GREAT NORTHERN RAILWAY

SAFETY GREAT NORTHERN RAILWAY FIRST

MONTANA DIVISION.

SAFETY GREAT NORTHERN RAILWAY FIRST

TIME TABLE No. 81.

81

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

SUNDAY, SEPTEMBER 12, 1915.

Superseding Time Table No. 80 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

J. M. DOYLE, Superintendent.
M. NICHOLSON, Asst. Genl. Supt.

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

C. E. LEVERICH, General Superintendent.
GEO. H. EMERSON, General Manager.

THIRD CLASS		SECOND CLASS		FIRST CLASS				Capacity of Side Tracks		Distance from Williston	Time Table No. 81 In Effect September 12, 1915. STATIONS.	Telegraph Calls	Distance from Glasgow	SIGNS. (See Rule 3, page 10.)	FIRST CLASS				SECOND CLASS		THIRD CLASS	
665	663	411	401	27	3	229	1								2	28	230	4	402		664	
Local Freight	Local Freight	Freight	Time Freight	Fast Mail	Passenger	Passenger	Passenger	Passing Tracks	Other Tracks						Passenger	Express	Passenger	Passenger	Time Freight		Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily	Daily Ex. Sunday	Daily	Daily		Daily Ex. Sunday	
	1 Lv 5.10Am	Lv 12.05Pm	Lv 7.15Am	Lv 9.37Pm	Lv 4.12Pm	Lv 402 6.00Am	Lv 663 5.00Am		Yard		WILLISTON	WN	156.3	R⊛DN WCT	Ars 11.35Am	Ars 664 4.55Pm	Ars 7.00Pm	Ars 1.40Am	Ar 229 6.00Am		Ar 28 4.45Pm	
	402 5.40	12.40	7.50	9.46	664 4.24	f 6.14	5.12	87	5	7.19	7.2 TODD		149.1	P	11.21	4.39	f 6.46	1.24	663 5.40		3 4.24	
	5.57	1.05	8.15	9.52	28 4.31	s 6.22	402 5.19	88	17	11.7	4.5 TRENTON	ON	144.6	DNPW	11.13	3 4.31	s 6.36	1.13	1 5.19		4.10	
	6.16	1.25	8.35	9.57	4.38	f 6.30	5.26	87	8	16.0	4.3 MARLEY		140.3	P	11.05	4.20	f 6.25	1.03	4.50		3.55	
	229 6.40	1.45	8.55	10.02	f 4.47	s 663 6.40	5.34	88	44	20.7	4.7 BUFORD	BU	135.6	D P	10.57	4.11	s 6.13	12.54	4.33		3.40	
	7.15	2.00	9.07	10.05	s 4.56	s 6.48	5.38	88	28	23.2	2.5 MONDAK	MO	133.1	D P	10.52	4.06	s 6.05	s12.48	4.20		3.30	
	8.15	2.20	9.20	10.09	s 5.04	s 7.00	5.44	79	162	26.5	3.3 SNOWDEN	SN	129.8	DNPW Y	10.47	4.00	s 5.55	f12.40	4.00		3.15	
	9.00	664 2.40	9.45	10.15	5.15	f 7.12	5.53	87	5	31.5	5.0 LAKESIDE		124.8	P	10.37	3.50	f 5.40	12.30	3.35		411 2.40	
	9.40	3.00	2 10.26	10.22	s 230 5.28	s 7.30	6.04	85	91	38.0	6.5 BAINVILLE	B	118.3	DNPWC Y	401 10.26	3.39	s 3 5.28	s12.20	3.15		2.15	
	2 10.15	28 3.27	10.45	10.30	5.39	f 7.43	6.15	87	5	44.9	6.9 LANARK		111.4	PW	663 10.15	411 3.27	f 4.53	12.07Am	2.45		1.30	
	401 11.10	3.50	663 11.10	10.38	s 5.53	s 7.58	s 6.28	87	92	52.4	7.4 CULBERTSON	CU	104.0	DN	s10.03	s 3.15	s 4.38	s11.56	2.05		12.55	
	664 12.15Pm	230 4.25	11.30	10.44	6.05	f 8.08	6.38	87	5	57.8	5.5 BLAIR		98.5	PW	9.52	3.04	f 411 4.25	11.45	1.40		663 12.15Pm	
	12.45	4.50	664 11.45	10.49	6.13	f 8.16	6.46	80		61.7	3.9 DREW		94.5	P	9.45	2.57	f 4.18	11.38	1.15		401 11.45	
	1.25	5.25	12.10Pm	10.55	6.21	f 8.25	6.55	90	5	66.7	4.9 CALAIS		89.6	P	9.37	2.49	f 4.08	11.30	12.45		11.15	
Lv 5.00Am	Ar 2.00Pm	5.50	12.40	11.01	6.29	s 8.36	7.03	87	104	71.6	4.9 BROCKTON	BR	84.7	R DN WC Y	9.29	2.41	s 3.59	11.23	12.10Am		10.45	
5.25		6.15	1.15	4-402 11.10	6.42	f 8.51	7.15	87	3	79.2	7.6 SPROLE		77.1	P	9.17	2.29	f 3.45	27-402 11.10	4-27 11.10		10.05	
6.00		6.44	1.35	11.17	s 6.55	s 2 9.07	f 7.28	87	53	85.5	6.3 POPLAR	PO	70.8	DN	f 229 9.07	2.19	s 3.35	s10.50	10.45		9.50	
6.40		3 7.09	28 2.08	11.26	411 7.09	664 f 9.22	7.40	89	3	92.5	7.0 CHELSEA		63.8	PW	664 8.55	401 2.08	f 3 20	10 37	10 27		9.22 2-8.55 229	
7.10		7.30	2.36	11.31	7.17	f 9.32	7.47	80		96.9	4.4 DABNEY		59.4	P	8 47	2 01	f 3 12	10 30	10 05		8 30	
1-664 7.54		7.47	230 3.06	11.36	7.24	f 9.40	665-664 7.54	87	3	100.7	3.8 MACON		55.6	P	8.40	1.55	401 f 3.06	10.23	9.50		1-665 7.54	
2 8.30		8.25	3.25	11.44	s 7.35	s 9.53	8.04	87	38	106.5	5.8 WOLF POINT	WO	49.8	DN W	665 8.30	1.46	s 2.57	f10.15	9.30		7.33	
9.08		402 9.05	3.40	11.52	7.47	f10.04	2 8.19	88	3	112.7	6.2 LOHMILLER		43.6	P	1 8.19	1.37	f 2.44	10.05	411 9.05		7.10	
9.50		9.23	4.00	11.58	f 7.57	s10.15	8.30	87	43	117.9	5.2 OSWEGO	GO	38.4	DNP	8.10	1.29	s 2.35	f 9.57	8.40		6.45	
229 10.30		4 9.47	4.30	12.08Am	402 8.15	665 s10.30	8.42	87	5	125.5	7.7 FRAZER		30.8	NPW	7.59	1.16	s 2.20	411 9.47	3 8.15		6.15	
11.05		10.30	4.55	12.14	8.26	f10.40	8.50	87	4	130.4	4.9 KINTYRE		25.9	P	7.50	1.07	f 2.10	9.40	7.25		5.55	
11.35		11.05	5.20	12.22	8.39	f10.53	9.00	88	5	136.4	6.0 WIOTA		19.9	P	7.43	12.57	f 2.00	9.32	7.00		5.30	
11.55		11.30	5.45	12.29	8.50	s11.05	9.08	87	37	141.8	5.4 NASHUA	NA	14.5	D P	7.34	12.49	s 1.50	9.23	6.35		5.05	
12.10Pm		11.45	402 6.05	12.35	9.00	f11.16	9.14	80		146.7	4.8 ACCORD		9.7	P	7.26	12.41	f 1.41	9.16	401 6.05		4.45	
28 12.35		12.01Am	6.20	12.40	4 9.10	f11.25	9.19	87	5	149.9	3.4 WHATELY		6.4	P	7.20	665 12.35	f 1.35	3 9.10	5.45		4.30	
230 Ar 1.10Pm		27 Ar 12.30Am	Ar 6.50Pm	411 Ars12.50Am	Ars 9.25Pm	Ars11.40Am	Ars 9.30Am		Yard	156.3	6.4 GLASGOW	GW		R⊛DN WCT	Lv 7.10Am	Lv 12.25Pm	Lv 665 1.25Pm	Lv 9.00Pm	Lv 5.15Pm		Lv 4.00Am	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily	Daily Ex. Sunday	Daily	Daily		Daily Ex. Sunday	
665	663	411	401	27	3	229	1								2	28	230	4	402		664	
8.10 10.5	8.50 8.1	12.25 13.00	11.35 13.5	3.13 48.5	5.13 30.0	5.40 27.6	4.30 34.7				Time Over District Average Speed Per Hour				4.25 35.4	4.30 34.7	5.35 27.9	4.40 33.5	12.45 12.3		12.45 12.3	

Special Rules.

No. 27 is superior to all trains.

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

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.

Trains Nos. 1, 2, 3, 4, 27 and 28 will register by card at Brockton.

No. 3 will stop on flag at Oswego to let off passengers from points New Rockford and east and No. 4 will stop on flag at Oswego to pick up passengers for points Devils Lake and east.

Maximum rate of speed for passenger trains (except No. 27) between Williston and Blair 50 miles per hour and between Blair and Glasgow 55 miles per hour. Maximum rate of speed for freight trains between Williston and Glasgow thirty (30) miles per hour.

No. 4 will stop at Snowden to let off passengers from stations Havre and west thereof.

Yard limit boards at Glasgow, Brockton, Bainville, Snowden and west of Williston.

Local freight trains will carry passengers when provided with proper transportation.

INITIAL STATIONS.

Williston for trains Nos. 1, 3, 27, 229, 401, 411, 663.
Brockton " " No. 665.
Glasgow " " Nos. 2, 4, 28, 230, 402, 664.

TERMINAL STATIONS.

Glasgow for trains Nos. 1, 3, 27, 229, 401, 411, 665.
Brockton " " No. 663.
Williston " " Nos. 2, 4, 28, 230, 402, 664.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				Capacity of Side Tracks		Distance form Glasgow	Time Table No. 81 In Effect September 12, 1915. STATIONS.	Telegraph Calls	Distance from Havre	SIGNS (See Rule 3, Page 10)	FIRST CLASS.				SECOND CLASS.		THIRD CLASS	
669	667	401	411	3	1	223	27	Passing Tracks	Other Tracks						2	28	224	4	402		668	
Local Freight	Local Freight	Time Freight	Freight	Passenger	Passenger	Passenger	Fast Mail								Passenger	Express	Passenger	Passenger	Time Freight		Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily	Daily Ex. Sunday	Daily	Daily		Daily Ex. Sunday	
	Lv 4.30Am	Lv 224 7.25Pm	Lv 11.00Am	Lv 9.35Pm	Lv 9.35Am	Lv 2 7.05Am	Lv 12.55Am		Yard		GLASGOW	GW	152.7	R⊛DN WCT	Ars 223 7.05Am	Ars 12.20Pm	Ars 401 7.00Pm	Ars 8.50Pm	Ar 4.20Pm		Ar 6.00Pm	
	4.50	7.45	11.20	9.45	9.45	f 7.15	1.02	87	4	4.6	4.6 PAISLEY		149.1	P	6.57	12.10Pm	f 6.48	8.40	3.50		5.30	
	5.15	4 8.27	28 11.56	9.57	9.57	s 7.30	1.11	87	16	11.7	7.1 TAMPICO	MA	141.0	D PW	6.46	411 11.56	s 6.35	401 8.27	3.15		4.50	
	5.32	8.40	12.14Pm	10.05	10.05	s 7.42	1.17	87	17	16.8	5.1 VANDALIA		135.9	P	6.36	11.45	s 6.23	8.18	2.45		4.20	
	5.50	8.58	12.30	10.12	10.12	f 7.53	1.23	80		20.8	5.0 KIRKWOOD		131.9	P	6.30	11.36	f 6.13	8.11	2.20		3.45	
	2 6.22	9.20	1.00	s10.20	10.18	s 8.01	1.29	88	22	25.8	4.0 HINSDALE	HD	126.9	DN W	667 6.22	11.26	s 6.05	8.04	2.00		3.25	
	7.05	9.50	402 1.30	10.33	10.29	f 8.17	1.38	87	17	33.8	8.0 BEAVERTON		118.9	P	6.10	11.10	f 5.51	7.52	411 1.30		2.40	
	223 8.27	10.15	668 2.10	s10.42	10.36	667 s 8.27	1.44	87	27	38.6	4.8 SACO	SA	114.1	DN PW	6.03	11.02	s 5.43	7.45	1.00		411 2.10	
	9.20	10.42	2.30	10.53	28 10.48	f 8.40	1.53	88	3	45.4	6.8 ASHFIELD		107.3	P	5.53	1 10.48	f 5.30	7.35	12.25Pm		1.35	
	28 10.33	3 11.05	3.00	401 11.05	11.01	f 8.55	2.01	87	3	52.6	7.2 BOWDOIN		100.1	P	5.42	667 10.33	f 5.15	7.26	11.50		1.15	
	1-402 11.14	11.35	3.30	11.16	402-667 11.14	f 9.10	2.10	88	5	59.6	7.0 STRATER		93.1	P	5.32	10.21	f 5.02	7.16	1-667 11.14		12.55	
	668 12.35Pm	12.10Am	3.57	s11.28	s11.27	s 9.23	2.17	87	115	65.5	5.9 MALTA	MT	87.2	DN W	s 5.22	s10.10	s 4.50	s 7.06	10.40		667 12.35	
	1.30	12.30	224 4.40	11.36	11.33	f 9.34	2.22	87	3	70.2	4.7 EXETER		82.5	P	5.11	9.59	411 f 4.40	6.55	10.10		12.01Pm	
Lv 2 5.30Am	Ar 2.00Pm	12.52	5.10	11.44	668 11.40	402-28 s 9.50	2.28	87	111	75.1	4.9 WAGNER	WA	77.6	R DN WC Y	669 5.02	402-223 9.50	s 4.30	6.47	223-28 9.50		1 11.40	
6.10		1.25	5.50	s11.58	11.52	s10.04	2.37	87	5	82.8	7.7 DODSON	DN	69.9	D P	4.51	9.36	s 4.13	6.35	9.10		11.05	
6.45		1.45	4 6.25	12.09Am	11.59	f10.15	2.44	84	5	88.7	5.9 HARO		64.0	PW	4.42	9.26	f 4.00	411 6.25	8.40		10.40	
7.15		2.05	6.55	12.18	12.07Pm	668 s10.23	2.50	87	3	93.0	4.3 COBURG	CO	59.7	D P	4.35	9.19	s 3.51	6.19	8.17		223 10.23	
402 7.55		2.25	7.15	12.26	12.15	s10.34	2.56	87	17	98.0	5.0 SAVOY		54.7	PW	4.27	9.11	s 3.40	6.11	669 7.55		9.55	
8.20		27 3.04	7.40	12.37	12.25	f10.45	401 3.04	87	4	104.5	6.5 MONTAUK		48.2	P	4.17	9.01	f 3.26	6.02	7.25		9.30	
28-668 8.52		3.30	8.10	s12.48	12.35	s10.58	3.10	87	34	110.0	5.5 HARLEM	HM	42.7	DN	4.09	668-669 8.52	s 3.15	s 5.55	7.00		28-669 8.52	
9.30		2 4.00	8.40	12.57	12.46	f11.08	3.18	87	3	116.2	6.2 MADRAS		36.5	P	401 4.00	8.42	f 3.02	5.43	6.35		7.30	
9.55		4.20	9.05	1.05	12.58	s11.20	3.25	87	17	122.1	5.9 ZURICH		30.6	PW	3.51	8.33	s 2.50	5.34	6.10		7.10	
10.15		4.32	9.25	1.10	1.05	f11.25	3.29	87	3	125.5	3.4 NORTH FORK		27.2	P	3.45	8.28	f 2.41	5.28	5.48		6.50	
223 11.35		4.47	10.00	s 1.20	s 1.17	669 s11.35	2 3.36	87	61	131.1	5.6 CHINOOK	CK	21.6	DN	27 s 3.36	s 8.20	s 2.28	s 5.18	5.30		6.30	
12.10Pm		402 5.10	10.35	1.33	1.33	f11.48	3.46	86	12	139.1	8.0 YANTIC		13.6	PW	3.17	8.06	f 2.08	5.02	401 5.10		5.55	
12.45		668 5.35	11.00	1.45	224 1.45	f12.01Pm	3.55	87	43	145.9	6.8 TOLEDO		6.8	P	3.07	7.55	f 1 1.45	4.52	4.35		401 5.35	
Ar 224 1.20Pm		Ar 6.00Am	Ar 11.30Pm	Ars 2.00Am	Ars 2.00Pm	Ars12.15Pm	Ars 402 4.05Am		Yard	152.7	HAVRE	DS-HV		R⊛DN WCT O	Lv 2.55Am	Lv 7.45Am	Lv 669 1.25Pm	Lv 4.40Pm	Lv 27 4.05Am		Lv 4.45Am	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex.Sunday	Daily								Daily	Daily	Daily Ex. Sunday	Daily	Daily		Daily Ex. Sunday	
669	667	401	411	3	1	223	27								2	28	224	4	402		668	
7.50 10.0	9.30 8.0	10.35 14.2	12.30 12.2	4.25 34.6	4.25 34.6	5.10 29.6	3.10 48.1				Time Over District Average Speed Per Hour				4.10 36.6	4.35 33.3	5.35 27.5	4.10 36.6	12.15 12.5		13.15 11.6	

Special Rules.

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

No. 27 is Superior to all other trains, opposing first class trains will clear No. 27 five (5) minutes, other opposing trains will clear No. 27 ten (10) minutes. All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is show.

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 55 miles per hour, and for freight trains 30 miles per Hour.

Reduce speed to 15 miles per hour over sink hole 2½ miles east of Hinsdale.

Local freight trains will carry passengers when provided with proper transportation.

Yard Limits Boards at Havre, Wagner and Glasgow.

INITIAL STATIONS.

Glasgow for trains Nos. 1, 3, 27, 223, 401, 411, 667.
Wagner " " No. 669.
Havre " " Nos. 2, 4, 28, 224, 402, 668.

TERMINAL STATIONS.

Havre for trains Nos. 1, 3, 27, 223, 401, 411, 669.
Wagner " " No. 667.
Glasgow " " Nos. 2, 4, 28, 224, 402, 668.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Glasgow	Switch at	Car Capacity
Putnam	20	Each End	11
Woolridge Spur	47.4	East End	8

Time Table No. 81.

In Effect September 12, 1915.

THIRD CLASS.				SECOND CLASS.			Capacity of Side Tracks		Distance from Havre	STATIONS.	Telegraph Calls	FIRST CLASS.							
659	657	675		435	411	401	Passing Tracks	Other Tracks				3	27	235	231	239	223	1	43
Local Freight	Local Freight	Butte Div. Local Freight		Butte Div. Time Freight	Freight	Time Freight						Passenger	Fast Mail	Butte Div. Passenger	Passenger	Butte Div. Passenger	Butte Div. Passenger	Passenger	Butte Div. Passenger
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily
	Lv 5.30Am	Lv 6.00Am			Lv 11.00Am	Lv 28 7.30Am		Yard		HAVRE	DS-HV	Lv 236 2.15Am	Lv 4.15Am	Lv 4.40Am	Lv 10.30Am		Lv 2.05Pm	Lv 2.15Pm	
	5.50	Ar 6.25Am			11.25	7.50	64	25	4.1	4.1 PACIFIC JUNCTION		2 2.30	4.21	Ars 4.50Am	f10.40		Ars 2.15Pm	2.25	
	6.10				11.59	8.15	75	9	10.1	6.0 BURNHAM		2.40	4.30		s10.50			2.35	
	6.30				12.27Pm	8.35	75	16	14.6	4.5 FRESNO		2.47	4.35		s11.00			658 2.45	
	28 6.57				12.55	9.00	75	16	19.3	4.7 KREMLIN	KN	2.55	4.42		s11.10			2.55	
	7.15				658 1.25	9.30	75	6	25.2	5.9 XENIA		3.04	4.50		f11.20			3.05	
	7.50				2.00	10.00	75	40	29.4	4.3 GILDFORD	GR	3.10	4.55		s11.30			3.15	
	8.35				1-4 3.29	10.30	75	35	35.3	5.8 HINGHAM	HG	3.22	5.03		s11.42			4-411 3.29	
	9.20				3.55	11.00	75	16	41.3	6.0 RUDYARD	RU	3.32	5.10		658 s11.55			3.39	
	10.18				4.20	658 11.30	75	16	47.6	6.3 INVERNESS	RN	3.42	5.20		s12.08Pm			3.49	
	658 11.15				4.35	11.50	75	16	51.5	3.9 JOPLIN	JO	3.47	5.25		s12.17			3.55	
	231 12.15Pm 401 12.28				5.00	657 12.15Pm	60	6	56.5	5.0 BISON		3.55	5.31		657 f12.28			4.03	
Lv 6.30Am	Ar 1.30Pm				232 5.30	231 12.42	80	64	61.5	5.0 CHESTER	CH	s 4.10	28 5.38		401 s12.42			4.11	
6.43					6.05	1.15	70	16	67.2	5.7 TIBER		4.20	5.46		f12.56			4.20	
7.00					6.35	1.50	75	16	74.6	7.4 LOTHAIR	HA	4.32	5.55		s 1.15			4.32	
7.17					402 7.05	4 2.15	75	97	80.5	5.9 GALATA	GA	4.41	6.05		s 1.30			232 4.42	
658 7.35					7.35	2.45	70	20	86.4	5.9 DEVON	CD	28 4.50	6.13		s 1.45			4.55	
8.05					8.00	3.10	70	16	90.8	4.4 TELSTAD		5.00	6.19		4 f 2.00			5.04	
8.40					8.25	3.38	70	15	95.2	4.4 DUNKIRK	DK	5.08	6.24		s 2.10			5.13	
9.05					8.50	232 4.00	75	6	100.9	5.7 FARRELL		5.18	658 6.31		f 2.20			402 5.24	
10.00				Lv 11.20Am	9.15	4.25	110	20	104.4	3.5 SHELBY	SJ	s 5.28	6.37		s 2.28	Lv 11.50Am		5.31	Lv 5.41Pm
11.00				11.47	9.30	402 4.43	65	59	106.8	2.4 VIRDEN	VR	658 5.35	6.41		232 Ars 2.35Pm	Ars 11.58Am		5.36	5.49
11.50				12.15Pm	10.00	5.13	70	6	112.3	5.5 SIMLA		44 5.47	6.50					5.47	f 6.00
4-435 12.50Pm 1.22436				436-659 12.50	10.25	5.40	70	15	117.7	5.4 ETHRIDGE	DG	5.57	6.56					5.59	f 6.12
1.45				4 1.18	10.50	6.07 1-6.25 43	70	4	121.3	3.6 BORU		6.06	7.03					401 6.07	401 f 6.25
2.05				1.42	2 11.20	7.00	75	28	125.2	3.9 BALTIC		6 15	7.11					6.15	f 6.38
402 Ar 2.30Pm				Ar 2.00Pm	Ar 11.45Pm	Ar 7.25Pm		Yard	128.7	3.5 CUT BANK	CT	Ars 6.25Am	Ars 7.17Am					Ars 6.25Pm	Ars 6.50Pm
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily
659	657	675		435	411	401						3	27	235	231	239	223	1	43
8.00 8.4	8.00 7.8	.25 9.8		2.40 9.1	12.45 10.1	11.55 10.8				Time Over District Average Speed Per Hour		4.10 30.9	3.02 42.1	.10 24.6	4.05 26.4	.08 18.4	.10 24.6	4.10 30.9	1.09 21.1

Special Rules.

West Bound Trains are Superior to East Bound 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 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.
Train No. 4 has right over Nos. 231 and 239 Virden to Shelby.
Nos. 1, 2, 27 and 28 will register by card at Shelby.

Maximum rate of speed for passenger trains except No. 27 between Havre and Chester 50 miles per hour, and between Chester and Cut Bank 55 miles per hour and for freight trains between Havre and Cut Bank (30) miles per hour.
Local freight trains may carry passengers when provided with proper transportation.
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.

Time Table No. 81

In Effect September 12, 1915

FIRST CLASS							
2	240	232	4	224	44	28	236
Passenger	Butte Div. Passenger	Passenger	Passenger	Butte Div. Passenger	Butte Div. Passenger	Express	Butte Div. Passenger
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily
Ars 2.40Am		Ars 7.50Pm	Ars 4.25Pm	Ars 12.30Pm		Ars 401 7.30Am	Ars 3 2.10Am
3 2.30		f 7.38	4.16	Lv 12.20Pm		7.22	Lv 2.00Am
2.20		s 7.24	4.07			7.12	
2.13		s 7.14	4.01			7.04	
2.06		s 7.04	3.55			657 6.57	
1.58		f 6.52	3.47			6.47	
1.51		s 6.43	3.40			6.39	
1.43		s 6.30	1–411 3.29			6.29	
1.34		s 6.17	3.17			6.18	
1.24		s 6.04	3.07			6.07	
1.18		s 5.53	3.02			6.00	
1.10		f 5.42	2.54			5.50	
1.01		s 411 5.30	s 2.45			27 5.38	
12.52		f 5.15	2.35			5.21	
12.41		s 5.00	2.25			5.09	
12.31		s 1 4.42	401 2.15			5.00	
12.22		s 4.27	2.07			3 4.50	
12.15		f 4.17	231 2.00			4.41	
12.08Am		s 4.09	1.54			4.35	
11.59		401 f 4.00	1.46			4.28	
11.53	Ars 232 3.45Pm	240 s 3.50 / s 3.10	s 1.40		Ars 658 6.08Am	s 4.22	
11.48	Lv 3.37Pm	Lv 231 3.00Pm	436 1.35		6.00	4.17	
11.40			1.28		f 3 5.47	4.10	
11.32			659 1.22		f 5.34	4.03	
11.26			435 1.18		f 5.28	3.58	
411 11.20			1.13		f 5.22	3.53	
Lv 11.10Pm			Lv 1.05Pm		Lv 5.12Am	Lv 658 3.45Am	
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily
2	**240**	**232**	**4**	**224**	**44**	**28**	**236**
3.30 / 36.8	.08 / 18.4	4.50 / 25.1	3.20 / 38.6	.01 / 24.6	.56 / 26.1	3.45 / 34.3	.10 / 24.6

Time Over District / Average Speed Per Hour

STATIONS	Distance from Cut Bank	SIGNS (See Rule 3, Page 10)
.....HAVRE.....	128.7	R@DN WCT O
4.1 .....PACIFIC JUNCTION.....	124.6	P Y
6.0 .....BURNHAM.....	118.6	PW
4.5 .....FRESNO.....	114.1	P
4.7 .....KREMLIN.....	109.4	D P
5.9 .....XENIA.....	103.5	P
4.3 .....GILDFORD.....	99.2	DN W
5.8 .....HINGHAM.....	93.4	D P
6.0 .....RUDYARD.....	87.4	D P
6.3 .....INVERNESS.....	81.1	D PW
3.9 .....JOPLIN.....	77.2	D P
5.0 .....BISON.....	72.2	P
5.0 .....CHESTER.....	67.2	DN WC
5.7 .....TIBER.....	61.5	P
7.4 .....LOTHAIR.....	54.1	D P
5.9 .....GALATA.....	48.2	D P
5.9 .....DEVON.....	42.3	D PW
4.4 .....TELSTAD.....	37.9	P
4.4 .....DUNKIRK.....	33.5	D P
5.7 .....FARRELL.....	27.8	P
3.5 .....SHELBY.....	24.3	R DN W
2.4 .....VIRDEN.....	21.9	D PW Y
5.5 .....SIMLA.....	16.4	P
5.4 .....ETHRIDGE.....	11.0	DNPW
3.6 .....BORU.....	7.4	PW
3.9 .....BALTIC.....	3.5	P
3.5 .....CUT BANK.....		R@DN WCTY

SECOND CLASS			
436	402		
Butte Div. Time Freight	Time Freight		
Daily	Daily		
	Ar 1.30Am		
	1.15		
	12.52		
	12.35		
	12.15Am		
	11.45		
	11.20		
	10.50		
	10.20		
	9.50		
	9.30		
	9.05		
	8.40		
	8.10		
	7.35		
	411 7.05		
	6.35		
	6.15		
	5.46		
	1 5.24		
Ar 1.55Pm	4.58		
4 1.35	401 4.43		
1.10	4.11		
659-435 12.50	3.40		
12.25	3.25		
12.01Pm	3.05		
Lv 11.30Am	Lv 659 2.45Pm		
Daily	Daily		
436	**402**		
2.25 / 10.1	10.45 / 11.9		

THIRD CLASS			
658	676		
Local Freight	Butte Div. Local Freight		
Daily Ex. Sunday	Daily Ex. Sunday		
Ar 3.50Pm	Ar 4.10Pm		
3.30	Lv 3.50Pm		
3.05			
1 2.45			
2.05			
411 1.25			
12.55			
12.25Pm			
231 11.55			
401 11.30			
657 11.15			
10.37			
10.00			
8.55			
8.25			
7.55			
659 7.35			
7.10			
6.55			
27 6.31			
44 6.00			
3 5.35			
5.15			
4.55			
4.35			
4.20			
Lv 28 4.00Am			
Daily Ex. Sunday	Daily Ex. Sunday		
658	**676**		
11.50 / 10.9	.20 / 12.3		

Special Rules.

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

Trains from Sweet Grass Line or originating at Virden will not occupy main line without authority from Dispatcher.

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

Yard Limit Boards at Havre, Chester, Shelby, Virden and east of Cut Bank.

INITIAL STATIONS.

Havre for trains Nos. 1, 3, 27, 231, 223, 235, 401, 411, 657, 675.
Pacific Jct " " Nos. 236, 224, 676.
Chester " " No. 659.
Shelby " " Nos. 43, 239, 435.
Cut Bank " " Nos. 2, 4, 28, 44, 402, 436, 658.
Virden " " No. 232, 240.

TERMINAL STATIONS.

Cut Bank for trains Nos. 1, 3, 27, 43, 401, 411, 435, 659.
Virden " " No. 231, 239.
Shelby " " Nos. 44, 240, 436.
Chester " " No. 657.
Pacific Jct. " " Nos. 223, 235, 675.
Havre " " Nos. 2, 4, 28, 224, 232, 236, 402, 676, 658.

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 Scobey is 20 miles per hour.

INITIAL STATIONS.

Bainville for trains Nos. 225, 661.
Scobey for trains Nos. 226, 662.

TERMINAL STATIONS.

Bainville for trains Nos. 226, 662.
Scobey for trains Nos. 225, 661.

Time Table No. 81

In Effect September 12, 1915.

THIRD CLASS 661 Local Freight Mon., Wed. and Fri.		FIRST CLASS 225 Passenger Daily Ex. Sunday	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Distance from Bainville	STATIONS	Telegraph Call	Distance from Scobey	SIGNS (See Rule 3, Page 10)	FIRST CLASS 226 Passenger Daily Ex. Sunday		THIRD CLASS 662 Local Freight Tue., Thur. and Sat.
Lv 6.00Am		Lv 7.45Am	85	6	....	BAINVILLE		97.7	R DNPWC Y	Ars 5.00Pm		Ar 4.20Pm
6.45		s 8.20		29	10.6	10.6 McCABE		87.4	D P	s 4.25		3.40
7.25		s 8.50		40	19.3	8.7 FROID		78.7	D P	s 3.55		3.10
7.55		s 9.15		29	25.6	6.3 HOMESTEAD		72.4	D P	s 3.30		2.45
8.50		s 9.35		40	31.7	6.0 MEDICINE LAKE		66.3	D PW	s 3.10		2.20
9.20		s10.00		29	39.1	7.4 RESERVE		58.9	D P	s 2.45		1.20
9.55		s10.20		29	45.4	6.2 ANTELOPE		52.6	D P	s 2.25		12.55
225 10.45		661 s10.45	52	47	53.4	8.0 PLENTYWOOD		44.6	R D PWC Y	s 2.00		12.05Pm
11.20		662 s11.05		25	59.8	6.4 LINDLEY		38.0		s 1.35		225 11.05
11.50		s11.25		25	66.5	6.7 ARCHER		31.3		s 1.15		10.35
226 12.55Pm		s11.45		25	73.2	6.7 REDSTONE		24.5	D P	661 s12.55		10.10
1.25		s12.05Pm		25	79.7	6.5 NAVAJO		18.0	W	s12.35		9.40
2.00		226 s12.20		25	85.2	5.4 FLAXVILLE		12.6	D P	12.20 225 s12.15Pm		9.10
2.30		s12.45		25	90.3	5.1 MADOC		7.4	D P	s11.55		8.45
Ar 3.15Pm		Ars 1.10Pm	52	47	97.7	7.4 SCOBEY		....	R D PWC Y	Lv 11.30Am		Lv 8.00Am
Mon., Wed. and Fri.		Daily Ex. Sunday								Daily Ex. Sunday		Tue., Thur. and Sat.
661		225								226		662
9.15 10.6		5.25 18.1				Time Over District Average Speed Per Hour				5.30 17.8		8.20 11.8

Special Rules.

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

Maximum rate of speed for trains between Snowden Watford and Lambert 25 miles per hour, and over bridges Missouri and Yellowstone Rivers, 8 miles per hour.

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

INITIAL STATIONS.

Snowden for train No. 375.
Fairview for trains Nos. 371, 377, 379.
Watford for trains Nos. 372, 376.
Sidney for train No. 378.
Lambert for train No. 380.

TERMINAL STATIONS.

Lambert for train No. 379.
Sidney for train No. 377.
Watford for trains Nos. 371, 375.
Fairview for trains Nos. 372, 378, 380.
Snowden for train No. 376.

WEST BOUND — FIFTH DISTRICT—BETWEEN SNOWDEN, FAIRVIEW AND WATFORD — EAST BOUND

Time Table No. 81 — In Effect September 12, 1915.

THIRD CLASS 371 Local Freight Mon., Wed. and Fri.	SECOND CLASS 375 Mixed Daily Ex. Sunday	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Distance from Snowden	STATIONS	Telegraph Calls	Distance from Watford	SIGNS (See Rule 3, Page 10)	SECOND CLASS 376 Mixed Daily Ex. Sunday	THIRD CLASS 372 Local Freight Mon., Wed. and Fri.
	Lv 7.35Am		162	....	SNOWDEN	SN	50.58	D PWC Y	Ars 4.46Pm	
	s 8.15		42	9.14	9.14 DORE		41.44		s 4.06	
	s 8.30		39	13.51	4.37 EAST FAIRVIEW		37.07		s 3.36	
Lv 9.30Am	s11.56		27	14.30	.51 FAIRVIEW		36.44	D PWC Y	s 3.31	Ar 6.00Pm
10.00	s12.13Pm		35	19.27	5.13 CARTWRIGHT		31.31	P	s 3.13	5.40
10.40	s12.32		39	27.13	7.86 CHARBONEAU		23.45	D P	s 2.53	5.05
11.15	s12.50	45	27	33.04	5.91 ALEXANDER		17.54	D P	s 2.38	4.35
11.55	s 1.02		35	37.93	4.89 RAWSON		12.65	D PW	s 2.26	3.55
12.30Pm	s 1.14	84	40	43.19	5.26 ARNEGARD		7.39	D P	s 2.14	3.20
Ar 1.10Pm	Ars 376 1.34Pm	61	51	50.58	7.39 WATFORD		....	D P C Y	Lv 375 1.54Pm	Lv 2.30Pm
Mon., Wed. and Fri.	Daily Ex. Sunday								Daily Ex. Sunday	Mon., Wed. and Fri.
371	375								376	372
4.40 8.00	2.53 17.7				Time Over District Average Speed Per Hour				2.52 17.7	3.30 10.6

WEST BOUND — SIXTH DISTRICT—BETWEEN FAIRVIEW, SIDNEY AND LAMBERT — EAST BOUND

Time Table No. 81 — In Effect September 12, 1915.

SECOND CLASS 379 Mixed Tue., Thur. and Sat.	SECOND CLASS 377 Mixed Daily Ex. Sunday	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Distance from Fairview	STATIONS	Telegraph Calls	Distance from Lambert	SIGNS (See Rule 3, Page 10)	SECOND CLASS 378 Mixed Daily Ex. Sunday	SECOND CLASS 380 Mixed Tue., Thur. and Sat.
Lv 7.00Am	Lv 8.40Am		27	.....	FAIRVIEW		36.44	D PWC Y	Ars11.16Am	Ars 3.05Pm
s 7.26	s 8.52		47	4.11	4.11 RIDGELAWN		32.33		s11.05	s 2.50
s 7.54 9.20	Ars 9.12Am			10.50	6.39 SIDNEY		25.94	D PWC Y	Lv 10.45Am	2.30 s 2.00
s 9.35				14.78	4.28 NEWLON JCT		21.66	P		f 1.45
s 9.40			31	16.13	1.35 JENKS		20.31			s 1.40
s10.00			33	21.43	5.30 EPWORTH		15.01			s 1.20
s10.30			31	28.86	7.43 GETTYSBURG		7.58	W		s12.50
Ars11.00Am		48	41	36.44	7.58 LAMBERT		....	D C Y		Lv 12.20Pm
Tue., Thur. and Sat.	Daily Ex. Sunday								Daily Ex. Sunday	Tue., Thur. and Sat.
379	377								378	380
4.00 9.0	.32 20.7				Time Over District Average Speed Per Hour				.31 20.7	2.45 13.1

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

STATIONS	Ruling Grade	Class O1 3040-3061				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 J1-1500-1548 " J2-1550-1649				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 D1-300 " 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	3200	2880	2560	2240					2500	2250	2000	1750	2300	2070	1840	1610	2000	1800	1600	1400	1400	1260	1120	980	1350	1215	1080	945	1300	1170	1040	910	1125	1015	900	790
Glasgow to Williston	.4	4000	3600	3200	2800					2800	2520	2240	1960	2800	2520	2240	1960	2300	2070	1840	1610	1800	1620	1440	1260	1750	1575	1400	1225	1700	1530	1360	1190	1300	1170	1040	910
Glasgow to Havre	.4	3200	2880	2560	2240					2500	2250	2000	1750	2300	2070	1840	1610	2000	1800	1600	1400	1400	1260	1120	980	1350	1215	1080	945	1300	1170	1040	915	1125	1015	900	790
Havre to Glasgow	.4	4000	3600	3200	2800					2800	2520	2240	1960	2800	2520	2240	1960	2300	2070	1840	1610	1800	1620	1440	1260	1750	1575	1400	1225	1700	1530	1360	1190	1300	1170	1040	910
Havre to Cut Bank	1.0	1800	1620	1440	1260	1450	1305	1160	1015	1200	1080	960	840	1200	1080	960	840	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	2400	2160	1920	1680	1800	1620	1440	1260	1425	1285	1140	1000	1500	1350	1200	1050	1250	1125	1000	875	960	865	770	670	950	855	760	665	875	790	700	615	850	765	680	595
Bainville to Plentywood	.8																	**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**
Plentywood to Scobey	1.5																	675	650	625	600	525	500	475	450									375	350	325	300
Scobey to Plentywood	1.0																	900	810	720	630	725	650	580	510									550	490	435	380

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
Cabooses, 8 wheel	17 Tons	Engines numbered in 900 series (except 992 to 997)	115 Tons
Cabooses, 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	173 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 Tons		
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.

AUTOMATIC BLOCK SIGNALS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

505. Omitted.

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

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

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

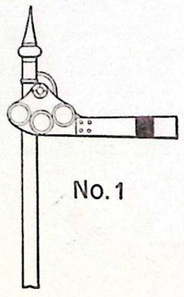
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The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

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

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

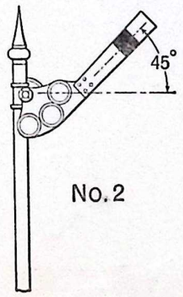
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

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



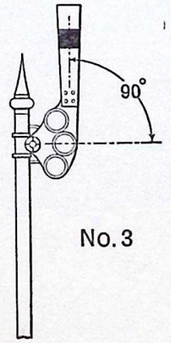
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



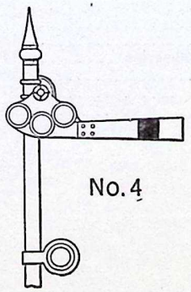
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



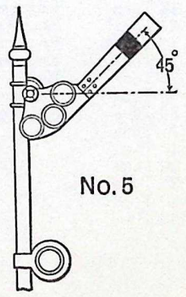
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



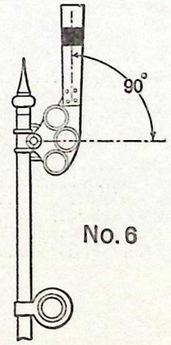
HOME
AUTOMATIC BLOCK SIGNAL.

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



HOME
AUTOMATIC BLOCK SIGNAL.

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



HOME
AUTOMATIC BLOCK SIGNAL.

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

INTERLOCKING SIGNALS.

ENGINEMEN AND TRAINMEN.

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

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

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

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

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

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

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

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

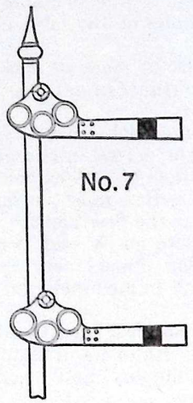
669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

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

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

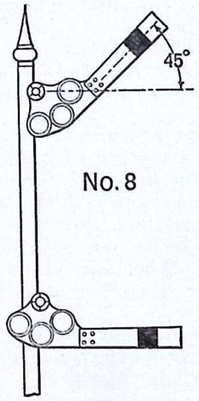
623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track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

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



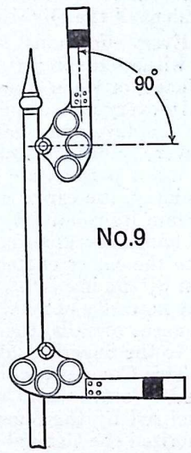
INTERLOCKING HOME SIGNAL.

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



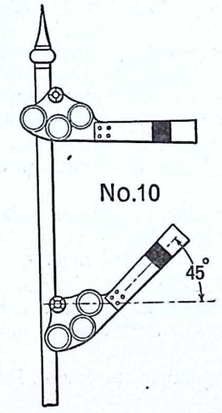
INTERLOCKING HOME SIGNAL.

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



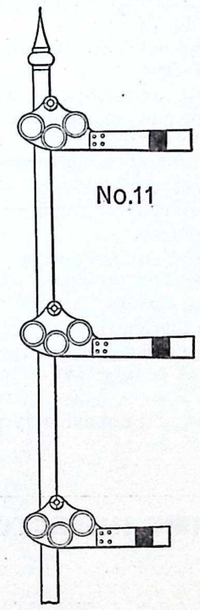
INTERLOCKING HOME SIGNAL.

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



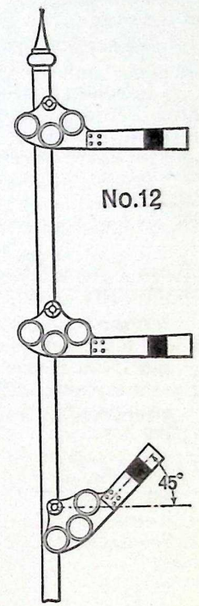
INTERLOCKING HOME SIGNAL.

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



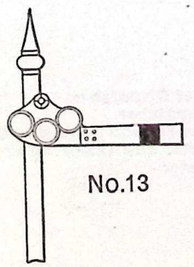
INTERLOCKING HOME SIGNAL.

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



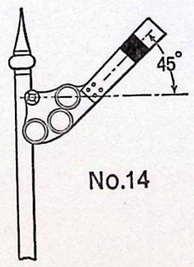
INTERLOCKING HOME SIGNAL.

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



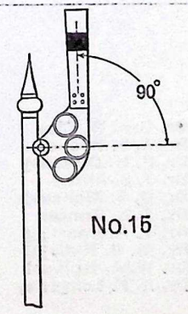
INTERLOCKING DISTANT SIGNAL.

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



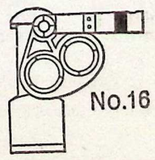
INTERLOCKING DISTANT SIGNAL.

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



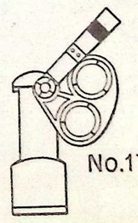
INTERLOCKING DISTANT SIGNAL.

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



DWARF SIGNAL.

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



DWARF SIGNAL.

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

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 passenger 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, occupations and addresses 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 Sueprintendent 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
Fairview	J. B. Finneman
Glasgow	C. R. St. Claire
Havre	A. M. Grimmer
Cut Bank	M. S. Bush

COMPANY SURGEONS.

Dr. J. A. QUINN, Chief Surgeon, Pittsburg Building, St. Paul.
Dr. Earl Strain, Opthalmic Surgeon, Great Falls, Mont.

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

Williston	Dr. F. H. Van Dyke	Malta	Dr. Geo. W. Clay
Mondak	Dr. J. M. Drake	Harlem	Dr. A. S. Rooney
Fairview	Dr. J. R. Perkins	Chinook	Dr. P. H. O'Malley
Plentywood	Dr. E. G. Steele	Havre	Dr. J. S. Almas
Scobey	Dr. A. S. Needles	Havre	Dr. D. S. McKenzie
Culbertson	Dr. T. W. Collinson	Havre	Dr. J. A. Duncan
Poplar	Dr. J. L. Atkinson	Chester	Dr. T. A. Ewart
Glasgow	Dr. M. D. Hoyt	Shelby	Dr. M. D. Ridle
Glasgow	Dr. A. N. Smith	Cut Bank	Dr. W. A. Hulbush
Saco	Dr. R. P. Minnick	Great Falls	Dr. A. F. Longeway

A. L. DECKER, Dispatcher
J. C. KOERNER, "
J. G. KRINBRING "
O. R. TYRRELL "
S. R. FAUST "

F. L. ADAMS, Ass't Chief Dispatcher
D. S. DAILEY, Chief Dispatcher
R. R. SCHULE, Trainmaster and Traveling Engineer
J. H. LLOYD, Trainmaster and Traveling Engineer
P. W. DOLES, Trainmaster

GREAT NORTHERN RAILWAY
and Connections.