twenty-five minutes Summit to Fielding and twenty-five minutes Fielding to Java.

All westward first class trains will stop at Summit and trainmen will turn up all retainers, test brakes and know positively that brakes are in proper working order before proceeding.

Extra trains may pass third class trains.
Third class and Extra trains may run ahead of second class trains, but must arrange to let them pass without delay when overtaken.
Normal position of main line switches at end of double tracks is for westward track.
Trains 683 and 734 will carry adult male passengers between Cut Bank and Summit, and 683 and 684 between Essex and Whitefish, when provided with proper transportation.
All westward freight trains come to a full stop at end of double track at Java.
All westward trains will be blocked station apart Summit to Essex. This does not relieve train and engine men from protecting their trains as per Rule 99.
A clearance card Form 219 revised when issued over Superintendent's signature will be the authority for movement of extra trains on double track in prevailing directions without orders.
At Durham, Glacier Park, Belton and Coram No. 1 track as eastward siding and No. 2 track as westward siding. Trains taking siding at Browning, Nyack, Lubec and Paola will enter at outside switches.
Crossovers all stations Java to Skyland facing points, Summit both facing and trailing points and all stations Cut Bank to Blackfoot trailing points.
Pike Post Office 1 1/2 miles west of Lubec.
Nyack Post Office 1 1/2 miles west of Nyack.
No. 4 will stop on flag at any station Whitefish to Cut Bank, to pick up passengers for points east of Havre at which No. 4 is scheduled to stop.
No. 2 will stop on flag at Browning to pick up passengers for the Twin Cities and east.

INTERLOCKING.
CUT BANK.
Westward trains using westward main track, and westward trains using eastward main track out of Cut Bank Yard expecting to use westward main track west of bridge 68 will signify by two long and one short blast.
Trains moving west from Yard over eastward main track and trains moving east over westward main track from depot desiring to move on eastward main track west of bridge 68 will signify by one long, one short and one long blast.
Eastward trains desiring main track movement through plant will signify by one long and one short blast.
Trains desiring head into yard will designate by one long and four short blasts.
Back up movements from bridge to westward main track and eastward trains using westward main track will signify by one long and one short and one long blast.
Engines waiting for westward passenger trains must stand on house track clear of fouling point with block signal system, and remain there until incoming engine passes on eastward main track then open hand operated house track switch and call for signals.
Levers will be operated by operators in depot.
When interlocking signals are at stop without evident cause, communication with operator personally or by phone will be necessary. Phone located on eastward home signal pole west of bridge. Be governed by instructions from operator.

COLUMBIA FALLS.
Automatic block signals indicate position of this switch.
Trains desiring to use this switch will indicate movement by following whistle signals.
EASTWARD TRAINS.
From eastward double main track to single main track: one long, one short.
From westward double main track to single main track: one long, four short.
WESTWARD TRAINS.
From single main track to westward double main track: one long, one short.
From single main track to eastward double main track: one long, four short.

SPEED RESTRICTIONS.
All trains will be handled under control and without regard to making schedule time at all points where landslides or falling rock may be found. Between Cut Bank and Browning, first class trains forty-five (45) miles per hour, second and inferior class trains thirty-five (35) miles per hour. Between Columbia Falls and Whitefish, first class trains fifty (50) miles per hour, second and inferior class trains thirty-five (35) miles per hour.
All trains reduce speed to fifteen (15) miles per hour over Sink Hole second curve East Paola.
Fifteen (15) miles per hour over sink hole one and one-half miles east of east switch at Coram.
Between Browning and Columbia Falls, first class trains thirty-five (35) miles per hour, second and inferior trains twenty-five (25) miles per hour Browning to Summit; twenty (20) miles per hour from Summit to Columbia Falls.
Westward trains using eastward track between Summit and Java must not exceed speed of twenty (20) miles per hour.
All trains reduce speed to twenty-five (25) miles per hour through tunnels.
Double-heading P-1, N-1, O-1, O-3 and O-4, class engines prohibited over bridges 99 and 100.

Bridge	Location	Length	Speed	Time to be Used
68	Cutbank	1141 ft.	10 M. P. H.	1'30"
95	Glacier Park	997 ft.	10 M. P. H.	1'10"
116	Java	735 ft.	10 M. P. H.	1'50"
140	Coram	897 ft.	10 M. P. H.	1'50"

Class P-1, N-1, O-1, O-3, and O-4 engines will be governed by above restrictions. All other class engines 20 M. P. H. over these bridges, using 40, 35, and 25 seconds respectively, except bridge 140. All trains reduce to 10 M. P. H. using Y crossing this bridge.
Double-heading of class P-1, N-1, O-1, O-3, O-4, I-1, I-2, M-1, M-2, and K-1 engines prohibited over these bridges.
Class J-1—J-2 must not exceed speed of forty (40) miles per hour.
Class N-1 must not exceed a speed of twenty-five (25) miles per hour between Cut Bank and Whitefish.
All trains must be handled under control between "Slow Boards".
All trains will observe restriction of speed limit board placed 1000 feet from protected curves.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

	Miles from Whitefish	Switch at	Car Capacity
N. W. T. & T. Co.	31.8	East end	12
State Lumber Co. 1/2 mile west of Half Moon	3.8	West end	50

LOCATION OF TUNNELS.
No. 1 1/4 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 1746 feet.
No. 3 2 miles west of Paola, length 230 feet.
No. 4 1 1/4 miles east of Belton, length 220 feet.
No. 5 3 1/4 miles west of Coram, length 185 feet.

LOCATION OF SNOW SHEDS.
No. 1 1 mile west of Browning, length 1118 feet.
No. 2 East end Kilroy station, length 1785 feet.
No. 3 West end Kilroy station, length 1530 feet.
No. 4 1/2 mile west of Talbot, length 623 feet.
No. 4-A At west switch Lubec, length 400 feet.
No. 4-B 1/4 mile west of Lubec, length 1304 feet.
No. 5 1/4 miles east of Highgate, length 190 feet.
No. 6 1/2 mile east of Highgate, length 236 feet.
No. 7 1/4 mile east of Highgate, length 330 feet.
No. 7-A At east switch Highgate, length 150 feet.
No. 8 1/4 mile west Highgate depot, length 480 feet.
No. 9 1/4 mile east of west switch Highgate, length 340 feet.
No. 10 1 1/4 miles west of Highgate, length 512 feet.
No. 11 1/4 mile east of Java, length 180 feet.
No. 12 1/4 mile east of Essex, length 1420 feet.

YARD LIMIT BOARDS.
Cut Bank: 5270 ft. west of end of double track.
Blackfoot: 3000 ft. east of east switch, 3000 ft. west of west switch.
Glacier Park: 3042 ft. east of east switch, 3500 ft. west of west switch.
Summit: 3000 ft. east of east switch, 2147 ft. west of west switch.
Essex: 4340 ft. east of east switch, 2867 ft. west of west switch.
Columbia Falls: 2375 ft. east of east switch, 3030 ft. west of west switch.
Whitefish: 3960 ft. east of east switch, 2706 ft. west of west switch.

INITIAL STATIONS.
Whitefish for trains 2, 4, 28, 44 and 684.
Essex for train 734.
Glacier Park for train 48.

TERMINAL STATIONS.
Cutbank for trains 2, 4, 28, 44, 48 and 734.
Essex for train 684.

Time Over Sub-division
Average Speed Per Hour

1.30
31.4

4.45
26.9

5.30
23.26

5.30
22.29

4.55
26.02

SECOND SUBDIVISION—WHITEFISH TO TROY.

THIRD CLASS				SECOND CLASS				Car Capacity of Sidings		Station Numbers	Distance from Whitefish	Time Table No. 9 Effective July 29, 1923		Telegraph Calls	FIRST CLASS			
687				473	461	459	447	Passing Tracks	Other Tracks			STATIONS			43	3	27	1
Local	Time Freight				Yard	Yard	WA	S	D	M	P	Passenger	Passenger	Fast Mail	Oriental Limited			
Daily Ex. Sunday	Daily	Daily	Daily	Daily												Daily	Daily	Daily
L 6:00Am	L 5:30Pm	L 12:15Pm	L 5:30Am	L 12:15Am	Yard	Yard	WA	8	0.0 WHITEFISH	WP	L 8:35Am	L 11:30Am	L 1:17Pm	L 11:35Pm			
* 6:15	5:50	12:40	5:50	12:40	93	18	WA13	5.07	..... 5 07 VISTA		f 8:47	11:38	736 1:27	11:45			
* 6:25	6:03	736 1:01	6:05	12:55	77	0	WA16	5.09	..... 3 02 DEPEW		f 8:54	11:43	1:32	11:51			
* 7:02	6:15	1:20	6:20	1:10	76	16	WA20	11.82	..... 3 73 LUPPER		f 9:02	11:49	1:38	11:59			
* 7:20	6:35	27 1:47	6:53	1:35	E 88 W83	29	WA25	17.30	..... 5 48 OLNEY	KY	f 9:15	736 11:59	461 1:47	12:09Am			
* 7:40	7:34	28-44 2:15	7:20	2:05	83	16	WA32	23.06	..... 5 76 RADNOR		f 9:27	12:09Pm	1:54	12:19			
* 8:02	8:15	2:48	7:40	2:40	80	106	WA38	29.90	..... 6 03 STRYKER	SY	f 9:40	12:20	2:02	12:31			
* 8:15	8:25	3:10	7:50	2:50	83	0	WA42	33.04	..... 3 05 DICKEY		f 9:47	12:26	2:07	12:37			
* 8:27	8:35	3:20	8:00	3:00	83	18	WA44	36.09	..... 2 45 TREGO		f 9:53	12:30	2:11	12:41			
736 * 8:45	8:50	3:30	8:15	3:15	83	18	WA49	40.72	..... 4 63 FORTINE	FR	*10:03	12:38	2:17	12:49			
* 9:00	9:00	736 3:38	8:25	3:30	83	0	WA52	44.07	..... 3 35 ROE		f10:10	12:44	2:22	12:54			
* 9:15	9:10	3:48	8:40	3:45	83	15	WA56	47.76	..... 3 68 TOBACCO		f10:17	12:51	2:28	1:00			
* 9:50	9:30	4:00	8:55	4:00	E 83 W82	26	WA61	52.42	..... 4 07 EUREKA	KA	*10:30	* 1:00	2:34	1:10			
*10:10	9:45	2 4:25	9:10	4:15	84	18	WA67	58.60	..... 6 18 CATO		f10:40	1:10	2:43	1:18			
43 *10:55	10:45	44-28 5:58	9:55	4:40	Yard	Yard	W42	61.30	..... 2 70 REXFORD	RD	687 *10:55	* 1:15	688 2:50	1:28			
*11:20	11:00	6:15	10:10	5:05	83	4	W38	66.04	..... 4 74 RONDO		f11:03	1:22	2:57	1:35			
*11:40	11:20	6:30	10:25	5:30	E 83 W84	6	W31	72.39	..... 6 35 STONEHILL	SH	f11:14	688 1:32	3:05	1:43			
*12:05Pm	11:40	6:45	10:40	5:50	82	6	W26	77.97	..... 5 58 TWEED		f11:24	1:40	3:12	1:50			
688 *12:50	11:55	7:00	10:55	6:10	E 83 W82	6	W21	83.27	..... 5 30 URAL		f11:34	1:48	3:19	1:57			
* 1:10	12:10 Am	7:15	11:10	6:30	82	6	W16	88.02	..... 4 75 VOLCOUR		f11:42	1:55	3:25	2:03			
* 2:00	12:25	7:30	688 11:30	6:50	E 82 W82	23	W11	92.87	..... 4 85 WARLAND	WR	688 *11:55	f 2:05	2 3:33	2:10			
* 2:15	12:40	7:45	43 12:05 Pm	7:10	82	6	W5	98.45	..... 5 58 YARNELL		459 f12:05 Pm	687 2:15	3:40	2:19			
* 2:40	1:00	8:00	12:30	7:30	E 82 W77	5	1302	103.82	..... 6 37 JENNINGS	JN	f12:15	2:25	3:47	2:28			
* 3:06	1:20	8:20	12:55	7:55	83	4	1308	109.65	..... 5 73 RIPLEY		f12:25	2:35	3:58	2:38			
44-27-25 * 4:30	1:40	8:40	1:15	688 8:20	E 89 W82	20	1315	116.38	..... 6 83 LIBBY	CK	*12:40	* 2:54	14-687 4:08	2:54			
* 4:45	1:55	8:50	1:45	8:35	82	5	1319	120.67	..... 4 19 RANKIN		f12:48	3:07	28 4:15	3:03			
* 5:00	2:15	9:05	2:10	8:50	82	0	1326	127.20	..... 6 63 KOOTENAI FALLS		f 1:00	3:18	4:26	3:14			
* 5:10	2:25	9:15	2 2:29	9:05	84	0	1328	130.04	..... 2 84 BARTO		f 1:05	44 3:30	4:31	4 3:20			
A 5:30Pm	A 2:45Am	A 9:30Pm	A 2:45Pm	A 9:30Am	Yard	Yard	1332	134.62	..... 4 58 TROY	UX	A 1:15Pm	A 38 3:40Pm	A 4:40Pm	A 3:35Am			
Daily Ex. Sunday	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily				
687	473	461	459	447							43	3	27	1				
11 30 11.7	9 15 14.55	9 15 14.55	9 15 14.55	9 15 14.55							4.40 28.8	4.10 32.3	3.23 30.8	4.00 33.5				

INITIAL STATIONS.

Whitefish for trains 1, 3, 27, 43, 447, 459, 461, 473 and 687.

TERMINAL STATIONS.

Troy for trains 1, 3, 27, 43, 447, 459, 461, 473 and 687.

FIRST CLASS				Time Table No. 9 Effective July 29, 1913.	STATIONS	Distance from Troy	SIGNS	THIRD CLASS	
28	44	4	2					688	736
Express Daily	Passenger Daily	Passenger Daily	Oriental Limited Daily					Local Daily Ex. Sunday	Local Daily Ex. Sunday
A 7:55pm	A 8:15pm	A 7:25am	A 6:20am	WHITEFISH	134.62	R@DNPWCT O	A 1:50pm		
7:45	f 8:06	7:13	6:09	5.07 VISTA	129.55	P	s 1:27		
7:40	f 8:00	7:08	6:03	3.02 DEPEW	126.53	P	s 1:01		
7:35	f 7:54	7:02	5:57	3.73 LUPFER	122.80	P	s 12:40pm		
7:27	f 7:45	6:53	5:49	5.48 OLNEY	117.32	DNPW	s 11:59		
7:18	f 7:34	6:43	5:41	5.76 RADNOR	111.56	P	s 11:20		
7:09	f 7:24	6:33	5:32	6.03 STRYKER	104.63	DNPW Y	s 10:35		
7:01	f 7:14	6:23	5:24	3.65 DICKEY	100.98	P	s 10:10		
6:56	f 7:08	6:18	5:18	2.45 TREGO	98.53	P	s 9:53		
6:47	s 6:57	6:08	5:08	4.63 FORTINE	93.90	DNPW	s 8:45		
6:40	f 6:46	6:01	5:00	3.35 ROE	90.55	P	s 8:25		
6:33	f 6:39	5:54	4:53	3.68 TOBACCO	86.87	P	s 8:05		
f 6:23	s 6:28	s 5:43	4:41	4.67 EUREKA	82.20	DNPW	s 7:35		
6:10	f 6:10	5:28	4:25	6.18 CATO	76.02	P	s 6:15		
s 5:58	s 5:55	s 5:15	4:19	2.70 REXFORD	73.32	R@DNPWC Y	A 2:30pm L 6:00am		
5:50	f 5:44	5:05	4:12	4.74 RONDO	68.58	P	2:10		
5:40	f 5:34	4:56	4:04	6.35 STONEHILL	62.23	DN PW	s 1:32		
5:32	f 5:24	4:48	3:56	5.58 TWEEB	56.65	P	s 1:15		
5:24	f 5:14	4:40	3:49	5.80 URAL	51.35	P	s 12:50		
5:17	f 5:04	4:33	3:43	4.75 VOLCOUR	46.60	PW	s 12:30pm		
5:08	s 4:54	f 4:25	3:33	4.85 WARLAND	41.75	DN P	s 11:55		
4:59	f 4:43	4:17	3:21	5.58 YARNELL	36.17	P	s 10:55		
4:50	f 4:32	4:09	3:14	8.37 JENNINGS	30.80	DN PW	s 10:10		
4:41	f 4:23	4:00	3:06	5.73 RIPLEY	25.07	P	s 9:15		
f 4:30	s 4:08	s 3:48	2:54	6.83 LIBBY	18.24	DNPW	s 8:20		
4:15	f 3:52	3:38	2:44	4.19 RANKIN	14.05	P	s 7:25		
4:00	f 3:40	3:27	2:34	6.63 KOOTENAI FALLS	7.42	PW	s 7:00		
3:55	f 3:30	3:20	2:29	2.84 BARTO	4.58	P	s 6:45		
L 3:45pm	L 3:20pm	L 3:05am	L 2:20pm	4.58 TROY		R@DNPWCT	L 6:30am		
Daily	Daily	Daily	Daily				Daily Ex. Sunday	Daily Ex. Sunday	
28	44	4	2				688	736	
4 10 32 3	4 55 27 4	4 20 31 7	4 00 33 5	Time Over Subdivision Average Speed Per Hour			8 0 9 6	7 50 7 7	

AUTOMATIC BLOCK SIGNALS

SPECIAL RULES.

Third class and extra trains may pass second class trains but must arrange to let second class trains pass without delay if overtaken. Extra trains may pass third class trains. Westward trains are superior to eastward 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 westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

Eastward first class trains will take siding at Troy for opposing trains of same class at crossover switch to No. 1 track, located 400 feet west of depot.

Bulletin Boards located at Whitefish, Rexford and Troy.

Normal position of switch at Junction with Third Subdivision is set for Main Track Second Subdivision.

Nos. 1, 2, and 27 will register by card at Rexford, except when displaying Signals.

At Olney, Jennings and Libby No. 1 eastward siding No. 2 westward siding.

Trains taking siding at Eureka, Stonehill, Ural and Warland will enter at outside switches.

No. 1 track at Stryker to be designated as set out track and No. 2 as siding.

Local freight trains on Second Subdivision will carry adult male passengers when provided with proper transportation.

SPEED RESTRICTIONS.

Class J-1 or J-2 must not exceed speed of forty (40) miles per hour.

Class O-1, O-3, O-4 and P-1 engines must not be put on Cato Sand Spur.

Bridge	Location	Length	Speed	Time to be Used
187 1/2	Libby	438 ft.	10 M. P. H.	30 seconds.
197	Troy	125 ft.	10 M. P. H.	10 seconds.

Class P-1, N-1, O-1, O-3, and O-4 engines must be governed by the above restrictions.

First class trains—Fifty (50) miles per hour between Whitefish and Rankin; forty-five (45) miles per hour between Rankin and Troy.

Second class and inferior trains—Thirty (30) miles per hour between Whitefish and Troy.

All trains will be handled under control and without regard to making schedule time at all points where land slides or falling rock may be found.

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

All trains will observe restriction of speed limit board placed 1000 feet from protected curves.

No. 4 will stop on flag at any station Troy to Whitefish to pick up passengers for points east of Havre at which No. 4 is scheduled to stop.

No. 2 will stop on flag at Libby, Rexford and Eureka for passengers for Twin Cities and east and on flag at Warland for passengers for points east of Shelby where No. 2 stops.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Whitefish	Switch at	Car Capacity
Doody Spur	14 miles...	East End	5
Ewings Spur	23 miles...	West End	15
Dahlburgs Spur	45 miles...	East end	28
Sand Spur	55 miles...	West End	33

TUNNELS.

Tunnels are located as follows:
 No. 5-A..... 2 miles west of Vista, length 835 feet.
 No. 6-A..... 1 mile east of Cato, length 290 feet.

YARD LIMIT BOARDS.

Whitefish: 3960 ft. east of east switch, 2706 ft. west of west switch.
 Stryker: 3500 ft. west of west switch.
 Rexford: 5510 ft. east of east switch, 2570 ft. west of west switch.
 Troy: 4534 ft. east of east switch, 2836 ft. west of west switch.

INITIAL STATIONS.

Troy for trains 2, 4, 28, 44, and 688.
 Rexford for train 736.

TERMINAL STATIONS.

Whitefish for trains 2, 4, 28, 44 and 736.
 Rexford for train 688.

Time Table No. 9 Effective July 29, 1923. Table with columns for Second Class (369, 375, 249, 247, 245, 243, 241), First Class (242, 244, 246, 248, 250), and Second Class (370, 376). Includes station names like Columbia Falls, Soldiers Home, La Salle, Rose Crossing, Kalispell, Kila, Athens, and Marion.

Special Rules.

Westward trains are superior to eastward trains of the same class except; Nos. 242, 244, 246, 248 and 250 are superior to Nos. 241, 243, 245, 247 and 249, Kalispell to Columbia Falls.

Classes "E" and "F" Engines are the heaviest permitted on this Subdivision except Class L-2 also permitted.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Table with columns: Name, Miles from Kalispell, Switch at, Car Capacity. Lists tracks like Dailys Spur, Northwestern Lbr. Co. Spur, Boormans Spur, etc.

SPEED RESTRICTIONS.

Passenger trains thirty (30) miles per hour. Freight trains twenty (20) miles per hour. All trains will be handled under control and without regard to making schedule time at all points where land slides or falling rock may be found.

INITIAL STATIONS.

Columbia Falls for trains 241, 243, 245, 247, 249 and 369. Kalispell for trains 242, 244, 246, 248, 250, 370 and 375. Marion for train 376.

TERMINAL STATIONS.

Columbia Falls for trains 242, 244, 246, 248, 250 and 370. Kalispell for trains 241, 243, 245, 247, 249 and 376. Marion for train 375.

WESTWARD.

FIFTH SUBDIVISION BETWEEN KALISPELL AND SOMERS.

EASTWARD.

Time Table No. 9 Effective July 29, 1923. Table with columns for Second Class (369), First Class (267, 265), and Second Class (370). Includes station names like Kalispell, Balls Crossing, and Somers.

Special Rules.

Westward trains are superior to eastward trains of the same class. Bulletin board at Kalispell.

INITIAL STATIONS.

Kalispell for trains 265, 267 and 369. Somers for trains 266, 268 and 370.

YARD LIMIT BOARDS.

Columbia Falls: 2500 ft. west of west switch. Kalispell: 2250 ft. east of east switch. 2200 ft. west of west switch. Somers: 2600 ft. east of east switch.

SPEED RESTRICTIONS. Passenger trains thirty (30) miles per hour. Freight trains twenty (20) miles per hour. All trains will be handled under control and without regard to making schedule time at all points where land slides or falling rock may be found.

TERMINAL STATIONS.

Somers for trains 265, 267 and 369. Kalispell for trains 266, 268 and 370.

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

STATIONS	Ruling Grade	Class N-1 2000-2025				Class M-1 1950-1984				Class O-3, O-4 3200-3209 3210-3254				Class P-1 1750-1764				Class O-1 3000-3144				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 " G2-700-710 " G3-720-769 " G4-770-779							
		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	2000	1800	1600	1500	1700	1530	1360	1275	1700	1560	1420	1350	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900						
Summit to Whitefish.....	0.6	3000	2700	2400	2250	2400	2160	1920	1800	2300	2100	1900	1800	2250	2025	1800	1690	2000	1800	1600	1500	1350	1350	1200	1125								
Whitefish to Stryker.....	0.3	4000	3600	3200	3000	3500	3150	2800	2635	3200	3000	2700	2550	3200	2880	2560	2400	3000	2700	2400	2250	2500	2250	2000	1875								
Stryker to Troy.....	Down																																
Troy to Kootenai Falls.....	0.75	3000	2700	2400	2250	2800	2520	2240	2100	2800	2550	2300	2175	2500	2250	2000	1875	2500	2250	2000	1875	1400	1260	1120	1050								
Kootenai Falls to Rexford.....	0.4	4000	3600	3200	3000	3500	3150	2800	2635	3400	3090	2780	2625	3250	2925	2600	2440	3100	2790	2480	2325	2250	2025	1800	1690								
Rexford to Stryker.....	0.7	2500	2250	2000	1875	2000	1800	1600	1500	2100	1920	1740	1750	1900	1710	1520	1425	1800	1620	1440	1350	1400	1260	1120	1050								
Stryker to Whitefish.....	Down																																
Whitefish to Essex.....	0.8	2500	2250	2000	1875	2000	1800	1600	1500	1900	1840	1580	1500	1750	1575	1400	1315	1600	1540	1280	1200	1300	1170	1040	975								
Essex to Summit.....	1.8	1500	1350	1200	1125	1000	900	800	750	1150	1065	980	940	900	810	720	675	850	765	680	640	650	585	520	490								
Summit to Cutbank.....	0.8	2700	2430	2160	2025	2400	2160	1920	1800	2500	2275	2050	1880	2250	2025	1800	1690	2250	2025	1800	1690	1600	1440	1280	1200								
Rexford to Gateway.....	0.5																					1800	1620	1440	1350								
Gateway to Michel.....	0.8																					1300	1170	1040	975								
Michel to Rexford.....	Down																																
Kila to Marion.....	1.5																					500	450	400	375	400	360	320	300				
Marion to Kalispell.....	Down																					2000	1800	1600	1500	1600	1540	1280	1200				
Kalispell to Columbia Falls.....																																	
Columbia Falls to Kalispell.....	Down																																

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

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

Weights of Empty Freight Cars.

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 Cars, 40 to 50 foot.....	19 Tons
Caboose, 8-wheel.....	17 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. 50 to 69.....	54 Tons		
Nos. 107 to 114.....	43 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 weights stenciled on cars.		
Passenger and Baggage,			
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.

SPECIAL RULES.

Westward trains are superior to eastward 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. **Electric train staff block signal rules and instructions between Java and Essex.**

Engineer of leading engine must have staff in his possession before departing westward from Java, or eastward from Essex, and will upon receiving same, indicate fact to balance of crew, by one short, one long and one short blast of whistle. Possession of staff by engineer, gives his train the right of track to the next block office.

Under no circumstances will a staff be transferred from one train to another. It is the duty of the block operator at Essex not to put staff into staff machine until train that held staff has cleared east switch if taking siding, or if on main line until rear of train has passed block office. Operator at Java must not put staff in machine until train that held staff is clear of switch at end of double track.

Block operators must not deliver a staff received from one train to another train, it must be placed in instrument and another withdrawn.

In case a train parts, or it is necessary to double, the staff must be retained by the engineer until all of such train is clear of block.

Engineers uncoupling to cross bridges must when over bridge couple together again and not arrive at a block office uncoupled.

In case of failure of staff, all concerned must be notified, and train will be moved by following form of train order. "Eng. 1 use this order as a staff Java to Essex." This order must be delivered jointly to conductor and engineer, and must be delivered to operator at end of block in same manner as a staff. In addition to being addressed to C. & E. Eng. 1, it must be addressed to operator at both ends of block. Operator to which such order is delivered will then file this copy, notify dispatcher that train is clear, who will then annul the order at other end of block. When necessary to use the order, operator will tie same together with clearance on outside of staff pouch.

When a staff apparatus has been repaired it must not be placed into service until authorized by dispatcher. In the event of staff apparatus and all other means of communication with dispatcher failing, trains will run in accordance with general rules, and time table rights, and MUST obtain at each block office block card form No. 2615, signed by block operator.

Before issuing train orders superseding staff system, train dispatcher must know that block is clear of trains in both directions, and block operator and dispatcher must know that the full number of staffs are in the two machines of this block.

Work trains after receiving staff, will occupy the block until same is surrendered at block station at either end of block. Upon receiving staff they must ascertain from dispatcher, how long they may be permitted to hold same.

The fact that a train has a staff does not relieve them from protecting their train as per rule 99. Yard limit board east of Essex must be observed.

7. DERAILS.

- | | | |
|---|--|--|
| Seville—Industry track.
Blackfoot—Industry track.
Browning—Industry track.
Browning—Coal Chute track.
Lubec—Industry track.
Talbot—Industry track.
Summit—West end No. 2 track.
Essex—West end passing track.
Essex—West end of Coal Chute track.
Garry—Industry track.
Nyack—Industry track. | Egan—Industry track.
Coram—Industry track.
Columbia Falls—House track.
Trego—Industry track.
Fortine—Industry track.
Tobacco—Industry track.
Cato—Industry track.
Athens—Idaho Lumber Co.'s Siding.
Marion—Main track east of east switch. | Baynes—Industry track.
M. P. 41.8 Fernie Line—Adolph Lumber Co. Spur No. 3.
Elko—East end passing track.
Elko—Industry track.
M. P. 49.5 Fernie Line—Taylor's Spur.
Olson—West end passing track.
Michel—East Wye switch set for Wye to act as derail for Michel Yard. |
|---|--|--|

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.
3. 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.
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.

Dr. H. B. Zimmerman..... Chief Surgeon..... Railroad Building..... St. Paul.	Dr. W. Q. Conway..... Kalispell, Mont.	Dr. Carson Douglas..... Fernie, B. C.
Dr. John T. Rogers..... Consulting Chief Surgeon... 4th Floor, Hamm Building... St. Paul.	Dr. F. G. Bogardus, Ophthalmic Surgeon..... Kalispell, Mont.	Dr. P. Baxter..... Libby, Mont.
Dr. Warren A. Dennis..... Consulting Chief Surgeon... 4th Floor, Hamm Building... St. Paul.	Dr. S. B. Hopkins, Ophthalmic Surgeon..... Spokane, Wash.	Dr. B. L. Phillips..... Sibley, Mont.
Dr. Egil Boeckman..... Ophthalmic Surgeon..... 641 Lowry Building..... St. Paul.	Taylor & Lees..... Whitefish, Mont.	Dr. J. W. Craig..... Browning, Mont.
Dr. Edward Boeckman..... Ophthalmic Surgeon..... 648 Lowry Building..... St. Paul.	Dr. H. E. Houston..... Kalispell, Mont.	Dr. F. A. Long..... Eureka, Mont.
	Dr. S. Bonnell..... Fernie, B. C.	Dr. O. E. Britell..... Eureka, Mont.
		Dr. E. F. Dixon..... Troy, Mont.
		Dr. W. H. English..... Troy, Mont.

Dr. Wm. A. Fahey..... Black Foot, Mont.
 Dr. L. E. Daniels..... Columbia Falls, Mont.

TIME INSPECTORS.

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P. O. Neroal..... Cutbank, Mont.		

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 JAS. CLIFFORD, "
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J. C. SHANAHAN, Train Master.
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