GREAT NORTHERN RAILWAY

KALISPELL DIVISION.

TIME TABLE No. 67.

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

SUNDAY, NOVEMBER 2, 1913.

Superseding Time Table No. 66 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

JOHN SESSER, Superintendent.

M. NICHOLSON, Asst. General Superintendent.

W. C. WATROUS, General Superintendent of Transportation.

F. S. ELLIOTT, General Superintendent.

GEO. H. EMERSON, General Manager.

FIRST DISTRICT—CUTBANK TO WHITEFISH.

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 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.

Double track between Summit and Java.

Extra trains have running rights on double track without orders but will be required to have clearance Form 219 before leaving Summit or Java.

All trains will be handled on "Block Clearance Form 80" between Essex and Java. No west bound train will leave Java or east bound train leave Essex without this clearance.

Trains 1 and 2; 44 and 401; 436, 27, 3 and 445; are scheduled to meet on double track between Java and Summit.

Crossovers are located at East end Fielding and West end Summit yards.

Passing tracks on eastbound track at Java, Highgate, Fielding, Skyland and Summit, and on westbound track at Summit, Fielding and Java.

Normal position of main line switches at Java and Summit are set for westbound track.

Normal position of switch at Flathead Jct. is set for main line, First District.

All first class trains may register by card at Summit and train No. 27 will register by card at Summit, Essex and Columbia Falls. No. 252 head in at Flathead Jct. and back to Depot Columbia Falls.

SPEED RESTRICTIONS.

Westbound trains using eastbound track must not exceed a speed of twenty (20) miles per hour.

West bound passenger trains—Thirty (30) miles per hour Summit to Columbia Falls.

West bound freight trains—Twenty (20) miles per hour Summit to Columbia Falls.

East bound passenger trains—Thirty-five (35) miles per hour between Summit and Browning.

East bound freight trains—Twenty (20) miles per hour between Summit and Kilroy.

East bound passenger trains—Forty-five (45) miles per hour between Browning and Cutbank.

East bound freight trains—Thirty (30) miles per hour between Kilroy and Cutbank.

All trains reduce speed to ten (10) miles per hour through Tunnel No. 2, and to twenty-five (25) miles per hour through other tunnels.

All trains reduce speed to twenty (20) miles per hour approaching and crossing the following bridges:

No. 67. One-half mile west of Cutbank.
No. 95. Three-quarters of a mile east of Midvale.
No. 116. Just west of Java.
No. 140. Just west of Coram and to ten (10) miles per hour over "Sink Hole," two and one-half miles east of Coram.

Trains must be handled under absolute control between "Slow Boards."

DERAILS.

Industry track at Garnet, Blackfoot, Browning, Kilroy, Midvale, Lubec, West end North No. 2 track at Summit, West end passing track Essex, Industry Track, Garry, Nyack, Egan, Coram and Columbia Falls House Track.

TUNNELS.

Tunnels are located as follows:

No. 1 ..... ½ mile west of Fielding, length 460 feet.
No. 1½ ..... 3¼ miles west of Fielding, length 370 feet.
No. 2 ..... 1½ miles west of Paola, length 719 feet.
No. 3 ..... 1¾ miles west of Paola, length 230 feet.
No. 4 ..... 4¼ miles west of Rockhill, length 220 feet.
No. 5 ..... 2½ miles west of Coram, length 185 feet.

SNOW SHEDS.

No. 1 ..... 1¾ miles west of Browning, length 2500 feet.
No. 2 ..... ½ mile east of Kilroy, length 2616 feet.
No. 3 ..... ½ mile west of Kilroy, length 1504 feet.
No. 3½ ..... ¼ mile west of Lubec, length 400 feet.
No. 3¾ ..... ½ mile west of Lubec, length 1304 feet.
No. 4 ..... ¾ mile west of Talbot, length 1500 feet.
No. 5 ..... ¾ mile east of Highgate, length 192 feet.
No. 6 ..... 1 mile east of Highgate, length 246 feet.
No. 7 ..... ¼ mile east of Highgate, length 328 feet.
No. 8 ..... ½ mile west of Highgate, length 520 feet.
No. 9 ..... ¾ mile west of Highgate, length 350 feet.
No. 620 ..... 1¼ miles west of Highgate, length 513 feet.
No. 680 ..... ¾ mile east of Java, length 188 feet.
No. 963 ..... ¼ mile east of Essex, length 202 feet.

Local freight trains on first district will carry passengers.

All west bound trains come to full stop end double track at Java.

All west bound trains will be blocked station apart Summit to Essex. This does not relieve train and enginemen from protecting their trains as per Rule 99. All west bound trains must stop at Summit, trainmen must turn up retainers, test air and know positively that air brakes are working properly before proceeding.

Yard limit boards are placed each way from Cutbank, Glacier Park, Columbia Falls and Whitefish.

THIRD CLASS	SECOND CLASS.			FIRST CLASS					CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Cutbank	Time Table No. 67. In Effect November 2, 1913.	Telegraph Calls
683	401	435	445	251	43	1	27	3	Passing Tracks	Other Tracks			STATIONS.	
Local	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Fast Mail	Passenger						
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
3 6.40Am	8.50Pm	3.00Pm	2.00Am		6.40Pm	6.30Pm	7.20Am	6.30Am	Yard		1087		CUTBANK	CT
7.00	9.20	436 3.25	2.25		f 6.55	6.47	7.32	6.42	75	5	1093	5.81	5.81 GARNET	
27 7.40	9.35	3.45	2.50		f 7.05	6.55	683 7.40	6.50	81	8	1095	9.52	3.71 SEVILLE	SV
8.05	9.55	4.10	28 3.35		f 7.14	7.03	7.47	6.58	75	5	1100	14.90	5.38 CARLOW	
8.30	2 10.30	4.30	4.05		f 7.25	7.13	7.55	7.10	65	5	1106	20.29	5.38 BOMBAY	BO
8.55	10.55	5.00	4.35		f 7.37	7.23	8.03	7.19	75	16	1112	26.30	6.01 BLACKFOOT	
9.20	11.20Pm	5.20	44 5.02		f 7.45	7.31	8.09	7.26	72	4	1116	30.00	3.7 KIPP	
402 10.00	12.01Am	5.50	5.35		s 8.00	s 7.44	8.18	s 7.38	76	26	1120	33.95	3.9 BROWNING	BG
10.25	12.50	6.20	6.05		f 8.15	8.00	8.30	7.52	76	8	1125	39.28	5.33 DURHAM	
10.50	1.30	6.45	6.30		f 8.28	8.11	8.41	8.04	70	7	1130	44.19	4.91 KILROY	
11.20	1.50	7.10	6.50		f 8.35	f 8.18	8.47	f 8.10	73	38	1133	47.39	3.20 GLACIER PARK	MD
4-436 11.58	2.10	7.41	7.10		f 8.43	8.26	402 8.53	8.16	74		1136	50.70	3.31 TALBOT	
12.20Pm	28 2.28	8.15	7.30		f 8.51	8.36	9.00	402 8.25	82	5	1141	54.03	3.33 LUBEC	
12.40	2.50	1 8.43	402 7.50		f 9.00	435 8.43	9.05	8.31	65		1144	57.12	3.09 ARKLOW	
1.05	3.25	43-2 9.10	8.15		s 2-435 9.10	s 8.55	9.15	s 8.42	E 75 W81	30	1147	60.28	3.16 SUMMIT	SM
1.20	3.45	9.35	8.40		f 9.18	9.01	9.21	8.49	E 74		1150	63.22	2.94 SKYLAND	
1.35	4.05	9.50	3 8.57		f 9.27	9.09	9.28	445 8.57	E 76 W71	7	1153	66.94	3.72 FIELDING	FD
1.50	4.20	10.05	9.15		f 9.37	9.17	9.36	9.05	E 70		1157	70.40	3.46 HIGHGATE	
2.05	402 5.00	10.25	9.30		s 9.47	s 9.26	s 9.44	s 9.14	E 77 W77	10	1161	74.37	3.97 JAVA	
2.45	5.15	10.45	9.44 4 10.20 27		s 10.00	s 9.39	445 9.52	s 9.24	78	205	1165	78.58	4.16 ESSEX	SX
3.10	5.35	11.10	10.45		f 10.11	9.50	4 10.01	9.35	75	5	1171	84.23	5.70 PAOLA	
3.25	5.55	11.30	11.20		f 10.22	10.00	10.09	4 9.45	73	5	1175	88.91	4.68 GARRY	
3.40	436 6.15	11.52Pm	11.35		f 10.33	10.10	10.17	9.55	75	6	1181	94.45	5.54 NYACK	NY
3.55	6.30	28 12.18Am	11.55Am		f 10.41	10.18	10.24	10.04	78	5	1186	99.53	5.08 ROCKHILL	
4.20	6.50	12.43	12.20Pm		s 10.55	s 10.30	10.34	s 10.17	81	32	1192	105.27	5.74 BELTON	BE
4.35	7.05	44 1.15	12.35		f 11.03	10.38	10.39	10.24	73	7	1195	108.51	3.24 EGAN	
4.55	7.20	402 1.35	1.00		f 11.13	10.47	10.47	10.35	78	5	1200	113.63	5.20 CORAM	
5.35	7.35	1.55	1.30	1.00Pm	s 28 11.30	s 11.07	11.00	s 10.46	75	99	1207	120.44	6.81 COLUMBIA FALLS	CF
												121.07	0.63 FLATHEAD JUNCTION	
2 6.07	7.55	2.05	1.45	f 1.15	11.45	28 11.15	3 11.05	27 11.00	87	16	WA4	124.39	3.32 HALF MOON	
6.30Pm	4 8.10Am	2.20Am	2.00Pm	1.25Pm	s 11.55Pm	s 11.25Pm	s 11.15Am	s 11.25Am	Yard		WA8	128.55	4.16 WHITEFISH	WF
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
683	401	435	445	251	43	1	27	3						
11.50 11.5	11.20 11.03	11.20 11.3	12.00 10.7	25 20.00	5.15 24.90	4.55 26.14	3.55 32.80	4.55 26.14					Time Over District Average Speed Per Hour	

DOUBLE TRACK

INITIAL STATIONS.

Cutbank for trains 1, 3, 27, 43, 401, 435, 445 and 683.
Whitefish for trains 2, 4, 28, 44, 252, 402 and 436.
Columbia Falls for train 251.

TERMINAL STATIONS.

Cutbank for trains 2, 4, 28, 44, 402 and 436.
Whitefish for trains 1, 3, 27, 43, 251, 401, 435, 445 and 683.
Columbia Falls for train 252.

FIRST DISTRICT—WHITEFISH TO CUTBANK.

EAST BOUND. 3

Time Table No. 67.
In Effect November 2, 1913.

STATIONS.	Distance from Whitefish.	SIGNS. See Rule 5, page 11.	FIRST CLASS. 44 Passenger Arrive Daily	4 Passenger Arrive Daily	2 Passenger Arrive Daily	28 Express Arrive Daily	252 Passenger Arrive Daily Except Sunday	SECOND CLASS. 402 Time Freight Arrive Daily	436 Time Freight Arrive Daily
CUTBANK	128.55	R●DNP WCT	s 6.05Am	s 1.25Pm	s 11.05Pm	s 4.00Am		1.00Pm	4.00Pm
5.81 GARNET	122.74	P	f 5.50	1.13	10.52	3.49		12.30	435 3.25
3.71 SEVILLE	119.03	D P	f 5.43	1.06	10.45	3.43		12.01Pm	3.05
5.38 CARLOW	113.65	P W	f 5.33	12.59	10.37	445 3.35		11.35Am	2.40Pm
5.38 BOMBAY	108.27	NP	f 5.22	12.51	401 10.30	3.27		11.10	2.15Am
6.01 BLACKFOOT	102.25	P W Y	f 5.10	12.42	10.21	3.18		10.40	1.50
3.7 KIPP	98.55	P	f 445 5.02	12.36	10.13	3.12		10.15	1.30
3.9 BROWNING	94.60	DNP WC Y	s 4.55	s 12.30	s 10.05	s 3.06		683 10.00	1.15
5.33 DURHAM	89.27	P	f 4.40	12.18	9.54	2.56		9.40	12.50
4.91 KILROY	84.36	P	f 4.33	12.11	9.45	2.47		9.20	12.30
3.20 GLACIER PARK	81.16	DNP W	s 4.25	s 12.04Pm	f 9.38	2.40		9.05	12.15Pm
3.31 TALBOT	77.85	P	f 4.16	683-436 11.58Am	9.32	2.34		27 8.53	683-4 11.58Am
3.33 LUBEC	74.52	P	f 4.07	11.51	9.25	401 2.28		3 8.25	11.30
3.09 ARKLOW	71.43	P	f 3.59	11.46	9.17	2.22		445 7.50	11.15
3.16 SUMMIT	68.27	R DNP W Y	s 3.52	s 11.40	s 43-435 9.10	s 2.15		7.30	10.45
2.94 SKYLAND	65.33	P	f 3.33	11.23	8.55	2.03		6.30	10.15
3.72 FIELDING	61.61	DNP W	f 3.18	11.05	8.42	1.48		6.00	9.45
3.46 HIGHGATE	58.15	P	f 3.01	10.47	8.26	1.33		5.30	9.15
3.97 JAVA	54.18	DNP	f 2.45	10.31	8.11	1.18		401 5.00	8.45
4.16 ESSEX	50.02	R DNP WC Y	s 2.33	s 445 10.20	s 8.00	s 1.07		4.35	8.00
5.70 PAOLA	44.32	P	f 2.13	27 10.01	7.39	12.52		4.00	7.10
4.68 GARRY	39.64	P	f 2.00	3 9.45	7.27	12.41		3.35	6.45
5.54 NYACK	34.10	DNP W	f 1.47	9.30	7.14	12.28		3.05	401 6.15
5.08 ROCKHILL	29.02	P	f 1.37	9.19	7.05	435 12.18		2.35	5.45
5.74 BELTON	23.28	DNP	s 1.25	s 9.07	s 6.53	12.07		2.05	5.20
3.24 EGAN	20.12	P	f 435 1.15	9.00	6.45	12.01Am		1.50	5.05
5.20 CORAM	14.92	P W	f 1.04	8.49	6.34	11.47Pm		435 1.35	4.35
6.81 COLUMBIA FALLS	8.11	R DNP W Y	s 12.50	s 8.35	s 6.20	s 43 11.30	5.00Pm	1.05	3.55
0.63 FLATHEAD JUNCTION	7.48	Y							
3.32 HALF MOON	4.16	P	12.28	8.23	683 6.07	1 11.15	f 4.45	12.50	3.35
4.16 WHITEFISH		R●DNP WCT O	12.20Am	401 8.15Am	6.00Pm	11.05Pm	4.35Pm	12.35Am	3.15Am
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily
			44	4	2	28	252	402	436
Time Over District			5.45	5.10	5.05	4.55	.25	12.25	12.10
Average Speed Per Hour			22.50	24.87	25.26	26.14	20.00	10.8	10.9

DOUBLE TRACK

SECOND DISTRICT—WHITEFISH TO TROY.

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 opposing trains will clear No. 27 ten (10) minutes.
All westbound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

Normal position of switch at Junction with Michel Branch is set for Main Line Second District.

Train No. 27 will register by card at all registering stations except Whitefish and Troy.

SPEED RESTRICTIONS.

West bound passenger train—Forty-five (45) miles per hour, Whitefish to Troy.
West bound freight trains—Thirty (30) miles per hour, Whitefish to Troy.
East bound passenger trains—Fifty (50) miles per hour, Troy to Whitefish.
East bound freight trains—Thirty (30) miles per hour, Troy to Whitefish.
All trains must reduce speed to twenty-five (25) miles per hour passing through tunnels.
All trains must be handled under absolute control between "Slow Boards."

DERAILS.

West end industry tracks, Trego, Fortine, Tobacco and Cato.
Trains 1, 2, 3 and 4 are limited trains.
Local freight trains on Second District will carry passengers.
Yard limit boards are placed each way from Whitefish, Rexford and Troy.

TUNNELS.

Tunnels are located as follows:
No. 5-A .....2 miles west of Vista, length 835 feet.
No. 6-A .....5 miles west of Eureka, length 290 feet.

INITIAL STATIONS.

Troy for trains 2, 4, 28, 44, 402 and 436.
Whitefish for trains 1, 3, 27, 43, 251, 401, 435, 445 and 687.
Rexford for train 252.

TERMINAL STATIONS.

Troy for trains 1, 3, 27, 43, 401, 435, 445 and 687.
Whitefish for trains 2, 4, 28, 44, 252, 402 and 436.
Rexford for train 251.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Miles from Whitefish	Switch at	Car Capacity
Gussenhoven and Roberts Spur	43 miles	East End	6
Dahlburgs Spur	45 miles	East End	28
Sand Spur	55 miles	West End	33
Palmer Spur	57.59 miles	West End	6

THIRD CLASS.	SECOND CLASS.			FIRST CLASS.					CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Whitefish	Time Table No. 67. In Effect November 2, 1913.	Telegraph Calls
687	445	435	401	251	1	27	3	43	Passing Tracks	Other Tracks			STATIONS.	
Local	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Fast Mail	Passenger	Passenger						
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
6.00Am	2 6.15Pm	3.45Am	9.25Am	1.30Pm	11.35Pm	11.20Am	11.35Am	44 12.05Am	Yard		WA8		WHITEFISH	WF
6.25	6.40	4.05	9.50	f 1.50	44 11.50Pm	11.29	11.45	12.15	94	18	WA13	5.05	5.05 VISTA	
6.50	7.10	4.35	10.20	f 2.10	12.01Am	11.40	11.57Am	12.27	88	16	WA20	11.95	6.90 LUPFER	
4 7.34	7.35	5.00	10.50	f 2.25	12.11	11.51Am	12.08Pm	436 12.39	88	16	WA25	17.24	5.29 OLNEY	
8.05	402 8.25	5.25	11.20	f 2.40	436 12.20	12.02Pm	12.20	12.49	88	16	WA32	23.45	6.21 RADNOR	
8.30	8.45	5.55	11.45Am	s 252 3.05	12.30	12.11	12.31	1.00	87	22	WA38	29.98	6.53 STRYKER	SY
9.00	28 9.46	6.20	27 12.19Pm	f 3.20	12.41	401 12.19	12.41	1.09	87	18	WA44	36.42	6.44 TREGO	
9.30	10.05	4 6.51	3 12.51	s 3.35	12.49	12.26	f 401 12.51	f 1.18	88	18	WA49	41.00	4.58 FORTINE	FR
10.00	44-436 10.20	7.20	1.12	f 3.50	12.58	12.35	1.02	1.28	88	15	WA56	47.75	6.75 TOBACCO	
11.00	11.00	7.40	252 1.50	s 2 4.08	s 1.06	12.41	s 1.10	s 1.38	88	26	WA61	52.60	4.85 EUREKA	KA
11.28Am	11.25Pm	8.05	2.10	f 4.30	1.17	12.49	252 1.21	1.48	88	18	WA67	58.59	5.99 CATO	
12.01Pm	12.15Am	8.35	2.30	4.45Pm	s 1.26	12.56	s 1.30	s 2.00	Yard		W42	61.30	2.71 REXFORD	RD
12.30	12.35	9.00	2.45		1.35	1.04	1.38	f 2.09	88	4	W38	66.04	4.74 RONDO	
27 1.12	1.01	9.25	3.00		1.45	687 1.12	1.50	f 2.21	88	6	W31	72.39	6.35 STONEHILL	
3 1.59	1.25	9.45	2 3.17		1.55	1.20	687 1.59	f 2.30	88	6	W26	77.69	5.58 TWEED	
2.30	1.50	10.10	402 3.35		2.03	1.28	2.08	f 2.39	88	6	W21	83.27	5.30 URAL	U
2-402 3.03	1 2.10	10.30	4.00		445 2.10	1.34	2.15	f 2.49	88	6	W16	88.02	4.75 VOLCOUR	
3.25	2.30	10.55	4.30		2.20	1.41	s 402 2.23	s 3.00	88	23	W11	93.16	5.14 WARLAND	WR
3.50	2.50	11.25	4.55		2.29	402 1.50	2.32	f 3.11	88	6	W5	98.45	5.29 YARNELL	
4.10	43 3.23	11.50Am	436 5.15		2.38	1.59	f 2 2.41	s 445 3.23	71	5	1302	103.81	5.36 JENNINGS	JN
436 4.30	4.00	12.15Pm	5.45		2.46	2.07	2.53	f 3.35	88	4	1308	109.54	5.73 RIPLEY	
5.00	4 4.37	402 12.45	6.10		f 2.57	2 2.16	s 3.06	s 3.55	88	20	1315	116.37	6.83 LIBBY	CK
5.15	5.00	436 1.10	6.25		3.05	2.22	3.14	f 4.03	88	5	1319	120.58	4.21 RANKIN	
5.35	5.35	2 1.56	28-44 7.22		3.16	2.32	436 3.25	f 4 4.17	88		1326	127.20	6.62 KOOTENAI FALLS	
6.00Pm	6.15 AM	2.30Pm	7.50Pm		s 3.35Am	s 436 2.45Pm	s 3.45Pm	s 4.35Am	Yard		1332	134.62	7.42 TROY	UX
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
687	445	435	401	251	1	27	3	43						
12.00 11.2	12.00 11.2	10.45 12.5	10.25 12.20	3.15 19.00	3.55 34.37	3.25 39.36	4.10 31.00	4.30 30.48					Time Over District Average Speed Per Hour	

SECOND DISTRICT—TROY TO WHITEFISH.

Time Table No. 67.
In Effect November 2, 1913.

STATIONS.	Distance from Troy	SIGNS. See Rule 5, Page 11.	FIRST CLASS. 4 Passenger Arrive Daily	2 Passenger Arrive Daily	28 Express Arrive Daily	44 Passenger Arrive Daily	252 Passenger Arrive Daily Ex. Sunday	SECOND CLASS. 402 Time Freight Arrive Daily	436 Time Freight Arrive Daily
WHITEFISH	134.62	R●DNP WCT O	s 8.05Am	s 445 5.50Pm	s 10.55Pm	s 43 12.05Am	4.30Pm	10.30Pm	2.00Am
5.05 VISTA	129.57	P	7.52	5.39	10.40	1 11.50Pm	4.10	10.00	1.35
6.90 LUPFER	122.67	P	7.43	5.28	10.27	11.36	3.50	9.20	1.00
5.29 OLNEY	117.38	P W	f 687 7.34	5.19	10.15	11.27	3.35	8.50	43 12.39
6.21 RADNOR	111.17	P	7.24	5.09	10.06	11.17	3.20	445 8.25	1 12.20Am
6.53 STRYKER	104.64	DNP W Y	7.15	5.00	9.58	11.02	251 3.05	8.00	11.55Pm
6.44 TREGO	98.20	P	7.01	4.43	445 9.46	10.47	2.43	7.30	11.25
4.58 FORTINE	93.62	D P W	435 6.51	4.33	9.36	f 10.34	2.25	7.05	11.00
6.75 TOBACCO	86.87	P	6.38	4.18	9.20	445-436 10.20	2.10	6.25	44-445 10.20
4.85 EUREKA	82.02	DNP W	s 6.29	s 251 4.08	s 9.08	s 10.08	401 1.50	6.00	9.40
5.99 CATO	76.03	P	6.12	3.52	436 8.55	9.52	3 1.21	5.10	28 8.55
2.71 REXFORD	73.62	R●DNP WC Y	s 6.04	s 3.45	s 8.50	s 9.45	27 1.10Pm	251 5.00	8.30
4.74 RONDO	68.58	P	5.53	3.34	8.40	f 9.28		4.40	8.05
6.35 STONEHILL	62.23	P W	5.44	3.25	8.31	f 9.16		4.20	7.35
5.58 TWEED	56.65	P	5.36	401 3.17	8.23	f 9.05		4.00	7.10
5.30 URAL	51.35	NP	5.29	3.10	8.15	f 8.54		401 3.35	6.45
4.75 VOLCOUR	46.60	P W	5.22	687-402 3.03	8.07	f 8.44		2-687 3.03Pm	6.25
5.14 WARLAND	41.46	D P	f 5.14	2.56	8.00	s 8.34		3 2.23	6.00
5.29 YARNELL	36.17	P	5.06	2.49	7.52	f 8.22		27 1.50	5.40
5.36 JENNINGS	30.81	DNP W	4.57	3-436 2.41	7.43	f 8.12		1.30	401 5.15
5.73 RIPLEY	25.08	P	4.49	2.30	7.34	f 7.58		1.10	687 4.30
6.83 LIBBY	18.25	DNP	s 445 4.37	s 27 2.16	f 7.24	s 7.45		435 12.45	4.05
4.21 RANKIN	14.04	P	4.29	2.08	7.16	f 7.35		12.25	3.50
6.62 KOOTENAI FALLS	7.42	P W	43 4.17	435 1.56	401 7.05	f 401 7.22		12.01Pm	3 3.25
7.42 TROY		R●DNP WCT	1 3.55Am	1.40Pm	6.50Pm	7.05Pm		11.30Am	27 2.50Pm
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
			4	2	28	44	252	402	436
Time Over District			4.50	4.10	4.05	5.00	3.20	11.00	11.10
Average Speed Per Hour			27.00	32.30	32.60	26.9	20.81	12.20	12.01

WEST BOUND. — FLATHEAD BRANCH. — EAST BOUND.

Time Table No. 67. In Effect November 2, 1913.

SECOND CLASS.	FIRST CLASS.						CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Columbia Falls	STATIONS.	Distance from Marion	Telegraph Calls	SIGNS. See Rule 5, Page 11.	FIRST CLASS.						SECOND CLASS.
375	245	265	253	249	247	243	Passing Tracks	Other Tracks							244	248	250	254	266	246	376
Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed
Leave Tues. and Friday	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Tues. and Friday
	5.05Pm	1.00Am	11.15Pm	6.30Pm	10.55Am	8.40Am	49	99	1207		COLUMBIA FALLS	38.18	CF	R DNP	s 8.25Am	s 10.40Am	s 6.10Pm	s 11.00Pm	s 12.35Am	12.55Pm	
										0.63	0.63 FLATHEAD JCT	37.55		Y							
		f	f	f	f	f				2.63	2.00 HUNT SPUR	35.55			f	f	f	f	f		
	f 5.18	f 1.12	f 11.28	f 6.43	f 11.08	f 8.58	49		1213	5.92	3.29 LA SALLE	32.26		P	f 8.05	f 10.20	f 5.50	f 10.40Pm	f 12.15	f 12.35	
		f	f	f	f	f			1217	10.27	4.35 ROSE CROSSING	27.91			f	f	f	f	f		
1.10Pm	250 5.35Pm	s 1.30Am	s 11.45Pm	s 7.00Pm	s 11.25Am	s 9.10Am	Yard		1222	14.77	4.50 KALISPELL	23.41	K	R DNP WCT O	7.50Am	10.05Am	245 5.35Pm	10.25Pm	12.01Am	12.20Pm	s 4.30Pm
f 1.40							45		1232	25.03	10.26 KILA	13.15		W							f 4.00
f 2.10							32		1240	32.56	7.53 ATHENS	5.62									f 3.30
s 2.40							18		1245	38.18	5.62 MARION			W							3.00Pm
Arrive Tues. and Friday	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Tues. and Friday
375	245	265	253	249	247	243									244	248	250	254	266	246	376
1.30 15.6	.30 25.4	.30 25.4	.30 25.4	.30 25.4	.30 25.4	.30 25.4					Time Over District Average Speed Per Hour				.35 25.3	.35 25.3	.35 25.3	.35 25.3	.35 25.3	.35 25.3	1.30 15.6

Special Rules.

West bound trains are superior to east bound trains of the same class.
Normal position switch at Flathead Jct., is set for Main Line, First District.

SPEED RESTRICTIONS.

Passenger trains thirty (30) miles per hour.
Freight trains twenty (20) miles per hour.
All trains reduce speed to eight (8) miles per hour crossing bridge No. 155 one and one-fourth miles east of Kila, bridge No. 156 one-half mile east of Kila, and bridge No. 157, one mile west of Kila.
All trains must move with train under control between West Wye Switch and Columbia Falls, looking out for main line trains.
No. 246 head around East Leg Wye to depot at Columbia Falls.

DERAILS.

Athens, Idaho Lumber Co.'s Siding and Marion in main track just east of east switch.
Yard limit boards are placed each way from Columbia Falls and Kalispell.

INITIAL STATIONS.

Columbia Falls for trains 243, 245, 247, 249, 253, 265.
Kalispell for trains 244, 246, 248, 250, 254, 266, 375.
Marion for train 376.

TERMINAL STATIONS.

Columbia Falls for trains 244, 246, 248, 250, 254, 266.
Kalispell for trains 243, 245, 247, 249, 253, 265, 376.
Marion for train 375.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Kalispell	Switch at	Car Capacity
Dailys Spur	12 miles	West End.	428
Hunt-Hollister Spur	12 miles	West End.	15
Northwestern Lbr. Co. Spur	1 mile	East End.	48
Boormans Spur	5 miles	East End.	3
Batavia Spur	5.7 miles.	East End.	10
Idaho Lbr. Co	21 miles	Both Ends.	6

WEST BOUND. — SOMERS BRANCH. — EAST BOUND.

Time Table No. 67. In Effect November 2, 1913.

FIRST CLASS.		CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Kalispell	STATIONS.	Distance from Somers	Telegraph Calls	SIGNS. See Rule 5, Page 11.	FIRST CLASS.	
269	267	Passing Tracks	Other Tracks							268	272
Passenger	Mixed									Mixed	Passenger
Leave Daily Except Sunday	Leave Daily Except Sunday									Arrive Daily Except Sunday	Arrive Daily Except Sunday
3.30Pm	6.30Am	Yard		1222		KALISPELL	11.10	K	DNP WCT	s 7.40Am	s 5.00Pm
f 3.40	f 6.40				5.55	5.55 BALLS CROSSING	5.55			f 7.25	f 4.40
s 4.00Pm	s 6.55Am	Yard		1233A	11.10	5.55 SOMERS		OB		7.15Am	4.30Pm
Arrive Daily Except Sunday	Arrive Daily Except Sunday									Leave Daily Except Sunday	Leave Daily Except Sunday
269	267									268	272
.30 22.20	.30 22.20					Time Over District Average Speed Per Hour				.30 22.20	.30 22.20

Special Rules.

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

SPEED RESTRICTIONS.

Passenger trains thirty (30) miles per hour.
Freight trains twenty (20) miles per hour.
Yard limit boards are placed each way from Kalispell and east of Somers.

INITIAL STATIONS.

Kalispell for trains 267 and 269.
Somers for trains 268 and 272.

TERMINAL STATIONS.

Somers for trains 267 and 269.
Kalispell for trains 268 and 272.

SECOND CLASS.	FIRST CLASS.	CAR CAPACITY OF SIDINGS		Station Numbers	Distance from Michel	Time Table No. 67. In Effect November 2, 1913.	Distance from Rexford	Telegraph Calls	SIGNS. See Rule 5, Page 11.	FIRST CLASS.	SECOND CLASS.
685	227	Passing Tracks	Other Tracks			STATIONS.				228	686
Local Freight Leave Daily Ex. Sunday	Passenger Leave Daily Ex. Sunday									Passenger Arrive Daily Ex. Sunday	Local Freight Arrive Daily Ex. Sunday
7.00Am	s 9.00Am	Yard		W125		MICHEL	82.57	MC	R D P WC YKO	s 8.25Pm	3.10Pm
7.25	f 9.20	64		W116	9.02	9.02 OLSON	73.55		P	f 8.00	2.30
7.40	f 9.30	64	29	W111	13.63	4.61 HOSMER	68.94		P	f 7.48	2.10
						4.27 McDOUGALL'S CROSSING			I		
9.30	s 9.53	66	158	W104	20.90	3.00 FERNIE	61.67	F	R D P W Y K	s 7.30	12.43
					29.96	9.13 M. F. & M. JCT	52.54				
227 10.10	685 f 10.10	71	65	W95	29.96	0.00 SWINTON	52.54		P K	f 7.09	12.05Pm
10.30	f 10.30	52	11	W85	39.72	9.76 ELKO	42.78		P W1½ mile east	f 6.45	11.35Am
686 10.40	686 f 10.40	66		W80	44.67	4.95 MOTT	37.83		P	f 6.32	227-685 10.40
11.40Am	s 10.55	53	10	W72	52.20	7.53 BAYNES	30.30	B	D P W	s 6.14	10.15
						50 C. P. R. CROSSING			I		
12.15Pm	f 11.10	52	11	W67	57.91	5.71 WALDO	24.59		P	f 6.02	9.30
12.35	f 11.23	55	10	W62	62.70	4.79 DORR	19.80		P W	f 5.51	9.10
1.00	f 11.35	54	10	W57	67.48	4.78 FLAGSTONE	15.02		P	f 5.40	8.45
					72.67	5.19 INTERNATIONAL BOUNDARY	9.83				
1.35	11.50Am s 12.10Pm	67	48	W52	72.70	0.03 GATEWAY	9.80	WA	D P O	5.27 s 5.22	8.20
1.50	f 12.22	52	10	W47	77.30	4.60 HAYDEN	5.20		P W	f 5.12	7.30
2.20Pm	12.40Pm	Yard		W42	82.57	5.20 REXFORD		RD	R@DNP WC Y	5.00Pm	7.10Am
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
685	227									228	686
7.20 11.22	3.40 22.51					Time Over District Average Speed Per Hour				3.25 23.60	8.00 10.32

Special Rules.

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

Normal position of switch at junction with M. F. & M. at Fernie and Swinton, is set for Michel Branch, Main Line.

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

SPEED RESTRICTIONS.

Passenger trains, thirty (30) miles per hour.
Freight trains, twenty (20) miles per hour.

DERAILS.

West end of Industry tracks at Baynes and Elko.

East Wye switch at Michel must be left set for Wye to act as a derail for Michel yard.

West end of passing track at Olson.

TUNNELS.

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

Interlocking plant located three (3) miles east of Fernie at McDougall's Crossing. Semaphores and derails set against Great Northern tracks, and trainmen will operate plant to enable them to pass; full directions for operation of **levers** being shown on **blue print** in interlocking station. Derails are located 200 feet east and west of interlocking station.

Interlocking plant located C. P. R. Crossing ½ mile west of Baynes.

Semaphore indications, both **distant** and **home** are **horizontal for stop**; at angle of ninety degrees or **straight up is clear.**

All trains must receive permission from custom officers before crossing International Boundary at Gateway.

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

Yard limit boards are placed each way from Rexford and Fernie, and west of Michel.

INITIAL STATIONS.

Michel for trains 227 and 685.
Rexford for trains 228 and 686.

TERMINAL STATIONS.

Rexford for trains 227 and 685.
Michel for trains 228 and 686.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Michel	Switch at	Car Capacity
McInness	60.00 miles.	East End	6
Ross	57.50 miles.	East End	79
Bakers	57.25 miles.	West End	32
North Star Lbr. Co. Spur	39.00 miles.	East End	6
Smith & Watson	37.72 miles.	East End	2
Tunnel Creek	33.50 miles.	East End	5
Sullivan Spur	24.00 miles.	East End	5

AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, the BLOCK Signals are located upon the right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:

A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to **"STOP"**.

B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates **"PROCEED"** with caution prepared to stop at the next signal.

C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is **"CLEAR"** and is a Signal to **"PROCEED"**.

D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates **"STOP"**.
YELLOW indicates **"CAUTION;"** proceed with caution prepared to STOP at next Signal.
GREEN indicates **"PROCEED"**.

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position," all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed —(See A, B and C):

A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.

B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
Or—

C. On double track, at once, under control, expecting to find track impassable.

D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.
The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.
If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after the movement has been made and the switches locked.

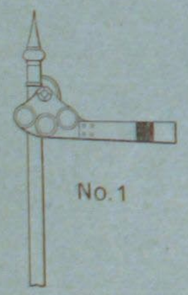
509. Switch Indicators (miniature semaphores) where used stand normally in **"STOP"** position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.

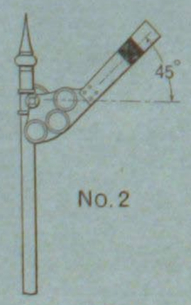
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in **"STOP"** position. All tracks connecting with main track are bonded to clearance point only.

513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signal are equipped with not less than two arms and two lights. See general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



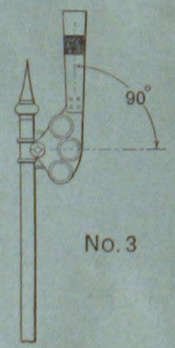
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



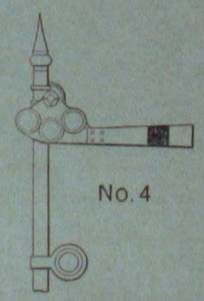
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



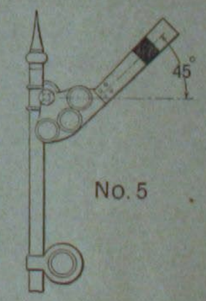
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



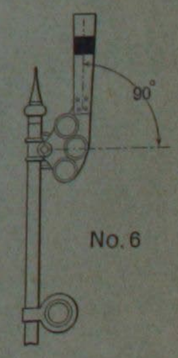
HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, RED light at night.
Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night.
Disc, RED light at night.
Indication. PROCEED with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night.
Disc, RED light at night.
Indication. PROCEED.
Name. CLEAR Signal.

INTERLOCKING SIGNALS.

ENGINEMEN AND TRAINMEN.

661. Trains or engine may be run to but not beyond a signal indicating "Stop", except as provided in Rule 663.

662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.

664. The Engineman of a train which has parted must sound the whistle signal for "train-parted" on approaching an interlocking plant.

665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train-parted."

666. When a parted train has been re-coupled the Signalman must be notified.

667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.

668. Conductors must report to Superintendent any unusual detention at interlocking plants.

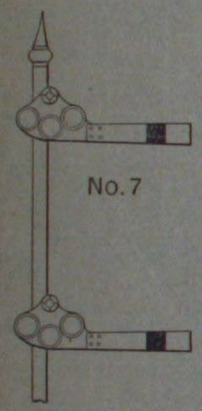
669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.

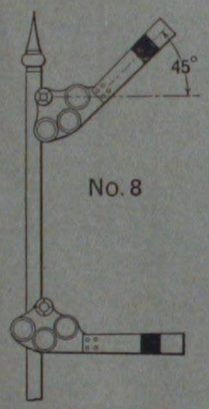
623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and and are known to be in safe condition.

Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



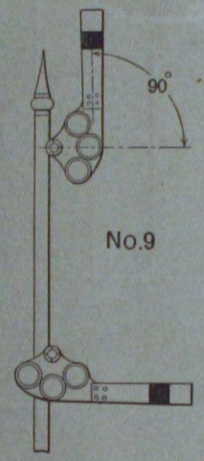
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



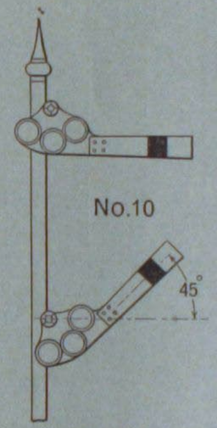
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, YELLOW light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



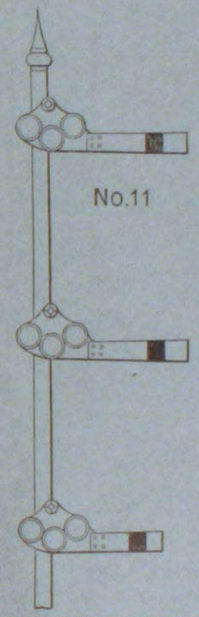
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, GREEN light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, PROCEED.
Name. CLEAR Signal.



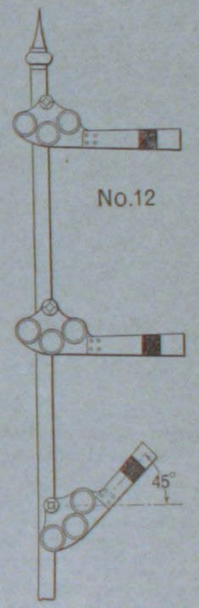
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Diverging route clear, proceed with CAUTION.
Name. CAUTION Signal.



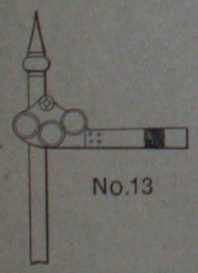
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



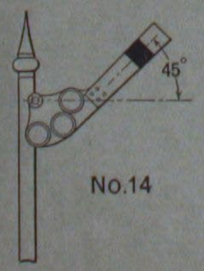
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Slow speed, Route clear, Proceed.
Name. CAUTION Signal.



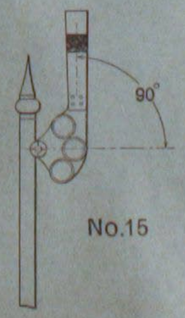
INTERLOCKING DISTANT SIGNAL.

Color. RED light at night.
Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
Name. STOP Signal.



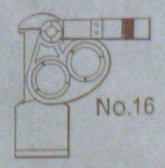
INTERLOCKING DISTANT SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
Name. CAUTION Signal.



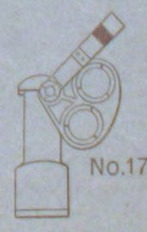
INTERLOCKING DISTANT SIGNAL.

Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



DWARF SIGNAL.

Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



DWARF SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION.
Name. CAUTION Signal.

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

STATIONS.	Ruling Grade	Class O-1 3000-3065				Class N-1 2000-2025				Class L-1 1900-1921				Class L-2 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 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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Cutbank to Summit	1.0	1450	1305	1160	1015	1850	1670	1490	1400	1650	1485	1320	1155	1450	1305	1160	1015	1200	1080	960	840	900	810	720	630	725	655	585	515
Summit to Whitefish	0.6	2000	1800	1600	1400	2500	2250	2000	1820	2200	2000	1800	1600	2000	1800	1600	1400	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Whitefish to Stryker	0.25	2800	2520	2240	2100	....	....	....	....	3000	2700	2400	2250	2800	2520	2240	2100	2500	2250	2000	1750	2000	1800	1600	1400	2000	1800	1600	1400
Stryker to Troy	Down	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Troy to Rexford	0.75	2500	2250	2000	1820	....	....	....	....	2800	2520	2240	2100	2500	2250	2000	1820	2000	1800	1600	1400	2000	1800	1600	1400	1460	1315	1170	1025
Rexford to Stryker	0.7	1500	1350	1200	1070	....	....	....	....	1600	1440	1280	1200	1500	1350	1200	1070	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Stryker to Whitefish	Down	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Whitefish to Essex	0.8	1700	1530	1360	1190	....	....	....	....	1900	1730	1560	1390	1700	1530	1360	1190	1300	1170	1040	910	1050	945	840	735	875	790	705	620
Essex to Summit	1.8	850	765	680	595	....	....	....	....	1050	965	880	795	850	765	680	595	650	585	525	460	525	475	425	375	440	395	350	305
Summit to Cutbank	0.8	1700	1530	1360	1190	....	....	....	....	1900	1730	1560	1390	1700	1530	1360	1190	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Rexford to Gateway	0.55	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1800	1620	1440	1260	1400	1260	1120	980	1080	970	860	750
Gateway to Michel	0.80	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1300	1170	1040	910	1050	945	840	735	875	790	705	620
Michel 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—10 below zero and Colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

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

Box Cars, 28 to 30 foot	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	15 Tons
Box Cars, 40 foot	17 Tons
Refrigerator Cars	20 Tons
Furniture Cars, 30 to 40 foot	17 Tons
Furniture, 40 to 50 foot	19 Tons
Cabooses, 8-wheel	17 Tons
Cabooses, 4-wheel	10 Tons
Flat Cars, 28 to 30 foot	9 Tons
Flat Cars, 33 and 34 foot	11 Tons
Flat Cars, 40 foot	12 Tons
Gondola Cars	13 Tons
Ore Cars, Wood	12 Tons
Ore Cars, Steel	15 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons
Engine Tank (Empty)	30 Tons
Mail	25 Tons
Baggage	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

Weight of Dead Engines.

Engines numbered below 200 series	80 Tons
Engines numbered in 200 series	86 Tons
Engines numbered in 300 series	86 Tons
Engines numbered in 400 series	110 Tons
Engines numbered in 500 series	115 Tons
Engines numbered in 600 series	120 Tons
Engines numbered in 700 series	140 Tons
Engines numbered in 800 series	155 Tons
Engines numbered in 900 series (except 992 to 997)	115 Tons
Engines numbered 992 to 997	95 Tons
Engines numbered 1000 to 1007	131 Tons
Engines numbered 1050 to 1069	144 Tons
Engines numbered 1079 to 1095	158 Tons
Engines numbered in 1100 and 1200 series	160 Tons
Engines numbered in 1300 series	160 Tons
Engines numbered 1400 to 1405	173 Tons
Engines numbered 1406 to 1425	188 Tons
Engines numbered in 1500 and 1600 series	179 Tons
Engines numbered in 1700 series	180 Tons
Engines numbered in 1800 series	219 Tons
Engines numbered in 1900 series	252 Tons

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 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.

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 engines or engines with caboose only will take siding at meeting points except when running as section of passenger train.
2. Car capacity of sidings is based on forty-two (42) feet per car, and does not include engine and caboose.
3. Trains displaying signals for following section will stop at all registering stations, and the conductor will register in person.
4. 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.
5. Freight trains taking on helper engines at Stryker and Essex, 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.
6. 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 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 the 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 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 in duplicate by each employe and forwarded to the Superintendent of the division; a separate report being made out 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.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg.....St. Paul, Minn.
Dr. H. E. Houston.....Whitefish, Mont.
Dr. W. W. Taylor.....Kalispell, Mont.
Dr. F. B. Bogardus.....Eureka, Mont.
Dr. S. Nonnell.....Fernie, B. C.
Dr. W. A. Hulbush.....Cutbank, Mont.
Dr. P.Baxter.....Libby, Mont.

TIME INSPECTORS.

S. S. Stacey.....Whitefish, Mont.
D. A. Stocking.....Kalispell, Mont.

W. A. DEPEW, Dispatcher.
L. C. APPLEMAN, "
C. W. HARMON, "

W. R. COBB, Dispatcher.
JOHN CLIFFORD, "
J. W. REEDE, "

NILE SHAW, Chief Dispatcher.
W. E. WATTS, Night Chief Dispatcher.

C. O. BRADSHAW, Trainmaster.
W. R. BENEDICT, Trainmaster.


GREAT NORTHERN RAILWAY
and Connections.
DOUBLE TRACK
PROPOSED LINE
1-29-'13
4425
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
UTAH
MONTANA
WYOMING
COLORADO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
MINNESOTA
IOWA
MISSOURI
WISCONSIN
ILLINOIS
MICH.
LAKE SUPERIOR
Lake Winnipeg
Winnipegosis Lake
Lake of the Woods
Lake Nipigon
GLACIER NATIONAL PARK
YELLOWSTONE NATIONAL PARK
CRATER LAKE NATIONAL PARK
MT. RAINIER NATIONAL PARK
CANADIAN NAT. PARK
Edmonton
Calgary
Lethbridge
Medicine Hat
Regina
Moose Jaw
Saskatoon
Prince Albert
Brandon
WINNIPEG
WARROAD
Fort William
Port Arthur
VANCOUVER
Victoria
SEATTLE
TACOMA
Olympia
EVERETT
BELLINGHAM
SPOKANE
Walla Walla
PORTLAND
Salem
EUGENE
MEDFORD
Boise
Salt Lake City
OGDEN
Carson City
Reno
Sacramento
SAN FRANCISCO
OAKLAND
Stockton
GREAT FALLS
Helena
BUTTE
BILLINGS
Cheyenne
Denver
Colorado Springs
Pueblo
Bismarck
Pierre
SIOUX CITY
SIOUX FALLS
DULUTH
SUPERIOR
ST. PAUL
MINNEAPOLIS
Des Moines
COUNCIL BLUFFS
OMAHA
Lincoln
Topeka
KANSAS CITY
ST. JOSEPH
ATCHISON
Jefferson City
ST. LOUIS
East St. Louis
Springfield
CHICAGO
MILWAUKEE
Madison
GREAT NORTHERN