

GREAT NORTHERN RAILWAY



KALISPELL DIVISION.



TIME TABLE No. 18

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 EMPLOYEES ONLY.

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

M. C. LaBERTEW, Superintendent.

J. C. ROTH, General Superintendent of Transportation.

J. H. O'NEILL, General Manager.

A. L. BERGFELD, Superintendent of Transportation.

W. R. SMITH, General Superintendent.

FIRST SUBDIVISION - CUTBANK TO WHITEFISH.

THIRD CLASS		SECOND CLASS				Car Capacity of Sidings		Station Numbers	Distance from Cutbank	Time Table No. 18 Effective April 25, 1926.	STATIONS	Telegraph Calls	FIRST CLASS			
733	683	473	461	459	447	Passing Tracks	Other Tracks						41	3	27	1
Local	Local	Time Freight	Time Freight	Time Freight	Time Freight							Passenger	Passenger	Fast Mail	Passenger	
Mon., Wed., Fri.	Tues., Thurs., Sat.	Daily	Daily	Daily	Daily							Daily Ex. Sun.	Daily	Daily	Daily	
L 6:00Am		L 6:30Pm	L 11:30Am	L 5:30Am	L 12:10Am	Yard	1135	1087		CUTBANK	CT		L 6:30Am	L 8:50Am	L 6:05Pm	
* 6:18		6:55	11:50	5:50	12:30	W70	W11	1003	5.67	5.07 GUNSIGHT			f 6:44	9:01	6:19	
* 6:32		7:10	12:05Pm	6:05	12:45		E 35	1005	9.24	3.57 SUNDANCE			f 6:50	9:06	6:27	
* 6:58		7:25	12:30	6:25	1:05	E 70 W70	W 8	1100	14.49	5.25 FORT PIEGAN			f 7:06	9:14	6:36	
* 7:20		7:40	12:50	6:45	1:25		W10	1106	19.01	5.42 MERIWETHER			f 7:15	9:22	6:45	
* 7:40		8:00	1:10	7:15	1:50	E142 W70	E 16	1112	25.01	6.00 BLACKFOOT	BF		f 7:29	9:31	6:55	
* 8:12		8:30	1:40	7:40	2:25	E 121 W98	59	1120	33.57	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	1125	38.96	5.39 TRIPLE DIVIDE			f 7:40	9:57	7:22	
* 9:05		9:23	2:20	8:25	3:00		100	7	43.86	3.90 SPOTTED ROBE			f 7:48	10:05	7:34	
* 9:30		9:45	2:40	8:50	3:30	E 73 W70	55	1133	47.13	4.27 GLACIER PARK	MD		* 8:05	10:15	7:53	
* 9:45		10:05	2:55	9:05	3:45		88	5	50.24	3.11 BISON			f 8:13	10:20	8:02	
* 10:05		10:20	3:10	9:20	3:55	E 70 W70	5	1141	52.95	2.71 RISING WOLF			f 8:21	10:25	8:10	
* 10:20		10:35	3:25	9:30	4:15		81	2	56.17	3.22 CATARACT			f 8:27	10:30	8:17	
* 10:35		10:55	3:45	9:45	4:35	E 68 W76	30	1147	59.20	3.03 SUMMIT	SM		* 8:33	10:35	8:25	
* 11:25		11:10	4:00	10:05	4:55		E 68		62.43	3.23 SKYLAND			f 8:42	10:42	8:33	
* 11:42		11:25	4:15	10:25	5:10	E 69	E 7	1153	66.01	3.58 BLACKTAIL	FD		f 8:52	10:50	8:42	
* 11:55		11:35	4:30	10:40	5:25				69.09	3.08 SINGLESHOT			f 9:00	10:57	8:50	
* 12:10Pm		11:50	4:50	10:55	5:40	E 70 W73	E 10	1161	73.52	4.43 NIMROD	VA		f 9:10	11:05	8:59	
A 12:30Pm	L 6:30Am	12:10Am	5:10	11:15	5:50	E 90 W65	247	1165	77.42	3.90 Essey WALTON	8X		* 9:25	11:15	9:09	
* 7:00		12:30	5:25	11:45	6:15		71	E 14	83.64	6.22 PINNACLE			f 9:37	11:26	9:20	
* 7:20		12:40	5:40	12:01Pm	6:45	E 70	E 15	1175	87.00	4.26 HIDDEN LAKE			f 9:45	11:34	9:30	
* 7:40		12:55	5:55	12:17	7:05	E 82 W70	16	1181	93.29	5.39 RED EAGLE	NY		f 9:56	11:44	9:41	
* 8:15		1:10	6:10	12:32	7:20		69	8	98.16	4.87 SILVERTIP			f 10:05	11:51	9:50	
* 9:10		1:30	6:36	12:55	7:35	E 130 W70	30	1192	104.20	6.04 BELTON	BE		* 10:20	12:03Pm	10:05	
* 9:30		1:40	6:55	1:05	7:50		69	14	107.30	3.10 GRIZZLY			f 10:28	12:09	10:13	
* 10:10		1:55	7:20	1:20	8:10	E 76 W69	18	1200	112.58	5.28 CITADEL	CM		f 10:40	12:19	10:27	
* 11:03		2:30	7:45	1:45	8:35		77	250	1207	7.22 COLUMBIA FALLS	CF	L 7:25 AM	* 11:03	12:34	* 10:50	
* 11:20		2:40	7:55	1:55	8:45		E 8	WA4	122.74	2.94 HALF MOON			7:30	11:11	12:39	10:56
A 11:40Am		A 3:10Am	A 8:10Pm	A 2:10Pm	A 9:05Am	Yard	970	WA8	127.44	4.70 WHITEFISH	WF	A 7:40 AM	A 11:20Am	A 12:47Pm	A 11:05Pm	
Mon., Wed., Fri.	Tues., Thurs., Sat.	Daily	Daily	Daily	Daily							Daily Ex. Sun.	Daily	Daily	Daily	
733	683	473	461	459	447							41	3	27	1	
6.30 11.9	5.10 10.0	8.40 14.75	8.40 14.75	8.40 14.75	8.55 14.30							.15 30.6	4.80 26.5	3.57 32.5	5.00 25.6	

EASTWARD. FIRST SUBDIVISION—WHITEFISH TO CUT BANK.

FIRST CLASS				Time Table No. 18 Effective April 25, 1926.	STATIONS	Distance from Whitefish	SIGNS	THIRD CLASS	
42	28	2	4					684	734
Passenger Daily Ex. Sunday	Fast Mail Daily	Passenger Daily	Passenger Daily					Local Mon. Wed. Fri.	Local Tue. Thurs. Sun.
	A 11-40pm	A 10-40pm	A 11-55 Am	.....	CUT BANK	127.44	R@DNPWCT I	A	1:30pm
	11:26	10:26	11:44	5 07	GUNSIGHT	121.77	P	*	1:10
	11:20	10:19	11:38	3 57	SUNDANCE	118.20	P	*	1:00
	11:13	10:11	11:30	5 25	FORT PIEGAN	112.95	PW	*	12:45
	11:06	10:05	11:20	5 42	MERIWETHER	107.53	P	*	12:25
	10:57	9:55	11:08	6 00	BLACKFOOT	101.53	DNPW	*	12:05pm
	10:45	9:43	10:50	7 60	FORT BROWNING	93.87	DNPWC Y	*	11:25
	10:35	9:31	10:38	5 30	TRIPLE DIVIDE	88.48	P	*	10:50
	10:25	9:23	10:30	3 90	SPOTTED ROBE	83.58	P	*	10:35
	10:15	9:12	10:15	4 27	GLACIER PARK	80.31	DNPW Y	27-4	10:16
	10:05	8:55	10:10	3 11	BISON	77.20	P	*	9:35
	9:57	8:50	10:05	2 71	RISING WOLF	74.49	P	450	9:20
	9:51	8:45	10:00	3 22	CATARACT	71.27	P	*	8:55
	9:45	8:40	9:55	3 03	SUMMIT	68.24	DNPW Y	*	8:45
	9:29	8:26	9:44	3 23	SKYLAND	65.01	P	*	8:20
	9:16	8:14	9:33	3 58	BLACKTAIL	61.43	PW	*	8:00
	9:05	8:04	9:22	3 08	SINGLESHOT	58.35	P	*	7:40
	8:50	7:50	9:10	4 43	NIMROD	53.92	P I	*	7:20
	8:39	7:39	9:00	3 90	WALTON	50.02	@DNPWC Y	A	1:00pm
	8:19	7:19	8:43	6 22	PINNACLE	43.80	P	*	12:10pm
	8:11	7:11	8:35	4 26	HIDDEN LAKE	39.54	P	*	11:45
	8:00	7:00	8:25	5 39	RED EAGLE	34.15	DNPWI Y	*	11:15
	7:51	6:51	8:15	4 87	SILVERTIP	29.28	P	*	10:50
	7:36	6:36	8:00	6 04	BELTON	23.24	DNP	8	10:20
	7:31	6:31	7:50	3 10	GRIZZLY	20.14	P	*	9:40
	7:20	6:20	7:40	5 23	CITADEL	14.80	DPW	*	9:15
A 7:40pm	* 7:05	* 6:05	* 7:25	7 22	COLUMBIA FALLS	7.64	RDNPW I Y	447	8:35
f 7:30	6:53	5:52	7:18	2 04	HALF MOON	4.70	P	*	7:30
L 7:25pm	L 6:45pm	L 5:45pm	L 7:10am	4 70	WHITEFISH		R@DNPWCT O	L	7:15am
Daily Ex. Sunday	Daily	Daily	Daily					Mon. Wed. Fri.	Tue. Thurs. Sun.
42	28	2	4					684	734
.15 30.6	4 55 26.02	4 55 26.02	4 40 26.9					5 45 8.7	6 30 11.9
				Time over Subdivision Average Speed per Hour					

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 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.
 Third class and Extra trains may run ahead of second class trains, but must arrange to let them pass without delay when overtaken.
 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 Walton, twenty miles per hour, and westward freight trains will use twenty-five minutes Summit to Blacktail and twenty-five minutes Blacktail to Nimrod.
 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.
 Normal position of main line switches at end of double tracks, Blackfoot, Summit and Nimrod is for westward track. Red Eagle and Columbia Falls is for eastward track.
 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 of extra trains on double track in direction of current of traffic without running orders.
 At Triple Divide, Glacier Park, Belton and Citadel No. 1 track as eastward siding and No. 2 track as westward siding. Trains taking siding at Fort Browning, Red Eagle and Rising Wolf will enter at outside switches.
 Crossover at Nimrod trailing points. Crossovers Singleshot and Blacktail facing points. Summit both facing and trailing points and all stations Cut Bank to Blackfoot trailing points.
 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 at Glacier Park to discharge passengers from Spokane and west.
 Nos. 1 and 2 will stop at Belton and Glacier Park to receive and discharge passengers June 15th to September 15th, inclusive.
 Register at Walton for trains originating and terminating at that point only.
 No. 27 will not stop at Columbia Falls except when running ahead of No. 3 and also when running too late to make connection with No. 2 at Whitefish.
 Register at Columbia Falls for trains originating and terminating at that point only.

INTERLOCKING RULES.

SEE PAGE 3.

SPEED RESTRICTIONS.

Passenger trains 25 and Freight trains 15 miles per hour:

- Over Bridge 68, Cut Bank.
- Over Bridge 95, Glacier Park.
- Over Bridge 116, Nimrod.
- Over Bridge 140, Citadel.

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.
 Between Cut Bank and Fort Browning, first class trains forty-five (45) miles per hour. Second and inferior class trains thirty-five (35) miles per hour.
 Between Fort Browning and Columbia Falls, first class trains thirty-five (35) miles per hour. Second and inferior class trains, between Fort Browning and Summit, thirty (30) miles per hour. Between Summit and Walton twenty (20) miles per hour. Between Walton and Columbia Falls twenty-five (25) 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.
 Westward trains using eastward track between Summit and Nimrod, must not exceed speed of twenty (20) miles per hour.
 All trains reduce speed to fifteen (15) miles per hour over sink hole on second curve east of east switch Pinnacle.
 All trains reduce speed to five (5) miles per hour and not exceed this speed while train crossing Slide Bridge three-fourths (¾) mile east of Pinnacle.
 All trains reduce speed to twenty-five (25) miles per hour through snow sheds.
 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 116, account entering turn-out.
 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.

LOCATION OF TUNNELS.

- No. 1 ½ mile west of Blacktail, length 460 feet.
- No. 1½ ½ mile east of Singleshot, length 317 feet.
- No. 2 1¼ miles west of Pinnacle, length 1746 feet.
- No. 3 2 miles west of Pinnacle, length 230 feet.
- No. 4 1¼ miles east of Belton, length 220 feet.
- No. 5 ¾ miles west of Citadel, length 133 feet.

LOCATION OF SNOW SHEDS.

- No. 1 1 mile west of Fort Browning, length 1118 feet.
- No. 2 940 feet west of west switch Spotted Robe Siding, length 1760 feet.
- No. 3 5633 feet west of west switch Spotted Robe Siding, length 1550 feet.
- No. 4-A At west switch Rising Wolf, length 400 feet.
- No. 4-B ¼ mile west of Rising Wolf, length 1304 feet.
- No. 5 ¼ mile east of Singleshot, length 190 feet.
- No. 6 ¼ mile east of Singleshot, length 256 feet.
- No. 7 ¼ mile east of Singleshot, length 330 feet.
- No. 7-A At east switch Singleshot, length 150 feet.
- No. 8 ¼ mile west of Singleshot station, length 480 feet.
- No. 9 ½ mile west of Singleshot station, length 340 feet.
- No. 10 2 miles west of Singleshot station, length 512 feet.
- No. 10.7 1¼ miles east of east switch Nimrod, length 630 feet.
- No. 11 ¼ mile east of east switch Nimrod, length 180 feet.
- No. 12 ¾ mile east of Walton, 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.
- Walton: 4340 ft. east of east switch, 2867 ft. west of west switch.
- Columbia Falls: 2573 ft. east of east switch, 3030 ft. west of west switch.
- Whitefish: 3060 ft. east of east switch, 2706 ft. west of west switch.

LOCATION OF DERAILS.

- Sundance, Industry track, East end.
- Blackfoot, Industry track, East end.
- Fort Browning, Industry track, East end.
- Fort Browning, Coal chute track, East end.
- Bison, Industry track, East end.
- Rising Wolf, Industry track, East end.
- Summit, West End No. 2 track.
- Nimrod, West end Industry track.
- Walton, West end passing tracks.
- Walton, West end coal chute track.
- Hidden Lake, Industry track.
- Grisly, Industry track, West end.
- Citadel, Industry track, West end.
- Columbia Falls, Old House track, West end.

4 WESTWARD.

SECOND SUBDIVISION - WHITEFISH TO TROY.

THIRD CLASS		SECOND CLASS				Car Capacity of Buildings		Station Numbers	Distances from Whitefish	Time Table No. 18 Effective April 25, 1926	STATIONS	FIRST CLASS			
735	687	473	461	459	447	Passing Tracks	Other Tracks					41	3	27	1
Local	Local	Time Freight	Time Freight	Time Freight	Time Freight			Passenger	Passenger	Fast Mail	Passenger				
Mon., Wed., Fri.	Tue., Thurs., Sat.	Daily	Daily	Daily	Daily			Daily Ex. Sunday	Daily	Daily	Daily				
L 8:30am		L 7:20 ⁴² pm	L 1:00pm	L 5:30am	L 12:15am	Yard 070	WA8	0.0	.....WHITEFISH.....	WF L 7:50am	L 11:30am	L 12:52pm	L 11:15pm	
* 8:55		7:45	1:25	5:55	12:40	93 18	WA13	5.07	5.07.....VISTA.....	f 8:01	11:38	1:01	11:27		
* 9:20		8:05	1:45	6:40	1:00	100 16	WA20	11.81	6.74.....LUPPER.....	f 8:14	⁷³⁶ 11:49	1:11	11:38		
* 9:50		8:30	2:10	7:00	1:25	E 88 W82 29	WA25	17.27	5.46.....OLNEY.....	KY * 8:25	11:59	1:18	11:49		
* 10:15		8:50	2:30	7:20	1:45	81 19	WA32	23.05	5.78.....RADNOR.....	f 8:36	12:09pm	1:27	12:02am		
* 11:15		9:15	2:50	7:40	2:05	83 08	WA38	30.11	7.06.....STRYKER.....	8Y * 8:49	12:20	1:35	12:15		
* 11:40		9:35	3:10	8:00	2:20	81 17	WA44	36.05	5.97.....TREGO.....	f 8:59	12:30	1:43	12:26		
* 12:15pm		9:50	3:20	8:15	2:35	81 18	WA49	40.70	4.62.....FORTINE.....	FR * ⁷³⁶ 9:08	12:38	1:49	12:34		
* 12:30		10:01	3:28	⁷³⁶ 8:25	2:45	81 0	WA52	44.04	3.34.....ROE.....	f 9:16	12:44	1:54	12:39		
* 12:40		10:10	3:35	8:40	2:55	81 15	WA56	47.72	3.68.....TOBACCO.....	f 9:22	12:51	1:59	12:46		
* ³ 1:00		10:25	² 3:58	8:55	3:10	E 81 W80 26	WA61	52.39	4.67.....EUREKA.....	KA * 9:34	⁷³⁵ 1:00	2:05	12:53		
* ²⁷ 2:13		10:40	4:15	9:10	3:25	81 16	WA67	58.85	6.17.....CATO.....	f 9:45	1:10	⁷³⁵ 2:13	1:03		
A 2:30pm	L 5:30am	11:01	²⁸⁻⁴² 5:16	⁴¹ 9:55	4:20	E102 W97 470	W42	61.23	2.70.....REXFORD.....	RD * ⁴⁵⁹ 9:55	* 1:15	2:18	1:08		
* 5:50		11:15	5:35	10:10	⁴ 4:44	81 6	W38	65.00	4.64.....RONDO.....	f 10:04	1:22	2:25	1:14		
* 6:20		11:30	6:00	10:25	5:10	E 81 W90 8	W31	72.05	6.16.....STONEHILL.....	8H * 10:15	1:32	2:33	1:23		
* 6:40		11:45	6:15	10:40	5:25	81 6	W36	77.83	5.77.....TWEED.....	f 10:26	1:40	2:41	1:32		
* 7:00		12:01am	6:30	11:05	5:40	E 81 W81 6	W21	83.21	5.38.....URAL.....	f 10:35	1:48	2:49	1:40		
* 7:20		12:20	6:50	11:25	6:00	80 6	W16	87.67	4.66.....VOLCOUR.....	f 10:43	1:55	² 2:56	1:48		
* 8:30		12:40	7:10	11:40	6:20	E 80 W80 22	W11	92.83	4.96.....WARLAND.....	WR * 10:54	f 2:05	3:02	1:56		
* 8:50		12:55	7:25	11:55	6:35	80 6	W5	98.35	5.52.....YARNELL.....	f 11:04	2:15	3:09	2:04		
* 9:15		1:10	7:40	12:10pm	6:50	E 80 W76 5	1302	103.70	5.41.....JENNINGS.....	JN f 11:15	² 2:29	3:16	2:11		
* 9:30		1:25	7:55	12:25	7:05	80 6	1308	109.49	5.73.....RIPLEY.....	f 11:25	2:39	²⁸ 3:24	2:20		
* 11:00		1:45	8:15	12:40	⁶⁸⁸ 7:30	E 80 W82 42	1315	116.22	6.83.....LIBBY.....	CK * 11:38	* 2:52	⁴² 3:35	* 2:33		
* 11:15		2:00	8:25	12:50	7:40	80 5	1319	120.50	4.18.....RANKIN.....	f 11:45	²⁸ 3:02	3:41	2:39		
* 11:35		2:20	8:40	1:10	7:55	83 0	1324	127.35	6.85.....KOOTENAI FALLS... DOUBLE TRACK	f 11:57	⁴² 3:13	3:50	2:50		
A 11:55am	A 2:45am	A 9:00pm	A 1:30pm	A 8:15am	Yard 1097	1332	134.55	7.20.....TROY.....	UX A 12:10pm	A 3:30pm	A 4:05pm	A 3:10am			
Mon., Wed., Fri.	Tue., Thurs., Sat.	Daily	Daily	Daily	Daily				Daily Ex. Sunday	Daily	Daily	Daily			
735	687	473	461	459	447				41	3	27	1			
6.00 10.2	6.25 11.4	7.25 18.4	8.00 16.8	8.00 16.8	8.00 16.8				4.20 31.5	4.00 33.8	3.13 41.8	3.55 34.0			

FIRST CLASS				Time Table No. 18 Effective April 25, 1926.	STATIONS	Distance from Troy	SIGNS	THIRD CLASS			
42	28	2	4					688	736		
Passenger	Fast Mail	Passenger	Passenger					Local	Local		
Daily Ex. Sunday	Daily	Daily	Daily					Mon., Wed., Fri.	Tues., Thur., Sat.		
A 7:20 ⁴⁷³ Pm	A 6:35 ⁴⁵⁹ Pm	A 5:35 ⁴⁵⁹ Pm	A 7:00 ⁴⁵⁹ Am	.....WHITEFISH.....	134.55	R@DNPWCT O		A 12:40 ⁴¹ Pm			
f 7:08	6:25	5:25	6:50	.....5.07 VISTA.....	129.45	P		*12:20 ⁴¹ Pm			
f 6:55	6:14	5:14	6:40 ⁴⁵⁹	.....6.74 LUPFER.....	122.74	P		*11:49 ⁴¹			
s 6:45	6:05	5:07	6:32	.....5.46 OLNEY.....	117.28	DNPW		*11:25			
f 6:33	5:55	4:59	6:24	.....5.78 RADNOR.....	111.50	P		*11:05			
s 6:20	5:44	4:49	6:15	.....7.06 STRYKER.....	104.44	DNPW Y		*10:45			
f 6:09	5:33	4:36	6:00	.....5.97 TREGO.....	98.47	P		*10:15			
s 6:01	5:23	4:24	5:50	.....4.62 FORTINE.....	93.85	DNPW		* 9:08 ⁴¹			
f 5:52	5:17	4:17	5:43	.....3.34 ROE.....	90.51	P		* 8:25 ⁴⁵⁹			
f 5:45	5:11	4:09	5:36	.....3.68 TOBACCO.....	86.83	P		* 8:10			
s 5:34	5:02	3:58 ⁴⁶¹	s 5:25	.....4.67 EUREKA.....	82.16	DNPW		* 7:50			
f 5:20	4:50	3:45	5:08	.....6.17 CATO.....	75.99	P		* 7:00			
s 5:16 ⁴⁶¹	4:45 ⁴⁶¹	3:40	s 4:55	.....2.70 REXFORD.....	73.29	@DNPWC Y	A 12:30 ⁴¹ Pm	L 6:45 ⁴⁵⁹ Am			
f 5:05	4:37	3:34	4:44 ⁴⁴⁷	.....4.64 RONDO.....	68.65	P	*12:15 ⁴¹ Pm				
s 4:56	4:27	3:25	4:35	.....6.16 STONHILL.....	62.40	D PW	*11:55				
f 4:46	4:17	3:13	4:27	.....5.77 TWEED.....	56.72	P	*11:30				
f 4:36	4:10	3:06	4:19	.....5.38 URAL.....	51.34	P	*11:05 ⁴⁵⁹				
f 4:27	4:03	2:56 ²⁷	4:12	.....4.66 VOLCOUR.....	46.68	PW	*10:43 ⁴¹				
s 4:17	3:55	2:45	f 4:05	.....4.96 WARLAND.....	41.72	DNP	* 9:55				
f 4:07	3:45	2:37	3:56	.....5.52 YARNELL.....	36.20	P	* 8:55				
f 3:58	3:35	2:29 ³	3:48	.....5.41 JENNINGS.....	30.79	D PW	* 8:30				
f 3:47	3:24 ²⁷	2:22	3:40	.....5.73 RIPLEY.....	25.06	P	* 7:55				
s 3:35 ²⁷	3:08	s 2:11	s 3:28	.....6.83 LIBBY.....	18.23	DNPW	* 7:30 ⁴⁴⁷				
f 3:24	3:02 ³	1:59	3:15	.....4.18 RANKIN.....	14.05	P	* 6:50				
f 3:13 ³	2:48	1:49	3:05	.....6.55 KOOTENAI FALLS.....	7.20	DNPW	* 6:30				
L 3:00 ³ Pm	L 2:35 ³ Pm	L 1:35 ³ Pm	L 2:50 ³ Am	.....7.20 TROY.....		R@DNPWCT	L 6:00 ⁴¹ Am				
Daily Ex. Sunday	Daily	Daily	Daily				Mon., Wed., Fri.	Tues., Thur., Sat.			
42	28	2	4				688	736			
4.20	4.00	4.00	4.10				6.30	5.55			
31.05	33.5	33.5	32.3				11.27	10.2			

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 Cities 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 feet.

No. 5-B.....1 mile east of Cato, length 290 feet.

No. 6.....1½ mile east of Troy, length 1396 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: 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		FIRST CLASS						Car Capacity of Sidings		Station Numbers	Distance from Columbia Falls	Time Table No. 18 Effective April 25, 1926.	Distance from Somers	Telegraph Calls	SIGNS	FIRST CLASS					SECOND CLASS	
369	249	247	245	243	241	Passing Tracks	Other Tracks	242	244							246	248	250	370	Passenger	Freight	
Freight	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily							
L 8:20am	L 10:50pm	L 7:45pm	L 6:05pm	L 11:05am	L 7:25am	77	99	1207		COLUMBIA FALLS.....	25.52	CF	R DNPYW	A 7:15am	A 10:50am	A 5:55pm	A 7:40pm	A 10:40pm	L 6:55pm			
	f 10:55	f 7:50	f 6:10	f 11:10	f 7:30				1.84	SOLDIERS HOME.....	23.68			f 7:01	f 10:36	f 5:41	f 7:30	f 10:26				
8:50	f 11:05	f 8:00	f 6:21	f 11:21	f 7:41	49		1213	5.28	LA SALLE.....	20.24		P	f 6:51	f 10:26	f 5:31	f 7:21	f 10:16	245 6:21			
	f 11:15	f 8:10	f 6:33	f 11:33	f 7:53			1217	9.01	ROSE CROSSING.....	15.01			f 6:41	f 10:16	f 5:21	f 7:11	f 10:06				
s 10:00	A 11:25pm	A 8:20pm	A 6:45pm	A 11:45am	s 8:15	62	300	1222	14.34	KALISPELL.....	11.18	K	R@DNPWCT O	L 6:30am	s 10:05	L 5:10pm	L 7:00pm	L 9:55pm	s 5:40			
					f 8:30			1228	20.20	BALLS CROSSING.....	5.32				9:10							
A 10:40am					A 8:45am	35	270	1233A	25.52	SOMERS.....		OB	D	L 8:55am					L 12:01pm			
Daily Ex. 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 annulled between Kalispell and Somers on Sundays.

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.

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

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.

SECOND CLASS		Car Capacity of Sidings		Station Numbers	Distance from Kalispell	Time Table No. 18 Effective April 25, 1926.	Distance from Marion	Telegraph Calls	SIGNS	SECOND CLASS	
375	Mixed	Passing Tracks	Other Tracks							376	Mixed
	Friday Only			62	300	1222	23.24	K	R@DNPWCT O	A 4:30pm	
				45		1232	10.04		W	f 4:00	
				32		1240	17.84			f 3:30	
				18		1245	23.24		W	L 3:00pm	
	Friday Only									Friday Only	
										376	
										1.30 15.6	
										Time Over Subdivision Average Speed Per Hour	

Special Rules.

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

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.

Derails:

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

THIRD CLASS		FIRST CLASS		Car Capacity of Sidings		Station Numbers	Distance from Michel	Time Table No. 18				Distance from Rexford	Telegraph Calls	SIGNS	FIRST CLASS		THIRD CLASS	
685		227		Passing Tracks	Other Tracks			Effective April 25, 1926.							228		686	
Local Tues. Thu. Sat.		Passenger Daily Ex. Sunday				STATIONS				Passenger Daily Ex. Sunday		Local Mon. Wed. Fri.						
L 7.00Am				66	135	W123		MICHEL		82.44	MC	R D PWC YO K			A 1.00Pm			
* 7.25				64		W116	9.01	OLSON		73.43		P			*12.25			
* 7.40				64	29	W111	13.62	HOSMER		68.82		P			*12.05Pm			
*10.10		L 10.00Am		66	158	W104	20.90	FERNIE		61.64	F	R D PW I Y K	A 8.20Am		*11.45			
*10.50		⁶⁸⁶ *10.23		71	65	W95	30.02	SWINTON		52.42		P	f 8.00		*10.23			
*11.30		*10.49		52	11	W85	40.41	ELKO		42.03		P-W 1 1/2 mile east	* 7.33		* 9.50			
*12.15Pm		*11.17		63	10	W72	52.78	BAYNES		29.66		PW	* 7.05		* 8.40			
							53.28	C. P. R. CROSSING		29.16		I						
*12.45		*11.32		52	11	W67	57.53	WALDO		24.91		P	* 6.47		* 8.15			
* 1.05		*11.43		55	10	W62	63.60	DORR		18.84		PW	f 6.37		* 7.50			
* 1.25		*11.56		54	10	W67	67.89	FLAOSTONE		14.55		P	f 6.25		* 7.20			
* 1.45		*12.09Pm					73.11	NEWGATE		9.33			* 6.10		* 7.00			
* 2.15		*12.25		67	48	W62	73.40	GATEWAY		9.04	WA	D P	* 6.00		* 6.45			
A 2.45Pm		A 12.50Pm				W42	82.44	REXFORD			RD	R&DN PWC Y	L 5.40Am		L 6.00Am			
Tue. Thu. Sat.		Daily Ex. Sunday											Daily Ex. Sunday		Mon. Wed. Fri.			
685		227											228		686			
7.45 10.09		2.50 21.7											2.40 23.08		7.00 11.8			
Time Over Subdivision Average Speed Per Hour																		

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.

F8 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 International 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 ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSSES.

STATIONS	Ruling Grade	Class R-1 2030-2033				Class Q-1 2100-2129				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 " G2-700-719 " 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	3200	2880	2560	2260	2200	1980	1780	1540	1700	1500	1420	1350	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900
Summit to Whitefish.....	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	.....	.....	.....	.....
Whitefish to Stryker.....	0.3	.....	.....	.....	.....	5000	4500	4000	3500	4000	3700	3400	3100	3300	3000	2700	2500	3150	2850	2600	2400	2500	2250	2000	1875	.....	.....	.....	.....
Stryker to Troy.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy to Rexford.....	0.4	.....	.....	.....	.....	5000	4500	4000	3500	4000	3700	3400	3100	3500	3150	2800	2450	3150	2850	2600	2400	2250	2025	1800	1600	.....	.....	.....	.....
Rexford to Stryker.....	0.7	.....	.....	.....	.....	3200	2880	2550	2240	2100	1920	1840	1750	1900	1710	1520	1425	1800	1620	1440	1350	1400	1260	1120	1050	.....	.....	.....	.....
Stryker to Whitefish.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whitefish to Walton.....	0.8	4000	3600	3200	2800	3000	2700	2400	2100	1900	1840	1580	1500	1750	1575	1400	1315	1600	1540	1280	1200	1300	1170	1040	975	.....	.....	.....	.....
Walton to Summit.....	1.8	2000	1800	1600	1400	1500	1350	1200	1050	1150	1065	980	940	900	810	720	675	850	765	680	640	650	585	520	490	.....	.....	.....	.....
Summit to Cutbank.....	0.8	4000	3600	3200	2800	3000	2700	2400	2100	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	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kalispell to Columbia Falls.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	1600	1400	1300	1600	1540	1280	1200
Columbia Falls to Kalispell.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Opens at	Capacity
First Sub-division:			
National Pole Co.....	18 miles from Whitefish.....	East end	.....
N. W. T. & T. Co.....	31.2 miles from Whitefish.....	East end	12 cars.
Crosswaites.....	13.6 miles from Whitefish.....	East end	3 cars.
State Lumber Co. 0.3 mile west of Half Moon.....	4.4 miles from Whitefish.....	West end	50 cars.
Second Sub-division:			
Beaver Bay.....	3 miles from Whitefish.....	West end	16 cars.
Depew.....	8 1/2 miles from Whitefish.....	West end	5 cars.
Doody Spur.....	14.0 miles from Whitefish.....	East end	5 cars.
Ewings Spur.....	23.4 miles from Whitefish.....	West end	15 cars.
Dickey.....	33 3/4 miles from Whitefish.....	West end	6 cars.
Dahlburgs Spur.....	44.9 miles from Whitefish.....	East end	28 cars.
Third Sub-division:			
Ross.....	57.9 miles from Michel.....	East end	79 cars.
Bakers.....	57.7 miles from Michel.....	West end	32 cars.
East Kootenai Power Co.....	41.4 miles from Michel.....	West end	30 cars.
McMillan.....	38.6 miles from Michel.....	East end	2 cars.
Farquhar & Lawe.....	26.3 miles from Michel.....	East end	2 cars.
White Spruce Lumber Co. No. 1.....	17.3 miles from Michel.....	West end	12 cars.
Fourth Sub-division:			
Dailys Spur.....	11.9 miles from Kalispell.....	West end	Length 7 miles
Northwestern Lumber Co. Spur.....	1.3 mile from Kalispell.....	East end	48 cars.
Fifth Sub-division:			
Idaho Lumber Co.....	20.6 miles from Kalispell.....	Both ends	6 cars.
Dowers Spur.....	13.8 miles from Kalispell.....	East end	7 cars.
Montana Mfg. Co.....	10.9 miles from Kalispell.....	East end	12 cars.
Kalispell Lumber Co. No. 2.....	7.7 miles from Kalispell.....	West end	4 cars.
Batavia Spur.....	5.7 miles from Kalispell.....	East end	10 cars.
Boormans Spur.....	2.9 miles from Kalispell.....	East end	3 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.
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.

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

Box.....	18 tons
Refrigerator.....	25 tons
Stock.....	16 tons
Flat.....	12 tons
Coal (wooden).....	16 tons
Coal (steel).....	20 tons
Ore 50 ton.....	15 tons
Ore 75 ton.....	20 tons
Oil Tanks (system).....	23 tons
Oil Tanks (other).....	20 tons
Sand.....	15 tons
Hart.....	23 tons
Caboose.....	17 tons

AVERAGE TOTAL WEIGHT OF DEAD ENGINES AND TANKS

Class E-1 to E-7.....	123 tons
Class E-8 to E-15.....	172 tons
Class F.....	153 tons
Class G.....	139 tons
Class H.....	192 tons
Class J.....	178 tons
Class K.....	184 tons
Class L.....	239 tons
Class M.....	261 tons
Class N.....	312 tons
Class O.....	232 tons
Class P-1.....	246 tons
Class P-2.....	300 tons
Class Q-1.....	354 tons
Engine Tanks (empty).....	30 tons

