

GREAT NORTHERN RAILWAY



KALISPELL DIVISION.



TIME TABLE No. 15

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

WEDNESDAY, SEPTEMBER 16, 1925

Superseding Time Table No. 14 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

Photographed from the Michael J Denuty Collection by Charles V Mutschler. Converted to PDF by Dean Ogle.

M. C. LaBERTEW, Superintendent.

J. C. ROTH, General Superintendent of Transportation.

J. H. O'NEILL, General Manager.

W. R. SMITH, General Superintendent.

FIRST SUBDIVISION—CUTBANK TO WHITEFISH.

THIRD CLASS		SECOND CLASS				Car Capacity of Sidings		Station Numbers	Distance from Cutbank	Time Table No. 15 Effective Sept. 16, 1925.		FIRST CLASS			
733	683	473	461	459	447	Pending Tracks	Other Tracks			STATIONS	43	3	27	1	
Local	Local	Time Freight	Time Freight	Time Freight	Time Freight				Passenger	Passenger	Fast Mail	Passenger			
Mon., Wed., Fri.	Tues., Thurs., Sat.	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily			
L 6:00am		L 6:30pm	L 11:30am	L 5:30am	L 12:10am	Yard 1135	1087		.....CUTBANK.....	CT	L 3:15am	L 6:30am	L 8:50am	L 6:05pm
* 6:18		6:55	11:50	5:50	12:30	W70 W11	1093	5.67	5 67.....CADMUS.....		f 3:29	6:44	9:02	6:19	
* 6:32		7:10	12:05pm	6:05	12:45	E 35	1095	9.24	3 57.....SEVILLE.....		f 3:36	6:50	9:08	6:27	
* 6:58		7:25	12:30	6:25	1:05	E 70 W70 W 8	1100	14.49	5 25.....CARLOW.....		f 3:45	7:33 6:58	9:16	6:36	
* 7:20		7:40	12:50	6:45	1:25	W10	1106	19.91	5 42.....MERIWETHER.....		f 3:55	7:06	9:24	6:45	
* 7:40		8:00	1:10	7:15	1:50	E142 W70 E 16	1112	25.91	6 00.....BLACKFOOT.....	BF	* 4:06	7:15 4:59	9:34	6:55	
* 8:12		8:30	1:40	7:40	2:25	E 94 W04 59	1120	33.57	7 66.....BROWNING.....	BO	* 4:25	7:29	9:50	7:09	
* 8:45		8:50	2:00	8:02	2:45	E 77 W72 W 8	1125	38.06	5 39.....DURHAM.....		f 4:37	7:40	10:02	7:22	
* 9:05		9:23	2:20	8:25	3:00	100	7	1130	4 00.....KILROY.....		f 4:45	7:48	10:11	7:34	
* 9:30		9:45	2:40	8:50	3:30	E 73 W70 55	1133	47.13	3 27.....OLACIER PARK.....	MD	* 4:58	8:05	7:31-4 10:20	7:53	
* 9:45		10:05	2:55	9:05	3:45	88	5	1136	3 11.....TALBOT.....		f 5:04	8:13	10:28	8:02	
* 10:05		10:20	3:10	9:20	3:55	E70 W70 5	1141	52.05	2 71.....LUBEC.....		f 5:10	8:21	10:35	8:10	
* 10:27		10:35	3:25	9:30	4:15	81	2	1144	3 22.....ARKLOW.....		f 5:17	8:27	10:42	8:17	
* 10:50		* 10:55	* 3:45	* 9:45	* 4:35	E68 W76 30	1147	59.20	3 03.....SUMMIT.....	8M	* 5:25	* 8:33	7:33 * 10:50	* 8:25	
* 11:30		11:10	4:00	10:05	4:55	E68		1150	3 25.....SKYLAND.....		f 5:32	8:42	10:56	8:33	
* 11:42		11:25	4:15	10:25	5:10	E69 E 7	1153	66.01	3 55.....FIELDING.....	FD	f 5:38	8:52	11:02	8:42	
* 11:55		11:35	4:30	10:40	5:25			1157	3 08.....HIGHGATE.....		f 5:44	9:00	11:07	8:50	
* 12:10pm		* 11:50	* 4:50	* 10:55	* 5:40	E 70 W73 E 10	1161	73.52	4 43.....JAVA.....	VA	f 5:52	9:10	11:14	8:59	
A 12:30pm	L 7:00am	12:10am	5:10	11:22	5:50	E90 W65 247	1165	77.42	3 00.....ESSEX.....	8X	* 6:02	* 9:25	4:59 11:22	9:09	
* 7:30		12:30	5:25	11:45	6:14	71 E 14	1171	83.64	6 22.....PAOLA.....		f 6:14	9:37	11:32	9:20	
* 8:00		12:40	5:40	12:01pm	6:45	E 70 E 15	1175	87.90	4 26.....GARRY.....		f 6:21	9:45	11:39	9:30	
* 8:30		12:55	5:55	12:17	7:05	E 82 W70 16	1181	93.29	5 30.....NYACK.....	NY	f 6:31	9:56	11:48	9:41	
* 8:50		1:10	6:10	12:32	7:20	89	8	1186	4 57.....DOODY.....		f 6:41	10:05	11:56	9:50	
* 9:30		1:30	6:38	12:55	7:35	E130 W70 30	1192	104.20	6 04.....BELTON.....	BE	* 6:54	5:54 * 10:20	12:08pm	10:05	
* 9:50		1:40	6:55	1:05	7:50	69	14	1195	3 10.....EGAN.....		f 7:00	10:28	12:13	10:13	
* 10:30		1:55	7:20	1:20	8:10	E 76 W69 18	1200	112.58	5 25.....CORAM.....	CM	f 7:10	10:40	12:22	10:27	
* 11:40		2:30	7:45	1:45	8:35	77	250	1207	7 22.....COLUMBIA FALLS.....	CF	* 7:25	6:53 * 11:03	12:36	* 10:50	
* 11:55		2:40	7:55	1:55	8:45	E 8	WA4	122.74	2 94.....HALF MOON.....		f 7:31	11:11	12:40	10:56	
A 12:30pm		A 3:10am	A 8:10pm	A 2:10pm	A 9:05am	Yard 970	WA8	127.44	4 70.....WHITEFISH.....	WF	A 7:40am	A 11:20am	A 12:47pm	A 11:05pm	
Mon., Wed., Fri.	Tues., Thurs., Sat.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	
733	683	473	461	459	447						43	3	27	1	
4.30 11.9	5.30 9.9	8.40 14.75	8.40 14.75	8.40 14.75	8.55 14.30						4.35 23.55	4.80 26.5	5.57 31.5	5.00 25.5	

Time Over Subdivision
Average Speed Per Hour

A. H. O'NEIL, General Manager
J. C. ROY, General Superintendent of Transportation
W. R. SMITH, General Superintendent

EASTWARD. FIRST SUBDIVISION—WHITEFISH TO CUT BANK.

FIRST CLASS				Time Table No. 15 Effective Sept. 15, 1925.	STATIONS	Distance from Whitefish	SIGNS	THIRD CLASS	
4	44	28	2					684	734
Passenger Daily	Passenger Daily	Fast Mail Daily	Passenger Daily					Local Mon. Wed. Fri.	Local Tue. Thurs. Sat.
A 11:55 Am	A 1:55 Am	A 11:40 Pm	A 10:40 Pm		CUT BANK	127.44	R@DNPWCT I	A 1:30 Pm	
11:44	f 1:35	11:26	10:26	DOUBLE TRACK	5.07 CADMUS	121.77	P	* 1:10	
11:38	f 1:29	11:20	10:19		3.57 SEVILLE	118.20	P	* 1:00	
11:30	f 1:18	11:13	10:11		5.25 CARLOW	112.05	PW	*12:45	
11:20	f 1:05	11:06	10:05		5.42 MERIWETHER	107.53	P	*12:25	
11:10	*12:53	10:57	9:55		6.00 BLACKFOOT	101.53	DNPW	*12:05 Pm	
*10:53	*12:35	10:45	9:43		7.66 BROWNING	93.87	DNPWC Y	*11:25	
10:43	f12:20	10:35	9:31		5.39 DURHAM	88.48	P	*10:50	
10:35	f12:10 Am	10:25	9:23		4.90 KILROY	83.58	P	*10:35	
27-734 *10:20	*11:59	10:15	9:12		3.27 GLACIER PARK	80.31	DNPW Y	27-4 *10:20	
10:10	f11:47	10:05	9:00		3.11 TALBOT	77.20	P	* 9:35	
733 10:05	f11:42	9:57	8:53		2.71 LUBEC	74.49	P	459 * 9:20	
10:00	f11:36	9:51	8:47		3.22 ARKLOW	71.27	P	* 8:55	
9:55	*11:30	9:45	8:40		3.03 SUMMIT	68.24	DNPWR Y	* 8:45	
9:44	f11:17	9:29	8:26		3.23 SKYLAND	65.01	P	* 8:20	
9:33	f11:07	9:16	8:14		3.58 FIELDING	61.43	DNPW	* 8:00	
9:22	f10:58	9:05	8:04	DOUBLE TRACK	3.08 HIGHGATE	58.35	P	* 7:40	
9:10	f10:47	8:50	7:50		4.43 JAVA	53.92	DNP I	* 7:20	
* 9:00	*10:36	8:39	7:39		3.90 ESSEX	50.02	@DNPWC Y	A 1:00 Pm L 7:00 Am	
8:43	f10:18	8:19	7:19		6.22 PAOLA	43.80	P	*12:10 Pm	
8:35	f10:10	8:11	7:11		4.26 GARRY	39.54	P	*11:45	
8:25	f10:01	8:00	7:00		5.39 NYACK	34.15	DNPWI Y	*11:15	
8:15	f 9:50	7:51	6:51		4.87 DOODY	29.28	P	*10:50	
* 8:00	* 9:33	7:36	6:36		6.04 BELTON	23.24	DNP	3 *10:20	
7:50	f 9:22	7:31	6:31		3.10 EGAN	20.14	P	* 9:40	
7:40	f 9:12	7:20	6:20		5.28 CORAM	14.86	DPW	* 9:15	
* 7:25	* 8:55	* 7:05	* 6:05		7.22 COLUMBIA FALLS	7.64	DNPW I Y	447 * 8:35	
7:18	f 8:40	6:53	5:52		2.94 HALF MOON	4.70	P	* 7:30	
L 7:10 Am	L 8:30 Pm	L 6:45 Pm	L 5:45 Pm	DOUBLE TRACK	4.70 WHITEFISH		R@DNPWCT O	L 7:15 Am	
Daily	Daily	Daily	Daily					Mon. Wed. Fri.	Tue. Thurs. Sat.
4	44	28	2					684	734
4.45 26.9	5.25 23.6	4.55 26.02	4.55 26.02		Time over Subdivision Average Speed per Hour			5.45 8.7	6.30 11.9

Special Rules.

Westward trains are superior to eastward 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 westward trains must clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.

Third class and Extra trains may run ahead of second class trains, but must arrange to let them pass without delay when overtaken.

No. 1, No. 2, No. 3, No. 4, and Nos. 27 and 28 will register at Summit by card except when displaying signals.

All westward freight trains stop at Summit and trainmen will turn up all retainers, test air brakes, and know positively that brakes are in proper working order before proceeding. The maximum speed limit between Summit and Essex, twenty miles per hour, and westward freight trains will use twenty-five minutes Summit to Fielding and twenty-five minutes Fielding to Java.

All westward first class trains will stop at Summit and trainmen will turn up all retainers, test brakes and know positively that brakes are in proper working order before proceeding.

Normal position of main line switches at end of double tracks, Blackfoot, Summit and Java is for westward track. Nyack and Columbia Falls is for eastward track.

All westward freight trains come to a full stop at end of double track at Java.

A clearance card Form 219 revised when issued over Superintendent's signature will be the authority for movement of extra trains on double track in direction of current of traffic without running orders.

At Durham, Glacier Park, Belton and Coram No. 1 track as eastward siding and No. 2 track as westward siding. Trains taking siding at Browning, Nyack and Lubec will enter at outside switches.

Crossovers all stations Java to Skyland facing points, Summit both facing and trailing points and all stations Cut Bank to Blackfoot trailing points, Garry facing points.

No. 4 will stop on flag at any station Whitefish to Cut Bank, to pick up passengers for points east of Havre at which No. 4 is scheduled to stop.

No. 2 will stop on flag at Browning to pick up passengers for the Twin Cities and east.

No. 1 will stop at Glacier Park to discharge passengers from St. Paul, Minneapolis and the east, and No. 2 will stop at Glacier Park to discharge passengers from Spokane and west.

No. 1 and 2 will stop at Belton and Glacier Park to receive and discharge passengers June 15th to September 15th, inclusive.

Register at Essex for trains originating and terminating at that point only.

No. 27 will not stop at Columbia Falls except when running ahead of No. 3 and also when running too late to make connection with No. 2 at Whitefish.

INTERLOCKING RULES.
SEE PAGE 9.

SPEED RESTRICTIONS.

Passenger trains 25 and Freight trains 15 miles per hour:

- Over Bridge 68, Cut Bank.
- Over Bridge 95, Glacier Park.
- Over Bridge 116, Java.
- Over Bridge 140, Coram.

All trains will be handled under control and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.

Between Cut Bank and Browning, first class trains forty-five (45) miles per hour. Second and inferior class trains thirty-five (35) miles per hour.

Between Browning and Columbia Falls, first class trains thirty-five (35) miles per hour. Second and inferior class trains, between Browning and Summit, thirty (30) miles per hour. Between Summit and Essex, twenty (20) miles per hour. Between Essex and Columbia Falls twenty-five (25) miles per hour.

Between Columbia Falls and Whitefish, first class trains fifty (50) miles per hour. Second and inferior class trains thirty-five (35) miles per hour.

Westward trains using eastward track between Summit and Java, must not exceed speed of twenty (20) miles per hour.

All trains reduce speed to fifteen (15) miles per hour over sink hole on second curve east of east switch Paola.

All trains reduce speed to five (5) miles per hour and not exceed this speed while train crossing Slide Bridge three-fourths (3/4) mile east of Paola.

All trains reduce speed to twenty-five (25) miles per hour through snow sheds.

All trains will carefully observe speed restrictions indicated on slow boards.

Eastward trains will not exceed twenty (20) miles per hour entering double track Java at east end Bridge 116 account entering turn-out.

Q-1 and R-1 class engines will not exceed speed of thirty (30) miles per hour at any point.

Westward trains will not exceed speed of ten (10) miles per hour over gauntlet frog east end Snow Shed No. 12.

LOCATION OF TUNNELS.

No. 1	1/4 mile west of Fielding, length 460 feet.	No. 3	2 miles west of Paola, length 230 feet.
No. 1 1/2	1/4 mile east of Highgate, length 317 feet.	No. 4	1 1/4 miles east of Belton, length 220 feet.
No. 2	1 1/4 miles west of Paola, length 1745 feet.	No. 5	3 1/4 miles west of Coram, length 185 feet.

LOCATION OF SNOW SHEDS.

No. 1	1 mile west of Browning, length 1118 feet.	No. 7	3/4 mile east of Highgate, length 330 feet.
No. 2	1/2 mile west of west switch, Kilroy siding, length 1760 feet.	No. 7-A	At east switch Highgate, length 130 feet.
No. 3	1 1/4 miles west of west switch, Kilroy Siding, length 1550 feet.	No. 8	1/4 mile west Highgate depot, length 450 feet.
No. 4 A	At west switch Lubec, length 400 feet.	No. 9	1/4 mile east of west switch Highgate, length 340 feet.
No. 4 B	1/4 mile west of Lubec, length 1304 feet.	No. 10	1 1/4 miles west of Highgate, length 512 feet.
No. 5	1/4 mile east of Highgate, length 190 feet.	No. 10.7	1 mile east of Java, length 650 feet.
No. 6	1/4 mile east of Highgate, length 256 feet.	No. 11	1/4 mile east of Java, length 180 feet.
		No. 12	1/4 mile east of Essex, length 1420 feet.

YARD LIMIT BOARDS.

Cut Bank:	5270 ft. west of end of double track.	Essex:	4340 ft. east of east switch, 2587 ft. west of west switch
Blackfoot:	3000 ft. east of east switch, 3000 ft. west of west switch.	Columbia Falls:	2575 ft. east of east switch, 3030 ft. west of west switch
Glacier Park:	3042 ft. east of east switch, 3500 ft. west of west switch.	Whitefish:	3950 ft. east of east switch, 2705 ft. west of west switch
Summit:	3000 ft. east of east switch, 2147 ft. west of west switch.		

LOCATION OF DERAILS.

Seville, Industry track.	Lubec, Industry tracks.	Essex, West end passing tracks.	Egan, Industry track.
Blackfoot, Industry track.	Summit, West end No. 2 track.	Essex, West end of Coal Chute track.	Coram, Industry track.
Browning, Industry track.		Garry, Industry track.	Columbia Falls, House track.
Browning, Coal Chute track.			

SECOND SUBDIVISION—WHITEFISH TO TROY.

THIRD CLASS		SECOND CLASS				Car Capacity & Holdings	Station Numbers	Distances from Whitefish	Time Table No. 15 Effective Sept. 16, 1925	STATIONS	FIRST CLASS			
735	687	473	461	459	447						43	3	27	1
Local	Local	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger		
Mon., Wed., Fri.	Tue., Thurs., Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
L 8:30am		L 5:35 ² pm	L 12:05 ⁷³⁶ pm	L 5:30am	L 12:15am	Yard 970	WA8	0.0	.....WHITEFISH.....	WF L 7:50am	L 11:30am	L 12:52 ² pm	L 11:15 ² pm
* 8:55		6:27 ²⁸	12:25 ⁷³⁶	6:00	12:40	93 18	WA13	8.07	.....5.07 VISTA.....	f 8:01	11:38	1:01	11:26
* 9:20		6:55	12:50	6:40 ⁴	1:10	100 16	WA20	11.81	.....6.74 LUPFER.....	f 8:18	11:49 ⁷³⁶	1:11	11:37
* 9:50		7:32 ⁴⁴	1:18 ²⁷	7:05	1:35	E 88 W82 29	WA25	17.27	.....5.46 OLNEY.....	KY * 8:31	11:59	1:18 ⁴⁶¹	11:47
* 10:15		7:55	2:00	7:20	2:05	81 19	WA32	23.05	.....5.78 RADNOR.....	f 8:43	12:09 ² pm	1:27	11:58
* 11:15		8:20	2:25	7:40	2:40	83 98	WA36	30.11	.....7.06 STRYKER.....	8Y f 8:58	12:20	1:35	12:11 ² pm
* 11:40		8:45	2:45	8:00	3:00	81 17	WA44	36.08	.....5.97 TULLO.....	f 9:10	12:30	1:43	12:22
* 12:15 ² pm		9:00	3:00	8:15	3:15	81 18	WA49	40.70	.....4.62 FORTINE.....	FR * 9:20	12:38	1:49	12:30
* 12:30		9:10	3:10	8:25	3:30	81 0	WA52	44.04	.....3.34 ROE.....	f 9:28	12:44	1:54	12:35
* 12:51 ³		9:20	3:20	8:40 ⁷³⁶	3:45	81 15	WA56	47.72	.....3.68 TOBACCO.....	f 9:35	12:51 ⁷³⁵	1:59	12:41
* 2:05 ²⁷		9:35	3:58 ²	8:55	4:00	E 81 W80 26	WA61	52.39	.....4.87 EUREKA.....	KA * 9:47	* 1:00	2:05 ⁷³⁵	12:50
* 2:30		9:50	4:15	9:10	4:15	81 18	WA67	58.56	.....6.17 CATO.....	f 9:59	1:10	2:13	1:00
A 3:00 ² pm	L 5:30am	10:35	4:50 ²⁸	9:55	4:55 ⁴	E 81 W75 470	W42	61.26	.....2.70 REXFORD.....	RD * 10:07	* 1:15	2:18	1:05
	* 5:50	10:55	5:30 ⁴⁴	10:05	5:10	81 6	W36	65.90	.....4.64 RONDO.....	f 10:16	1:22	2:25	1:14
	* 6:20	11:20	6:00	10:20	5:30	E 81 W90 8	W31	72.06	.....6.16 STONEHILL.....	SH f 10:30	1:32	2:33	1:23
	* 6:40	11:40	6:15	10:35	5:50	81 6	W36	77.83	.....5.77 TWEED.....	f 10:43	1:40	2:41	1:32
	* 7:00	11:55	6:30	10:55 ⁴³⁻⁶⁸⁸	6:10	E 81 W81 6	W21	83.21	.....5.38 URAL.....	f 10:55	1:48	2:49	1:42
	* 7:20	12:10 ² pm	6:50	11:30	6:30	80 6	W16	87.87	.....4.66 VOLCOUR.....	f 11:05	1:55	2:56 ²	1:49
	* 8:30	12:25	7:10	11:45	6:50	E 80 W80 28	W11	92.83	.....4.96 WARLAND.....	WR * 11:16	f 2:05	3:02	1:56
	* 8:50	12:40	7:25	12:01 ² pm	7:10	80 6	W3	98.35	.....5.52 YARNELL.....	f 11:29	2:15	3:09	2:04
	* 9:15	1:00	7:40	12:20	7:30	E 80 W76 5	1302	103.76	.....5.41 JENNINGS.....	JN f 11:41	2:29 ²	3:16	2:11
	* 9:30	1:20	8:00	12:40	7:55 ⁶⁸⁸	80 6	1306	109.49	.....8.73 RIPLEY.....	f 11:54	2:39	3:24 ²⁸	2:20
	* 11:00	1:40	8:20	1:05	8:20	E 89 W82 42	1315	116.32	.....6.83 LIBBY.....	CK * 12:10 ² pm	* 2:52	3:34	* 2:33
	* 11:15	1:55	8:30	1:15	8:35	80 8	1319	120.50	.....4.18 RANKIN.....	f 12:16	3:02 ²⁸	3:40 ⁴⁴	2:39
	* 11:35	2:15	8:50	1:40	8:50	83 0	1326	127.35	.....6.85 KOOTENAI FALLS.....	f 12:28	3:15 ⁴⁴	3:50	2:50
	A 12:01 ² pm	A 2:50am	A 9:20 ² pm	A 2:45 ² pm	A 9:30am	Yard 1007	1332	134.55	.....7.20 TROY.....	UX A 12:50 ² pm	A 3:30 ² pm	A 4:05 ² pm	A 3:10 ² am
Mon., Wed., Fri.	Tue., Thurs., Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
735	687	473	461	459	447					43	3	27	1	
6.30 9.42	6.31 11.2	9.15 14.54	9.15 14.55	9.15 14.55	9.15 14.55					5.00 26.9	4.00 23.5	3.13 41.8	3.55 24.0	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Time Over Subdivision
Average Speed Per Hour

FIRST CLASS				Time Table No. 15 Effective Sept. 16, 1925.	STATIONS	Distances from Troy	SIGNS	THIRD CLASS			
28	44	4	2					688	736		
Fast Mail	Passenger	Passenger	Passenger					Local	Local		
Daily	Daily	Daily	Daily					Mon., Wed., Fri.	Tues., Thur., Sat.		
A 6:35 ⁴⁷³ pm	A 8:20 ⁴⁷³ pm	A 7:00 ⁴⁵⁹ am	A 5:35 ⁴⁷³ pm	..... WHITEFISH	134.55	R@DNPWCT O		A 12:45 ⁴⁶¹ pm			
6:27	f 8:00	6:50	5:25	..... 5.07 VISTA	129.48	P		*12:25 ⁴⁶¹ pm			
6:17	f 7:43	6:40	5:14	..... 6.74 LUPPER	122.74	P		*11:49 ³			
6:10	* 7:32 ⁴⁷³	6:32	5:07	..... 5.46 OLNEY	117.28	DNPW		*11:25			
6:03	f 7:20	6:24	4:59	..... 5.78 RADNOR	111.50	P		*11:05			
5:54	f 7:08	6:15	4:49	..... 7.06 STRYKER	104.44	DNPW Y		*10:45			
5:41	f 6:52	6:00	4:35	..... 5.97 TREGO	98.47	P		*10:15			
5:32	* 6:40	5:50	4:24	..... 4.62 FORTINE	93.85	DNPW		* 9:20 ⁴³			
5:26	f 6:30	5:43	4:17	..... 3.34 ROE	90.51	P		* 8:55			
5:19	f 6:22	5:36	4:09	..... 3.68 TOBACCO	86.83	P		* 8:40 ⁴⁵⁹			
5:08	* 6:10	* 5:25	3:58 ⁴⁶¹	..... 4.67 EUREKA	82.16	DNPW		* 8:20			
4:55	f 5:50	5:08	3:45	..... 6.17 CATO	75.99	P		* 7:00			
4:50 ⁴⁶¹	* 5:40	* 4:55 ⁴⁴⁷	3:40	..... 2.70 REXFORD	73.29	@DNPWC Y	A 12:30 ⁴⁶¹ pm	L 6:45 ⁴⁶¹ am			
4:41	f 5:30 ⁴⁶¹	4:44	3:34	..... 4.64 RONDO	68.65	P	*12:15 ⁴⁶¹ pm				
4:29	f 5:20	4:35	3:25	..... 6.18 STONHILL	62.49	DNPW	*11:55				
4:18	f 5:10	4:27	3:13	..... 5.77 TWEED	56.72	P	*11:30				
4:10	f 5:00	4:19	3:06	..... 5.38 URAL	51.34	P	*10:55 ⁴³⁻⁴⁵⁹				
4:03	f 4:50	4:12	2:56 ²⁷	..... 4.66 VOLCOUR	46.68	PW	*10:15				
3:55	* 4:40	f 4:05	2:45	..... 4.99 WARLAND	41.72	DNP	* 9:55				
3:45	f 4:30	3:56	2:37	..... 5.52 YARNELL	36.20	P	* 8:55				
3:35	f 4:20	3:48	2:29 ³	..... 5.41 JENNINGS	30.79	PW	* 8:30				
3:24 ²⁷	f 4:10	3:40	2:22	..... 5.73 RIPLEY	25.06	P	* 7:55 ⁴⁴⁷				
3:08	* 3:55	* 3:28	* 2:11	..... 6.83 LIBBY	18.23	DNPW	* 7:30				
3:02 ³	f 3:40 ²⁷	3:15	1:59	..... 4.18 RANKIN	14.05	P	* 6:50				
2:48	f 3:15 ³	3:05	1:49	..... 6.85 KOOTENAI FALLS	7.20	DNPW	* 6:30				
L 2:35 ⁴⁶¹ pm	L 2:50 ⁴⁶¹ pm	L 2:50 ⁴⁶¹ am	L 1:35 ⁴⁶¹ pm	..... 7.20 TROY		R@DNPWCT	L 6:00 ⁴⁶¹ am				
Daily	Daily	Daily	Daily				Mon., Wed., Fri.	Tues., Thur., Sat.			
28	44	4	2				688	736			
4.00 33.5	5.30 24.5	4.10 32.3	4.00 33.5				6.30 11.27	6.00 10.18			
				Time Over Subdivision							
				Average Speed Per Hour							

Special Rules.

Westward trains are superior to eastward 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 westward trains must be cleared at the time No. 27 is due to leave the next station, in the rear where time is shown, but not less than five (5) minutes.

Third class and extra trains may run ahead of second class trains but must arrange to let them pass without delay when overtaken.

Normal position of switch at Junction with Third Subdivision is set for Main Track Second Subdivision.

No. 4 will stop on flag at any station Troy to Whitefish to pick up passengers for points east of Havre at which No. 4 is scheduled to stop.

No. 2 will stop on flag at Rexford and Eureka for passengers for Twin Cities and east.

At Olney, Rexford, Jennings and Libby No. 1 eastward siding No. 2 westward siding.

Trains taking siding at Eureka, Stonehill, Ural and Warland will enter at outside switches.

No. 1 track at Stryker to be designated as set out track and No. 2 as siding.

Normal position main track switch east end double track Kootenai Falls is for westward track. This switch will be handled by operators.

Normal position main track switch west end double track Troy yard is for eastward track. This switch will be handled by trainmen.

Register at Rexford for trains originating and terminating at that point only.

Nos. 43 and 44 will stop on flag to receive and discharge passengers at Depew and Dickey.

SPEED RESTRICTIONS

First class trains—Fifty (50) miles per hour between Whitefish and Rankin; forty-five (45) miles per hour between Rankin and Troy.

Second class and inferior trains—Thirty (30) miles per hour between Whitefish and Troy.

All trains will carefully observe speed restrictions indicated on slow boards.

All trains will be handled under control and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.

At the end of double track at Troy, train movements from the westward main track to single main track will be governed by Signal Number 13535 of the type indicated by Figure 21, page 105, in Standard Book of Rules. In this location it becomes a "Stop and Proceed" automatic signal subject to Rule 509b.

TUNNELS.

Tunnels are located as follows:

No. 5-A.....2 miles west of Vista, length 835 feet.

No. 5-B.....1 mile east of Cato, length 290 feet.

No. 6.....1½ mile east of Troy, length 1396 feet.

YARD LIMIT BOARDS.

Whitefish: 3960 ft. east of east switch, 2706 ft. west of west switch.

Stryker: 3500 ft. west of west switch.

Rexford: 5510 ft. east of east switch, 2570 ft. west of west switch.

Troy: Westward track 4334 ft. east of east switch, 2836 ft. west of west switch.

Eastward main track 100 ft. east of east portal tunnel No. 6.

DERAILS

Dickey Spur West End.

Trego, industry track.

Fortine, industry track.

Tobacco, industry track.

Cato, industry track.

Yarnell, Libby Lumber Co. Spur, each end.

Libby, J. Neills Lbr. Co. Spur, east end.

SECOND CLASS		FIRST CLASS					Car Capacity of Sidings		Station Numbers	Distance from Columbia Falls	Time Table No. 15 Effective September 16, 1925.			Distance from Marion	Telegraph Calls	SIGNS	FIRST CLASS					SECOND CLASS	
369	375	249	247	245	243	241	Passing Tracks	Other Tracks			STATIONS	242	244				246	248	250	370	376		
Freight	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Mixed							
Daily Ex. Sunday	Friday Only	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Friday Only							
L 8:20am		L 10:50pm	L 8:55pm	L 6:05pm	L 11:05am	L 7:30am	77	99	1207	.....COLUMBIA FALLS.....	37.58	CF	R DNPYW	A 7:15am	A 10:50am	A 5:55pm	A 8:45pm	A 10:40pm	A 6:55pm			
		f 10:55	f 9:00	f 6:10	f 11:10	f 7:35				1.84	.....SOLDIERS HOME.....	35.74		f 7:01	f 10:36	f 5:41	f 8:31	f 10:26				
8 50		f 11:05	f 9:10	f 6:21	f 11:21	f 7:46	49		1213	3.44	.....LA SALLE.....	32.30	P	f 6:51	f 10:26	f 5:31	f 8:21	f 10:16	245 6.21			
		f 11:15	f 9:22	f 6:33	f 11:33	f 7:58			1217	4.63	.....ROSE CROSSING.....	27.07		f 6:41	f 10:16	f 5:21	f 8:11	f 10:06				
A 9:20am	L 1:10pm	A 11:25pm	A 9:35pm	A 6:45pm	A 11:45am	A 8:10am	62	300	1222	4.43	.....KALISPELL.....	23.24	K	R@DNPWCT O	L 6:30am	L 10:05am	L 5:10pm	L 8:00pm	L 9:55pm	L 5:40pm	A 4:30pm	
	f 1:40						45		1232	10.04	.....KILA.....	13.20		W							f 4:00	
	f 2:10						32		1240	7.80	.....ATHENS.....	5.40									f 3:30	
	A 2:40pm						18		1245	5.40	.....MARION.....			W							L 3:00pm	
Daily Ex. Sunday	Friday Only	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Friday Only			
369	375	249	247	245	243	241								242	244	246	248	250	370	376			
1.00 14.2	1.30 15.6	.35 24.6	.40 21.5	.40 21.5	.40 21.5	.40 21.5								.45 19.1	.45 19.1	.45 19.1	.45 19.1	.45 19.1	1.15 11.5	1.30 15.6			

Special Rules.

Westward trains are superior to eastward trains of the same class except; Nos. 242, 244, 246, 248 and 250 are superior to Nos. 241, 243, 245, 247 and 249, Kalispell to Columbia Falls.

SPEED RESTRICTIONS.

Passenger trains thirty (30) miles per hour.
Freight trains twenty (20) miles per hour.
All trains will be handled under control and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.
F-8 class engines are the heaviest permitted on this sub-division.

Yard limit boards are placed each way from Columbia Falls and Kalispell.

Derails:

Athens, Idaho Lumber Company's siding.
Marion, main track, east of east switch.

SECOND CLASS		FIRST CLASS					Car Capacity of Sidings		Station Numbers	Distance from Kalispell	Time Table No. 15 Effective September 16, 1925.			Distance from Somers	Telegraph Calls	SIGNS	FIRST CLASS		SECOND CLASS	
	369					265	Passing Tracks	Other Tracks			STATIONS	266						370		
	Freight					Passenger				Passenger			Freight							
	Daily Ex. Sunday					Daily Ex. Sunday				Daily Ex. Sunday			Daily Ex. Sunday							
	10:00am					L 8:35am	62	300	1222	.....KALISPELL.....	11.18	K	R@DNPWCT O	A 9:50am				A 12:40pm	
						f 8:48			1228	5.86	.....BALLS CROSSING.....	5.32		f 9:35					
	A 10:40am					A 9:00am	35	270	1233A	11.18	.....SOMERS.....		OB	D	L 9:20am			L 12:01pm	
	Daily Ex. Sunday					Daily Ex. Sunday								Daily Ex. Sunday				Daily Ex. Sunday		
	369					265								266				370		
	.40 16.77					.25 26.8								.30 22.2				.40 16.77		

Special Rules.

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

SPEED RESTRICTIONS.

Passenger trains thirty (30) miles per hour.
Freight trains twenty (20) miles per hour.
All trains will be handled under control and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.
F-8 class engines are the heaviest permitted on this sub-division.

YARD LIMIT BOARDS.

Columbia Falls: 2500 ft. west of west switch.
Kalispell: 2250 ft. east of east switch. 2200 ft. west of west switch.
Somers: 2600 ft. east of east switch.

THIRD CLASS		FIRST CLASS		Car Capacity of Sidings		Station Numbers	Distance from Michel	Time Table No. 15				Distance from Rexford	Telegraph Calls	SIGNS	FIRST CLASS		THIRD CLASS	
685		227		Passing Tracks	Other Tracks			Effective Sept. 16, 1925.							228	686	228		686
Local Tue. Thu. Sat.		Passenger Daily Ex. Sunday				STATIONS				Passenger Daily Ex. Sunday		Local Mon. Wed. Fri.						
L 7.00Am				66	135	W125		MICHEL		82.44	MC	R D PWC YO K			A 1.00Pm			
* 7.25				64		W116	9.01	OLSON		73.43		P			*12.25			
* 7.40				64	29	W111	13.62	HOSMER		68.82		P			*12.05Pm			
*10.10		L 10.00Am		66	158	W104	20.90	FERNIE		61.54	F	R D PW I Y K	A 8.20Am		*11.45			
*10.50		686 *10.23		71	65	W95	30.02	SWINTON		52.42		P	f 8.00		*10.23			
*11.30		*10.49		52	11	W85	40.41	ELKO		42.03		P-W 1 1/2 mile east	* 7.33		* 9.50			
*12.15Pm		*11.17		53	10	W72	52.78	BAYNES		29.66	B	PW	* 7.05		* 8.40			
							53.28	C. P. R. CROSSING		29.16		I						
*12.45		*11.32		52	11	W67	57.53	WALDO		24.01	WO	D P	* 6.47		* 8.15			
* 1.05		f11.43		55	10	W62	63.60	DORR		18.84		PW	f 6.37		* 7.50			
* 1.25		f11.56		54	10	W57	67.89	FLAGSTONE		14.55		P	f 6.25		* 7.20			
* 1.45		*12.09Pm					73.11	NEWGATE		9.33			* 6.10		* 7.00			
* 2.15		*12.25		67	48	W52	73.40	GATEWAY		9.04	WA	D P	* 6.00		* 6.45			
A 2.45Pm		A 12.50Pm				W42	82.44	REXFORD			RD	R@DNPWC Y	L 5.40Am		L 6.00Am			
Tue. Thu. Sat.		Daily Ex. Sunday											Daily Ex. Sunday		Mon. Wed. Fri.			
685		227											228		686			
7.45 10.09		2.50 21.7											2.40 23.08		7.00 11.8			
								Time Over Subdivision Average Speed Per Hour										

Special Rules.

Westward trains are superior to eastward trains of the same class, except, No. 228 is superior to No. 227, Rexford to Fernie.

SPEED RESTRICTIONS.

Freight trains, twenty (20) miles per hour.

All trains will be handled under control and without regard to making schedule time at all points where slides or falling rocks are likely to be encountered.

Bakers Spur one-half mile East of Waldo is regular stop for trains 227 and 228.

Normal position of switch at junction with M. F. & M. at Fernie is set for Third Subdivision.

F8 class engines are the heaviest permitted on this Subdivision.

Normal position of switch at junction with main line at Rexford, is set for Main Track, Second Subdivision.

Train and enginemen using Wye at Fernie, must protect against M. F. & M. trains.

All trains must receive permission from custom officers before crossing International Boundary at Gateway.

DERAILS.

Baynes, industry track.
Elko, industry track.
Olson, west end passing track.
Michel, east wye switch set for wye to act as derail for Michel Yard.

TUNNELS.

Tunnels are located as follows: 3 miles west of Swinton, length 200 feet.

YARD LIMIT BOARDS.

Rexford—2760 feet east of east coal chute Track switch.
Fernie—5025 feet west of west lead switch.
2605 feet east of east wye switch.
Michel—2596 feet west of west wye switch.

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

STATIONS	Ruling Grade	Class Q-1 2100-2129				Class M-1 1950-1984				Class O-3, O-4 3200-3209 3210-3254				Class P-1 1750-1764				Class O-1 3000-3144				Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5-800 -807				Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779			
		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
		Cutbank to Summit.....	1.0	2400	2190	1970	1770	1700	1560	1420	1350	1700	1500	1420	1350	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900
Summit to Whitefish.....	0.6	3300	2970	2670	2400	2400	2160	1920	1800	2300	2100	1900	1800	2250	2025	1800	1690	2000	1800	1600	1500	1350	1350	1200	1125	.....	.....	.....	.....
Whitefish to Stryker.....	0.3	4500	4150	3735	3360	3500	3150	2800	2635	4000	3700	3400	3100	3300	3000	2700	2500	3150	2850	2600	2400	2500	2250	2000	1875	.....	.....	.....	.....
Stryker to Troy.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy to Rexford.....	0.4	4500	4150	3735	3360	3500	3150	2800	2635	4000	3700	3400	3100	3500	3150	2800	2450	3150	2850	2600	2400	2250	2025	1800	1690	.....	.....	.....	.....
Rexford to Stryker.....	0.7	2800	2520	2270	2045	2000	1800	1600	1500	2100	1920	1740	1750	1900	1710	1520	1425	1800	1620	1440	1350	1400	1260	1120	1050	.....	.....	.....	.....
Stryker to Whitefish.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whitefish to Essex.....	0.8	3000	2700	2430	2185	2000	1800	1600	1500	1900	1840	1580	1500	1750	1575	1400	1315	1600	1540	1280	1200	1300	1170	1040	975	.....	.....	.....	.....
Essex to Summit.....	1.8	1500	1350	1200	1125	1000	900	800	750	1150	1065	980	940	900	810	720	675	850	765	680	640	650	585	520	490	.....	.....	.....	.....
Summit to Cutbank.....	0.8	3000	2700	2430	2185	2400	2160	1920	1800	2500	2275	2050	1880	2250	2025	1800	1690	2250	2025	1800	1690	1600	1440	1280	1200	.....	.....	.....	.....
Rexford to Gateway.....	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	1620	1440	1350	.....	.....	.....	.....
Gateway to Michel.....	0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1300	1170	1040	975	.....	.....	.....	.....
Michel to Rexford.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kila to Marion.....	1.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	450	400	375	400	360	320	300
Marion to Kalispell.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kalispell to Columbia Falls.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	1800	1600	1500	1600	1540	1280	1200
Columbia Falls to Kalispell.....	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Opens at	Capacity
First Sub-division:			
National Pole Co.....	18 miles from Whitefish.....	East end	.....
N. W. T. & T. Co.....	31.2 miles from Whitefish.....	East end	12 cars.
Crosswaites.....	13.6 miles from Whitefish.....	East end	3 cars.
State Lumber Co. 0.3 mile west of Half Moon..	4.4 miles from Whitefish.....	West end	50 cars.
Second Sub-division:			
Beaver Bay.....	3 miles from Whitefish.....	West end	16 cars.
Depew.....	8½ miles from Whitefish.....	West end	5 cars.
Doddy Spur.....	14.0 miles from Whitefish.....	East end	5 cars.
Ewings Spur.....	23.4 miles from Whitefish.....	West end	15 cars.
Dickey.....	33¾ miles from Whitefish.....	West end	6 cars.
Dahlburgs Spur.....	44.9 miles from Whitefish.....	East end	28 cars.
Third Sub-division:			
Ross.....	57.9 miles from Michel.....	East end	79 cars.
Bakers.....	57.7 miles from Michel.....	West end	32 cars.
East Kootenai Power Co.....	41.4 miles from Michel.....	West end	30 cars.
McMillan.....	38.6 miles from Michel.....	East end	2 cars.
Farquhar & Lawe.....	26.3 miles from Michel.....	East end	2 cars.
White Spruce Lumber Co. No. 1.....	17.3 miles from Michel.....	West end	12 cars.
Fourth Sub-division:			
Dailys Spur.....	11.9 miles from Kalispell.....	West end	Length 7 miles
Northwestern Lumber Co. Spur.....	1.3 mile from Kalispell.....	East end	48 cars.
Boormans Spur.....	2.9 miles from Kalispell.....	East end	3 cars.
Batavia Spur.....	5.7 miles from Kalispell.....	East end	10 cars.
Kalispell Lumber Co. No. 2.....	7.7 miles from Kalispell.....	West end	4 cars.
Idaho Lumber Co.....	20.6 miles from Kalispell.....	Both ends	6 cars.
Dowers Spur.....	13.8 miles from Kalispell.....	East end	7 cars.
Montana Mfg. Co.....	10.9 miles from Kalispell.....	East end	12 cars.

**AVERAGE WEIGHT OF EMPTY CARS
(No allowance to be made for wheel friction.)**

Box.....	18 tons
Refrigerator.....	25 tons
Stock.....	16 tons
Flat.....	12 tons
Coal (wooden).....	16 tons
Coal (steel).....	20 tons
Ore 50 ton.....	15 tons
Ore 75 ton.....	20 tons
Oil Tanks (system).....	23 tons
Oil Tanks (other).....	20 tons
Sand.....	15 tons
Hart.....	23 tons
Caboose.....	17 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.

AVERAGE TOTAL WEIGHT OF DEAD ENGINES AND TANKS

Class E-1 to E-7.....	123 tons
Class E-8 to E-15.....	172 tons
Class F.....	153 tons
Class G.....	139 tons
Class H.....	192 tons
Class J.....	178 tons
Class K.....	184 tons
Class L.....	239 tons
Class M.....	261 tons
Class N.....	312 tons
Class O.....	232 tons
Class P-1.....	246 tons
Class P-2.....	300 tons
Class Q-1.....	354 tons
Engine Tanks (empty).....	30 tons

Maximum Clearance Table to be observed in the loading of material on open cars.

For Points Between	LIMIT OF LOAD—MEASUREMENT																	Max-imum Hgt.	Max-imum Wdth.
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																		
	WIDTH																		
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"		
*Lines East of Cut Bank except Pacific Junction to Butte....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"
Cut Bank to Spokane.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"
Spokane to Seattle.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"
Seattle to Vancouver, B. C.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"
Seattle to Portland.....	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"
Pacific Jet. to Great Falls.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"	11'6"
Great Falls to Helena.....	16'3"	16'3"	16'3"	16'3"	16'3"	15'11"	15'7"	15'5"	15'4"	15'2"	15'0"	14'6"	14'0"	13'8"	13'0"	12'0"	11'0"	16'3"	11'6"
Helena to Butte.....	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"
Spokane to Vancouver, B. C., via Marcus and Brookmere..	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"
Spokane to Portland via S. P. & S. Ry.....	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	.....	21'0"	11'0"

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 17'3" respectively.
 Passenger Tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 10'9".

Special Rules.

Trains displaying signals for following section will stop at all registering stations, and the conductor will register in person. Conductors must inform their enginemen the number of loaded and empty cars in train, and number of cars of air in working order before starting on run.
 Freight trains taking on helper engines at Rexford and Essex, must cut air through helper and have continuous air line through train. Helper engineers will cut out brake valve after air is cut through, leading engine must have brake control of entire train.
 Trains handling steam derrick or steel pile drivers in train must not exceed a speed of 25 miles per hour at any point between Cut Bank and Troy, and 15 miles per hour over track with a curvature of 6 degrees or over.
 Engines uncoupling to cross bridges must when over bridge couple together again.

INTERLOCKING RULES.

CUT BANK

Westward trains using westward main track, and westward trains using eastward main track out of Cut Bank Yard expecting to use westward main track west of bridge 68 will signify by two long and one short blast.
 Trains moving west from Yard over eastward main track, and trains moving west over westward main track from station desiring to move on eastward main track west of bridge 68 will signify by one long, one short and one long blast.
 Eastward trains desiring main track movement through plant will signify by one long and one short blast.
 Trains desiring head into yard will designate by one long and four short blasts.
 Back up movements from bridge to westward main track and eastward trains using westward main track will signify by one long and one short and one long blast.
 Engines waiting for westward passenger trains must stand on spur off westward main track clear of fouling point with block signal system, and remain there until incoming engine passes, then open hand operated switch to back on train.
 Levers will be operated by operators in station.
 When interlocking signals are at stop without evident cause, communication with operator personally or by phone will be necessary. Phone located on eastward home signal pole west of bridge. Be governed by instructions from operator.

SUMMIT.

Interlocking plant end double track Summit, controls main track switch end double track.
 Eastward home interlocking signal will also operate as home automatic block signal.
 Westward home interlocking signal will also operate as intermediate automatic block signal as per Rule 515.
 Following whistle signals will govern in using plant, which is controlled from station:
 Single main track to westward main track: 2 long and 1 short.
 Single main track to eastward main track: long, short and long.
 Westward main track to single main track: long, short and long.
 Eastward main track to single main track: long and short.

JAVA.

Length of single track between west double track switch, Java and east double track switch west of Bridge 116, is 4591 feet and controlled by interlocking and automatic block signals.
 Interlocking plant controlling main double track switch eastward end Bridge 116 will be governed by following whistle signals:
 Westward main track to westward main track: 2 long and 1 short.
 Eastward main track to eastward main track: 1 long and 1 short.
 Westward main track to eastward main track: 1 long, 1 short and 1 long.
 Eastward main track to westward main track: 1 long, 1 short and 1 long.
 Interlocking plant is operated from station.
 Telephones in box on signals controlling single track.

NYACK.

Interlocking plant controlling main double track switch, east end of westward siding and eastward end of eastward siding just west of station, will be governed by following whistle signals:
Eastward.
 From single main track to eastward main track: 1 long, 1 short.
 From eastward siding to eastward main track: 1 long, 4 short.
 From single main track to westward main track: 1 long, 1 short, 1 long.
Westward.
 From westward main track to single main track: 2 long, 1 short.
 From westward main track to westward siding: 2 long, 4 short.
 From eastward main track to single track: 1 long, 1 short and 1 long.
 Trains moving eastward from westward siding will be governed by hand signals from operator.
 Interlocking plant is operated from station.

COLUMBIA FALLS.

Columbia Falls: East end double track switch is controlled by lever from station.
 Automatic block signals indicate position of this switch.
 Trains desiring to use this switch will indicate movement by following whistle signals.
Eastward Trains.
 From eastward double main track to single main track: 1 long, 1 short.
 From westward double main track to single main track: 1 long, 4 short.
Westward Trains.
 From single main track to westward double main track: 1 long, 1 short.
 From single main track to eastward double main track: 1 long, 4 short.

COMPANY SURGEONS.

Dr. H. B. Zimmerman... Chief Surgeon... Miller Clinic, Hamm Building, St. Paul.
 Dr. John T. Rogers... Consulting Chief Surgeon... 4th Floor, Hamm Building... St. Paul.
 Dr. Wallace H. Cole... Consulting Chief Surgeon... 4th Floor, Hamm Building... St. Paul.
 Dr. Egil Boeckman... Ophthalmic Surgeon... 641 Lowry Building... St. Paul.
 Dr. Edward Boeckman... Ophthalmic Surgeon... 648 Lowry Building... St. Paul.

Dr. P. O. Neraal... Cutbank, Mont.
 Dr. C. E. Yates... Black Foot, Mont.
 Dr. J. W. Craig... Browning, Mont.
 Dr. L. E. Daniels... Columbia Falls, Mont.
 Dr. H. E. Houston... Kalispell, Mont.
 Dr. W. Q. Conway... Kalispell, Mont.
 Taylor & Lees... Whitefish, Mont.
 Dr. C. C. Gerrard... Eureka, Mont.

Dr. B. L. Phillips... Libby, Mont.
 Dr. P. Baxter... Libby, Mont.
 Dr. E. F. Dixon... Troy, Mont.
 Dr. W. H. English... Troy, Mont.
 Dr. S. Bonnell... Fernie, B. C.
 Dr. Carson Douglas... Fernie, B. C.

TIME INSPECTORS.

C. H. Logan... Troy, Mont. S. S. Stacey... Whitefish, Mont. H. H. Gayhart... Kalispell, Mont.

JAS. CLIFFORD, Dispatcher.
 H. H. MAHER, "
 R. M. DONOHOE, "
 M. E. JOYCE, "

B. F. NEAL, Dispatcher.
 D. J. BEST, "
 R. WATSON, "

J. H. HICKEN, Chief Dispatcher.
 W. A. DEPEW, Asst. Chief Dispatcher.

H. SHARAR, Traveling Engineer.
 W. MORRISON, "

S. McPHERSON, Train Master.
 J. C. SHANAHAN, "
 T. F. DIXON, Asst. Supt.

TABLE OF MAXIMUM MEASUREMENTS

HEIGHT OF LOAD AT HEIGHT ABOVE TOP OF RAIL

Height of load above top of rail	Width of load		Height of load	
	Minimum	Maximum	Minimum	Maximum
0 to 10	10	10	10	10
10 to 20	10	10	10	10
20 to 30	10	10	10	10
30 to 40	10	10	10	10
40 to 50	10	10	10	10
50 to 60	10	10	10	10
60 to 70	10	10	10	10
70 to 80	10	10	10	10
80 to 90	10	10	10	10
90 to 100	10	10	10	10

Special Rules

AREA
 The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail. The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail.

WYCK
 The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail. The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail.

WESTERN SYSTEM
 The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail. The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail.

COMPANY SUCCESSION

Dr. H. L. ...
 Dr. B. ...
 Dr. W. H. ...
 Dr. J. ...
 Dr. M. ...

THE INSPECTORS

W. H. ...
 W. H. ...
 W. H. ...

The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail. The height of the load shall not exceed the height of the car body above the top of the rail. The width of the load shall not exceed the width of the car body above the top of the rail.

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