

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

KALISPELL DIVISION

TIME TABLE No. 53

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

SUNDAY, NOVEMBER 17th, 1907.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

W. R. SMITH Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.
J. M. GRUBER, General Manager.

2		WEST BOUND.						FIRST DISTRICT—CUT BANK TO WHITEFISH.										EAST BOUND.							
THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings.	Distance from Cut Bank.	TIME TABLE No. 53.										Distance from Whitefish.	Water, Coal, Wyes, Turn Tables, and Scales.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
683		417		401				IN EFFECT NOV. 17, 1907.												2		402		684	
Way Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger			STATIONS.												Passenger	Passenger	Time Freight	Time Freight	Way Freight	Way Freight
Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily Except Sun.				
	5.00Am	6.30Pm	7.10Am		402 2.05Am	6.10Pm	513		DN-R.....	CUT BANK.....	CT	128.55	WCT	3.15Am	4.45Pm			3	2.05Am		6.00Pm				
	5.30	6.55	7.40		f 2.18	6.23	70	5.81	.....	5.81 OPAL.....	122.74			3.05	f 4.30				1.45		5.35			
	5.45	7.12	8.00		f 2.25	6.30	57	9.52	.....	3.71 SEVILLE.....	119.03	W 4mi West		2.58	f 4.20				1.20		5.20			
	6.20	7.40	8.35		f 2.43	6.45	57	20.29	DN.....	10.77 BOMBAY.....	108.26			3 2.43	f 4.00				12.50		4.50				
	6.50	8.15	9.05		f 2.54	7.00	76	26.30	.....	6.01 BLACKFOOT.....	102.25	W		2.35	f 3.45				12.20Am		4.30			
	7.30	8.50	9.50		s 3.14	s 7.20	92	33.95	DN.....	7.65 BROWNING.....	94.60	WY	s	2.21	s 3.30				11.45		4.00				
	8.05	9.25	10.25		3.32	7.35	80	39.28	.....	5.33 DURHAM.....	89.27			2.11	3.15				11.10		3.40			
	8.35	9.55	11.00		f 3.46	7.47	106	44.19	.....	4.91 KILROY.....	84.36			2.03	f 3.05				10.45		3.20			
	8.55	10.20	11.37		f 3.53	7.52	75	47.39	DN.....	3.20 MIDVALE.....	81.16	W		1.55	f 2.55			417 10.20		4 2.55					
	9.25	10.50	12.05Pm		f 4.10	8.05	70	54.03	DN.....	6.64 LUBEC.....	74.52			1.42	f 2.42				9.40		2.25				
	10.00	11.30	12.40		s 4.30	s 8.25	96	60.28	DN-R.....	6.25 SUMMIT.....	63.27	WY	s	1.30	s 2.30				9.15		2.00				
	10.15	11.42	12.53		4.87	8.32	65	63.22	.....	2.94 SKYLAND.....	65.33			1.12	2.10			1 8.32		1.30				
	10.44	12.01Am	684 1.05		f 4.45	8.40	62	66.94	DN.....	3.72 FIELDING.....	61.61	W		12.55	f 1.50				7.52		401 1.05				
	11.05	12.35	1.30		4.55	8.50	54	70.40	DN.....	3.46 HIGHGATE.....	58.15			417 12.35	401 1.30				7.20		12.01Pm				
684	11.30	12.50	1.45		f 5.05	9.00	59	74.37	DN.....	3.97 JAVA.....	54.18			12.15	f 1.10				6.55		683 11.30				
	12.01Pm	1.10	2.05		s 5.17	s 9.12	107	78.58	DN-R.....	4.16 ESSEX.....	50.02	WCT	s	12.05Am	s 12.55				6.30		11.00				
	12.40	1.25	2.25		f 5.30	9.22	57	84.23	DN.....	5.70 PAOLA.....	44.32			11.47	f 12.40				5.35		10.20				
	1.00	1.35	2.45		5.42	9.35	60	88.91	.....	4.63 GARRY.....	39.64			11.35	12.25				5.10		10.00			
	1.30	1.55	3.10		f 5.56	9.47	68	94.45	DN.....	5.54 NYACK.....	34.10	W		11.20	f 12.10Pm				4.40		9.25				
	1.50	2.13	3.30		6.06	9.55	60	99.53	.....	5.08 ROCKHILL.....	29.02			11.07	11.58				4.15		8.55			
	2.25	2.30	402 3.50		s 6.22	f 10.10	76	105.27	DN.....	5.74 BELTON.....	23.28			10.55	s 11.45				401 3.50		8.30				
402	3.15	3.00	4.25		f 6.40	10.35	58	113.63	.....	8.361 CORAM.....	14.92	W		10.35	f 11.25				683 3.15		7.55			
	4.15	3.30	4.55		s 684 7.00	s 10.55	156	120.44	DN-R.....	6.81 COLUMBIA FALLS.....	8.11		s	10.20	s 11.05				2.45		3 7.00				
								121.07	.....	9.63 MONT. & G. N. JCT.....	7.48	Y												
	4.30	3.45	5.20		7.10	11.02	108	124.39	.....	3.32 HALF MOON.....	4.16			10.05	10.50				2.25		6.15			
	5.00Pm	4.00Am	5.40Pm		7.20Am	11.10Pm	810	128.55	DN-R.....	4.16 WHITEFISH.....		WCT		9.55Pm	10.40Am				2.10Pm		6.00Am				
	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily				Leave Daily		Leave Daily Except Sun.				
	683	417	401		3	1								2	4				402		684				
	12.0	9.30	10.30		5.15	5.0								5.20	6.05				11.55		12.0				
	10.7	13.58	12.2		24.5	25.71								24.11	21.13				10.18		10.7				

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

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

All east-bound trains will stop not less than 200 and not more than 800 feet west of Mont. & G. N. Junction, one-half mile west of Columbia Falls, and must know the way is clear before proceeding.
 The switch at Junction with Kalispell line at Columbia Falls must be kept set for main line.
 Operators at Summit must block all trains 30 minutes apart.
 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.
 All trains will reduce speed to ten miles per hour through tunnel No. 2 and to twenty-five miles per hour through all other tunnels.

Passenger trains must not exceed schedule time, and freight trains must not exceed fifteen miles per hour on the descending grade between Summit and Essex.
 Slow boards have been placed at places where land or snow slides or fallen rock may be expected; and all trains must be handled under absolute control passing these points.
 All trains must reduce speed to twenty miles per hour approaching and crossing the following bridges: Cut Bank bridge, No. 67, one mile West of Cut Bank; Two-Medicine bridge, No. 95, three quarters of a mile East of Midvale; bridge No. 116 just West of Java; Flathead River Bridge, No. 140, just West of Coram, and to ten miles per hour over sink hole two and one-half miles east of Coram.

WEST BOUND.

SECOND DISTRICT—WHITEFISH TO TROY.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings.	Distance from Whitefish.	TIME TABLE No. 53. IN EFFECT NOV. 17, 1907.	Distance from Troy.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.				
683	417	401		3	1	2						4		402		684					
Way Freight	Time Freight	Time Freight		Passenger	Passenger	Passenger						Passenger		Time Freight		Way Freight					
Leave Daily Except Sun.	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Arrive Daily						Arrive Daily		Arrive Daily		Arrive Daily Except Sun.					
STATIONS.																					
	6.45Am	5.00Am	6.40Pm			7.35Am	11.25Pm	810		DN-R.....	WHITEFISH.....	WF	134.62	WCT	9.40Pm	10.25Am			1.10Pm		5.00Pm
	7.07	5.25	7.10			7.46	11.36	113	5.05	.....	VISTA.....		129.57		9.30	10.11			12.40		4.35
	7.34	5.47	7.45			f 8.01	11.49	108	11.95	.....	LUPFER.....		122.67		9.20	f 9.58			12.05Pm		4.10
	³ 8.11	6.10	8.20			f ⁶⁸³ 8.11	11.59	108	17.24	DN.....	OLNEY.....	KY	117.38	W	9.12	f 9.47			11.40		3.45
	8.28	6.30	² 9.00			f 8.28	12.10Am	108	23.45	.....	RADNOR.....		111.17		⁴⁰¹ 9.00	f 9.35			11.10		3.20
	⁴ 9.22	7.00	9.20			f 8.34	12.22	113	29.98	DN.....	STRYKER.....	SY.	104.64	WY	8.45	f ⁶⁸³ 9.22			10.40		2.55
	⁴⁰² 10.00	7.22	9.45			f 8.47	12.34	108	36.42	.....	TREGO.....		98.20		8.28	f 9.09			⁶⁸³ 10.00		2.15
	10.30	7.35	10.00			f ⁴ 8.57	12.43	108	41.00	DN.....	FORTINE.....	FR	93.62	W	8.17	f ³ 8.57			9.35		1.50
	10.57	7.47	10.25			f ⁴⁰² 9.12	12.55	108	47.75	.....	TOBACCO.....		86.87		8.00	f 8.33			³ 9.12		1.20
	11.45	⁴⁻⁴⁰² 8.19	10.45			s 9.23	1.05	108	52.60	DN.....	EUREKA.....	KA	82.02	W	7.48	s ⁴¹⁷⁻⁴⁰² 8.19			⁴⁻⁴¹⁷ 8.19		12.50
	⁶⁸⁴ 12.10Pm	8.40	11.15			f 9.35	1.16	108	58.59	.....	SHIELDS.....		76.03		7.32	f 8.02			7.20		⁶⁸³ 12.10Pm
	1.00	9.05	11.45			s 9.45	1.25	291	61.30	DN-R.....	REXFORD.....	RD	73.62	WYC	7.25	s 7.52			6.55		11.45
	1.20	9.30	12.15Am			f 9.55	1.34	108	66.04	.....	RONDO.....		68.58		7.12	f 7.37			6.25		11.10
	1.50	9.45	12.50			f 10.08	1.44	108	72.39	.....	STONEHILL.....		62.23	W	7.02	f 7.25			6.00		10.40
	2.10	³⁻⁶⁸⁴ 10.20	1.16			f ⁶⁸⁴⁻⁴¹⁷ 10.20	1.53	108	77.97	.....	TWEBD.....		56.65		6.53	f 7.15			5.40		³⁻⁴¹⁷ 10.20
	2.35	10.56	1.45			f 10.31	2.02	108	83.27	DN.....	URAL.....	U	51.35		6.44	f 7.05			5.17		9.43
	3.00	11.40	¹ 2.10			f 10.41	⁴⁰¹ 2.10	108	88.02	.....	VOLCOUR.....		46.60	W	6.34	f 6.55			4.55		9.30
	3.25	12.10Pm	2.35			f 10.52	2.19	108	93.16	D.....	WARLAND.....	WA	41.46		6.25	f 6.46			4.35		9.10
	3.50	12.35	2.50			f 11.03	2.28	108	98.45	.....	YARNELL.....		36.17		6.15	f 6.34			4.15		8.47
	4.25	1.05	3.10			s 11.15	2.37	71	103.31	DN.....	JENNINGS.....	JN	30.81	W	6.05	s 6.22			3.55		8.25
	5.05	1.25	⁴⁰² 3.35			f 11.27	2.48	108	109.54	.....	RIPLEY.....		25.08		5.55	f 6.10			⁴⁰¹ 3.35		8.00
	² 5.43	1.50	4.23			s 11.42	⁴⁰² 3.01	76	116.37	DN.....	LIBBY.....	CK	18.25		⁶⁸³ 5.43	s 5.55			¹ 3.01		7.35
	5.52	2.15	4.51			f 11.52	3.15	108	120.58	.....	RANKIN.....		14.04		5.33	f 5.45			2.30		7.10
	6.15	2.50	⁴ 5.30			f 12.06Pm	3.28	97	127.20	.....	KOOTENAI FALLS.....		7.42	W	5.20	f ⁴⁰¹ 5.30			2.00		6.45
	6.45Pm	3.30Pm	⁶⁸⁴ 6.10Am			12.25Pm	3.45Am	340	134.62	DN-R.....	TROY.....	UX		WCT	5.05Pm	5.15Am			1.15Am		⁴⁰¹ 6.10Am
	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily								Leave Daily	Leave Daily			Leave Daily		Leave Daily Except Sun.
	683	417	401			3	1								2	4			402		684
	12.00 10.75	10.30 12.86	11.50 11.4			4.50 27.6	4.20 31.06								4.35 29.37	5.10 26.04			11.55 10.8		10.50 12.46
Time Over District. Average Speed Per Hour.																					

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

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

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

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

Slow boards have been placed at places where land or snow slides or falling rock may be expected; and all trains must be handled under absolute control passing these points.

All trains must reduce speed to twenty-five miles per hour passing through all tunnels.

All trains must reduce speed to ten miles per hour passing over sink hole between Trego and Fortine.

WEST BOUND.				KALISPELL LINE.										EAST BOUND.						
SECOND CLASS.				FIRST CLASS.				Car Capacity of Sidings.	Distance from Columbia Falls.	TIME TABLE No. 53. TAKES EFFECT NOV. 17, 1907.				Distance from Lakeview.	Water, Coal, Wye, Turntable and Scales.	FIRST CLASS.			SECOND CLASS.	
375				249	247	245	STATIONS.				246	248	250			376				
Mixed				Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Mixed						
Leave Tues. and Friday				Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Fri.						
				11.05pm	11.10am	7.05am	156		DN-R.....COLUMBIA FALLS.....CF.	63.19		6.50am	10.30am	10.15pm						
								0.63	.....MONT. & G. N. JCT.....	62.53	Y								
				11.19	11.24	7.19	56	5.29	.....LA SALLE.....	57.27	f	6.36	10.16	10.01					
		11.50am		11.40pm	11.45am	7.35am	251	8.85	DN-R.....KALISPELL.....K	48.42	WCTO	6.15am	9.55am	9.40pm		3.30pm				
							237	11.10	.....SOMERS.....	59.22									
		12.01pm					53	10.36	.....SEDAN.....	38.16	W					2.55			
		1.05					38	7.53	.....ATHENS.....	30.63						2.25			
		1.30pm					18	5.62	.....MARION.....	25.01	W					2.00pm			
							31	25.01	.....LAKEVIEW.....		W								
		Arrive Tues. and Fri.		Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily		Leave Tues. and Fri.				
		375		249	247	245						246	248	250		376				
		1.40		.35	.35	.30			Time Over District.			.35	.35	.35		1.30				
		14.0		25.3	25.3	25.4			Average Speed Per Hour.			25.3	25.3	25.3		15.6				

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

WEST BOUND.				FERNIE LINE.										EAST BOUND.						
THIRD CLASS.				FIRST CLASS.				Car Capacity of Sidings.	Distance from Fernie.	TIME TABLE No. 53. TAKES EFFECT NOV. 17, 1907.				Distance from Rexford.	Water, Coal, Wye, Turntable and Scales.	FIRST CLASS.			THIRD CLASS.	
685				251						STATIONS.						252	686			
Local Freight				Passenger								Passenger	Local Freight							
Leave Daily Ex. Sunday				Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
		9.00am				4.20pm	172		D-R.....FERNIE.....F	61.67	WY	12.40pm			3.15pm					
								9.13	.....M. F. & M. JCT.....	52.54									
		9.50		f	4.45		125	0.00	.....SWINTON.....	52.54	f	12.15pm			2.20				
		10.25		f	5.10		71	9.76	.....ELKO.....	42.78	W 1/2 mi East	f	11.49		1.35				
		10.53		f	5.19		71	4.95	.....MOTT.....	37.83		f	11.36		1.10				
		252 11.16		s	5.34		71	7.53	D.....BAYNES.....B	30.30	W	s	11.16		12.30					
		686 12.05pm		f	5.44		71	5.71	.....KRAG.....	24.59		f	11.02		685 12.05pm				
		12.20		f	5.54		71	4.79	.....DORR.....	19.80	W	f	10.51		11.45				
		12.35		f	6.04		71	4.78	.....FLAGSTONE.....	15.02		f	10.40		11.30				
								5.19	.....INTERNATIONAL BOUNDARY.....	9.83									
		1.15				6.15 6.30	125	0.03	D-R.....GATEWAY.....WA	9.80	O		10.26 10.21		11.10					
		1.35		f	6.39		71	4.60	.....HAYDEN.....	5.20	W	f	10.11		10.35				
		2.10pm				7.00pm	291	5.20	DN-R.....REXFORD.....RD		WYO		10.00am		10.15am					
		Arrive Daily Ex. Sunday				Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday			Leave Daily Ex. Sunday					
		685				251						252			686					
		5.10				2.40			Time Over District.			2.40			5.00					
		12.1				23.1			Average Speed Per Hour.			23.1			12.3					

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

SPECIAL RULES.

1. Trains will be governed by Mountain Standard Time.
2. Clocks regulated to standard time are located at Cut Bank, Kalispell, Whitefish, Rexford and Troy.
3. Trains will date from time due to leave terminals. Cut Bank, Whitefish and Troy are terminals for passenger and freight trains. Rexford and Fernie are terminals for passenger and freight trains on Fernie Line. Columbia Falls and Kalispell are terminals for passenger and freight trains on Kalispell Line.
4. Derail switches are located on following sidings: Opal, Browning, Midvale, Lubec, west end of Summit passing track, Skyland, Bear Creek, Highgate, Java, west end of Essex passing track, Paola, Garry, Nyack, Coram, Columbia Falls, Athens, east end of Idaho Lumber Co. siding, Marion, Trego, Fortine, Tobacco and Shields. Those at Trego, Fortine, Tobacco and Shields are operated by the main line switch. All derail switches must be set for derail when not in use.
5. Car capacity of sidings includes passing, house and industry tracks and is based on forty (40) feet per car.
6. All second and succeeding class trains must procure clearance cards at night telegraph offices between the hours of 7:00 p. m. and 7:00 a. m. between Cut Bank and Whitefish.
7. Bulletin boards are located at Cut Bank, Kalispell, Whitefish, Rexford and Troy.
8. Conductors and Enginemen must carefully examine all bulletin boards daily.
9. Trains 1 and 2 are limited trains and make no stops except those shown on time table. Inferior trains must use every precaution to prevent delaying them.
10. Trains 3 and 4 will make local stops.
11. Before starting out on runs conductors must inform their enginemen the number of loaded and empty cars in train and how many cars of air are working.

12. Yard limit boards are located at Cut Bank, Columbia Falls, Kalispell, Whitefish, Rexford and Troy—See Rule 69.
13. Trains must not follow each other out of stations less than 15 minutes apart and operators will block trains as provided in this rule.
14. When there are two or more sections of a freight train authorized to carry passengers, the last section only shall carry passengers.
15. Empty flats and coal cars must be hauled behind all loaded cars and empty box, stock and refrigerator cars.
16. Conductors and enginemen must report to the Division Superintendent an absence of switch lamps where usually shown.
17. Conductors of all trains must register their arrival at and departure from Cut Bank, Summit, Essex, Columbia Falls, Whitefish, Rexford and Troy, and state under head of remarks whether they have or have not displayed signals, and if displayed, state from what and to what points. No train will be considered as registered unless such notation is made and in case of omission, conductors of opposing trains will govern themselves accordingly and report the fact to the Superintendent.
18. First class trains will register by cards at Summit.
19. All trains displaying signals for following sections will stop at ALL registering stations and the conductor will register in person.
20. **Reference Marks:** S—regular stop; F—stop on signal; D—Day Telegraph Office; N—Night Telegraph Office; W—water; C—coal; O—scales; T—turn table; Y—wye; R—registering station.
21. **Location of Tunnels:** No. 1, one mile west of Bear Creek; No. 2, one mile west of Paola; No. 3, one and one fourth miles west of Paola; No. 4, one mile east of Belton; No. 5, two and one half miles west of Coram; No. 5A, two and one-half miles west of Vista; No. 5B, one mile east of Shields. Haskell Pass Tunnel six and one-quarter miles west of Marion. Tunnel No. 1, Fernie Line, two and one-half miles West of Swinton.

TIME INSPECTORS.

A. C. LIPHARDT, Fernie, B. C.

COMPANY SURGEONS.

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

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

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

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

SPUR TRACKS BETWEEN STATIONS.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Murray & Kiley's Spur	One and one-tenth miles west of Columbia Falls	East	165 ft.	4
Daily's Spur	Two and six tenths miles west of Columbia Falls	West	2800 ft.	70
B. & M. Lumber Co. Spur No. 1	Two and one tenth miles East of Kalispell	East	280 ft.	7
Kalispell Industrial Co.	One and one tenth miles East of Kalispell	East	1920 ft.	48
Batavia Spur	Four and three tenths miles East of Sedan	East	400 ft.	10
Smith Valley Spur	Four and eight tenths miles East of Sedan	East	360 ft.	9
Idaho Lumber Co. Siding	Two and one-half miles East of Marion	each end	240 ft.	6
Ice Spur	One and two tenths miles East of Radnor	West	1200 ft.	30
Dahlberg's Spur	Two miles west of Fortine	East	240 ft.	6
Palmer's Spur	One mile East of Shields	West	275 ft.	6
Purtle Spur	Two and three quarter miles West of Krag	East	250 ft.	6
Hayes Spur	Two miles West of Krag	East	120 ft.	3
Cedar Valley Lumber Co. Spur	One and one-half miles West of Fernie	East	200 ft.	5
Adolph Lumber Co. Spur	At Baynes	East	900 ft.	19
Baker's Spur	One-half mile East of Krag	West	1400 ft.	32

E. I. BLAIR, Chief Dispatcher
 W. L. WATKINS, Night Chief
 G. T. VAN
 B. S. ROBERTSON } Trainmasters
 W. CARSWELL, Assistant Superintendent.

TRICK DISPATCHERS:

D. S. DAILEY
 E. E. ADAMS
 J. F. COLEMAN
 C. V. PHILIPS
 C. M. CONNELLY
 F. A. FLANAGAN

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

STATIONS.	Ruling Grade	Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5-800-807				Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779				Class F1-500-565 " F2-595-599 " G1-600-615			
		1	2	3	4	1	2	3	4	1	2	3	4
		Cut Bank to Summit.....	1.0	1200	1080	960	840	900	810	720	630	725	655	585	515
Summit to Whitefish.....	0.6	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Whitefish to Stryker.....	0.25	2500	2250	2000	1750	2000	1800	1600	1400	2000	1800	1600	1400
Stryker to Troy.....	Down												
Troy to Jennings.....	0.75	2000	1800	1600	1400	2000	1800	1600	1400	1460	1315	1170	1025
Jennings to Rexford.....	0.4	2000	1800	1600	1400	2000	1800	1600	1400	1460	1315	1170	1025
Rexford to Stryker.....	0.7	1475	1330	1185	1040	1185	1070	955	840	985	885	795	715
Stryker to Whitefish.....	Down												
Whitefish to Essex.....	0.8	1300	1170	1040	910	1050	945	840	735	875	790	705	620
Essex to Summit.....	1.8	650	585	525	460	525	475	425	375	440	395	350	305
Summit to Cut Bank.....	0.8	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 Fernie.....	0.80	1300	1170	1040	910	1050	945	840	735	875	790	705	620
Fernie to Rexford.....	Down												

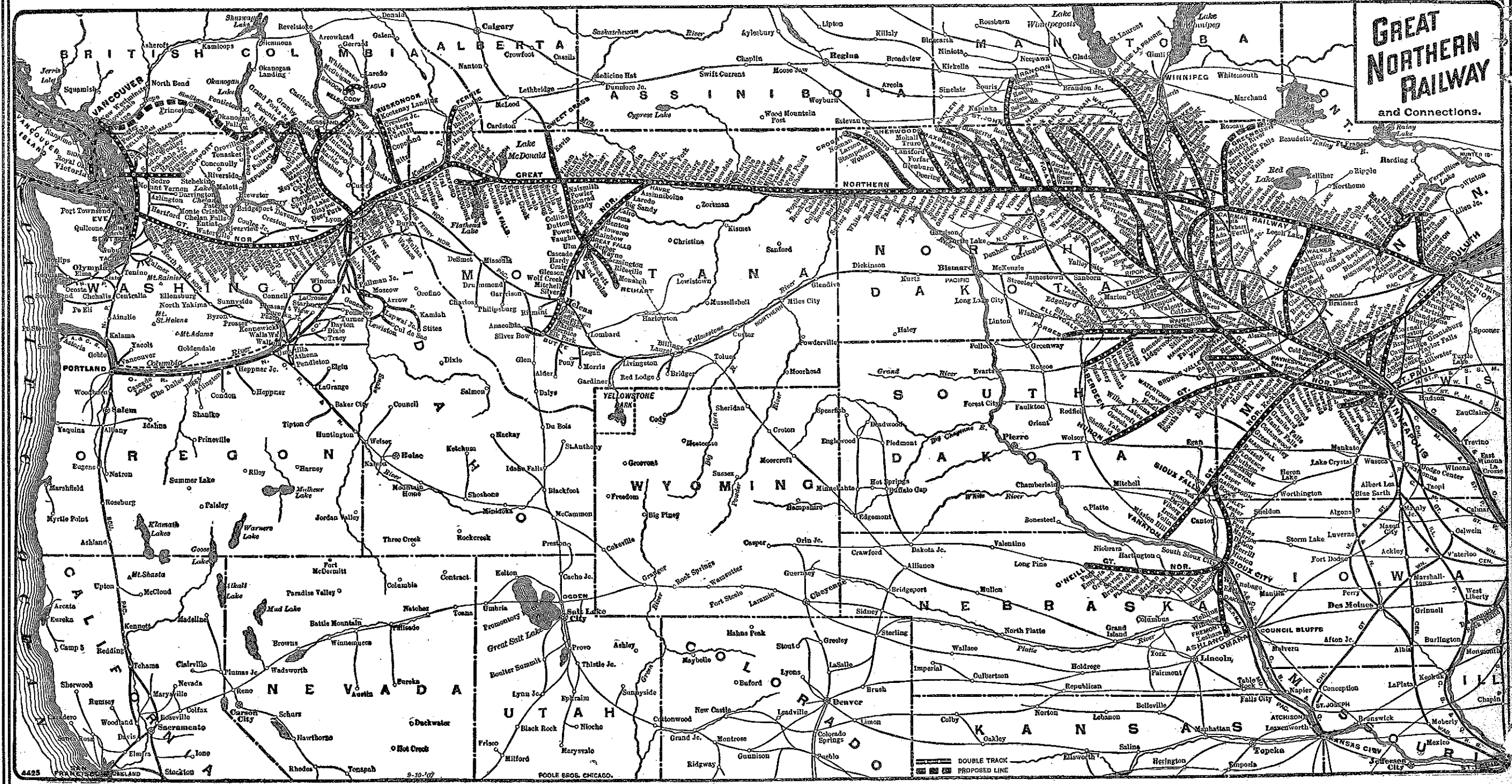
WEATHER RATING { 1—When temperature is 25 degrees above zero or over.
2—Very frosty or wet. 5 to 25 above zero.
3—Five degrees above to 10 below zero.
4—Ten below and colder.

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

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

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

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



GREAT NORTHERN RAILWAY and Connections.

4425

POOLE BROS. CHICAGO.

DOUBLE TRACK
PROPOSED LINE