GREAT NORTHERN RAILWAY



MONTANA DIVISION.



TIME TABLE No. 13

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

SUNDAY, MAY-10, 1925.

Superseding Montana Division Time Table No. 12 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

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A. E. KNIGHTS, Superintendent.

J. C. ROTH, General Superintendent of Transportation. W. R. SMITH, General Superintendent.

J. H. O'NEILL, General Manager.

2 W	ESTWA	RD				FIR	ST SUB	DIV	ISIO	N-	BET	WEEN WILLIS	TON	AND	WOLF POI	NT				EASTWAR
THIRD	SE	COND CLA	ISS	FI	IRST CLAS	S		Cap	Side seks			Time Table					F	IRST CLAS	s	THIR
663	461	459	447	27	3	229	1	Tri	neks	Numbe	from	No. 13	oh Call	from	SIGNS.	2	28	230	4	66
ocal Freight	Time Freight	Time Freight	Time Freight	Fast Mail	Passenger	Passenger	Passenger	Se di	Poles Poles	tion	rtano		legrap	stano		Passonger	Fast Mail	Passenger	Passenger	Local Fre
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily	Per	196	30	Die	STATIONS	J.	N	No. of the last of	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sun
6.20km	L 2.30Pm	L 7.00Am	L 12.35Am	L 10.22m	L 4.30Pm	L 6.00Am	L 4.45km	Yard	1316	647		WILLISTON	WN	106.78	RODN WCT	A 11.25Am	A 12.25m	A 6.45Pm	A 12.35Am	A 3.4
6.40	3.07	7.28	1.00	10.35	4.46	1 6.16	5.00	82	8	655	7.24	TODD		99.54	P	11.07	12.07Pm	1 6.18	12.18	* 3.0
6.55	3.35	7.42	1.15	10.42	1 4.55	• 6.25	5.08	E84 W80	16	659	11.99	TRENTON	-	94.79	DNPW	11.00	11.59	• 6.10	12.09Am	• 2.3
7.05	4.00	8.00	1.27	10.48	5.02	1 6.35	5.15	82	8	manufacture of		MARLEY	-	90.55	P	10.51	11.50	1 6.00	11.59	. 2.1
7.15	4.13	8.15	140	10.54	1 5.12	• 6.45	5.21	-			The same of the sa	BUFORD		86.14	DP	10.43	11.43	• 5.50	11.51	. 2.0
7.25	4.20	8.25	1.50	10.57	1 5.18	• 6.53	5.24		25	670	23.28	FORT UNION		83.50	P	10.38	11.38	s 5.40	11.44	* 1.3
7.45	4.30	8.33	2.04	11.00	t 5.28	• 7.00	5.28	E85 W93	68	670	25.94	SNOWDEN	BN	80.84	DNPW Y	10.33	11.33	s 5.28	11.38	• 1.1
459 8.42	4.45	663 8.42	2.20	11.07	5.38	1 7.12	5.36	83	8	681	31.70	LAKESIDE		75.08	P	10.25	11.25	1 5.15	11.27	•12.3
10.15	230 5.05	9.10	2.40	11.15		• 7.30	5.45	E87 W81	200	685	38.12	BAINVILLE	В	68.66	DNPWC Y	10.15	11.15	# 5.05	*11.15	•12.1
28-664 11.04	5.30	9.25	3.00	11.22	6.00	1 7.45	_	The second of the second	-			LANARK		61.85	PW	10.04	063-664 11.04	1 4.44	10.59	28-6 s11.0
	5.40	9.35	3.15	11.26	6.07	1 7.55	6.00		-			3.47 CLOVER		58.38	P	9.58	10.58	1 4.36	10.53	•10.2
11.20		2-664 9-50	3.27	11.31	· 6.15	. 8.10	6.06			-		CULBERTSON		84.39	DNP	459-664 9.50	*10.50	. 4.25	*10.45	2-454 s 9-5
11.35	5.50		3.43	11.39	461 6-24	1 8.24	6.15		-		-	5.50 BLAIR		48.89		9.37	10.36	1 4.10	10.35	. 9.1
11.50	6.24	10.05 28 10.27		The state of the s	6.30	1 8.35	6.20	83	-	-		DREW		44.75		9.29	10.27	1 4.02	10.30	. 9.0
s12.01Pm			3.55	11.44		1 8.50	6.27	_	-		_	4.80 CALAIS	The same of the sa	39.95		9.20	10.18	1 3.51	10.22	225 a 8.5
12.15	7.00	11.00	4.10	11.51	6.39	2			-	_		BROCKTON	_	35.18		9.10	10.10	s 3.41	10.16	. 8.1
12.45	7.10	11.10	4.25	11.57	6.47	. 910	6.35					7.56						1 3.25	10.04	. 7.4
1.40	7.25	11.37	4.52	12.07 Am	6.59	1 9.25	6.46 6.56	E83 W85	12	-		POPLAR		27.62		8.55	9.53 229 9.43	s 3.13	* 9.55	1 6.5
2.25	7.40	11.52	5.07	12.15	• 7.12	• 9.43	Towns and					6.94		21.19		s 8.45		1 3.01		1 6.3
• 3.01	7-55	12.10Pm		12.24	7.22	1 9.54	7.07	83 E85	-	1000		4.81		14.25		8.32	9.32		9.45	1 6.2
• 3.30	8.05	12.30	5.40	12.30	7.28	110.03	7.15	W82		_				9.44		8.25	9.25	1 2.53	9.39	4
• 3.57	8.15	12.45	6.10	12.35	7.34	f10.10	7.21	83	7	748	100.64	3.30 MACON		6.14		8.20	9.20	1 2.45	9.35	• 6.1
4.20h				A 12.45km		A 10.25 kg	A 7.35Am	Yard	1117	753	106.78	WOLF POINT	wo		RODN WC T	L 8.10Am			L 9.25Pm	L 5.4
Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	_								Daily	Daily	Daily Ex. Sunday		66
663	461	459	447	27	3	229										2	28	230	3 10	10.0
10.00 10.7	6.00 17.8	6.00 17.8	6.00	2.23	3.15 33.0	4.25	2.50 37.0					Average Speed Per Hour		1000		33.0	3.15	25.6	3.10	10.7

SPECIAL RULES First and Second Subdivisions

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

No. 27 is superior to all 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.

Engine and Speed Restrictions:

For L-1, M, N-1, O and P classes 10 miles per hour and Q-1 class 5 miles per hour over following bridges:

Bridge 223-Blair

First Subdivision: Bridge 194-Lakeside Second Subdivision:

Bridge 382—Paisley Bridge 434-Beaverton Bridge 388-Liberty Bridge 436-Beaverton

Bridge 410-Putnam Bridge 437—Saco Putnam is 2.33 miles west of Bridge 438—Saco Vandalia. Bridge 455-Woolridge Bridge 469-Malta

Bridge 273—Poplar

Bridge 529-Savoy

Bridge 535-Harlem Bridge 549-North Fork Bridge 556—Chinook Bridge 563-Adams

Q-1 Engines doubleheaded must not be run over bridges 273, 382, 434, 469 and 563. Reduce speed to 10 miles per hour from west switch Williston to 1/4 mile west and over sink hole 1/4 mile east of Todd, 15

miles per hour over sink hole 1/2 miles west of Culbertson and 10 miles per hour over sink hole 31/2 miles east of Poplar. Reduce speed to 25 miles over sink hole 21/2 miles east of Hinsdale and 15 miles per hour west switch Bowdoin to 11/2 miles west.

Normal position of main line switch at end of double track Lohman is for westward main track.

The following whistle signals govern interlocker at Lohman:

Eastward to single track one long and one short blast.

Westward to westward track two long and one short blast.

Westward to eastward track one long, one short and one long blast.

YARD LIMITS

Yard limit boards at Williston, Wolf Point, and Glasgow one-half mile each way from outside switch, Snowden east onehalf mile and west three-fourth mile from outside switch, Bainville east one-half mile and west 11/8 miles from outside switch, Havre east 11/4 miles from outside switch.

At Snowden eastward trains use passing track south of main line and westward trains use passing track north of main line

when taking siding. At Glasgow eastward trains use track No. 1 and westward trains track No. 2 when taking siding

No. 2 will stop at Culbertson to discharge passengers from south of Havre and stop at Chinook on Sundays to let off passengers from south of Havre.

No. 3 will stop on flag at Oswego and Frazer Sunday only. No. 4 will stop on flag at Mondak to discharge passengers from Poplar and west and to receive passengers for Williston and

east. Nos. 229 and 230 will stop on flag at Vandalia Dam and Dodson Dam.

F	WI	ESTWAR	D					SECONE	SUBDI	VISI	ON-	BET	TWE	EN WOLF PO	INT	AND	HAVRE					EA	STWAR	D 3
	THIRD			COND CLA	SS.		FIRST	CLASS.		Capacit of Side	ty			Time Table					FIRST	CLASS.			THIRD	CLASS.
			461	459	447	3	229	1	27	Of Bide Tracks		ımber	E .	No. 13	Calls	BO	SIGNS	2	28	230	4		668	666
	665	667	461					Passanas	Fast Mall	20		N a	Point P	fective May 10, 1925.	raph	poe fr		Passenger	Fast Mail		7			
			THE RESIDENCE OF THE PARTY OF T	Time Freight	THE RESERVE OF THE PARTY OF THE	THE RESERVE TO SERVE THE RESERVE THE RESERVE TO SERVE THE RESERVE THE RESER	Passenger	Passenger	Daily	Passir	Track	Statio	Wolf	STATIONS.	Teleg	Dista		Dally	Daily	Daily Ex. Sunday	Passenger		Daily	
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday							WOLF POINT	WO	202.63	RODN WCTO						Daily Ex. Sunday	Daily Ex. Sunday
	7.20Am		L 10.00Pm	L 1.4 OPm 230	L 7.00Am	L 7.50Pm	10.30Am	2-665 7-55	1.01	83	170		5.98	LOHMILLER	-	196.65	P	1-665 7.55	A 9.05Am 8.55	A 2.30Pm 459 1 2.15	9.20Pm 9.10		-	A 4.45Pm
	a 7.55		10.18	2.15	7.15	8.02	*10.50	8.05	1.10	No. of Lot			11.28		GO	191.35	DNP	7.40	8.45	. 2.05	1 9.00			* 4.10 * 3.43
-	8 8.15		10.37	2.33 666 3.00	8.00	8.25	11.03	8.17	1.18	ES2		772 1	19.07	7.79 FRAZER	FR	183.56	DNP W	7.28	8-34	s 1.50	1 8.47			459 8 3.00
-	. 8.34		11.01	3.15	1-28 8-25	8.37	111.10	28-447 8.25	1.25	82	5	777 2	23.82	KINTYRE		178.81	P	7.21	1-447 8-25	1 1.40	8.37			. 2.15
	9.05	District to the	11.30	3.35	9.05	8.48	111.20	8.35	1.31	E82 W83	5	783 2	29.72	WIOTA		172.91	P W	7.13	8.13	t 1.30	8.23			s 1.30
	8 9.20		11.50	3.52	9.20	1 8.57	11.32	8.43	1.37	83	36	789 3	35.15	NASHUA	NA	167.48	DNP	7.06	8.05	1.20	1 8.11			*12.55
	s 9.50 s10.10		12.05Am	4.05	9.31	9.04	111.39	8.50	1.43	82		793 3	39.60	ACCORD		163.03	P	7.00	7.59	f 1.10	8.01			•12.35
	s10.20		12.17	4.18	9.43	9.09	f11.46	8.57	1.49	82	13	797 4	13.22	WHATELY		159.41	P	6.55	7.54	1 1.00	7.55			*11.46
N	A COLUMN			4.42	10.00	s 9.23	\$12.01Pm	. 9.10	• 2.00	E95 W78 1	24	803 4	19.66	GLASGOW	ow	152.97	DNP WCT	• 6.45	* 7.45	8 12.40 12.20	* 7.43			*10.45
7	s1 0.45		1.00	5.00	10.00	9.33	112.30	9.18	2.07	82	DE SO		54.38			148.25	P	6.35	7.35	f12.07	7.33			*10.15
1	*12.07		1.22	5.20	10.40	9.45	*12.44	9.28	2.15	82	16	815	81.41	TAMPICO	MA	141.22	DP W	6.25	7.25	·11.53	7.23			s 9.28
	*12.30 *12.56		1.42	5.37	11.00	9.53	s12.56	9.37	2.23	82	30	820	66.69	VANDALIA	VA	135.94	DP	6.17	7.17	s11.40	7.15			9.00
	s 2.35	Tiobard.	2.10	6.00	11.25	*10.10	• 1.10	9.55	2.36	83	29	828 7	75.48	HINSDALE	HD	127.15	DNP W	6.03	7.03	s11.25	• 7.02			. 8.10
	. 3.10		2.47	6.20	12-10Pm	10.24	t 1.22	10.07	2.47	82	16	837 8	83.69	BEAVERTON		118.94	P	5.51	6.51	111.05	6.50			· 7.40
	• 3.50		3.10	6.44	12.30	s10.34	1.32	10.15	2.52	E82 W82	29	842 8	88.23	SACO	SA	114.40	DNP	5.45	6.45	*10.55	1 6.44			• 7.25
	• 4.10		3.30	7.11	12.40	10.44	1 1.43	10.26	3.00	83	STREET, SQUARE,		95.11	ASHFIELD		107.52	P	5.36	6.36	110.40	6.34			• 7.05
	. 4.20		3.40	7.25	12.49	10.50	1 1.48	10.34	3.04	82	11	855	98.10	WOOLRIDGE	1 93	104.53	P	5.31	6.31	110.34	6.29			• 6.55
A	4.40Pm	5.55Am	3.50	7.40	1.00	110.58	s 2.00	10.41	3.09	W82 1	00	860 10	02.64	BOWDOIN	ВО	99.99	DNP WCT	5.25	6.25	•10-22	1 6.23			L 6-45km
		s 6.12	4.15	8.05	1.30	11.12	1 2.10	10.51	3.17	83	5	863 10	09.40	STRATER		93.23	P	5.12	6.12	110.10	6.12		2.50 229 2.25	
	****	s 7.00	5.05	8.25	1.45	s11.25	s 2.25	•11.05	3.24	81 1	14	869 1	15.25	MALTA	MF	87.38	DNP W	8 5.05	• 6.05	810.00	• 6.05		8 2.25 447 8 2.00	
		• 7.25	5.25	8.40	2.00	11.32	1 2.33	11.13	3.30	83		874 1		EXETER		82.59	P	4.55	5.55	1 9.50	5.55		s 1.25	
n		■ 8.00	5.48	8.55	2.25	11.42	8 2.41	11.20	3.38	82 1	1000	880 1	TO PROPERTY.	.WAGNER	WA			4.48	5.48	1 9.42	5.48		#12.30Pm	
3		8 8.35 230	6.10	9.22	2.56	111.54	s 2.56	11.33	3.48	83		886 1	TO THE REAL PROPERTY.	7.86 DODSON 5.70	DN	69.94		4.35	5.35	6 9.30 667 1 9.20	5.30		#11.43	
		s 9.20	6.25	9.40	3.20	12.03Am		11.43	3.55	70	B _	892 1	33.35.00	HARO		64.24		4.27	5.20	8 9.10	5.24		*11.20	
1		*10.05 668	6.35	9.55	3.35	12.09	* 3.15	11.50	4.01	E80	33	896 1	11 1 1 1 1 1 1	SAVOY	CO	59.82		4.08	5.13	8 9.00	5.16	4080	811.00	
1		s11.00 s11.30	7.05	10.15	3.55	12.16	* 3.26	11.58	4.08	W82		901 1		MATADOR	SY	48.37		3.53	5.04	1 8.49	5.08	The same of the	*10.00	
		#12.17Pm	7.25	10.52	5.00	12.26	1 3.36	12.08Pm 667 12.17	4.15	E82 W82	1000	913 1		5.58 HARLEM	HM			3.45	4.55	8.40	s 5.00		8 9.25	
		s 1.10	230 8.25	11.13	5.20		1 3.57	12.17			1000	919 1	100000	MADRAS		36.47		3.37	4.45	f 8.25	4.48		s 8.55	
		• 1.30	8.40	11.30	5.35	112.54	s 4.07	12.35	28 4.35	82	31		71.69	J. S. 53 ZURICH	Z	30.94	DNP W	3.30	4.35	8 8 15	1 4.40		8 8.40	
	BY BY	* 2.05	8.50	11.43	5.45	1.00	1 4.13	12.40	4.39	82	3		75.36	NORTH FORK	100	27.27	P	3.25	4.25	f 8.08	4.35		s 8.08	
		* 2.30	9.05	12.01Am	6.00	* 1.10	s 4.25	*12.50	4.45	W87 E68	63		80.94	CHINOOK	CK	21.69	DNP W Y	3.17	. 4.17	· 8.00	s 4.25		8 6.50	
		* 2.50	9.15	12.20	6.10	1.17	1 4.35	12.57	4.51	80		939 1	85.38	ADAMS		17.25	P	3.10	4.09	1 7.52	4.15		s 6.10	
		* 3.15	9.25	12.35	6.20	1.26	8 4.45	1.05	4.56	THE REAL PROPERTY.	22		188.96	LOHMAN.	MN	13.67	DNP W I	3.05	4.04	8 7.45	4.10		* 5.55	
		• 3.35	9.40	1.05	6.40	1.36	1 4.55	1.15	5.04	83	43	949 1	195.91	TOLEDO.		6.72	P	2.56	3.55	1 7.35	4.00		· 5.40	
		A 4.00Pm	A 10.00Am	A 1.40Am	A 7.00Pm	A 1.55Am	A 5.10Pm	A 1.30Pm	A 5.15Am	Yard 1	558	956 2	202.63	6.72 HAVRE	HV		RODN WCT	0 L 245Am	L 3.45Am				L 5.15Am Daily	_
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily									Daily	Daily	Ex. Sunday	Daily		Ex. Sunday	
	665	667	461	459	447	3	229	1	27				100/19	IN THE PARK				2	28	230	4		668	666
	9.20 11.0	10.05	12.00 16.7	12.00 16.7	12.00 16.7	6.05	6.40	5.50	4.25 45.2					Time Over Subdivision Average Speed Per Hour				5.20 38.5	5.20 38.5	7.05 28.7	5.30 36.8		10.00	10.00

SEE PAGE 2 FOR SPECIAL RULES.

THIRD SUBDIVISION—HAVRE TO CUT BANK. WESTWARD. WESTWARD. FIRST CLASS. SECOND CLASS. Capacity of Side THIRD CLASS. Time Table No. 13 Tracks 3 235 459 435 27 231 239 675 671 657 223 41 Effective Way 10, 1925. Passing Tracks Other Tracks Passenger Passenger Fast Mail Passenger Local Freight | Local Freight | Time Freight | Time Freight | Time Freight | Passenger Passenger Passenger STATIONS. Mon., Wed. Daily Daily Ex. Monday Daily Daily Daily Daily Daily Daily Yard 1558 956 3.00Am 5.35 Am L 7.30 Am 9.00Pm L 12.05Pm 1.45Pm L 2.00Pm 6.00Am L 5.00Am L 25 961 4.03PACIFIC JUNCTION PA A 3.10Am 5.43 1 7.40 12.25 1.55 A 2.10Pm 5.20Am 9.20 2.05 70 8 967 10.16 BURNHAM..... 2.35 5.50 1 7.50 12.45 9.40 6.45 2.42 5.57 8.00 1.00 2.13 10.00 7.05 2.50 1.20 6.05 8.10 10.20 7.20 3.02 6.13 8.18 70 8 982 25.31XENIA..... 2.32 1.50 10.40 7.45 W70 39 986 29.47 GILDFORD...... GR 2.40 3.12 6.18 8.28 2.10 11.05 8.15 2.30 6.27 3.24 8.39 2.50 11.30 8.39 E 69 W70 34 998 41.37RUDYARD...... RU 3.00 6.35 3.34 8.50 3.00 11.50 9.05 70 16 1004 47.62INVERNESS...... RN 6.45 3.45 9.01 3.10 3.25 12.10Am 9.30 3.15 70 16 1008 51.45 JOPLIN JO 6.50 3.50 9.10 3.55 12.25 10.05 59 7 1018 56.56 BISON....... 6.56 3.25 4.00 9.18 4.30 12.50 10.30 1.35 7.04 . 4.10 9.31 . 3.37 5.15 10.40 9.40 7.11 3.48 4.20 5.50 1.55 11.00 72 16 1031 74.60 ... LOTHAIR..... HA 4.30 7.21 4.00 9.52 6.25 2.20 11.35 7.29 4.10 4.40 10.03 2.40 7.00 12.01Pm 7.37 4.20 4.50 W70 16 1043 86.61 DEVON..... CD 10.14 7.35 3.11 12.20 4.30 5.00 7.42 10.22 3.30 8.00 12.40 7.47 4.40 W71 16 1052 95.35 DUNKIRK DK 5.10 10.30 12.59 8.20 3.50 5.20 4.50 7.54 FARRELL 10.40 8.45 4.10 4 1057 101.07 1.20 1.35 7.25Pm L 11.15Am · 5.00 s 5.30 8.00 s 11.00 1.35Am L 11.30Am W70 300 1061 104.68 SHELBY..... 4.30 9.20 9.50km 7.35 5.05 A 11.20Am 5.35 8.04 11.05 1.40 9.40 4.45 11.40 2.00 A 10.00Am 7.45 5.15 11.14 5.45 8.12 1.55 7 1069 112.43 SIMLA..... 2.20 5.15 10.10 12.05Pm W81 5.57 7.55 5.27 8.20 11.23 5.57 W70 19 1074 117.71 ETHRIDGE..... 2.10 10.40 12.45 2.52 1082 125.47 BALTIC..... 8.10 5.45 8.37 11.40 6.15 2.40 3.45 6.30 11.45 1.42 8-20Pm 5.55Pm 8.47 Am A 11.50Am 6.25Am 2.55Am 4.00Pm 6.45 Am 12.05Am Daily Ex. Sunday Daily Daily Mon., Wed. Daily Ex. Monday Daily and Fri. Ex Sunday

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

657

13.0

No. 27 Is superior to all trains.

671

13.5

Opposing first class trains will clear No. 27 five (5) minutes.

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

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.

447

9.45

459

12.00

10.8

435

2.30

10.0

Extra trains will use double track in direction of current of traffic without running orders on receipt of clearance from Superintendent.

Reduce speed to 10 miles per hour over sink hole two miles west of Galata.

675

12.3

Special Rules.

Time Over Subdivision

Average Speed Per Hour

Nos. 1, 2, 3, 4, 27 and 28 will register by card at Shelby except when displaying signals.

Trains Nos. 43 and 44 stop at Ethridge on flag for passengers to and from Butte division points.

No. 43 stops on flag at Ethridge to pick up passengers for points West of Cut Bank.

Normal position Main line switch end of double track Pacific Jct. is for Eastward Main track. All trains going to and from Butte Division at Pacific Jct. will give four short blasts of whistle immediately after giving station whistle.

3.12 41.3

235

24.6

3

4.10

43

1.20 20.0 223

239

32.0

31.0

231

4.20 28.7

41

EAS	TWARD							THIRD :	SUBDIVISION—CUT BAN	KTO	HAVRE.				EASTWARD	5
			F	IRST CLAS	s.	THE REAL PROPERTY.			Time Table No. 13			T	HIRD CLAS	s.		
28	2	240	232	224	4	42	44	236	Effective May 10, 1925.	from	SIGNS	658	672	676		
Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS.	t Ban		Local Freight	Local Freight	Local Freight		
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	STATIONS.	ão ão		Daily Ex Sunday	TueThurs. and Sat.	Daily Ex. Sunday		
3.25Mm	A 2.30Am		A 5.00 Pm	A 12-45Pm	A 3.35Pm				2×	129.31				A 1.45Pm		
3.15	2.20		1 4.50	L 12.35Pm	3.25			L 1.30Am		125.28	DN Y	2.20		L 1.30Pm		
3.05	2.10		1 4.38		3.15				BURNHAM	119.15	P	2.05				
2.58	2.00		s 4.30		3.08				FRESNO	114.69	P	1.35				
2.50	1.52		* 4.22		3.00				KREMLIN		DNP	1.20				
2.38	1.43		1 4.10		2.50				5.95 XENIA	104.00	P	1 00				
2.30	1.35		s 4.00		2.40					99.84	DN W	12.40				
2.20	1.25		* 3.48	5301	2.30				HINGHAM	93.91	DP	1220Pm				
2.10	1.15		s 3.37		2.22				RUDYARD	87.94	DP	11.57				
2.00	1.05		s 3.25		2.14				INVERNESS	81.69	DNP	11.15				
1.55	1.00		s 3.15	De to	2.10				JOPLIN	77.86	DP	10.50				
1.45	12.50		1 2.59	HO 75	2.01				5.11 BISON	72.75	P	10.30				
1.35	12.40		* 2.47		* 1.52				CHESTER	67.79	DN WC	10.10				
1.25	12.30		1 2.36		1.41				5.54 TIBER	62.25	P	9.40				
1.15	12.20		• 2.25	SPECIAL E	1.30				LOTHAIR	54.71	DNP	9.00				
1.05	12.10		* 2.13		1.20				5.98 GALATA	48.73	DP	8 30				
12.57	12.02Am		s 2.03		1.11				6.03 DEVON	42.70	DNPW	815				
12.51	11.56	Brain	1 1.56		1.05				4.39 TELSTAD	38.31	P	8.01				
12.45	11.50		• 1.50		12.59				DUNKIRK	33.96	D P	7.47				
12.35	11.42		1 1.40		12.50				5.72 FARRELL	28.24	P	7.20				
12.30	*11.35	3-20Pm	657 s 1.35		*12.45	A 10-10Am	A 3.05Am		3.61 SHELBY	24.63	R DN W		A 10.30Am			
12.20	11.22	3-15Pm	1 1.20		12.35	10.00	2.55		2.58 VIRDEN	22.05	PW Y		L 10.20Am			
12-13	11.14		1 1.13	THE STREET	12.28	9.50	2.45		5.17 SIMLA		, P	6.30				
12.06Am	11.07		s 1.05		12.21	9.40	2.35		5.28 ETHRIDGE	11.60	DNPW	615				
11.52	10.53		112.50		12.08	9.20	2.15		7.76 BALTIC	3.84	P	5.50				
11-45Pm	L 10.45Pm		L 12.40Pm		L 12.01Pm	L 9.10Am	THE REAL PROPERTY.		CUT BANK		R&DN WCTY	L 5.30Am				
Daily	Daily	Dally	Daily Ex. Sunday	Daily	Daily	- Daily	Daily	Dally					TueThurs. and Sat.	Daily Ex Sunday		
28	2	240	232	224	4	42	44	236				658	672	676		
3.40	3.45 35.0	32.0	4.20 29.8	24.6	3.34 36.2	1.00	1.00	24.6	Time Over Subdivision Average Speed Per Hour			9.00 14.4	13.5	18.0		

Special Rules—Continued.

YARD LIMITS.

Havre—West—2770 feet west of west lead switch.

Chester—East—6000 feet east of east passing track switch.

West—6000 feet west of west passing track switch.

Shelby—East—4400 feet east of east passing track switch.

To

Virden-West-2000 feet west of west wye switch. Cut Bank-East-12800 feet east of east lead switch.

DERAILING SWITCHES:

Hingham, east end industry track.

Bison, west " " " "

Chester, west " coal "

Galata, west " industry "

Simla, east " " " "

6	WESTWARD			FO	URT	H SU	BDIVISION-BETWEEN	BAIN	VILLE AND	SCOBEY			EASTWARD
		THIRD	FIRST	Capacity of Side Tracks			Time Table No. 13			FIRST		ASS	
		661	225	Tracks	Nos.	from	Effective May 10, 1925.	from	SIGNS	226	6	62	
		Local Freight	Passenger	selng teks	tion	Distance	STATIONS	stance		Passenger		Freight	
		Daily Ex. Sunday	Daily Ex. Sunday	Tra Ot	Sta	Bas	STATIONS	Be		Ex. Sunday	Ex. i	Sunday	
		L 5.30Am	L 7.45Am		685		The state of the s	97.96	R DNPWC Y	A 5.00Pm	A 4	4.30Pm	
		8 6.15	* 8 10				10.63 McCABE	87.33	DP	* 4.30		3.50	
B palling !		s 6.50 _	s 8.33				8.66 FROID	78.67	DP	• 4.08		3.20	
		s 7.25	* 8.51	21	VC26	25.65	HOMESTEAD	72.31	DP	8 3.51		2.55	
		s 7.45	* 9.05			-	MEDICINE LAKE	66.35	D PW	· 3.36		2.30	
		s 9.00 _	* 9.26				6.28	58.85	DP	* 3.16		1.45	
		s 9.41	s 9.41				ANTELOPE	52.57	DP	• 2.58		1.22Pm	
		811.25	\$10.14		The second second		PLENTYWOOD	44.57	D PWC Y	• 2.36	- 1	1 25	
		11.40	*10.32	2.	5 VC61	59.88	6.49 6.77	38.08		s 2.17		0.58	AND STREET STREET
		*12.01Pm	*10.50	2	5 VC66	66.65	ARCHER	31.31	DP	\$ 2.00	*1	0.50	
		s12.23	*11.07	2	5 VC71	73.42	REDSTONE	24.54	DP	* 1.44	*1	0.10	
		a 1.28	*11.27	2	5 VC78	79.92	NAVAJO	18.04	D W	s 1.28		9.35	
		s 2.15	*11.44	2	5 VC85	85.37	PLAXVILLE	12.59	DP	* 1.14		9.10	
		s 2.30	*12.01Pm				MADOC	7.41	DP	s 1.00		8.40	
		A 3.15Pm	The state of the s		7 VC98	97.96	SCOBEY		R D PWC Y	L 12.40Pm		8.00Am	
		Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	THE RESIDENCE OF THE PARTY AND ADDRESS OF THE	Daily Sunday	
		661	225	120					All Shares and	226		662	
		9.45	4.35		N MINE		Time Over Subdivision Average Speed Per Hour			4.20 22.6		8.30 11.5	

SECOND CLA	SS	Capi of 8	acity			Time Table	10			SECOND	CLASS	SECOND	CLA
371	377	Tra	cks	Nos.	from	No. 13	ph Calls	from	SIGNS	372	378	377	
Mixed	Mixed	ng si	F. S.	0	Anee	Effective May 10, 1925.	grap	anoe		Mixed	Mixed	311	
Daily Ex. Sunday	Daily Ex Sunday	Passel	Other	Station	Dista	STATIONS	Tele	Distance		Daily Ex. Sunday	Daily Ex. Sunday	Mixed	
EL. Sunday	L 8.25Am			676		SNOWDEN	SN	50.58	RDN PWC Y		A 3.30Pm	Ex. Sunday	
	s 8.40				2.55	NOHLB		48.03			3.00	L 10.05 M	
	s 9.00		42	VF9	9.14	6.59 DORE		41.44			\$ 2.35	*10.15	
L 12.35Pm	A 9.20Am		27	VF14	14.29	Name and Address of the Owner, where the Party of the Owner, where the Owner, which is t		36.29	RD PWC Y	A 9.50Am	L 2.00Pm	378 1 0.30 Am 8 12.30 Pm	
s 1.05			35	VG6	19.27			31.31	DP	1 9.30			TRAI
* 140			39	VG13	27.13			23.45	D P	s 9.00		*12.50	
. 2.10		45	27	VG19	33.04			17.54	DP	. 8 30		s 1 00	Medical
* 2.40			3.5	VO24	37.92			12.66	D PW	s 8.05		s 1.20	
s 3.20		84	40	VG29				7.40	DP	* 7.40		s 1.50	
A 4.00Pm		61	51	VG37	50.58	WATFORD CITY			RDPCY	L 7.00Am		* 2.20	
Daily Ex. Sunday	Daily Ex. Sunday									Daily Ex. Sunday	Daily Ex. Sunday	\$ 2.50	
371	377									372	378		TO THE
3.25 10.0	15.2					Time Over Subdivision Average Speed Per Hour			The state of the s	2.50 12.7	9.3	s 3.03	

Special Rules. Fourth, Fifth and Sixth Subdivisions.

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

Eastward trains will stop at Stop board West of Junction switch Bainville and know track is clear before using first Subdivision Main line and protect within Bainville Yard Limits against First Class Trains.

Yard Limit Boards at Plentywood three-fourth (3/4) mile west and one-half (1/2) mile east from Outside Switch. Fifth Subdivision Second Class trains will run to and from Bainville.

Branch line trains will not occupy main line at Snowden without protecting themselves against First Class trains.

Maximum speed of trains over Bridge Missouri and Yellowstone Rivers, 8 miles per hour.

Drawbridge across Missouri River two miles west of Snowden and across Yellowstone River three miles east of Fairview.

Tunnel No. 2 located three and one-half miles east of Fairview, length 1,456 feet.

Yard Limit boards one-half mile east of Jenison Coal Mine switch and one-half mile west of west switch Richey Line Fairview.

F-8 class engines heaviest permitted on Fourth Subdivision.

O-1 class engines heaviest permitted on Fifth and Sixth Subdivisions.

Reduce speed to 5 miles per hour over sink hole 2½ miles east of Watford City.

SIXTH SUBDIVISION—BETWEEN FAIRVIEW AND RICHEY

Eastward

SECOND CLASS		acity			Time Table No. 12				SECOND	CLASS
377	of 8	lide oks	Nos.	from	Time Table No. 13	from		SIGNS		378
Mixed	Passing Tracks	Other	ation	Distance	STATIONS	Distance				Mixed
Ex. Sunday	AF	OH	S.		H	DM	-			Ex. Sunday
L 10.05 AM		27	VF14		FAIRVIEW	59.86	RI	D PWC Y	A	12.20Pm
*10.15		47	VF18	4.11	RIDGELAWN	55.75			_	s12-05Pm
378 1 0.30 Am 5 12.30 Pm			VF25	10.50	SIDNEY	49.36	RI	DP Y	37	711.50 s10.00
TRAINS	BETWEE	EN SI	DNEY	AND NE	WLON JCT. WILL BE GOVERNED BY	NORTHE	RN P	ACIFIC RY. T	IME TABLE	100000
*12.50			VF29	14.78	NEWLON JCT	45.08	R	P	Mark Contract	9.40
* 1.00		31	VF30	16.13	1.35 JENKS	43.73				9.25
s 1.20		33	VF36	21.43	EPWORTH	38.43			NO THE REAL PROPERTY AND ADDRESS OF THE PARTY	9.10

TRAI	NS BETWE	EN SI	DNEY /	AND NE	WLON JCT. WILL BE GOVERNE	BY	NORTHE	RN PACIFIC RY. TI	ME TABLE	
*12.50			VF29	14.78	NEWLON JCT		45.08	R P	Mark Control	1 9.40
* 1.00		31	VF30	16.13	1.35 JENKS		43.73			• 9.25
s 1.20		33	VF36	21.43	EPWORTH		38.43			. 9.10
s 1.50		31	VF43	28.86	GETTYSBURG		31.00	w	The Party of	. 850
s 2.20	48	41	VF51	36.46	7.60 LAMBERT	P. S	23.40	D C Y		. 8.30
s 2.50	19-11 18-25	51	VF58	43.93	7.47 ENID	ND	15.93	D	2538	* 8.00
s 3.03		30	VF63	48.32	4.39 LANE		11.54			• 7.40
s 3.17		39	VF67	53.07	MANROCK		6.79			. 7.25
3.40Pm	90	42	VF74	59.86	RICHEY	RY		R D Y		L7.00Am
Daily Ex. Sunday			0170							Ex. Sunday
377						15 77.2				378
5.35		THE REAL PROPERTY.		Services.	Time Over Subdivision Average Speed Per Hour					5,20 11.3

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSES. Class O1 3098-3099 Class J1 1550-1548 Class G2 700-719 Class F1 500-565 Class O4 3210-3254 Class Q1 2100-2129 3100-3137 Class F8 1140-1253 Class J2 1550-1565 Class G3 720-769 Class F2 595-599 Class D1 360 Class O5 3300-3313 Class G5 800- 807 STATIONS Class J2 1567-1649 Class G4 770-779 Class G1 600-615 Class D 300-395 Grade 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 2800 2520 2250 2000 2100 1890 1680 1575 Williston to Wolf Point..... 3500 3200 2850 2500 2400 2160 1920 1800 Wolf Point to Williston 2800 2520 2250 2000 2100 1890 1680 1575 Wolf Point to Bowdoin 3500 3200 2850 2500 2400 2160 1920 1800 Bowdoin to Wolf Point..... 2800 2520 2250 2000 2100 1890 1680 1575 Bowdoin to Havre..... 3500 3200 2850 2500 2400 2160 1920 1800 Havre to Bowdoin Havre to Cut Bank Cut Bank to Havre Bainville to Plentywood..... Plentywood to Bainville..... Plentywood to Scobey Snowden to Watford City..... 2300 2070 1840 1610 1800 1620 1440 1260 1300 .6 1800 1600 1400 1230 1250 1125 1010 900 950 850 Fairview to Richey Richev to Fairview 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—Ten below zero and colder.

Average Weight of Empty Cars	Average Total Weight of Dead Engines and Tanks
(No allowance to be made for wheel friction.)	Class E-1 to E-7
Box	Class E-8 to E-15
Refrigerator	Class F
Stock	Class G
Flat	Class H
Coal (wooden)	Class J
Coal (steel)	Class K
Ore 75 ton	Class M
Oil Tanks (system)	Class N
Oil Tanks (other)	Class O
Sand	Class P-1
Hart	Class P-2300 Tons
Caboose	Class Q-1
	Engine Tanks (empty)

BUSINESS TRACKS	S NOT SHOWN AS STATIONS ON T	TIME TABLE	
NAME	LOCATION	OPENS	CAPACITY
Second Subdivision: Glasgow Stock Yards	2.65 miles east of Glasgow	Both Ends Both Ends Both Ends	39 Cars 42 Cars 34 Cars
Sixth Subdivision: Sugar Beet Spur		Both Ends	4 Cars

				peed T						
50 miles	per	hour i	s equivalent	to one	mile in	n 1	minute	and	12	seconds.
45 miles	per	hour i	s equivalent	to one	mile in	a 1	minute	and	20	seconds.
40 miles	per	hour 1	s equivalent	to one	mile in	11	minute	and	30	seconds.
30 miles	per	hour i	s equivalent	to one	mile in	11	minute	and	43	seconds.
25 miles	per	hour i	s equivalent	to one	mile in	a 2	minutes	and	0	seconds.
20 miles	per	hour i	s equivalent	to one	mile in	1 4	minutes	and	29	seconds.
15 miles	per	hour i	s equivalent	to one	mile in	14	minutes	and	0	seconds.

Maximum Speed of Passenger and	Freight Trains,	Excepting No. 27
	Passenger	Freight
Between Williston and Blair	50 miles per hour	30 miles per hour
Between Blair and Havre	55 miles per hour	
Between Havre and Chester	50 miles per hour	
Between Chester and Cut Bank	55 miles per hour	
Between Bainville and Plentywood	20 miles per hour	
Between Plentywood and Scobey	25 miles per hour	
Between Snowden and Watford City	25 miles per hour	
Between Snowden and Richey	25 miles per hour	
Curves eight degrees or greater	25 miles per hour	
Engines backing up	20 miles per hour	
"J" Class Engines	40 miles per hour	

F. B. Wilbur

J. H. Josselyn

C. E. Emerson

F. H. Pouder

		0000		59200	THEY !		LIN	IT OH	LOA	D-ME	EASUR	EMEN	T						
For Points Between				10000		WIDTI	I OF I	LOAD	AT H	EIGHT	'ABO'	VE TO	POF	RAIL	7/ 2/12	1000		PRO II	TO PRO
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"		IDTH 8'6"	_	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"		Maxi- mum Width
Pacific Junction to Butte. Cut Bank to Spokane. Spokane to Seattle. Seattle to Vancouver, B. C Seattle to Portland. Pacific Jct. to Great Falls. Great Falls to Helena. Helena to Butte. Spokane to Vancouver, B. C., via Marcus and Brookmere.	18'0" 17'0" 17'0" 18'0" 19'0" 18'0" 16'0" 17'0"	17'0" 18'0" 19'0" 18'0" 16'0" 17'0"	17'0" 18'0" 19'0" 18'0" 16'0" 17'0"	17'0" 18'0" 18'0" 18'0" 18'0" 16'0" 17'0"	16'8" 16'8" 18'0" 19'0" 18'0" 16'0" 17'0"	16'4" 16'3" 18'0" 18'7" 18'0" 15'8" 16'8"	16'0" 15'9" 18'0" 18'1" 18'0" 15'4" 16'4"	18'0" 15'9" 15'6" 18'0" 17'10" 17'9" 15'2" 16'2"	H 18'0" 15'6" 15'3" 18'0" 17'4" 17'6" 15'0" 16'0"	EIGH 18'0" 15'3" 15'0" 17'9" 17'1" 17'3" 14'8" 15'9"	T 18'0" 15'0" 14'9" 17'6" 16'9" 17'0" 14'4" 15'6"	18'0" 14'8" 14'6" 17'3" 16'4" 16'9" 14'0" 15'3"	18'0" 14'4" 14'0" 17'0" 15'11" 16'6" 13'0" 15'0"	18'0" 14'3" 13'10" 16'10" 15'10" 16'5" 12'8"	18'0" 14'0" 13'6" 16'6" 15'5"	17'0" 13'0" 13'0" 16'0" 15'0" 16'0" 11'0"	16'0" 12'0" 12'0" 15'3" 14'6" 15'6" 10'0"	18'0" 17'0" 17'0" 18'0" 19'0" 18'0" 16'0"	11'6" 11'6" 11'6" 11'6" 11'6" 11'6" 11'6"

MAXIMUM CLEARANCE TABLE TO BE OBSERVED IN THE LOADING OF MATERIAL ON OPEN CARS.

Seattle to Vancouver, B. C 18' Seattle to Portland 19'	0" 19'0"	10'0"	10'0"	18.0	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"
Great Falls to Helena 18'	0" 18'0" 0" 16'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"
Spokane to Vancouver, B. C.	District Control of the Control of t	191000			YO O	YO X	10 4	10.0	10.0	19.0	10.9	10.0	14.11.	14.9	14.6	13.6	17'0"	11.6.
Spokane to Portland via S. P. & 21'	0" 21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0''	18'0"	11'6"
S. Rv																		

Passenger tracks University Switch to Union Depot Jct. via Stone Arch Bridge, limit width of loading to 10'9".

TI	ME	INSPE	CTO	RS.
44				

Fairview	 	 H. L. Weatherw	ax
Wolf Point	 *******	 J. B. Finnerman	
	 	 A. W. Huxsol	

Glasgow											. ,			C.	R.	St. Claire
Cut Bank.		٠		и			9		 ,				7	S.	L.	Kerr

	COMPANY	SURGEONS.
0		Miller Clinic, Hamm BuildingSt. Paul.
	Dr. John T. Pogers Consulting Chief St	urgeon 4th Floor Hamm Building St. Paul.
	Dr. Wallace H Cole Consulting Chief St	urgeon 4th Floor Hamm Building St. Paul.
	Dr. Fall Passkman Onbthalmic Surges	n 641 Lowry Building St. Paul.
	Dr. Edward Poockman Ophthalmic Surgeo	n 648 Lowry Building St. Paul.
		(Dr. M. D. Hovt
	Williston Dr. C. S. Jones	Glasgow
	Fairview Dr. A. M. Treat	Saco Dr. D. P. Minnick
	Richey Dr. H. S. Holmes	Dr. W. G. Hough
	Balnville Dr. D. M. Sayles	BowdolnDr.W. G. Hough
	Plentywood Dr. J. C. Storkan Dr. C. Sells	Malta Dr. C. E. Blankenhorn
	Dr. C. Sells	Harlem Dr. T. A. Ewart
	Scobey Dr. T. W. Collinson	Chinook
	Culbertson Dr. C. J. Munch	Havre Dr. J. S. Almas Dr. A. A. Husser
	D- 1 1 Athinson	Challes Dr. M. D. Ridle
	Poplar Dr. J. L. Atkinson	Shelby
	Wolf Point	Cut Bank
	Wolf Point Dr. J. C. Dewane	HAVRE:
	HAVRE:	H. F. McMasters Dispatcher
	A. L. Decker Dispatcher	C D Iswin
	J. C. Koerner "	S. D. Irwin E. J. Miller Extra Dispatcher
	J. G. Krinbring	L. S. Otto " "
	F. H. Franm	
	E. I. Blair "	F. L. Adams Asst. Chief Dispatcher

P. W. Doles

F. H. Taylor

C. E. Dickinson

T. E. Callahan Train Master

Chief Dispatcher

