

GREAT NORTHERN RAILWAY

MONTANA DIVISION.

TIME TABLE No. 65.

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

SUNDAY, JULY 18, 1909.

Superseding Time Table No. 64 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

T. F. LOWRY, Superintendent

 **R. W. BRYAN, General Superintendent.**

W. C. WATROUS, General Superintendent of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

THIRD CLASS.		SECOND CLASS				FIRST CLASS.			Capacity of Side Tracks		Distance From Williston.	TIME TABLE No. 65. IN EFFECT JULY 18, 1909.		Distance From Glasgow.	Water, Coal, Wyes, Turn Tables, Scales and Crossings.	FIRST CLASS.				
665	663	401	445	443	411	3	229	1	Passing Tracks	Other Trucks		STATIONS.				4	2	230		
Local Freight Leave Sun. Wed. and Fri.	Local Freight Leave Tues. Thurs. and Sat.	Time Freight Leave Daily	Time Freight. Leave Daily	Time Freight. Leave Daily.	Time Freight Leave Daily.	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily								Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily		
	8.00Am	10.00Pm	3-230 7.15Pm	4 7.25Am	1.50Am	445 5.55Pm	6.30Am	5.00Am		421		DN-R..... WILLISTON..... WN	156.3	WCT		443 7.25Am	12.05Pm	445 7.15Pm		
	8.30	10.27	7.40	7.50	2.15	6.07	f 6.45	5.12	85	6	7.19	 TODD.....	149.1			f 7.10	11.52	f 7.00		
	8.55	10.43	7.55	8.05	2.30	6.14	s 7.00	5.19	85	19	11.7	 TRENTON.....	144.6	W		229 7.00	11.44	s 6.50		
	9.25	11.00	8.12	8.21	2.47	6.21	f 7.11	5.25	85	6	16.0	 MARLEY.....	140.3			f 6.51	11.37	s 6.41		
	9.50	11.17	8.30	8.40	3.05	230 6.30	s 7.23	5.32	85	47	20.7	D BUFORD..... BU	135.6			s 6.40	11.36	s 3 6.30		
	10.50					6.40	s 7.37	5.36		29	23.2	D MONDAK..... MO	133.1			s 6.30	11.25	s 6.15		
	11.17	11.38	8.52	9.05	3.25	6.47	s 7.45	5.41	85	6	26.5	N SNOWDEN..... SN	129.8	W		663 6.19	11.17	s 6.03		
	11.45	11.55	9.10	9.22	3.40	6.56	s 7.56	5.49	85	6	31.5	 LAKEIDE.....	124.8			6.10	11.08	s 5.53		
	12.45Pm	12.15Am	9.29	9.40	3.58	7.06	s 8.10	5.53	85	6	38.0	D BAINVILLE..... B	118.3			f 5.53	10.59	s 5.40		
	1.20	12.37	9.50	10.01	4.20	7.16	f 8.24	6.08	85	6	44.9	 LANARK.....	111.4	W		5.44	10.49	f 5.25		
	1.50 2.50	1.00	10.20	10.38	4.50	7.30	s 8.40	6.23	85	94	52.4	DN CULBERTSON..... CU	104.0			s 5.30	443 10.38	s 5.10		
	3.15	1.18	10.38	11.00	5.19	7.40	s 8.50	6.33	85	6	57.8	 BLAIR.....	98.5	W		411 5.19	10.27	s 4.55		
	3.55	1.48	11.05	11.28	5.50	7.53	f 9.09	6.46	85	6	66.7	 CALAIS.....	89.6			5.06	10.14	f 4.38		
	8.15Am	230 4.20Pm	2.15	11.35	11.55	8.02	s 9.20	6.55	85	120	71.6	DN-R..... BROCKTON..... BR	84.7	WCY		4.56	10.06	s 663 4.28		
	8.50		2.40	11.58	12.20Pm	8.18	f 9.33	7.06	85	7	79.2	 SPROLE.....	77.1			4.44	9.55	f 4.13		
	2-220 9.45		3.02	12.15Am	12.42	8.25	s 2-665 9.45	7.16	85	28	85.5	D POPLAR..... PO	70.8			s 4.32	229-665 9.45	s 4.00		
	10.15		3.30	12.41	1.10	8.37	f 10.02	7.27	85	7	92.5	 CHELSEA.....	63.8	W		4.13	9.33	f 3.45		
	10.55		4.03	1.12	1.40	8.50	f 10.20	7.40	85	7	100.7	 MACON.....	55.6			401 4.03	9.20	f 3.28		
	11.25		4.25	1.35	2.05	9.00	s 10.33	7.49	85	6	106.5	DN WOLF POINT..... WO	49.8	W		3.53	9.11	s 3.17		
	12.05Pm		5.00	2.15	2.55	9.18	s 10.57	8.07	85	45	117.9	D OSWEGO..... GO	38.4			3.33	411 8.53	s 443 2.55		
	12.40		5.30	2.40	3.25	9.32	s 11.15	8.21	85	7	125.5	 FRAZER.....	30.8	W		3.20	8.38	s 2.41		
	1.00		5.48	3.10	3.40	9.41	f 11.27	8.29	85	7	130.4	 KINTYRE.....	25.9			445 3.10	8.29	f 2.31		
	1.35		6.10	3.35	4.00	9.52	s 11.42	8.39	85	6	136.4	D MILK RIVER..... MR	19.9	W		2.59	8.19	s 2.20		
	230 2.10		6.30	3.53	4.18	10.02	s 11.55	8.48	85	40	141.8	N NASHUA..... NA	14.5			2.48	8.10	s 665 2.10		
	2.50		7.00	4.25	4.45	10.17	f 12.14Pm	9.02	85	7	149.9	 WHATELY.....	6.4			2.33	7.57	f 1.53		
	3.20Pm		7.40Am	4.55Am	5.10Pm	10.30Pm	s 12.30Pm	9.15Am		570	156.3	DN-R..... GLASGOW..... GW		WCT		2.20Am	401 7.45Am	1.40Pm		
Arrive Sun. Wed. and Fri.	Arrive Tues. Thurs. and Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily.	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily		
665	663	401	445	443	411	3	229	1								4	2	230		
7.5 11.9	8.21 8.6	9.40 16.2	9.40 16.2	9.45 16.0	9.40 16.2	4.35 34.1	6.00 26.0	4.15 26.7				Time Over District. Average Speed Per Hour.				5.05 30.7	4.20 36.1	5.35 27.9		

Special Rules.

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

Trains Nos. 1, 2, 3 and 4 will register by card at Brockton.

Glasgow stock yards located 1.0 miles East of Glasgow.

Passengers for points between Williston and Havre where No. 1 does not stop will leave at point nearest destination and take local.

No. 3 will stop at any station to let off passengers from Minot and East.

No. 3 will stop at any station to pick up passengers for Butte Division.

No. 4 will stop at any station West of Mondak to pick up passengers for East of Williston.

No. 4 will stop at any station West of Mondak to let off passengers from Butte Division.

Trains Nos. 663 and 665 may carry passengers when provided with proper transportation and freight train permits. Maximum rate of speed for passenger trains between Williston and Glasgow will be forty-five (45) miles per hour. Maximum rate of speed for freight trains between Williston and Glasgow will be thirty (30) miles per hour.

INITIAL STATIONS.

Williston for trains Nos. 1, 3, 229, 401, 411, 443, 445, 663.

Brockton " " No. 665.

Glasgow " " Nos. 2, 4, 230.

TERMINAL STATIONS.

Glasgow for trains Nos. 1, 3, 229, 401, 411, 443, 445, 665.

Brockton " " No. 663.

Williston " " Nos. 2, 4, 230.

THIRD CLASS.]		SECOND CLASS.				FIRST CLASS.			Capacity of Side Tracks		Distance From Glasgow.	TIME TABLE No. 65. IN EFFECT JULY 18, 1909.		Distance From Havre.	Water, Coal, Wyes, Turn Tables, Scales and Crossings.	FIRST CLASS.			SECOND CLASS.		
667		413	411	401	445	3	229	1	Passing Tracks	Other Tracks		STATIONS.	2			230	4				
Local Freight Leave Daily Except Sunday		Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily					Passenger Arrive Daily			Passenger Arrive Daily	Passenger Arrive Daily				
445 6 30Am		5.40Pm	11.50Am	3.10Am	667 5 25Am	10.35Pm	12.50Pm	9.20Am		570		DN-R.....GLASGOW.....GW	152.7	WCT	401 7.40Am	230 1.20Pm	411 2.15Am				
6.50		6.00	12.10Pm	8.30	6.00	10.45	230 1.05	9.30	85	9	4.6	4.6 PAISLEY.....	149.1		7.30	229 1.05	2.02				
2 7.17		6.25	230 12.45	8.55	6.30	10.58	s 1.21	9.42	85	19	11.7	7.1 TAMPICO.....	141.0	W	667 7.17	411 12.45	1.47				
7.40		6.40	1.03	9.10	2 7.07	11.09	s 1.32	9.52	85	5	16.8	5.1 VANDALIA.....	135.9		445 7.07	s 12.32	1.36				
8.15		7.12	1.33	9.40	7.37	s 11.27	s 1.52	10.08	85	23	25.8	9.0 HINSDALE.....HD	126.9	W	6.49	s 12.12Pm	s 1.17				
8.45		7.40	1.58	10.21	8.02	11.43	f 2.10	401 10.21	85	9	33.8	8.0 BEAVERTON.....	118.9		6.35	f 11.53	1.00				
9.05		7.57	229 2.20	10.50	8.17	s 11.54	s 411 2.20	10.29	85	19	38.6	4.8 SACO.....SA	114.1	W	6.27	s 11.42	s 12.50				
9.25		8.17	2.50	230 11.28	8.37	12.07Am	f 2.33	10.39	85	6	45.4	6.8 ASHFIELD.....	107.3		6.16	f 401 11.28	12.33				
9.50		8.40	3.15	11.55	8.57	4 12.20	f 2.47	10.50	85	4	52.6	7.2 BOWDOIN.....	100.1	W	6.05	f 11.15	3 12.20				
10 15 230 10.35 11.00		9.02	3.38	12.20Pm	9.12	12.31	f 3.00	230 11.00	85	6	59.6	7.0 STRATER.....	93.1		5.54	f 11.00	12.09Am				
11 20		9.25	3.58	12.40	9.32	s 12.45	s 3.15	s 11.11	85	148	65.5	5.9 MALTA.....MT	87.2	WY	s 5.43	s 667 10.40	s 11.59				
11 20		9.41	4.13	12.57	9.47	12.54	f 3.26	667 11.20	85	4	70.2	4.7 EXETER.....	82.5		5.31	f 10.25	f 11.49				
11 42		10.05	4.35	1.20	230 10.15	1.02	s 3.38	11.27	85	128	75.1	4.9 WAGNER.....WA	77.6	WCY	5.23	s 445 10.15	f 11.40				
12.09Pm		10.30	5.00	1.45	10.40	f 1.13	s 3.55	11.39	85	7	82.8	7.7 DODSON.....DN	69.9		5.12	s 10.00	f 11.28				
12.35		4 11.13	5.18	2.05	11.00	1.23	f 4.09	11.48	85	7	88.7	5.9 HARO.....	64.0	W	5.03	f 9.47	443 11.13				
12.53		11.40	5.32	2.20	11.15	1.30	s 4.19	11.54	85	4	93.0	4.3 COBURG.....CO	59.7		4.56	s 9.38	f 11.11				
1.22		11.57	5.47	2.37	11.32	1.38	f 4.30	12.01Pm	85	4	98.0	5.0 SAVOY.....	54.7	W	4.49	f 9.27	f 11.03				
1.42		12.17Am	6.07	2.57	1 12.10Pm	1.47	f 4.44	445 12.10	85	6	104.5	6.5 MONTAUK.....	48.2		4.39	f 9.14	f 10.51				
2.17		12.35	6.25	3.15	12.40	s 1.58	s 4.58	12.18	85	50	110.0	5.5 HARLEM.....HM	42.7	DN	4.30	s 9.03	s 10.41				
2.39		12.55	6.44	3.35	1.00	2.10	f 5.11	12.28	85	4	116.2	6.2 MADRAS.....	36.5		4.17	f 8.48	f 10.28				
3.02		1.20	7.10	4.00	1.20	2.21	s 5.23	12.37	85	6	122.1	5.9 ZURICH.....	30.6	W	4.09	s 8.35	f 10.17				
3.14		1.32	7.25	4.12	1.33	2.27	f 5.30	12.43	85	4	125.5	3.4 NORTH FORK.....	27.2		4.04	f 8.27	f 10.10				
3.54		1.50	7.45	4.30	1.58	s 2.40	s 5.45	s 12.53	85	65	131.1	5.6 CHINOOK.....CK	21.6	DN	s 3.55	s 8.15	s 10.00				
4.26		2.20	8.15	5.00	2.22	2.55	s 6.02	1.06	85	14	139.1	8.0 YANTIC.....	13.6	W	3.39	s 7.58	f 9.45				
5.00		2.40	8.40	5.20	2.42	3.05	s 6.15	1.16	85	51	145.9	6.8 TOLEDO.....	6.8		3.30	s 7.45	f 9.33				
5.30Pm		2.3 3.10Am	4 9.15Pm	5.50Pm	3.05Pm	2-443 3.20Am	s 6.30Pm	s 1.30Pm		750	152.7	6.8 DN-R.....HAVRE.....HV		WCTO	3 443 3.20Am	7.30Am	411 9.20Pm				
Arrive Daily Except Sunday		Arrive Daily.	Arrive Daily.	Arrive Daily	Arrive Daily.	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily				
667		443	411	401	445	3	229	1							2	230	4				
11.00 13.9		9.30 16.1	9.25 16.2	9.40 15.8	9.40 15.8	4.45 32.2	5.40 26.9	4.10 36.6				Time Over District. Average Speed Per Hour.			4.20 35.2	5.50 26.1	4.55 31.0				

Special Rules.

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

Harlem stock yards located 1.5 miles east of Harlem. Malta stock yards located 2.0 miles east of Malta.

No. 3 will stop at any station to let off passengers from Minot and East.

No. 3 will stop at any station to pick up passengers for Butte Division.

No. 4 will stop at any station East of Malta to pick up passengers for points East of Williston.

No. 4 will stop at any station to let off passengers from Butte Division.

Passengers for points between Williston and Havre where No. 1 does not stop will leave at point nearest destination and take local.

Train No. 667 may carry passengers when provided with proper transportation and freight train permits.

Maximum rate of speed for passenger trains: Between Glasgow and Coburg forty-five (45) miles per hour.

Coburg and Havre fifty (50) miles per hour.

Maximum rate of speed for freight trains between Glasgow and Havre thirty (30) miles per hour.

INITIAL STATIONS.

Glasgow for trains Nos. 1, 3, 229, 401, 411, 443, 445, 667.

Havre " " Nos. 2, 4, 230.

TERMINAL STATIONS.

Havre for trains Nos. 1, 3, 229, 401, 411, 443, 445, 667.

Glasgow " " Nos. 2, 4, 230.

4 WEST BOUND.

THIRD DISTRICT—HAVRE AND CUT BANK.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.						FIRST CLASS.				Capacity of Side Tracks		TIME TABLE No. 65.		FIRST CLASS.					
677	669	433	411	435	401	445	443	43	1	235	3	Passing Tracks	Other Tracks	Distance From Havre.	STATIONS.	Distance From Cut Bank.	Water, Coal, Wyes, Turn Tables, Scales and Crossings.	44	4	236	2
Butte Div. Local Freight	Local Freight	Butte Div. Time Freight	Time Freight	Butte Div. Time Freight	Time Freight	Time Freight	Time Freight	Butte Div. Passenger	Passenger	Butte Div. Passenger	Passenger							Butte Div. Passenger	Passenger	Butte Div. Passenger	Passenger
Leave Mon., Wed. & Fri.	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	7.45Am	11.00Pm	10.00Pm		6.20Pm	3.45Pm	4.10Am		1.45Pm	4.20Am	3.35Am		750		DN-R.....HAVRE.....HV	128.7	WCTO		9.05Pm	8.30Pm	3.443 3.05Am
	8.05	11.20Pm	10.18		6.35	4.05	4.30		1.53	4.30Am	3.43	65	25	4.1	PACIFIC JUNCTION.....	124.6	Y		8.55	8.20Pm	2.55
	8.35		10.40		7.00	4.35	5.00		2.04		3.54	52	9	10.1	BURNHAM.....	118.6	W		8.44		2.45
	8.51		11.00		7.20	4.57	5.22		2.13		4.03	52	11	14.6	FRESNO.....	114.1			8.36		2.38
	9.07		11.20		7.45	5.30	5.50		2.21		4.12	53	11	19.3	KREMLIN.....KN	109.4			8.28		2.30
	9.23		11.45		8.18	5.55	6.15		2.30		4.21	53	12	25.2	XENIA.....	103.5			8.18		2.20
	9.48		12.15Am		8.40	6.20	6.40		2.38		4.30	53	11	29.4	GILDFORD.....GR	99.2	W		8.10		2.12
	10.20		12.40		9.20	6.50	7.10		2.49		4.42	54	10	35.3	HINGHAM.....	93.4			8.00		2.03
	10.45		1.05		9.50	7.10	7.32		2.59		4.53	53	10	41.3	RUDYARD.....	87.4			7.50		1.53
														46.3	WATER TANK.....	82.4					
	11.19		1.43		10.25	7.38	8.02		3.08		5.04	51	13	47.6	INVERNESS.....RN	81.1			7.38		411 1.43
	11.27		2.05		10.45	7.58	8.20		3.14		5.11	53	10	51.5	JOPLIN.....	77.2			7.30		1.36
	11.47		2.30		11.15	8.28	8.50		3.22		5.20	53	11	56.5	BISON.....	72.2			7.20		1.28
	12.21Pm		3.00		11.45	9.00	9.25		3.32		5.30	65	35	61.5	CHESTER.....CH	67.2	WC		7.09		1.18
	12.44		3.25		12.10Am	9.30	10.00		3.43		5.41	52	10	67.2	TIBER.....	61.5			6.55		1.08
	1.17		4.00		12.58	10.00	10.35		3.54		5.53	52	10	74.6	LOTHAIR.....HA	54.1			6.43		401 12.58
	1.41		4.25		1.25	10.25	11.00		4.03		6.03	65	97	80.5	GALATA.....	48.2	Y		6.30		12.48
	2.19		5.00		2.05	11.05	11.40		4.14		6.15	51	10	86.4	CONCORD.....CD	42.3	W		6.20		12.40
	2.38		5.22		2.27	11.27	12.02Pm		4.21		6.23	65	4	90.8	HOFFMAN.....	37.9			6.12		12.34
	2.55		5.40		2.45	11.45	12.20		4.28		6.30	53	11	95.2	DUNKIRK.....	33.5	W		6.05		12.29
	3.20		6.05		3.10	12.20Am	12.50		4.38		6.40	54	11	100.9	FARRELL.....	27.8			5.52		445 12.20
12.50Pm	3.40		6.25	8.10Pm	3.35	12.40	1.30	7.15Pm	4.47		6.50	65	20	104.4	SHELBY.....SJ	24.3		5.30Am	5.42		12.18
1.20Pm	3.55		6.58	8.30	3.55	1.00	2.00	7.23	4.54		6.53	65	59	106.8	VIRDEN.....VR	21.9	WY	5.23	5.32		12.07Am
	4.35		7.40	9.05	4.25	1.30	2.45	7.34	5.04		7.10	54	11	112.3	SIMLA.....	16.4		5.14	5.22		11.59
	5.00		8.05	9.45	44 5.04	2.05	3.15	7.44	5.14		7.20	52	11	117.7	ETHRIDGE.....	11.0	W	401 5.04	1-669 5.14		11.52
	5.30		8.33	10.10	5.37	2.30	3.43	7.53	5.23		7.30	65	4	121.3	BORU.....	7.4		4.58	5.08		11.47
	5.50		9.05	10.40	6.05	3.00	4.15	8.03	5.32		7.40	65	31	125.2	BALTIC.....	3.5		4.52	5.02		11.42
	6.10		9.30Am	11.00Pm	6.40Am	3.30Am	4.30Pm	8.10Pm	5.40Pm		7.50Am		550	128.7	CUT BANK.....CT		WCTY	445 4.40Am	443 4.50Pm	435 11.30 Pm	
Arrive Mon. Wed. & Fri.	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily
677	669	433	411	435	401	445	443	43	1	235	3							44	4	236	2
.30 4.8	10.45 11.9	.20 12.3	11.30 11.2	2.50 8.4	12.20 10.4	11.45 10.9	12.20 10.4	.55 26.5	3.55 32.8	.10 24.6	4.15 30.2				Time Over District Average Speed Per Hour.			.50 29.1	4.15 30.3	.10 24.6	3.35 35.9

Special Rules.

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

Nos. 1 and 2 will register by card at Shelby and Virden.

Nos. 3 and 4 will register by card at Virden.

No. 1 will stop at any station to let off passengers from East of Devils Lake.

No. 43 will stop at any station to let off passengers from South of Shelby.

No. 44 will stop at any station to pick up passengers for South of Shelby.

No. 669 may carry passengers when provided with proper transportation and freight train permits.

Between Shelby and Virden, all trains will be operated under a block system, which will consist of a Card Clearance from operators at Shelby and Virden.

No train or engine will run between above points unless Conductor and Engineer hold Clearance Card, Form 80, properly numbered and time made complete.

Between Havre and Pacific Junction all trains will be operated under the train staff system. The staff in possession of the Engineer is authority for a movement through the block.

Maximum rate of speed for passenger trains between Havre and Cut Bank fifty (50) miles per hour.

Maximum rate of speed for freight trains between Havre and Cut Bank thirty (30) miles per hour.

INITIAL STATIONS.

Havre for trains Nos. 1, 3, 235, 401, 411, 433, 443, 445, 669.

Pacific Jct. " " No. 236.

Shelby " " Nos. 43, 435, 677.

Cut Bank " " Nos. 2, 4, 44.

TERMINAL STATIONS.

Cut Bank for trains Nos. 1, 3, 43, 401, 411, 435, 443, 445, 669.

Virden " " No. 677.

Shelby " " No. 44.

Pacific Jct. " " Nos. 235, 433.

Havre " " Nos. 2, 4, 236.

SPECIAL RULES.

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

1. All freight trains on descending grades will take siding for freight trains of the same class running in the opposite direction, except light engines or engines with caboose only, which will take siding at all meeting points except when running as sections of a passenger train.
2. All safety switches must be set for derail when not in use.
3. Car capacity of sidings is based on forty-two (42) feet per car.
4. All trains carrying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
5. All train and engine men will provide themselves with a book of the Company's rules for the operation and maintenance of interlocking plants.
6. When there are two or more sections of a freight train authorized to carry passengers, the last section only shall carry passengers.
7. NOTE: Empty flat and coal cars must be hauled behind all loaded cars and empty box, stock and refrigerators cars.
8. Clocks regulated to standard time are located at Williston, Glasgow, Havre and Cut Bank.
9. Reference Marks: S—regular stop; F—stop on signal; D—day telegraph office; N—night telegraph office; W—water; C—coal; O—scales; T—turntable; Y—wye; R—registering station.

PERSONAL INJURIES.

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

TIME INSPECTORS.

Glasgow.....C. R. St. Claire.
Havre.....A. W. Grimmer.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul.

(Employees consulting Dr. Chamberlain should be provided with an order from the Superintendent.)

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

TRICK DISPATCHERS.

A. L. Decker,	J. M. Ryan,	
P. W. Doles,	J. C. Koerner,	
O. E. Smith,	E. I. Blair	
		C. C. Brundage, Chief Dispatcher.
		P. D. Jamieson, Trainmaster.

