

GREAT NORTHERN RAILWAY

MONTANA DIVISION.

TIME TABLE No. 68.

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

SUNDAY, APRIL 17, 1910.

Superseding Time Table No. 67 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

T. F. LOWRY, Superintendent.

J. H. TAYLOR, General Superintendent.

W. C. WATROUS, General Superintendent of Transportation.

G. H. EMERSON, Asst. General Manager.

J. M. GRUBER, General Manager.

2 WEST BOUND.

FIRST DISTRICT BETWEEN WILLISTON AND GLASGOW.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.				FIRST CLASS.				Capacity of Side Tracks	Distance From Williston.	TIME TABLE No. 68. IN EFFECT APRIL 17, 1910.	STATIONS.	Telegraph Call	Distance From Glasgow.	SIGNS (See Rule 4, Page 7)	FIRST CLASS.			
665	663	401	445	443	411	27	3	229	1								4	2	230	28
Local Freight Leave Sun. Wed. and Fri.	Local Freight Leave Tues. Thurs. and Sat.	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passing Tracks	Other Tracks	STATIONS.								
Arrive Sun. Wed. and Fri.	Arrive Tues. Thurs. and Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily					
	8.00Am	10.00Pm	2.45Pm	7.25Am	1.50Am	9.37Pm	4.55Pm	6.30Am	5.00Am	421		WILLISTON	WN	156.3	R&DN WCT	6.55Am	12.05Pm	7.15Pm	7.30Pm	
	8.30	10.25	3.10	7.50	2.15	9.46	5.07	6.42	5.10	85	6	TODD		149.1	P	6.42	11.52	7.00	7.17	
	8.55	10.41	3.25	8.05	2.30	9.52	5.14	6.52	5.17	85	19	TRENTON	ON	144.6	DN PW	6.32	11.44	6.50	7.09	
	9.25	10.56	3.42	8.21	2.47	9.57	5.21	7.02	5.23	85	6	MARLEY		140.3	P	6.24	11.37	6.41	7.02	
	9.50	11.12	4.00	8.40	3.05	10.02	5.30	7.15	5.29	85	47	BUFORD	BU	135.6	DN P	6.15	11.30	6.30	6.55	
	10.50					10.05	5.40	7.30	5.33		29	MONDAK	MO	133.1	P	6.05	11.25	6.18	6.50	
	11.17	11.32	4.20	9.05	3.25	10.10	5.47	7.40	5.38	85	6	SNOWDEN	SN	129.8	NP W	5.54	11.17	6.05	6.43	
	11.45	11.49	4.33	9.22	3.40	10.17	5.55	7.51	5.45	85	6	LAKEIDE		124.8	P	5.45	11.08	5.55	6.35	
	12.45Pm	12.09Am	4.57	9.40	3.58	10.25	6.05	8.05	5.55	85	6	BAINVILLE	B	118.3	DP	5.32	10.59	5.40	6.26	
	1.20	12.29	5.25	10.01	4.20	10.33	6.15	8.20	6.06	85	6	LANARK		111.4	P W	5.19	10.49	5.25	6.15	
	1.50	12.52	5.52	10.33	4.06	10.42	6.30	8.40	6.21	85	94	CULBERTSON	CU	104.0	DN	5.06	10.38	5.10	5.53	
	8.15	1.08	6.20	11.00	5.25	10.49	6.40	8.50	6.32	85	6	BLAIR		98.5	P W	4.56	10.27	4.55	5.45	
	8.55	1.33	6.52	11.28	5.50	11.00	6.52	9.09	6.46	85	6	CALAIS		89.6	P	4.43	10.14	4.38	5.31	
	8.15Am	4.20Pm	1.55	7.30	6.15	11.07	7.00	9.20	6.55	85	120	BROCKTON	BR	84.7	RDN WCY	4.33	10.06	4.22	5.28	
	8.50	2.20	7.55	12.20Pm	6.40	11.16	7.11	9.33	7.06	85	7	SPROLE		77.1	P	4.21	9.55	4.13	5.11	
	9.45	2.40	8.15	12.42	7.00	11.24	7.21	9.45	7.16	85	28	POPLAR	PO	70.8	D P	4.10	9.45	4.00	5.00	
	10.15	3.05	8.40	1.10	7.27	11.32	7.32	10.02	7.27	85	7	CHELSEA	CA	63.8	NP W	3.53	9.33	3.45	4.48	
	10.55	3.44	9.10	1.40	7.58	11.43	7.45	10.20	7.40	85	7	MACON		55.6	P	3.44	9.20	3.28	4.34	
	11.25	4.05	9.30	2.05	8.15	11.51	7.54	10.33	7.49	85	6	WOLF POINT	WO	49.8	DN PW	3.34	9.11	3.17	4.24	
	11.45	4.25	9.50	2.25	8.32	11.58	8.04	10.43	7.59	85	6	LOHMILLER		43.6	P	3.23	9.01	3.05	4.15	
	12.05Pm	4.45	10.10	2.55	8.53	12.04Am	8.12	10.57	8.07	85	45	OSWEGO	GO	38.4	D P	3.14	8.53	2.55	4.05	
	12.40	5.15	10.35	3.25	9.30	12.14	8.24	11.15	8.21	85	7	FRAZER	FR	30.8	N W P	3.01	8.38	2.41	3.50	
	1.00	5.32	10.55	3.41	9.47	12.20	8.32	11.27	8.29	85	7	KINTYRE		25.9	P	2.51	8.29	2.31	3.41	
	1.35	6.00	11.13	4.00	10.10	12.23	8.42	11.43	8.39	85	6	WIOTA	MR	19.9	DP W	2.40	8.19	2.20	3.30	
	2.10	6.20	11.30	4.18	10.30	12.35	8.52	11.55	8.48	85	40	NASHUA	NA	14.5	DN P	2.30	8.10	2.10	3.20	
	3.07	6.55	11.55	4.45	11.00	12.45	9.07	12.14Pm	9.02	85	7	WHATELY		6.4	P	2.17	7.57	1.53	3.07	
	3.40Pm	7.40Am	12.25Am	5.10Pm	11.30Am	12.55Am	9.20Pm	12.30Pm	9.15Am	570	156.3	GLASGOW	GW		R&DN WCT	2.05Am	7.45Am	1.40Pm	2.55Pm	
	665	663	401	445	443	411	27	3	229							4	2	230	28	
7.25 11.4	8.20 8.6	9.40 16.2	9.40 16.2	9.45 16.0	9.40 16.2	3.18 47.4	4.25 35.4	6.0 25.0	4.15 36.7							4.50 32.4	4.20 36.1	5.35 27.9	4.35 24.1	

Special Rules.
 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 WEST BOUND TRAINS MUST BE CLEAR AT THE TIME NO. 27 IS DUE TO LEAVE THE NEXT STATION IN THE REAR WHERE TIME IS SHOWN. West bound trains are superior to east bound trains of the same class.

Trains Nos. 1, 2, 3, 4, 27 and 28 will register by card at Brockton. Glasgow stock yards located 1.0 miles East of Glasgow. Passengers for points between Williston and Havre where No. 1 does not stop will leave at point nearest destination and take local.

No. 3 will stop at any station to pick up passengers for Butte Division points west of Big Sandy.
 No. 4 will stop at any station West of Mondak to pick up passengers for East of Williston.
 No. 4 will stop at any station West of Mondak to let off passengers from Butte Division.

Trains Nos. 663 and 665 may carry passengers when provided with proper transportation and freight train permits. Maximum rate of speed for passenger trains (except No. 27) between Williston and Glasgow fifty (50) miles per hour. Maximum rate of speed for freight trains between Williston and Glasgow thirty (30) miles per hour.

INITIAL STATIONS.
 Williston for trains Nos. 1, 3, 27, 229, 401, 411, 443, 445, 663.
 Brockton " " No. 665.
 Glasgow " " Nos. 2, 4, 28, 230.

TERMINAL STATIONS.
 Glasgow for trains Nos. 1, 3, 27, 229, 401, 411, 443, 445, 665.
 Brockton " " No. 663.
 Williston " " Nos. 2, 4, 28, 230.

THIRD CLASS. 667	SECOND CLASS.				FIRST CLASS.				Capacity of Side Tracks		Distance From Glasgow.	TIME TABLE No. 68. IN EFFECT APRIL 17, 1910.	Distance From Havre	Telegraph Call	SIGNS (See Rule 4, Page 7)	FIRST CLASS.			
	443	411	401	445	3	229	1	27	Passing Tracks	Other Tracks						2	230	28	4
Local Freight Leave Daily Except Sunday	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily				STATIONS.				Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily
6.30Am	5.40Pm	11.50Am	8.10Am	1.10Am	9.25Pm	12.50Pm	9.20Am	1.00Am	570			GLASGOW.....	152.7	GW	R@DN WCT	7.40Am	1.20Pm	2.50Pm	2.00Am
6.50	6.00	12.10Pm	8.30	1.47	9.35	1.05	9.30	1.07	85	9	4.6	PAISLEY.....	149.1	P		7.30	1.05	2.33	1.47
7.17	6.25	12.45	8.55	2.15	9.46	1.21	9.42	1.16	85	19	11.7	TAMPICO.....	141.0	MA	D PW	7.17	1.41	2.25	1.35
7.40	6.40	1.03	9.10	2.30	9.55	1.32	9.52	1.22	85	5	16.8	VANDALIA.....	135.9	P		7.07	1.32	2.15	1.22
8.15	7.12	1.56	9.40	3.00	10.10	1.56	10.08	1.35	85	23	25.8	HINSDALE.....	126.9	HD	DN W	6.49	1.12Pm	1.56	12.55
8.45	7.40	2.25	10.21	3.25	10.25	2.10	10.21	1.45	85	9	33.8	BEAVERTON.....	118.9	P		6.35	1.53	1.44	12.38
9.05	7.57	2.40	10.50	3.40	10.35	2.20	10.29	1.52	85	19	38.6	SACO.....	114.1	SA	DF W	6.28	1.42	1.36	12.30
9.25	8.17	3.00	11.28	4.00	10.48	2.33	10.39	2.01	85	6	45.4	ASHFIELD.....	107.3	P		6.12	1.23	1.26	12.18
9.50	8.40	3.20	11.55	4.20	11.01	2.47	10.50	2.10	85	4	52.6	BOWDOIN.....	100.1	BO	NP W	6.08	1.15	1.15	12.07Am
10.15	9.02	3.40	12.20Pm	4.40	11.13	3.00	11.00	2.19	85	6	59.6	STRATER.....	93.1	P		5.58	1.00	1.04	11.57
10.35	9.25	3.58	12.54	5.00	11.26	3.15	11.11	2.26	85	148	65.5	MALTA.....	87.2	MT	DN PWY	5.43	1.40	1.54	11.47
11.20	9.41	4.13	1.10	5.38	11.35	3.26	11.20	2.31	85	4	70.2	EXETER.....	82.5	P		5.38	1.25	1.42	11.35
11.42	10.05	4.35	1.30	6.05	11.43	3.38	11.27	2.37	85	128	75.1	WAGNER.....	77.6	WA	RDN WCY	5.30	1.15	1.34	11.25
12.24Pm	10.30	5.00	1.50	6.30	11.54	3.55	11.39	2.46	85	7	82.3	DODSON.....	69.9	DN	D P	5.20	1.00	1.24	11.13
12.40	11.03	5.18	2.07	6.50	12.03Am	4.09	11.48	2.53	85	7	88.7	HARO.....	64.0	P	W	5.12	9.47	12.16	11.03
12.55	11.30	5.32	2.20	7.05	12.10	4.19	11.54	2.59	85	4	93.0	COBURG.....	59.7	CO	D P	5.05	9.38	12.09	10.56
1.22	11.47	5.47	2.37	7.22	12.18	4.30	12.01Pm	3.05	85	4	98.0	SAVOY.....	54.7	P	W	4.58	9.27	12.01Pm	10.48
1.42	12.27Am	6.07	2.57	7.40	12.27	4.44	12.10	3.13	85	6	104.5	MONTAUK.....	48.2	P		4.49	9.14	11.46	10.36
2.17	12.50	6.25	3.15	8.00	12.37	4.58	12.18	3.20	85	50	110.0	HARLEM.....	42.7	HM	DN	4.41	9.08	11.37	10.26
2.39	1.10	6.44	3.35	8.20	12.43	5.11	12.28	3.28	85	4	116.2	MADRAS.....	36.5	P		4.32	8.48	11.28	10.14
3.02	1.30	7.10	4.00	8.35	12.57	5.23	12.37	3.35	85	6	122.1	ZURICH.....	30.6	U	NP W	4.24	8.35	11.19	10.04
3.14	1.42	7.25	4.12	8.55	1.02	5.30	12.43	3.39	85	4	125.5	NORTH FORK.....	27.2	P		4.19	8.27	11.13	9.57
3.54	2.00	7.45	4.30	9.20	1.15	5.45	12.53	3.46	85	65	131.1	CHIROOK.....	21.6	CK	DN	4.10	8.15	11.08	9.47
4.26	2.25	8.10	5.00	9.55	1.30	6.02	1.06	3.56	85	14	139.1	YANTIC.....	13.6	P	W	3.56	7.58	10.48	9.33
5.00	2.45	8.30	5.20	10.37	1.40	6.15	1.16	4.05	85	51	145.9	TOLEDO.....	6.8	P		3.38	7.45	10.37	9.22
5.30Pm	3.10Am	9.10Pm	5.50Pm	11.10Am	1.55Am	6.30Pm	1.30Pm	4.15Am	870	152.7		HAVRE.....		DS-HV	R@DN WCTO	3.20Am	7.30Am	10.25Am	9.10Pm
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily
667	443	411	401	445	3	229	1	27								2	230	28	4
11.00 13.9	9.30 16.1	9.20 16.4	9.40 15.8	10.0 15.3	4.30 34.0	5.40 26.9	4.10 36.6	3.15 47.0								4.20 35.2	5.50 26.1	4.25 34.5	4.50 31.0

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 WEST BOUND TRAINS MUST BE CLEAR AT THE TIME NO. 27 IS DUE TO LEAVE THE NEXT STATION IN THE REAR WHERE TIME IS SHOWN.

Harlem stock yards located 1.5 miles east of Harlem. Malta stock yards located 2.0 miles east of Malta.
 No. 3 will stop at any station to pick up passengers for Butte Division points west of Big Sandy.
 No. 4 will stop at any station East of Malta to pick up passengers for points East of Williston.
 No. 4 will stop at any station to let off passengers from Butte Division.
 Passengers for points between Williston and Havre where No. 1 does not stop will leave at point nearest destination and take local.
 Train No. 667 may carry passengers when provided with proper transportation and freight train permits.

Special Rules.
 West bound trains are superior to east bound trains of the same class.

Trains Nos. 1, 2, 3, 4, 27 and 28 will register by card at Wagner.
 Maximum rate of speed for passenger trains (except No. 27) between Glasgow and Havre Fifty (50) miles per hour.
 Maximum rate of speed for freight trains between Glasgow and Havre thirty (30) miles per hour.
INITIAL STATIONS.
 Glasgow for trains Nos. 1, 3, 27, 229, 401, 411, 443, 445, 667.
 Havre " " Nos. 2, 4, 28, 230.
TERMINAL STATIONS.
 Havre for trains Nos. 1, 3, 27, 229, 401, 411, 443, 445, 667.
 Glasgow " " Nos. 2, 4, 28, 230.

4 WEST BOUND.

THIRD DISTRICT—HAVRE TO CUT BANK.

THIRD CLASS.		SECOND CLASS.						FIRST CLASS.						Capacity of Side Tracks		Distance From Havre.	TIME TABLE No. 68. IN EFFECT APRIL 17, 1910.		Telegraph Calls
675	669	435	433	411	401	445	443	43	239	1	231	235	27	3	Passing Tracks		Other Tracks	STATIONS.	
Butte Div. Local Freight Leave Tues. & Sat.	Local Freight Leave Mon. & Fri.	Butte Div. Time Freight Leave Daily	Butte Div. Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Butte Div. Passenger Leave Daily	Butte Div. Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Butte Div. Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily					
8.05 ^W	7.45 ^{Am}		11.00 ^{Pm}	10.00 ^{Pm}	6.20 ^{Pm}	11.50 ^{Am}	4.40 ^{Am}			1.45 ^{Pm}	9.00 ^{Am}	4.30 ^{Am}	4.20 ^{Am}	2.10 ^{Am}		870		HAVRE.....	DS&HV
8.30	8.05		11.20 ^{Pm}	10.18	6.50 ²³²	12.05 ^{Pm}	5.00			1.53	9.10	4.40 ^{Am}	4.26	2.17 ²³⁶	65	25	4.1	PACIFIC JUNCTION.....	
	8.35			10.40	7.15	12.35	5.25			2.04	9.27		4.34	2.28	52	9	10.1	BURNHAM.....	
	8.51			11.00	7.35	1.00	5.45			2.13	9.47 ²⁸		4.39	2.38 ²	52	11	14.6	FRESNO.....	
	9.07			11.20	8.19 ⁴	1.25	6.10			2.21	9.58		4.46	2.45	53	11	19.3	KREMLIN.....	KN
	9.29 ²⁸			11.45	8.45	1.50	6.35			2.30	10.10		4.54	2.54	53	12	25.2	XENIA.....	
	10.00			12.15 ^{Am}	9.05	2.15	6.55			2.38	10.22		4.59	3.01	53	11	29.4	GILDFORD.....	GR
	10.37 ²³¹			12.40	9.30	2.49 ¹	7.25			2.49 ⁴⁴⁵	10.37 ⁶⁶⁹		5.07	3.11	54	10	35.3	HINGHAM.....	
	11.00			1.05	9.55	3.20	7.55			2.59	10.52		5.14	3.22	53	10	41.3	RUDYARD.....	
																	46.3	WATER TANK.....	
	11.30			1.43 ²	10.20	3.45	8.20			3.08	11.06		5.23	3.31	51	13	47.6	INVERNESS.....	RN
	11.50			2.05	10.40	4.05	8.45 ²⁸			3.14	11.15		5.27	3.38	53	10	51.5	JOPLIN.....	JO
	12.10 ^{Pm}			2.30	11.00	4.40 ²³²	9.20			3.22	11.26		5.33	3.46	53	11	56.5	BISON.....	
	1.00			3.00	11.30	5.10	9.55			3.32	11.40		5.39	3.56	65	35	61.5	CHESTER.....	CH
	1.25			3.25	11.55	5.35	10.30			3.43	11.54		5.47	4.07	52	10	67.2	TIBER.....	
	1.55			4.00	12.20 ^{Am}	6.00	11.00			3.54 ²³²	12.10 ^{Pm}		5.56	4.18	52	10	74.6	LOTHAIR.....	HA
	2.40			4.27 ³	12.48 ²	6.26 ⁴	11.20			4.08	12.24		6.05	4.27 ⁴¹¹	65	97	80.5	GALATA.....	GA
	3.25 ²³²			5.00	1.20	6.55	11.40			4.14	12.36		6.14	4.39	51	10	86.4	CONCORD.....	CD
	3.50			5.22	1.40	7.10	12.02 ^{Pm}			4.21	12.45		6.20	4.47	65	4	90.8	LAVINGTON.....	
	4.28 ¹			5.40	2.00	7.28	12.20			4.28 ⁶⁶⁹	12.55		6.25	4.54	53	11	95.2	DUNKIRK.....	DK
	5.00			6.05	2.25	7.48	12.45			4.38	1.05		6.32	5.03	54	11	100.9	FARRELL.....	
	5.15 ⁴	8.10 ^{Pm}		6.20	2.45	8.00	1.00	6.55 ^{Pm}	1.50 ^{Pm}	4.45	1.05		6.38	5.13	65	20	104.4	SHELBY.....	SJ
	6.40	8.30		6.42 ²⁷	3.00	8.15	1.15	7.03	2.00 ^{Pm}	4.51	1.25 ^{Pm}		6.42 ⁴¹¹	5.23 ⁴⁴	65	59	106.8	VRDEN.....	VR
	7.14 ⁴³	9.05		7.06 ²⁸	3.35	8.45	1.45	7.14 ⁶⁶⁹		5.04			6.50	5.35	54	11	112.3	SIMLA.....	
	7.45	9.45		7.50	4.05	9.10	2.10	7.24		5.14 ⁴			6.56 ²⁸	5.45	52	11	117.7	ETHRIDGE.....	DG
	8.05	10.10		8.30	4.58 ⁴⁴	9.40	2.40	7.38		5.28			7.03	5.55	65	4	121.3	BORU.....	
	8.35	10.40		9.05	5.35	10.10	3.10	7.43		5.32			7.11	6.05	65	31	125.2	BALTIC.....	
	8.50 ^{Pm}	11.00 ²		9.30 ^{Am}	6.00 ³⁻²⁸	10.30 ^{Pm}	3.25 ^{Pm}	7.50 ^{Pm}		5.40 ^{Pm}			7.17 ^{Am}	6.15 ²⁸⁻⁴⁰¹		550	128.7	CUT BANK.....	CT
Ar. Tues. & Sat.	Ar. Mon. & Fri.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily					
675	669	435	433	411	401	445	443	43	239	1	231	235	27	3					
.25 9.8	13.05 9.8	2.50 8.4	.20 12.3	11.30 11.2	11.40 11.0	10.40 12.1	10.45 12.0	.55 26.5	.10 14.4	3.55 32.8	4.25 24.2	.10 24.6	2.57 43.6	4.05 31.5					

Special Rules.

West bound trains are superior to east bound 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 OP POSING TRAINS WILL CLEAR NO. 27 TEN (10) MINUTES. ALL WEST BOUND TRAINS MUST BE CLEAR AT THE TIME NO. 27 IS DUE TO LEAVE THE NEXT STATION IN THE REAR WHERE TIME IS SHOWN.

Nos. 1, 2, 27 and 28 will register by card at Shelby and Virden. Nos. 3 and 4 will register by card at Virden.
 No. 1 will stop at any station to let off passengers from East of Devils Lake.
 No. 3 will stop at any station to pick up passengers for west of Virden.
 No. 4 will stop at any station to let off passengers from west of Virden.
 No. 43 will stop at any station to let off passengers from South of Shelby.
 No. 44 will stop at any station to pick up passengers for South of Shelby.

No. 669 may carry passengers when provided with proper transportation and freight train permits.
 Between Shelby and Virden, all trains will be operated under a block system, which will consist of a Card Clearance from operators at Shelby and Virden.
 No train or engine will run between above points unless Conductor and Engineer hold Clearance Card, Form 80, properly numbered and time made complete.

Time Over District
Average Speed Per Hour.

THIRD DISTRICT--CUT BANK TO HAVRE

TIME TABLE NO. 68
IN EFFECT APRIL 17, 1910.

STATIONS	Distance From Cut Bank.	SIGNS (See Rule 4, Page 7)	FIRST CLASS.						
			236	44	28	232	4	240	2
			Butte Div. Passenger	Butte Div. Passenger	Express	Passenger	Passenger	Butte Div. Passenger	Passenger
HAVRE	128.7	R@DN WCTO	Arrive Daily 2:50Am	Arrive Daily	Arrive Daily 10:15Am	Arrive Daily 7:00Pm	Arrive Daily 8:55Pm	Arrive Daily 8:05Am	
PACIFIC JUNCTION	124.6	P Y	2:40Am		10:04	401 6:50	8:45	2:55	
BURNHAM	118.6	P W			9:54	6:37	8:35	2:45	
FRESNO	114.1	P			231 9:47	6:26	8:27	2:38	
KREMLIN	109.4	N P			9:39	6:15	401 8:19	2:30	
XENIA	103.5	P			669 9:29	6:02	8:09	2:20	
GILDFORD	99.2	DN PW			9:21	5:50	8:01	2:12	
HINGHAM	93.4	P			9:12	5:35	7:52	2:08	
RUDYARD	87.4	P			9:02	5:22	7:42	1:58	
WATER TANK	82.4	W							
INVERNESS	81.1	DP			8:52	5:05	7:30	411 1:43	
JOPLIN	77.2	D P			443 8:45	4:53	7:22	1:36	
BISON	72.2	P			8:37	445 4:40	7:13	1:28	
CHESTER	67.2	DN WC			8:27	4:25	7:02	1:18	
TIBER	61.5	P			8:17	4:10	6:49	1:08	
LOTHAIR	54.1	N P			8:07	3:54	6:38	12:58	
GALATA	48.2	DP Y			7:57	3:37	445 6:26	401 12:48	
CONCORD	42.3	DP W			7:49	669 3:25	6:17	12:40	
LAVINGTON	37.9	P			7:43	3:15	6:09	12:34	
DUNKIRK	33.5	NP W			7:33	3:08	6:02	12:29	
FARRELL	27.8	P			7:29	2:55	5:52	12:20	
SHELBY	24.3	RDN		5:30Am	7:22	2:45	669 5:42	6:10Pm	
VIRIDEN	21.9	RDN WY		5:23	7:15	2:30Pm	5:32	5:50Pm	
SIMLA	16.4	P		5:14	411 7:06		5:22	11:59	
ETHRIDGE	11.0	NP W		5:04	27 6:56		1 5:14	11:52	
BORU	7.4	P		4:58	401 6:43		5:03	11:47	
BALTIC	3.5	P		4:52	6:37		4:57	11:42	
CUT BANK		R@DN WCTY		4:40Am	3-401 6:25Am		4:42Pm	435 11:30 Pm	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			236	44	28	232	4	240	2
Time Over District			.10	.50	3.50	4.30	4.10	.10	3.35
Average Speed Per Hour			24.6	29.1	32.8	23.7	30.9	14.4	35.9

Special Rules.

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Between Havre and Pacific Junction all trains will be operated under the train staff system. The staff in possession of the Engineer is authority for a movement through the block.
Maximum rate of speed for passenger trains (except No. 27) between Havre and Cut Bank Fifty (50) miles per hour.
Maximum rate of speed for freight trains between Havre and Cut Bank thirty (30) miles per hour.

INITIAL STATIONS
Havre for trains Nos. 1, 3, 27, 231, 235, 401, 411, 433, 443, 445, 669, 675.
Pacific Jct. " " No. 236.
Shelby " " Nos. 43, 239, 435.
Cut Bank " " Nos. 2, 4, 28, 44.
Viriden " " No. 232, 240.

TERMINAL STATIONS
Cut Bank for trains Nos. 1, 3, 27, 43, 401, 411, 435, 443, 445, 669.
Viriden " " No. 231, 239.
Shelby " " No. 44, 240.
Pacific Jct. " " Nos. 235, 433, 675.
Havre " " Nos. 2, 4, 28, 232, 236.

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

STATIONS.	Ruling Grade.	Class L1 1900-1921				Class L2 1800-1844				Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5-800-807				Class J1-1500-1550				Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779				Class F1-500-565 " F2-595-599 " G1-600-615				Class D5-450-476				Class D4-400-426				Class D1-360 " D2-300-395 " D3-297 " E2-994-996 " E4-298-299 " E5-997 " E9-998-999			
		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	1	2	3	4	1	2	3	4
Williston to Glasgow.....	.4									2500	2250	2000	1750	2300	1980	1760	1540	2000	1800	1600	1400	1400	1260	1120	980	1350	1215	1080	945	1300	1170	1040	910	1125	1015	900	790
Glasgow to Williston.....	.4									2800	2520	2240	1960	2500	2250	2000	1750	2300	2070	1840	1610	1800	1621	1440	1260	1750	1575	1400	1225	1700	1530	1360	1190	1300	1170	1040	910
Glasgow to Havre.....	.4									2500	2250	2000	1750	2200	1980	1760	1540	2000	1800	1600	1400	1400	1260	1120	980	1350	1215	1080	945	1300	1170	1040	915	1125	1015	900	790
Havre to Glasgow.....	.4									2800	2520	2240	1960	2500	2250	2000	1750	2300	2070	1840	1610	1800	1620	1440	1260	1750	1575	1400	1225	1700	1530	1360	1190	1300	1070	1040	910
Havre to Cut Bank.....	1.0	1650	1485	1320	1155	1450	1305	1160	1015	1200	1080	960	840	1100	990	880	770	900	810	720	630	725	650	580	510	700	630	560	490	650	575	510	445	550	490	435	380
Cut Bank to Havre.....	.8	1900	1730	1560	1390	1800	1620	1440	1260	1425	1285	1140	1000	1350	1215	1080	945	1250	1125	1000	875	960	865	770	670	950	855	760	665	875	790	700	615	850	765	680	595

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

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 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.

Weight of Empty Cars and Dead Engines and Tenders will be estimated as follows when not marked.

Box Cars, 28 to 30 foot.....	11 Tons	Engines numbered below 200 series.....	80 Tons
Box Cars, 33 foot.....	12 Tons	Engines numbered in 200 series.....	90 Tons
Box Cars, 34 foot.....	13 Tons	Engines numbered in 300 series.....	86 Tons
Box Cars, 36 foot.....	15 Tons	Engines numbered in 400 series.....	110 Tons
Box Cars, 40 foot.....	17 Tons	Engines numbered in 500 series.....	115 Tons
Refrigerator Cars.....	20 Tons	Engines numbered in 600 series.....	120 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons	Engines numbered in 700 series.....	140 Tons
Furniture, 40 to 50 foot.....	19 Tons	Engines numbered in 800 series.....	155 Tons
Caboose, 8 wheel.....	17 Tons	Engines numbered in 900 series (except 992 to 997).....	115 Tons
Caboose, 4 wheel.....	10 Tons	Engines numbered 992 to 997.....	95 Tons
Flat Cars, 28 to 30 foot.....	9 Tons	Engines numbered 1000 to 1007.....	131 Tons
Flat Cars, 33 and 34 foot.....	11 Tons	Engines numbered 1050 to 1069.....	144 Tons
Flat Cars, 40 foot.....	12 Tons	Engines numbered 1079 to 1095.....	158 Tons
Coal Cars.....	12 Tons	Engines numbered in 1100 and 1200 series.....	160 Tons
Gondola Cars.....	13 Tons	Engines numbered in 1300 series.....	160 Tons
Ore Cars, Wood.....	12 Tons	Engines numbered 1400 to 1405.....	173 Tons
Ore Cars, Steel.....	15 Tons	Engines numbered 1406 to 1425.....	188 Tons
Oil Tanks.....	15 Tons	Engines numbered in 1500 and 1600 series.....	179 Tons
Ballast Cars.....	12 Tons	Engines numbered in 1700 series.....	180 Tons
Steam Wreckers.....	75 Tons	Engines numbered in 1800 series.....	219 Tons
Engine Tank (Empty).....	30 Tons	Engines numbered in 1900 series.....	252 Tons
Mail Cars.....	25 Tons		
Baggage Cars.....	30 Tons		
Coaches, 8 wheel.....	30 Tons		
Coaches, 12 wheel.....	35 Tons		
Dining Cars and Tourist Cars.....	40 Tons		
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons		

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

SPECIAL RULES.

West Bound Trains are Superior to East Bound Trains of the same Class.

1. All light engine or engines with caboose only, will take siding at meeting points except when running as sections of a passenger train.
2. Car capacity of sidings is based on forty-two (42) feet per car.
3. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
4. In addition to signs provided for in rule 7, Book of Rules, the following signs in column headed "Signs" indicate:
 - D Day telegraph or telephone station.
 - N Night telegraph or telephone station.
 - DN Day and night telegraph or telephone station.
 - P Dispatcher's telephone in wareroom or booth accessible at all times. ☐
 - I Interlocked.
 - K Connection with foreign road.
 - ⊙ Standard clock.

PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.
 2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
 3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
 4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.
 5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.
- In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.
As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.
6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
 7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
 8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
 9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

TIME INSPECTORS.

Williston	F. H. Smith.
Glasgow	C. R. St. Claire.
Havre	A. W. Grimmer.

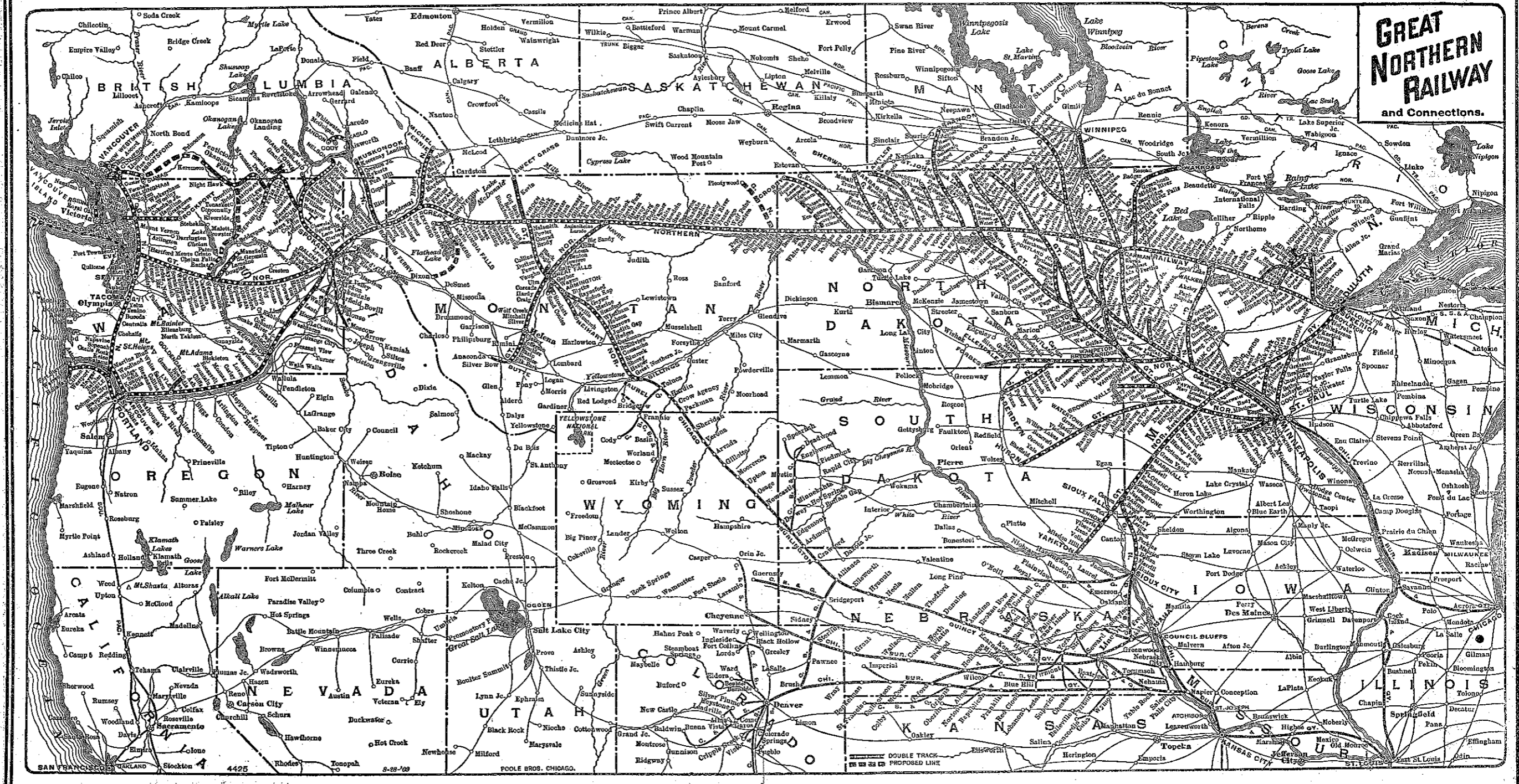
COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employees consulting Dr. Chamberlain should be provided with an order from the Superintendent.)

Williston	Dr. F. H. Van Dyke.	Chinook	Dr. C. F. Hopkins.
Culbertson	Dr. C. Johnson.	Havre	Dr. J. S. Almas.
Poplar	Dr. J. L. Atkinson.	Havre	Dr. D. S. MacKenzie.
Glasgow	Dr. M. D. Hoyt.	Chester	Dr. W. H. Melvin.
Malta	Dr. Geo. W. Clay.	Cut Bank	B. Stone.
Harlem	Dr. A. S. Rooney.	Great Falls	Dr. A. F. Longeway.
	Dr. Earl Strain, Oculist.	Great Falls	

TRICK DISPATCHERS.

A. L. Decker,	J. M. Ryan,	P. W. Doles, Ass't. Chief Dispatcher.
M. A. Palmer,	J. C. Koerner,	C. C. Brundage, Chief Dispatcher.
O. R. Tyrell,	E. I. Blair,	P. D. Jamieson, Trainmaster.
		B. E. Hillsabeck, Trainmaster.
		R. O. McMillan, Trainmaster.



GREAT NORTHERN RAILWAY and Connections.

DOUBLE TRACK
PROPOSED LINE

SAN FRANCISCO OAKLAND Stockton 4425 8-28-'09 POOLE BROS. CHICAGO.