

COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7508,
House Colfax 4101. 1849 Medical Arts Bldg., 9th St.
& Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne, Asst. Chief Surgeon, Minneapolis, Minn.
Dr. J. G. Cunningham, Asst. Chief Surgeon, Spokane, Wash.
Dr. R. B. Richardson, Division Surgeon, Great Falls, Mont.
Dr. E. M. Porter, Alternate Surgeon, Great Falls, Mont.
Dr. Earl Strain, Ophthalmic Surgeon, Great Falls, Mont.
Dr. D. S. MacKenzie, Asst. Division Surgeon, Havre, Mont.
Dr. F. W. Briggs, Ophthalmic Surgeon, Havre, Mont.
Dr. P. E. Kane, Asst. Division Surgeon, Butte, Mont.
Dr. A. W. Morse, Ophthalmic Surgeon, Butte, Mont.
Dr. M. D. Hoyt, Asst. Division Surgeon, Glasgow, Mont.
Dr. A. N. Smith, Asst. Division Surgeon, Glasgow, Mont.

LOCAL SURGEONS.

Dr. P. H. O'MalleyChinook
Dr. C. J. MunchCulbertson
Dr. K. HamiltonDodson
Dr. Carroll M. LundFairview
Dr. Chas. HoutzHavre
Dr. W. N. DeatherageHarlem
Dr. George W. SetzerMalta
Dr. M. B. SherrardOpheim
Dr. J. C. StorkanPlentywood
Dr. C. A. SwansonPoplar
Dr. R. P. MinnickSaco
Dr. T. W. CollinsonScobey
Dr. R. A. MorrillSidney
Dr. W. A. McCannelTurner
Dr. P. O. C. JohnsonWatford City
Dr. C. S. JonesWilliston
Dr. H. B. CloudWolf Point
Dr. A. W. DealLewistown
Dr. Fred F. AttixLewistown
Dr. H. W. BatemanChoteau
Dr. H. W. PowerConrad
Dr. W. F. PatersonConrad
Dr. M. D. RiddleShelby
Dr. C. F. BassowFort Benton
Dr. Enon L. AndersonFort Benton
Dr. C. J. BreseeGreat Falls
Dr. A. M. McCauleyGreat Falls
Dr. Thomas L. HawkinsHelena
Dr. R. Wayne MorrisHelena
Dr. Eri M. FarrBillings
Dr. E. C. HallLaurel
Dr. E. M. GansJudith Gap

H. SMALL, Chief Dispatcher
P. W. DOLES, Chief Dispatcher
H. M. SHAPLEIGH, Trainmaster
N. F. SEIL, Trainmaster
J. E. OBRIEN, Trainmaster
W. R. MINTON, Asst. Superintendent



**BUTTE
DIVISION**

**TIME
TABLE
45**

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, November 7, 1937.

T. F. DIXON, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Williston	Time Table No. 45		Telegraph Call	
	Sidings	Other Tracks	461		663		27		223			1			STATIONS
			Daily	Mon., Wed. and Fri.	Daily	Daily Ex. Sun.	Daily								
647	Yard	1754	L 4.00pm	L 4.30Am			L 9.45pm	L 6.40Am	L 12.55Am				..... WILLISTON.....	WN
659	W129	16	4.30	5.00			10.01	s 7.05	1.11	11.99			11.99 TRENTON.....	ON	
668		35	4.50	5.20			10.12	s 7.20	1.22	20.56			8.57 FT. BUFORD.....	} Double Track	
676	132	91	5.20	5.58			10.19	s 7.35	1.29	25.92			5.36 SNOWDEN.....		
681	128	8	5.35	6.15			10.26	f 7.45	1.36	31.08			5.76 LAKESIDE.....		
685	E176	164	5.55	7.00			10.34	s 8.10	1.44	38.10			6.42 BAINVILLE.....	B	
692	108	12	6.10	7.20			10.42	f 8.20	1.53	44.91			6.81 LANARK.....		
699	106	58	6.30	7.50			10.52	s 8.42	2.03	52.37			7.46 CULBERTSON.....	CU	
705	109	4	6.54	8.33			10.58	f 8.50	2.09	57.87			5.50 BLAIR.....		
708								f 8.57		62.00			4.13 FORT KIPP.....		
714	72	5	7.15	8.50			11.09	f 9.04	2.20	66.81			4.81 CALAIS.....		
722	E130 W118	75	7.45	9.12			11.15	s 9.12	2.26	71.58			4.77 BROCKTON.....	BR	
729	70	10	8.05	9.40			11.24	f 9.22	2.35	79.14			7.56 SPROLE.....		
733	E72 W72	55	8.20	10.15			11.31	s 9.35	2.42	85.57			6.43 POPLAR.....	PO	
741	129	17	8.35	10.30			11.39	f 9.45	2.50	92.51			6.94 CHELSEA.....		
748	129	24	8.55	10.49			11.48	f 9.55	3.00	100.34			7.83 MACON.....		
753	E136 W138	293	9.25	11.40			11.55	s 10.15	3.08	106.76			6.42 WOLF POINT.....	WO	
759	70	3	9.40	11.55			12.02Am	f 10.29	3.16	112.74			5.08 LOHMILLER.....		
765	103	36	9.50	12.15pm			12.09	s 10.42	3.23	118.04			5.30 OSWEGO.....	GO	
772	E90 W69	21	10.10	12.40			12.17	s 10.58	3.35	125.83			7.79 FRAZER.....	FR	
777	130	11	10.20	1.00			12.23	f 11.07	3.43	130.86			5.03 KINTYRE.....		
783	89	71	10.40	1.30			12.30	s 11.20	3.51	136.48			5.62 WIOTA.....	F	
789	128	50	10.55	2.15			12.36	s 11.32	3.59	141.91			6.43 NASHUA.....	NA	
797	129	13	11.15	2.40			12.45	f 11.43	4.10	149.70			7.79 WHATELY.....		
803	E249 W140	357	A 11.30pm	A 3.00pm			A 12.55Am	A 11.55Am	A 4.20Am	156.41			6.71 GLASGOW.....	GW	
			7.30 20.8	10.30 14.8			3.10 49.3	5.15 29.7	3.25 45.7				Time Over Subdivision Average Speed Per Hour		

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Ninth Subdivision main track parallels First Subdivision main track on north side for 6100 feet west of Bainville Station. Crossover at each end. First Subdivision trains may use Ninth Subdivision parallel main track as a Westward Siding, protecting against Ninth Subdivision trains.

Supplementing Rule 509 (b), when stopped by a STOP AND PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 45		Distance from Glasgow	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
Effective November 7, 1937			2	28	224		470	446	462		664		
STATIONS			Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily		Tues., Thur. and Sat.		
AUTOMATIC BLOCK SIGNALS	.....	156.41	A 6.35Am	A 1.05PM	A 9.00Pm	.....	A 8.45Am	A 6.25Pm	A 2.00Am	.....	A 5.30Pm	RKDN WCX
	.....	144.42	6.17	12.47	s 8.40	.....	8.15	5.55	1.30	.....	5.00	DP
	.....	135.85	6.06	12.36	s 8.25	.....	7.55	5.35	1.12	.....	4.40	P KDNP WYX
	.....	130.49	5.58	12.29	s 8.15	.....	7.35	5.20	1.00	.....	4.25	.....
	.....	124.73	5.49	12.21	f 7.53	.....	7.15	5.00	12.45	.....	3.50	P
	.....	118.31	5.40	s 12.12	s 7.43	.....	7.00	4.45	12.30	.....	3.30	KDNP WCYX
	.....	111.50	5.29	12.02Pm	f 7.16	.....	6.45	4.30	12.15Am	.....	2.35	P
	.....	104.04	5.18	s 11.52	s 7.07	.....	6.30	4.15	11.59	.....	2.15	DNP
	.....	98.54	5.10	11.43	f 6.54	.....	6.20	4.00	11.45	.....	1.45	PW
	.....	94.41	.....	.....	f 6.47	.....	.....	.....	.....	.....	.....	.....
	.....	89.60	4.59	11.32	f 6.40	.....	6.05	3.45	11.27	.....	1.15	P DNP WCX
	.....	84.83	4.53	11.26	s 6.32	.....	5.55	3.35	11.15	.....	1.00	.....
	.....	77.27	4.43	11.17	f 6.17	.....	5.25	3.00	10.30	.....	12.15PM	P
	.....	70.84	4.33	11.09	s 6.07	.....	5.10	2.45	10.15	.....	11.55	DNP
	.....	63.90	4.23	10.59	f 5.50	.....	4.55	2.30	10.00	.....	11.10	P
	.....	56.07	4.13	10.49	f 5.40	.....	4.35	2.10	9.40	.....	10.49	P DN PWX
	.....	49.65	4.04	s 10.40	s 5.30	.....	4.20	1.55	9.25	.....	10.15	.....
	.....	43.67	3.54	10.29	f 5.14	.....	4.07	1.40	9.10	.....	9.15	P
	.....	38.37	3.46	10.22	s 5.07	.....	3.55	1.30	9.00	.....	9.00	DP
	.....	30.58	3.35	10.12	s 4.55	.....	3.35	1.10	8.42	.....	8.40	DPW
.....	25.55	3.28	10.05	f 4.43	.....	3.10	1.00	8.25	.....	8.20	P DNPYX W	
.....	19.93	3.21	9.58	s 4.35	.....	2.57	12.42	8.12	.....	8.05	.....	
.....	14.50	3.14	9.50	s 4.23	.....	2.47	12.32	8.02	.....	7.40	DNP	
.....	6.71	3.04	9.40	f 4.10	.....	2.30	12.15Pm	7.45	.....	7.20	P RKDNP WCYX	
.....	L 2.55Am	L 9.30Am	L 4.00Pm	.....	L 2.15Am	L 11.55Am	L 7.30Pm	.....	L 7.00Am	.....	.....
Time Over Subdivision		3.40	3.35	5.00	.....	6.30	6.30	6.30	.....	10.30	.....	
Average Speed Per Hour		42.6	43.6	31.2	.....	24.0	24.0	24.0	.....	14.8	.....	

Special Rules—Continued.

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

Conditional Stops.

No. 1 stop at any station between Williston and Havre to pick up passengers for points south of Great Falls and west of Havre, and to discharge passengers from Twin Cities and beyond.

No. 2 stop at any station between Havre and Williston to discharge passengers from south of Great Falls and west of Havre, and to pick up passengers for Twin Cities and beyond.

Maximum Speed

	Passenger	Freight
Williston and Glasgow.....	60 miles per hour	40 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 45		Telegraph Call	
	Siding	Other Tracks	665		461		223		1			27			STATIONS
			Tue., Thur. and Sat.	Daily	Daily	Ex. Sunday	Daily	Daily							
803	E 249 W 140	357	L 4.30Am	L 12.01Am			L 12.20Pm	L 4.25Am	L 1.00Am			GLASGOW	GW		
808	70	9	4.40	12.10			f 12.28	4.32	1.08	4.73		PAISLEY			
815	125	15	4.55	12.25			s 12.40	4.41	1.18	11.76		TAMPICO	MA		
820	71	26	5.10	12.35			s 12.48	4.48	1.26	17.04		VANDALIA			
828	E 137 W 115	80	5.35	12.55			s 1.05	4.59	1.37	25.83		HINSDALE	HD		
837	71	15	5.55	1.20			s 1.20	5.09	1.47	34.04		BEAVERTON			
842	W 93	113	6.40	1.55			s 1.38	5.15	1.55	38.58		SACO	SF		
852	71	3	6.55	2.20			f 1.48	5.25	2.05	45.46		ASHFIELD			
860	E 166 W 89	115	7.10	2.45			s 2.01	5.35	2.14	52.99		BOWDOIN	BO		
863	70	10	7.25	3.00			f 2.11	5.43	2.22	59.74		STRATER			
869	88	120	7.57	3.15			s 2.32	5.51	2.29	65.60		MALTA	MF		
874	70	14	8.15	3.25			f 2.40	5.57	2.35	70.39		EXETER			
880	E 142 W 130	55	8.40	4.11			s 2.48	6.03	2.41	75.18		WAGNER	WA		
886	90	54	9.15	4.25			s 3.02	6.14	2.50	83.04		DODSON	DN		
892	129	4	9.30	4.35			f 3.10	6.22	2.57	88.73		HARO			
896	E 69 W 89	28	9.45	4.45			f 3.19	6.28	3.03	93.15		COBURG			
901	W 89	26	10.05	4.55			s 3.29	6.35	3.09	98.36		SAVOY	S		
907	75	3	10.20	5.10			f 3.38	6.43	3.16	104.61		MATADOR			
913	E 125 W 69	62	11.40	5.20			s 3.50	6.51	3.22	110.19		HARLEM	HM		
919	75	16	12.02Pm	5.35			f 4.00	6.59	3.29	116.51		FORT BELKNAP			
925	87	33	12.20	5.45			s 4.10	7.07	3.36	122.04		ZURICH	Z		
929	E 69 W 120	20	12.30	6.05			f 4.16	7.12	3.41	125.71		NORTH FORK			
935	W 73	237	1.30	6.17			s 4.32	7.20	3.48	131.29		CHINOOK	CK		
939	68		1.42	6.32			f 4.39	7.26	3.54	135.73		ADAMS			
943		19	1.55	6.40			s 4.45	7.31	3.59	139.31		LOHMAN			
949			2.10	7.00			f 4.56	7.40	4.07	146.02		TOLEDO			
956	Yard	2011	A 2.30Pm	A 7.20Am			A 5.10Pm	A 7.50Am	A 4.20Am	152.97		HAVRE	HV		
			10.00 15.2	7.19 20.9			4.50 31.6	3.25 44.7	3.20 45.9						
												Time Over Subdivision Average Speed Per Hour			

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Class O-7, S-1, S-2, Q-1, and Q-2 engines will not exceed 20 miles per hour and Class R engines 5 miles per hour over Bridge 469 just west of Malta.

Tenth Subdivision main track parallels Second Subdivision main track on north side for 9320 feet west of Saco Station. Crossover at each end. Second Subdivision trains may use Tenth Subdivision parallel main track as an Eastward Siding, protecting against Tenth Subdivision trains.

Supplementing Rule 509 (b), when stopped by a STOP AND PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 45

Effective November 7, 1937

FIRST CLASS

SECOND CLASS

THIRD CLASS

Distance from
Havre

28

224

2

446

462

470

666

SIGNS

STATIONS

Daily

Daily
Ex. Sunday

Daily

Daily

Daily

Daily

Mon., Wed.
and Fri.

AUTOMATIC BLOCK SIGNALS

GLASGOW 4.73	152.97	A 9.25 ^{Am}	A 3.40 ^{Pm}	A 2.50 ^{Am}			A 11.30 ^{Am}	A 7.00 ^{Pm}	A 2.00 ^{Am}		A 4.30 ^{Pm}	RKDN YWCX
PAISLEY 7.03	148.24	9.18	f 3.30	2.40			11.15	6.40	1.50		4.20	P
TAMPICO 5.28	141.21	9.09	s 3.17	2.31			10.55	6.25	1.36		4.00	DNE
VANDALIA 8.79	135.93	9.03	s 3.08	2.24			10.45	6.15	1.26		3.50	P
HINSDALE	127.14	8.52	s 2.53	2.13			10.25	5.55	12.55		3.30	DNPW
BEAVERTON 4.54	118.93	8.41	s 2.38	2.03			10.05	5.35	12.30		3.05	P
SACO 8.88	114.39	s 8.35	s 2.30	1.55			9.55	5.25	12.20		2.55	KDNP CYX
ASHFIELD 7.53	107.51	8.24	f 2.13	1.46			9.40	5.10	12.02 ^{Am}		2.20	P
BOWDOIN 6.75	99.98	8.14	s 2.01	1.37			9.25	4.55	11.45		2.01	DPWY
STRATER	93.23	8.05	f 1.50	1.29			9.12	4.40	11.31		1.30	P
MALTA 4.79	87.37	s 7.57	s 1.42	1.20			9.00	4.25	11.18		1.15 ^{Pm}	DNPW
EXETER 4.79	82.58	7.46	f 1.23	1.13			8.50	4.12	10.56		11.45	P
WAGNER 7.86	77.79	7.40	s 1.16	1.07			8.40	4.00	10.45		11.30	DPWCX
DODSON 5.09	69.93	7.31	s 1.05	12.57			8.05	3.22	10.15		10.50	DNE
HARO	64.24	7.24	f 12.56	12.49			7.50	3.10	10.05		10.25	P
COBURG 5.21	59.82	7.18	f 12.50	12.42			7.40	3.02	9.57		10.15	P
SAVOY 6.25	54.61	7.11	s 12.40	12.35			7.25	2.52	9.48		9.55	DPW
MATADOR 5.58	48.86	7.03	f 12.30	12.28			7.10	2.40	9.37		9.35	P
HARLEM 6.32	42.78	f 6.51	s 12.20	12.22			6.51	2.30	9.28		9.20	DNE
FORT BELKNAP	36.46	6.37	f 12.02 ^{Pm}	12.15			6.25	2.18	9.16		8.55	P
ZURICH 3.07	30.93	6.30	s 11.54	12.09			6.15	2.08	9.06		8.45	DPW
NORTH FORK 5.58	27.26	6.25	f 11.47	12.04 ^{Am}			6.05	2.00	9.00		8.30	P
CHINOOK 4.44	21.68	s 6.17	s 11.40	11.57			5.55	1.50	8.50		8.15	DNPY
ADAMS 3.58	17.24	6.08	f 11.25	11.52			5.47	1.42	8.42		7.26	P
LOHMAN	13.86	6.04	s 11.20	11.48			5.40	1.35	8.35		7.05	IP
TOLEDO 6.95	8.95	5.55	f 11.10	11.39			5.20	1.20	8.20		6.50	
HAVRE		L 5.45 ^{Am}	L 11.00 ^{Am}	L 11.30 ^{Pm}			L 5.00 ^{Am}	L 1.00 ^{Pm}	L 8.00 ^{Pm}		L 6.30 ^{Am}	RKDN WCOX
Time Over Subdivision		3.40	4.40	3.20			6.30	6.00	6.00		10.0	
Average Speed Per Hour		41.7	32.7	45.9			23.5	25.5	25.5		15.2	

Special Rules—Continued.

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

Conditional Stops.

No. 1 stop at any station between Williston and Havre to pick up passengers for points south of Great Falls and west of Havre, and to discharge passengers from Twin Cities and beyond.

No. 2 stop at any station between Havre and Williston to discharge passengers from south of Great Falls and west of Havre, and to pick up passengers for Twin Cities and beyond.

Maximum Speed

	Passenger	Freight
Glasgow and Havre.....	60 miles per hour	40 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS				Distance from Havre	Time Table No. 45		Telegraph Calls	
	Sidings	Other Tracks	657			235	1	221	27		Effective November 7, 1937	STATIONS		
			Mon., Wed Fri.			Daily	Daily	Daily	Daily					
956	Yard	2011			L 8.10Am			L 8.05Am	L 8.00Am	L 4.45Am	L 4.30Am		Double Track { HAVRE..... 4.03. PACIFIC JUNCTION..... 3.50 ASSINNIBOINE..... 7.38 LAREDO..... 9.32 BOX ELDER.....	HV
961					A 8.25Am			8.12	A 8.07Am	4.52	A 4.38Am	4.03		
Z4	48							8.18		f 4.58		7.53		
Z11	51	10						f 8.29		f 5.09		14.91		DO
Z20	50	23						s 8.45		f 5.22		24.73		BX
Z31	49	110						s 9.03		s 5.37		35.55		BS
Z37	50	14						9.12		f 5.45		40.84		
Z45	50	25						f 9.26		f 5.59		49.44		
Z51	Spur	12						9.36		f 6.08		55.27		
Z56	50	13						9.45		f 6.16		60.29		
Z62	49	17						f 9.56		f 6.25		66.25		CO
Z67	50	3						10.04		f 6.32		70.82		
Z70	Spur	9						10.11		f 6.37		74.17		
Z75	47	66						s 10.23		s 6.45		78.73		BN
Z80		38						10.32		f 6.53		83.77		
Z85	40	8						10.40		f 7.01		88.53		
Z91	51	27						f 10.50		f 7.10		94.43		CA
Z96	32	21						f 10.59		f 7.18		99.43		
Z103	50	16						f 11.13		f 7.31		107.00		RE
Z108	102	18						11.23		f 7.40		112.59		
Z113	42	30						11.33		7.48		117.37		
Z119	Yard	Yard						A 11.45Am		A 8.00Am		123.24		PD
					.15 16.1			3.40 33.6	.07 34.5	3.15 37.9	.08 30.1			
											Time Over Subdivision Average Speed Per Hour			

Special Rules.

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

Westward extra trains may use double track in direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Eastward trains, including trains from KallsPELL Division, may enter double track at Pacific Junction and proceed with current of traffic without train orders or clearance card, providing signals indicate clear route.

Crossover and junction switches at Pacific Junction for westward trains to Third Subdivision electrically controlled from Telegraph Office Havre.

Junction switches at Pacific Junction for trains to and from KallsPELL Division and for eastward trains from Third Subdivision automatically electrically controlled.

Normal position of switch at east end of Missouri River Bridge No. 755 at Great Falls is for Fifth Subdivision.

All trains run carefully through tunnels and points where slides and falling rocks are liable to be encountered.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 45 Effective November 7, 1937		Distance from Great Falls	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
			28	236	2	222	446	460	472	428	658		
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily		Tue., Thur. Sat.		
Double Track	Auto Block Signals	.....HAVRE.....	A 5.35Am	A 10.55Pm	A 11.15Pm	A 3.00Am	A 1.00Am	A 7.01Am	A 12.25Pm	A 5.30Pm	A 4.15Pm	DNCKO PRWX
		.....PACIFIC JUNCTION.....	L 5.27Am	10.47	L 11.08Pm	2.52	L 12.45Am	L 6.45Am	L 12.10Pm	L 5.15Pm	L 3.55Pm	IPY
		.....ASSINIBOINE.....		10.40	f 2.45							P
		.....LAREDO.....		10.28	f 2.33							P
		.....BOX ELDER.....		f 10.12	f 2.19							DP
		.....BIG SANDY.....		s 9.55	s 2.04							DNPW
		.....VERONA.....		9.43	f 1.54							P
		.....VIRGELLE.....		f 9.27	f 1.38							PW
		.....STRANAHAN.....		9.16	f 1.28							P
		.....LIPPARD.....		9.07	f 1.19							P
		.....CHAPPELL.....		f 8.56	f 1.09							DP
		.....TETON.....		8.47	f 1.01							PCWX
		.....LISCUM.....		8.40	f 12.54							P
		.....FORT BENTON.....		s 8.31	s 12.46							DNP
		.....KERSHAW.....		8.20	f 12.36							P
		.....TUNIS.....		8.12	f 12.28							PW
		.....CARTER.....		f 8.02	f 12.18							DP
		.....FLOWEREE.....		f 7.53	f 12.09Am							P
		.....PORTAGE.....		f 7.40	f 11.57							DP
		.....GOODALE.....		7.30	f 11.48							P
		.....RAINBOW.....	5.87	7.21	11.40							P
		.....GREAT FALLS.....		L 7.10Pm	L 11.30Pm							DNKO PRX
Time Over Subdivision			.08	3.45	.07	3.30	.15	.16	.15	.15	.20		
Average Speed Per Hour			30.1	32.8	34.5	35.2	16.1	15.1	16.1	10.1	12.0		

Special Rules—Continued.

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

Maximum Speed

	Passenger	Freight
Havre and Pacific Junction.....	60 miles per hour	35 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour
Pacific Jct. and Great Falls.....	45 miles per hour	25 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 45 Effective November 7, 1937	STATIONS	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	373	365	235	43							236	42	366	374
			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
Z 119	Yard	Yard	L 1.10Pm	L 6.45Am	L 11.59Am	L 7.15Am			..... GREAT FALLS.....	PD	169.74	DNKOP RX DNCKOP RWXY	A 6.55Pm	A 11.35Pm	A 12.30Pm	A 8.35Pm
			A 1.13Pm	A 6.48Am	12.02Pm	A 7.18Am	0.68		... WEST SIDE JUNCTION... 0.68 4.29	GF	169.08	RWXY	L 11.32Pm	L 12.27Pm	L 8.32Pm	
Z 120	40				12.10		4.97		..... FLOOD..... 9.14		164.77	P	6.43			
Z 130	42	32			f 12.24		14.11		..... ULM..... 6.80	M	155.63	DP	6.29			
Z 137	41				12.35		20.91		..... RIVERDALE.....		148.83	P	6.17			
Z 145	42	59			s 12.49		28.59		7.68 CASCADE..... 8.22	Q	141.15	DPW	s 6.04			
Z 153	35	6			f 1.03		36.81		..... HARDY..... 7.83		132.93	P	f 5.49			
Z 160	42				f 1.17		44.64		..... MID CANON..... 6.90		125.10	P	f 5.35			
Z 167	43	39			s 1.29		51.54		..... CRAIG..... 7.38	RA	118.20	DPW	f 5.22			
Z 175	48	80			s 1.42		59.42		..... WOLF CREEK.....	WC	110.32	DCPWX	s 5.08			
Z 184	43	8			f 2.00		68.62		9.20 SIEBEN..... 12.52		101.12	PW	f 4.50			
Z 197	42	7			f 2.20		81.14		..... SILVER CITY..... 4.04	MN	88.60	DPY	f 4.28			
Z 201	46	4			2.28		85.18		..... GEARING..... 4.98		84.56	P	4.20			
Z 206	35	5			2.36		90.16		..... IRON..... 5.06		79.58	P	4.10			
							95.22		..... N. P. RY. CROSSING.....		74.52	I				
Z 214		Yard			s 2.50 3.00		97.72		2.50 HELENA..... 4.79	HN	72.02	DNCOP WXY	s 3.55 3.45			
Z 219	Spur	15			3.12		102.51		..... FOUR RANGE..... 4.12		67.23	P	3.30			
Z 223		15			3.23		106.63		..... MONTANA CITY..... 5.74		63.11	P	3.23			
Z 229	45	43			s 3.33		112.37		..... CLANCY..... 0.78	W	57.37	DPWX	s 3.13			
Z 230					s 3.37		113.15		..... ALHAMBRA.....		56.59	P	s 3.10			
Z 235					3.49		117.93		4.78 JEFFERSON..... 1.59		51.81		2.59			
Z 236	50	12			f 3.53		119.52		..... CORBIN..... 3.77		50.22	PW	s 2.55			
Z 240		10			4.02		123.29		..... WICKES..... 1.26		46.45	P	2.46			
Z 242					4.06		124.55		..... PORTAL..... 1.38		45.19	P	2.42			
Z 244	57	7			4.11		125.93		..... AMAZON.....		43.81	PW	2.37			
Z 250	50	27			s 4.25		132.23		6.30 BOULDER..... 4.20	RO	37.51	DP	s 2.24			
Z 254	Spur	16			4.35		136.43		..... FULLER..... 3.52		33.31		2.15			
Z 257	43	81			s 4.44		139.95		..... BASIN..... 3.96	SI	29.79	DCP	s 2.06			
Z 261	36	15			4.54		143.91		..... BERNICE..... 8.04		25.83	P	1.57			
Z 269	42	7			f 5.13		151.95		..... ELK PARK.....		17.79	PWY	f 1.40			
Z 277	Spur	7			5.22		156.86		4.91 TRASK..... 3.45		12.88	P	1.32			
Z 279	45	20			5.29		160.31		..... WOODVILLE..... 5.42		9.43	PYX	1.26			
Z 284	Spur	30			5.43		165.73		..... MOUNTAIN JUNCTION..... 3.37		4.01	X	1.10			
							169.10		..... N. P. RY. CROSSING..... 0.64		0.64	I				
Z 288	Yard	Yard			A 5.55Pm		169.74		..... BUTTE.....	DU		DNCKOP RWXY	L 1.00Pm			
			.03 19.5	.03 19.5	5.56 28.3	.03 19.5			Time Over Subdivision Average Speed Per Hour				5.55 28.6	.03 19.5	.03 19.5	.03 19.5

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

Special Rules, Page 17.

WESTWARD

FIFTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Mossmain	Time Table No. 45 Effective November 7, 1937		Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS				
	Sidings	Other Tracks	215	43	239	STATIONS		240	42				216	Mon., Wed. and Sat.	Daily	Daily	Mon., Wed. and Sat.		
						BILLINGS												A 6.55Am	
ZD 237	515		L 10.45Pm					BG		DNCKO RWXY									
<p>TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.</p>																			
ZD 222	70		L 11.10Pm			3.95	12.07 MOSSMAIN		222.74	P XY			A 6.25Am						
ZD 218	50	25	s 11.20			4.04	3.95 NORTHERN PACIFIC RY. JCT.	HS	218.70	P X			s 6.15						
ZD 213	49	25	f 11.30			9.31	0.09 HESPER		213.43	P W			f 6.05						
ZD 208	50		f 11.39			14.23	5.27 RIMROCK		208.51	P			f 5.55						
ZD 201	50	19	s 11.54			21.49	4.92 SHOREY		201.25	P			s 5.41						
ZD 194	50	27	f 12.06Am			27.82	7.26 ACTON		194.92	P			f 5.29						
ZD 186	50	43	s 12.22			36.36	6.33 COMANCHE	BW	186.38	DNP W			s 5.14						
ZD 180	49	14	f 12.34			42.38	8.54 BROADVIEW		180.36	P			f 5.02						
ZD 174	49	18	s 12.46			48.42	6.02 PAINTED ROBE.	BM	174.82	P			s 4.50						
ZD 166	49	25	s 1.01			55.98	6.04 BELMONT	CN	166.76	CP WX			s 4.35						
ZD 159	49	13	f 1.15			62.70	7.56 CUSHMAN	SN	159.36	P			f 4.23						
ZD 153	49	13	f 1.27			69.08	1.40 SLAYTON		153.66	P			f 4.13						
ZD 148	49	13	f 1.38			74.69	5.32 VEBAR		148.05	P			f 4.04						
ZD 141	49	27	s 1.51			81.67	6.38 FRANKLIN	DG	141.07	DNP			s 3.53						
ZD 133	49	13	f 2.05			88.73	5.61 WALLUM		133.01	P			f 3.42						
ZD 127	49	13	f 2.17			95.13	6.98 HEDGESVILLE		127.61	P			f 3.33						
ZD 120	86	135	s 2.30			101.98	7.06 NIHILL	JU	120.76	P DNCP WXYK			s 3.23						
ZD 114	50	17	f 2.45			108.61	6.40 OXFORD		114.13	P			f 3.10						
ZD 108	51	32	s 3.00			114.30	6.85 JUDITH GAP	BO	108.44	D P			s 3.00						
ZD 102	49	25	f 3.12			120.10	6.63 BARROWS		102.58	P			f 2.50						
ZD 97	50	15	f 3.22			124.71	5.89 BUFFALO	HO	97.07	D P			s 2.34						
ZD 92	61	85	s 3.32			129.67	5.80 MENDON	MC	87.76	DNP XY			A 5.17Pm	s 2.25					
ZD 87	50	92	s 3.50	L 8.17Am		134.98	4.55 HAUCK		87.76	P			f 2.12						
ZD 82	50	45	f 4.02	s 8.27		140.43	6.11 WINDHAM	BD	82.31	D P			f 2.01						
ZD 76	68	45	f 4.15	s 8.39		146.54	7.10 STANFORD	WD	76.20	D P			f 1.99						
ZD 68	50	81	s 4.30	s 8.52		153.70	5.39 DOVER	SD	68.04	DNPWX			s 4.43	s 1.49					
ZD 63	50	13	f 4.41	f 9.01		159.06	5.34 MERINO		63.68	P			f 4.32	f 1.39					
ZD 58	50	13	f 4.52	s 9.10		164.40	6.18 GEYSER	HO	58.34	P			s 4.22	f 1.30					
ZD 52	50	33	f 5.05	s 9.22		170.58	6.19 SPION KOP	GY	52.16	D P W			s 4.10	f 1.20					
ZD 45	50	20	f 5.19	f 9.34		176.77	6.20 RAYNESFORD		45.97	P Y			f 4.00	f 1.10					
ZD 39	50	17	f 5.32	s 9.44		182.97	5.30 BLYTHE	RF	39.77	D P			s 3.47	f 12.58					
ZD 34	50	24	f 5.44	f 9.52		188.27	5.97 ARMINGTON		34.47	P			f 3.35	f 12.48					
ZA 28	70	37	L 1.55Pm	s 5.57	s 10.02	194.24	1.96 BELT	RM	28.50	DNP WX			s 3.23	s 12.38	A 8.35Am				
ZA 26	45	66	s 2.00	f 6.01	s 10.06	196.20	4.93 WAYNE	B	26.54	D P X			s 3.19	f 12.34	s 8.30				
ZA 22	49	14	f 2.13	f 6.12	f 10.16	201.18	3.13 FIFE		21.61	P			f 3.10	f 12.25	f 8.19				
ZA 19	Spur	17	f 2.20	f 6.19	f 10.22	204.26	3.23 SWIFT		18.48				f 3.04	f 12.19	f 8.12				
ZA 14	50	13	f 2.30	f 6.26	f 10.28	207.49	5.17 GERBER		15.25	P			f 2.57	f 12.13	f 8.05				
ZA 10	84	58	s 2.47	f 6.37	f 10.37	212.66	3.57 FIELDS	GR	10.08	PWX			f 2.47	f 12.04Am	s 7.53				
ZA 6	67	17	f 3.05	f 6.45	f 10.43	216.23	6.51 GREAT FALLS		6.51	P DN KO PRX			f 2.41	f 11.58	f 7.45				
Z 119	Yard	Yard	A 3.20Pm	A 7.00Am	A 10.55Am	222.74		PD					L 2.30Pm	L 11.45Pm	L 7.30Am				
												1.25	7.50	2.38	Time Over Subdivision		2.47	6.40	1.05
												20.1	28.4	33.3	Average Speed Per Hour		31.5	33.4	26.2

Westward trains are superior to eastward trains of the same class.
Special Rules, Page 17.

10 WESTWARD

SIXTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS			FIRST CLASS		Distance from Great Falls	Time Table No. 45		Telegraph Calls
	Sidings	Other Tracks	681	373	403	365	43	43	Effective November 7, 1937				
			Daily Ex. Sun.	Daily Ex. Sun.	C. M. St. P. & P. R. R. Mon., Wed., Fri. & Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	STATIONS				
Yard	Yard		L 1.10Pm	L 6.45Am			L 7.15Am				GREAT FALLS		PD

TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.

Z119				L 1.13Pm		L 6.48Am			L 7.18Am	.08	..... WEST SIDE JUNCTION.....	GF
ZB8	32	4		f 1.21	L 9.10Am	6.55			f 7.24	3.73	..... EMERSON JUNCTION.....	
ZB12	54	19		s 1.30	9.22	7.04			f 7.31	7.82	..... MANCHESTER.....	
ZB19	51	6		s 1.41	A 9.35Am	A 7.15Am			s 7.39	12.10	..... VAUGHN.....	BY
ZB23	60			f 1.57					f 7.51	18.79	..... GORDON.....	
				f 2.06					f 7.57	22.36	..... REX.....	
ZB27	51	47		A 2.15Pm					s 8.04	26.11	..... POWER.....	PO
ZB37	51	33							s 8.23	36.67	..... DUTTON.....	DU
ZB40	60	7							f 8.29	39.85	..... ACME.....	
ZB45	60	29							s 8.38	44.65	..... COLLINS.....	ON
ZB50	61	6							f 8.48	50.10	..... PERSHING.....	
ZB55	51	23							s 8.57	54.61	..... BRADY.....	BA
ZB61	50	5							f 9.09	61.01	..... WITHEY.....	
ZB69	W90 E72	223							s 9.25	68.00	..... CONRAD.....	RD
									9.31	71.23	..... MONTANA WESTERN JCT.....	
ZB74	61	8							f 9.36	73.61	..... BURKE.....	
ZB79	60	20							s 9.45	78.87	..... LEDGER.....	FA
ZB84	50	14							s 9.53	83.50	..... FOWLER.....	
ZB91	51	6							f 10.05	90.02	..... NAISMITH.....	
ZB95	60	5							f 10.13	94.65	..... ANDALE.....	
1061	50	Yard		L 8.30Am				L 10.50Am	A 10.25Am	99.24	..... SHELBY.....	SJ

TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.

ZB114	81			L 8.40Am				L 10.53Am		100.73	..... SWEET GRASS LINE JCT.....	
ZB120	50	118		9.20				f 11.19		113.07	..... ALOE.....	
ZB130	25	49		10.00				s 11.35		119.31	..... KEVIN.....	K
ZB139	21	101		10.45				s 11.59		129.73	..... SUNBURST.....	SU
				A 11.15Am				A 12.20Pm		138.00	..... SWEET GRASS.....	G
				2.35 14.4	1.02 25.2	25 19.8	.27 25.3	1.27 25.7	3.10 31.3		Time Over Subdivision Average Speed Per Hour	

Special Rules.

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

Register at Emerson Jct., Vaughn, Power and Conrad for trains originating or terminating at these stations.

Normal position of junction switch at Emerson Jct. is for G. N. main line.

All trains run carefully at points where slides or falling rock likely to be encountered.

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 45 Effective November 7, 1937	Distance from Sweet Grass	FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS
		42	42			366	404 C. M. St. P. & P. R. R.	374		682		
STATIONS		Daily	Daily Ex. Sun.			Daily Ex. Sun.	Mon., Wed. Fri. & Sat.	Daily Ex. Sun.		Daily Ex. Sun.		
GREAT FALLS	133.09	A 11.35Pm				A 12.30Pm		A 8.35Pm				DNK OPRX

TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.

WEST SIDE JUNCTION	137.41	A 11.32Pm				A 12.27Pm		A 8.32Pm				DNCROF RWXY
EMERSON JUNCTION	134.36	11.27				12.20	A 4.10Pm	8.25				P
MANCHESTER	130.27	f 11.21				12.13	4.00	f 8.18				P
VAUGHN	125.99	f 11.14				L 12.03Pm	L 3.50Pm	s 8.09				DPWXY
GORDON	119.30	f 11.03						f 7.54				P
REX	115.73	f 10.57						f 7.47				P
POWER	111.98	f 10.51						L 7.40Pm				DPWXY
DUTTON	101.42	s 10.35										DP
ACME	98.24	f 10.29										P
COLLINS	93.44	s 10.22										DPWX
PERSHING	87.99	f 10.13										P
BRADY	83.48	s 10.06										DP
WITHEY	77.08	f 9.55										P
CONRAD	70.09	s 9.44										DNCWXY
MONTANA WESTERN JCT.	66.86	9.36										P
BURKE	64.48	f 9.32										P
LEDGER	59.22	s 9.24										DP
FOWLER	54.58	f 9.17										P
NAISMITH	48.07	f 9.06										P
ANDALE	43.44	f 8.58										P
SHELBY	38.85	L 8.50Pm	A 8.20Pm							A 12.10Pm		DNCIK PRWXY

TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.

SWEET GRASS LINE JCT.	37.36		A 8.15Pm						A 12.01Pm			P
ALOE	25.02		f 7.47						11.19			P
KEVIN	18.78		s 7.32						10.00			DP
SUNBURST	8.30		s 7.09						9.15			DPX DNCPR WXY
SWEET GRASS			L 6.50Pm						L 8.00Am			
Time Over Subdivision		2.45	1.25			.24	.20	.52	4.10			
Average Speed Per Hour		36.0	26.3			28.5	24.7	29.4	9.3			

Special Rules—Continued.

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

Maximum Speed

	Passenger	Freight
West Side Junction and Shelby	45 miles per hour	25 miles per hour
Sweet Grass Line Junction and Sweet Grass	35 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

12 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 45 Effective November 7, 1937	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	613	291	285						292	286	610	614
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Tue., Thur. and Sat.	Daily Ex. Sun.
678	182	91	L 7.50Am	L 7.40Am				SNOWDEN	SN	74.16	RKDNP WYX	A 7.30Pm	A 2.30Pm		
		14	8.00	7.45	2.56		2.56	NOHLE		71.60	P	7.15	2.15		
VF 9		86	8.20	7.57	9.15		6.59	DORE	D	65.01	DP	7.00	1.50		
VF 14		72	L 10.45Am	L 11.50Am	14.30		5.15	FAIRVIEW	FA	59.86	RDPWYX	A 9.00Am	A 10.45Am		
VF 18		12	11.00	8.08	18.41		4.11	RIDGELAWN		55.75		8.52	6.30		
VF 25		166	L 11.20 12.30Pm	L 12.20Pm	24.80		8.30	SIDNEY	SY	49.36	RDWYX	L 8.40Am	L 12.15Pm		

TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.

Station Numbers	Car Capacity	THIRD CLASS	FIRST CLASS	Distance from Watford City	Time Table No. 45 Effective November 7, 1937	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS		
									288		610		
VF 29		L 12.45Pm	L 12.30Pm	29.08	4.28			NEWLON JCT	RP	A 5.50Pm	A 8.30Am		
VF 30	5	12.50	12.33	30.28	1.20			JENKS		f 5.45	8.25		
VF 36	5	1.10	12.45	35.73	5.45			EPWORTH		f 5.32	8.10		
VF 43	26	1.35	1.03	43.16	7.43			GETTYSBURG	W	f 5.15	7.50		
VF 51	86	2.00	1.23	50.76	7.60			LAMBERT	D	s 4.55	7.30		
VF 58	41	2.25	1.39	58.23	7.47			ENID		s 4.35	7.00		
VF 63	23	2.45	1.49	62.62	4.39			LANE		s 4.25	6.40		
VF 67	9	3.05	2.01	67.37	4.75			MANROCK		f 4.15	6.25		
VF 74	89	A 3.30Pm	A 2.25Pm	74.16	6.79			RICHEY	RC	L 4.00Pm	L 6.00Am		
		4.45 12.6	2.25 10.2	.25 25.2	2.55 25.4			Time Over Subdivision Average Speed Per Hour		.20 31.5	3.30 21.1	4.45 12.6	2.15 11.0

Special Rules

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

	Maximum Speed	Passenger	Freight
Snowden and Richey	30 miles per hour	25 miles per hour	25 miles per hour
Engines backing up	15 miles per hour	15 miles per hour	15 miles per hour

All trains reduce speed to 8 miles per hour over approaches and draw span of combination toll and drawbridge No. 12.1, two miles west of Snowden.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 45 Effective November 7, 1937	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611		287							288		610	
			Mon., Wed and Fri.		Daily Ex. Sun.							Daily Ex. Sun.		Tue., Thur. and Sat.	
VG 37	47	45	L 7.00Am	L 10.25Am				WATFORD CITY	WF	36.29	RDCYX	A 10.20Am	A 2.15Pm		
VG 29		88	7.30	10.45	7.40		7.40	ARNEGARD	NE	28.89	D	s 10.00	1.40		
VG 24		80	7.50	10.55	12.68		5.26	RAWSON		23.63	W	s 9.48	1.15		
VG 19		88	8.10	11.05	17.64		4.88	ALEXANDER	A	18.76	D	s 9.38	12.55		
VG 13		83	8.35	11.18	23.45		5.91	CHARBONNEAU	AU	12.84	D	s 9.26	12.30		
VG 6		29	9.10	11.35	31.31		7.86	CARTWRIGHT	CG	4.98	D	s 9.10	12.05Pm		
VF 14		72	A 9.30Am	A 11.45Am	36.29		4.98	FAIRVIEW	FA		RDPWY X	L 9.00Am	L 11.45Am		
			2.30 14.5	1.20 27.2				Time Over Subdivision Average Speed Per Hour				1.20 27.2	2.30 14.5		

Special Rules

Eastward trains are superior to westward trains of the same class.

	Maximum Speed	Passenger	Freight
Fairview and Watford City	30 miles per hour	25 miles per hour	25 miles per hour
Engines backing up	15 miles per hour	15 miles per hour	15 miles per hour

All trains reduce speed to 8 miles per hour over approaches and draw span of combination drawbridge No. 3.2, two miles east of Fairview.

WESTWARD

NINTH SUBDIVISION

EASTWARD 13

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bainville	Time Table No. 45			Telegraph Calls	Distance from Opheim	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	225			Effective November 7, 1937						226	
			Daily	Ex. Sunday		STATIONS							Daily	Ex. Sunday
685	E175	164	L	8.15Am	.....	BAINVILLE	B	140.60	RKDNP WCYX	A	6.45Pm	
VC11	40	22	s	8.45	10.64	10.04 McCABE	MC	135.96	DP	s	5.55		
VC14	.....	7	f	8.51	14.35	3.71 MOEN	.....	182.25	.....	f	5.37
VC19	.....	34	s	9.05	19.30	4.95 FROID	FD	127.30	DP	s	5.30	
VC26	.....	40	s	9.25	25.66	6.36 HOMESTEAD	HO	120.94	DP	s	5.05	
VC32	.....	34	s	9.45	31.62	5.96 MEDICINE LAKE	MK	114.98	DPW	s	4.40	
VC39	.....	24	s	10.10	39.12	7.50 RESERVE	RS	107.48	DP	s	4.15	
VC45	.....	24	s	10.30	45.40	6.28 ANTELOPE	AN	101.20	DP	s	3.55	
VC53	40	59	s	11.25	53.40	8.00 PLENTYWOOD	NY	93.20	DPW CYX	s	3.30		
VC61	.....	18	f	11.45	59.39	8.49 MIDBY	.....	86.71	.....	f	2.35
VC66	.....	24	s	12.05Pm	66.66	6.77 ARCHER	.....	79.94	P	s	2.15
VC71	.....	34	s	12.25	73.42	6.76 REDSTONE	RD	73.18	DP	s	1.55	
VC78	.....	18	s	12.45	79.93	6.51 NAVAJO	.....	66.67	P	s	1.35
VC85	.....	34	s	1.15	85.38	5.45 FLAXVILLE	FX	61.22	DP	s	1.15	
VC91	.....	24	s	1.35	90.56	5.18 MADOC	MD	56.04	P	s	12.45	
VC98	35	112	s	2.35	97.97	7.41 SCOBEE	SC	48.63	RDP WCYX	s	12.20Pm		
VC106	.....	24	s	3.00	106.51	8.54 FOUR BUTTES	.....	40.10	P	s	11.20
VC112	.....	24	f	3.18	112.41	5.90 GLUTEN	.....	34.19	.....	f	11.00
VC118	.....	34	s	3.45	118.01	5.60 PEERLESS	PR	28.59	DP	s	10.40	
VC129	.....	30	s	4.20	129.51	11.50 RICHLAND	CA	17.09	DPW	s	9.55	
VC139	.....	34	s	4.55	139.38	9.87 GLEN TANA	G	7.22	DP RDP	s	9.25	
VC147	41	35	A	5.30Pm	146.60	7.22 OPHEIM	OM	.....	CYX	L	9.00Am	
				9.15		Time Over Subdivision					9.45		
				15.8		Average Speed Per Hour					15.0		

Special Rules.

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

Maximum Speed.

Passenger Freight

Bainville and Scobey...30 miles per hour 20 miles per hour
Scobey and Opheim...20 miles per hour 15 miles per hour
Engines backing up...15 miles per hour 15 miles per hour

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 45			Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333			Effective November 7, 1937						334	
			Mon., Wed. and Fri.	Daily		STATIONS							Tues., Thu. and Sat.
842	113	L	8.50Am	.....	SACO	SF	78.72	RKDNP CYX	A	12.45Pm	
SH 9	65	18	s	9.55	8.68	8.68 COLE	CO	70.04	DPWX	s	11.30		
SH15	23	f	10.25	15.31	6.63 TATTNALL	.....	63.41	P	f	10.30	
SH26	34	s	11.25	25.87	10.58 WHITEWATER	W	52.85	DP	s	10.00		
SH31	19	f	11.45	31.22	5.35 ORDEAN	.....	47.60	P	f	9.30	
SH39	34	s	12.35Pm	38.82	7.60 LORING	N	39.96	DP	s	9.00		
SH46	18	f	1.05	45.68	6.86 JOSEPH	.....	33.04	P	f	8.35	
SH54	27	f	1.45	54.12	8.44 CHAPMAN	.....	24.60	P	f	8.00	
SH67	44	s	2.40	67.14	13.02 TURNER	R	11.58	DP	s	7.25		
SH79	39	70	A	3.20Pm	78.72	11.58 HOGELAND	X	.....	RDWP CYX	L	6.45Am	
				6.30		Time Over Subdivision					6.00		
				12.1		Average Speed Per Hour					13.1		

Special Rules.

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

Maximum Speed.

Passenger Freight

Saco and Hogeland...30 miles per hour 25 miles per hour
Except between Loring and Chapman...12 miles per hour 12 miles per hour
Engines backing up...10 miles per hour 10 miles per hour

Q-1 and Q-2 engines will not exceed 15 miles per hour between Saco and Cole.

These engines not permitted between west yard limit board Cole and Hogeland.

14 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Lewistown	Time Table No. 45 Effective November 7, 1937	Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks		367		239								240	
ZF30	44	117		L 11.30pm		L 7.15Am		LEWISTOWN	WN	30.51	RDPW CKYX	A 6.20pm		A 5.40Am	
TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES															
ZF20		24		L 12.08Am		L 7.31Am	9.00	SPRING CREEK JUNCTION		21.51	RP	A 6.01pm		A 5.08Am	
ZF14		34		f 12.12		f 7.34	10.19	KINGSTON		20.32	P	f 5.58		f 5.04	
ZF 8		34		s 12.36		s 7.45	16.26	ROSSFORK		14.25	PW	s 5.46		f 4.45	
ZD87	50	92		s 1.01		s 7.59	22.99	KOLIN		7.52	DP	s 5.34		f 4.24	
				A 1.45Am		A 8.15Am	30.51	MOCCASIN	MC		RDPYX	L 5.20pm		L 4.00Am	
				2.15		1.00		Time Over Subdivision				1.00		1.40	
				13.5		30.5		Average Speed Per Hour				30.5		18.3	

Special Rules.

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

Normal position of junction switch at Spring Creek Jct. is for C. M. St. P. & P. R. R.

Normal position of junction switch at Moccasin is for Fifth Subdivision.

G. N. trains enter C. M. St. P. & P. R. R. main line at Lewistown at switch leading from transfer track located .27 mile east of G. N. Ry. depot.

Maximum Speed

		Passenger	Freight
Lewistown and Moccasin	.....	35 miles per hour	20 miles per hour
Engines backing up	.....	15 miles per hour	15 miles per hour

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Neihart	Time Table No. 45 Effective November 7, 1937	Telegraph Calls	Distance from Armington	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		215							216
ZA68		43		L 11.45Am		NEIHART	NI	38.33	DWR	A 11.00Am	
					13.09	ST. JOSEPH LEAD CO. SPUR JCT.		25.24			
ZA53		48		s 12.24pm	13.22	MONARCH	MO	25.11	DY	s 10.20	
ZA46	Spur	6		f 12.49	20.47	LOGGING CREEK		17.86		f 9.45	
ZA44		30		f 12.59	22.29	ALBRIGHT		16.04	W	f 9.35	
ZA39		13		f 1.14	27.14	RICEVILLE		11.19		f 9.20	
ZA28	70	37		A 1.49pm	38.33	ARMINGTON	RM		DRWX	L 8.45Am	
					2.04	Time Over Subdivision				2.15	
					18.57	Average Speed Per Hour				17.03	

Special Rules.

Eastward trains are superior to westward trains of the same class.

Normal position of junction switch east of Armington is for Fifth Subdivision.

Maximum Speed

		Passenger	Freight
Armington and Neihart	.....	20 miles per hour	20 miles per hour
Engines backing up	.....	10 miles per hour	10 miles per hour

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		THIRD CLASS				Distance from Giffen	Time Table No. 45			Telegraph Calls	Distance from Gerber	SIGNS	THIRD CLASS			
	Sidings	Other Tracks				721		Effective November 7, 1937						722			
						Tuesday and Friday		STATIONS						Tuesday and Friday			
ZH 22	23	76				L 2.00Pm			GIFFEN.....		12.48	PORCW	A 1.30Pm				
ZH 10						2.30	5.86		GIFFEN JCT.....		6.62	P	1.00				
ZA 13						2.45	9.37		LEWIS JCT.....		3.11		12.45				
ZA 10	84	58				A 3.00Pm	12.48		GERBER.....	GR		PRW	L 12.30Pm				
						1.00			Time Over Subdivision				1.00				
						12.4			Average Speed Per Hour				12.4				

Special Rules.

Eastward trains are superior to westward trains of the same class.

Normal position of junction switch at Gerber is for Fifth Subdivision.

Derail switch in main line near west switch Giffen. Normal position open for derail.

Maximum Speed

	Passenger	Freight
Gerber and Giffen	20 miles per hour	15 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Vaughn	Time Table No. 45			Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS			
	Sidings	Other Tracks			403	365		Effective November 7, 1937						366	404		
					C. M. St. P. & P. R. R.	Daily		STATIONS						Daily Ex. Sunday	C. M. St. P. & P. R. R.		
ZB12	54	10			L 9.35Am	L 7.17Am			VAUGHN.....	BY	41.70	DPRWXY	A 12.01Pm	A 3.50Pm			
					A 9.50Am	7.30	5.62		DRACUT JUNCTION.....		36.08	PR	11.46	L 3.35Pm			
ZE 9		35				f 7.40	8.83		SUN RIVER.....		32.87		f 11.36				
ZE14		27				f 7.55	13.35		FORT SHAW.....	FS	28.35	DP	f 11.21				
ZE19		26				s 8.15	18.97		SIMMS.....	SM	22.73	DPW	s 11.02				
ZE25	Spur	11				f 8.30	22.00		LOWRY.....		18.80		f 10.47				
ZE30		34				f 8.50	29.42		RIEBELING.....		12.28		f 10.27				
ZE35	Spur	12				f 9.05	34.35		BICKEL.....		7.35		f 10.12				
ZE40						f 9.20	39.54		GILMAN.....		2.16		f 9.57				
ZE42		51				A 9.30Am	41.70		AUGUSTA.....	GN		DCPRWY	L 9.50Am				
						.15	2.13		Time Over Subdivision				2.11	.15			
						22.9	18.8		Average Speed Per Hour				19.0	22.9			

Special Rules.

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

Normal position of junction switch at Vaughn is for Sixth Subdivision.

Normal position of junction switch at Dracut Jct. is for G. N. main line.

Maximum Speed

	Passenger	Freight
Vaughn and Augusta	20 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

16 WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Power	Time Table No. 45 Effective November 7, 1937	Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS							
	Siding	Other Tracks			373	Daily Ex. Sunday						374				Daily Ex. Sunday			
ZB27	51	47				L 2.17Pm	.....	POWER.....	PO	51.46	DPRWXY	A	7.35Pm	.....	.....	.....
ZG 6		18				f 2.32	5.72	.....CORDOVA.....		45.74	.....	f	7.19	.....	.....	.....
ZG12		24				f 2.47	11.60	.....CLEIV.....		39.86	.....	f	7.03	.....	.....	.....
ZG17		34				f 3.02	17.09	.....BOLE.....		34.37	P	f	6.48	.....	.....	.....
ZG22	Spur	14				A f 3.14Pm	21.22	.....EASTHAM JUNCTION.....		30.24	RP	L	6.37Pm	.....	.....	.....

TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES

						L 3.42Pm	28.52	.....^{7.3} CHOTEAU JUNCTION.....		22.04	RP	A	6.19Pm	.....	.....	.....
ZG29		55				s 3.44	29.05	.....^{4.4} CHOTEAU.....	CO	22.41	DPW	s	6.17	.....	.....	.....
ZG33	Spur	7				f 3.56	33.27	.....^{4.22} CLAUDE.....		18.19	.....	f	5.57	.....	.....	.....
ZG37	Spur	8				f 4.14	36.02	.....^{3.85} KOYL.....		14.54	.....	f	5.47	.....	.....	.....
ZG42		35				s 4.34	42.88	.....^{5.96} BYNUM.....	BU	8.58	DPW	s	5.32	.....	.....	.....
ZG51	38	37				A 5.00Pm	51.46	.....^{8.58} PENDROY.....	RY	.....	DCPRWY	L	5.10Pm	.....	.....	.....
						2.43		Time Over Subdivision					2.25			
						18.9		Average Speed Per Hour					21.2			

Special Rules.

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

Normal position of junction switch at Power is for Sixth Subdivision.

Normal position of switch at Eastham Jct. and Choteau Jct. is for C. M. St. P. & P. R. R. main line.

Maximum Speed

	Passenger	Freight
Power and Pendroy	25 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

Fourth Subdivision.

West Side Junction, located 330 feet west of Great Falls Yard Office. Sixth Subdivision trains departing and arriving Great Falls must approach West Side Junction at restricted speed. Normal position of switch at West Side Junction is for Fourth Subdivision.

Normal position of switch at east end of Missouri River Bridge No. 755 Great Falls is for Fifth Subdivision.

Whistle signals for tracks with switches controlled from Tower, Northern Pacific Crossing, Helena: Main Line, one long.

Main Street overhead Bridge Helena has restricted clearance for man on top of train.

Register at Helena for trains originating or terminating there.

Passenger trains backing in or out of Helena passenger station will not exceed 10 miles per hour.

Speed restriction within city limits of Helena, 15 miles per hour.

Movement of trains through Tunnel No. 6 governed by automatic block signals. Rules 501 to 517 govern. First class trains will use not less than five, freight trains not less than eight minutes through this tunnel.

Speed restriction over bridges: M, N, O and P engines 20 miles per hour over bridge 754 Great Falls, bridges 21 near Mid Canon and 90 near Clancy; 10 miles per hour over bridges 23 near Mid Canon, 98 near Corbin, 135 near Elk Park, 164 and 166 near Butte.

Speed restrictions within Butte city limits: Passenger trains eight, freight trains six miles per hour.

All trains run carefully through tunnels and points where slides and falling rock likely to be encountered.

Maximum Speed

	Passenger	Freight
Great Falls and Clancy.....	45 miles per hour	25 miles per hour
Clancy and Butte.....	40 miles per hour	20 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

Fifth Subdivision.

Register at Judith Gap, Moccasin, Armington and Gerber for trains originating or terminating at these stations. Mossmain is register Station for trains originating and terminating at Billings.

Eleventh Subdivision junction switch 1000 feet east of Moccasin.

Normal position of junction switch at Mossmain is for Northern Pacific main line. Junction switch east of Moccasin, junction switch east of Armington and junction switch at Gerber for Fifth Subdivision.

All trains run carefully through tunnels and points where slides or falling rocks likely to be encountered.

Maximum Speed

	Passenger	Freight
Great Falls and Mossmain....	45 miles per hour	35 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

INSTRUCTIONS TO TRAINMEN ON OPERATIONS OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS.

MANUAL INTERLOCKING.

Helena(gates, one mile east) with N. P. Ry.
 Helena(tower, 2.5 miles east) with N. P. Ry.
 Butte(in yard limits) with N. P. Ry.
 Shelby(in yard limits). See Kalispell Division time table.
 Snowden...2 miles east of on Seventh Subdivision, Drawbridge 12.1.
 Fairview...3 miles east of on Eighth Subdivision, Drawbridge 3.2.

AUTOMATIC INTERLOCKING.

LohmanEnd of double track.

SEMI-AUTOMATIC INTERLOCKING.

Pacific Junction.

SPECIAL RULES GOVERNING OPERATION OF INTERLOCKING PLANTS.

Rules 671 to 671(f), inclusive, amended as follows:

Speed of trains through APPROACH and Home Signal and HOME signal zones of an interlocking plant shall not exceed thirty miles per hour. Trains moving against current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour. Conditions may require a further restriction for all trains per special rules. At drawbridges speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.

STANDARD INTERLOCKING RULES 601 to 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING, SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a Home Signal and no immediate conflicting train movement is evident, trainmen shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of one to two minutes. Under ordinary conditions the completion of the return movement should cause HOME signal to indicate "PROCEED." If Home Signal desired does not indicate "PROCEED" and no smash boards are in use, trainmen may flag

over the crossing after making certain that conflicting Home Signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of hand release does not clear the proper Home Signal, trainman shall signal his train to proceed over the crossing, after making certain that Home Signals and smash boards on conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper Home Signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if Home Signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that Home Signals and smash boards on conflicting route are in the "NORMAL" position.

TO OPERATE SMASH BOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at crossing.

Crank must be inserted in shaft on back of smash board mechanism after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed, small cover must be locked and crank returned to the "RELEASE" box.

TO OPERATE HAND RELEASE.

(Lohman, Automatic Interlocking, Second Subdivision.)
 (Pacific Junction, Semi-Automatic Interlocking, Third Subdivision.)

When necessary to hand operate interlocked switches the following will govern: First—place hand throw lever in position corresponding with switch point. Second—throw selector lever to hand throw position as indicated by arrow on selector cover using reasonable amount of force to complete stroke. Third—when stroke of selector lever completed switch becomes a main line hand throw switch and must be handled accordingly by means of hand throw lever. Fourth—when train movement over hand operated switches completed, switch points and selector lever must be returned to the switch machine position and lever locked.

INSTRUCTIONS TO TRAINMEN ON OPERATIONS OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS—Continued.

COMBINATION TOLL DRAWBRIDGE 12.1, 2 MILES EAST OF SNOWDEN, SEVENTH SUBDIVISION. COMBINATION DRAWBRIDGE 3.2, 3 MILES EAST OF FAIRVIEW, EIGHTH SUBDIVISION.

Movement of trains and vehicular traffic over both bridges controlled by signals. Light Type Electric Signals (Rule 501-A) govern train movements. Gates govern vehicular movements. Both operated by electric current handled by operator from cabin located on bridge. When signal indication is PROCEED trains will proceed over bridges at speed of eight miles per hour. Telephones (connected with cabin) located near signals at each end of bridge. In case of signal failure, communicate with operator and be governed by Rule 509-A.

FOURTH SUBDIVISION, GATE CROSSING WITH N. P. INDUSTRY SPUR, ONE MILE EAST OF HELENA.

Crossing over N. P. industry spur protected with gates. Normal position of gates CLEAR for G. N. trains. When CLEAR trains may proceed over crossing without stopping, but will restrict speed to ten miles per hour from within 500 feet of crossing until passing over same. Gates across G. N. tracks indicate N. P. crew is using the crossing, in which case come to FULL STOP and do not pass over until N. P. crew has restored gates to CLEAR.

FIFTH SUBDIVISION, MOSSMAIN.

G. N. trains entering or leaving Laurel Yard via the N. P. tracks or entering or leaving Mossmain for movement to or from Billings via the connection East of Mossmain Depot will be governed by N. P. Time Table and Special Rules or Instructions thereon.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
Second Subdivision:			Tenth Subdivision:		
Saco Stock Yards	1.70 Miles West of Saco	27	Hedges Spur	2.62 Miles East of Cole.....	26
Malta Stock Yards	2.07 Miles East of Malta	47	Eleventh Subdivision:		
Harlem Stock Yards.....	1.30 Miles East of Harlem.....	30	Arro Refinery Spur	2.73 Miles West of Lewis-	
Sugar Beet Spur	3.28 Miles West of Harlem.....	16	town		78
Chinook Stock Yard	0.42 Mile East of Chinook.....	54	Mennonite Spur	1.42 Miles West of Kingston..	6
Milk River Const'n Co. Spur	2.96 Miles West of Chinook..	4	Twelfth Subdivision:		
Third Subdivision:			Goodman's Spur No. 2	5.80 Miles East of Arming-	
Pacific Junction Quarry....	0.54 Mile West of Pacific Jct.	26	ton		2
Big Sandy Pit.....	5.56 Miles East of Big Sandy..	19	Siegling's Spur	6.39 Miles East of Arming-	
Portage Pit	1.50 Miles West of Portage....	120	ton		4
Fourth Subdivision:			Goodman's Spur No. 1.....	3.42 Miles West of Riceville..	11
Tintinger Spur No. 2.....	2.72 Miles East of Hardy	31	Tyler's Spur	3.83 Miles West of Monarch..	2
Tintinger Siding No. 1.....	1.97 Miles East of Hardy.....	40	Wellwood Spur	5.67 Miles East of Monarch....	3
Wolf Creek Quarry	1.30 Miles West of Wolf Creek	60	Benton Spur	1.68 Miles West of Neihart....	5
Fair Grounds Spur	2.64 Miles East of Helena.....	76	Florence Mine Spur	0.88 Mile West of Neihart.....	4
Wood Spur No. 8	1.33 Miles West of Elk Park..	4	Thirteenth Subdivision:		
Fifth Subdivision:			Pearce Spur	1.35 Miles East of Gerber.....	71
Oxford Pit	1.04 Miles East of Oxford.....	70	Brown's Spur	4.25 Miles East of Gerber.....	39
Hobson Pit	2.65 Miles West of Hobson....	62	A. C. M. Co. Siding	4.91 Miles East of Gerber.....	85
Sixth Subdivision:			Curran's Spur	4.91 Miles East of Gerber.....	31
Brady Pit	3.01 Miles East of Withey.....	112	Tiger Butte Spur	5.00 Miles East of Gerber.....	2
Pondera Pipe Line Spur....	2.97 Miles East of Conrad.....	37	Stainsby Spur	5.57 Miles East of Gerber.....	9
Conrad Refining Co.	1.46 Miles East of Conrad.....	11	Giffen No. 2 Spur	Starts from East end Giffen Yard	1 1/4 Miles Long
Texas Pipe Line Spur	1.76 Miles East of Conrad.....	26	Sand Coulee Spur	Starts at Lewis Jct.	1 Mile Long
Kevin Pit	0.53 Mile East of Kevin.....	80	Great Falls Brick and Tile Co. No. 1 Spur	Off of Sand Coulee Spur.....	30
Aronow Spur	2.00 Miles West of Kevin.....	3	Great Falls Brick and Tile Co. No. 2 Spur	End of Sand Coulee Spur.....	3
Ohio Oil Co. Siding	1.03 Miles East of Sunburst..	46	Lavin Spur	1 Mile East of Lewis Jct.	6
International Refinery Siding	0.61 Mile East of Sunburst....	99	Fourteenth Subdivision:		
Seventh Subdivision:			Bradford Spur	0.90 Mile East of Sun River..	42
State Line Beet Spur	3.87 Miles East of Dore	18	Fifteenth Subdivision:		
Cowles Beet Siding	2.31 Miles West of Dore	14	Hobson Elevator Spur	3.92 Miles East of Choteau....	7
Wooley Beet Spur	3.90 Miles East of Sidney.....	9	Flume	4.08 Miles West of Bole.....	14
Ludington Beet Spur	2.45 Miles East of Ridgeland	10			
Eighth Subdivision:					
Hardy Beet Siding	1.51 Miles East of Fairview....	21			