

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. D. S. MacKenzie, Sr., Divn. Surgeon, Havre.
Dr. E. B. Richardson, Divn. Surgeon, Great Falls.
Dr. P. E. Kane, Asst. Divn. Surgeon, Butte.
Dr. M. D. Hoyt, Asst. Divn. Surgeon, Glasgow.
Dr. A. N. Smith, Asst. Divn. Surgeon, Glasgow.
Dr. Earl Strain, Ophthalmic Surgeon, Great Falls.
Dr. F. W. Briggs, Ophthalmic Surgeon, Havre.
Dr. A. W. Morse, Ophthalmic Surgeon, Butte.

LOCAL SURGEONS.

Dr. Eri M. Farr	.....	Billings
Dr. C. J. Munch	.....	Culbertson
Dr. P. H. O'Malley	.....	Chinook
Dr. H. W. Power	.....	Conrad
Dr. W. F. Paterson	.....	Conrad
Dr. H. W. Bateman	.....	Choteau
Dr. K. Hamilton	.....	Dodson
Dr. Carroll M. Lund	.....	Fairview
Dr. C. F. Bassow	.....	Fort Benton
Dr. Evon L. Anderson	.....	Fort Benton
Dr. E. M. Porter	.....	Great Falls
Dr. A. M. Macaulay	.....	Great Falls
Dr. C. J. Bresee	.....	Great Falls
Dr. Harry J. McGregor	.....	Great Falls
Dr. Chas. Houtz	.....	Havre
Dr. D. S. MacKenzie, Jr.	.....	Havre
Dr. W. N. Deatherage	.....	Harlem
Dr. Thos. L. Hawkins	.....	Helena
Dr. R. Wynne Morris	.....	Helena
Dr. E. M. Gans	.....	Judith Gap
Dr. E. C. Hall	.....	Laurel
Dr. Fred F. Attix	.....	Lewistown
Dr. A. W. Deal	.....	Lewistown
Dr. Geo. W. Setzer	.....	Malta
Dr. J. C. Storkan	.....	Plentywood
Dr. Chas. A. Swanson	.....	Poplar
Dr. T. W. Collinson	.....	Scobey
Dr. M. D. Riddle	.....	Shelby
Dr. R. A. Morrill	.....	Sidney
Dr. P. O. C. Johnson	.....	Watford City
Dr. C. S. Jones	.....	Williston
Dr. H. B. Cloud	.....	Wolf Point

H. SMALL, Chief Dispatcher
P. W. DOLES, Chief Dispatcher
H. M. SHAPLEIGH, Trainmaster
N. F. SEIL, Trainmaster
J. E. OBRIEN, Trainmaster
E. F. Oviatt, Trainmaster



**BUTTE
DIVISION**

**TIME
TABLE
47**

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Saturday, April 1, 1939.

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. 47		Telegraph Call
	Siding	Other Tracks	461	613	663	27	223	1		Effective April 1, 1939		
			Daily	Daily Ex. Sun.	Mon., Wed. and Fri.	Daily	Daily Ex. Sun.	Daily		STATIONS		
647		Yard	L. 4.00 ^{pm}	L. 7.00 ^{am}	L. 4.30 ^{am}		L. 9.05 ^{pm}	L. 6.40 ^{am}	L. 12.55 ^{am}		WILLISTON	WN
659	W129	16	4.30	7.20	5.00		9.20	s 7.05	1.11	11.99	TRENTON	Double Track
668		35	4.50	7.35	5.20		9.30	s 7.20	1.22	20.56	FT. BUFORD	
676		Yard	5.15	A 7.45 ^{am}	5.58		9.36	s 7.35	1.29	25.92	SNOWDEN		SN
681	128	8	5.30		6.15		9.43	f 7.45	1.36	31.68	LAKE SIDE	
685		Yard	5.50		7.00		9.50	s 8.10	1.44	38.10	BAINVILLE	B
692	108	12	6.05		7.20		9.58	f 8.20	1.53	44.91	LANARK	
699	106	58	6.20		7.50		10.07	s 8.42	2.03	52.37	CULBERTSON	CU
705	109	4	6.35		8.33		10.13	f 8.50	2.09	57.87	BLAIR	
708								f 8.57		62.00	FORT KIPP	
714	72	5	7.05		8.50		10.23	f 9.04	2.20	66.81	CALAIS	
722	E130 W118	75	7.45		9.12		10.29	s 9.12	2.26	71.58	BROCKTON	BR
729	70	10	8.05		9.40		10.38	f 9.22	2.35	79.14	SPOLE	
733	E72 W72	55	8.20		10.15		10.45	s 9.35	f 2.42	85.57	POPLAR	PO
741	129	17	8.35		10.30		10.53	f 9.45	2.50	92.51	CHELSEA	
748	129	24	8.55		10.49		11.02	f 9.55	3.00	100.34	MACON	
753	E138 W138	293	9.25		11.40		11.10	s 10.15	f 3.08	106.76	WOLF POINT	WO
759	70	3	9.40		11.55		11.18	f 10.29	3.16	112.74	LOHMILLER	
765	103	36	9.50		12.15 ^{pm}		11.24	s 10.42	3.23	118.04	OSWEGO	GO
772	E90 W69	21	10.10		12.40		11.33	s 10.58	3.35	125.83	FRAZER	FR
777	130	11	10.20		1.00		11.39	f 11.07	3.43	130.86	KINTYRE	
788	89	71	10.40		1.30		11.46	s 11.20	3.51	136.48	WIOTA	F
789	128	50	10.55		2.15		11.52	s 11.32	3.59	141.91	NASHUA	NA
797	129	18	11.15		2.40		12.01 ^{am}	f 11.43	4.10	149.70	WHATELY	
803		Yard	A 11.30 ^{pm}		A 3.00 ^{pm}		A 12.10 ^{am}	A 11.55 ^{am}	A 4.20 ^{am}	156.41	GLASGOW	GW
			7.30 20.8	4.45 34.5	10.30 14.8		3.05 50.7	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.

No. 1 track south of main track, west of Snowden depot, will be used as a siding, capacity 132 cars. Cars must not be left on this track without permission.

Ninth Subdivision trains use No. 1 west yard track between Bainville and Opheim Line Jct. First Subdivision trains use No. 1 west yard track between Bainville and Opheim Line Jct. as Westward siding protecting against Ninth Subdivision trains. First track south of main track at Bainville will be used as Eastward siding, capacity 175 cars. Cars must not be left on these tracks without permission.

First track south of main track, east end Glasgow yard, will be used as Westward siding, capacity 140 cars. First track north of main track at Glasgow will be used as Eastward siding, capacity 249 cars. Cars must not be left on these tracks without permission.

Supplement to Rule 509(B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding in the same block at the opposite end under an Approach Signal indication, Rule 501 (B), and before proceeding into the block, every precaution, consistent with running orders and the nature of the track ahead, should be taken to insure safe movement through the block.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 47

Effective April 1, 1939

STATIONS	Distance from Glasgow	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	28	224		470	446	462		614	664	
		Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily		Daily Ex. Sun.	Tues., Thur. and Sat.	
WILLISTON	156.41	A 6.35 ^{Am}	A 1.05 ^{Pm}	A 8.40 ^{Pm}		A 8.45 ^{Am}	A 6.25 ^{Pm}	A 2.00 ^{Am}		A 3.20 ^{Pm}	A 5.30 ^{Pm}	BCDNK OPRWX
TRENTON	144.42	6.17	12.47	s 8.20		8.15	5.55	1.30		3.00	5.00	P
FT. BUFORD	135.85	6.06	12.36	s 8.05		7.55	5.30	1.12		2.45	4.40	P
SNOWDEN	130.49	5.58	12.29	s 7.55		7.35	5.15	1.00		L 2.35 ^{Pm}	4.25	DNJK PRWXY
LAKE SIDE	124.73	5.49	12.21	t 7.33		7.15	5.00	12.45			3.50	P
BAINVILLE	118.31	5.40	s 12.12	s 7.23		7.00	4.45	12.30			3.30	CDNJK PRWXY
LANARK	111.50	5.29	12.02 ^{Pm}	t 6.58		6.45	4.30	12.15 ^{Am}			2.35	P
CULBERTSON	104.04	5.18	s 11.52	s 6.47		6.30	4.15	11.59			2.15	DNP
BLAIR	98.54	5.10	11.43	t 6.35		6.20	4.00	11.45			1.45	PW
FORT KIPP	94.41			t 6.28								
CALAIS	89.60	4.59	11.32	t 6.21		6.05	3.45	11.27			1.15	P
BROCKTON	84.83	4.53	11.26	s 6.14		5.55	3.35	11.15			1.00	CDN PWX
SPROLE	77.27	4.43	11.17	t 6.01		5.25	3.00	10.38			12.15 ^{Pm}	P
POPLAR	70.84	f 4.33	11.09	s 5.52		5.10	2.45	10.15			11.55	DNP
CHELSEA	63.90	4.23	10.59	t 5.39		4.55	2.30	10.00			11.10	P
MACON	56.07	4.13	10.49	t 5.29		4.35	2.10	9.40			10.49	P
WOLF POINT	49.65	f 4.04	s 10.40	s 5.20		4.20	1.55	9.25			10.15	DN PWX
LOHMILLER	43.67	3.54	10.29	t 5.03		4.07	1.40	9.10			9.15	P
OSWEGO	38.37	3.46	10.22	s 4.54		3.55	1.30	9.00			9.00	DP
FRAZER	30.58	3.35	10.12	s 4.43		3.35	1.10	8.42			8.40	DPW
KINTVRE	25.55	3.28	10.05	t 4.33		3.10	1.00	8.25			8.20	P
WIOTA	19.93	3.21	9.58	s 4.25		2.57	12.42	8.12			8.05	DNIP WXY
NASHUA	14.50	3.14	9.50	s 4.13		2.47	12.32	8.02			7.40	DNP
WHATELY	6.71	3.04	9.40	t 4.00		2.30	12.15 ^{Pm}	7.45			7.20	P
GLASGOW		L 2.55 ^{Am}	L 9.30 ^{Am}	L 3.50 ^{Pm}		L 2.15 ^{Am}	L 1.55 ^{Am}	L 7.30 ^{Pm}			L 7.00 ^{Am}	BCDNKO PRWXY
Time Over Subdivision		8.40	3.35	4.50		6.30	6.30	6.30		.45	10.20	
Average Speed Per Hour		42.6	43.6	32.3		24.0	24.0	24.0		34.5	14.8	

AUTOMATIC BLOCK SIGNALS

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 revenue passengers for points South of Great Falls and West of Havre, and to discharge revenue passengers from Twin Cities and beyond.

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

Maximum Speed.

	Passenger	Freight
Williston and Glasgow	60 miles per hour	45 miles per hour, except
R-1, R-2 and N-2 engines	35 miles per hour	35 miles per hour
F-3 and G-3 engines	40 miles per hour	40 miles per hour
All engines backing up	20 miles per hour	

4 WESTWARD

SECOND SUBDIVISION

Station Number	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Glasgow	Time Table No. 47		Telegraph Call
	Siding	Other Tracks	665	461		223	1	27		Effective April 1, 1939		
			Tue., Thur. and Sat.	Daily		Daily Ex. Sunday	Daily	Daily		STATIONS		
803		Yard	L 4.30Am	L 12.20Am		L 12.20Pm	L 4.25Am	L 12.15Am			GLASGOW	GW
808	70	9	4.40	12.30		f 12.28	4.32	12.22	4.73		PAISLEY	
815	125	15	4.55	12.50		s 12.40	4.41	12.31	11.76		TAMPICO	MA
820	71	26	5.10	1.20		s 12.48	4.48	12.37	17.04		VANDALIA	
828	E 137 W 115	30	5.35	1.40		s 1.05	4.59	12.48	25.83		HINSDALE	HD
837	71	15	5.55	2.05		s 1.20	5.09	12.58	34.04		BEAVERTON	
842		Yard	6.40	2.20		s 1.38	f 5.15	1.04	38.88		SACO	SF
852	71	3	6.55	2.35		s 1.48	5.25	1.12	45.46		ASHFIELD	
860	E 166 W 89	115	7.10	2.50		s 2.01	5.35	1.21	52.99		BOWDOIN	BO
863	70	10	7.25	3.05		f 2.11	5.43	1.29	59.74		STRATER	
869	88	120	7.58	3.15		s 2.32	f 5.54	1.36	65.60		MALTA	MF
874	70	14	8.15	3.25		f 2.40	6.01	1.42	70.39		EXETER	
880	E 142 W 130	55	8.40	4.11		s 2.48	6.07	1.48	75.18		WAGNER	WA
886	90	54	9.15	4.25		s 3.02	6.18	1.57	83.04		DODSON	DN
892	129	4	9.30	4.35		f 3.10	6.26	2.04	88.73		HARO	
896	E 89 W 69	28	9.45	4.45		f 3.16	6.32	2.09	93.15		COBURG	
901		26	10.05	4.55		s 3.24	6.39	2.15	98.36		SAVOY	S
907	75	3	10.20	5.10		f 3.33	6.47	2.22	104.61		MATADOR	
913	E 125 W 69	62	11.40	5.20		s 3.47	6.56	2.28	110.19		HARLEM	HM
919	75	16	12.19Pm	5.35		f 3.56	7.05	2.35	116.51		FORT BELKNAP	
925	87	33	12.35	5.45		s 4.05	7.13	2.41	122.04		ZURICH	Z
929	E 69 W 73	20	12.45	6.05		f 4.10	7.18	2.45	125.71		NORTH FORK	
935		237	1.30	6.17		s 4.25	f 7.26	2.51	131.29		CHINGOK	CK
939	68		1.42	6.32		f 4.31	7.32	2.56	135.73		ADAMS	
943		19	1.55	6.40		s 4.36	7.37	3.00	139.31		LOHMAN	
949			2.10	7.00		f 4.47	7.47	3.09	146.02		TOLEDO	
956		Yard	A 2.30Pm	A 7.20Am		A 5.00Pm	A 8.00Am	A 3.20Am	152.97		HAVRE	HV
			10.00 15.2	7.00 21.3		4.40 32.7	3.35 42.6	3.05 49.6			Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Double Track

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.

First track north of main track at Glasgow will be used as Eastward siding, capacity 249 cars. First track south of main track east end Glasgow yard will be used as Westward siding, capacity 140 cars. Cars must not be left on these tracks without permission.

Tenth Subdivision trains use No. 1 yard track between Saco and Hogeland Line Jct. Second Subdivision trains use No. 1 yard track between Saco and Hogeland Line Jct. as Eastward siding, protecting against Tenth Subdivision trains. First track south of main track at Saco will be used as Westward siding, capacity 93 cars. Cars must not be left on these tracks without permission.

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.

Supplement to Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, 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 the block, every precaution, consistent with running orders and the nature of the track ahead, should be taken to insure safe movement through the block.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 47 Effective April 1, 1939	Distance from Havre	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		28	224	2		446	462	470		666		
		Daily	Daily Ex. Sunday	Daily		Daily	Daily	Daily		Mon., Wed. and Fri.		
GLASGOW	152.97	A 9.25Am	A 3.40Pm	A 2.50Am		A 11.30Am	A 7.00Pm	A 2.00Am		A 4.30Pm		BCDNKO PRWXY
4.78 PAISLEY	148.24	9.18	f 3.30	2.42		11.15	6.40	1.50		4.20		P
7.05 TAMPICO	141.21	9.09	s 3.16	2.33		10.55	6.25	1.36		4.00		DP
5.28 VANDALIA	135.93	9.03	s 3.06	2.26		10.45	6.15	1.20		3.50		P
8.79 HINSDALE	127.14	8.52	s 2.51	2.15		10.25	5.55	12.48		3.30		DNPW
8.21 BEAVERTON	118.93	8.41	s 2.37	2.05		10.05	5.35	12.28		3.05		P
4.54 SACO	114.39	s 8.35	s 2.30	f 1.58		9.55	5.25	12.18		2.55		CDNJ KPKY
6.88 ASHFIELD	107.51	8.25	f 2.15	1.49		9.40	5.10	12.02Am		2.20		P
7.53 BOWDIN	99.98	8.15	s 2.01	1.39		9.25	4.55	11.45		2.01		DPWY
8.75 STRATER	93.23	8.06	f 1.52	1.29		9.12	4.40	11.31		1.30		P
5.86 MALTA	87.37	s 7.58	s 1.45	f 1.20		9.00	4.25	11.18		1.15Pm		DNPW
4.79 EXETER	82.58	7.48	f 1.25	1.11		8.50	4.12	10.56		11.45		P
4.79 WAGNER	77.79	7.42	s 1.19	1.05		8.40	4.00	10.45		11.30		GDPWX
7.86 DODSON	69.93	7.33	s 1.09	12.55		8.05	3.22	10.15		10.50		DNP
5.89 HARO	64.24	7.26	f 1.01	12.48		7.50	3.10	10.05		10.25		P
4.42 COBURG	59.82	7.20	f 12.55	12.42		7.40	3.02	9.57		10.15		P
5.21 SAVOY	54.61	7.13	s 12.48	12.35		7.25	2.52	9.48		9.55		DPW
6.25 MATADOR	48.36	7.05	f 12.40	12.28		7.10	2.40	9.37		9.35		P
5.58 HARLEM	42.73	s 6.56	s 12.33	12.22		6.56	2.30	9.28		9.20		DNJP
6.32 FORT BELKNAP	36.46	6.37	f 12.19	12.15		6.25	2.18	9.16		8.25		P
5.63 ZURICH	30.93	6.30	s 12.11	12.09		6.15	2.08	9.06		8.15		DPW
3.67 NORTH FORK	27.26	6.25	f 12.06Pm	12.04Am		6.05	2.00	9.00		8.00		P
5.58 CHINOOK	21.68	s 6.17	s 11.59	f 11.57		5.55	1.50	8.50		7.26		DNPY
4.44 ADAMS	17.24	6.08	f 11.45	11.52		5.47	1.42	8.42		6.57		P
3.58 LOHMAN	13.66	6.04	s 11.40	11.48		5.40	1.35	8.35		6.50		IP
6.71 TOLEDO	Dangle Track	6.05	f 11.30	11.39		5.20	1.20	8.20		6.35		BCDNK OPRWX
6.95 HAVRE		L 5.45Am	L 11.20Am	L 11.30Pm		L 5.00Am	L 1.00Pm	L 8.00Pm		L 6.15Am		
Time Over Subdivision		3.40	4.20	3.20		6.30	6.00	6.00		10.15		
Average Speed Per Hour		41.7	35.3	45.9		23.5	25.5	25.5		14.9		

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 revenue passengers for points south of Great Falls and west of Havre, and to discharge revenue passengers from Twin Cities and beyond.

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

Maximum Speed

	Passenger	Freight
Glasgow and Havre	60 miles per hour	45 miles per hour, except
R-1, R-2 and N-2 engines.....	35 miles per hour	35 miles per hour
F-3 and G-3 engines	40 miles per hour	40 miles per hour
All 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. 47		Telegraph Calls		
	Siftings	Other Trackage	657				235 1 221 27					Effective April 1, 1939				
			Mon., Wed., Fri.				Daily Daily Daily Daily					STATIONS				
956		Yard	L	6.00Am		L	8.15Am	L	8.10Am	L	3.45Am	L	3.30Am	4.08	Double Trunk Havre Pacific Junction Assiniboine Laredo Box Elder	HV
961			A	6.15Am			8.22	A	8.17Am		3.52	A	3.38Am			
Z4	48						8.28			f	3.58			7.53		
Z11	51	10					f	8.39		f	4.09			14.91		
Z20	50	23					s	8.53		f	4.22			24.73		BS
Z31	49	110					s	9.09		s	4.37			35.55		BS
Z37	50	14						9.17		f	4.45			40.84		
Z45	50	25					f	9.31		f	4.59			49.44		
Z51		Spur 12						9.41		f	5.08			55.27		
Z56	50	13						9.50		f	5.16			60.29		
Z62	49	17					f	10.01		f	5.25			66.25		CQ
Z67	50	3						10.09		f	5.32			70.82		
Z70		Spur 9						10.16		f	5.37			74.17		
Z75	47	66					s	10.27		s	5.45			78.73		BN
Z80		38						10.36		f	5.53			83.77		
Z85	40	8						10.44		f	6.01			88.53		
Z91	51	27					f	10.54		f	6.10			94.43		CA
Z96	32	21					f	11.03		f	6.18			99.43		
Z103	50	16					f	11.16		f	6.31			107.00		RE
Z108	102	18						11.25		f	6.40			112.59		
Z113	42	30						11.33			6.48			117.37		
Z119		Yard	A	11.45Am		A	7.00Am							123.24		PD
				.15			3.30		.07		3.15		.08		Time Over Subdivision Average Speed Per Hour	
				16.1			35.2		34.5		37.9		30.1			

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 Kalispell 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 Kalispell 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.

Supplement to Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, 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 the block, every precaution, consistent with running orders and the nature of the track ahead, should be taken to insure safe movement through the block.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 47

Effective April 1, 1939

STATIONS	Distance from Great Falls	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		28	222	236	2	446	460	472	428	658		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. Sat.		
Double Track { HAVRE PACIFIC JUNCTION } Auto Block Signals	123.24	A 5.35Am	A 11.15Am	A 10.55Pm	A 11.15Pm	A 1.00Am	A 7.10Am	A 12.25Pm	A 5.30Pm		A 4.15Pm	BDNK OPBWX
	119.21	L 5.27Am	11.08	10.47	L 11.08Pm	L 12.45Am	L 6.55Am	L 12.10Pm	L 5.15Pm		L 3.55Pm	JPY
ASSINIBOINE.....	115.71		f 11.03	10.40								P
LAREDO.....	108.33		f 10.53	10.28								P
BOX ELDER.....	98.51		f 10.41	10.12								DP
10.32 BIG SANDY.....	87.69		s 10.27	9.55								DPW
5.29 VERONA.....	82.40		f 10.20	9.43								P
3.60 VIRGELLE.....	73.80		f 10.06	9.27								PW
STRANAHAN.....	67.97		f 9.58	9.16								P
5.03 LIPPARD.....	62.95		f 9.50	9.07								P
5.06 CHAPPELL.....	56.99		f 9.39	8.56								DP
4.57 TETON.....	52.42		f 9.31	8.47								CPWX
3.35 LISCUM.....	49.07		f 9.24	8.40								P
4.56 FORT BENTON.....	44.51		s 9.16	8.31								DP
KERSHAW.....	39.47		f 9.06	8.20								P
4.76 TUNIS.....	34.71		f 8.58	8.12								PW
5.90 CARTER.....	28.81		f 8.49	8.02								DP
5.00 FLOWEREE.....	23.81		f 8.40	7.53								P
7.57 PORTAGE.....	18.24		f 8.29	7.40								DP
5.59 GOODALE.....	10.65		f 8.19	7.30								P
4.78 RAINBOW.....	5.87		8.10	7.21								P
5.87 GREAT FALLS.....		L 8.00Am	L 7.10Pm									BDNJK PRX
Time Over Subdivision Average Speed Per Hour		.08 30.1	3.15 37.9	3.45 32.8	.07 34.5	.15 16.1	.15 16.1	.15 16.1	.15 16.1		.20 12.0	

Special Rules—Continued.

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

Maximum Speed

	Passenger Steam	Passenger Gas Electric	Freight
Havre and Pacific Jct.....	60 miles per hour	60 miles per hour	45 miles per hour, except
R-1, R-2 and N-2 engines.....	35 miles per hour		35 miles per hour
F-8 and G-3 engines.....	40 miles per hour		40 miles per hour
All engines backing up.....	20 miles per hour		
Pacific Jct. and Verona.....	45 miles per hour	50 miles per hour	30 miles per hour
Verona and Great Falls.....	45 miles per hour	50 miles per hour	25 miles per hour
All engines backing up.....	15 miles per hour		

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 47 Effective April 1, 1933	STATIONS	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	373	365	235	43							236	42	366	374
			Daily	Daily	Daily	Daily										
			Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday										
Z 119		Yard	L 1.10Pm	L 7.05Am	L 11.59Am	L 7.15Am		GREAT FALLS	PD	169.74	BDNJKPRX	A 6.55Pm	A 11.35Pm	A 12.25Pm	A 8.10Pm	
		Yard	A 1.13Pm	A 7.07Am	12.02Pm	A 7.18Am	0.68	WEST SIDE JUNCTION	GF	169.06	RWXY	6.51	L 11.32Pm	L 12.22Pm	L 8.07Pm	
Z 120	40				12.10		4.97	FLOOD		164.77	P	6.43				
Z 130	42	32			12.24		14.11	ULM	M	155.63	DP	6.29				
Z 137	41				12.35		20.91	RIVERDALE		148.83	P	6.17				
Z 145	42	59			12.49		28.59	CASCADE	Q	141.15	DFW	6.04				
Z 153	35	6			1.03		36.81	HARDY		132.93	P	5.49				
Z 160	42				1.17		44.64	MID-CANON		125.10	P	5.35				
Z 167	43	39			1.29		51.54	CRAIG	RA	118.20	DPW	5.22				
Z 175	48	30			1.42		59.42	WOLF CREEK	WC	110.32	CDPWX	5.08				
Z 184	43	8			2.00		68.02	SIEBEN		101.12	PW	4.50				
Z 197	42	7			2.20		81.14	SILVER CITY	MN	88.60	DPY	4.28				
Z 201	46	4			2.28		85.18	GEARING		84.66	P	4.20				
Z 206	35	5			2.36		90.16	IRON		79.68	P	4.10				
							95.22	N. P. RY. CROSSING		74.52	I					
Z 214		Yard			2.50		97.72	HELENA	HN	72.02	BCDMP WXY	3.55				
Z 219		Spur 15			3.00		102.51	FOUR RANGE		67.23	P	3.30				
Z 223		15			3.12		106.63	MONTANA CITY		63.11	P	3.23				
Z 229	45	43			3.23		112.37	CLANCY	W	57.87	DPWX	3.13				
Z 230					3.33		113.15	ALHAMBRA		56.59	P	3.10				
Z 235					3.37											
Z 235					3.49		117.93	JEFFERSON		51.81		2.59				
Z 236	50	12			3.53		119.52	CORBIN		50.22	PW	2.55				
Z 240		10			4.02		123.29	WICKES		46.45	P	2.46				
Z 242					4.06		124.65	PORTAL		45.19	P	2.42				
Z 244	57	7			4.11		125.93	AMAZON		43.81	PW	2.37				
Z 260	50	27			4.25		132.23	BOULDER	RO	37.51	DP	2.24				
Z 254		Spur 16			4.35		136.43	FULLER		33.31		2.15				
Z 257	43	81			4.44		139.95	BASIN	SI	29.79	CDP	2.06				
Z 261	36	15			4.54		143.91	BERNICE		25.83	P	1.57				
Z 269	42	7			5.13		151.95	ELK PARK		17.79	PWY	1.40				
Z 277		Spur 7			5.22		156.86	TRASK		12.88	P	1.32				
Z 279	45	20			5.29		160.31	WOODVILLE		9.43	PXY	1.26				
Z 284		Spur 30			5.43		165.73	MOUNTAIN JUNCTION		4.01	X	1.10				
Z 288		Yard			5.55Pm		169.10	N. P. RY. CROSSING		0.64	I					
							169.74	BUTTE	DU		BCDNJKO PRWXY	L 1.00Pm				
			.03	.02	5.56	.03		Time Over Subdivision				5.55	.03	.03	.03	
			13.5	20.4	28.3	13.5		Average Speed Per Hour				28.6	13.5	13.5	13.5	

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. 47			Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS		
	Sidings	Other Tracks	215	43	239	Effective April 1, 1939			240	42				216				
						STATIONS									Daily		Mon., Wed. and Sat.	
ZD 237	Yard					L 11.30Am		BILLINGS	BG		BCDNKO RWXY		A 6.55Am					
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.																		
ZD 222		70				L 11.55Pm		MOSSMAIN		222.74	J		A 6.25Am					
							3.95	NORTHERN PACIFIC RY. JCT.		218.79	J							
ZD 218	50	25				f 12.04Am	4.04	HESPER		218.70	P X		f 6.15					
ZD 213	49	25				f 12.13	9.31	RIMROCK		213.43	P		f 6.06					
ZD 208	50					f 12.22	14.23	SHOREY		208.51	P		f 5.58					
ZD 201	50	19				f 12.35	21.49	ACTON		201.25	P		f 5.46					
ZD 194	50	27				f 12.46	27.82	COMANCHE		194.92	P		f 5.35					
ZD 186	50	43				s 1.02	36.36	BROADVIEW	BW	186.88	DNP		s 5.21					
ZD 180	49	14				f 1.13	42.38	PAINTED ROBE		180.36	P		f 5.11					
ZD 174	49	18				s 1.24	48.42	BELMONT		174.32	P		s 5.01					
ZD 166	49	25				s 1.39	55.98	CUSHMAN		166.76	CP WX		s 4.48					
						s 1.42	57.38	SLAYTON		165.36			s 4.45					
ZD 159	49	13				f 1.52	62.70	VEBAR		160.04	P		f 4.35					
ZD 153	49	13				f 2.03	69.08	FRANKLIN		153.66	P		f 4.24					
ZD 148	49	13				f 2.13	74.69	WALLUM		148.05	P		f 4.15					
ZD 141	49	27				s 2.25	81.67	HEDGESVILLE	DG	141.07	DNP		s 4.03					
ZD 138	49	13				f 2.38	88.73	NIHILL		134.01	P		f 3.52					
ZD 127	49	13				f 2.50	95.13	OXFORD		127.81	P		f 3.42					
ZD 120	86	135				s 3.04	101.98	JUDITH GAP	JU	120.76	BCDNKO PWXY		f 3.31					
ZD 114	50	17				f 3.18	108.61	BARROWS		114.13	P		f 3.18					
ZD 108	51	32				s 3.29	114.30	BUFFALO	BO	108.44	D P		s 3.08					
ZD 102	49	25				f 3.39	120.16	MENDON		102.58	P		f 2.58					
ZD 97	50	15				f 3.47	124.71	HAUCK		98.03	P		f 2.50					
ZD 92	61	85				s 3.55	129.67	HOBSON	HO	93.07	D P		s 2.41					
ZD 87	Yard					s 4.09	L 8.17Am 134.98	MOCCASIN	MC	87.76	DNJPXY		A 5.12Pm s 2.32					
ZD 82	50	45				f 4.19	s 8.27 140.43	BENCHLAND	BD	82.31	D P		s 5.03 f 2.19					
ZD 76	68	45				f 4.29	s 8.39 146.54	WINDHAM	WD	76.20	D P		s 4.52 f 2.08					
ZD 68	50	81				s 4.42	s 8.52 153.70	STANFORD	SD	69.04	CDNPWX		s 4.39 s 1.55					
ZD 63	50	13				f 4.51	f 9.01 160.06	DOVER		63.68	P		f 4.28 f 1.44					
ZD 58	50	18				f 4.59	s 9.10 164.40	MERINO		58.34	P		s 4.18 f 1.35					
ZD 52	50	33				f 5.09	s 9.22 170.58	GEYSER	GY	52.16	D P W		s 4.08 f 1.24					
ZD 45	50	20				f 5.22	f 9.34 176.77	SPION KOP		45.97	P Y		s 3.58 f 1.13					
ZD 39	50	17				f 5.34	s 9.44 182.97	RAYNESFORD	RF	39.77	D P		s 3.45 f 1.01					
ZD 34	50	24				f 5.45	f 9.52 188.27	ELYTHE		34.47	P		f 3.33 f 12.51					
ZA 28	Yard					L 1.55Pm s 5.57	s 10.02 194.24	ARMINGTON	RM	28.50	DJPWX		s 3.21 s 12.40		A 8.35Am			
ZA 26	45	66				s 2.00	f 6.01 s 10.06 196.20	BELT	B	26.54	D P X		s 3.17 f 12.36		s 8.30			
ZA 22	49	14				f 2.13	f 6.11 f 10.16 201.13	WAYNE		21.61	P		f 3.08 f 12.27		f 8.19			
ZA 19	17					f 2.20	f 6.18 f 10.22 204.26	FIFE		18.48			f 3.02 f 12.21		f 8.12			
ZA 14	50	13				f 2.30	f 6.25 f 10.28 207.49	SWIFT		15.25	P		f 2.56 f 12.15		f 8.05			
ZA 10	Yard					s 2.47	f 6.36 f 10.37 212.66	GERBER		10.08	JPWX		f 2.47 f 12.05Am		s 7.53			
ZA 6	67	17				f 3.05	f 6.43 f 10.43 216.23	FIELDS		6.51	P BDNJKP RX		f 2.41 f 11.58		f 7.45			
Z 119	Yard					A 3.20Pm	A 7.00Am A 10.55Am 222.74	GREAT FALLS	PD				L 2.30Pm L 11.45Pm L 7.30Am					
						1.25 20.1	7.05 31.4	2.38 33.6					2.42 32.5	6.40 33.4	1.05 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. 47		Telegraph Calls
	Sidings	Other Tracks	681	373	403	365			41	43	Effective April 1, 1939					
			Daily Ex. Sun.	Daily Ex. Sun.	C. M. St. P. & P. R. R. Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.	Daily	STATIONS					
		Yard		L 1.10Pm		L 7.05Am					L 7.15Am		GREAT FALLS		PD	

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

Station Numbers	Sidings	Other Tracks	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from Great Falls	STATIONS	Telegraph Calls
Z119		Yard	L 1.13Pm	L 7.07Am	L 7.18Am	.68	WEST SIDE JUNCTION	GF
ZB8	32	4	1.19	L 9.10Am	7.13	3.73	EMERSON JUNCTION	
ZB12		Yard	1.28	9.20	7.21	7.82	MANCHESTER	
ZB19	51	6	1.37	A 9.30Am	A 7.29Am	12.10	VAUGHN	BY
ZB23	60		1.51			18.79	GORDON	
ZB27		Yard		A 2.09Pm		22.86	REX	
ZB37	61	33			s 8.04	26.11	POWER	PO
ZB40	60	7			s 8.23	36.67	DUTTON	DU
ZB45	60	29			f 8.29	39.85	ACME	
ZB50	61	6			s 8.38	44.65	COLLINS	ON
ZB55	61	23			f 8.48	50.10	PERSHING	
ZB61	50	5			s 8.57	54.61	BRADY	BA
ZB69	W90 E72	223			f 9.09	61.01	WITHEY	
ZB74	61	8			s 9.25	68.00	CONRAD	RD
ZB79	60	20			f 9.31	71.23	MONTANA WESTERN JCT.	
ZB84	60	14			f 9.36	73.61	BURKE	
ZB91	60	6			s 9.45	78.87	LEDGER	FA
ZB95	60	5			s 9.53	83.50	FOWLER	
1061		Yard	L 8.30Am		f 10.05	90.02	NAISMITH	
					L 10.50Am	99.24	ANDALE	
					A 10.25Am		SHELBY	SJ

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

Station Numbers	Sidings	Other Tracks	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from Great Falls	STATIONS	Telegraph Calls
ZB114	31		L 8.40Am		L 10.53Am	100.73	SWEET GRASS LINE JCT.	
ZB120	50	113	9.20		f 11.19	118.07	ALOE	
ZB130	25	49	10.00		s 11.35	119.81	KEVIN	K
ZB139		Yard	10.45		s 11.59	129.73	SUNBURST	SU
			A 11.15Am		A 12.20Pm	138.09	SWEET GRASS	G
			2.35	.56	.20	.22		
			14.4	27.2	25.1	31.1		
					1.27	3.10		
					25.7	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 track. No. 1 track at Vaughn and Power will be used as siding, capacity Vaughn 54 cars, Power 51 cars. Cars must not be left on this track without permission.

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

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 47 Effective April 1, 1939	Distance from Sweet Grass	FIRST CLASS			SECOND CLASS			THIRD CLASS			SIGNS
		42	40		366	404	374		682		
		Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.		
GREAT FALLS	138.09	A 11.35Pm			A 12.25Pm			A 8.10Pm			BDNJJK PRX
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.											
WEST SIDE JUNCTION	137.41	A 11.32Pm			A 12.22Pm			A 8.07Pm			BDNJJK OPRWXY
EMERSON JUNCTION	134.36	f 11.27			12.15	A 3.40Pm	8.00				JP
MANCHESTER	130.27	f 11.21			12.07Pm	3.30	f 7.52				P
VAUGHN	125.99	f 11.14			L 11.57AM	L 3.20Pm	s 7.43				DJPXY
GORDON	119.30	f 11.03					f 7.29				P
REX	115.73	f 10.57					f 7.22				P
POWER	111.08	f 10.51					L 7.15Pm				DJPWXY
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									CDNP WXY
MONTANA WESTERN JCT.	66.86	f 9.36									JP
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		BDNJJK 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		JP
ALOE	25.02	f 7.47							11.19		P
KEVIN	18.78	s 7.32							10.00		DP
SUNBURST	8.36	s 7.09							9.15		DPX
SWEET GRASS		L 6.50Pm							L 8.00Am		BDFRW XY
Time Over Subdivision		2.45	1.25						4.10		
Average Speed Per Hour		36.0	26.3			27.4	25.1	29.3	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	50 miles per hour	35 miles per hour
Sweet Grass Line Junction and Sweet Grass	35 miles per hour	20 miles per hour
All engines backing up		15 miles per hour

12 WESTWARD		SEVENTH SUBDIVISION										EASTWARD				
Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 47 Effective April 1, 1939	STATIONS	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	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.
676	Yard		L 7.50Am		L 7.40Am		SNOWDEN	SN	74.16	BDNJKF RWXY		A 7.30Pm		A 2.30Pm		
VF 9	14		8.00		s 7.45	2.56	2.56 NOBLE		71.60	P		s 7.15		2.15		
VF 14	36		8.20		s 7.57	9.15	6.59 DORE	D	65.01	DP		s 7.00		1.50		
VF 18	72	L 10.45Am	8.45		L 11.50Am	14.30	8.15 FAIRVIEW	FA	59.86	BDJPRW XY	A 9.00Am	s 6.45	A 10.45Am	1.30		
	12		11.00		f 11.59	18.41	4.11 RIDGELAWN		55.75		f 8.52	f 6.30	10.30	12.30		
VF 25	166	A 11.20 L 12.30Pm	A 10.15Am		A 8.30 L 12.20Pm	24.80	6.39 SIDNEY	SY	49.38	DJRWXY	L 8.40Am	L 6.15Pm	L 10.15Am	L 12.15Pm		
TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.																
VF 29			L 12.45Pm		L 12.30Pm	29.08	4.28 NEWLON JCT.		45.08	JRP		A f 5.50Pm	A 8.30Am			
VF 30	5		12.50		f 12.33	30.28	1.20 JENKS		43.88			f 5.45	8.25			
VF 36	5		1.10		f 12.45	35.73	5.45 EPWORTH		38.43			f 5.32	8.10			
VF 43	26		1.35		f 1.03	43.16	7.43 GETTYSBURG		31.00	W		f 5.15	7.50			
VF 51	36	34	2.00		s 1.23	50.76	7.60 LAMBERT	RT	23.40	D		s 4.55	7.30			
VF 58	41		2.25		s 1.39	58.23	7.47 ENID		15.93			s 4.35	7.00			
VF 63	23		2.45		s 1.49	62.62	4.39 LANE		11.54			s 4.25	6.40			
VF 67	9		3.05		f 2.01	67.37	4.75 MANROCK		6.79			f 4.15	6.25			
VF 74	Yard	A	3.30Pm		A 2.25Pm	74.16	6.79 RICHEY	RC		CDRXY		L 4.00Pm	L 6.00Am			
			4.45 12.6		2.25 10.2	25	2.55 25.4					.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

All engines backing up 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. No. 1 track south of main track west of Snowden depot will be used as a siding, capacity 132 cars. Cars must not be left on these tracks without permission.

WESTWARD		EIGHTH SUBDIVISION										EASTWARD				
Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 47 Effective April 1, 1939	STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	611		287								288		610	
			Mon., Wed and Fri.		Daily Ex. Sun.								Daily Ex. Sun.		Tue., Thur. and Sat.	
VG37	Yard		L 7.00Am		L 10.25Am		WATFORD CITY	WF	36.29	CDRXY		A 10.20Am		A 2.15Pm		
VG29	38		7.30		s 10.45	7.40	7.40 ARNEGARD	NE	28.89	D		s 10.00		1.40		
VG24	30		7.50		s 10.55	12.66	5.26 RAWSON		23.63	W		s 9.48		1.15		
VG19	38		8.10		s 11.05	17.54	4.88 ALEXANDER	A	18.75	D		s 9.38		12.55		
VG13	33		8.35		s 11.18	23.45	5.91 CHARBONNEAU	AU	12.84			s 9.26		12.30		
VG 6	29		9.10		s 11.35	31.31	7.86 CARTWRIGHT	CG	4.98	D		s 9.10		12.05Pm		
VF14	Yard	A	9.30Am		A 11.45Am	36.29	4.93 FAIRVIEW	FA		BDJPRW XY	L 9.00Am		L 11.45Am			
			2.30 14.5		1.20 27.2							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

All engines backing up 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. 47 Effective April 1, 1939	STATIONS	Telegraph Calls	Distance from Opheim	SIGNS	SECOND CLASS		
	Sidings	Other Tracks	225								Daily Ex. Sunday	226	Daily Ex. Sunday
			Mon. Wed. and Fri.	Tues. Thu. and Sat.									
685		Yard	L	8.15Am		BAINVILLE	B	148.60	BCDNJK PRWXY	A	6.45Pm		
				8.20	1.17	OPHEIM LINE JCT.		145.43	JPX		6.25		
VC11	40	22	s	8.45	10.04	McCABE	MC	135.96	DP	s	5.55		
VC14		7	f	8.51	14.35	MOEN		132.25		f	5.37		
VC19		34	s	9.05	19.30	FROID	FD	127.30	DP	s	5.30		
VC26		40	s	9.25	25.66	HOMESTEAD	HO	120.94	DP	s	5.05		
VC32		34	s	9.45	31.62	MEDICINE LAKE	MK	114.08	DPW	s	4.40		
VC39		24	s	10.10	39.12	RESERVE	RS	107.48	DP	s	4.15		
VC45		24	s	10.30	45.40	ANTELOPE	AN	101.20	DP CDP WXY	s	3.55		
VC53	40	59	s	11.25	53.40	PLENTYWOOD	NY	93.20		s	3.30		
VC61		18	f	11.45	59.89	MIDBY		88.71		f	2.35		
VC66		24	s	12.05Pm	66.66	ARCHER		79.94	P	s	2.15		
VC71		34	s	12.25	73.42	REDSTONE	RD	73.18	DP	s	1.55		
VC78		18	s	12.45	79.93	NAVAJO		66.67	P	s	1.35		
VC85		34	s	1.15	85.38	FLAXVILLE	FX	61.22	DP	s	1.15		
VC91		24	s	1.35	90.56	MADOC	MD	56.04	P CDPR WXY	s	12.45		
VC98	35	112	s	2.35	97.97	SCOBEY	SC	48.63		s	12.20Pm		
VC106		24	s	3.00	106.51	FOUR BUTTES		40.10	P	s	11.20		
VC112		24	f	3.18	112.41	GLUTEN		34.19		f	11.00		
VC118		34	s	3.45	118.01	PEERLESS	PR	28.59	DP	s	10.40		
VC129		30	s	4.20	129.61	RICHLAND	CA	17.09	DPW	s	9.55		
VC139		34	s	4.55	139.38	GLENTANA	G	7.22	DP CDP XY	s	9.25		
VC147		Yard	A	5.30Pm	146.60	OPHEIM	OM			L	9.00Am		
				9.15 15.8		Time Over Subdivision Average Speed Per Hour					9.45 15.0		

Special Rules.

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

Ninth Subdivision trains use No. 1 west yard track between Bainville and Opheim Line Jct. First Subdivision trains may use No. 1 west yard track between Bainville and Opheim Line Jct. as a westward siding protecting against Ninth Subdivision trains. Cars must not be left on this track without permission.

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
All engines backing up	15 miles per hour	

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 47 Effective April 1, 1939	STATIONS	Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333								Tues. Thu. and Sat.	334
			Mon. Wed. and Fri.	Tues. Thu. and Sat.								
842		Yard	L	8.50Am		SACO	SF	73.72	BCDNJK PRXY	A	12.45Pm	
				9.01	1.77	HOGELAND LINE JCT.		76.95	JPX		12.20Pm	
SH 9	65	41.5	s	9.55	8.68	COLE	CO	70.04	PWXY	s	11.30	
SH15		23	f	10.25	15.31	TATTNALL		63.41	P	f	10.30	
SH26		34	s	11.25	25.87	WHITEWATER	W	52.85	DP	s	10.00	
SH31		19	f	11.45	31.22	ORDEAN		47.50	P	f	9.30	
SH39		24	s	12.35Pm	38.32	LORING	N	39.96	DP	s	9.00	
SH46		18	f	1.05	45.68	JOSEPH		33.04	P	f	8.35	
SH54		27	f	1.45	54.12	CHAPMAN		24.60	P	f	8.00	
SH67		44	s	2.40	67.14	TURNER	R	11.58	DP	s	7.25	
SH70		Yard	A	3.20Pm	78.72	HOGELAND	X		CDPR WXY	L	6.45Am	
				6.30 12.1		Time Over Subdivision Average Speed Per Hour					6.00 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
All engines backing up	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.

Tenth Subdivision trains use No. 1 yard track between Saco and Hogeland Line Jct. Second Subdivision trains may use No. 1 yard track between Saco and Hogeland Line Jct. as an eastward siding protecting against Tenth Subdivision trains. Cars must not be left on this track without permission.

14 WESTWARD				ELEVENTH SUBDIVISION						EASTWARD					
Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Lewistown	Time Table No. 47 Effective April 1, 1939	Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	367		239							240		368	
ZF30	Yard		L 11.30Pm		L 7.15Am		LEWISTOWN	WN	30.50	BCDJKP RWXY	A 6.20Pm		A 5.55Am		

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	9.0	9.00	SPRING CREEK JUNCTION	21.50	JPR	A 5.56Pm	A 5.23Am
ZF14	34	f 12.12	f 7.34	10.18	1.18	KINGSTON	20.32	f 5.51	f 5.19	
ZF 8	34	s 12.36	s 7.45	16.25	6.07	ROSSFORK	14.25	PW	s 5.39	f 5.00
ZD87	Yard	A 1.01	s 7.59	22.98	8.73	KOLIN	7.52	DP DNJP BXY	s 5.27	f 4.39
		A 1.45Am	A 8.15Am	30.50	7.52	MOCCASIN	MC	L 5.14Pm	L 4.15Am	
		2.15 13.5	1.00 30.5			Time Over Subdivision Average Speed Per Hour		1.06 27.7	1.40 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.
 No. 1 track at Moccasin will be used at siding, capacity 50 cars. Cars must not be left on this track without permission.
 Normal position of junction switch at Moccasin is for Fifth Subdivision.
 G. N. trains enter C. M. St. P. & P. R. R. main track at Lewistown at switch leading from transfer track located .27 mile east of G. N. Ry. depot.

Maximum Speed

Lewistown and Moccasin	Passenger	Freight
All engines backing up	35 miles per hour	20 miles per hour
		15 miles per hour

WESTWARD				TWELFTH SUBDIVISION						EASTWARD			
Station Numbers	Car Capacity		SECOND CLASS		Distance from Neihart	Time Table No. 47 Effective April 1, 1939	Telegraph Calls	Distance from Armington	SIGNS	SECOND CLASS			
	Sidings	Other Tracks	215							216			
ZA66	Yard		L 11.45Am		13.09	NEIHART	NI	38.33	DRW	A 11.00Am			
ZA53	48 Spur		s 12.24Pm		13.22	ST. JOSEPH LEAD CO. SPUR JCT.		25.24	J				
ZA46	6		f 12.49		20.47	MONARCH	MO	25.11	DY	s 10.20			
ZA44	30		f 12.59		22.20	LOGGING CREEK		17.86		f 9.45			
ZA39	13		f 1.14		27.14	ALBRIGHT		16.04	W	f 9.35			
ZA28	Yard		A 1.49Pm		38.33	RICEVILLE		11.19		f 9.20			
						ARMINGTON	RM		DJPR WX	L 8.45Am			
			2.04 18.57			Time Over Subdivision Average Speed Per Hour				2.16 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.
 No. 1 track at Armington will be used as siding, capacity 70 cars. Cars must not be left on this track without permission.

Maximum Speed

Armington and Neihart	Passenger	Freight
All engines backing up	20 miles per hour	20 miles per hour
		10 miles per hour

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		THIRD CLASS				Distance from Giffen	Time Table No. 47 Effective April 1, 1939	Telegraph Calls	Distance from Gerber	SIGNS	THIRD CLASS			
	Sidings	Other Tracks													
ZH 22		Yard								12.48	CPRWX				
ZH 20						5.86	GIFFEN JCT. 3.51			6.62					
ZH 12						9.37	LEWIS JCT. 3.11			3.11	P				
ZA 10		Yard				12.48	GERBER	GR			JPRW				
Time Over Subdivision Average Speed Per Hour															

Special Rules.

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

No. 1 track at Gerber will be used as siding, capacity 84 cars. Cars must not be left on this track without permission.

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

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

Maximum Speed

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

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Vaughn	Time Table No. 47 Effective April 1, 1939	Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS				
	Sidings	Other Tracks		403 C. M. St. P. & P. R. R. Daily Ex. Sunday	365 Daily Ex. Sunday							366 Daily Ex. Sunday	404 C. M. St. P. & P. R. R. Daily Ex. Sunday			
ZB12		Yard	L 9.30Am	L 7.31Am			VAUGHN	BY	41.70	DJPRW XY	A 11.55Am	A 3.20Pm				
			A 9.45Am	7.45	5.62	5.62	DRACUT JUNCTION		36.08	JPR	11.38	L 3.05Pm				
ZE 9		35		f 7.55	8.33	3.21	SUN RIVER		32.87		f 11.27					
ZE14		27		f 8.09	13.35	4.52	FORT SHAW	FS	28.35	DP	f 11.14					
ZE19		26		s 8.26	18.97	5.62	SIGMS	SM	22.73	DPW	s 10.56					
ZE25		Spur 11		f 8.39	22.00	3.93	LOWRY		18.80		f 10.42					
ZE30		34		f 8.56	29.42	6.52	RIEBELING		12.28		f 10.24					
ZE35		Spur 12		f 9.09	34.35	4.93	BICKEL		7.35		f 10.09					
ZE40				f 9.24	39.54	5.19	GILMAN		2.16		f 9.56					
ZE42		Yard		A 9.35Am	41.70	2.16	AUGUSTA	GN		CDPRWY	L 9.50Am					
Time Over Subdivision Average Speed Per Hour												15 22.9	2.04 20.4		2.05 20.0	15 22.9

Special Rules.

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

No. 1 track at Vaughn will be used as siding, capacity 54 cars. Cars must not be left on this track without permission.

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

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

Maximum Speed

Vaughn and Augusta Passenger and Mixed Trains 25 miles per hour Freight 20 miles per hour
All engines backing up Steam or Gas Electric 15 miles per hour Steam

Station Numbers	Car Capacity		SECOND CLASS				Distance from Power	Time Table No. 47			Distance from Pendroy	SECOND CLASS			
	Sittings	Other Tracks			373	Effective April 1, 1939			SIGNS	374					
						STATIONS									Daily Ex. Sunday
ZB27	Yard				L 2.11Pm		POWER	PO	51.39	DJPRW XY	A 7.10Pm				
ZG 6	18				f 2.26	5.72	CORDOVA		45.67		f 6.55				
ZG12	24				f 2.41	11.60	CLETV		39.79		f 6.39				
ZG17	34				f 2.56	17.09	BOLE		34.30	P	f 6.24				
ZG22	Spur 14				Af 3.07Pm	21.24	EASTHAM JUNCTION		30.15	JPR	L 6.13Pm				

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

					L 3.26Pm	28.54	CHOTEAU JUNCTION		22.85	JPR	A 5.55Pm			
ZG29	55				s 3.31	28.98	CHOTEAU	CO	22.41	DPW	s 5.52			
ZG33	Spur 7				f 3.43	33.20	CLAUDE		18.19		f 5.41			
ZG37	Spur 8				f 3.53	36.55	KOYL		14.54		f 5.32			
ZG42	35				s 4.13	42.81	BYNUM	BU	8.58	DPW	f 5.17			
ZG51	Yard				A 4.40Pm	51.39	PENDROY	RY		CDPRWXY	L 4.55Pm			
					2.29		Time Over Subdivision				2.25			
					20.6		Average Speed Per Hour				21.2			

Special Rules.

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

No. 1 track at Power will be used as siding, capacity 51 cars. Cars must not be left on this track without permission.

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

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

Maximum Speed

Passenger and Mixed Trains Freight
 Steam or Gas Electric Steam

Power and Pendroy 25 miles per hour 20 miles per hour
 All engines backing up 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.

In addition to running orders, movement of trains thru Tunnel No. 6 between Amazon and Portal governed by automatic block signals. Rules 501 to 519 govern. First class trains will use not less than five, freight trains not less than eight minutes through this tunnel.

Account insufficient Tunnel clearance N-2, O-7, P-2, Q, R and S engines not permitted between Great Falls and Butte.

Speed restriction over bridges: M and O 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 liable to be encountered.

Maximum Speed

	Passenger	Freight
Great Falls and Clancy	45 miles per hour	30 miles per hour
Clancy and Butte	40 miles per hour	25 miles per hour
All engines backing up	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 track. Junction switch east of Moccasin, junction switch east of Armington and junction switch at Gerber for Fifth Subdivision.

No. 1 track at Moccasin, Armington and Gerber will be used as siding, capacity Moccasin 50 cars, Armington 70 cars, Gerber 84 cars. Cars must not be left on this track without permission.

In addition to running orders, movement of trains through Tunnel No. Q-1 between Shorey and Rimrock governed by automatic block signals. Rules 501 to 519 govern.

All trains run carefully through tunnels and points where slides or falling rocks liable 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	

SPECIAL RULES AND INSTRUCTIONS GOVERNING INTERLOCKING PLANTS.**MANUAL INTERLOCKING.**

Helena(gates, one mile east) with N. P. Ry.
Snowden2 miles west of on Seventh Subdivision, Drawbridge 12.1.
Fairview3 miles east of on Eighth Subdivision, Drawbridge 3.2.

AUTOMATIC INTERLOCKING.

LohmanEnd of Double Track.

SEMI-AUTOMATIC INTERLOCKING.

Pacific Junction.

STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN "RELEASE" BOXES.

If smashboards or semaphore type signals are not in use, trainman, before giving hand signals in accordance with Rule 672, shall place a burning red fusee at each home signal on conflicting routes.

If smashboards or semaphore type signals are in use and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smashboard mechanism by hand, crank for this purpose is located in "Release" box. Crank must be inserted in shaft on back of smashboard mechanism, after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smashboard has been moved to its "reverse" position. When operation is completed small cover must be locked and crank returned to the "Release" box.

COMBINATION TOLL DRAWBRIDGE 12.1, 2 MILES WEST 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:			Eighth Subdivision:		
Saco Stock Yards	1.70 Miles West of Saco	27	Hardy Beet Siding	1.51 Miles East of Fairview....	21
Malta Stock Yards	2.07 Miles East of Malta	47	Tenth Subdivision:		
Harlem Stock Yards.....	1.30 Miles East of Harlem.....	30	Hedges Spur	2.62 Miles East of Cole.....	26
Sugar Beet Spur	3.28 Miles West of Harlem.....	16	Eleventh Subdivision:		
Chinook Stock Yard	0.42 Mile East of Chinook.....	54	West Lewistown	3.40 Miles West of Lewis- town	78
Milk River Const'n Co. Spur	2.96 Miles West of Chinook..	4	Mennonite Spur	1.42 Miles West of Kingston..	6
Third Subdivision:			Twelfth Subdivision:		
Pacific Junction Quarry.....	0.54 Mile West of Pacific Jct.	26	Goodman's Spur No. 2	5.80 Miles East of Arming- ton	2
Big Sandy Pit.....	5.56 Miles East of Big Sandy..	19	Siegling's Spur	6.39 Miles East of Arming- ton	4
Portage Pit	1.50 Miles West of Portage....	120	Goodman's Spur No. 1.....	3.42 Miles West of Riceville..	11
Fourth Subdivision:			Tyler's Spur	3.83 Miles West of Monarch..	2
Tintinger Spur No. 2.....	2.72 Miles East of Hardy	31	Wellwood Spur	5.67 Miles East of Monarch..	3
Tintinger Siding No. 1.....	1.97 Miles East of Hardy.....	40	Benton Spur	1.68 Miles West of Neihart..	5
Wolf Creek Quarry	1.30 Miles West of Wolf Creek	60	Florence Mine Spur	0.88 Mile West of Neihart....	4
Fair Grounds Spur	2.64 Miles East of Helena.....	76	Thirteenth Subdivision:		
Wood Spur No. 8	1.33 Miles West of Elk Park..	4	Pearce Spur	1.35 Miles East of Gerber.....	71
Fifth Subdivision:			Lavin Spur	1 Mile East of Lewis Jct.	6
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.....	35
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	145
Texas Pipe Line Spur	1.76 Miles East of Conrad.....	26	Sand Coulee Spur	Starts at Lewis Jct.	60
Kevin Pit	0.53 Mile East of Kevin.....	80	Great Falls Brick and Tile Co. No. 1 Spur	Off of Sand Coulee Spur.....	22
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	Fourteenth Subdivision:		
International Refinery Siding	0.61 Mile East of Sunburst....	99	Bradford Spur	0.90 Mile East of Sun River..	42
Seventh Subdivision:			Fifteenth Subdivision:		
State Line Beet Spur	3.87 Miles East of Dore	18	Hobson Elevator Spur	3.92 Miles East of Choteau....	7
Cowles Beet Siding	2.31 Miles West of Dore	14	Flume	4.08 Miles West of Bole.....	14
Wooley Beet Spur	3.90 Miles East of Sidney.....	9			
Ludington Beet Spur	2.45 Miles East of Ridgelawn..	10			