

GREAT NORTHERN RAILWAY

BUTTE DIVISION

TIME TABLE No. 19.

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

SUNDAY, NOVEMBER 2, 1913.

Superseding Time Table No. 18 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

F. D. KELSEY, Superintendent.

M. NICHOLSON, Asst. General Superintendent.

F. S. ELLIOTT, General Superintendent

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

G. H. EMERSON, General Manager.

2 WEST BOUND.

FIRST DISTRICT—BETWEEN PACIFIC JUNCTION AND GREAT FALLS.

EAST BOUND.

THIRD CLASS		SECOND CLASS		FIRST CLASS		CAR CAPACITY OF SIDINGS	Distance from Pacific Junction	STATIONS	Signs	FIRST CLASS		SECOND CLASS		THIRD CLASS		
675		433		223	235					236	224	434		676		
Local Freight		Time Freight		Passenger	Passenger					Passenger	Passenger	Time Freight		Local Freight		
Leave Daily		Leave Daily		Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Except Sunday		
6.00Am		5.30Am		2.00Pm	4.40Am			HAVRE		2.10Am	12.30Pm		11.00Pm	3.50Pm		
TRAINS BETWEEN PACIFIC JUNCTION AND HAVRE WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.																
6.25Am		5.55Am		2.10Pm	4.50Am	64		PACIFIC JUNCTION		119.1	R	Y	2.00Am	12.20Pm	10.40Pm	3.30Pm
6.50		6.20		2.20	5.00	60	25	3.4	ASSINNIBOINE	115.7	PW		1.51	12.10Pm	10.25	3.15
7.20		6.45		2.35	5.13	53	8	10.7	LAREDO	108.4	P		1.37	11.55	9.50	2.35
								16.6	WATER TANK	102.5	W				8.15	
8.05		7.30		2.53	5.30	52	8	20.6	BOX ELDER	BX 98.5	DP		1.20	11.35	7.50	1.55
9.15		8.25		3.15	5.50	62	112	30.7	BIG SANDY	BS 88.4	DPWT		1.00	11.10	6.50	1.15
9.40		8.45		3.30	6.01	52	9	37.0	VERONA	82.1	P		12.49	10.52	6.15	12.40
10.00		9.05		3.38	6.08	52	9	40.8	CAIRO	78.3	P		12.41	10.42	5.50	12.25
10.30		9.20		3.48	6.17	64	29	45.3	VIRGELLE	73.8	PW		12.32	10.30	5.15	12.06Pm
10.50		9.35		4.00	6.26	64	27	51.1	SAYRE	68.0	P		12.22	10.17	4.45	11.40
11.15		10.05		4.10	6.34	64	29	56.2	LIPPARD	62.9	PW		12.12	10.05	4.10	11.15
11.35		10.30		4.22	6.42	50	11	62.0	LOMA	57.1	P		12.02Am	9.52	3.45	10.30
12.01Pm		11.00		4.35	6.52	64	2	66.7	TETON	52.4	PWC		11.52	9.40	3.25	10.00
12.20		11.15		4.45	6.58	52	9	70.1	LISCUM	49.0	P		11.44	9.32	8.00	9.32
1.30		11.40		5.00	7.10	62	62	74.7	BENTON	BN 44.4	DN		11.34	9.20	2.40	8.50
2.10		12.28Pm		5.16	7.23	64	108	79.8	KERSHAW	39.3	P		11.22	9.05	2.10	8.10
2.30		12.50		5.30	7.33	52	9	84.4	TUNIS	34.7	PW		11.12	8.58	1.45	7.33
3.00		1.15		5.48	7.45	52	9	90.3	CARTER	CA 28.8	DP		10.59	8.38	1.15	6.50
3.30		2.15		6.03	7.55	42		95.4	FLOWEREE	FO 23.7	DP		10.49	8.26	12.45	6.03
									WATER TANK	22.7	W					
4.05		3.00		6.25	8.15	52	7	102.9	PORTAGE	RE 18.2	DP		10.35	8.15	12.15Pm	5.30
4.25		3.20		6.37	8.23	52	8	108.3	GOODALE	10.8	P		10.24	7.55	11.50	5.10
4.35		3.25		6.40	8.25		12	110.1	VOLTA	9.0	DP		10.21	7.50	11.25	5.00
5.00		3.50		6.47	8.31	53	8	113.0	RAINBOW	6.0	PW		10.13	7.43	11.10	4.45
							13	114.4	GIBSON	4.7						
5.30Pm		4.30Pm		7.00Pm	8.45Am	Yard	Yard	119.1	GREAT FALLS	PD	R@DN WCTYO		10.00Pm	7.30Am	10.40Am	4.00Am
Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday
675		433		223	235								236	224	434	676
11.30		11.00		5.00	4.05								4.10	5.00	12.20	11.50
10.7		11.2		24.6	30.1								29.5	24.6	10.0	10.4

Time Over District. Average Speed Per Hour.

Special Rules.

NO. 236 HAS RIGHT OVER NO. 235.
 Trains will be handled under absolute control and without regard to making schedule time at all points where land slides or falling rock may be found.
 675 and 676 will carry passengers when provided with proper transportation and freight train permits.
 Between Pacific Junction and Havre trains are handled by the staff system.
 At Pacific Junction, switch must be set for Montana Division main track.
 At Great Falls, switches at east end of the Missouri River Bridge must be set for Fifth District.
 Bulletin boards located at Havre and yard office and Telegraph Offices, Great Falls.
 First class trains will not exceed speed of forty and other trains twenty-five miles per hour.
 235 stops on flag to let off passengers from points east of Havre and pick up passengers for points beyond Great Falls.
YARD LIMITS. Great Falls: One-half mile east of Royal Mill spur.

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

INITIAL STATIONS.
 Pacific Junction for trains... 235, 223, 433 and 675.
 Great Falls for trains... 236, 224 676 and 434.
TERMINAL STATIONS.
 Great Falls for trains... 235, 223, 433 and 675.
 Pacific Junction for trains... 236, 224 676 and 434.
DERAILING SWITCHES.
 Benton, east end of Wool House track.
 Tunis: West end of industry track.
 Portage: East end of industry track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Pacific Jct.	Switch at	Car Capacity
Mackton's Spur	27	East End	14
Big Sandy Pit	26	West End	40
Portage Pit	104	East End	300

LOCATION OF TUNNELS.
 No. 12, two miles west of Teton, height 22 feet, length 540 feet.
 No. 13, one-half mile east of Benton, height 22 feet, length 446 feet.

WEST BOUND. SECOND DISTRICT—BETWEEN GREAT FALLS AND CLANCY. EAST BOUND. 3

THIRD CLASS		SECOND CLASS		FIRST CLASS				CAR CAPACITY OF SIDINGS		Time Table No. 19. In Effect November 2, 1913.	STATIONS	Telegraph Calls	Distance from Clancy	SIGNS	FIRST CLASS				SECOND CLASS	THIRD CLASS	
449	673	433	365	43	237	239	235	Passing Tracks	Other Tracks						44	238	236	240	366	434	674
Through Freight	Local Freight	Time Freight	Mixed	Passenger	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Passenger	Mixed	Time Freight	Local Freight
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Tues. Thurs. and Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Daily Ex. Sunday					
2.35pm	8.00am	6.15pm	7.00am	2.25pm	12.45pm	9.45am	9.05am			..... GREAT FALLS	PD	114.8	R@DN WCTYO	s 10.40am	s 2.20pm	s 9.40pm	6.10pm	5.55pm	7.40am	5.46pm
2.36	8.03	6.16	7.05	2.30	12.50	9.50	9.10		1.4	..... WEST SIDE JUNCTION		113.4	Y	10.35	2.12	9.35	6.05	5.50	7.35	5.40
3.15	8.30	6.46			1.00		9.20	43	5.7	..... FLOOD		109.1	P		f 2.01	9.25			7.00	5.10
3.35	9.05	7.20			1.15		9.34	53	17	..... ULM		99.7	PW		f 1.47	9.07			6.05	4.30
4.00	9.45	7.45			1.28		9.45	45	5	..... RIVERDALE		92.8	P		f 1.28	8.54			5.25	4.00
4.45	10.30	8.40			1.40		10.00	55	74	..... CASCADE	Q	85.1	DN		s 1.18	8.40			4.45	3.00
5.10	10.55	9.15			1.55		10.15	45	6	..... HARDY		76.9	PW		f 1.05	8.22			4.00	2.30
5.35	11.20	9.55			2.11		10.29	54		..... MID CANON		69.2	P		f 12.51	8.07			3.10	2.11
6.10	11.45	10.30			2.26		10.43	55	44	..... CRAIG	RA	62.2	D PW		s 12.37	7.54			2.30	1.08
6.50	12.21pm	11.05			2.44		11.00	60	33	..... WOLF CREEK	WC	54.3	DN WC		s 12.21	7.36			1.45	12.21pm
7.25	12.45	11.30			2.52		11.08	45	7	..... MANILA		50.8	P		f 12.08pm	7.25			12.55	11.40
8.15	1.25	12.25am			3.01		11.24	55	3	..... MITCHELL		45.2	PW		f 11.55	7.18			12.25am	11.24
9.00	1.55	12.55			3.15		11.44	46	6	..... JOHNS		38.9	P		f 11.44	7.01			11.50	10.58
									77.4 WATER TANK		37.4	W								
9.45	2.35	1.45			3.28		11.56	57	7	..... SILVER	MN	32.7	DN Y		s 11.34	6.49			11.20	10.30
10.05	2.55	2.10			3.36		12.04pm	59	4	..... GEARING		28.7	P		f 11.25	6.39			10.55	10.00
10.25	3.15	2.45			3.44		12.12	54	13	..... IRON		23.8	P		f 11.15	6.29			10.25	9.30
									96.2 N. P. CROSSING		18.6									
									97.0 H. & R. M. CROSSING		17.8									
11.00	4.20	4.00			4.10		12.30		99.0	..... HELENA	HY		R D C K	s 11.00	6.10				9.40	8.50
11.20	4.55	4.20			4.31		12.51	54	15	..... EASTON		10.2	P		f 10.37	5.46			9.00	8.10
11.40	5.38	4.40			4.39		1.00	65	12	..... MONTANA CITY		6.1	P		f 10.31	5.38			8.40	7.55
11.59pm	6.15pm	5.15am			4.50pm		1.13pm	Yard	Yard	..... CLANCY	W	114.8	R@DN WCT	s 10.28am	5.26pm				8.10pm	7.30am
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Leave Tues. Thurs. and Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Tues. Thurs. & Sat.	Leave Daily	Leave Daily Ex. Sunday	
449	673	433	365	43	237	239	235							44	238	236	240	366	434	674	
9.15	10.15	11.00	.05	.05	4.05	.05	4.08			Time Over District.				.05	3.57	4.14	.05	.05	11.30	10.15	
12.4	11.2	10.4	16.8	16.8	28.1	16.8	27.7			Average Speed Per Hour				16.8	29.0	27.0	16.8	16.8	10.0	11.2	

Special Rules.

Trains will be handled under absolute control and without regard to making scheduled time at all points where land slides or falling rock may be found.

The switch in Rimini branch of the Northern Pacific between the Great Northern and Northern Pacific main lines must be set for Great Northern connection.

The gate at H. & R. M. crossing will be set against Northern Pacific trains except when trains are about to cross or are crossing, when the gate will be set against Great Northern trains.

Switch at west side junction must be set for Second District.

Switches at the east end of the Missouri River bridge, Great Falls, must be set for Fifth District.

Bulletin boards located Great Falls Telegraph Office and yard office and at Clancy.

Passenger trains will not exceed 45 miles and other trains 25 miles per hour.

INITIAL STATIONS.
Clancy for trains.....236, 238, 674 and 434.
Great Falls for trains 235, 237, 365, 433, 673 and 449.

DERAILING SWITCHES. West end Flood passing track.
Manila: East end industry track.
Helena: East end track No. 10 and Lindsay track
Clancy: East lead 200 feet west of east switch.

YARD LIMITS. Great Falls: One-half mile west of west wye switch.
Helena: One-half mile east of Rimini Junction and west of National Biscuit Spur.
Clancy: One-half mile east of east switch.

TERMINAL STATIONS.
Great Falls for trains.....236, 238, 674 and 434.
Clancy for trains.....235, 237, 433, 673 and 449.

Whistle Signals for tracks with switches controlled from towers, Northern Pacific Railway Crossing, Helena.
Main Line.....One long.

LOCATION OF TUNNELS.
No. 1, 2 1/2 miles west of Hardy, height 17 feet, 5 inches; length 822-5 ft.
No. 2, 1 mile west of Mid Canon, height 17 feet, 9 inches; length 171 ft.
No. 3, 2 1/2 miles east of Craig, height 17 feet, 7 inches; length 565 ft.
No. 4, 3 miles east of Mitchell, height 18 feet, 2 inches; length 364-3 ft.
No. 5, 3/4 miles east of Mitchell, height 17 feet, 1 inches; length 595-4 ft.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Great Falls	Switch at	Car Capacity
Grover & Luchar Spur	5	East end	5
Reloh Spur	57	East end	375
Wolf Creek Quarry	62	East end	31
Helena Fair Ground	98	West end	95
Kirkendall's	110	West end	26
Kane's Spur	113	East end	3

4 WEST BOUND.

THIRD DISTRICT—BETWEEN CLANCY AND BUTTE.

EAST BOUND.

THIRD CLASS		SECOND CLASS		FIRST CLASS		CAR CAPACITY OF SIDINGS		Distance from Clancy	STATIONS	Telegraph Calls	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
671	449	433		237	235	Passing Tracks	Other Tracks						238	236	434		672	
Local Freight Leave Daily Except Sunday	Th'gh Freight Leave Daily	Time Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily								Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily		Local Freight Arrive Daily Except Sunday	
5.00Am	1.00Am	6.15Am		672 4.50Pm	1.13Pm			.0	CLANCY	W	56.9	R@DN WCT	10.28Am	5.26Pm	6.20Pm		237 4.40Pm	
				5.00	1.20		3	0.8	ALHAMBRA		56.1		10.18	5.20				
5.40	1.30	6.45		236 5.14	1.31	38		4.1	LONGEWAY		52.8	P	10.11	5.14	6.00		4.15	
				5.20	1.36			5.2	JEFFERSON		51.7		10.08	5.08				
6.10	2.00	7.25		434 5.32	1.43	64	11	6.8	CORBIN	BI	50.1	D PW	10.04	5.05	237 5.32		3.55	
6.50	2.35	8.20		5.45	1.55	30	7	10.6	WICKES		46.8	P	9.55	4.56	236 4.56		3.30	
7.10	2.55	8.45		5.51	1.58	67	20	11.7	PORTAL	NX	45.2	D PW	9.51	4.53	4.33		3.17	
7.20	3.05	8.55		5.56	2.03	64	8	13.5	AMAZON	Z	43.4	NPW	9.46	4.48	4.25		3.07	
8.00	3.30	9.35		6.10	2.17	64	30	19.4	BOULDER	RO	37.5	D P	9.35	4.36	3.35		2.17	
8.15	3.40	9.45		6.17	2.21			22.7	HYNDMAN		34.2	P K	9.25	4.25	3.15		1.45	
				6.20	2.23		8	24.0	FULLER		32.9		9.23	4.23				
8.47	4.10	10.15		6.32	2.33	56	163	27.1	BASIN	SI	29.8	DN W	9.15	4.16	3.00		1.33	
238 9.05	4.25	10.45		6.42	2.43	65	17	31.1	BERNICE		25.8	P	9.05	4.06	2.43		1.10	
9.40	5.00	11.05		6.54	2.53	37		34.3	WILDER		22.6	PW	8.58	3.58	2.25		12.45	
10.08	5.25	11.30		7.06	3.06	64	7	39.1	ELK PARK		17.8	PW Y	8.48	3.49	2.00		12.15Pm	
10.33	5.45	11.45		7.17	3.16	39		44.1	TRASK		12.8	P	8.38	3.39	1.45		433 11.45	
11.00Am	6.00Am	12.15Pm		7.25	3.30			47.8	WOODVILLE	MA	9.1	R DN WC Y	8.30	3.30	433 1.30Pm		11.30Am	
				7.39	3.45	15	10	52.7	MOUNTAIN JUNCTION	CN	4.2	D W	8.12	3.12				
								56.1	N. P. CROSSING		0.8	D I						
				7.55Pm	3.55Pm			56.9	BUTTE	DU	.0	R@DN WCTYO K	8.00Am	3.00Pm				
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily		Leave Daily Except Sunday	
671	449	433		237	235								238	236	434		672	
6.00 8.0	5.00 9.5	6.00 8.0		3.05 18.4	2.42 21.7								2.23 23.8	2.22 24.0	4.50 10.0		5.10 9.2	

Time Over District.
Average Speed Per Hour.

Special Rules.

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

Trains will be handled under absolute control and without regard to making scheduled time at all points where land slides or falling rock may be found.

East bound freight trains will stop at Corbin for inspection of wheels.

Trains between Portal and Amazon and between Woodville and Butte are moved by train staff and automatic block system.

Be governed by special instructions.

West bound freight trains will take siding for east bound freight trains at Longeway, Corbin, Wicks, Portal, Bernice and Wilder.

Bulletin boards are located Clancy and Butte.

Passenger trains will not exceed 40 miles and other trains 20 miles per hour.

First-class trains will use not less than 5 minutes and freight trains 3 minutes through tunnel No. 6.

Trains descending grade will not follow other trains out of stations less than 15 minutes.

YARD LIMITS.

Clancy, one half mile west of west switch.

Basin, one half mile east of east switch and west of west switch.

Butte, one half mile east of east switch at Woodville.

INITIAL STATIONS.

Clancy for trains.....235, 237, 433, 671 and 449.

Butte for trains.....236 and 238.

Woodville for train.....672 and 434.

TERMINAL STATIONS

Clancy for trains.....236, 238, 672 and 434.

Butte for trains.....235 and 237.

Woodville for trains.....433, 671 and 449.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Clancy	Switch at	Car Capacity
Wood Spur No. 5.....	36	East end	14
Wood Spur No. 8.....	41	West end	4

DERAILING SWITCHES.

- Longeway, east end passing track.
- Portal, east end industry track.
- Boulder, west end of house track.
- Hyndman, east end.
- Fuller, west end industry track.
- Basin, east end of industry track and on high line spur.
- Bernice, east end of industry track.
- Wilder, east end passing track.

LOCATION OF TUNNELS.

- No. 6, between Portal and Amazon, height 19 feet; length 6139 feet.
- No. 7, 2 miles east of Basin, height 22 feet; length 816 feet.
- No. 8, 1/2 mile west of Wilder, height 19 feet, 3 inches; length 200 feet.
- No. 9, 1 1/4 miles west of Wilder, height 22 feet; length 665-5 feet.
- No. 10, 2 1/2 miles west of Woodville, height 22 feet, length 1283 feet.

THIRD CLASS		SECOND CLASS		FIRST CLASS		CAR CAPACITY OF SIDINGS		Time Table No. 19. In Effect November 2, 1913.	STATIONS	Telegraph Calls	Distance from Judith Gap	SIGNS	FIRST CLASS		THIRD CLASS			
		435		241	43	Passing Tracks	Other Tracks						242	44			436	
		Time Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily										Passenger Arrive Daily	Passenger Arrive Daily		
		9.00Am		12.10Pm	6.30Am			0.0	BILLINGS	BG	114.4	R@DN WCTYO K	3.45Pm	6.35Pm		5.30Am		
TRAINS BETWEEN GREAT NORTHERN JCT. AND BILLINGS WILL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE.																		
		9.40Am		12.35Pm	6.50Am	72	39		GREAT NORTHERN JCT.	GN	102.7	R DN W Y K	3.20Pm	6.10Pm		4.45Am		
		10.00		12.45	7.00	63	29	4.8	HESPER		97.9	P	3.08	6.00		4.25		
		10.30		12.57	7.12	63	27	10.0	RIMROCK		92.7	P	2.52	5.50		3.55		
		10.55		1.07	7.22	64	16	14.9	SHOREY		87.8	P	2.40	5.42		3.25		
		11.40		1.21	7.36	64	16	22.2	ACTON		80.5	P	2.20	5.32		2.45		
		12.15Pm		1.35	7.46	63	17	28.6	COMANCHE		74.1	PW	2.05	5.22		1.55		
		12.45		1.50	7.58	63	15	37.3	BROADVIEW	BW	65.4	D P	1.50	5.08		12.55		
		1.00		2.01	8.09	63	15	43.1	PAINTED ROBE		59.6	PW	1.35	4.54		12.01Am		
		1.22		2.14	8.17	63	16	49.2	BELMONT		53.5	P	1.22	4.44		11.35		
		1.40		2.32	8.35	63	27	56.7	CUSHMAN	CN	46.0	D PWC	1.08	4.30		10.30		
		2.00		2.44	8.47	63	15	63.4	VEBAR		39.3	P	12.53	4.14		9.55		
		2.25		2.55	8.57	63	15	69.6	FRANKLIN		33.1	PW	12.41	4.05		9.25		
		3.05		3.05	9.07	63	15	75.3	WALLUM		27.4	P	12.31	3.56		8.55		
		3.46		3.20	9.28	63	15	82.4	HEDGES	DG	20.3	D PW	12.20	3.46		8.20		
		4.20		3.44	9.40	63	15	89.4	NIHILL		13.3	P	12.08Pm	3.36		7.45		
		4.55		3.53	9.55	63	15	95.8	OXFORD		6.9	PW	11.57	3.27		7.10		
		5.30Pm		4.10Pm	10.10Am	Yard	Yard	102.7	JUDITH GAP	JU	0.0	R@DN WC Y K	11.45Am	3.17Pm		6.30Pm		
		Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily		Leave Daily		
		435		241	43								242	44		436		
		8.30 13.5		4.00 28.6	3.40 31.2				Time Over District Average Speed Per Hour				4.00 28.6	3.18 34.7		11.00 10.4		

Special Rules.

West bound trains are superior to east bound trains of the same class.
No. 241 Will Take Siding Where They Meet 44

Trains will be handled under absolute control and without regard to making schedule time at all points where land slides and falling rock may be found.
See bulletin instructions as to movement of trains between Northern Pacific passenger yards and Great Northern freight yards.
436 may carry passengers when provided with proper transportation and freight train permits.
Passenger trains will not exceed 45 miles and freight trains 30 miles per hour.
Switches at Great Northern Junction must be set for the Northern Pacific Railway main line.
Bulletin boards located at Judith Gap and Billings.
No. 43 stop on flag to pick up passengers for stations beyond Great Falls at which No. 43 stops, and to let off passengers from stations east of Billings.
No. 44 stop to let off passengers from stations beyond Great Falls.

YARD LIMITS—Judith Gap: One half mile east of east switch.

INITIAL STATIONS.

Great Northern Junction for trains 43, 241 and 435.
Judith Gap for trains 44, 242 and 436.

TERMINAL STATIONS.

Great Northern Junction for trains 44, 242 and 436
Judith Gap for trains 43, 241 and 435

DERAILING SWITCHES.

Comanche, east end industry track.
Rimrock, east end industry track.
Shorey, east end industry track.
Broadview, east end industry track.
Painted Robe, west end industry track.
Cushman, west end industry track and coal shed track.
Vebar, east end industry track.
Franklin, east end industry track.
Wallum, east end industry track.
Hedges, east end industry track.
Nihill, east end industry track.
Oxford, east end industry track.

LOCATION OF TUNNELS.

Tunnel No. Q-1, 1 1/4 miles east of Shorey, height 22 ft.; length 2400 ft.
Tunnel No. Q-2, 1 1/4 miles west of Painted Robe, height 22 ft.; length 1100 ft.

6 WEST BOUND.

FIFTH DISTRICT—BETWEEN JUDITH GAP AND GREAT FALLS.

EAST BOUND.

THIRD CLASS		SECOND CLASS	FIRST CLASS			CAR CAPACITY OF SIDINGS		Distance from Judith Gap	STATIONS	Telegraph Code	Distance from Great Falls	SIGNS	FIRST CLASS			SECOND CLASS	THIRD CLASS	
679	435		241	43	237	Passing Tracks	Other Tracks						242	44	238	436	680	
Local Freight	Time Freight		Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Time Freight	Local Freight		
Leave Daily Ex. Sunday	Leave Daily		Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
5.30Am	6.00Pm		4.15Pm	10.18Am				0.0	JUDITH GAP	JU	120.8	R@DN WC Y K	11.15Am	3.14Pm		5.30Pm	6.00Pm	
5.50	6.20		4.27	10.25		64	20	6.5	BARROWS		114.3	P	10.55	2.58		5.05	5.35	
6.20	6.40		4.36	10.36		63	26	12.3	BUFFALO	BO	108.5	D PW	10.36	2.47		4.38	5.15	
6.40	7.05		4.48	10.46		63	31	18.2	MENDON		102.6	P	10.20	2.37		4.00	4.48	
7.00	7.25		4.57	10.55		64	17	22.8	HAUCK		98.0	P	10.10	2.28		3.85	4.25	
7.45	7.50		5.12	11.05		63	40	27.7	HOBSON	HO	93.1	D PW	10.00	2.20		3.05	3.55	
					9.25Am			32.9	LEWISTOWN JCT.		87.9				6.00Pm			
8.05	8.20		5.30	11.16	9.30	63	15	33.1	MOCCASIN	MC	87.7	R D P	9.45	2.09	5.55	2.80	3.25	
8.25	8.40		6.10	11.24	9.42	94	16	38.4	BENCHLAND	BD	82.4	D P	9.18	2.01	5.42	2.01	2.55	
9.05	8.55		6.20	11.34	9.55	85	21	44.5	WINDHAM	WD	76.3	D PW	9.06	1.51	5.30	1.25	2.20	
9.50	9.30		6.37	11.46	10.12	64	38	51.7	STANFORD	SD	69.1	D PWC	8.52	1.38	5.15	12.50Pm	1.38	
10.21	9.45		6.48	11.55	10.21	64	15	56.9	DOVER		63.9	P	8.37	1.24	5.00	11.55	12.85	
11.15	10.05		7.00	12.04Pm	10.32	63	16	62.4	MERINO		58.4	P	8.25	1.14	4.49	11.15	12.04Pm	
11.30	10.80		7.15	12.14	10.41	63	27	68.6	GEYSER	GY	52.2	D PW	8.14	1.05	4.37	10.41	11.30	
11.55	10.55		7.30	12.25	10.54	63	81	74.7	SPION KOP	KO	46.1	D P Y	8.02	12.55	4.25	10.00	10.54	
12.35Pm	11.10		7.45	12.35	11.04	63	21	81.1	RAYNSFORD	RF	39.7	D PW	7.49	12.35	4.10	9.20	10.15	
1.05	11.25		7.55	12.45	11.14	64	28	86.2	BLYTHE		34.6	P	7.37	12.18	3.55	8.45	9.45	
1.45	11.50		8.08	12.54	11.24	90	74	92.1	ARMINGTON	RM	28.7	R DN W Y	7.25	12.02Pm	3.41	8.10	9.05	
2.10	12.05Am		8.20	1.02	11.30	58	209	94.0	BELT	B	26.8	D P C	7.15	11.56	3.35	7.55	8.35	
2.45	12.40		8.35	1.20	11.42	63	16	99.0	WAYNE		21.8	P	7.00	11.42	3.21	7.30	8.05	
3.09	1.15		8.45	1.35	11.55	63	15	105.3	SWIFT		15.5	P	6.48	11.26	3.09	6.48	7.30	
3.40	1.45		8.55	1.47	12.11Pm	102	68	110.5	GERBER	GR	10.3	R DN W	6.38	11.14	2.57	6.10	7.00	
3.55	2.05		9.05	1.52	12.18	85	19	114.1	FIELD		6.7		6.26	11.07	2.47	5.55	6.26	
4.20Pm	2.30Am		9.20Pm	2.10Pm	12.35Pm	Yard	Yard	120.8	GREAT FALLS	PD	0.0	R@DN WCTYO	6.15Am	10.55Am	2.35Pm	5.30Am	5.45Am	
10.50	8.30		8.05	3.57	3.10								5.00	4.19	3.25	12.00	12.15	
11.2	14.2		23.7	30.5	27.7								24.2	27.9	25.7	10.1	9.9	
Time Over District Average Speed Per Hour																		

Special Rules.

West bound trains are superior to east bound trains of the same class.
Train 241 take siding for No. 238 at Moccasin.

Trains will be handled under absolute control and without regard to making scheduled time at all points where land slides and falling rock may be found.
679 and 680 may carry passengers when provided with proper transportation and freight train permits.
Passenger trains will not exceed 45 miles and freight trains 30 miles an hour.
Junction switch for Neihart Line east of Armington will be set for Fifth District.
Junction switch at Gerber will be set for main line to Judith Gap.
Bulletin boards located at Great Falls and Judith Gap.
No. 43 stop on flag at stations Barrows to Hobson, inclusive, for passengers destined to stations beyond Great Falls at which No. 43 stops; and to let off passengers from stations east of Billings.
No. 44 stop on flag at stations Hobson to Barrows, inclusive, to let off passengers from stations beyond Great Falls.
Trains 43 and 44 may register at Moccasin, Armington and Gerber by card.

YARD LIMITS: Judith Gap: One-half mile west of west switch.
Armington-Belt: One-half mile east of east switch, Armington; one-half mile west of west switch, Belt.
Great Falls: One-half mile east of water-works spur.

INITIAL STATIONS:

Judith Gap for trains 43, 241, 435 and 679.
Great Falls for trains 44, 238, 242, 436 and 680.
Moccasin for trains 237.

DERAILING SWITCHES.

Judith Gap, east end industry track.
Barrows, west end industry track.
Buffalo, west end industry track.
Moccasin, east end industry track.
Windham, east end storage track.
Stanford, west end industry track and coal shed track.
Dover, west end industry track.
Merino east end industry track.

Business Tracks Not Shown as Stations on Time Tables.

Name	Miles From Great Falls	Switch at	Car Capacity
Fife.....	18	West End	8

TERMINAL STATIONS:

Judith Gap for trains 44, 242, 436 and 680.
Great Falls for trains 43, 237, 241, 435 and 679.
Moccasin for trains 238.

Geyser, west end industry track.
Spion Kop, east end storage track.
Blythe, west end industry track.
Wayne, west end industry track.

LOCATION OF TUNNELS.

No. Q-3, 2 1/2 miles west of Windham, height 22 feet; length 1605 ft.
No. Q-4, 1 mile west of Dover, height 22 feet; length 1557 feet.
No. Q-5, 1/2 mile east of Wayne, height 22 feet; length 1162 feet.

WEST BOUND.

SIXTH DISTRICT—BETWEEN GREAT FALLS AND SWEET GRASS.

EAST BOUND. 7

THIRD CLASS			SECOND CLASS		FIRST CLASS			CAR CAPACITY OF SIDINGS	Distance from Great Falls	Time Table No. 19. In Effect November 2, 1913.	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS
677	365	435	361	43	239	44	240							362	366	436	678		
Local Freight	Mixed	Time Freight.	Passenger	Passenger	Passenger	Passenger.	Passenger	Passenger	Mixed	Time Freight	Local Freight								
Leave Daily Except Sunday	Leave Tues. Thurs. and Sat.	Leave Daily.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. & Sat.	Arrive Daily	Arrive Daily Except Sunday								
4.15Am	7.05Am	3.30Am		2.30Pm	9.50Am			.0	WEST SIDE JUNCTION	D	137.5	P	10.35Am	6.05Pm		5.50Pm	3.30Am	8.40Pm	
4.40	7.25	3.55		678 2.42	10.00	42	10	8.1	MANCHESTER		130.8	P	10.20	5.50		5.35	2.45	43 2.42	
	7.35					65	22	12.1	SUN RIVER JCT.		126.8	W				5.25			
5.10		4.10		2.52	10.10			12.3	VAUGHN	BY	126.6	D PW	10.10	5.40			2.20	2.20	
5.35		4.30		3.04	10.25	64	5	18.7	GORDON		120.2	P	9.58	5.28			1.45	1.45	
6.10		5.00		3.18	10.41	64	25	26.9	POWER		112.0	PW	9.45	5.18			1.00	1.05	
6.40		5.16		3.26	10.50	64	10	31.9	CARGILL		107.0	P	9.35	5.08			12.30	12.40	
7.20		5.35		3.35	11.00	66	15	37.3	DUTTON		101.5	P	9.25	4.58			12.01Am	12.20Pm	
8.10		6.15		3.55	11.20	63	21	45.2	COLLINS	ON	93.7	DN W	9.08	4.36			11.15	11.20	
44 8.45		7.00		240 4.13	11.45	65	19	55.4	BRADY		83.5	P	8.45	4.13			10.25	10.25	
678 9.45		7.40		4.24	11.57	64	3	61.3	WITHEY		77.6	P	8.35	3.47			9.55	677 9.45	
10.30		44-678 8.20		4.39	12.15Pm	64	195	68.7	CONRAD	RD	70.2	DN C Y K	435-678 8.20	3.80			9.15	435-44 8.20	
								73.2	WATER TANK		65.7	W							
11.00		9.05		4.51	12.30		15	77.0	MILE POST NO. 77		61.9		8.05	3.10			8.40	7.40	
11.25		9.50		5.05	12.45	64	8	84.0	FOWLER		54.9	P	7.50	2.55			7.50	7.15	
12.05Pm		10.20		5.18	12.57	64	7	90.8	NAISMITH		48.0	PW	7.36	2.40			7.15	6.50	
12.50Pm		11.30Am		5.40Pm	1.30Pm			99.9	SHELBY	SI	39.0	R DN	7.18Am	2.20Pm			6.45Pm	6.25Am	

TRAINS BETWEEN SHELBY AND VIRDEN WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.

			362						2.7						361			
			2.00Pm						VIRDEN						1.45Pm			
			2.40						ALOUE						1.10			
			3.30Pm						KEVIN						12.30Pm			
			3.30Pm						SUNBURST						12.30Pm			
			3.30Pm						SWEET GRASS						12.30Pm			
Arrive Daily Except Sunday	Leave Tues. Thurs. and Sat.	Arrive Daily.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs. & Sat.	Leave Daily	Leave Daily Except Sunday
677	365	435	361	43	239								44	240	362	366	436	678
8.35	12.1	8.00	1.30	2.10	3.40								3.17	3.45	1.15	.25	8.45	9.15
11.6	24.2	12.5	24.2	31.5	27.2								30.4	26.6	29.0	29.0	11.4	10.8

Special Rules.
 West bound trains are superior to east bound trains of the same class.
 NO. 362 HAS RIGHT OVER NO. 361
 Train 239 will take siding where they meet No. 44

Trains will be handled under absolute control and without regard to making scheduled time at points where land slides or falling rock may be found.
 677 and 678 will carry passengers when provided with proper transportation and freight train permits.
 Passenger trains will not exceed 40 miles and freight trains 25 miles per hour.
 Passenger trains between Virden and Sweet Grass will not exceed 35 and freight trains 20 miles per hour.
 Junction switches at Shelby and Virden must be set for the Montana Division main line.
 West side Junction switch will be set for second district.
 Bulletin boards are located at Great Falls yard office and Telegraph Office.
 Trains will not exceed a speed of 10 miles per hour over bridges 298 and 299 each side of Collins.
 Double headers must not be run over Bridges 298 and 299 near Collins, and over Bridge 325 East Naismith.
 Train 44 will stop to pick up passengers destined to points beyond Judith Gap.
 Train 43 will stop to pick up passengers destined to points beyond Cut Bank at which 43 stops.

YARD LIMITS.
 Great Falls, one half mile west of west stock yard switch.
 Shelby, one half mile east of east switch.
 Virden, one half mile west of west wye switch.

DERAILING SWITCHES.
 Manchester, east end of spur.
 Brady Pit, east end of Pit track.
 Mile Post 77 west end spur.
 Sweet Grass, east end passing track.

INITIAL STATIONS.
 Great Falls for trains... 43, 239, 365, 435 and 677.
 Virden for train... 361.
 Shelby for trains... 44, 240, 436 and 678
 Sweet Grass for train... 362.

TERMINAL STATIONS.
 Shelby for trains... 43, 239, 435 and 677.
 Sweet Grass for train... 361.
 Great Falls for trains... 44, 240, 436, 366 and 678.
 Virden for train... 362.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Great Falls	Switch at	Car Capacity
Brady Pit	58	East End	100

8 WEST BOUND. SEVENTH DISTRICT—BETWEEN STOCKETT AND SAND COULEE

EIGHTH DISTRICT—BETWEEN NEIHART AND ARMINGTON.

EAST BOUND.

CAR CAPACITY OF SIDINGS				Time Table No. 19. In Effect November 2, 1913.				SIGNALS				SECOND CLASS				CAR CAPACITY OF SIDING				Time Table No. 19. In Effect November 2, 1913.				SIGNALS				SECOND CLASS			
Passing Tracks		Other Tracks		Distance from Sand Coulee and Stockett		Telegraph Calls	Distance from Gerber		SIGNALS		Distance from Neihart		Telegraph Calls	Distance from Armington		SIGNALS		Distance from Neihart		Telegraph Calls	Distance from Armington		SIGNALS		Distance from Neihart		Telegraph Calls	Distance from Armington		SIGNALS	
STATIONS				STATIONS				STATIONS				STATIONS				STATIONS				STATIONS											
84	140	0.0	SAND COULEE		SC	4.6	D	P																							
		1.6	LEWIS			3.0																									
	239	0.0	STOCKETT		S	7.8	R	D	W	T	P																				
		4.8	LEWIS			3.0																									
102	68	7.8	GERBER		GR	0.0	R	DN	W	P																					
				Time Over District Average Speed Per Hour								Time Over District Average Speed Per Hour								Time Over District Average Speed Per Hour											

Special Rules.

West bound trains are superior to east bound trains of the same class.
 Trains will be handled under absolute control and without regard to making scheduled time at all points where land slides or falling rock may be found.
 Junction switch at Gerber must be set for Fifth District.
 Junction switch at Lewis must be set for line to Stockett.

DERAILING SWITCHES.

Stockett—West end of passing track.
 West end of back track.
 Lowes end passing track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Gerber	Switch at	Car Capacity
Lochray's	3.5	East end	109
Browns	4.	West end	42
Mine No. 7	4.2	West end	50
Stainsby	5.5	West end	3
Nelson	6.7	West end	5

Special Rules.

364 HAS RIGHT OVER 363

West bound trains are superior to east bound trains of the same class.
 Trains will be handled under absolute control and without regard to making schedule time at all points where land slides or falling rock may be found.
 Junction switch east of Armington must be set for Fifth District.

YARD LIMITS

Armington: One-half mile east of east switch.

INITIAL STATIONS

Neihart for train 363.
 Armington for train 364.

TERMINAL STATIONS

Neihart for train 364.
 Armington for train 363.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Great Falls	Switch at	Car Capacity
Stock Yards	29	Siding	43
Goodman	36	West end	3
Siegling's	34	Siding	42
Wellwood	59	West end	4
Johannesburg	62	East end	3
Benton's	64	East end	3

DERAILING SWITCHES.

Neihart, Florence Mining Spur.
 Albright, both tracks.
 Riceville, east end industry track.

LOCATION OF TUNNELS.

No. 11, 1 1/2 miles west of Aldright, height 19 ft. 6 inches;
 length 123 feet.

West Bound. NINTH DISTRICT--BETWEEN LEWISTOWN AND MOCCASIN. East Bound. West Bound. TENTH DISTRICT--BETWEEN VAUGHN AND GILMAN. East Bound. 9

THIRD CLASS 769	FIRST CLASS		CAPACITY OF SIDINGS		Distance from Lewistown	Time Table No. 19 In Effect November 2, 1913.			Distance from Moccasin	SIGNS	FIRST CLASS		THIRD CLASS	Distance from Sun River Jct.	Time Table No. 19 In Effect November 2, 1913.			Distance from Gilman	SIGNS	SECOND CLASS
	233	237	Passing Tracks	Other Tracks		234	238	770			365	366								
Local Freight	Passenger	Passenger			STATIONS															
Leave Daily Ex. Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Leave Tues. Thurs. and Sat.	Passing Tracks	Other Tracks	Arrive Daily Ex. Sunday	Leave Tues. Thurs. and Sat.	Arrive Daily Ex. Sunday	Leave Tues. Thurs. and Sat.					
11.30Am	4.10Pm	8.00Am	62	80	.....LEWISTOWN.....	29.8	DPWCY	11.15Am	7.30Pm	9.30Am	7.35Am			.....SUN RIVER JUNCTION.....	39.8	DPW	5.25Pm	
11.55	4.25	8.12	21	4.8	.....^{4.8} SCOTT.....	25.0		11.00	7.15	9.00	7.45		.16	.....² VAUGHN.....	39.6	BY	5.20	
12.05Pm	4.30	8.17	28	6.5	.....^{1.7} STAVELY.....	23.3		10.55	7.10	8.45	8.20	38	6.9	.....^{6.7} LARGENT.....	32.9		4.30	
12.30	4.40	⁷⁷⁰ 8.25	35	9.5	.....^{3.0} KINGSTON.....	20.3	P	10.45	7.00	²³⁷ 8.25	9.00	38	13.6	.....^{6.7} FORT SHAW.....	26.2		8.40	
1.00	4.57	8.45	47	15.6	.....^{6.1} ROSSFORK.....	14.2	PW	10.25	6.40	8.00	9.40	38	19.2	.....^{5.8} SIMMS.....	20.6	W	3.00	
1.40	5.13	9.00	47	22.3	.....^{8.7} KOLIN.....	7.5	P	10.10	6.25	7.30	10.10	35	25.0	.....^{5.8} LOOMIS.....	14.8		2.20	
2.20Pm	5.30	9.20			.....^{7.3} LEWISTOWN JUNCTION.....	.12		9.50	6.05	7.00Am	10.40	47	29.6	.....^{4.7} RIEBELING.....	10.1		1.50	
	5.35Pm	9.25Am	63	22	.....² MOCCASIN.....		MC	9.45Am	6.00Pm		11.10	35	34.6	.....^{4.9} BICKEL.....	5.2		1.20	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Arrive Tues. Thurs. and Sat.			.....^{5.2} GILMAN.....		DPCYW	12.50Pm		
769	233	237						234	238	770	365							366		
2.50 10.4	1.25 21.0	1.25 21.0			Time Over District Average Speed per Hour			1.30 19.8	1.30 19.8	2.30 11.8	4.05 9.7			Time Over District Average Speed per Hour				4.35 8.7		

SPECIAL RULES

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

NO. 770 HAS RIGHT OVER NO. 769.

Trains must be handled under absolute control and without regard to making schedule time at all points where land slides or falling rocks may be found.

Passenger trains will not exceed 30 miles and freight trains 20 miles per hour.

Switch at Lewistown Junction must be set for fifth district.

Bulletin board is at Lewistown.

Movement over Spring Creek Bridge between Stavely and Kingston will be made under staff system. Trains will stop to clear G. N. and Milwaukee junctions until enginemen gets staff.

DERAILS.

- Lewistown, west end industry track, west end house track, west end Johnson Lb. Co.'s spur.
- Scott, west end industry track.
- Stavely, west end industry track.
- Kingston, east end industry track.
- Rosfork, west end industry track.
- Kolin, east end industry track.

INITIAL STATIONS.

- Lewistown for trains 237, 233 and 769.
- Moccasin for trains 238, 234 and 770.

TERMINAL STATIONS.

- Moccasin for trains 237, 233 and 769.
- Lewistown for trains 238, 234 and 770.

SPECIAL RULES.

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

Trains must be handled under absolute control and without regard to making schedule time at all points where land slides or falling rock may be found.

Trains will not exceed 18 miles per hour.

Switch at Sun River Junction must be set for Sixth District.

DERAILS.

- Fort Shaw, east end industry track.
- Simms, east end industry track.
- Loomis, east end industry track.
- Riebeling, east end industry track.
- Bickel, east end industry track.
- Gilman, east end industry track.

INITIAL STATIONS.

- Sun River Junction for train 365.
- Gilman for train 366.

TERMINAL STATIONS.

- Gilman for train 365.
- Sun River Junction for train 366.

West Bound **ELEVENTH DISTRICT--BETWEEN POWER AND BYNUM** East Bound

SECOND CLASS	367	CAR CAPACITY OF SIDINGS			Time Table No. 19 In Effect November 2, 1913	STATIONS	Telegraph Calls	Distance from Bynum	SIGNS	SECOND CLASS	368
		Passing Tracks	Other Tracks	Distance from Junction							
	Mixed										
	Leave Daily Ex. Sunday										Arrive Daily Ex. Sunday
	10.55Am				POWER	PO			D PW CY		9.30Am
	11.00				0.1 JUNCTION		42.2				9.25
	11.35	22		5.6	5.6 CORDOVA		36.6				8.50
	12.05Pm	29		11.4	5.8 SLOAN		30.8				8.20
	12.35	41		17.0	5.6 LIMINGTON		25.2	P			7.50
	1.00	29		22.1	5.1 FLUME		20.1				7.15
	2.00	57		18.5	6.4 CHOTEAU		13.7	D PW			6.40
	2.25	29		32.7	4.2 CLAUDE		9.5				6.15
	2.50	29		36.4	3.7 PARIS		5.8	P			5.50
	3.25Pm	36		42.2	5.8 BYNUM			D PW CY			5.15Am
	Arrive Daily Ex. Sunday										Leave Daily Ex. Sunday
	367										368
	4.30 9.3				Time Over District Average Speed per Hour						4.14 9.9

SPECIAL RULES

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

NO. 368 HAS RIGHT OVER NO. 367.
Trains will be handled under absolute control and without regard to making schedule time at all points where land slides or falling rocks may be found.
Trains will not exceed speed of 20 miles per hour.

INITIAL STATIONS

Bynum for train 368.
Power for train 367.

TERMINAL STATIONS

Power for train 368.
Bynum for train 367.

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

STATIONS.	Ruling Grade	Class L 2-1800-1844				Class F 8-1140-1196				Class G 5-800-807				Class G 3-720-769				Class G 2-700-719				Class G 1-600-615				Class F 1-500-565				Class D 5-450-476				Class D 2-300-359			
		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
		Havre to Benton.....	0.6					1800	1620	1440	1260	1800	1620	1440	1260	1600	1440	1300	1170	1500	1350	1200	1050	1400	1275	1150	1100	1200	1075	1025	900	1150	1050	1025	925	950	875	800	725
Benton to Great Falls.....	0.6					1800	1620	1440	1260	1800	1620	1440	1260	1500	1350	1215	1100	1500	1350	1200	1050	1300	1175	1100	1000	1100	975	900	800	1050	1025	1000	950	950	875	800	725
Great Falls to Havre.....	0.6					2000	1800	1600	1400	2000	1800	1600	1400	1750	1575	1420	1280	1700	1530	1360	1190	1600	1450	1375	1250	1400	1275	1225	1100	1350	1225	1175	1150	1100	1000	950	900
Great Falls to Clancy.....	0.8	1575				1225	1100	1050	950	1225	1100	1050	950	1125	1025	970	890	1075	975	925	850	975	875	825	750	900	825	775	700								
Clancy to Helena.....	0.1	2700				2300	2200	2075	1950	2300	2200	2075	1950	2050	1900	1710	1540	1650	1500	1524	1300	1550	1450	1325	1200	1475	1325	1250	1125								
Helena to Silver.....	1.1					1150	1075	1025	975	1150	1075	1025	975	1000	900	810	730	900	825	800	725	775	700	675	600	725	650	625	575								
Silver to Great Falls.....	0.6					2175	2050	1975	1875	2175	2050	1975	1875	1925	1725	1560	1400	1600	1450	1375	1250	1500	1375	1240	1175	1325	1200	1150	1050								
Clancy to Woodville.....	2.2	700	630	570	525	550	500	475	425	575	525	500	450					450	400	375	350	425	375	350	325												
Woodville to Clancy.....	1.0	1600				1300	1170	1040	975	1200	1075	1025	950					1000	975	900	850	825	775	750	725												
G. N. Jct. to Great Falls.....	0.6					1800	1620	1440	1260					1200	1080	960	900	1500	1350	1200	1050					1200	1075	1025	900								
Spion Kop to G. N. Jct.....	0.6					1800	1620	1440	1260					1280	1000	960	900	1500	1350	1200	1050					1200	1075	1025	900								
Belt to Spion Kop.....	1.0					1200	1075	1025	950					900	810	720	630	1000	950	875	800					725	650	625	575								
Great Falls to Belt.....	0.6					1800	1620	1440	1260					1500	1350	1200	1050	900	810	720	630	800	725	700	650	725	650	625	600	700	625	600	575	550	500	475	450
Great Falls to Virden.....	1.4					1350	1200	1075	100					1150	1035	935	890	1075	970	860	750	1000	950	900	825	800	750	700	675								
Virden to Great Falls.....	1.0					1400	1250	1125	1050					1200	1080	960	900	1190	1070	950	830	1100	1050	975	925	900	850	800	750	900	850	800	750	675	625	575	500
Virden to Sweet Grass.....	1.0																					1200	1150	1075	1025	1000	950	900	850	1000	950	900	850	650	600	550	475
Sweet Grass to Virden.....	0.6																													1200	1125	1050	975				
Belt to Monarch.....	1.5																	675	610	540	475					500	450	400	375	500	450	400	375	425	400	375	350
Monarch to Neihart.....	2.5																									300	270	240	225	300	270	240	225	200	175	150	125
Neihart to Armington.....	0.0																									1000	900	800	750	1000	900	800	750	800	720	640	600
Lewistown to Moccasin.....	0.6													1500												1100								950			
Moccasin to Lewistown.....	0.6													1500												1100								950			
Sun River Jct. to Gilman.....	0.6													1500												1100								950			
Gilman to Sun River Jct.....	0.5													1650												1200								1025			

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

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

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.....	86 Tons
Box Cars, 34 foot.....	13 Tons	Engines numbered in 300 series.....	90 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.

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

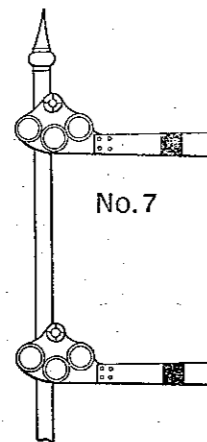
INTERLOCKING SIGNALS

ENGINEMEN AND TRAINMEN.

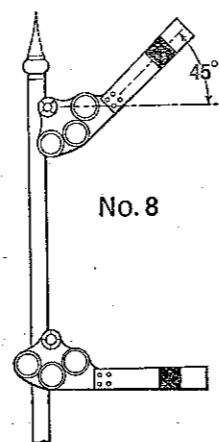
- 661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
- 662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Enginemen 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.

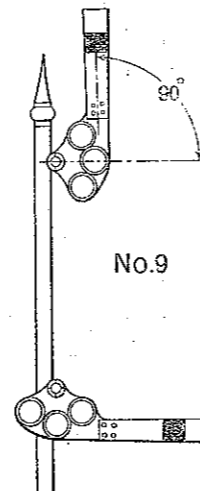
- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
 - 623. If there is a derailment, or if a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



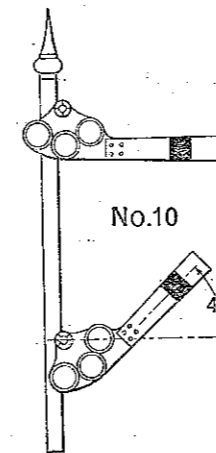
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
 Name. STOP Signal.



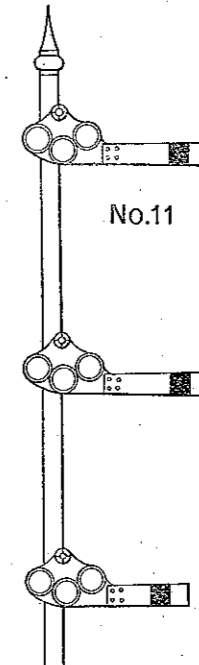
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, YELLOW light at night.
 Lower Arm, RED light at night.
 Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
 Name. CAUTION Signal.



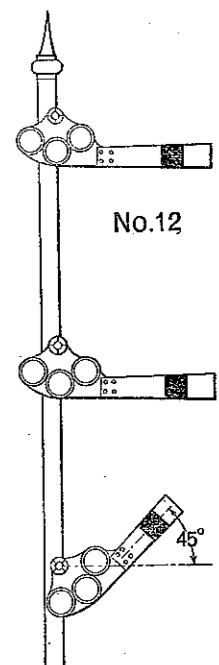
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, GREEN light at night.
 Lower Arm, RED light at night.
 Indication. Main line route clear, PROCEED.
 Name. CLEAR Signal.



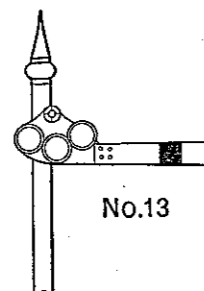
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Lower Arm, YELLOW light at night.
 Indication. Diverging route clear, proceed with CAUTION.
 Name. CAUTION Signal.



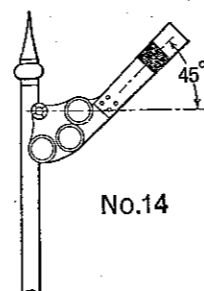
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
 Name. STOP Signal.



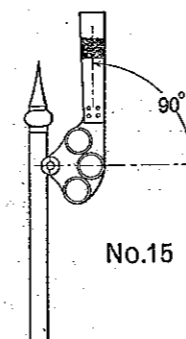
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, YELLOW light at night.
 Indication. Slow speed, Route clear, Proceed.
 Name. CAUTION Signal.



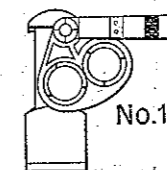
INTERLOCKING DISTANT SIGNAL.
 Color. RED light at night.
 Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
 Name. STOP Signal.



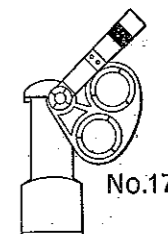
INTERLOCKING DISTANT SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
 Name. CAUTION Signal.



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.

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 follows:

- 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 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 impassable.
- 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 other than a train in the block, 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.

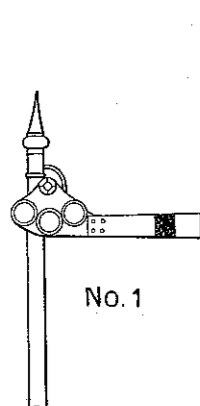
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The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

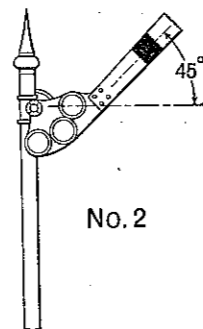
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track, are bonded to clearance point only.

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 Signal 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



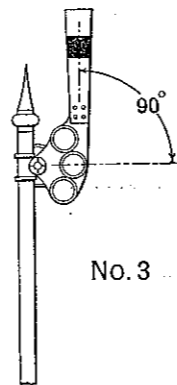
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



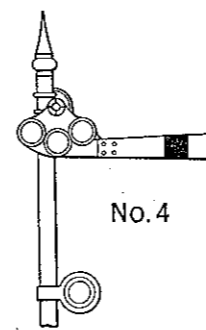
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



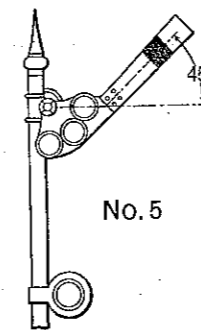
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



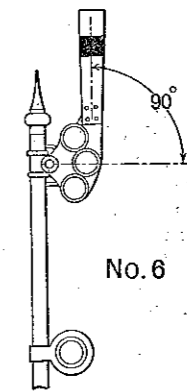
HOME
AUTOMATIC BLOCK SIGNAL.

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.

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 conductors will register in person.
3. In addition to the signs provided for in Rule No. 7, 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, accessible at all times.
 - I Interlock.
 - K Connection with foreign road.
 - Standard Clock.

Trains handling ore cars either loaded or empty will not exceed a speed of greater than 20 miles per hour, or three minutes to each mile.

Trains in which dead engines with side rods down or steam shovels, are handled, must not exceed a speed of 20 miles per hour.

All trains will run carefully through tunnels and around heavy curves and will not exceed a speed of over six miles per hour in crossing the Missouri River bridge at Great Falls.

First class trains will stop at new crossing at West Side Great Falls Yard Office, unless get proceed signal

PERSONAL INJURIES.

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

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

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

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

3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.

5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the in-

jured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

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

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident as 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.

COMPANY SURGEONS.

- Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employees consulting Dr. Chamberlain should be provided with an order from the Superintendent.)
- Havre.....Dr. D. S. McKinzie.
 - Havre.....Dr. J. S. Almas.
 - Benton.....Dr. E. M. Porter.
 - Conrad.....Dr. H. W. Power.
 - Belt.....Dr. A. E. Chamberlain
 - Stockett.....Dr. L. DeV. Chipman

- Great Falls.....Dr. A. F. Longeway.
- Great Falls.....Dr. Earle Strain, Oculist
- Helena.....Dr. W. C. Riddell.
- Boulder.....Dr. A. L. Ward.
- Butte.....Dr. T. J. Murray.
- Broadview.....Dr. C. V. B. Poole.
- Billings.....Dr. Chas. F. Watkins.
- Lewistown.....Dr. J. T. McBride
- Judith Gap.....Dr. E. M. Gans

TIME INSPECTORS.

- Great Falls.....W. E. Chamberlain.
- Helena.....C. B. Jaqueman.

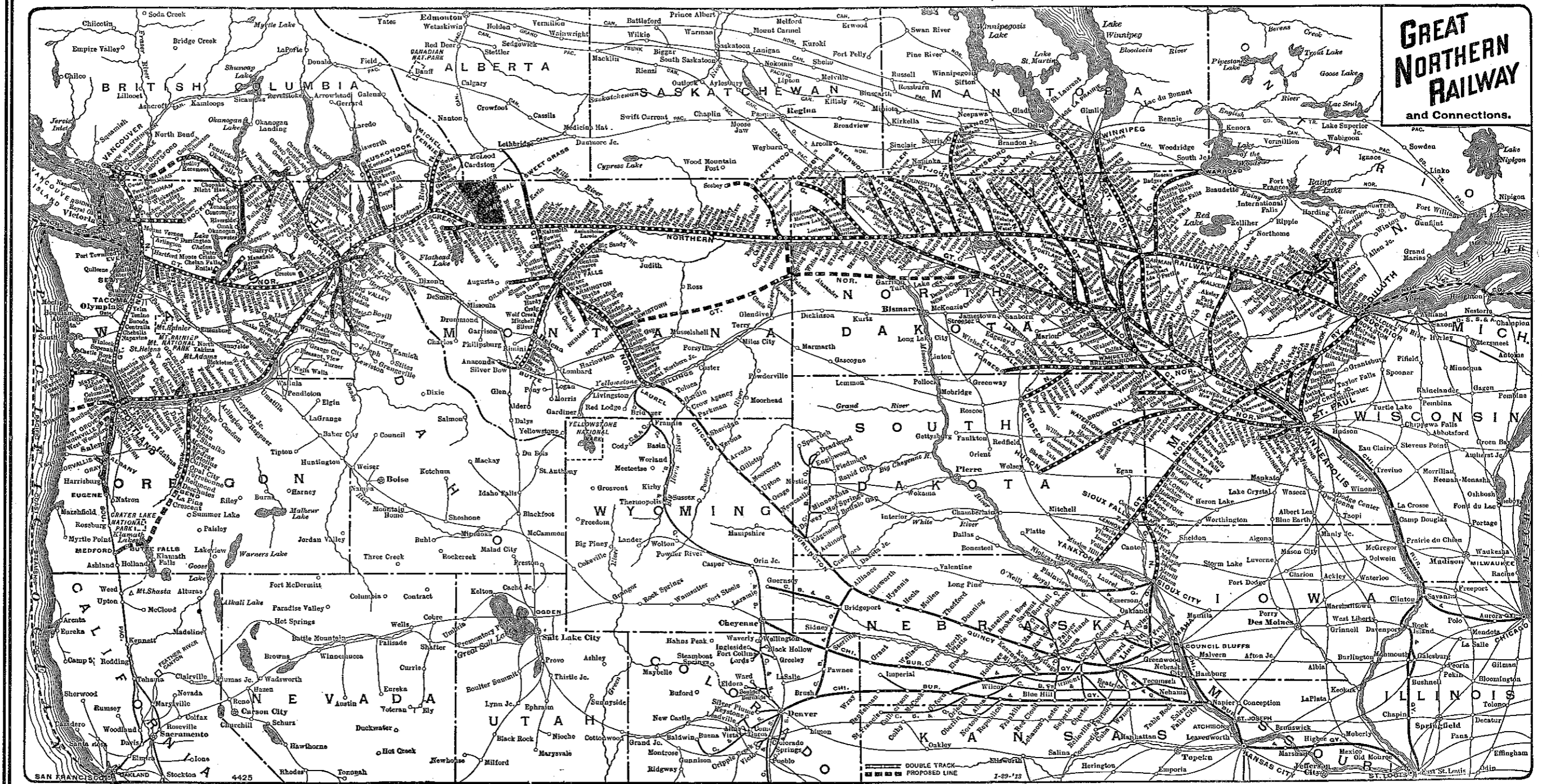
- Butte.....Leys (Jewelers).
- Billings.....A. Calif.

W. T. PATTERSON, Dispatcher.
 O. T. ALEXANDER, "
 T. J. MURPHY, "

J. H. MAYER, Dispatcher.
 C. E. FOSTER, "
 M. J. GOULD, "

A. C. HUHN, Assistant Chief Dispatcher.
 J. W. HYNDMAN, Chief Dispatcher.
 D. McMAHON, Trainmaster.

F. WEAR, Trainmaster.
 C. E. MEILY, Trainmaster.



GREAT NORTHERN RAILWAY and Connections.

DOUBLE TRACK
PROPOSED LINE
1:25,000,000