



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. H. E. Wheeler, Asst. Chief Surg., Spokane, Wash.
Dr. D. S. MacKenzie, Sr., Divn. Surgeon, Havre.
Dr. R. B. Richardson, Divn. Surgeon, Great Falls.
Dr. P. E. Kane, Asst. Divn. Surgeon, Butte.
Dr. L. W. Smith, Ophthalmic 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.

LOCAL SURGEONS.

Dr. Eri M. Farr	Billings
Dr. C. J. Munch	Culbertson
Dr. P. H. O'Malley	Chinook
Dr. T. L. Cockrell	Hinsdale
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. D. J. Almas	Chinook
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. Ridle	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 48

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, May 12, 1940.

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		SECOND CLASS		FIRST CLASS			Distance from Williston	Time Table No. 48 Effective May 12, 1940		Telegraph Call	
	Sidings	Other Tracks	613	663		461		27	223		1	STATIONS		
			Daily Ex. Sun.	Mon., Wed. and Fri.		Daily		Daily	Daily Ex. Sun.		Daily			
647		Yard	L 7.00 ^{Am}	L 4.30 ^{Am}		L 5.30 ^{Am}		L 9.05 ^{Pm}	L 6.40 ^{Am}	L 12.55 ^{Am}		.....	.....	WN
659	W129	16	7.20	5.00		6.02		9.20	s 7.05	1.11	11.99	.....	.....	.....
668		85	7.35	5.20		6.18		9.30	s 7.20	1.22	20.56	.....	.....	.....
676		Yard	A 7.45 ^{Am}	5.58		6.30		9.36	s 7.35	1.29	25.92	.....	.....	SN
681	128	8		6.15		6.42		9.43	f 7.45	1.36	31.68	.....	.....	.....
685		Yard		6.55		6.55		9.50	s 8.10	1.44	38.10	.....	.....	B
692	108	12		7.20		7.08		9.58	f 8.20	1.53	44.91	.....	.....	.....
699	106	58		7.50		7.22		10.07	s 8.42	2.03	52.37	.....	.....	CU
705	109	4		8.10		7.31		10.13	f 8.50	2.09	57.87	.....	.....	.....
708									f 8.57		62.00	.....	.....	.....
714	72 E180	5		8.30		7.45		10.23	f 9.04	2.20	66.81	.....	.....	.....
722	W118	75		9.12		8.10		10.29	s 9.12	2.26	71.58	.....	.....	BR
729	70 E72	10		9.40		8.25		10.38	f 9.22	2.35	79.14	.....	.....	.....
733	W72	55		10.15		8.34		10.45	s 9.35	f 2.42	85.57	.....	.....	PO
741	129	17		10.30		8.45		10.53	f 9.45	2.50	92.51	.....	.....	.....
748	129 E186	24		10.49		8.58		11.02	f 9.55	3.00	100.84	.....	.....	.....
753	W188	298		11.40		9.10		11.10	s 10.15	f 3.11	106.76	.....	.....	WO
759	70	8		11.55		9.20		11.18	r 10.29	3.20	112.74	.....	.....	.....
765	108 E90	86		12.15 ^{Pm}		9.30		11.24	s 10.42	3.27	118.04	.....	.....	GO
772	W69	21		12.40		9.45		11.33	s 10.58	3.40	125.83	.....	.....	FR
777	180	11		1.00		10.05		11.39	f 11.07	3.48	130.86	.....	.....	.....
783	89	71		1.30		10.20		11.46	s 11.20	3.56	136.48	.....	.....	F
789	128	50		2.15		10.30		11.52	s 11.32	4.04	141.91	.....	.....	NA
797	129	13		2.40		10.45		12.01 ^{Am}	f 11.43	4.15	149.70	.....	.....	.....
808		Yard		A 3.00 ^{Pm}		A 11.00 ^{Am}		A 12.10 ^{Am}	A 11.55 ^{Am}	A 4.25 ^{Am}	156.41	.....	.....	GW
				10.30 14.8		5.30 28.4		3.05 50.7	5.15 29.7	3.30 44.6				

AUTOMATIC BLOCK SIGNALS

.....	WILLISTON.....	WN
11.99	TRENTON.....	.....
8.57	FT. BUFORD.....	.....
5.36	SNOWDEN.....	SN
5.76	LAKESIDE.....	.....
6.42	BAINVILLE.....	B
6.81	LANARK.....	.....
7.46	CULBERTSON.....	CU
5.50	BLAIR.....	.....
4.13	FORT KIPP.....	.....
4.81	CALAIS.....	.....
4.77	BROCKTON.....	BR
7.56	SPOLE.....	.....
6.43	POPLAR.....	PO
6.94	CHELSEA.....	.....
7.83	MACON.....	.....
6.42	WOLF POINT.....	WO
5.98	LOHMILLER.....	.....
5.30	OSWEGO.....	GO
7.79	FRAZER.....	FR
5.03	KINTYRE.....	.....
5.62	WIOTA.....	F
5.43	NASHUA.....	NA
7.79	WHATELY.....	.....
6.71	GLASGOW.....	GW

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.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals, shall not exceed fifteen miles per hour.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 48

Effective May 12, 1940

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.	Tue., 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	136.85	6.06	12.36	s 8.05		7.55	5.30	1.12		2.45	4.40	P DNJK
..... SNOWDEN	130.49	5.58	12.29	s 7.55		7.35	5.15	1.00		L 2.35 ^{Pm}	4.25	PWXY
..... LAKE SIDE	124.73	5.49	12.21	f 7.33		7.15	5.00	12.45			3.50	P
..... BAINVILLE	118.81	5.40	s 12.12	s 7.23		6.55	4.45	12.30			3.30	CDNJK PWXY
..... LANARK	111.50	5.31	12.02 ^{Pm}	f 6.58		6.40	4.30	12.15 ^{Am}			2.35	P
..... CULBERTSON	104.04	5.21	s 11.52	s 6.47		6.25	4.15	11.59			2.15	DNP
..... BLAIR	98.54	5.14	11.43	f 6.35		6.15	4.00	11.45			1.45	PW
..... FORT KIPP	94.41			f 6.28								
..... CALAIS	89.60	5.04	11.32	f 6.21		6.00	3.45	11.27			1.15	P CDN PWX
..... BROCKTON	84.83	4.58	11.26	s 6.14		5.50	3.35	11.15			1.00	P
..... SPOLE	77.27	4.48	11.17	f 6.01		5.20	3.00	10.38			12.15 ^{Pm}	P
..... POPLAR	70.84	f 4.39	11.09	s 5.52		5.05	2.45	10.15			11.55	DNP
..... CHELSEA	63.90	4.29	10.59	f 5.39		4.50	2.30	10.00			11.10	P
..... MACON	56.07	4.19	10.49	f 5.29		4.33	2.10	9.40			10.49	P DN PWX
..... WOLF POINT	49.65	f 4.10	s 10.40	s 5.20		4.21	1.55	9.25			10.15	P
..... LOHMILLER	43.67	3.59	10.29	f 5.03		4.10	1.40	9.10			9.20	P
..... OSWEGO	38.37	3.51	10.22	s 4.54		4.00	1.30	9.00			9.00	DP
..... FRAZER	30.58	3.40	10.12	s 4.43		3.40	1.10	8.42			8.40	DPW
..... KINTYRE	26.55	3.29	10.05	f 4.33		3.10	1.00	8.25			8.20	P DNJP WXY
..... WIOTA	19.93	3.22	9.58	s 4.25		2.57	12.42	8.12			8.05	P
..... NASHUA	14.50	3.15	9.50	s 4.13		2.47	12.32	8.02			7.40	DNP
..... WHATELY	6.71	3.05	9.40	f 4.00		2.30	12.15 ^{Pm}	7.45			7.20	P BCDNKO PRWXY
..... GLASGOW		L 2.55 ^{Am}	L 9.30 ^{Am}	L 3.50 ^{Pm}		L 2.15 ^{Am}	L 11.55 ^{Am}	L 7.30 ^{Pm}			L 7.00 ^{Am}	
Time Over Subdivision		3.40	3.35	4.50		6.30	6.30	6.30		4.5	10.30	
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 Great Falls and points South thereof and West of Havre, where No. 1 scheduled to stop, 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	50 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	
All eastward trains entering double track turnout at Snowden.....	30 miles per hour	

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from Glasgow	Time Table No. 48		Telegraph Call	
	Siding	Other Tracks	665		461		223				1	27		Effective May 12, 1940
				Tue., Thur. and Sat.		Daily		Daily Ex. Sunday	Daily						Daily	STATIONS
808		Yard	L 4.35Am		L 11.10Am		L 12.20Pm	L 4.30Am	L 12.15Am			GLASGOW	GW	
808	70	9	4.45		11.20		f 12.28	4.37	12.22	4.73		PAISLEY		
815	125	15	5.00		11.35		s 12.40	4.46	12.31	11.76		TAMPICO	MA	
820	71	26	5.15		11.45		s 12.48	4.53	12.37	17.04		VANDALIA		
828	E 137 W 115	80	5.35		12.03Pm		s 1.05	5.04	12.48	25.83		HINSDALE	HD	
837	71	15	5.55		12.20		s 1.20	5.14	12.58	34.04		BEAVERTON		
842		Yard	6.40		12.27		s 1.38	f 5.19	1.04	38.58		SACO	SF	
852	71	8	6.55		12.37		f 1.48	5.30	1.12	45.46		ASHFIELD		
860	E 166 W 89	115	7.10		12.50		s 2.01	5.40	1.21	52.99		BOWDOIN	BO	
863	70	10	7.25		1.01		f 2.11	5.48	1.29	59.74		STRATER		
869	88	120	7.59		1.11		s 2.32	f 5.59	1.36	65.60		MALTA	MF	
874	70	14	8.15		1.25		f 2.40	6.06	1.42	70.39		EXETER		
880	E 142 W 130	55	8.40		1.50		s 2.48	6.12	1.48	75.18		WAGNER	WA	
886	132	54	9.15		2.05		s 3.02	6.22	1.57	83.04		DODSON	DN	
892	129	4	9.30		2.15		f 3.10	6.30	2.04	88.73		HARO		
896	129	28	9.45		2.25		f 3.16	6.36	2.09	93.15		COBURG		
901	E 91 W 129	26	10.05		2.35		s 3.24	6.43	2.15	98.36		SAVOY	S	
907	75	3	10.20		2.46		f 3.33	6.51	2.22	104.61		MATADOR		
913	E 125 W 69	62	11.40		2.56		s 3.47	6.58	2.28	110.19		HARLEM	HM	
919	75	51	12.19Pm		3.07		f 3.56	7.07	2.35	116.51		FORT BELKNAP		
925	87	38	12.35		3.20		s 4.05	7.14	2.41	122.04		ZURICH	Z	
929	69	20	12.45		3.28		f 4.10	7.19	2.45	125.71		NORTH FORK		
935	E 120 W 73	237	1.30		3.39		s 4.25	f 7.27	2.51	131.29		CHINOOK	CK	
939	68		1.42		3.47		f 4.31	7.33	2.56	135.73		ADAMS		
943		19	1.55		3.54		s 4.36	7.38	3.00	139.31		LOHMAN		
949			2.10		4.05		f 4.47	7.47	3.09	146.02		TOLEDO		
956		Yard	A 2.35Pm		L 4.30Pm		A 5.00Pm	A 8.00Am	A 3.20Am	152.97		HAVRE	HV	
			10.00 15.2		5.20 28.6		4.40 32.7	3.30 43.7	3.05 49.6			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.

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.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals, shall not exceed fifteen miles per hour.

AUTOMATIC BLOCK SIGNALS

Double Track

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 48 Effective May 12, 1940	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.		
STATIONS												
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
4.73 PAISLEY.....	148.24	9.18	f 3.30	2.42		11.20	6.40	1.50		4.20		P
7.03 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 KPXY
6.88 ASHFIELD.....	107.51	8.25	f 2.15	1.49		9.40	5.10	12.02Am		2.20		P
7.53 BOWDOIN.....	99.98	8.15	s 2.01	1.39		9.25	4.55	11.45		2.01		DPWY
6.75 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 7.59	s 1.45	f 1.20		9.00	4.25	11.18		1.11Pm		DNPW
4.79 EXETER.....	82.58	7.50	f 1.25	1.11		8.50	4.12	10.56		11.45		P
4.79 WAGNER.....	77.79	7.44	s 1.19	1.05		8.40	4.00	10.45		11.30		CDPWX
7.86 DODSON.....	69.93	7.35	s 1.09	12.55		8.05	3.38	10.15		10.50		DNP
5.69 HARO.....	64.24	7.28	f 1.01	12.48		7.50	3.27	10.05		10.25		P
4.42 COBURG.....	59.82	7.22	f 12.55	12.42		7.40	3.16	9.57		10.15		P
5.21 SAVOY.....	54.61	7.15	s 12.48	12.35		7.25	2.58	9.48		9.55		DPW
6.25 MATADOR.....	48.36	7.07	f 12.40	12.28		7.10	2.46	9.37		9.35		P
5.58 HARLEM.....	42.78	s 6.58	s 12.33	12.22		6.58	2.30	9.28		9.20		DNP
6.32 FORT BELKNAP.....	38.46	6.37	f 12.19	12.15		6.25	2.18	9.16		8.25		P
5.53 ZURICH.....	30.93	6.30	s 12.11	12.09		6.15	2.08	9.06		8.15		DPW
8.67 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		7.27		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.....	6.95	5.55	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 Great Falls and south thereof and west of Havre, where No. 1 scheduled to stop, 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	50 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	
All trains through turnout from eastward track to single track at Lohman	25 miles per hour	

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Havre	Time Table No. 48		Telegraph Calls
	Sidings	Other Tracks	657				235	1	221	27		Effective May 12, 1940	STATIONS	
			Mon., Wed Fri.		Daily	Daily	Daily	Daily						
956		Yard	L 6.00Am			L 8.15Am	L 8.10Am	L 3.45Am	L 3.30Am		Double Track	{ HAVRE } 4.08 { PACIFIC JUNCTION } 3.50 ASSINNIBOINE 7.38 LAREDO 9.82 BOX ELDER	HV	
961			A 6.15Am			8.22	A 8.17Am	3.52	A 3.38Am	4.08				
Z4	48					8.27		f 3.57		7.53				
Z11	51	10				f 8.37		f 4.07		14.91				
Z20	50	28				s 8.50		f 4.20		24.73		BX		
Z31	49	110				s 9.04		f 4.34		35.55		10.82 BIG SANDY	BS	
Z37	50	14				9.11		f 4.42		40.84		5.29 VERONA		
Z45	50	28				f 9.25		f 4.54		49.44		8.60 VIRGELLE		
Z51		Spur 12				9.34		f 5.02		55.27		5.88 STRANAHAN		
Z56	50	13				9.42		f 5.09		60.29		5.02 LIPPARD		
Z62	49	17				f 9.52		f 5.17		66.25		5.96 CHAPPELL	CQ	
Z67	50	8				10.01		f 5.24		70.82		4.57 TETON		
Z70		Spur 9				10.07		f 5.29		74.17		3.35 LISCUM		
Z75	47	66				s 10.17		s 5.36		78.78		4.56 FORT BENTON	BN	
Z80		88				10.25		f 5.46		83.77		5.04 KERSHAW		
Z85	40	8				10.32		f 5.55		88.53		4.76 TUNIS		
Z91	51	27				f 10.41		f 6.05		94.43		5.90 CARTER	CA	
Z96	32	21				f 10.49		f 6.14		99.43		5.00 FLOWREE		
Z103	50	16				f 11.01		f 6.29		107.00		7.57 PORTAGE	RE	
Z108	102	18				11.10		f 6.39		112.59		5.59 SHEFFELS		
Z113	42	30				11.18		6.48		117.37		4.78 RAINBOW		
Z119		Yard				A 11.30Am		A 7.00Am		123.24		5.87 GREAT FALLS	PD	
						.15 16.1		3.15 37.9	.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.

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.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals, shall not exceed fifteen miles per hour.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 48

Effective May 12, 1940

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 4.03 PACIFIC JUNCTION }	123.24	A 5.35Am	A 11.10Am	A 10.55Pm	A 11.15Pm	A 1.00Am	A 7.10Am	A 12.25Pm	A 5.30Pm		A 4.15Pm	BCDNK OPRWX
	119.21	L 5.27Am	11.02	10.48	L 11.08Pm	L 12.45Am	L 6.55Am	L 12.10Pm	L 5.15Pm		L 3.55Pm	IJPY
ASSINNIBOINE.....	115.71		f 10.56	10.43								P
LAREDO.....	108.33		f 10.46	10.34								P
BOX ELDER.....	98.51		f 10.34	f 10.22								DP
10.82 BIG SANDY.....	87.09		s 10.20	s 10.09								DPW
5.29 VERONA.....	82.40		f 10.12	9.59								P
8.60 VIRGELLE.....	73.80		f 9.58	f 9.45								PW
5.83 STRANAHAN.....	87.97		f 9.50	9.37								P
5.02 LIPPARD.....	62.95		f 9.42	9.29								P
5.98 CHAPPELL.....	56.99		f 9.32	f 9.19								DP
4.57 TETON.....	52.42		f 9.24	9.11								CPWX
3.35 LISCUM.....	49.07		f 9.18	9.04								P
4.56 FORT BENTON.....	44.51		s 9.10	s 8.54								DNP
5.04 KERSHAW.....	39.47		f 9.01	8.44								P
4.76 TUNIS.....	34.71		f 8.54	8.37								PW
5.90 CARTER.....	28.81		f 8.45	f 8.28								DP
5.00 FLOWEREE.....	23.81		f 8.38	f 8.20								P
7.57 PORTAGE.....	16.24		f 8.27	f 8.08								DP
5.59 SHEFFELS.....	10.65		f 8.19	7.59								P
4.78 RAINBOW.....	5.87			8.10								P
5.87 GREAT FALLS.....			L 8.00Am	L 7.40Pm								BDNJK PRX
Time Over Subdivision		.08	3.10	3.15	.07	.15	.15	.15	.15		.20	
Average Speed Per Hour		30.1	38.	37.9	34.5	16.1	16.1	16.1	16.1		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 F-8 and G-3 engines.....40 miles per hour
Pacific Jct. to 3 miles west of Verona.....	55 miles per hour	55 miles per hour	40 miles per hour
3 miles west of Verona to Great Falls.....	45 miles per hour	50 miles per hour	25 miles per hour
All trains using turnouts at Pacific Jct.....	20 miles per hour		
All engines backing up	20 miles per hour		

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 48			Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	373	365	235	43		Effective May 12, 1940						236	42	366	374
			Daily	Daily	Daily	Daily		STATIONS						Daily	Daily	Daily	Daily
			Ex. Sunday	Ex. Sunday	Daily	Daily		Daily	Daily	Daily				Daily	Ex. Sunday	Ex. Sunday	
Z 119	Yard	L 1.10Pm	L 7.05Am	L 11.45Am	L 7.15Am			GREAT FALLS	PD	169.74	BDNJKPRX	A 7.20Pm	A 11.35Pm	A 12.25Pm	A 8.10Pm		
	Yard	A 1.13Pm	A 7.07Am	11.48	A 7.18Am	0.68		WEST SIDE JUNCTION	GF	169.06	BCDNJKOP RWXY	7.16	L 11.32Pm	L 12.22Pm	L 8.07Pm		
Z 120	40			11.56		4.97		FLOOD		164.77	P	7.08					
Z 130	42	32		f 12.10Pm		14.11		ULM	M	155.63	DP	6.53					
Z 137	41			12.20		20.91		RIVERDALE		148.83	P	6.41					
Z 145	42	59		s 12.34		28.59		CASCADE	Q	141.15	DPW	s 6.28					
Z 153	35	6		f 12.48		36.81		HARDY		132.93	P	f 6.14					
Z 160	42			f 1.02		44.64		MID CANON		125.10	P	f 6.00					
Z 167	43	39		s 1.14		51.54		CRAIG	RA	118.20	DP	f 5.48					
Z 175	48	30		s 1.27		59.42		WOLF CREEK	WC	110.32	CDPWX	s 5.35					
Z 184	43	8		f 1.45		68.62		SIEBEN		101.12	PW	f 5.17					
Z 197	42	7		f 2.05		81.14		SILVER CITY	MN	88.60	DPY	f 4.57					
Z 201	46	4		2.13		85.18		GEARING		84.56	P	4.49					
Z 206	35	5		2.21		90.16		IRON		79.58	P	4.40					
						95.22		N. P. RY. CROSSING		74.52	I						
				s 2.35		95.95		N. P. RY. CROSSING		73.79	M						
Z 214	Yard			2.45		97.72		HELNA	HN	72.02	BCDNKP WXY	s 4.25					
Z 219	Spur 15			2.54		102.61		FOUR RANGE		67.23	P	4.00					
Z 223	15			3.02		106.63		MONTANA CITY		63.11	P	3.53					
Z 229	45	48		s 3.12		112.37		CLANCY	W	57.37	DPWX	s 3.43					
Z 230				s 3.14		113.15		ALHAMBRA		56.59	P	s 3.41					
Z 235				3.25		117.98		JEFFERSON		51.81		3.32					
Z 236	50	12		f 3.29		119.62		CORBIN		50.22	PW	s 3.29					
Z 240		10		3.38		123.29		WICKES		46.45	P	3.19					
Z 242				3.41		124.55		PORTAL		45.19	P	3.16					
Z 244	57	7		3.46		125.93		AMAZON		43.81	PW	3.11					
Z 250	50	27		s 3.57		132.23		BOULDER	RO	37.51	DP	s 2.59					
Z 254		16		4.05		136.43		FULLER		33.31		2.51					
Z 257	43	81		s 4.12		139.95		BASIN	SI	29.79	CDP	s 2.45					
Z 261	36	15		4.20		143.91		BERNICE		25.83	P	2.38					
Z 269	42	7		f 4.38		151.95		ELK PARK		17.79	PWY	f 2.24					
Z 277		Spur 7		4.46		156.86		TRASK		12.88	P	2.16					
Z 279	45	30		4.52		160.31		WOODVILLE		9.43	PXY	2.10					
Z 284		Spur 30		5.02		165.78		MOUNTAIN JUNCTION		4.01	X	1.55					
						169.10		N. P. RY. CROSSING		0.64	I						
Z 288	Yard			A 5.15Pm		169.74		BUTTE	DU		BCDNJKO PRWXY	L 1.45Pm					
				.03		13.6		Time Over Subdivision				5.35		.03	.03		
				.02		20.4		Average Speed Per Hour				30.4		13.6	13.6		

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. 48 Effective May 12, 1940		Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	215	495	43	239		STATIONS	240				42	216		
			Mon., Wed. and Sat.	Daily	Daily	Daily			Daily				Daily	Daily	Mon., Wed. and Sat.	
ZD 237	Yard				L 11.30Pm			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 12.35Pm	L 11.55Pm		12.07 MOSSMAIN			222.74	J		A 6.25Am		
							3.95	NORTHERN PACIFIC RY. JCT.			218.79	J				
ZD 218	50	25			12.45	f 12.04Am	4.04	5.27 HESPER			218.70	P X		f 6.15		
ZD 213	49	25			12.57	f 12.13	9.81	4.92 RIMROCK			213.43	P		f 6.06		
ZD 208	50				1.08	f 12.22	14.23	7.28 SHOREY			208.61	P		f 5.58		
ZD 201	50	19			1.25	f 12.35	21.49	6.33 ACTON			201.25	P		f 5.46		
ZD 194	50	27			1.40	f 12.46	27.82	8.54 COMANCHE			194.92	P		f 5.35		
ZD 186	50	43			1.59	s 1.02	36.36	6.02 BROADVIEW	BW		186.38	DNP		s 5.21		
ZD 180	49	14			2.12	f 1.13	42.38	6.04 PAINTED ROBE			180.36	P		f 5.11		
ZD 174	49	18			2.25	s 1.24	48.42	7.56 BELMONT			174.32	P		s 5.01		
ZD 166	49	25			2.50	s 1.39	58.98	1.40 CUSHMAN			166.76	CP WX		s 4.48		
					2.53	s 1.42	57.38	5.32 SLAYTON			165.36			s 4.45		
ZD 159	49	18			3.05	f 1.52	62.70	6.38 VEBAR			160.04	P		f 4.35		
ZD 153	49	13			3.19	f 2.03	69.08	5.61 FRANKLIN			153.66	P		f 4.24		
ZD 148	49	13			3.31	f 2.13	74.69	6.93 WALLUM			148.05	P		f 4.15		
ZD 141	49	27			3.46	s 2.25	81.67	7.06 HEDGESVILLE	DG		141.07	DNP		s 4.03		
ZD 133	49	13			4.03	f 2.38	88.73	6.40 NIHILL			133.01	P		f 3.52		
ZD 127	49	13			4.18	f 2.50	95.13	6.35 OXFORD			127.61	P		f 3.42		
ZD 120	86	135			4.45	s 3.04	101.98	6.63 JUDITH GAP	JU		120.76	BCDNKO PWXY		s 3.31		
ZD 114	50	17			5.00	f 3.18	108.61	5.89 BARROWS			114.18	P		f 3.18		
ZD 108	51	32			5.13	s 3.29	114.30	5.86 BUFFALO	BO		108.44	DNP		s 3.08		
ZD 102	49	25			5.26	f 3.39	120.16	4.55 MENDON			102.58	P		f 2.58		
ZD 97	50	15			5.36	f 3.47	124.71	4.98 HAUCK			97.03	P		f 2.50		
ZD 92	61	85			5.47	s 3.55	129.67	5.31 HOBSON	HO		92.07	D P		s 2.41		
ZD 87	Yard				5.59	s 4.09	134.08	5.45 MOCCASIN	MC		87.76	DNJPXY	A 5.12Pm	s 2.32		
ZD 82	50	45			6.11	f 4.19	140.43	6.11 BENCLAND	BD		82.31	D P	s 5.03	f 2.19		
ZD 76	68	45			6.24	f 4.29	146.54	7.16 WINDHAM	WD		76.20	D P	s 4.52	f 2.08		
ZD 68	50	81			6.50	s 4.42	153.70	5.36 STANFORD	SD		68.04	CDNPWX	s 4.39	s 1.55		
ZD 63	50	18			7.02	f 4.51	159.06	5.84 DOVER			63.68	P	f 4.28	f 1.44		
ZD 58	50	13			7.14	f 4.59	164.40	6.18 MERINO			58.34	P	s 4.18	f 1.35		
ZD 52	50	33			7.28	f 5.09	170.58	6.19 GEYSER	GY		52.16	D P W	s 4.08	f 1.24		
ZD 45	50	20			7.43	f 5.22	176.77	6.20 SPION KOP			45.97	P Y	s 3.58	f 1.13		
ZD 39	50	17			7.57	f 5.34	182.97	5.80 RAYNESFORD	RF		39.77	D P	s 3.45	f 1.01		
ZD 34	50	24			8.09	f 5.45	188.27	5.97 BLYTHE			34.47	P	f 3.33	f 12.51		
ZA 28	Yard		L 1.55Pm		8.23	s 5.57	194.24	1.96 ARMINGTON	RM		28.50	DNJPWX	s 3.21	s 12.40	A 8.35Am	
ZA 26	45	66	s 2.00		8.27	f 6.01	196.20	4.93 BELT	B		26.54	D P X	s 3.17	f 12.36	s 8.30	
ZA 22	49	14	f 2.13		8.38	f 6.11	201.13	3.13 WAYNE			21.61	P	f 3.08	f 12.27	f 8.19	
ZA 19	Spur 17		f 2.20		8.45	f 6.18	204.26	3.23 FIFE			19.48		f 3.02	f 12.21	f 8.12	
ZA 14	50	13	f 2.30		8.52	f 6.25	207.49	5.17 SWIFT			15.25	P	f 2.56	f 12.15	f 8.05	
ZA 10	Yard		s 2.47		9.04	f 6.36	212.66	6.51 GERBER			10.08	JPX	f 2.47	f 12.05Am	s 7.53	
ZA 6	67	17	f 3.05		9.12	f 6.43	216.23	6.51 FIELDS			6.51	P BDNJKP RX	f 2.41	f 11.58	f 7.45	
Z 119	Yard		A 3.20Pm	A 9.35Pm	A 7.00Am	A 10.55Am	222.74	GREAT FALLS	PD				L 2.30Pm	L 11.45Pm	L 7.30Am	
			1.25 20.1	9.00 24.7	7.05 81.4	2.38 83.8		Time Over Subdivision Average Speed Per Hour					2.42 32.5	6.40 83.4	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. 48		Telegraph Calls
	Sidings	Other Tracks	681	495	373	403	365	41	43	Effective May 12, 1940				
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	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.

Train No.	Capacity	Other	West Side Junction	Emerson Junction	Manchester	Vaughn	Gordon	Power	Dutton	Acme	Collins	Pershing	Brady	Withey	Conrad	Montana Western Jct.	Burke	Ledger	Fowler	Naismith	Andale	Shelby	Telegraph Calls	
Z119		Yard	L 11.35Pm	L 1.13Pm	L 7.07Am	L 7.18Am	.68	WEST SIDE JUNCTION	GF															
ZB8	32	4	11.44	1.19	L 9.10Am	7.13	3.73	EMERSON JUNCTION																
ZB12		Yard	11.54	f 1.28	9.20	7.21	f 7.31	7.82	MANCHESTER															
ZB19	51	6	12.05Am	s 1.37	A 9.30Am	A 7.29Am	s 7.39	12.10	VAUGHN	BY														
ZB23	60		12.22	f 1.51			f 7.50	18.79	GORDON															
ZB27		Yard	12.31	f 1.59			f 7.56	22.36	REX															
ZB37	51	33	12.40	A 2.09Pm			s 8.03	26.11	POWER	PO														
ZB40	60	7	1.04				s 8.20	36.67	DUTTON	DU														
ZB45	60	29	1.12				f 8.25	39.85	ACME															
ZB50	61	6	1.24				s 8.33	44.65	COLLINS	ON														
ZB55	100	32	1.38				f 8.42	50.10	PERSHING															
ZB61	50	5	1.49				s 8.50	54.61	BRADY	BA														
ZB69	W90 E72	266	2.04				f 9.01	61.01	WITHEY															
ZB74	61	8	2.35				s 9.17	68.00	CONRAD	RD														
ZB79	60	20	2.43				9.23	71.23	MONTANA WESTERN JCT.															
ZB84	50	14	2.49				f 9.27	73.61	BURKE															
ZB91	51	6	3.01				s 9.36	78.87	LEDGER	FA														
ZB95	60	5	3.12				s 9.44	83.50	FOWLER															
1061		Yard	3.27				f 9.55	90.02	NAISMITH															
			3.38				f 10.03	94.65	ANDALE															
			L 8.30Am	A 4.05Am			L 10.40Am	A 10.15Am	99.24	SHELBY	SJ													

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

Train No.	Capacity	Other	Sweet Grass Line Jct.	Aloe	Kevin	Sunburst	Sweet Grass	Time Over Subdivision	Average Speed Per Hour
ZB114	31		L 8.40Am					1.49	100.73
ZB120	50	113	9.20					12.34	113.07
ZB130	25	49	10.00					6.24	119.81
ZB139		Yard	10.45					10.42	129.78
			A 11.15Am					8.36	138.09
			2.35	4.30	.56	.20	.22	1.27	25.7
			14.4	22.0	27.2	25.1	31.1	2.57	33.4

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. 48

Effective May 12, 1940

STATIONS	Distance from Sweet Grass	FIRST CLASS				SECOND CLASS				THIRD CLASS			SIGNS
		42	40			366	404 C. M. St. P. & P. R. R.	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					BDNJK 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					BDNJK OPRWXY
.....EMERSON JUNCTION.....	134.36	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.....	126.99	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.....	111.98	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	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			BDNJKO PRWXY

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

.....SWEET GRASS LINE JCT.....	37.86	A 8.15Pm								A 12.01Pm			JP
.....ALOE.....	26.02	f 7.47								11.09			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			BDKPRW XY
Time Over Subdivision		2.42	1.25			.25	.20	.52		4.10			
Average Speed Per Hour		36.5	26.8			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. 48			Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	613	291	285		Effective May 12, 1940						292	286	610	614
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		STATIONS						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	BDNJKP RWXY		A 7.30Pm		A 2.30Pm		
	14		8.00	7.45	2.56		NOHLE			71.60	P		7.15		2.15		
VF 9	36		8.20	7.57	9.15		DORE	D		65.01	DP		7.00		1.50		
VF 14	72		L 10.45Am	L 11.50Am	14.30		FAIRVIEW	FA		59.86	BDJPRW XY	A 9.00Am	6.45	A 10.45Am	1.30		
VF 18	12		11.00	8.16	18.41		RIDGELAWN			55.75		f 8.52	f 6.30	10.30	12.30		
VF 25	166		A 11.20 L 12.30Pm	A 12.15Pm L 12.20Pm	24.80		SIDNEY	SY		49.36	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		NEWLON JCT			45.08	JRP		A f 5.50Pm	A 8.30Am		
VF 30	5		12.50	f 12.33	30.28		JENKS			43.88			f 5.45	8.25		
VF 36	5		1.10	f 12.45	35.78		EPWORTH			38.43			f 5.32	8.10		
VF 43	26		1.35	f 1.03	43.16		GETTYSBURG			31.00	W		f 5.15	7.50		
VF 51	36	34	2.00	s 1.23	50.76		LAMBERT	RT		23.40	D		s 4.55	7.30		
VF 58	41		2.25	s 1.39	58.23		ENID			15.98			s 4.35	7.00		
VF 63	23		2.45	s 1.49	62.62		LANE			11.54			s 4.25	6.40		
VF 67	9		3.05	f 2.01	67.37		MANROCK			6.79			f 4.15	6.25		
VF 74	Yard		A 3.30Pm	A 2.25Pm	74.16		RICHEY	RC			CDRXY		L 4.00Pm	L 6.00Am		
			4.45 12.6	2.25 10.2	.25 25.2								.20 31.5	3.80 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. 48			Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	287	Effective May 12, 1940			288	610								
			Mon., Wed and Fri.	Daily Ex. Sun.	STATIONS			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		ARNEGARD	NE	28.89	D	s 10.00		1.40				
VG24	30		7.50	s 10.55	12.66		RAWSON		23.63	W	s 9.48		1.15				
VG19	38		8.10	s 11.05	17.54		ALEXANDER	A	18.75	D	s 9.38		12.55				
VG13	33		8.35	s 11.18	23.45		CHARBONNEAU	AU	12.84		s 9.26		12.30				
VG 6	29		9.10	s 11.35	31.31		CARTWRIGHT	CG	4.98	D	s 9.10		12.05Pm				
VF14	Yard		A 9.30Am	A 11.45Am	36.29		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. 8.2, two miles east of Fairview.

WESTWARD

NINTH SUBDIVISION

EASTWARD 13

Station Numbers	Car Capacity		SECOND CLASS	Distance from Bainville	Time Table No. 48		Telegraph Calls	Distance from Opheim	SIGNS	SECOND CLASS
	Sidings	Other Tracks	225		Effective May 12, 1940					226
			Daily Ex. Sunday		STATIONS					Daily Ex. Sunday
685	.....	Yard	L 8.15Am	.....	.....	BAINVILLE	B	146.60	BCDNJK PRWXY	A 6.45Pm
			8.20	1.17	.....	OPHEIM LINE JCT.		145.43	JPX	6.25
VC11	40	22	s 8.45	10.64	.....	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	114.98	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	s 3.55
VC53	40	59	s 11.25	53.40	.....	PLENTYWOOD	NY	93.20	CDP WXY	s 3.30
VC61	.....	18	f 11.45	59.89	.....	MIDBY		86.71	.....	f 2.35
VC66	.....	24	s 12.05Pm	66.66	.....	ARCHER		79.94	P	s 2.15
VC71	.....	24	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	s 12.45
VC98	35	112	s 2.35	97.97	.....	SCOEY	SC	48.63	CDPR WXY	s 12.20Pm
VC106	.....	24	s 3.00	106.51	.....	FOUR BUTTES	FO	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	129.51	.....	RICHLAND	CA	17.09	DPW	s 9.55
VC139	.....	34	s 4.55	139.38	.....	GLENTANA	G	7.22	DP	s 9.25
VC147	.....	Yard	A 5.30Pm	146.60	.....	OPHEIM	OM	.....	CDPR XY	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.

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 Scobey30 miles per hour 20 miles per hour
 Scobey and Opheim20 miles per hour 15 miles per hour
 All engines backing up15 miles per hour

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Saco	Time Table No. 48		Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS
	Sidings	Other Tracks	333		Effective May 12, 1940					334
			Mon., Wed. and Fri.		STATIONS					Tues., Thu. and Sat.
842	.....	Yard	L 8.50Am	.....	.....	SACO	SF	78.72	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	.....	34	s 12.35Pm	38.82	.....	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
SH79	.....	Yard	A 3.20Pm	78.72	.....	HOGELAND	X	.....	CDPR WXY	L 6.45Am
			6.80			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 Hogeland30 miles per hour 25 miles per hour
 Except between Loring and Chapman12 miles per hour 12 miles per hour
 All engines backing up10 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. 48		Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	367		239			Effective May 12, 1940					240		368	
			Daily		Daily			STATIONS					Daily		Daily	
ZF30	Yard		L 11.30Am		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	SPRING CREEK JUNCTION		21.50	JPR	A 5.56Pm		A 5.23Am			
			f 12.12		f 7.34	10.18	KINGSTON		20.32		f 5.51		f 5.19			
ZF14	34		s 12.36		s 7.45	16.25	ROSSFORK		14.25	PW	s 5.39		f 5.00			
ZF 8	84		s 1.01		s 7.59	22.98	KOLIN		7.52	DP DNJP RXY	s 5.27		f 4.39			
ZD87	Yard		A 1.45Am		A 8.15Am	30.50	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.

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

	Passenger	Freight
Lewistown and Moccasin	85 miles per hour	20 miles per hour
All engines backing up	15 miles per hour	

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Nelhart	Time Table No. 48		Telegraph Calls	Distance from Armington	SIGNS	SECOND CLASS			
	Sidings	Other Tracks	215					Effective May 12, 1940					216			
			Mon., Wed. Sat.					STATIONS					Mon., Wed. Sat.			
ZA66	Yard					L 11.45Am	NEIHART	NI	38.33	DRW	A 11.00Am					
						13.09	ST. JOSEPH LEAD CO. SPUR JCT.		25.24	J						
ZA58	48 Spur					s 12.24Pm	MONARCH	MO	25.11	DY	s 10.20					
ZA46	6					f 12.49	LOGGING CREEK		17.86		f 9.45					
ZA44	23					f 12.59	ALBRIGHT		16.04	W	f 9.35					
ZA39	13					f 1.14	RICEVILLE		11.19		f 9.20					
ZA28	Yard					A 1.49Pm	ARMINGTON	RM		DNJPR WK	L 8.45Am					
			2.04 18.57				Time Over Subdivision Average Speed Per Hour				2.15 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 Nelhart	20 miles per hour	20 miles per hour
All engines backing up	10 miles per hour	

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		THIRD CLASS				Distance from Giffen	Time Table No. 48 Effective May 12, 1940	Telegraph Calls	Distance from Gerber	SIGNS	THIRD CLASS			
	Sidings	Other Tracks													
ZH 22	Yard								12.48	CPRWX					
ZH 20						5.86	GIFFEN JCT.		6.62						
ZH 12						9.87	LEWIS JCT.		3.11	P					
ZA 10	Yard					12.48	GERBER			JPR					
Time Over Subdivision Average Speed Per Hour															

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 track near west switch Giffen. Normal position open for derail.

Maximum Speed

	Passenger	Freight
Gerber and Giffen	20 miles per hour	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. 48 Effective May 12, 1940	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	DJPR XY	A 11.55Am	A 3.20Pm			
			A 9.45Am	7.45	5.82	DRACUT JUNCTION			36.08	JPR	11.38	L 3.05Pm			
ZE 9	35		f 7.55	8.88	8.88	SUN RIVER			32.87		f 11.27				
ZE14	27		f 8.09	13.35	13.35	FORT SHAW			28.35	FS	f 11.14				
ZE19	28		s 8.26	18.97	18.97	SIMMS			22.73	SM	s 10.56				
ZE25	Spur 11		f 8.39	22.90	22.90	LOWRY			18.80		f 10.42				
ZE30	34		f 8.56	29.42	29.42	RIEBELING			12.28		f 10.24				
ZE35	Spur 12		f 9.09	34.35	34.35	BICKEL			7.35		f 10.09				
ZE40			f 9.24	39.54	39.54	GILMAN			2.16		f 9.56				
ZE42	Yard		A 9.35Am	41.70	41.70	AUGUSTA				GN	L 9.50Am				
Time Over Subdivision Average Speed Per Hour															
			.15 22.9	2.04 20.1							2.05 20.0	.15 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 track.

Maximum Speed

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

Station Numbers	Car Capacity		SECOND CLASS				Distance from Power	Time Table No. 48		Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS				
	Sidings	Other Tracks			373	Effective May 12, 1940		374							Daily	Ex. Sunday	
						STATIONS											
ZB27	Yard				L 2.11Pm		POWER	PO	51.39	DJPRW XY	A	7.10Pm					
ZG 6	18				f 2.26	5.72	5.72	CORDOVA		45.67		f	6.55				
ZG12	24				f 2.41	11.60	5.88	CLEIV		39.79		f	6.39				
ZG17	34				f 2.56	17.09	5.49	BOLE		34.30	P	f	6.24				
ZG22	Spur 14				A f 3.07Pm	21.24	4.15	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

Station Numbers	Car Capacity	Other Tracks			L	Distance from Power	CHOTEAU JUNCTION		Telegraph Calls	Distance from Pendroy	SIGNS		Daily	Ex. Sunday			
							Effective May 12, 1940										
							STATIONS										
ZG29	55				s 3.31	28.54	7.30	CHOTEAU JUNCTION		22.85	JPR	A	5.55Pm				
						28.98	4.4	CHOTEAU	CO	22.41	DPW	s	5.52				
						29.81	0.83	C. M. St. P. & P. RY. CROS'G.		21.58							
ZG33	Spur 7				f 3.43	33.20	3.39	CLAUDE		18.19		f	5.41				
ZG37	Spur 8				f 3.53	36.85	3.65	KOYL		14.54		f	5.32				
ZG42	35				s 4.13	42.81	5.96	BYNUM	BU	8.58	DPW	s	5.17				
ZG51	Yard				A 4.40Pm	51.39	8.58	PENDROY	RY		GDPRWXY	L	4.55Pm				
					2.29 20.6			Time Over Subdivision Average Speed Per Hour					2.25 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 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 Steam or Gas Electric	Freight 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.

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

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.

Register at Helena for trains originating or terminating there.

Whistle signals for home signal controlled from interlocking station N. P. Ry. crossing Helena: one long.

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.

Whistle signals for G. N. home signals controlled from interlocking station N. P. Ry. crossing Butte: one long. For N. P. Transfer track, four short.

Speed restrictions within Butte City Limits: Passenger trains eight, freight trains six miles per hour.

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.

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 switches 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.

Great Northern automatic block signal 12.8 located 1000 feet west of the west wye switch Mossmain governs movement of east-bound trains approaching Northern Pacific interlocking Mossmain. 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.....	50 miles per hour	35 miles per hour
Engines backing up	15 miles per hour	

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.

MANUAL INTERLOCKING.

Helena(gates, 1.77 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.

Interlocking signals for bridge 12.1 are located near east and west approaches; and for bridge 3.2 at east end of tunnel and near west approach. Electric gates, operated by tollman from cabins, govern vehicular traffic over these bridges. Telephones connected with cabins on bridges are located near signals.

FOURTH SUBDIVISION, GATE CROSSING WITH N. P. INDUSTRY SPUR, 1.77 MILES EAST OF HELENA.

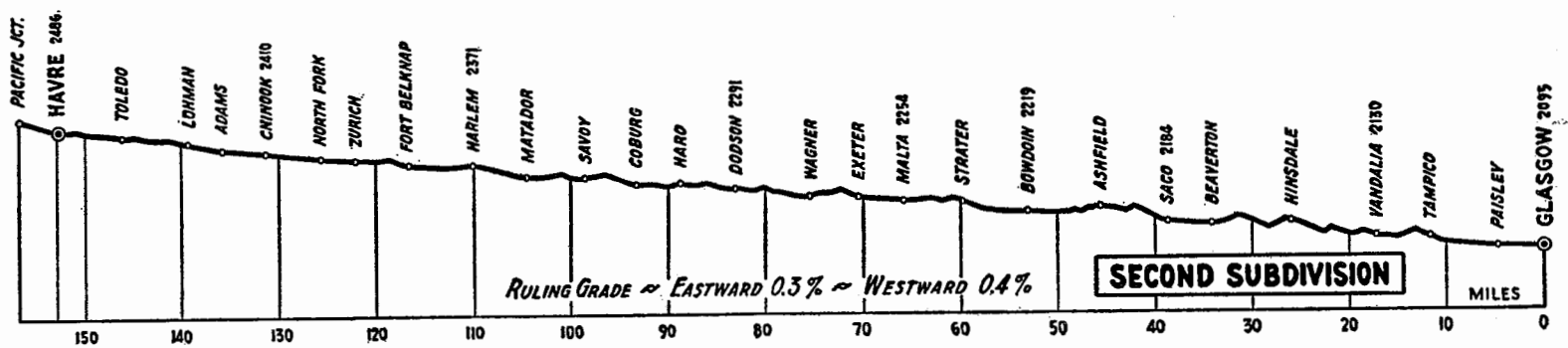
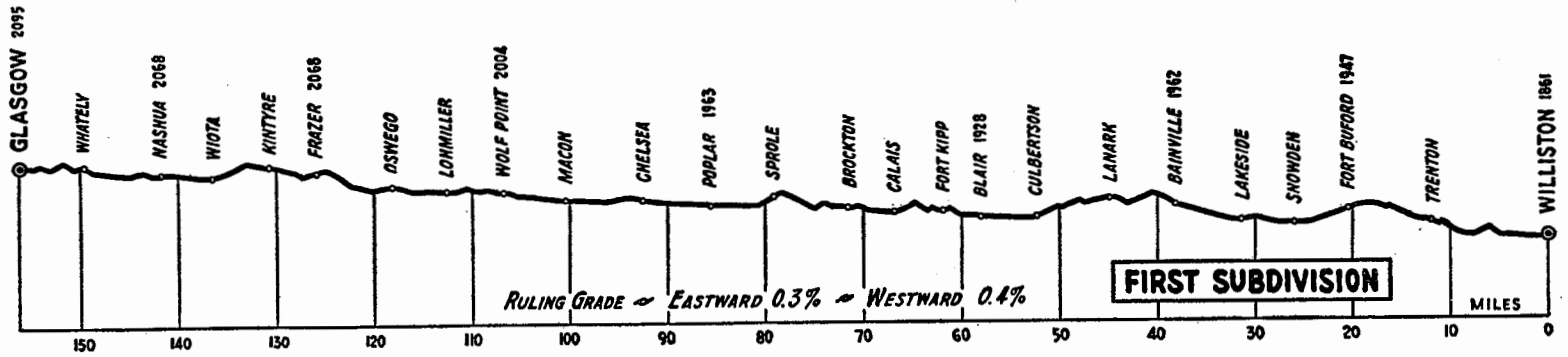
Crossing over N. P. industry spur protected with gates. Normal position of gates CLEAR for G. N. trains. When CLEAR trains may proceed over crossing without stopping, but will restrict speed to ten miles per hour from within 500 feet of crossing until passing over same. Gates across G. N. tracks indicate N. P. crew is using the crossing, in which case come to FULL STOP not less than 50 feet from crossing 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 Track	0.25 Mile West of Harlem.....	51	Eleventh Subdivision:		
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- ton	2
Pacific Junction Quarry....	0.54 Mile West of Pacific Jct.	26	Siegling's Spur	6.39 Miles East of Arming- ton	4
Big Sandy Pit.....	5.56 Miles East of Big Sandy..	19	Goodman's Spur No. 1.....	3.42 Miles West of Riceville..	11
Portage Pit	1.50 Miles West of Portage....	120	Tyler's Spur	3.83 Miles West of Monarch..	2
Fourth Subdivision:			Wellwood Spur	5.67 Miles East of Monarch..	3
Tintinger Spur No. 2.....	2.72 Miles East of Hardy	31	Benton Spur	1.68 Miles West of Neihart....	5
Tintinger Siding No. 1.....	1.97 Miles East of Hardy.....	40	Florence Mine Spur	0.88 Mile West of Neihart....	4
Wolf Creek Quarry	1.30 Miles West of Wolf Creek	60	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
Hobson Pit	2.65 Miles West of Hobson....	62	Brown's Spur	4.25 Miles East of Gerber....	2
Sixth Subdivision:			A. C. M. Co. Siding	4.91 Miles East of Gerber....	85
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
Superior Spur	4.00 Miles West of Kevin.....	2	Fourteenth Subdivision:		
Ohio Oil Co. Siding	1.03 Miles East of Sunburst..	46	Bradford Spur	0.90 Mile East of Sun River..	42
International Refinery Siding	0.61 Mile East of Sunburst....	99	Fifteenth Subdivision:		
Seventh Subdivision:			Flume	4.08 Miles West of Bole.....	14
State Line Beet Spur	3.87 Miles East of Dore	18			
Cowles Beet Siding	2.31 Miles West of Dore	14			
Wooley Beet Spur	3.90 Miles East of Sidney.....	9			
Ludington Beet Spur	2.45 Miles East of Ridgelawn	10			



Elevation.....175

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