

KALISPELL DIVISION.

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

SUNDAY, APRIL 25, 1926.

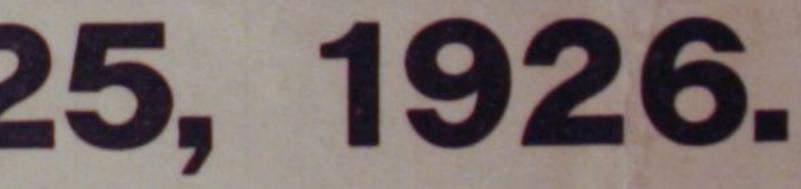
Superseding Time Table No. 17 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

Photographed from the Michael J Denuty Collection by Charles V Mutschler. Converted to PDF by Dean Ogle.

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





J. H. O'NEILL, General Manager.

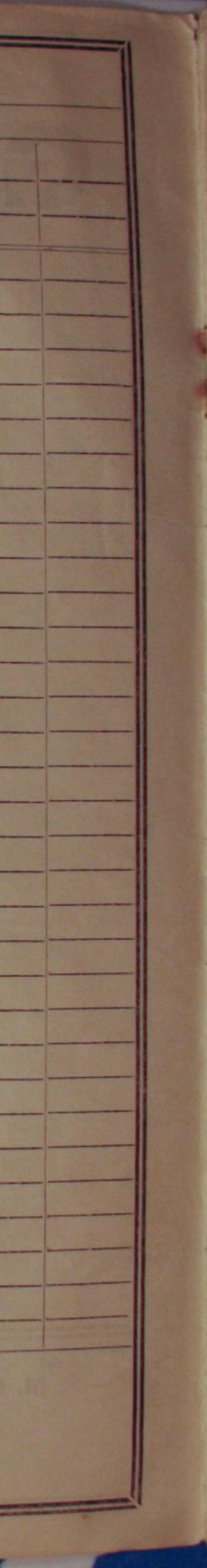


THIRD	22410	1		SE	COND CLAS	S	And street	Car				Time Table No. 10	TRE		F	IRST CLAS	S	The state
1	733	683		473	461	459	447	Capacity of Siding		0.0	A.	Time Table No. 18 Effective April 25, 1926.	Calls	41	3	27	1	
	Local	Local		Time Freight					2 2	on N	1	And the second sec	traph	Passenger	Passenger	Fast Mail	Passenger	
	and the second s	Fues, Thurs,		Daily	Daily	Daily		Passii Track	Trac	Distance Cutbank		STATIONS	Tele	Daily Ex. Sun.	Daily	Daily	Daily	
	Fri. 6.00 Am	Sat.		L 6.30Pm	-			Yard 11	35 10	87		[CUTBANK	CT		L 6.30Am	L 8.50Am	L 6.05Pm	-
	6.18			6.55	11.50	5.50		Concerns and the second	and the second	03 5.67	7	5.67 	-		1 6.44	9.01	6.19	
	6.32		10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	7.10	12.05Pm	6.05	12.45	E 3	5 10	9.24	ACK	3.57 SUNDANCE	12/2	124	1 6.50	9.06	6.27	A ST REAL
1	3 6.58		61	7.25		6.25	and the second second	E 70 W70 W	8 11	00 14.4	BTR	FORT PIEGAN			733 f 0.58	9.14	6.36	
	7.20	19719		7.40	12.50	6.45	1.25	200 20		06 19.9	8	5.42 MERIWETHER			1 7.06	9.22	6.45	
	7.40			8.00	1.10	7.15	1.50	E142 W70 E 1	6 11	12 25.0	1	6.00 BLACKFOOT	BF		f 7.15	9.31	6.55	
	8.12	-	No.	8.30	1.40	7.40	2.25	E 121 W98 5	9 11	20 33.5	7	7.66 FORT BROWNING	BQ		• 7.29	9.46	7.09	
	8.45			8.50	2.00	8.02	2.45	E 77 W72 W	8 11	25 38.9	6	TRIPLE DIVIDE			1 7.40	9.57	7.22	
	9.05		The last	9.23	2.20	8.25	3.00	100	7 11	30 43.8	0	SPOTTED ROBE			1 7.48	10.05	7.34	
	9.30		- 20	9.45	2.40	8.50	3.30	E 73 \$70 5	5 11	47.1	3	GLACIER PARK	MD		\$ 8.05	734-4	7.63	100
a de la	9.45		1	10.05	2.55	9.05	3.45	88	5 11	136 50.2	4	BISON			f 8.13	10.20	8.02	
	10.05		1	10.20	3.10	734 9.20	3.55	E70 W70	5 11	141 52.9	5	RISING WOLF			1 8.21	10.25	8.10	-
	10.20		10	10.35	3.25	9.30	4.15			144 56.1	1 × 1	3.22 CATARACT			1 8.27	10.30	8.17	
	10-35			\$10.55	\$ 3.45	s 9.45	\$ 4.35	E68 W76 2	1	147 59 2	0	3.03 SUMMIT	and the second se		\$ 8.33	*10.35	• 8.25	
	11.25	100		11.10	4.00	10.05	4.55	E68	1	150 62.4		3.23 SKYLAND	ñ	-	1 8.42	10.42	8.33	
	11 42			11.25	4.15	10.25	5.10	and the second se		153 66.0		BLACKTAIL	and the second se	-	f 8.52	10.50	8.42	
	\$11.55		19	11.35	4.30	10.40	5.25					ATESINGLESHOT	AIS	-	1 9.00	10.57	8.50	
	12 10Pm			\$11.50	\$ 4.50	\$10.55	and the second second second			161 73.5		4.43 NIMROD	VA	-	1 9.10	11.05	8.59	
A	12.30Pm	L 6.30Am		12.10Am	5.10	11.15	5.50	E90 W65 2	17 1	165 77.4	12	Essex. WALTON	8X		• 9.25	459 11.15	9.09	
		s 7.00		12.30	5.25	11.45	6.15	71 E	14 1	171 83.0	34	6.22 PINNACLE		-	1 9.37	11.26	9.20	
		\$ 7.20	2	12.40	5.40	12-01Pm				175 87.0	- 17	4.26 HIDDEN LAKE			1 9.45	11.34	9.30	
		• 7.40	- At	12.55	5.55	12.17	7.05	E 82 W70	16 1	181 93.2			NY	-	1 9.56	11.44	9.41	
		· 8.15	1	1.10	6.10	12.32				186 98.1		4.87 SILVERTIP			f10.05 684	11.51	9.50	
		• 9.10	1	1.30	6.36	12.55	7.35	W70	30 1	192 104.5	20	8.04 BELTON	BE		\$10.20	12.03		
		9.30	-	1.40	6.55	1.05	7.50	69	14 1	195 107.3		5.28			110.28	12.09	10.13	
		*10.10		1.55	7.20	1.20	8.10	W69	18 1	200 112.4	58	CITADEL	CM	4		12.19	10.27	
		#11.03		2.30	7.45	1.45	8.35	77 2	50 1	207 119.8	80	7.22 COLUMBIA FALLS 2.94	CF	L 7.25		12.34	10.50	
		\$11.20		2.40	7.55	1.55	8.45			7.4 122.1	-	4.70	-	7.30	and the second second	12.39	10.56	
	Mon., Wed	A 11.40M		A 3.104	n A 8.10Pm	A 2.10Pm	A 9.05 Am	Yard 9	70 1	7A8 127.4	14		WF	Daily Ex. Sur	M A 11.20Am Daily	A 12.47Pm Daily	Daily	
	Fri. 733	Bat.		Daily A72	Daily	Daily	Dally		_	-	_			41	3	27	1	
	6.30	683 5.10		473		459	447		-			Time Over Subdivision		.15 30.6	4.50	3.57 32.5	5.00	
	11.9	5.10 10.0	1	8.40 14.75	8.40 14.75	8.40 14.75	8.55 14.30			1	1	Average Speed Per Hour		30.6	20.5	32.0	20.0	

NAMES OF TAXABLE PARTY AND POST OFFICE ADDRESS OF TAXABLE PARTY.

CARLS IN CO., CARL STORE SHOP COMPARED THE CONTRACTOR

of start, the register, made maintening of Manufactures,



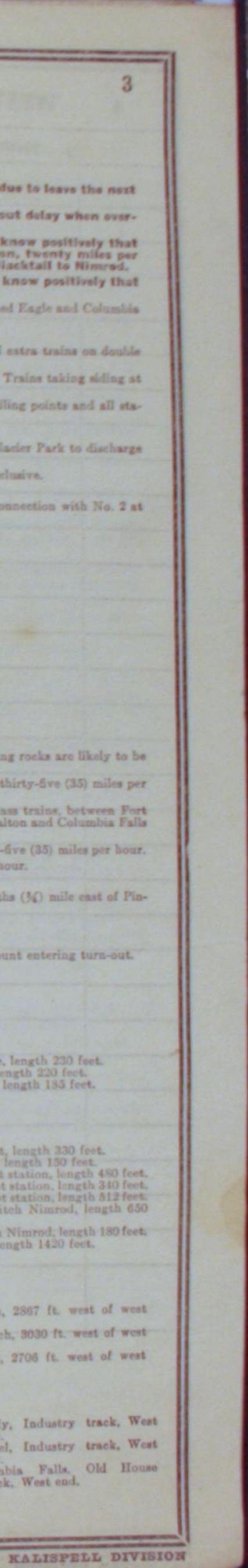
		-	1 4 m m				THIRD	CLASS	
1	IRST CLAS	5	4	Time Table No. 18		SIGNS	684	734	Westward trains are superior to eastward trains of the same class.
42	28			Effective April 25, 1926.	fish for			11	- No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 Eve (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All methods for No. 27 Eve (5) minutes.
Pa/senger	Fast Mail	Passenger	Passenger	STATIONS	Diatac		Mon. Wed.	Local Tue, Thurs,	Third class and False halos for the stand of
Daily Fx. Sunday	Daily	Daily	Daily		1	Department	Pri.	Sun.	All westward freight trains stop at Summit and trainmen will turn up all retainers, test air brakes,
	A 11.40Pm	A 10.40m	and the second s	5.67		RODNPWCTI		A 1.30Pm	our, and westward freight trains will use twenty-five minutes Summit to Blacktail and twenty-five minut Ail westward first class trains will stop at Summit and trainmen will turn up all retainers, test brakes brakes are in proper working order before proceeding.
	11.26	10.26	111.44	3.57	121.77			• 1.10	- Normal position of main line switches at end of double tracks, Blackfoot, Summit and Nimrod is for westward track
	11.20	10.19	111.38	ESUNDANCE	118.20	P		* 1.00	All westward freight trains come to a full stop at end of double track at Nimrod. A clearance card Form 219 revised when issued over Superintendent's signature will be the authority for movement track in direction of current of traffic without running orders.
	11.13	10.11	f11.30	5.42	112.95	PW		*12.45	At Triple Divide, Glacier Park, Belton and Citadel No. 1 track as eastward siding and No. 2 track as westward sid Fort Browning, Red Eagle and Rising Wolf will enter at outside switches.
	11.06	10.05	111.20	6.00	107.53	P		*12.25	- Crossover at Nimrod trailing points. Crossovers Singleshot and Blacktail facing points. Summit both facing an tions Cut Bank to Blackfoot trailing points.
	10.57	9.55	111.08	7.66	101.53	DNPW		•12.05Pm	No. 2 will stop on flag at Fort Browning to pick up passengers for the Twin Cities and east. No. 1 will stop at Glacier Park to discharge passengers from St. Paul, Minneapolis and the east, and No. 2 will stop passengers from Spokane and west.
	10.45	9.43	\$10.50	FORT BROWNING	93.87	DNPWC Y		*11.25	Nos. 1 and 2 will stop at Belton and Glacier Park to receive and discharge passengers June 15th to September 14 Register at Walton for trains originating and terminating at that point only.
	10.35	9.31	110.38	TRIPLE DIVIDE	88.48	P		10.50	No. 27 will not stop at Columbia Falls except when running ahead of No. 3 and also when running too late to a Whitefish.
	10.25	473 9.23	110.30	SPOTTED ROBE	83.58	P		10.35	Register at Columbia Falls for trains originating and terminating at that point only.
	10.15	9.12	27-734 \$10.15		80.31	DNPW Y		410.15	INTERLOCKING RULES.
	473	8.55	f10.10	3.11 BISON	77.20	P		. 9.35	
	9.57	8.50	733 110.05		74.49	P	-	450	SPEED RESTRICTIONS.
	9.51	8.45	110.00		71.27	P		8.55	Passenger trains 25 and Freight trains 15 miles per hour:
	9.45	8.40	1 9.55	3.03 	68.24	DNPW Y		. 8.45	Over Bridge 95, Glacier Park,
	9.29	8.26	1 9.44	3.23 SKYLAND	65.01	P		1 8.20	All trains will be handled under control and without regard to making schedule time at all points where slides
	9.16	8.14	1 9.33	BLACKTAIL	61.43	PW		8.00	encountered. Between Cut Bank and Fort Browning, first class trains forty-five (45) miles per hour. Second and inferior class hour.
	9.05	8.04	1 9.22	3.08 SINGLESHOT	58.35	P		1 7.40	Between Fort Browning and Columbia Falls, first class trains thirty-five (35) miles per hour. Second and info Browning and Summit, thirty (30) miles per hour. Between Summit and Walton twenty (20) miles per hour. Betw
	8.50	7.50	1 9.10	4.43 WIMROD	53.92	PI		1 7.20	- twenty-five (25) miles per hour. Between Columbia Falls and Whitefish, first class trains fifty (50) miles per hour. Second and inferior class trains Westward trains using eastward track between Summit and Nimrod, must not exceed speed of twenty (20) mile
	8.39	7.39	. 9.00	3.90 WALTON	50.02	ODNPWC Y	A 1.00m	L 7.00M	All trains reduce speed to fifteen (15) miles per hour over sink hole on second curve east of east switch Pinnacle
	8.19	7.19	1 8.43	6.22 PINNACLE	43.80		+12.10Pm	1	All trains reduce speed to twenty-five (25) miles per hour through snow sheds.
	8.11	7.11	1 8.35	4.26 HIDDEN LAKE	39.54		*11.45	1	All trains will carefully observe speed restrictions indicated on slow boards. Eastward trains will not exceed twenty (20) miles per hour entering double track Nimrod at east end Bridge 11
	8.00	7.00	1 8.25	5.39 RED EAOLE	34.15	DNPWI Y	The second s	1	Q-1 and R-1 class engines will not exceed speed of thirty (30) miles per hour at any point. Westward trains will not exceed speed of ten (10) miles per hour over gauntlet frog east end Snow Shed No. 12.
	7.51	6.51	683 f 8.15	4.87 SILVERTIP			*11.15	The 2	LOCATION OF TUNNELS.
	7.36	401 6-36		6.04	29.28	DND	*10.50	-	No. 1
	7.31	6.31	* 8.00 447	3.10 0001271 V	23.24	DNP	*10.20	-	No. 1%
	461 7.20	6.20	1 7.50	5.28 CITADEL	20.14		• 9.40	1	LOCATION OF SNOW SHEDS.
A 7.40Pm		1 6.05	1 7.40	COLUMBIA FALLS	14.80	DPW	9.16 447	1	- No. 1 mile west of Fort Browning, length 1118 feet. No. 7
1 7.30	6.53		• 7.25	2.94 HALF MOON	7.64	RDNPW I Y	\$ 8.35	1	- No. 3
L 7.25fm		5.52	7.18	8 4.70	4.70	P	* 7.30	-	- No. 4-B
Daily Ex. Sunday	Dally	Daily	L 7.10Am	- WHITEFISH		RODNWPCT O	L 7.15Am Mon. Wed.	Tue. Thurs	- No. 6
42	28	2	A			-	Fri.	Sun.	YARD LIMIT BOARDS.
30.6	4.55	4.55	4.45	Time over Sub-liniting			684	734	- Blackfoot: 3000 ft. east of east switch, 3000 ft. west of west Columbia Falls: 2575 ft. east of east switch.
30.6	26.02	26.02	26.9	Time over Subdivision Average Speed per Hour			5.45 8.7	6.30 11.9	Glacier Park: 3042 ft. east of east switch, 3500 ft. west of west Summit: 3000 ft. east of east switch, 2147 ft. west of west Whitefish: 3060 ft. east of east is witch. Summit: 3000 ft. east of east switch, 2147 ft. west of west Switch.

Sundance, Industry track, East end. Blackfoot, Industry track, East end. Fort Browning, Industry track, East end.

LOCATION OF DI

Nimrod, West end Industry	Grinaly, I
Walton, West end passing tracks.	Citadel, I
Walton, West end coal chute	end.
track.	Columbia
Hidden Lake, Industry track.	track, V

Fort Browning, Coal chute track, East end. Bison, Industry track, East end. Rising Wolf, Industry track, East end. Summit, West End No. 2 track.



	WESTWARD.							Cer	1		33 6				F	IRST CLAS	5	N. C. Martines	
	THIRD CLASS	1		SE	COND CLAS	The second		Capac of Sidi	nga	ben	8	Time Table No. 18 Effective April 25, 1926	1	41	3	27	1		
	735	687	1	473	461	459	447	1		Num	fish	Entruite April 23, 1525	- da	Passenger	Passenger	Fast Mail	Passenger		
	Local	Lonal		Time Freight				Passin	(Tacks	station	Distance	STATIONS	Teleg	Daily Ex. Sunday	Daily	Daily	Daily		
	Mon., Wed., Fri.	Tue., Thurs., Sat.	1300	Daily	Daily	Daily	Daily			au	-								
	L 8.30km	1		L 7.20Pm	L 1.00m	L 5.30Am	L 12.15Am	Yard	970	WA8	0.0		WF	and the second second		122	L 11.15m		-
	• 8.55	Y	1-	7.45	1.25	5.55	12.40	93	18	WA13	and the second s	and the second se	-	1 8.01	11.38	1.01	11.27		
-	. 9.20	16		8.05	1.45	6.40	the second se	the second se		And in case of the local division of the loc			-	1 8.14	736 11.49	1.11	11.38		
	\$ 9.50	4	1.11	8.30	2.10	7.00	a second s		and the second se	and the second s		5.46 OLNEY	KY	A set and	11.59	1.18	11.49		
-	10.15			8.50	2.30	7.20			the second se			5.78 RADNOR		1 8.36	12.09Pm	1.27	12.02km	12.3	
	•11.15	T		9.15	2.50	7.40					the second se	7.06 STRYKER	SY	\$ 8.49	12.20	1.35	12.15		
	•11.40			9.35	3.10	8.00	2.20	81	17	WA44	International Property lies in which the	5.97 TREGO		1 8.59	12.30	1.43	12.26		
	=12.15h	36	1.	9.50	3.20	8.15	2.35	81	18	WA49		the second se		* 9.08	12.38	1.49	12.34	1	
	*12.30	- 43	1.23	10.01	3.28	736 8-25	2.45	81	0	WA52	44.04			1 9.16	12.44	1.54	12.39		-
-	•12.40	1200		10.10	3.35	8.40	2.55				47.72		ANI	1 9.22	12.51	1.59	12.46		
-	· 1.00	3.0	1.12	10.25	3.58	8.55						4.67 EUREKA		\$ 9.34	• 1.00	2.05	12.53		-
-	27 2 7 2	1		10.40	4.15	9.10	3.25	81	16	WA67	58.55	6.17 CATO	TOC	1 9.45	1.10	735	1.03		-
-		L 5.30M		11.01	28-42 5-16	41 9.55	4.20	E102 W97	470	W42	61.28	2.70 REXFORD	D RD	• 9.55	• 1.15	2.18	1.08		-
		. 5.50		11.15	5.35	10.10	4.44	81	A COMPANY OF THE OWNER		and the second second second			110.04	1.22	2.25	1.14		
		. 6.20	1	11.30	6.00	10.25	5.10	E 81 W90	8	W31	72.08	6.16 STONEHILL	SE SE	\$10.15	1.32	2.33	1.23		-
		. 6.40	12.23	11-45	6.15	10.40	5.25	81	6	W 26	77.83	5.77 TWEED		f10.26	1.40	2.41	1.32		
		• 7.00	1 1 1 1 1	12.01 Am	Contraction of the	688 11.05	5.40	E 81 W81		W21	83 21	1 strength and the second seco	_	110.35	1.48	2.49	1.40		
		• 7.20		12.20	6.50	11.25	6.00	80		W16	87.87	VOLCOUR		110.43	1.55	2.56	1.48		_
		. 8.30	1	12.40	7.10	11.40	6.20	E 80 W80	23	W11	92.83		w	•10.54	1 2.05	3.02	1.56		-
		. 8.50		12.55	7.25	11.55	6.35	80	6	WS	98.35	5.52 YARNELL		111.04	2.15	3.09	2.04		-
-		. 9.15		1.10	7.40	12.100	6.50	E 80 W76	5	1302	103.70	5.41 JENNINOS	JN	111.15	2.29	3.16	2.11		_
		. 9.30	1 10/03	1.25	7.55	12.25	7.05	80	6	1306	109.30	5.73 RIPLEY		111.25	2.39	3.24	2.20		_
		•11.00		1.45	8.15	12.40			42	1315	116.32	6.83 LIBBY	CI	*11.38		3.35	• 2.33	25-24	_
		•11.15	- NO. 1983	2.00	8.25	12.50	7.40					4.18		111.45	3.02	3.41	2.39		_
		•11.35		2.20	8.40	1.10	7.55	83	0	1326	127.34	and the second s		111.57	3.13	3.50	2.50		_
		A 11.55		A 2.45M	-			a Yard	1093	7 1337	134.55	7.20 TROY	0			a 4.05h			_
	Mon W			Daily	Daily	Daily	Daily				4			Daily Ex. Sunday	Daily	Daily	Daily		_
	738		1	473	461	459	447				1			41	3	27	-		
	6.0 10.2		-	7.25	8.00 16.8	8.00 16.8	8.00 16.8			- Care	1	Time Over Subdivision Average Speed Per Hour		4.20 31.5	4.00 33.8	3.13	3.55 84.0		
	10.3	11.4		18.4	10.8	10.8	10.0												



42 28 2 4 Tammer Dath Time Table No. 18 Effective April 25, 324. 51GHS 668 736 Part Mail Dath		FIRST	CLASS			Time Table No. 10					THIRD CL	ASS	
Image: Station of the state of the		42	28	2	4			from	SIGNS	688	736		
1 1		Passenger	Fast Mail	Passenger	Passenger			y		Local	Local		
i 7008 6.35 6.30		Daily Ex. Sunday	Daily	Daily	Daily	STATIONS		Tre		Mon., Wed., Fri.	Tues., Thur., Sat.		
1 700 635 630		A 7.20m	A 6.35m	A 5.35Pm	A 7.00Am	WHITEFISH		134.55	RODNPWCT O		A 12.40Pm		
 645 663 663		1 7.08	6.25	5.25	6.50	8.07 VISTA		129 48	Р	- the	\$12.20Pm		
• 643 605 507 633		1 6.55	6.14	5.14	459 6.40	6.74 LUPFER		122.74	P		8 811.49		
• 630 644 449 615	-	\$ 6.45	6.05	5.07	6.32	5.46 OLNEY		117.28	DN PW		\$11.25		
I f 609 6.533 4.35 6.00		1 6.33	5.55	4.59	6.24	5.78 		111 50	P		\$11.05		
• 601 5.23 4.24 5.60		\$ 6.20	5.44	4.49	6.15	7.06 STRYKER		104 44	DNPW Y	- 2	\$10.45		
Image: constraint of the second se		1 6.09	5.33	4.35	6.00	5.97 TREGO	100	98.47	P	Mile Sta	\$10.15		
1 5.545 5.11 4.09 5.36		• 6.01	5.23	4.24	5.50	4.62 FORTINE	-	93 85	DNPW		s 9.08		
• 6.534 5.03 345 6.25		1 5.52	5.17	4.17	5.43	3.34 ROE		90.51	Р		459 8.25		
• 6.534 5.03 3558 • 6.25		1 5.45	5.11	4.09	5.36	3 68 		86.83	P		\$ 8.10		
Image: state of the state	1. 1. 1. 1.	• 5.34	5.02	461 3.58	. 5.25	4.67 EUREKA	ALS	82.16	DNPW		\$ 7.50		
- - 5116 4415 3.40 + 4.55		1 5.20	4.50	3.45	5.08	6.17 CATO	NDIS	75,99	P				
Image: state stat		461 • 5.16	461	Martin Parties		2.70 REXFORD	CK		BONPWC Y	A 12.30Pm			
i 4.56 4.27 3.25 4.35		1 5.05	4.37		447	4.64 	BLO			1			
1 446 4.17 3.13 4.27	in the	• 4.56		The second s			ATIC		D PW	The second			
I 4.36 4.10 3.06 4.19		1 4.46	4.17	3.13		5.77 	TOM	-	P				
I 4.27 4.03 27 4.12 vol.00 4.65 PW 10.43		1 4.36	4.10	3.06	-	5.38 URAL	NV		P				
• 4.17 3.55 2.45 f 4.05		1 4.27	4.03	27		Internet in which the same in		1	PW	41			
Image: state of the state		• 4.17	and the second		1.1	And in the local data and in the local data and in the local data and the local data and the local data and the				10000 CONTRACTOR			
1 3.35 2.29 3.48		1 4.07	and the second second	The second second		and and an other design of the local division of the local divisio	-			1000			
1 3.47 3.24 2.22 3.40		1 3.58		3	1								
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SECOND SUBDIVISION-TROY TO WHITEFIS	SECOND	SUBDIVISION-	-TROY TO	WHITEFISI
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14.0

Special Rules.

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 cleared 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.

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

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 Rexford and Eureka for passengers for Twin Citles and east.

At Olney, Rexford, 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.

Normal position main track switch east end double track Kootenai Falls is for westward track. This switch will be handled by operators.

Normal position main track switch west end double track Troy yard is for eastward track. This switch will be handled by trainmen.

Register at Rexford for trains originating and terminating at that point only.

Nos. 41 and 42 will stop on flag to receive and discharge passengers at Depew and Dickey.

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 direction of current of traffic without running orders.

SPEED 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 carefully observe speed restrictions indicated on slow boards.

All trains will be handled under control and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.

At the end of double track at Troy, train movements from the westward main track to single main track will be governed by Signal Number 13535 of the type indicated by Figure 21, page 105, in Standard Book of Rules. In this location it becomes a "Stop and Proceed" automatic signal subject to Rule 509b. TUNNELS.

Tunnels are located as follows:

No. 5-A..... 2 miles west of Vista, length 835 fest. No. 5-B.....1 mile east of Cato, length 290 feet. No. 6..... 11/2 mile east of Troy, length 1396 feet.

YARD LIMIT BOARDS.

Whitefish: 3960ft. 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: Westward track 4334 ft. east of east switch, 2836 ft. west of west switch.

Eastward main track 100 ft. east of east portal tunnel No. 6. DERAILS

Dickey Spur West End.

Trego, industry track West End.

Fortine, industry track West End.

Tobacco, industry track West End.

Cato, industry track West End.

Yarnell, Libby Lumber Co. Spur, each end. Libby, J. Neills Lbr. Co. Spur, east end.

SECOND	CLASS		F	IRST CLAS	55		0	ar			Time Table No. 18						IRST CLAS	5	The section of the se	SECON
	369	249	247	245	243	241	of Sid	dings	lumber	from Falls	Effective April 25, 1926.	from	b Calla	SIGNS	242	244	246	248	250	370
No.	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	sing	ler	tion N	tance umbis		ntance	egrap		Passenger	Passenger	Passenger	Passenger	Passenger	Freight
310	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Pass	Tra	Sta	Col	STATIONS	Sol	Tel	Children and the	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Er. Suoday
1	8.20km	L 10.50Pm	L 7.45Pm	L 6.0.5Pm	L 11.05Am	L 7.25Am	77	99	1207			25.52	CF	R DNPYW	A 7.15\m	A 10.50Am	A 5.55Pm	A 7.40Pm	A 10.40Pm	1 6.55Pm
		110.55	1 7.50	1 6.10	111.10	1 7.30				1.84	SOLDIERS HOME	23.68			1 7.01	110.36	1 5.41	1 7.30	110.26	
	8.50	111.05	1 8.00	370 1 6.21	(11.21	1 7.41	49		1213	5.28		20.24		р	1 6.51	110.26	1 5.31	1 7.21	110.16	245 6.21
122.20	Participation of the	111.15	1 8.10	1 6.33	111.33	1 7.53			1217	9.01	ROSE CROSSING	15.61			1 6.41	110.16	1 5.21	1 7.11	110.06	
	\$10.00	A 11.25Pm	A 8.20Pm	A 6.45Pm	A 11.45Am	\$ 8.15	62	300	1222	14.34	4.43 KALISPELL	11.18	к	RODNPWCT O	L 6.30Am	\$10.05	L 5.10m	L 7.00m	L 9.55Pm	\$ 5.40
*						1 8.30			1228	20.20	BALLS CROSSING	5.32				9.10				
	10.40km					A 8.45 M	35	270	1233A	25.52	5.32 SOMERS		ов	D		L 8.55Am				L 12.01m
	Daily Er. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily									Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
	369	249	247	245	243	241									242	244	246	248	250	370
	2 20 10.9	.35 24.6	.35 24.6	.40 21.5	40 21.5	1.20 19.2					Time Over Subdivision Average Speed Per Hour				45 19.1	1.55 12.5	.45 19.1	,40 21.5	.45 19.1	6 54 4.0

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.

Nos. 241 and 244 anulled between Kalispell and Somers on Sundays.

WESTWARD.		FIFT	TH SU	JBDI	VISION BETWEEN KALISPELL	. ANI) M	ARION.		EAST	WARD.
SECOND CLASS		Car			Time Table No. 18					SECOND CLASS	
	375	Car Capacity of Sidings	umber	LOED	Effective April 25, 1926.	from	Calle	SIGNS	376		
	Mixed	the stand	Ion N	ance		ance	Graph		Mixed		
	Friday Only	Trac	Stat	Distan	STATIONS	Dist	Tele		Friday Only		
	L 1.10Pm	62 300	1222			23.24	K	RONPWCT O	A 4.30Pm		
	1 1.40	45	1282	10.04	10.04 KILA	13.20		w	1 4.00		
	1 2.10	82	1240	17.84	7.80 ATHENS	5.40			1 3.30		
	A 2.40Pm	18	1245	23.24	5.40 MARION			W	L 3.00Pm		
	Friday Only					Real Property in			Friday Only		
	375								376		
	1.30 16.6				Time Over Subdivision Average Speed Per Hour				1.30 15.6		

Special Rules.

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

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 slides or falling rocks are likely to be encountered. F-8 class engines are the heaviest permitted on this sub-division.

SPEED RESTRICTIONS.

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 slides or falling rocks are likely to be encountered. F-8 class engines are the heaviest permitted on this sub-division.

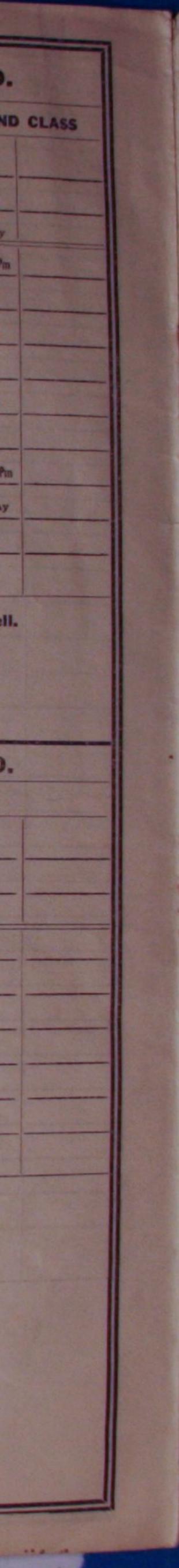
Yard limit boards are placed each way from Columbia Falls and Kalispell.

Columbia Falls: 2500 ft. west of west switch. Kallspell: 2250 ft. east of east switch. 2209 ft. west of west switch.

Somers: 2600 ft. oast of east switch.

Deralls:

Athens, Idaho Lumber Company's siding East end. Marion, main track, east of east switch. Marion, 2300 feet west of west switch.



WESTWARD.				TH	IRD	SUB	DIVISION BETWEEN REXFOR	ND AN	ID N	IICHEL.			EASTWARD
	THIRD CLASS	FIRST CLASS		Car	-	1	Time Table No. 18				FIRST CLASS	THIRD CLASS	
	685	227	of	Sidings	Numbe	from	Effective April 25, 1926.	from	h Call	SIGNS	228	686	
	Local	Passenger		her	stion]	Distanco		Distance Rezford	legrap		Passenger	Local	
	Tues. Thu. Sat.	Daily Ex. Sunday	146	- of	Bu	M	STATIONS	Rep	-H		Daily Ex. Sunday	Mon. Wed. Fri.	
	L 7.00Am		60	135	W125			-		R D PWC YO K		A 1.00Pm	
	\$ 7.25	1002 100 100 100 100 100 100 100 100 100	04	-	W116		9.01 OLSON	73.43		Р		\$12.25	
	• 7.40		64	29	W111	18.62	4.61 	. 68.82	-	P		\$12.05Pm	
	\$10.10	L 10.00M	66	158	W104	20.90	7.28 FERNIE	61.54	P	R D PWIY K	A 8.20Am	\$11.45	
	\$10.50	110.23	71	65	W95	80.02	9.12 SWINTON	52 42		P	1 8.00	227 \$10.23	
	\$11.30	10.49	52	11	W85	40.41	10.39 ELKO	42.03		P-WI% mlle east	* 7.33	\$ 9.50	
	\$12.15Pm	#11.17	63	10	W72	52.78	12.37 BAYNES	29.66		PW	\$ 7.05	\$ 8.40	
						53.28	0.50 	29.16		1			
	*12.45	•11.32	52	11	W07	57.53	4.25 WALDO	24 91		P	. 6.47	\$ 8.15	
	s 1.05	111.43	5.5	10	W62	63.60	6.07 DORR	18 84		PW	1 6.37	\$ 7.50	
	* 1.25	111.56	54	10	W57	67.89	4.29 FLAOSTONE	14.55		P	1 6.25	\$ 7.20	
	* 1.45	#12.09Pm				73.11	5 22 NEWGATE	9.33			• 6.10	\$ 7.00	
	\$ 2.15	12.25	67	48	W52	73.40	0.29 GATEWAY	9.04	WA	DP	. 600	\$ 6.45	
	A 2.45Pm	A 12.50Pm	1		W42	82.44	9.04 REXFORD		RD	RODNPWC Y	L 5.40km	L 6.00Ma	
	Tue. Thu. Sat.	Daily Ex. Sunday		-					3.2		Daily Ex. Sunday	Mon. Wed Fri.	
	685	227									228	686	
	7.45	2.50 21.7					Time Over Subdivision Average Speed Per Hour				2.40 23.08	7.00 11.8	

Special Rules.

Westward trains are superior to eastward trains of the same class, except, No. 228 is superior to No. 227, Rexford to Fernie.

SPEED RESTRICTIONS.

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 slides or falling rocks are likely to be encountered.

Bakers Spur one-half mile East of Waldo is regular stop for trains 227 and 228. Normal position of switch at junction with M.F. & M. at Fernie is set for Third Subdivision.

FS class engines are the heaviest permitted on this Subdivision.

Normal position of switch at junction with main line at Rexford, is set for Main Track, Second Subdivision.

Train and enginemen using Wye at Fernie, must protect against M. F. & M. trains.

All trains must receive permission from custom officers before crossing Interna-tional Boundary at Gateway.

DERAILS.

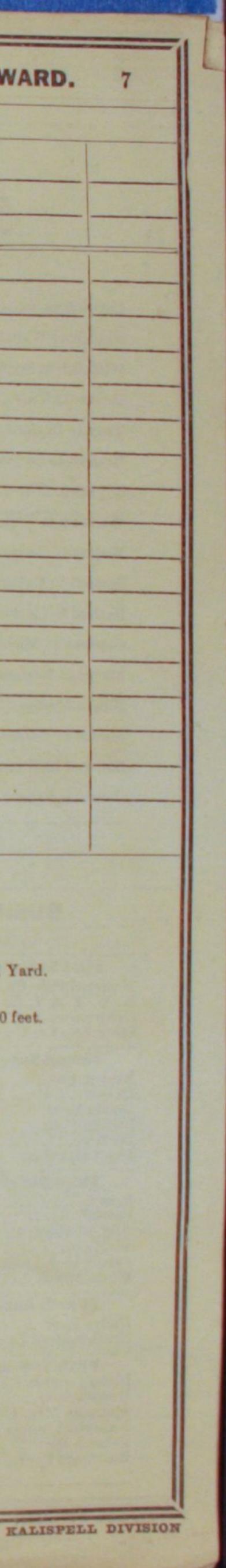
Baynes, industry track. Elko, industry track. Olson, west end passing track. Michel, east wye switch set for wye to act as derail for Michel Yard.

TUNNELS.

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

YARD LIMIT BOARDS.

Rexford—2760 feet east of east coal chute track switch. Fernie—5025 feet west of west lead switch. 2605 feet east of east wye switch. Michel—2596 feet west of west wye switch.



CAPACITY OF ENGINES IN AD

STATIONS	Rul Gra
Cutbank to Summit	1.
Summit to Whitefish	0.
Whitefish to Stryker	0.
Stryker to Troy	Dov
Troy to Rexford	0.
Rexford to Stryker	0.
Stryker to Whitefish	Dot
Whitefish to Walton	0.
Walton to Summit	1.
Summit to Cutbank	0.
Rexford to Gateway	0.
Gateway to Michel.	0.
Michel to Rexford	Do
Kila to Marion	1.
Marion to Kalispell	Do
Kalispell to Columbia Falls	
Columbia Falls to Kalispell	Do

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

DODITEDO INTONO NOT	SHOWIN AS STATIONS ON I			
NAME	LOCATION	Opens at	Capacity	
First Sub-division: National Pole Co. N. W. T. & T. Co. Crosswaites. State Lumber Co. 0.3 mile west of Half Moon	31.2 miles from Whitefish	East end East end East end West end	12 cars. 3 cars. 50 cars.	
Second Sub-division: Beaver Bay. Depew. Doody Spur. Ewings Spur. Dickey. Dahlburgs Spur.	8½ miles from Whitefish	West end West end West end West end West end East end	16 cars. 5 cars. 5 cars. 15 cars. 6 cars. 28 cars.	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
Third Sub-division: Ross. Bakers. East Kootenai Power Co. McMillan. Farquhar & Lawe. White Spruce Lumber Co. No. 1.	57.9 miles from Michel 57.7 miles from Michel 41.4 miles from Michel 38.6 miles from Michel 26.3 miles from Michel	East end West end East end East end West end West end	79 cars. 32 cars. 30 cars. 2 cars. 2 cars. 12 cars.	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
Fourth Sub-division: Dailys Spur. Northwestern Lumber Co. Spur.	11.9 miles from Kalispell 1.3 mile from Kalispell	West end East end	Length 7 miles 48 cars.	
Fifth Sub-division: Idaho Lumber Co. Dowers Spur Montana Mfg. Co. Kalispell Lumber Co. No. 2 Batavia Spur Boormans Spur	20.6 miles from Kalispell. 13.8 miles from Kalispell. 10.9 miles from Kalispell. 7.7 miles from Kalispell. 5.7 miles from Kalispell.	Both ends East end East end West end East end	6 cars. 7 cars. 12 cars. 4 cars. 10 cars. 3 cars.	

- 1	IN	ADDITION	TO WEIGHT	OF ENGINES,	TENDERS	AN
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Uling Irade Class R-1 2003-2033 Class Q-1 210-2129 Class Q-1 210-2129 3200-3209 3210-3284 Class P-1 1750-1764 Class O-1 3000-3144 ** P7-1130-1139 ** ** P7-1130-1139 ** ** P7-1130-1139 ** ** P7-1130-1139 ** ** P7-1130-1139 **				1254					1	1				The second second	-			-					124.53					
A A B	and the second se									•	3200-3209 3210-3254												F5-1 F6-1 F7-1 F8-1 F9-1	100-11 110-11 130-11 140-11 300-13	09 29 39 99 24		F3-7 G2-7 G3-7 G4-7	700-71
100 1		1	2	3	4	1	2	3		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3
0.1 <t< th=""><td></td><td>3200</td><td>2880</td><td>2560</td><td>2260</td><td>2200</td><td>1980</td><td>1780</td><td>1540</td><td>1700</td><td>1500</td><td>1420</td><td>1350</td><td>1500</td><td>1350</td><td>1200</td><td>1125</td><td>1400</td><td>1260</td><td>1120</td><td>1050</td><td>1200</td><td>1080</td><td>960</td><td>900</td><td></td><td></td><td>y</td></t<>		3200	2880	2560	2260	2200	1980	1780	1540	1700	1500	1420	1350	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900			y
NMI <th.< th=""><td>0.6</td><td>4000</td><td>3600</td><td>3200</td><td>2800</td><td>3300</td><td>2970</td><td>2640</td><td>2310</td><td>2300</td><td>2100</td><td>1900</td><td>1800</td><td>2250</td><td>2025</td><td>1800</td><td>1690</td><td>2000</td><td>1800</td><td>1600</td><td>1500</td><td>1350</td><td>1350</td><td>1200</td><td>1125</td><td></td><td></td><td></td></th.<>	0.6	4000	3600	3200	2800	3300	2970	2640	2310	2300	2100	1900	1800	2250	2025	1800	1690	2000	1800	1600	1500	1350	1350	1200	1125			
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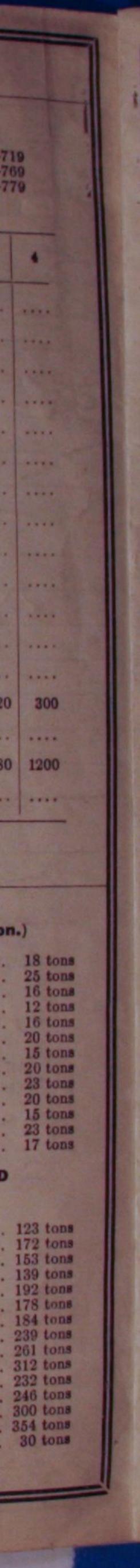
WEATHER RATING $\begin{cases} 1 - \text{When temperature is 25 degrees above zero or over.} & 3 - Five degrees above to 10 below zero.} & 4 - 10 below zero and Colder. \end{cases}$

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DC				
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AVERAGE WEIGHT OF EMPTY CARS (No allowance to be made for wheel friction.)

Box				-			-							-											
Box. Refrigerator. Stock. Flat. Coal (wooden)							-																		
Stock			1											-							-		-		
Flat			•	•					1	1	•			-		1				-					
Cal (mailes)			•	*	-			•	*	•	•		• •	-	-	-	1						-		
Coal (wooden)						• •			-	*		-			•	*	•	-	• •		*	*	•		
Coal (steel)																		*				*	•	• •	• •
Ore 50 ton																1	-			-		-			
Ore 75 ton Oil Tanks (system)					-																-				
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Sand										•			• •	-	-	*		-	• •			*	*	• •	
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Class O													*		•				*				•	• •	• •		•			•
Class P	-1.										• •			*		• •			•		-		•	• •	• •	*	•	• ?		• •
Class P	-2.								•														• 1	• •		•	•	• •		•
Class Q	-1.							-						*					• •							•	•	•		
Engine	Ta	nk	8	(e)	m	P	ty)				*	*		• •			•				*				*	•	•	•••	•



For Points Between

*Lines East of Cut Bank Pacific Junction to But Cut Bank to Spokane ... Spokane to Seattle Seattle to Vancouver, B. Seattle to Portland . . . Pacific Jct. to Great Falls Great Falls to Helena ... Helena to Butte..... Spokane to Vancouver, via Marcus and Brooks Spokane to Portland via S. Ry

*Except Minneapolis respectively.

Trains displaying signals for following section will stop at all registering stations, and the conductor will register in person. 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.

Freight trains taking on helper engines at Rexford and Walton, 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. Trains handling steam derrick or steel pile drivers 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. Engines uncoupling to cross bridges must when over bridge couple together again.

INTERLOCKING RULES.

Trains operating through the automatic interlocking plants located at Cut Bank, Summit, Red Eagle and Columbia Falls are governed by rules 501-A to 517 (b), also by rules 601-A to 671 (f), inclusive, and in addition by the special rules posted in the iron release box placed adjacent to the crossing.

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 west over westward main track from station 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 spur off westward main track clear of fouling point with block signal system, and remain there until incoming engine passes, then open hand operated switch to back on train. Levers will be operated by operators in station.

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.

Dr. Roscoe C. Webb Chief Surgeon Office 420 LaSalle Building Minneapolis. Dr. H. M. N. Wynne Surgeon Office 420 LaSalle Building Minneapolis.

JAS. CLIFFORD, Dispatcher. H. H. MAHER, R. M. DONOHOE, M. E. JOYCE,

D. J. BEST, Dispatcher. R. WATSON. E. J. BASSETT, 66

1000							LI	MIT	OF LO.	AD-M	EASU	REME	NT						
						WIDT	TH OF	LOAI	DATI	IEIGH	T ABC	OVE T	OP OF	RAIL					
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except	18'0'	18'0"	18'0"	18'0''	18'0"	18'0"	18'0"	H 18'0"		18'0"			18'0"		18'0"	17'0"	16'0"	18'0"	11'6"
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	19'0'' 18'0''	19'0" 18'0"	19'0'' 18'0''	19'0" 18'0"	19'0'' 18'0''	18'7" 18'0"	18'1" 18'0"	17'10" 17'9"	17'4'' 17'6''	17'1" 17'3"	16'9" 17'0"	16'4'' 16'9''	15'11'' 16'6''	15'10'' 16'5''	15'5" 16'3"	15'0'' 16'0''	14'6'' 15'6''	19'0'' 18'0''	11'6'
B. C.,	16'3" 17'0"	16'3'' 17'0''	16'3'' 17'0''	16'3'' 17'0''	16'3" 17'0"	15'11" 16'8"		15'5" 16'2"	15'4" 16'0"	15'2" 15'9"	15'0'' 15'6''	14'6'' 15'3''	14'0" 15'0"	13'8" 14'11"	13'0" 14'9"	12'0" 14'6"	11'0" 13'6"	16'3'' 17'0''	
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*****	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9''	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"		21'0"	11'0

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

Special Rules.

Interlocking plant end double track Summit, controls main track switch end double track. Eastward home interlocking signal will also operate as home automatic block signal. Westward home interlocking signal will also operate as intermediate automatic block signal as per Rule 515. Following whistle signals will govern in using plant, which is controlled from station: Single main track to westward main track: 2 long and 1 short. Single main track to eastward main track: long, short and long. Westward main track to single main track: long, short and long. Eastward main track to single main track: long and short.

Interlocking plant controlling main double track switch, east end of westward siding and eastward end of eastward siding just west of station, will be governed by following whistle signals:

From single main track to eastward main track: 1 long, 1 short. From castward siding to eastward main track: 1 long, 4 short. From single main track to westward main track: 1 long, 1 short, 1 long.

From westward main track to single main track: 2 long, 1 short. From westward main track to westward siding: 2 long. 4 short. From eastward main track to single track: 1 long, 1 short and 1 long. Trains moving eastward from westward siding will be governed by hand signals from operator Interlocking plant is operated from station.

Columbia Falls: East end double track switch is controlled by lever from station. Automatic block signals indicate position of this switch. Trains desiring to use this switch will indicate movement by following whistle signals.

From eastward double main track to single main track: 1 long, 1 short. From westward double main track to single main track: 1 long, 4 short. Westward Trains.

From single main track to westward double main track: 1 long, 1 short. From single main track to eastward double main track: 1 long, 4 short.

COMPANY SURGEONS.

Dr. P. O. NeraalCutbank, Mont.Dr. C. E. YatesBlack Foot, Mont.Dr. J. W. Craig.Fort Browning, Mont.Dr. L. E. DanielsColumbia Falls, Mont.Dr. H. E. HoustonKalispell, Mont.Dr. W. Q. ConwayKalispell, Mont.Taylor & LeesWhitefish, Mont.Dr. C. C. GerrardEureka, Mont.	Dr. P. Baxter Libby, M Dr. E. F. Dixon Troy, M Dr. W. H. English Troy, M Dr. S. Bonnell Fernie, B Dr. Carson Douglas Fernie, B
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TIME INSPECTORS.

J. H. HICKEN, Chief Dispatcher. W. A. DEPEW, Asst. Chief Dispatcher.

SUMMIT.

RED EAGLE.

Eastward.

Westward.

COLUMBIA FALLS.

Eastward Trains.

H. SHARAR, Traveling Engineer. W. MORRISON, "

S. McPHERSON, Train Master. J. C. SHANAHAN, " T. F. DIXON, Asst. Supt.

