

# **GREAT NORTHERN RAILWAY**

**MONTANA DIVISION.**

## **TIME TABLE No. 71.**

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

**SUNDAY, OCT. 22, 1911.**

**Superseding Time Table No. 70 and all Supplements thereto.**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.**

**F. D. KELSEY, Superintendent.**

**J. H. TAYLOR, General Superintendent.**

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

**G. H. EMERSON, Asst. General Manager.**

**J. M. GRUBER, General Manager.**

**2 WEST BOUND.**

**FIRST DISTRICT—BETWEEN WILLISTON AND GLASGOW.**

**EAST BOUND.**

THIRD CLASS.		SECOND CLASS.			FIRST CLASS.				CAPACITY OF SIDE TRACKS	Distance from Williston	Time Table No. 71. In Effect Oct. 22, 1911.	STATIONS.	Telegraph Code.	Distance from Glasgow.	SIGNS (See Rule 3, Page 8)	FIRST CLASS.				SECOND CLASS
665	663	443	411	401	27	3	229	1								4	2	28	230	402
Local Freight	Local Freight	Time Freight	Time Freight	Time Freight	Fast Mail	Passenger	Passenger	Passenger	Passenger Trucks	Other Trucks	Passenger	Passenger	Express	Passenger	Time Freight					
Leave Sun. Wed. and Fri.	Leave Tues. Thurs. and Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	8.00Am	2.45Pm	12.05Pm	4.15Am	9.37Pm	4.47Pm	6.20Am	5.00Am	421		WILLISTON	WN	156.3	R@DN WCT	6.55Am	12.05Pm	5.30Pm	7.15Pm	7.15Am	
	8.30	3.09	12.30	5.10	9.46	4.59	6.42	5.10	85	6	TODD		149.1	P	6.42	11.52	5.19	7.00	6.42	
	8.55	3.22	12.50	5.50	9.52	5.06	6.52	5.17	85	19	TRENTON	ON	144.6	D PW	6.32	11.44	5.06	6.48	5.50	
	9.25	3.38	1.10	6.24	9.57	5.13	7.02	5.23	85	6	MARLEY		140.3	P	6.24	11.37	4.53	6.37	5.23	
	9.50	3.56	1.30	6.50	10.02	5.22	7.15	5.29	85	47	BUFORD	BU	135.6	DN P	6.15	11.30	4.45	6.25	4.50	
	10.50				10.05	5.32	7.30	5.38		29	MONDAK	MO	133.1	P	6.05	11.25	4.39	6.12		
	11.17	4.32	1.50	7.20	10.10	5.39	7.40	5.38	85	6	SNOWDEN	SN	129.8	NP W	5.54	11.17	4.32	5.58	4.35	
	12.10Pm	5.00	2.10	7.51	10.17	5.47	7.51	5.45	85	6	LAKESIDE		124.8	P	5.45	11.08	4.23	5.47	4.15	
	1.00	5.30	2.30	8.20	10.25	5.57	8.05	5.55	85	6	BAINVILLE	B	118.3	DP	5.32	10.59	4.18	5.30	3.55	
	2.00	6.07	2.50	8.50	10.33	6.07	8.20	6.06	85	6	LANARK		111.4	P W	5.19	10.49	4.01	5.16	3.35	
	2.50	6.30	3.05	9.15	10.41	6.22	8.40	6.21	85	94	CULBERTSON	CU	104.0	DN	5.06	10.38	3.50	5.02	3.05	
	4.49	6.57	3.37	9.40	10.48	6.32	8.50	6.32	85	6	BLAIR		98.5	P W	4.56	10.27	3.37	4.49	2.45	
	5.30	7.20	4.36	10.14	10.59	6.44	9.09	6.46	85	6	CALAIS		89.6	P	4.48	10.14	3.24	4.36	2.15	
8.15Am	6.00Pm	7.50	5.00	10.34	11.06	6.52	9.20	6.55	85	120	BROCKTON	BR	84.7	RDN WCY	4.33	10.06	3.16	4.28	1.50	
8.50		8.20	5.25	10.54	11.15	7.03	9.33	7.06	85	7	SPROLE		77.1	P	4.21	9.55	3.04	4.13	1.25	
2-229 9.45		8.40	5.45	11.14	11.22	7.13	9.45	7.16	85	28	POPLAR	PO	70.8	D P	4.10	9.45	2.54	4.00	1.00	
10.15		9.00	6.10	11.50	11.31	7.24	10.02	7.27	85	7	CHELSEA		63.8	P W	3.58	9.33	2.43	3.45	12.35	
10.55		9.25	6.40	12.20Pm	11.41	7.37	10.20	7.40	85	7	MACON		55.6	P	3.44	9.20	2.30	3.28	12.15Am	
11.25		9.40	6.55	12.40	11.49	7.46	10.33	7.49	85	6	WOLF POINT	WO	49.3	DN PW	3.34	9.11	2.21	3.17	11.49	
11.45		9.55	7.15	1.00	11.56	7.56	10.45	7.53	85	6	LOHMILLER		43.6	P	3.23	9.01	2.12	3.05	11.15	
12.05Pm		10.10	8.04	1.20	12.02Am	8.04	10.57	8.07	85	45	OSWEGO	OO	38.4	D P	3.14	8.53	2.03	2.55	10.55	
12.40		10.30	8.30	1.50	12.12	8.15	11.15	8.21	85	7	FRAZER	FR	30.8	N W P	3.01	8.38	1.50	2.41	10.30	
1.00		10.55	8.55	2.31	12.18	8.23	11.27	8.29	85	7	KINTYRE		25.9	P	2.51	8.29	1.41	2.31	9.55	
28 1.30		11.13	9.15	2.55	12.25	8.33	11.42	8.39	85	6	WIOTA	MR	19.9	DP W	2.40	8.19	1.30	2.20	9.15	
230 2.10		11.30	9.35	3.15	12.31	8.42	11.55	8.48	85	40	NASHUA	NA	14.5	D P	2.30	8.10	1.20	2.10	8.42	
8.07		11.55	10.05	3.45	12.40	8.57	12.14Pm	9.02	85	7	WHATELY		6.4	P	2.17	7.57	1.07	1.53	8.00	
8.40Pm		12.25Am	10.30Pm	4.00Pm	12.50Am	9.10Pm	12.30Pm	9.15Am		570	GLASGOW	GW		R@DN WCT	2.05Am	7.45Am	12.55Pm	1.40Pm	7.30Pm	
Arrive Sun. Wed. and Fri.	Arrive Tues. Thurs. and Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							4	2	28	230	402	
7.25 11.4	10. 7.1	9.40 16.2	10.25 15.0	11.45 13.2	3.13 48.5	4.23 35.6	5.10 25.3	4.15 36.7							4.50 32.4	4.20 36.1	4.35 34.1	5.35 27.9	11.45 13.2	

**Special Rules.**

NO. 27 IS SUPERIOR TO ALL OTHER TRAINS. OPPOSING FIRST CLASS TRAINS WILL CLEAR NO. 27 FIVE (5) MINUTES. OTHER OPPOSING TRAINS WILL CLEAR NO. 27 TEN (10) MINUTES. ALL WEST BOUND TRAINS MUST BE CLEAR AT THE TIME NO. 27 IS DUE TO LEAVE THE NEXT STATION IN THE REAR WHERE TIME IS SHOWN.

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

Trains Nos. 1, 2, 3, 4, 27 and 28 will register by card at Brockton.  
 Glasgow stock yards located 1.0 miles East of Glasgow.  
 Passengers for points between Williston and Havre where No. 1 does not stop will leave at point nearest destination and take local. Except at Poplar No. 1 will stop to let off passengers who board train east of Devils Lake and will also stop on signal to pick up passengers for points west of Havre.  
 No. 2 will stop at Poplar to let off passengers from main line points west of Havre and Butte Division and will stop at Poplar on signal to pick up passengers for points east of Devils Lake.  
 No. 4 will stop at any station West of Mondak to pick up passengers for East of Williston.

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

**INITIAL STATIONS.**  
 Williston for trains Nos. 1, 3, 27, 229, 401, 411, 443, 663.  
 Brockton " " No. 665.  
 Glasgow " " Nos. 2, 4, 28, 230, 402.

**TERMINAL STATIONS.**  
 Glasgow for trains Nos. 1, 3, 27, 229, 401, 411, 443, 665.  
 Brockton " " No. 663.  
 Williston " " Nos. 2, 4, 28, 230, 402.

**WEST BOUND.**

**SECOND DISTRICT BETWEEN GLASGOW AND HAVRE.**

**EAST BOUND. 3**

THIRD CLASS. 667	SECOND CLASS.			FIRST CLASS.				CAPACITY OF SIDE TRACKS	Distance from Glasgow.	Time Table No. 71. In Effect Oct. 22, 1911.	Telegraph Calls.	Distance from Havre.	SIGNS (See Rule 3, Page 8)	FIRST CLASS.				SECOND CLASS	
	411	401	443	3	229	1	27							2	230	28	4	402	
Local Freight Leave Daily Except Sunday	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passing Trains.	Other Trains.	STATIONS.				Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	
6.30Am	11.00Pm	4.30Pm	1.10Am	9.15Pm	12.50Pm	9.20Am	12.55Am	570		GLASGOW	GW	152.7	R@DN WCT	7.40Am	1.20Pm	12.50Pm	2.00Am	6.50Pm	
6.50	11.20	4.55	1.47	9.25	1.05	9.30	1.02	85	9	4.6	PAISLEY	149.1	P	7.30	1.05	12.35	1.47	6.30	
7.17	11.40	5.25	2.15	9.36	1.21	9.42	1.11	85	19	11.7	TAMPICO	MA	141.0	D PW	7.17	12.45	12.32	1.35	6.10
7.40	12.01Am	5.45	2.30	9.45	1.32	9.52	1.17	85	5	16.8	VANDALIA		P	7.07	12.32	12.18Pm	1.17	5.45	
8.15	12.46	6.15	3.00	10.00	1.56	10.08	1.29	85	23	25.8	HINSDALE	HD	126.9	DN W	6.49	12.12Pm	11.54	12.46	5.10
8.45	1.16	6.50	3.25	10.14	2.10	10.21	1.38	85	9	33.8	BEAVERTON		P	6.35	11.53	11.40	12.32	4.40	
9.05	1.44	7.10	3.40	10.24	2.20	10.29	1.44	85	19	38.6	SACO	SA	114.1	DP W	6.28	11.42	11.31	12.24	4.15
9.25	2.35	7.45	4.00	10.37	2.38	10.39	1.53	85	6	45.4	ASHFIELD		P	6.18	11.31	11.21	12.13	3.45	
9.50	2.58	8.05	4.20	10.50	2.47	10.50	2.01	85	4	52.6	BOWDOIN	BO	100.1	NP	6.08	11.21	11.11	12.01Am	3.25
10.15 1-28-230 10.35 11.11	3.20	8.30	4.40	11.02	3.00	11.00	2.10	85	6	59.6	STRATOR		P	5.58	11.00	11.00	11.53	3.00	
11.30	4.05	9.15	5.38	11.15	3.15	11.11	2.17	85	148	65.5	MALTA	MT	57.2	DN PWY	5.48	10.35	10.45	11.44	2.20
12.01Pm	4.40	9.45	6.10	11.33	3.26	11.20	2.22	85	4	70.2	EXETER		P	5.38	10.25	10.35	11.25	2.00	
1.00	5.20	10.20	6.40	11.44	3.38	11.27	2.28	85	128	75.1	WAGNER	WA	77.6	RDN WCY	5.30	10.15	10.27	11.12	1.30
1.30	5.50	10.51	7.05	11.53	3.55	11.39	2.37	85	7	82.8	DODSON	DN	69.9	D P	5.20	10.00	10.16	11.00	1.00
1.50	6.05	11.25	7.25	12.01Am	4.09	11.48	2.44	85	7	88.7	HARO		P W	5.12	9.47	10.08	10.51	12.40Pm	
2.10	6.30	11.45	7.45	12.09	4.19	12.01Pm	2.56	85	4	93.0	COBURG	CO	59.7	D P	5.05	9.38	10.01	10.43	11.54
2.32	6.50	12.18Am	8.05	12.18	4.44	12.10	3.04	85	6	104.5	SAVOY		P W	4.58	9.27	9.53	10.35	11.20	
2.57	7.10	12.40	8.20	12.27	4.58	12.18	3.10	85	50	110.0	MONTAUK		P	4.49	9.14	9.42	10.25	11.00	
3.29	7.30	1.00	8.48	12.38	5.11	12.28	3.18	85	4	116.2	HARLEM	HM	42.7	DN	4.41	9.08	9.31	10.14	10.40
3.50	7.50	1.30	9.11	12.47	5.23	12.37	3.25	85	6	122.1	MADRAS		P	4.32	8.48	9.21	10.01	10.20	
4.14	8.27	1.50	9.35	12.52	5.30	12.43	3.29	85	4	125.5	ZURICH	U	30.6	P W	4.24	8.35	9.11	9.52	10.00
4.50	8.54	2.05	10.10	1.04	5.45	12.53	3.36	85	65	131.1	NORTH FORK		P	4.19	8.27	9.04	9.44	9.35	
5.26	9.30	2.30	10.45	1.18	6.02	1.06	3.46	85	14	139.1	CHINOOK	CK	21.6	DN	4.10	8.15	8.54	9.35	8.54
5.50	9.50	2.55	11.05	1.28	6.15	1.16	3.55	85	51	145.0	YANTIC		P W	3.46	7.58	8.39	9.21	8.15	
6.15Pm	10.10Am	3.20Am	11.35Am	1.43Am	6.30Pm	1.30Pm	4.05Am		870	152.7	TOLEDO		P	3.30	7.45	8.28	9.11	7.45	
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				HAVRE	DS-HV	R@DN WCTO	3.20Am	7.30Am	8.15Am	9.00Pm	7.00Am	
667	411	401	443	3	229	1	27							2	230	28	4	402	
11.45 12.9	11.10 13.6	10.50 14.	10.25 14.6	4.28 34.1	5.40 26.9	4.10 36.6	3.10 43.1							4.20 35.2	5.50 26.1	4.35 33.3	5.00 30.5	11.50 12.9	

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.

**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. 4 will stop at any station East of Malta to pick up passengers for points East of Williston. 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. Reduce speed to 20 miles per hour at sink holes at mile board west of Vandalia and between switches at Beaverton.

Trains Nos. 1, 2, 3, 4, 27 and 28 will register by card at Wagner. Maximum rate of speed for passenger trains (except No. 27) between Glasgow and Havre Fifty (50) miles per hour. Maximum rate of speed for freight trains between Glasgow and Havre thirty (30) miles per hour.  
**INITIAL STATIONS.**  
Glasgow for trains Nos. 1, 3, 27, 229, 401, 411, 443, 667.  
Havre " " Nos. 2, 4, 28, 230, 402.  
**TERMINAL STATIONS.**  
Havre for trains Nos. 1, 3, 27, 229, 401, 411, 443, 667.  
Glasgow " " Nos. 2, 4, 28, 230, 402.

THIRD CLASS.		SECOND CLASS.					FIRST CLASS.					CAPACITY OF SIDE TRACKS			Distance from Havre.	Time Table No. 71. In Effect Oct. 22, 1911.	STATIONS.	Telephone Calls.		
675	669	435	443	433	411	401	43	239	1	231	235	27	3	Passing Tracks.					Other Tracks.	
Butte Div. Local Freight	Local Freight	Butte Div. Time Freight	Time Freight	Butte Div. Time Freight	Time Freight	Time Freight	Butte Div. Passenger	Butte Div. Passenger	Passenger	Passenger	Butte Div. Passenger	Fast Mail	Passenger	Passing Tracks.	Other Tracks.	Distance from Havre.	Time Table No. 71. In Effect Oct. 22, 1911.	STATIONS.	Telephone Calls.	
Leave Tues. & Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
28 8.05Am	402 6.00Am					27-2 5.00Pm														
8.30Am	6.20					12.01Pm														
	6.45					11.00Am														
	7.05					5.00Pm														
	28 7.28					12.20Pm														
	7.45					11.55														
	8.25					5.50														
	9.02					12.25Pm														
	9.30					6.20														
	10.10					6.45														
	10.45					7.00														
	231 11.18					12.55														
	12.20Pm					6.45														
	12.50					7.18														
	1.25					7.18														
	2.00					7.18														
	2.45					7.18														
	232 3.15					7.18														
	4.28					7.18														
	5.00					7.18														
	4.43 5.15					7.18														
	6.10					7.18														
	402 6.40					7.18														
	7.14					7.18														
	7.45					7.18														
	8.05					7.18														
	8.35					7.18														
	8.50Pm					7.18														
Ar. Tues. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
675	669	435	443	433	411	401	43	239	1	231	235	27	3							
.25 9.8	14.50 8.6	3.30 6.9	12.20 10.4	19. 12.4	13.01 9.8	12.25 10.3	.55 26.5	.05 28.4	3.55 32.8	4.30 23.7	.10 24.6	3.02 42.5	4.02 31.9							

**Special Rules.**

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

NO 27 IS SUPERIOR TO ALL OTHER TRAINS. OPPOSING FIRST CLASS TRAINS WILL CLEAR NO. 27 FIVE (5) MINUTES. OTHER OP POSING TRAINS WILL CLEAR NO. 27 TEN (10) MINUTES. ALL WEST BOUND TRAINS MUST BE CLEAR AT THE TIME NO. 27 IS DUE TOLEAVE THE NEXT STATION IN THE REAR WHERE TIME IS SHOWN.

Nos. 1, 2, 27 and 28 will register by card at Shelby and Virden. Nos. 3 and 4 will register by card at Virden.

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

No. 3 will stop at any station to pick up passengers for west of Virden.

No. 4 will stop at any station to let off passengers from west of Virden.

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

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

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

Time Over District.  
Average Speed Per Hour.

THIRD DISTRICT--CUT BANK TO HAVRE

EAST BOUND 5

Time Table No. 71. In Effect Oct. 22, 1911.	Distance from Cut Bank	SIGNS (See Rule 3, Page 8)	FIRST CLASS.						SECOND CLASS							
			236	28	44	232	4	240	2	402						
			Butte Div. Passenger	Express	Butte Div. Passenger	Passenger	Passenger	Butte Div. Passenger	Passenger	Time Freight						
STATIONS.			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
HAVRE	128.7	R@DN WCTO	2 50Am	3 05Am		7 00Pm	8 45Pm		3 05Am	5 40Am						
PACIFIC JUNCTION	124.6	P Y	2 40Am	7 54		6 50	8 35		2 57	5 20						
BURNHAM	118.6	P W		7 44		6 37	8 25		2 48	4 30						
FRESNO	114.1	P		7 37		6 26	8 17		2 41	3 50						
KREMLIN	109.4	N P		7 28		6 15	8 10		2 32	3 20						
XENIA	103.5	P		7 18		6 02	8 00		2 20	2 41						
GILDFORD	99.2	DN PW		7 10		5 50	7 54		2 12	2 12						
HINGHAM	93.4	P		7 02		5 35	7 45		2 03	1 30						
RUDYARD	87.4	P		6 52		5 22	7 36		1 53	1 10						
WATER TANK	82.4	W														
INVERNESS	81.1	DP		6 43		5 05	7 26		1 43	12 45						
JOPLIN	77.2	D P		6 36		4 53	7 19		1 36	12 25Am						
BISON	72.2	P		6 28		4 40	7 10		1 28	11 55						
CHESTER	67.2	DN WC		6 17		4 25	6 58		1 18	11 00						
TIBER	61.5	P		6 07		4 10	6 45		1 08	10 30						
LOTHAIR	54.1	P		5 55		3 54	6 35		12 58	10 10						
GALATA	48.2	DP Y		5 39		3 37	6 23		12 48	9 15						
CONCORD	42.3	DP W		5 30		3 25	6 15		12 40	8 50						
LAVINGTON	37.9	P		5 24		3 15	6 07		12 34	8 30						
DUNKIRK	33.5	DP W		5 18		3 06	6 00		12 29	8 10						
FARRELL	27.8	P		5 09		2 55	5 51		12 20	7 30						
SHELBY	24.3	RDN		4 59	6 28Am	2 45	5 40	2 30Pm	12 18	6 55						
VIRDEN	21.9	RDP WY		4 48	6 19	2 30Pm	5 32	2 20Pm	12 07Am	6 40						
SIMLA	16.4	P		4 40	6 09		5 22		11 59	5 59						
ETHRIDGE	11.0	NP W		4 38	6 02		5 14		11 52	5 14						
BORU	7.4	P W		4 27	5 57		5 08		11 47	4 20						
BALTIC	3.5	P		4 21	5 50		4 57		11 42	4 00						
CUT BANK		R@DN WCTY		4 10Am	5 30Am		4 45Pm		11 30Pm	3 25Pm						
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
			236	28	44	232	4	240	2	402						
Time Over District			.10	3.55	.55	4.30	4.00	.20	3.35	14.15						
Average Speed Per Hour			24.6	32.8	25.1	23.7	32.1	7.2	35.9	9.0						

Special Rules.

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

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

INITIAL STATIONS.  
 Havre for trains Nos. 1, 3, 27, 231, 235, 401, 411, 433, 443, 669, 675.  
 Pacific Jct. " " No. 236.  
 Shelby " " Nos. 43, 239, 435.  
 Cut Bank " " Nos. 2, 4, 28, 44, 402.  
 Virden " " No. 232, 240.

TERMINAL STATIONS.  
 Cut Bank for trains Nos. 1, 3, 27, 43, 401, 411, 435, 443, 669.  
 Virden " " No. 231, 239  
 Shelby " " No. 44, 240.  
 Pacific Jct. " " Nos. 235, 433, 675.  
 Havre " " Nos. 2, 4, 28, 232, 236, 402.

SECOND CLASS 357	CAPACITY OF SIDE TRACKS			Distance from Bainville	STATIONS	Telegraph Calls	Distance from Plentywood	SIGNS (See Rule 3, Page 5)	SECOND CLASS 358
	Mixed	Passing Tracks	Other Tracks						
Leave Daily Except Sunday									Arrive Daily Except Sunday
8.15Am	85	6	0.0		BAINVILLE		53.44	R D Y	4.45Pm
9.00		29	10.64	10.6	McCABE		42.80		4.10
9.45		40	19.34	8.7	FROID		34.10		3.40
10.25		29	25.65	6.3	HOMESTEAD		27.79		3.15
11.15		40	31.66	6.0	MEDICINE LAKE		21.78	W	2.55
11.35		29	39.14	7.4	RESERVE		14.30		2.30
11.55Pm		29	45.40	8.2	ANTELOPE		8.04		2.10
12.25Pm	52	47	53.44	8.0	PLENTYWOOD		0.0	R D Y C	1.45Pm
Arrive Daily Except Sunday									Leave Daily Except Sunday
357									358
4.10 12.8					Time Over District Average Speed Per Hour				3.0 17.7

**Special Rules**

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

Branch Line trains will not occupy main line at Bainville without fully protecting themselves.

Maximum rate of speed for all trains between Bainville and Plentywood is 25 miles per hour.

**INITIAL STATIONS** Bainville for Train No. 357  
Plentywood for Train No. 358.

**TERMINAL STATIONS** Bainville for Train No. 358.  
Plentywood for Train No. 357.

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

STATIONS.	Ruling Grade.	Class L1 1900-1921				Class L2 1800-1844				Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5-800-807				Class J1-1500-1550				Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779				Class F1-500-565 " F2-595-599 " G1-600-615				Class D5-450-476				Class D4-400-426				Class D1-360 " D'-300-395 " D3-297 " E2-994-996 " E4-298-299 " E5-997 " E9-998-999			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Williston to Glasgow.....	.4									2500	2250	2000	1750	2200	1980	1760	1540	2000	1800	1600	1400	1400	1260	1120	980	1350	1215	1080	945	1300	1170	1040	910	1125	1015	900	790
Glasgow to Williston.....	.4									2800	2520	2240	1960	2500	2250	2000	1750	2300	2070	1840	1610	1800	1621	1440	1260	1750	1575	1400	1225	1700	1530	1360	1190	1300	1170	1040	910
Glasgow to Havre.....	.4									2500	2250	2000	1750	2200	1980	1760	1540	2000	1800	1600	1400	1400	1260	1120	980	1350	1215	1080	945	1300	1170	1040	915	1125	1015	900	790
Havre to Glasgow.....	.4									2800	2520	2240	1960	2500	2250	2000	1750	2300	2070	1840	1610	1800	1620	1440	1260	1750	1575	1400	1225	1700	1530	1360	1190	1300	1070	1040	910
Havre to Cut Bank.....	1.0	1650	1485	1320	1155	1450	1305	1160	1015	1200	1080	960	840	1100	990	880	770	900	810	720	630	725	650	580	510	700	630	560	490	650	575	510	445	550	490	435	380
Cut Bank to Havre.....	.8	1900	1730	1560	1390	1800	1620	1440	1260	1425	1285	1140	1000	1350	1215	1080	945	1250	1125	1000	875	960	865	770	670	950	855	760	665	875	790	700	615	850	765	680	595
Bainville to Plentywood.....	.7																	1700	1530	1360	1275	1140	1025	910	855									870	785	695	655
Plentywood to Bainville.....	.7																	1700	1530	1360	1275	1140	1025	910	855									870	785	695	665

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

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

The following will govern when handling empty cars: With 10 or less empty cars in train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

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

Box Cars, 28 to 30 foot.....	11 Tons	Engines numbered below 200 series.....	80 Tons
Box Cars, 33 foot.....	12 Tons	Engines numbered in 200 series.....	90 Tons
Box Cars, 34 foot.....	13 Tons	Engines numbered in 300 series.....	86 Tons
Box Cars, 36 foot.....	15 Tons	Engines numbered in 400 series.....	110 Tons
Box Cars, 40 foot.....	17 Tons	Engines numbered in 500 series.....	115 Tons
Refrigerator Cars.....	20 Tons	Engines numbered in 600 series.....	120 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons	Engines numbered in 700 series.....	140 Tons
Furniture, 40 to 50 foot.....	19 Tons	Engines numbered in 800 series.....	155 Tons
Caboose, 8 wheel.....	17 Tons	Engines numbered in 900 series (except 992 to 997).....	115 Tons
Caboose, 4 wheel.....	10 Tons	Engines numbered 992 to 997.....	95 Tons
Flat Cars, 28 to 30 foot.....	9 Tons	Engines numbered 1000 to 1007.....	131 Tons
Flat Cars, 33 and 34 foot.....	11 Tons	Engines numbered 1050 to 1069.....	144 Tons
Flat Cars, 40 foot.....	12 Tons	Engines numbered 1079 to 1095.....	158 Tons
Coal Cars.....	12 Tons	Engines numbered in 1100 and 1200 series.....	160 Tons
Gondola Cars.....	13 Tons	Engines numbered in 1300 series.....	160 Tons
Ore Cars, Wood.....	12 Tons	Engines numbered 1400 to 1405.....	175 Tons
Ore Cars, Steel.....	15 Tons	Engines numbered 1406 to 1425.....	188 Tons
Oil Tanks.....	15 Tons	Engines numbered in 1500 and 1600 series.....	179 Tons
Ballast Cars.....	12 Tons	Engines numbered in 1700 series.....	180 Tons
Steam Wreckers.....	75 Tons	Engines numbered in 1800 series.....	219 Tons
Engine Tank (Empty).....	30 Tons	Engines numbered in 1900 series.....	252 Tons
Mail Cars.....	25 Tons		
Baggage Cars.....	30 Tons		
Coaches, 8 wheel.....	30 Tons		
Coaches, 12 wheel.....	35 Tons		
Dining Cars and Tourist Cars.....	40 Ton		
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons		

**Speed Table.**

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

**SPECIAL RULES.**

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

1. Car capacity of sidings is based on forty-two (42) feet per car.
2. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
3. In addition to signs provided for in rule 7, Book of Rules, the following signs in column headed "Signs" indicate:

- D Day telegraph or telephone station.  
 N Night telegraph or telephone station.  
 DN Day and night telegraph or telephone station  
 P Dispatcher's telephone in wareroom or booth accessible at all times.  
 I Interlocked.  
 K Connection with foreign road.  
 Ⓞ Standard clock.

**PERSONAL INJURIES.**

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.
5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

**TIME INSPECTORS.**

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

**COMPANY SURGEONS.**

**Dr. J. A. QUINN, Chief Surgeon, Suite 301-2-3 Ernst Building, Cor. 5th and Wabasha, St. Paul.**

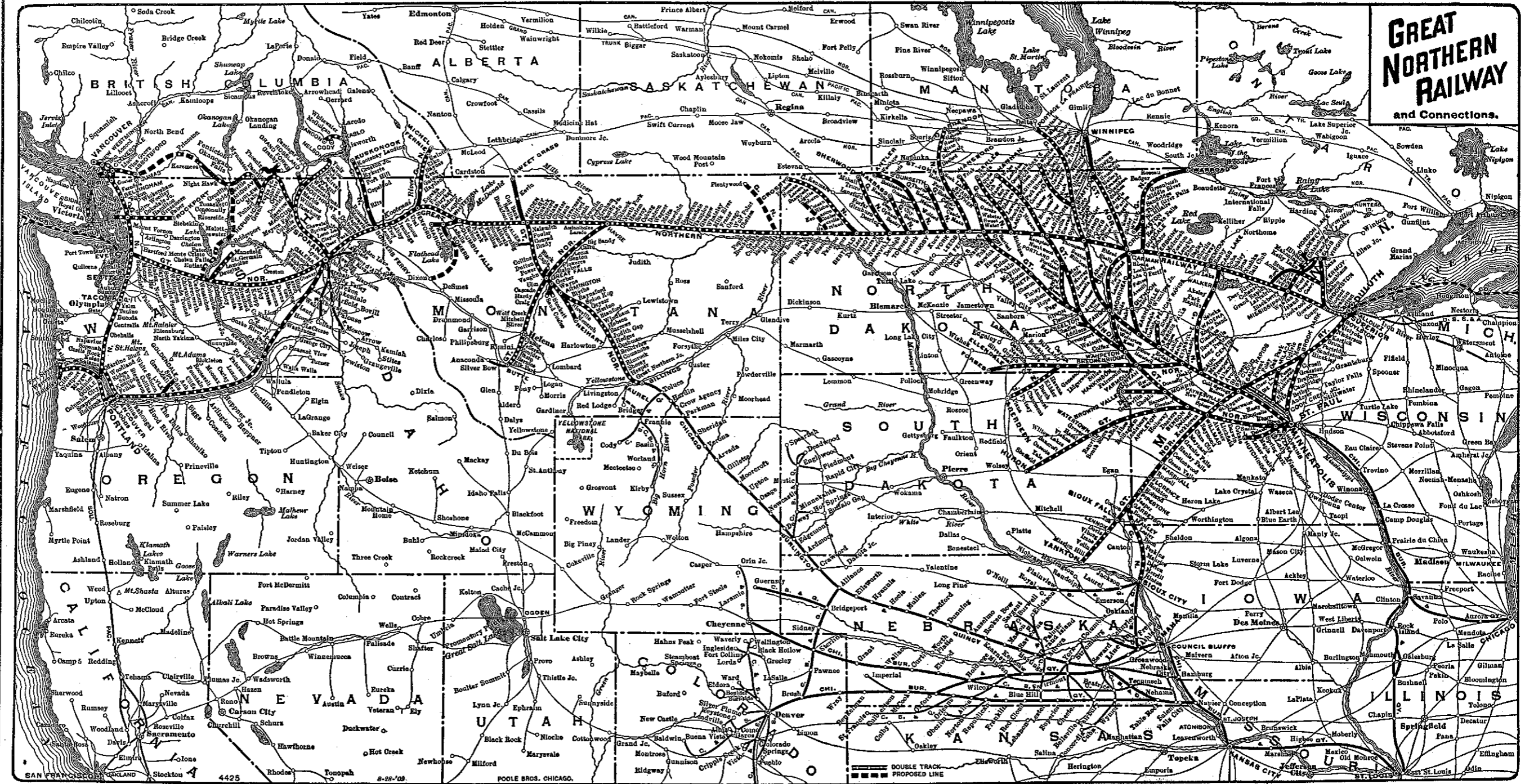
Employees consulting Dr. Quinn, should be provided with an order from the Superintendent.

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

A. L. DECKER, Dispatcher, Havre  
 M. A. PALMER, " "  
 J. C. KOERNER, " "  
 J. M. RYAN, " "  
 E. I. BLAIR, " "  
 A. L. WALKER, " "  
 J. G. KRINBRING, " Glasgow  
 S. J. REYNOLDS, " "

P. W. DOLES, Assistant Chief Dispatcher, Havre  
 O. YERKES, " " Glasgow  
 W. F. FOSTER, Chief Dispatcher, Havre  
 W. T. BENTON, Train Master, Glasgow  
 B. LANTRY, " " Havre





# GREAT NORTHERN RAILWAY and Connections.

SAN FRANCISCO OAKLAND Stockton 4425  
POOLE BROS. CHICAGO. 8-28-'08