

GREAT NORTHERN RAILWAY



MONTANA DIVISION.



TIME TABLE No. 12

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

TUESDAY, SEPTEMBER 2, 1924.

Superseding Montana Division Time Table No. 11 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

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A. E. KNIGHTS, Superintendent.

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

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—BETWEEN WILLISTON AND WOLF POINT

EASTWARD

THIRD CLASS 663	SECOND CLASS			FIRST CLASS				Capacity of Side Tracks	Station Numbers	Distance from Williston	Time Table No. 12 Effective Sept. 2, 1924	Telegraph Calls	Distance from Wolf Point	SIGNS.	FIRST CLASS				THIRD CLASS 664
	461	459	447	27	3	229	1								2	28	230	4	
Local Freight Daily Ex. Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Fast Mail Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passing Tracks Other Tracks	Yard		STATIONS				Passenger Daily	Express Daily	Passenger Daily Ex. Sunday	Passenger Daily	Local Freight Daily Ex. Sunday
L 6.20am	L 2.30pm	L 7.00am	L 12.05am						647		.....WILLISTON.....	WN	106.75	R@DN WCT	A 11.25am	A 3.25pm	A 6.45pm	A 1.10am	
* 6.30	2.50	7.15	12.20	L 10.22pm	L 4.30pm	L 6.00am	L 4.45am	80	651	4.42	JUNKIN.....		102.33	P	11.14	3.13	f 6.28	12.58	A 4.05pm
* 6.40	²⁸⁻⁶⁵⁴ 3.07	7.28	⁴ 12.53	10.35	4.46	f 6.16	4.57	82	655	7.34	TODD.....		99.51	P	11.07	⁴⁶¹⁻⁶⁶⁴ 3.07	f 6.18	⁴⁴⁷ 12.53	* 3.46
* 6.55	3.35	7.42	1.09	10.42	f 4.55	* 6.25	5.03	E84 W80 16	659	11.58	TRENTON.....	ON	95.17	DNPW	11.00	3.00	* 6.10	12.45	* 3.07
* 7.05	4.00	8.00	1.24	10.48	5.02	f 6.35	5.10	82	664	16.20	MARLEY.....		90.55	P	10.51	2.52	f 6.00	12.37	* 2.30
* 7.15	4.13	8.15	1.37	10.54	f 5.12	* 6.45	5.18	E82 W83 35	668	20.04	BUPFORD.....	BU	86.11	D P	10.43	2.45	* 5.50	12.30	* 2.15
* 7.25	4.20	8.25	1.45	10.57	f 5.18	* 6.53	5.22	83	670	23.29	MONDAK.....	MO	83.46	D P	10.38	2.37	* 5.40	12.24	* 2.00
* 7.45	4.30	8.33	2.04	11.00	²³⁰ f 5.28	* 7.00	5.26	E85 W93 68	676	25.95	SNOWDEN.....	BN	80.80	DNPW Y	10.33	2.30	³ * 5.28	12.19	* 1.30
* 8.10	4.45	8.42	2.20	11.07	5.38	f 7.12	5.35	83	681	31.67	LAKESIDE.....		75.08	P	10.25	2.20	f 5.15	12.10	* 1.15
⁴⁵⁹ * 8.10	²³⁰ 5.05	⁶⁵³ 9.10	2.40	11.14	* 5.50	* 7.30	5.45	E87 W81 200	685	38.09	BAINVILLE.....	B	68.66	DNPWC Y	10.15	2.10	⁴⁶¹ * 5.05	⁴⁴⁷ * 12.01am	* 12.35
³ * 10.04	³ 6.00	9.25	3.00	11.22	⁴⁶¹ 6.00	f 7.42	5.55	83	692	44.91	LANKARK.....		61.84	PW	⁶⁶³ 10.04	1.59	f 4.44	11.48	* 12.15pm
⁶⁵⁴ * 10.55	6.25	9.35	3.15	11.26	6.07	f 7.50	6.00	83	695	48.24	CLOVER.....		58.51	P	9.58	1.53	f 4.36	11.40	* 11.20
* 11.15	6.37	²⁻⁶⁵⁴ 9.50	3.27	⁴ 11.31	* 6.15	* 8.00	6.06	83	102	699	CULBERTSON.....	CU	54.39	DNP	⁴⁵⁹⁻⁶⁶⁴ 9.50	* 1.45	* 4.25	²⁷ * 11.31	⁶⁶³ * 10.55
* 11.30	6.50	10.20	3.43	11.39	6.24	f 8.12	6.15	82	705	57.83	BLAIR.....		48.92	PW	9.37	1.32	f 4.10	11.16	* 9.00
* 11.50	7.00	10.50	3.55	11.44	6.30	f 8.22	6.20	83	708	61.75	DREW.....		44.99	P	9.29	1.26	f 4.02	11.08	* 8.50
* 12.15pm	7.12	11.00	4.10	11.51	6.39	f ⁶⁶⁴ 8.32	6.27	84	714	66.76	CALAIS.....		39.99	P	9.20	1.18	f 3.51	11.00	²²⁹ * 8.32
* 12.45	7.25	11.10	4.25	11.57	6.47	* 8.50	6.35	83	113	722	BROCKTON.....	BR	35.18	DN WCY	9.12	1.10	* 3.41	10.54	* 8.10
²⁵ * 1.05	7.40	11.25	4.40	12.02am	6.53	f ² 9.05	6.41	82	725	75.89	ATKINSON.....		31.26	P	²²⁹ 9.05	⁶⁶³ 1.05	f 3.33	10.47	* 8.00
* 1.40	7.50	11.37	4.52	12.07	6.59	f 9.15	6.46	82	729	79.33	SPROLE.....		27.48	P	8.55	12.58	f 3.25	10.41	* 7.45
* 2.25	8.05	11.52	5.07	12.15	* 7.12	* 9.30	6.56	E83 W85 59	733	85.56	POPLAR.....	PO	21.19	DNP	* 8.45	12.48	* 3.13	* 10.31	* 6.56
²³⁰ * 3.01	8.25	12.10pm	5.25	12.24	7.22	f 9.45	7.07	83	741	92.58	CHELSEA.....		14.17	PW	8.32	12.37	f 3.01	10.20	f 6.35
* 3.30	8.35	²⁸ 12.30	5.40	12.30	7.28	f 9.55	7.15	E85 W82	745	96.58	DABNEY.....		9.87	P	8.25	⁴⁵⁹ 12.30	f 2.53	10.14	* 6.20
* 3.57	8.45	12.50	⁶⁶⁴ 6.05	12.35	7.34	f 10.05	7.21	83	748	100.69	MACON.....		6.06	P	8.20	12.25	f 2.45	10.10	⁴⁴⁷ * 6.05
A 4.30pm	A 9.00pm	A 1.10pm	A 6.20am	A 12.45am	A 7.45pm	A 10.25am	A 7.35am	Yard	753	106.75	.....WOLF POINT.....	WO		R@DN WCT	L 8.10am	L 12.15pm	L 2.35pm	L 10.00pm	L 5.45am
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
663	461	459	447	27	3	229	1								2	28	230	4	664
10.50 9.9	6.30 17.0	6.10 17.4	6.15 17.3	2.28 44.8	3.15 33.0	4.25 24.7	2.50 37.0								3.15 33.0	3.10 33.8	4.10 25.6	3.10 33.8	10.20 10.3

SPECIAL RULES
First and Second Subdivisions

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

No. 27 is superior to all trains.

Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.

Engine and Speed Restrictions:

For L-1, M, N-1, O and P classes 10 miles per hour and Q-1 class 5 miles per hour over following bridges:

First Subdivision:

Bridge 194—Lakeside

Bridge 223—Blair

Bridge 273—Poplar

Second Subdivision:

Bridge 382—Paisley

Bridge 431—Beaverton

Bridge 529—Savoy

Bridge 388—Liberty

Bridge 436—Beaverton

Bridge 535—Harlem

Bridge 410—Putnam

Bridge 437—Saco

Bridge 549—North Fork

Putnam is 2.32 miles west of

Bridge 428—Saco

Bridge 556—Chinook

Vandalia.

Bridge 455—Woolridge

Bridge 563—Adams

Bridge 469—Malta

Q-1 Engines doubleheaded must not be run over bridges 273, 382, 434, 469 and 563.

Reduce speed to 10 miles per hour from west switch Williston to 1/4 mile west and over sink hole 1/4 mile east of Todd, 15 miles per hour over sink hole 1/4 mile west of Culbertson and 10 miles per hour over sink hole 3 1/2 miles east of Poplar. Reduce speed to 25 miles over sink hole 2 1/2 miles east of Hinadale and 15 miles per hour west switch Bowdoin to 1 1/2 miles west.

YARD LIMITS

Yard limit boards at Williston, Bainville, Wolf Point, and Glasgow one-half mile each way from outside switch, Havre 1 1/4 miles from outside switch.

Yard limit boards at Snowden one-half mile east of east switch and three-fourth mile west of west switch.

Normal position of main line switches at end of double track Lohman is for westward main track.

At Snowden eastward trains use passing track south of main line and westward trains use passing track north of main line when taking siding.

At Glasgow eastward trains use track No. 1 and westward trains track No. 2 when taking siding.

No. 2 will stop at Culbertson to discharge passengers from south of Havre.

No. 3 will stop on flag at Nashua for passengers west of Glasgow and discharge passengers from points east of Williston, and stop on flag at Oswego and Frazer Sunday only.

No. 4 will stop on flag at Nashua for passengers for Poplar and east, or to let off passengers from Glasgow or points west and stop on flag at Mondak to discharge passengers from Poplar and west and to receive passengers for Williston and east.

Nos. 229 and 230 will stop on flag at Vandalia Dam and Dodson Dam.

Local freight trains may carry adult male passengers when provided with proper transportation.

WESTWARD

SECOND SUBDIVISION - BETWEEN WOLF POINT AND HAVRE

EASTWARD 3

Table with columns for Third Class (667, 665, 461, 459, 447), Second Class (3, 229, 1, 27), First Class (2, 28, 230, 4), and Third Class (666, 668). Includes 'Time Table No. 12' and 'STATIONS' from WOLF POINT to HAVRE.

SEE PAGE 2 FOR SPECIAL RULES.

THIRD CLASS.			SECOND CLASS.			Capacity of Side Tracks		Station Numbers	Distance from Havre	Time Table No. 12 Effective Sept. 2, 1924.	Telegraph Calls	FIRST CLASS.							
671	657	675	447	459	435	Passing Tracks	Other Tracks					43	3	235	27	231	239	1	223
Local Freight Mon., Wed. and Fri.	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Monday	Time Freight Daily	Time Freight Daily	Time Freight Daily						Passenger Daily	Passenger Daily	Passenger Daily	Fast Mail Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	
	L 6.00am	L 5.00am	L 9.00pm	L 12.05pm		Yard	950		HAVRE.....	D8-HV		L 2.15am	L 3.00am	L 5.35am	L 7.30 am		L 1.45pm	L 2.00pm	
	6.25	A 5.20am	9.20	12.25		60	25	961	4.03	PACIFIC JUNCTION....	JN	2.25	A 3.10am	5.43	7.40		1.55	A 2.10pm	
	6.45		9.40	12.45		70	8	967	10.15	BURNHAM.....		2.35		5.50	7.50		2.05		
	7.05		10.00	1.00		70	16	971	14.61	FRESNO.....		2.45		5.57	8.00		2.15		
	7.20		10.20	1.20		E70 W70	50	976	19.35	KREMLIN.....	KN	2.55		6.05	8.10		2.25		
	7.45		10.40	1.50		70	8	982	25.24	XENIA.....		3.05		6.13	8.18		2.35		
	8.15		11.05	2.10		E70 W70	39	986	29.45	GILDFORD.....	GR	3.15		6.18	8.28		2.45		
	231 8.39		11.30	2.35		70	35	992	35.37	HINGHAM.....	HG	3.25		6.27	8.39		2.55		
	9.00		11.50	3.05		E 69 W70	34	998	41.83	RUDYARD.....	RU	3.35		6.35	8.50		3.05		
	9.20		12.10am	3.32		70	16	1004	47.55	INVERNESS.....	RN	3.45		6.45	9.01		3.15		
	9.35		12.25	3.55		70	16	1008	51.45	JOPLIN.....	JO	3.50		6.50	9.10		3.20		
	9.55		12.50	4.30		50	7	1013	56.48	BISON.....		4.00		6.56	9.18		3.30		
	658 10.20		1.05	4.45		72		1015	58.72	ERIN.....		4.05		6.59	9.22		3.35		
	10.40		1.25	5.15		E 82 W70	65	1018	61.43	CHESTER.....	CH	4.10		7.04	9.31		3.40		
	11.00		1.50	5.50		71	16	1024	66.96	TIBER.....		4.20		7.11	9.40		3.50		
	11.35		2.15	6.25		72	16	1081	74.47	LOTHAIR.....	HA	4.30		7.21	9.52		4.00		
	11.45		2.25	6.45		70		1084	76.95	HESS.....		4.35		7.25	9.57		4.05		
	12.01pm		2.40	7.00		70	90	1087	80.45	GALATA.....	GA	4.40		7.29	10.03		4.10		
	12.20		3.11	7.35		E71 W70	16	1043	86.47	DEVON.....	CD	4.50		7.37	10.14		4.20		
	12.40		3.30	8.00		71	16	1047	90.70	TELSTAD.....		5.00		7.42	10.22		4.30		
	1.00		3.50	8.20		E70 W71	16	1052	95.19	DUNKIRK.....	DK	5.10		7.47	10.30		4.40		
	1.16		4.10	8.45		71	4	1057	100.88	PARRELL.....		5.20		7.54	10.40		4.50		
	L 9.50am	232 1.40	4.30	9.20	L 11.30am	E 70 W70	300	1061	104.49	SHELBY.....	SJ	L 1.25am	5.30	8.00	11.00	L 11.15am	5.00		
	A 10.00am	2.00	4.45	9.40	11.40			1063	107.08	VIRDEN.....		1.40	5.35	8.04	11.05	A 11.20am	5.05		
		2.20	5.05	10.10	12.05pm	W81	7	1069	112.24	SIMLA.....		1.55	5.45	8.12	11.15		5.15		
		2.52	5.25	10.40	12.45	E71 W70	19	1074	117.51	ETHRIDOE.....	DG	2.10	5.57	8.20	11.25		5.27		
		3.25	5.40	11.10	1.18		7	1077	121.24	BORU.....		2.25	6.05	8.27	11.35		5.35		
		3.45	6.15	11.45	1.42		29	1052	125.14	BALTIC.....		2.40	6.15	8.37	11.45		5.45		
	A 4.00pm		6.45am	A 12.05am	A 2.00pm	Yard	1087	129.09	CUT BANK.....	CT	A 2.55am	A 6.25am	A 8.47am	A 11.55am	A 5.55pm				
	Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	
	671	657	675	447	459	435					43	3	235	27	231	239	1	223	
	.10 13.5	10.00 13.0	.20 12.2	9.45 13.5	12.00 10.8	2.30 10.0					1.30 20.0	4.10 31.0	.10 24.6	3.12 41.3	4.25 28.0	.05 32.0	4.10 31.0	.10 24.6	

Special Rules.

Westward trains are superior to Eastward trains of the same class.
 No. 27 is superior to all trains.
 Opposing first class trains will clear No. 27 five (5) minutes.
 Other opposing trains will clear No. 27 ten (10) minutes.
 Westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.
 Extra trains will use double track in direction of current of traffic without running orders on receipt of clearance from Superintendent.
 Reduce speed to 10 miles per hour over sink hole two miles west of Galata.

Nos. 1, 2, 3, 4, 27 and 28 will register by card at Shelby except when displaying signals.
 Local freight trains may carry adult male passengers when provided with proper transportation.
 Trains Nos. 43 and 44 stop at Ethridge on flag for passengers to and from Butte division points.
 No. 43 stops on flag at Ethridge to pick up passengers for points West of Cut Bank.
 Eastward trains use passing track north side main line Kremlin, Gildford, Rudyard, Chester and Devon. Westward trains passing track south side.
 Eastward trains use passing track south side main line Dunkirk, westward trains passing track north side.
 Main line switch end of double track Pacific Jet. is kept set for Eastward trains. All trains going to and from Butte Division at Pacific Jet. will give four short blasts of whistle immediately after giving station whistle.

FIRST CLASS.								Time Table No. 12 Effective Sept. 2, 1924.	STATIONS.	Distance from Cut Bank	SIGNS	THIRD CLASS.		
2	240	232	224	4	44	28	236					658	672	676
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger					Local Freight	Local Freight	Local Freight
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily					Daily Ex. Sunday	Tue.-Thurs. and Sat.	Daily Ex. Sunday
A 2:30am		A 5:10 Pm	A 12:45Pm	A 4:10Pm		A 5:55Am	A 1:40Am	Double Track	HAVRE	129.09	R DN WCT O	A 2:30Pm		A 1:45Pm
³ 2:20		f 5:00	L 12:35Pm	4:00		²⁷ 5:40	L 1:30Am	} PACIFIC JUNCTION	4.03	125.06	DN Y	2:20		L 1:30Pm
2:10		f 4:48		3:50		5:26			6.12	118.94	PW	¹ 2:05		
2:00		s 4:40		3:44		5:19		4.46	114.48	P	1:35			
1:52		s 4:32		3:38		5:12		4.74	109.74	DNP	⁴⁵⁹ 1:20			
1:43		f 4:20		3:30		5:04		5.89	103.85	P	1:00			
1:35		s 4:10		3:25		4:58		4.21	99.64	DN W	12:40			
1:25		s 3:57		3:15		4:48		5.92	93.72	D P	12:20Pm			
1:15		s 3:45		¹⁻⁴⁵⁹ 3:05		4:39		5.96	87.76	D P	11:57			
1:05		⁴⁵⁹ s 3:32		2:50		4:30		6.22	81.54	DNPW	11:15			
1:00		¹ s 3:20		2:40		4:25		3.90	77.64	D P	10:50			
⁴⁴⁷ 12:50		f 3:04		2:30		4:15		5.03	72.61	P	10:30			
12:45		f 2:57		2:25		³ 4:05		2.24	70.37	P	⁶⁵⁷ 10:20			
12:40		s 2:52		2:20		3:53		2.71	67.66	DN WC	10:10			
12:30		f 2:41		2:08		3:40		5.53	62.13	P	²³¹ 9:40			
12:20		s 2:30		1:57		3:30		7.51	54.82	DNP	9:00			
12:15		f 2:24		1:50		3:25		2.48	52.14	P	8:40			
12:10		s 2:18		1:45		3:20		3.50	48.64	D P	8:30			
12:02Am		s 2:08		1:36		⁴⁴⁷ 3:11		6.02	42.62	DNPW	8:15			
11:56		f 2:01		1:30		3:05		4.23	38.39	P	8:01			
11:50		s 1:55		1:24		2:59		4.49	33.90	D P	²⁷ 7:47			
11:42		f 1:46		⁶⁵⁷ 1:16		2:51		5.69	28.21	P	7:20			
*11:35	A 3:20Pm	⁶⁵⁷ s 1:40		s 1:10	A 3:05Am	* 2:45		3.61	24.60	R DN W	7:10	A 10:30Am		
11:22	L 3:15Pm	f 1:26		1:00	2:55	2:28		2.59	22.01	PW Y	6:50	L 10:20Am		
11:14		f 1:18		12:52	2:45	2:18		5.16	16.85	P	6:30			
11:07		s 1:10		12:45	2:35	2:10		5.27	11.58	DNPW	6:15			
11:00		f 1:02		12:39	2:25	2:00		3.73	7.85	P	6:00			
10:53		f 12:55		12:32	2:15	1:52		3.90	3.95	P	5:50			
L 10:45Pm		L 12:45Pm		L 12:25Pm	L 2:05Am	L 1:45Am		3.95		R DN WCT Y	L 5:30Am			
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily				Daily Ex. Sunday	Tue.-Thurs. and Sat.	Daily Ex. Sunday	
2	240	232	224	4	44	28	236				658	672	676	
3.45 35.0	.05 32.0	4.25 32.0	.10 24.6	3.45 35.0	1.00 24.7	4.10 31.0	.10 24.6				9.00 14.4	.10 13.5	.15 18.0	

Time Over Subdivision
Average Speed Per Hour

YARD LIMITS.

Havre—West—2770 feet west of west lead switch.
 Chester—East—3234 feet east of east passing track switch.
 West—1600 feet west of west passing track switch.
 Shelby—East—4400 feet east of east passing track switch.
 To
 Virden—West—2000 feet west of west wye switch.
 Cut Bank—East—5950 feet east of east lead switch.

DERAILING SWITCHES:

Hingham, east end industry track.
 Bison, west " " "
 Chester, west " coal "
 Galata, west " industry "
 Simla, east " " "
 Boru, east " " "
 Baltic, east " " "

Special Rules—Continued.

Engine and Speed Restrictions:

Q-1 class engines 5 miles per hour and all class L-1, M, N, O, P and C-1 ten (10) miles per hour over bridge 2 west of Pacific Junction.

6 WESTWARD

FOURTH SUBDIVISION—BETWEEN BAINVILLE AND SCOBIEY

EASTWARD

THIRD CLASS 661	FIRST CLASS 225		Capacity of Side Tracks		Station No.	Distance from Bainville	Time Table No. 12 Effective Sept. 2, 1924.		Telegraph Call	Distance from Scobey	SIGNS	FIRST CLASS 226		THIRD CLASS 662
	Local Freight Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passing Tracks	Other Tracks			STATIONS	Passenger Daily Ex. Sunday				Local Freight Daily Ex. Sunday		
L 5.30Am	L 7.45Am	85	6	685	.....	BAINVILLE.....	B	97.7	R DNPWC Y	A 5.00Pm	A 4.30Pm		
* 6.15	* 8.10	29	VC11	10.6	10.6	McCABE.....		87.4	D P	* 4.30	* 3.50			
* 6.50	* 8.33	40	VC19	19.3	19.3	FROID.....		78.7	D P	* 4.08	* 3.20			
* 7.25	* 8.51	20	VC26	25.6	25.6	HOMESTEAD.....		72.4	D P	* 3.51	* 2.55			
* 7.45	* 9.05	40	VC32	31.7	31.7	MEDICINE LAKE.....		66.3	D PW	* 3.36	* 2.30			
* 9.00	* 9.26	29	VC39	30.1	30.1	RESERVE.....		58.9	D P	* 3.16	* 1.45			
* 9.41	* 9.41	29	VC45	45.4	45.4	ANTELOPE.....		52.6	D P	* 2.58	* 1.22Pm			
* 11.25	* 10.14	52	VC53	58.4	58.4	PLENTYWOOD.....		44.6	D PWC Y	* 2.36	* 11.25			
* 11.40	* 10.32	25	VC61	59.8	59.8	MIDBY.....		38.0		* 2.17	* 10.58			
* 12.01Pm	* 10.50	25	VC66	66.5	66.5	ARCHER.....		31.3	D P	* 2.00	* 10.50			
* 12.23	* 11.07	25	VC71	73.2	73.2	REDSTONE.....		24.5	D P	* 1.44	* 10.10			
* 1.28	* 11.27	25	VC78	79.7	79.7	NAVAJO.....		18.0	D W	* 1.28	* 9.35			
* 2.15	* 11.44	25	VC85	85.2	85.2	FLAXVILLE.....		12.6	D P	* 1.14	* 9.10			
* 2.30	* 12.01Pm	25	VC91	90.3	90.3	MADOC.....		7.4	D P	* 1.00	* 8.40			
A 3.15Pm	A 12.20Pm	52	VC98	97.7	97.7	SCOBIEY.....			R D PWC Y	L 12.40Pm	L 8.00Am			
Daily Ex. Sunday	Daily Ex. Sunday									Daily Ex. Sunday	Daily Ex. Sunday			
661	225									226	662			
9.45 10.1	4.35 21.3									4.20 22.6	8.30 11.5			

Time Over Subdivision
Average Speed Per Hour

Westward FIFTH SUBDIVISION—BETWEEN SNOWDEN AND WATFORD CITY Eastward

Westward SIXTH SUBDIVISION—BETWEEN FAIRVIEW AND RICHEY Eastward

SECOND CLASS 371 377		Capacity of Side Tracks		Station No.	Distance from Snowden	Time Table No. 12 Effective Sept. 2, 1924.		Telegraph Call	Distance from Watford City	SIGNS	SECOND CLASS 372 378	
Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday	Passing Tracks	Other Tracks			STATIONS	Mixed Daily Ex. Sunday				Mixed Daily Ex. Sunday	
L 8.25Am	L 9.20Am	162	676	.....	SNOWDEN.....	SN	50.6	RDN PWC Y		A 3.30Pm	A 3.30Pm
* 8.40	* 9.00			4.0	NOHLE.....		46.6			* 3.00	* 3.00	
* 9.00		42	VF9	9.1	DORE.....		41.5			* 2.35	* 2.35	
L 12.35Pm	A 9.20Am	27	VF14	14.3	FAIRVIEW.....		36.3	RD PWC Y	A 9.50Am	L 2.00Pm	L 2.00Pm	
* 1.05		35	VG6	19.3	CARTWRIGHT.....		31.3	D P	* 9.30			
* 1.40		39	VG13	27.1	CHARBONNEAU.....		23.5	D P	* 9.00			
* 2.10		45	27	VG19	33.0	ALEXANDER.....	17.5	D P	* 8.30			
* 2.40		35	VG24	37.9	RAWSON.....		12.7	D PW	* 8.05			
* 3.20		84	40	VG29	43.2	ARNEGARD.....	7.4	D P	* 7.40			
A 4.00Pm	Daily Ex. Sunday	61	51	VG37	50.6	WATFORD CITY.....		RD P C Y	L 7.00Am	Daily Ex. Sunday	Daily Ex. Sunday	
371	377									372	378	
3.25 10.0	.65 15.2									2.50 12.7	1.30 9.3	

SECOND CLASS 377		Capacity of Side Tracks		Station No.	Distance from Fairview	Time Table No. 12 Effective Sept. 2, 1924.		Telegraph Call	Distance from Richey	SIGNS	SECOND CLASS 378	
Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday	Passing Tracks	Other Tracks			STATIONS	Mixed Daily Ex. Sunday				Mixed Daily Ex. Sunday	
L 10.05Am	L 12.30Pm			27	VF14	.....	60.1	R D PWC Y		A 12.20Pm	A 12.20Pm
* 10.15	* 12.30Pm			47	VF18	4.1	56.0			* 12.05Pm	* 12.05Pm	
				VF25	10.5	SIDNEY.....	49.6	R D P Y		377 11.50 10.00	377 11.50 10.00	

TRAINS BETWEEN SIDNEY AND NEWLON JCT. WILL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE

* 12.50		VF29	14.8	NEWLON JCT.....	45.3	R P	* 9.40
* 1.00		31	VF30	JENKS.....	43.7		* 9.25
* 1.20		33	VF36	EPWORTH.....	38.4		* 9.10
* 1.50		31	VF43	GETTYSBURG.....	31.0	W	* 8.50
* 2.20		48	41	LAMBERT.....	23.4	D C Y	* 8.30
* 2.50			51	ENID.....	ND 15.9	D W	* 8.00
* 3.03			30	LANE.....	11.5		* 7.40
* 3.17			39	MANROCK.....	6.8		* 7.25
A 3.40Pm	Daily Ex. Sunday	90	42	RICHEY.....	RY	R D Y	L 7.00Am Daily Ex. Sunday
377							378
5.35 10.7							5.20 11.3

Time Over Subdivision
Average Speed Per Hour

Special Rules. Fourth, Fifth and Sixth Subdivisions.

Westward trains are superior to Eastward trains of the same class.
 Eastward trains will stop at Stop board West of Junction switch Bainville and know track is clear before using first Subdivision Main line and protect within Bainville Yard Limits against First Class Trains.
 Yard Limit Boards at Plentywood three-fourth (¾) mile west and one-half (½) mile east from Outside Switch.
 Fifth Subdivision Second Class trains will run to and from Bainville.
 Branch line trains will not occupy main line at Snowden without protecting themselves against First Class trains.
 Maximum speed of trains over Bridge Missouri and Yellowstone Rivers, 8 miles per hour.
 Drawbridge across Missouri River two miles west of Snowden and across Yellowstone River three miles east of Fairview.
 Tunnel No. 2 located three and one-half miles east of Fairview, length 1,456 feet.
 Yard Limit boards one-half mile east of Jenison Coal Mine switch and one-half mile west of west switch Richey Line Fairview.
 F-8 class engines heaviest permitted on Fourth Subdivision.
 O-1 class engines heaviest permitted on Fifth and Sixth Subdivisions.
 Reduce speed to 5 miles per hour over sink hole 2½ miles east of Watford City.

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

STATIONS	Ruling Grade	Class Q1 2100-2129				Class O4 3210-3254				Class O1 3098-3099 3100-3137 Class O5 3300-3313				Class F8 1140-1253 Class G5 800-807				Class J1 1550-1548 Class J2 1550-1565 Class J2 1567-1649				Class G2 700-719 Class G3 720-769 Class G4 770-779				Class F1 500-565 Class F2 595-599 Class G1 600-615				Class D1 360 Class D 300-395												
		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 Wolf Point	.4									2800	2520	2250	2000					2100	1890	1680	1575																			

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.

Average Weight of Empty Cars (No allowance to be made for wheel friction.)		Average Total Weight of Dead Engines and Tanks	
Box	18 Tons	Class E-1 to E-7	223 Tons
Refrigerator	25 Tons	Class E-8 to E-15	272 Tons
Stock	16 Tons	Class F	153 Tons
Flat	12 Tons	Class G	139 Tons
Coal (wooden)	16 Tons	Class H	192 Tons
Coal (steel)	20 Tons	Class J	178 Tons
Ore 50 ton	15 Tons	Class K	184 Tons
Ore 75 ton	20 Tons	Class L	239 Tons
Oil Tanks (system)	23 Tons	Class M	261 Tons
Oil Tanks (other)	20 Tons	Class N	312 Tons
Sand	15 Tons	Class O	232 Tons
Hart	23 Tons	Class P-1	246 Tons
Caboose	17 Tons	Class P-2	300 Tons
		Class Q-1	354 Tons
		Engine Tanks (empty)	30 Tons

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.			
NAME	LOCATION	OPENS	CAPACITY
Second Subdivision:			
Glasgow Stock Yards	1.36 miles east of Glasgow	Both Ends	39 Cars
Malta Stock Yards	2.2 miles east of Malta	Both Ends	42 Cars
Harlem Stock Yards	1.71 miles east of Harlem	Both Ends	34 Cars
Sixth Subdivision:			
Sugar Beet Spur	2 miles west of Ridgellawn	Both Ends	4 Cars

Speed Table

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

Maximum Speed of Passenger and Freight Trains, Excepting No. 27

	Passenger	Freight
Between Williston and Blair	50 miles per hour	30 miles per hour
Between Blair and Havre	55 miles per hour	30 miles per hour
Between Havre and Chester	50 miles per hour	30 miles per hour
Between Chester and Cut Bank	55 miles per hour	30 miles per hour
Between Bainville and Plentywood	20 miles per hour	20 miles per hour
Between Plentywood and Scobey	25 miles per hour	25 miles per hour
Between Snowden and Watford City	25 miles per hour	25 miles per hour
Between Snowden and Richey	25 miles per hour	25 miles per hour
Curves eight degrees or greater	25 miles per hour	15 miles per hour
Engines backing up	20 miles per hour	20 miles per hour
"J" Class Engines	40 miles per hour	

MAXIMUM CLEARANCE TABLE TO BE OBSERVED IN THE LOADING OF MATERIAL ON OPEN CARS.

For Points Between	LIMIT OF LOAD—MEASUREMENT																		Maximum Height	Maximum Width	
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																				
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	WIDTH		9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"				
	HEIGHT																				
*Lines East of Cut Bank except Pacific Junction to Butte	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"		

COMPANY SURGEONS.

Dr. H. B. Zimmerman	Chief Surgeon	Miller Clinic, Hamm Building	St. Paul.
Dr. John T. Rogers	Consulting Chief Surgeon	4th Floor Hamm Building	St. Paul.
Dr. Wallace H. Cole	Consulting Chief Surgeon	4th Floor Hamm Building	St. Paul.
Dr. Egil Boeckman	Ophthalmic Surgeon	641 Lowry Building	St. Paul.
Dr. Edward Boeckman	Ophthalmic Surgeon	648 Lowry Building	St. Paul.
Williston	Dr. C. S. Jones	Glasgow	Dr. M. D. Hoyt
Fairview	Dr. A. M. Treat		Dr. A. N. Smith
Plentywood	Dr. J. C. Storkan	Saco	Dr. D. P. Minnick
	Dr. C. Sells	Bowdoin	Dr. W. G. Hough
Scobey	Dr. T. W. Collinson	Malta	Dr. C. E. Blankenhorn
Culbertson	Dr. C. J. Munch	Harlem	Dr. T. A. Ewart
Poplar	Dr. J. L. Atkinson	Chinook	Dr. P. H. O'Malley
Wolf Point	Dr. C. B. Larson	Havre	Dr. J. S. Almas
	Dr. J. C. Dewane	Shelby	Dr. D. S. McKenzie
Bainville	Dr. D. M. Sayles	Cut Bank	Dr. M. D. Ridle
			Dr. P. O. Neraal

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 17'3" respectively

TIME INSPECTORS.

Williston	H. L. Weatherwax	Glasgow	C. R. St. Claire
Fairview	J. B. Finerman	Havre	S. L. Kerr
Wolf Point	A. W. Huxsol	Cut Bank	M. S. Bush

