

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

KALISPELL DIVISION

TIME TABLE No. 49.

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

SUNDAY, JULY 22, 1906

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

JAS. H. O'NEILL, Superintendent.

H. A. KENNEDY, Asst. General Superintendent.

R. W. BRYAN, General Supt. Transportation.

GEORGE T. SLADE, General Superintendent.

F. E. WARD, General Manager.

WEST BOUND.

FIRST DISTRICT—CUT BANK TO WHITEFISH.

EAST BOUND.

| THIRD CLASS. | | SECOND CLASS. | | FIRST CLASS. | | Car Capacity of String. | Distance from Cut Bank. | TIME TABLE No. 49. IN EFFECT JULY 22, 1906. | Distance from Whitefish. | Water, Coal, Wyes, Turn Tables, and Scales. | FIRST CLASS. | | SECOND CLASS. | | THIRD CLASS. | |
|--------------------------|--------------|---------------|--------------|--------------|-------------|-------------------------|-------------------------|--|--------------------------|---|--------------|-------------|-------------------------|-------------|--------------|-------------|
| 683 | 401 | 3 | 1 | 2 | 4 | | | | | | 402 | 684 | Passenger | Passenger | Time Freight | Way Freight |
| Way Freight | Time Freight | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger |
| Leave Daily Except Sun. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| STATIONS. | | | | | | | | | | | | | | | | |
| 8.00Am | 7.10Am | 3.20Am | 5.30Pm | 513 | DN-R..... | CUT BANK..... | CT | 128.55 | WCT | 1.20Pm | 2.50Am | 3.00Am | 9.55Pm | | | |
| 8.30 | 7.35 | 3.34 | 5.44 | 70 | 5.81 | OPAL..... | | 122.74 | | 1.03 | 2.33 | 2.33 | 9.30 | | | |
| 8.45 | 7.50 | 3.42 | 5.52 | 57 | 9.52 | SEVILLE..... | | 119.03 | W 4mi West | 12.55 | 2.22 | 2.00 | 9.15 | | | |
| 9.20 | 8.20 | 4.00 | 6.10 | 57 | 20.29 | BOMBAY..... | | 108.26 | | 12.34 | 2.00 | 1.15 | 8.40 | | | |
| 9.50 | 8.45 | 4.12 | 6.22 | 76 | 26.30 | BLACKFOOT..... | | 102.25 | W | 12.22 | 1.48 | 12.45 | 8.10 | | | |
| 10.35 | 9.25 | 4.34 | 6.44 | 92 | 33.95 | BROWNING..... | D | 94.60 | WY s | 12.07Pm | 1.33 | 12.10Am | 7.35 | | | |
| 11.10 | 10.00 | 4.51 | 7.01 | 80 | 39.28 | DURHAM..... | | 89.27 | | 11.57 | 1.21 | 11.40 | 7.01 | | | |
| 11.43 | 10.35 | 5.04 | 7.14 | 106 | 44.19 | KILROY..... | | 84.36 | | 11.43 | 1.11 | 11.15 | 6.20 | | | |
| 12.05Pm | 10.55 | 5.10 | 7.20 | 75 | 47.39 | MIDVALE..... | MD | 81.16 | W | 11.41 | 1.08 | 10.40 | 5.45 | | | |
| 12.45 | 11.29 | 5.26 | 7.35 | 70 | 54.03 | LUBEC..... | | 74.52 | | 11.29 | 12.51 | 10.10 | 5.15 | | | |
| 1.25 | 12.15Pm | 5.45 | 7.55 | 96 | 60.28 | SUMMIT..... | SM | 68.27 | WY s | 11.17 | 12.39 | 9.40 | 4.45 | | | |
| 1.45 | 12.30 | 5.51 | 8.01 | 65 | 63.22 | SKYLAND..... | | 65.33 | | 11.03 | 12.19Am | 8.50 | 3.55 | | | |
| 2.05 | 12.45 | 5.58 | 8.08 | 62 | 66.94 | BEAR CREEK..... | BC | 61.61 | W | 10.46 | 11.59 | 8.08 | 3.10 | | | |
| 2.25 | 1.00 | 6.07 | 8.17 | 54 | 70.40 | HIGHGATE..... | | 58.15 | | 10.31 | 11.41 | 7.25 | 2.25 | | | |
| 2.45 | 1.30 | 6.17 | 8.27 | 59 | 74.37 | JAVA..... | | 54.18 | | 10.15 | 11.23 | 6.40 | 1.30 | | | |
| 3.25 | 2.00 | 6.27 | 8.37 | 107 | 78.58 | ESSEX..... | SX | 50.02 | WCT s | 10.05 | 11.10 | 6.15 | 1.00 | | | |
| 3.50 | 2.25 | 6.39 | 8.48 | 57 | 84.23 | PAOLA..... | | 44.32 | | 9.50 | 10.55 | 5.35 | 12.15Pm | | | |
| 4.10 | 2.45 | 6.50 | 8.58 | 60 | 88.91 | GARRY..... | | 39.64 | | 9.40 | 10.44 | 5.10 | 11.50 | | | |
| 4.40 | 3.10 | 7.03 | 9.10 | 68 | 94.45 | NYACK..... | NY | 34.10 | W | 9.30 | 10.31 | 4.40 | 11.20 | | | |
| 5.05 | 3.30 | 7.12 | 9.18 | 60 | 99.53 | ROCKHILL..... | | 29.02 | | 9.21 | 10.20 | 4.15 | 10.55 | | | |
| 5.40 | 3.50 | 7.27 | 9.32 | 56 | 105.27 | BELTON..... | BN | 23.28 | | 9.11 | 10.08 | 3.50 | 10.30 | | | |
| 6.25 | 4.25 | 7.45 | 9.49 | 58 | 113.63 | CORAM..... | | 14.92 | W | 8.54 | 9.49 | 3.15 | 9.55 | | | |
| 7.05 | 4.55 | 8.02 | 10.04 | 156 | 120.44 | COLUMBIA FALLS..... | CF | 8.11 | s | 8.40 | 9.32 | 2.45 | 9.25 | | | |
| 7.25 | 5.20 | 8.10 | 10.11 | 108 | 124.39 | HALF MOON..... | | 4.16 | | 8.30 | 9.20 | 2.25 | 9.00 | | | |
| 7.45Pm | 5.40Pm | 8.20Am | 10.20Pm | 810 | 128.55 | WHITEFISH..... | WF | | WCT | 8.20Am | 9.10Pm | 2.10Pm | 8.45Am | | | |
| Arrive Daily Except Sun. | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Except Sun. | | | |
| 683 | 401 | 3 | 1 | | | | | | | 2 | 4 | 402 | 684 | | | |
| 11.45 | 10.30 | 5.0 | 4.50 | | | | | | | 5.00 | 5.40 | 12.50 | 13.10 | | | |
| 11.3 | 12.2 | 25.7 | 26.4 | | | | | | | 25.7 | 23.8 | 10.0 | 9.8 | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.—SEE RULE 43.

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

No. 3 will take siding for No. 2 where they meet.

All east-bound trains will stop not less than 200 and not more than 800 feet west of Mont. & G. N. Junction, one-half mile west of Columbia Falls, and must know the way is clear before proceeding.
The switch at Junction with Kalispell line at Columbia Falls must be kept set for main line.

ALL west-bound trains must make a service test of air at Summit.
ALL west-bound trains, Summit to Essex, must not exceed schedule time.
Operators at Summit must block all trains 30 minutes apart.

WEST BOUND.

SECOND DISTRICT—WHITEFISH TO TROY.

EAST BOUND.

| THIRD CLASS. | | SECOND CLASS. | | FIRST CLASS. | | Car Capacity of Sidings. | Distance from Whitefish. | TIME TABLE No. 49. IN EFFECT JULY 22, 1906. | | Distance from Troy. | Water, Coal, Wages, Turn Tables and Scales. | FIRST CLASS. | | SECOND CLASS. | | THIRD CLASS. | | |
|--------------------------|--|---------------|--|--------------|--------------|--------------------------|--------------------------|--|--------|---------------------|---|--------------|---------------|---------------|--|--------------------------|---|-------------------------|
| 683 | | 401 | | 3 | 1 | | | 2 | 4 | | | 402 | | 684 | | 2 | 4 | 402 |
| Way Freight | | Time Freight | | Passenger | Passenger | | | STATIONS. | | | | Passenger | Passenger | Time Freight | | Way Freight | | |
| Leave Daily Except Sun. | | Leave Daily | | Leave Daily | Leave Daily | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily Except Sun. | | |
| 5.45Am | | 6.40Pm | | 8.35Am | 10.35Pm | 810 | | DN-R.....WHITEFISH.....WF | 134.62 | WCT | | 8.05Am | 8.55Pm | | | 1.10Pm | | 8.45Pm |
| 6.15 | | 7.10 | | 8.46 | 10.46 | 113 | 5.05 | 5.05 VISTA..... | 129.57 | | | 7.52 | 8.42 | | | 12.40 | | 8.15 |
| 6.50 | | 684 7.45 | | f 9.01 | 11.00 | 108 | 11.95 | 6.90 LUPFER..... | 122.67 | | | 7.39 | f 8.29 | | | 12.05Pm | | 401 7.45 |
| 7.30 | | 8.20 | | f 9.11 | 11.10 | 108 | 17.24 | 5.29 OLNEY..... | 117.38 | W | | 683 7.30 | f 401 8.20 | | | 11.40 | | 7.15 |
| 7.55 | | 8.45 | | f 9.23 | 11.22 | 108 | 23.45 | 6.21 RADNOR..... | 111.17 | | | 7.18 | f 8.08 | | | 11.10 | | 6.45 |
| 8.30 | | 9.20 | | f 9.36 | 11.35 | 113 | 29.98 | DN.....6.53 STRYKER.....SY. | 104.64 | WY | | 7.05 | f 7.55 | | | 10.35 | | 6.15 |
| 8.55 | | 9.40 | | f 9.49 | 11.48 | 108 | 36.42 | 6.44 TRIGO..... | 98.20 | | | 6.49 | f 7.38 | | | 3 9.49 | | 5.30 |
| 402 9.15 | | 9.55 | | f 9.59 | 11.58 | 108 | 41.00 | 4.58 FORTINE..... | 93.62 | W | | 6.39 | f 7.27 | | | 683 9.15 | | 4.45 |
| 9.50 | | 10.25 | | f 10.14 | 12.12Am | 108 | 47.75 | 6.75 TOBACCO..... | 86.87 | | | 6.22 | f 7.08 | | | 8.30 | | 3.55 |
| 3 10.25 | | 10.45 | | s 10.25 | 12.22 | 108 | 52.60 | 4.85 EUREKA.....KA | 82.02 | W | | 6.11 | s 6.57 | | | 8.00 | | 3.20 |
| 10.55 | | 11.15 | | f 10.37 | 12.34 | 108 | 58.59 | 5.99 SHIELDS..... | 76.03 | | | 5.57 | f 6.41 | | | 7.20 | | 2.40 |
| 11.50 | | 11.55 | | s 10.45 | s 12.42 | 272 | 61.30 | 2.71 DN-R.....REXFORD.....RD. | 73.62 | WYO | | 5.58 | s 6.36 | | | 6.55 | | 2.10 |
| 12.10Pm | | 12.15Am | | f 10.55 | 12.51 | 65 | 66.04 | 4.74 RONDO..... | 68.58 | | | 5.44 | f 6.26 | | | 6.25 | | 1.20 |
| 684 12.45 | | 12.50 | | f 11.08 | 1.04 | 65 | 72.39 | 6.35 STONEHILL..... | 62.23 | W | | 5.34 | f 6.15 | | | 6.00 | | 683 12.45 |
| 1.20 | | 1.16 | | f 11.20 | 401 1.16 | 65 | 77.97 | 5.58 TWEED..... | 56.65 | | | 5.25 | f 6.05 | | | 5.40 | | 12.22 |
| 1.50 | | 1.45 | | f 11.30 | 1.26 | 65 | 83.27 | 5.30 DN.....URAL.....U | 51.35 | | | 402 5.17 | f 5.55 | | | 2 5.17 | | 12.01Pm |
| 2.20 | | 2.05 | | f 11.39 | 1.35 | 65 | 88.02 | 4.75 VOLCOUR..... | 46.60 | W | | 5.11 | f 5.46 | | | 4.45 | | 3 11.39 |
| 2.50 | | 2.30 | | f 11.49 | 1.45 | 65 | 93.16 | 5.14 WARLAND..... | 41.46 | | | 5.03 | f 5.36 | | | 4.15 | | 11.10 |
| 3.20 | | 2.55 | | f 11.59 | 1.56 | 65 | 98.45 | 5.29 YARNELL..... | 36.17 | | | 4.55 | f 5.26 | | | 3.50 | | 10.45 |
| 3.50 | | 402 3.25 | | f 12.10Pm | 2.08 | 83 | 103.81 | 5.36 N.....JENNINGS.....JN | 30.81 | W | | 4.46 | f 5.15 | | | 401 3.25 | | 10.20 |
| 4 4.51 | | 4.23 | | s 12.36 | 402 2.34 | 76 | 116.37 | 12.56 DN.....LIBBY.....CK | 18.25 | | | 401 4.23 | s 683 4.51 | | | 1 2.34 | | 9.35 |
| 5.45 | | 5.30 | | f 12.58 | 2.57 | 97 | 127.20 | 10.83 KOOTENAI FALLS..... | 7.42 | W | | 4.03 | f 4.30 | | | 1.45 | | 8.45 |
| 6.40Pm | | 6.30Am | | 1.15Pm | 3.15Am | 340 | 134.62 | 7.42 DN-R.....TROY.....UX | | WCT | | 3.50Am | 4.15Pm | | | 12.35Am | | 7.30Am |
| Arrive Daily Except Sun. | | Arrive Daily | | Arrive Daily | Arrive Daily | | | | | | | Leave Daily | Leave Daily | | | Leave Daily | | Leave Daily Except Sun. |
| 683 | | 401 | | 3 | 1 | | | | | | | 2 | 4 | | | 402 | | 684 |
| 12.55 10.3 | | 11.50 11.4 | | 4.40 28.8 | 4.40 28.8 | | | Time Over District. Average Speed Per Hour. | | | | 4.15 31.2 | 4.40 28.8 | | | 12.35 10.7 | | 13.15 10.1 |

WEST-BOUND TRAINS ARE SUPERIOR TO EAST-BOUND TRAINS OF THE SAME CLASS. SEE RULE 43.

No. 3 will take siding for No. 2 where they meet.

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

All west-bound trains must stop not less than 200 and not more than 800 feet east of Junction east end of Rexford yard and must know way is clear before proceeding.

All east-bound trains must approach Junction at Rexford under control, expecting to find main track occupied.

| SECOND CLASS. | | | | FIRST CLASS. | | | | Car Capacity of Sidings. | Distance from Columbia Falls. | TIME TABLE No. 49. TAKES EFFECT JULY 22, 1906. | Distance from Lakeview. | Water, Coal, Wye, Turntable and Scales. | FIRST CLASS. | | | | SECOND CLASS. | | | | | | |
|------------------------|--|--|-----------------------|--------------|--|--|--|--------------------------|-------------------------------|---|-------------------------|---|--------------|-------------|--------|--------------|---------------|--|--|-----------------------|-----|----------------------|--|
| 375 | | | | 247 | | | | | | | | | 245 | | | | 246 | | | | 248 | | |
| Mixed | | | | Passenger | | | | Passenger | | | | Passenger | | | | Passenger | | | | Mixed | | | |
| Leave Tues. and Friday | | | | Leave Daily | | | | Leave Daily | | | | Arrive Daily | | | | Arrive Daily | | | | Arrive Tues. and Fri. | | | |
| | | | | | | | | 156 | | DN-R.....COLUMBIA FALLS.....CF. | 63.19 | | | 7.45Am | 9.15Pm | | | | | | | | |
| | | | | | | | | | 0.63 |MONT. & G. N. JCT..... | 62.53 | Y | | | | | | | | | | | |
| | | | | | | | | 56 | 5.92 |LA SALLE..... | 57.27 | | f 7.31 | f 9.01 | | | | | | | | | |
| | | | 11.30Am | | | | | 251 | 14.77 | D-R.....KALISPELL.....K | 48.42 | WGFO | 7.10Am | 8.40Pm | | | | | | | | 8.15Pm | |
| | | | | | | | | 237 | 25.80 |SOMERS..... | 59.22 | | | | | | | | | | | | |
| | | | 12.20Pm | | | | | 53 | 25.03 |SEDAN..... | 38.16 | W | | | | | | | | | | 2.40 | |
| | | | 12.45 | | | | | 38 | 32.56 |ATHENS..... | 30.63 | | | | | | | | | | | 2.10 | |
| | | | 1.10Pm | | | | | 18 | 38.18 |MARION..... | 25.01 | W | | | | | | | | | | 1.45Pm | |
| | | | | | | | | 31 | 63.19 |LAKEVIEW..... | | W | | | | | | | | | | | |
| | | | Arrive Tues. and Fri. | | | | | | | | | | Leave Daily | Leave Daily | | | | | | | | Leave Tues. and Fri. | |
| | | | 375 | | | | | | | | | | 246 | 248 | | | | | | | | 376 | |
| | | | 1.40 | | | | | | | Time Over District. | | | .35 | .35 | | | | | | | | 1.30 | |
| | | | 14.0. | | | | | | | Average Speed Per Hour. | | | 25.3 | 25.3 | | | | | | | | 15.6 | |

WEST-BOUND TRAINS ARE SUPERIOR TO EAST-BOUND TRAINS OF THE SAME CLASS. SEE RULE 43.
 All trains must move with caution and with train under control between Mont. & G. N. Jct. and Columbia Falls, looking out for main line trains.
 Trains will register at Columbia Falls and Kalispell.
 Conductors and enginemen must carefully examine bulletin boards daily.
 Kalispell and Marion are terminals for trains 375 and 376.
 Trains and light engines must approach under control and not exceed eight (8) miles per hour passing over bridge 155, 1 1/4 miles east of Sedan; bridge 156, 1/2 mile east of Sedan, and bridge 157, one mile west of Sedan, and through Haskell Pass Tunnel; and will not exceed (15) miles per hour over bridge 179, 3/4 mile east of Lakeview.

| THIRD CLASS. | | | | FIRST CLASS. | | | | Car Capacity of Sidings. | Distance from Fernie. | TIME TABLE No. 49. TAKES EFFECT JULY 22, 1906. | Distance from Rexford. | Water, Coal, Wye, Turntable and Scales. | FIRST CLASS. | | | | THIRD CLASS. | | | | | | |
|------------------------|--|--|---------|------------------------|--|--|-----------|--------------------------|-----------------------|---|------------------------|---|------------------------|--|--|--|--------------|--|--|--|--|------------------------|--|
| 685 | | | | 249 | | | | | | | | | 250 | | | | 686 | | | | | | |
| Local Freight | | | | Passenger | | | | Passenger | | | | Local Freight | | | | | | | | | | | |
| Leave Daily Ex. Sunday | | | | Leave Daily Ex. Sunday | | | | Arrive Daily Ex. Sunday | | | | Arrive Daily Ex. Sunday | | | | | | | | | | | |
| | | | 9.00Am | | | | | 172 | | D-R.....FERNIE.....F | 61.67 | WY | 8.50Am | | | | | | | | | 8.30Pm | |
| | | | | | | | | | 9.13 |M. F. & M. JCT..... | 52.54 | | | | | | | | | | | | |
| | | | 9.50 | | | | s 10.11 | 125 | 9.13 |SWINTON..... | 52.54 | | s 8.24 | | | | | | | | | 7.40 | |
| | | | 10.25 | | | | f 10.37 | 71 | 18.89 |ELKO..... | 42.78 | W 1/2 mi West | f 7.58 | | | | | | | | | 6.55 | |
| | | | 10.53 | | | | f 10.47 | 71 | 23.84 |MOTT..... | 37.83 | | f 7.45 | | | | | | | | | 6.30 | |
| | | | 11.25 | | | | f 11.08 | 71 | 31.37 | D.....BAYNES.....B | 30.30 | W | f 7.25 | | | | | | | | | 5.50 | |
| | | | 11.50 | | | | f 11.14 | 71 | 37.08 |KRAG..... | 24.59 | | f 7.11 | | | | | | | | | 5.27 | |
| | | | 12.05Pm | | | | f 11.25 | 71 | 41.87 |DORR..... | 19.80 | W | f 7.00 | | | | | | | | | 5.08 | |
| | | | 12.23 | | | | f 11.36 | 71 | 46.65 |FLAGSTONE..... | 15.02 | | f 6.49 | | | | | | | | | 4.50 | |
| | | | | | | | | | 51.84 |INTERNATIONAL BOUNDARY..... | 9.83 | | | | | | | | | | | | |
| | | | 1.10 | | | | 11.51 | 125 | 51.87 | D-R.....GATEWAY.....WA | 9.80 | O | 6.36 | | | | | | | | | 4.30 | |
| | | | | | | | 11.59 | | |HAYDEN..... | 5.20 | W | 6.31 | | | | | | | | | 3.50 | |
| | | | 1.30 | | | | f 12.10Am | 71 | 56.47 |REXFORD.....RD | | WYC | 6.10Am | | | | | | | | | 3.30Pm | |
| | | | 2.00Pm | | | | 12.25Am | 272 | 61.67 | | | | Leave Daily Ex. Sunday | | | | | | | | | Leave Daily Ex. Sunday | |
| | | | 685 | | | | 249 | | | | | | 250 | | | | | | | | | 686 | |
| | | | 5.00 | | | | 2.40 | | | Time Over District. | | | 2.40 | | | | | | | | | 5.00 | |
| | | | 12.3 | | | | 23.1 | | | Average Speed Per Hour. | | | 23.1 | | | | | | | | | 12.3 | |

WEST-BOUND TRAINS ARE SUPERIOR TO EAST-BOUND TRAINS OF THE SAME CLASS. SEE RULE 43.
 All trains must approach M. F. & M. Junction at Swinton under control. Engine and trainmen must protect against trains of M. F. & M. Ry. while turning on Wye at Fernie.
 Trains will register at Rexford, Gateway and Fernie.
 Conductors and enginemen must know that their way is clear between Junction and Rexford.
 Conductors and enginemen must carefully examine bulletin boards daily.
 The switch at Junction with Fernie line at Rexford must be kept set for main line.
 No train will cross International Boundary at Gateway without permission of customs officers.

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

| STATIONS. | Ruling Grade | Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5-800- 807 | | | | Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779 | | | | Class F1-500-565 " F2-595-599 " G1-600-615 | | | |
|---------------------------|--------------|---|------|------|------|--|------|------|------|--|------|------|------|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| | | Cut Bank to Summit..... | 1.0 | 1200 | 1080 | 960 | 840 | 900 | 810 | 720 | 630 | 725 | 655 |
| Summit to Whitefish..... | Down | | | | | | | | | | | | |
| Whitefish to Stryker..... | 0.25 | 2500 | 2250 | 2000 | 1750 | 2000 | 1800 | 1600 | 1400 | 2000 | 1800 | 1600 | 1400 |
| Stryker to Troy..... | Down | | | | | | | | | | | | |
| Troy to Jennings..... | 0.75 | 2000 | 1800 | 1600 | 1400 | 2000 | 1800 | 1600 | 1400 | 1460 | 1315 | 1170 | 1025 |
| Jennings to Rexford..... | 0.4 | 2000 | 1800 | 1600 | 1400 | 2000 | 1800 | 1600 | 1400 | 1460 | 1315 | 1170 | 1025 |
| Rexford to Stryker..... | 0.7 | 1475 | 1330 | 1185 | 1040 | 1185 | 1070 | 955 | 840 | 985 | 885 | 795 | 715 |
| Stryker to Whitefish..... | Down | | | | | | | | | | | | |
| Whitefish to Essex..... | 0.8 | 1300 | 1170 | 1040 | 910 | 1050 | 945 | 840 | 735 | 875 | 790 | 705 | 620 |
| Essex to Summit..... | 1.8 | 650 | 585 | 525 | 460 | 525 | 475 | 425 | 375 | 440 | 395 | 350 | 305 |
| Summit to Cut Bank..... | Down | | | | | | | | | | | | |
| Rexford to Gateway..... | 0.55 | 1800 | 1620 | 1440 | 1260 | 1400 | 1260 | 1120 | 980 | 1080 | 970 | 860 | 750 |
| Gateway to Fernie..... | 0.80 | 1300 | 1170 | 1040 | 910 | 1050 | 945 | 840 | 735 | 875 | 790 | 705 | 620 |
| Fernie to Rexford..... | Down | | | | | | | | | | | | |

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

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average Weights of empty cars will be estimated as follows when not marked.:

| | | | |
|--------------------------------|---------|------------------------------------|----------|
| Box Cars, 28 to 30 foot..... | 11 Tons | Oil Tanks..... | 15 Tons |
| Box Cars, 33 foot..... | 12 Tons | Ballast Cars..... | 12 Tons |
| Box Cars, 34 foot..... | 13 Tons | Steam Wreckers..... | 75 Tons |
| Box Cars, 36 foot..... | 16 Tons | Engine Tank (empty)..... | 30 Tons |
| Box Cars, 40 foot..... | 15 Tons | Standard Engine and Tank..... | 81 Tons |
| Refrigerators..... | 20 Tons | Small Mogul Engine and Tank..... | 102 Tons |
| Furniture, 30 to 40 foot..... | 17 Tons | Large Mogul Engine and Tank..... | 108 Tons |
| Furniture, 40 to 50 foot..... | 19 Tons | Consolidation Engine and Tank..... | 111 Tons |
| Caboose, 8 wheel..... | 17 Tons | Mail..... | 25 Tons |
| Caboose, 4 wheel..... | 10 Tons | Baggage..... | 30 Tons |
| Flat Cars, 28 to 30 foot..... | 9 Tons | Coaches, 8 wheel..... | 30 Tons |
| Flat Cars, 33 and 34 foot..... | 11 Tons | Coaches, 12 wheel..... | 35 Tons |
| Flat Cars, 40 foot..... | 12 Tons | Dining Cars..... | 40 Tons |
| Coal Cars..... | 12 Tons | Sleeping Cars..... | 41 Tons |
| Gondola Cars..... | 13 Tons | Ore Cars—Wood 12. Steel..... | 15 Tons |

Yard masters will at all times make up trains in accordance with the above instructions.

SPECIAL RULES.

1. Trains will be governed by Mountain Standard Time.
2. Clocks regulated to standard time are located at Cut Bank, Kalispell, Whitefish, Rexford and Troy.
3. Trains will date from time due to leave terminals. Cut Bank, Whitefish and Troy are terminals for passenger and freight trains. Rexford and Fernie are terminals for passenger and freight trains on Fernie Line. Columbia Falls and Kalispell are terminals for passenger and freight trains on Kalispell Line.
4. Derail switches are located on following sidings: Opal, Browning, Midvale, Lubec, west end of Summit passing track, Skyland, Bear Creek, Highgate, Java, west end of Essex passing track, Paola, Garry, Nyack, Coram, Columbia Falls, Athens, east end of Idaho Lumber Co. siding, Marion, Trego, Fortine, Tobacco and Shields. Those at Trego, Fortine, Tobacco and Shields are operated by the main line switch. All derail switches must be set for derail when not in use.
5. Car capacity of sidings includes passing, house and industry tracks and is based on forty (40) feet per car.
6. All second and succeeding class trains must procure clearance cards at night telegraph offices between the hours of 7:00 p. m. and 7:00 a. m. between Cut Bank and Whitefish.
7. Bulletin boards are located at Cut Bank, Kalispell, Whitefish, Rexford and Troy.
8. Conductors and Enginemen must carefully examine all bulletin boards daily.
9. Trains 1 and 2 are limited trains and make no stops except those shown on time table. Inferior trains must use every precaution to prevent delaying them.
10. Trains 3 and 4 will make local stops.
11. Before starting out on runs conductors must inform their enginemen the number of loaded and empty cars in train and how many cars of air are working.
12. Yard limit boards are located at Cut Bank, Columbia Falls, Kalispell, Whitefish, Rexford and Troy—See Rule 69.
13. Trains must not follow each other out of stations less than 15 minutes apart and operators will block trains as provided in this rule.
14. When there are two or more sections of a freight train authorized to carry passengers, the last section only shall carry passengers.
15. Empty flats and coal cars must be hauled behind all loaded cars and empty box, stock and refrigerator cars.
16. Conductors and enginemen must report to the Division Superintendent an absence of switch lamps where usually shown.
17. Conductors of all trains must register their arrival at and departure from Cut Bank, Summit, Essex, Columbia Falls, Whitefish, Rexford and Troy, and state under head of remarks whether they have or have not displayed signals, and if displayed, state from what and to what points. No train will be considered as registered unless such notation is made and in case of omission, conductors of opposing trains will govern themselves accordingly and report the fact to the Superintendent.
18. First class trains will register by cards at Summit.
19. All trains displaying signals for following sections will stop at ALL registering stations and the conductor will register in person.
39. **Reference Marks:** S—regular stop; F—stop on signal; D—Day Telegraph Office; N—Night Telegraph Office; W—water; C—coal; O—scales; T—turn table; Y—wye; R—registering station.
21. **Location of Tunnels:** No. 1, one mile west of Bear Creek; No. 2, one mile west of Paola; No. 3, one and one fourth miles west of Paola; No. 4, one mile east of Belton; No. 5, two and one half miles west of Coram; No. 5A, two and one-half miles west of Vista; No. 5B, one mile east of Shields. Haskell Pass Tunnel six and one-quarter miles west of Marion. Tunnel No. 1, Fernie Line, two and one-half miles West of Swinton.

TIME INSPECTORS.

A. C. LIPHARDT, Fernie, B. C. J. A. ROBINSON, Whitefish, Mont.

COMPANY SURGEONS.

DR. J. A. QUINN, Chief Surgeon, Suite 301-2-3, Ernst Bldg., St. Paul.

DR. J. W. CHAMBERLIN, Ophthalmic Surgeon, Lowry Arcade, St. Paul

Employes consulting Dr. Chamberlin should be provided with an order from the Superintendent.

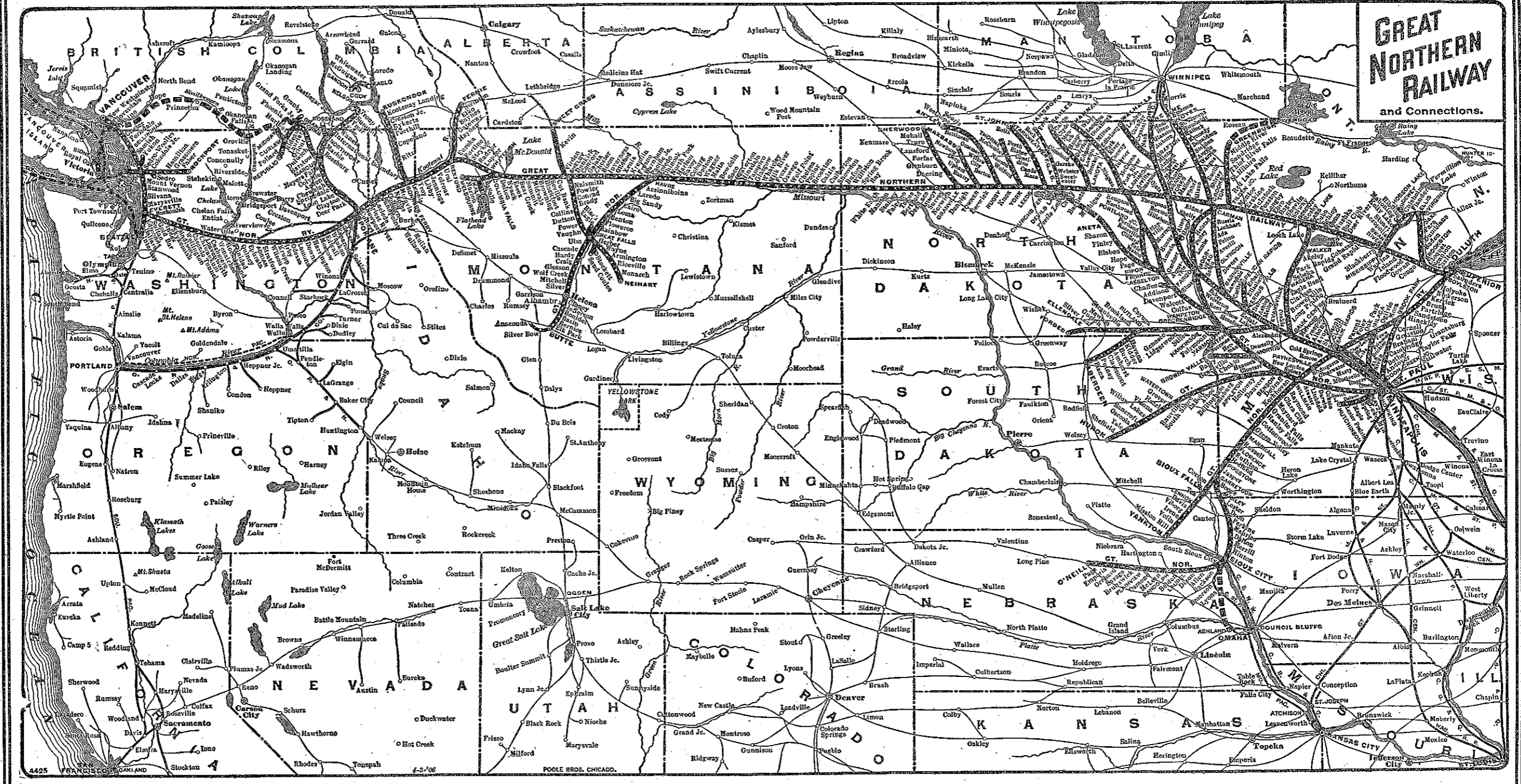
H. E. HOUSTON, Whitefish, Mont. W. W. TAYLOR, Kalispell, Mont

SPUR TRACKS BETWEEN STATIONS.

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|------------------------------------|--|----------|----------|--------------|
| Murray & Kiley's Spur..... | One and one-tenth miles west of Columbia Falls..... | East | 165 ft. | 4 |
| Daily's Spur..... | Two and six tenths miles west of Columbia Falls..... | West | 2800 ft. | 70 |
| B. & M. Lumber Co. Spur No. 1..... | Two and one tenth miles East of Kalispell..... | East | 280 ft. | 7 |
| Kalispell Industrial Co. | One and one tenth miles East of Kalispell..... | East | 1920 ft. | 48 |
| Batavia Spur..... | Four and three tenths miles East of Sedan..... | East | 400 ft. | 10 |
| Smith Valley Spur..... | Four and eight tenths miles East of Sedan..... | East | 360 ft. | 9 |
| Idaho Lumber Co. Siding..... | Two and one-half miles East of Marion..... | each end | 240 ft. | 6 |
| Ice Spur..... | One and two tenths miles East of Radnor..... | West | 1200 ft. | 30 |
| Dahlberg's Spur..... | Two miles west of Fortine..... | East | 240 ft. | 6 |
| Palmer's Spur..... | One mile East of Shields..... | West | 275 ft. | 6 |
| Purtle Spur..... | Two and three quarter miles West of Krag..... | East | 250 ft. | 6 |
| Hayes Spur..... | Two miles West of Krag..... | East | 120 ft. | 3 |
| Cedar Valley Lumber Co. Spur..... | One and one-half miles West of Fernie..... | East | 200 ft. | 5 |

W. H. WINGATE, Chief Dispatcher.

MOTT SAWYER, Assistant Superintendent.



**GREAT
NORTHERN
RAILWAY**
and Connections.

4425

POOLE BROS. CHICAGO.