COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg., Minneapolis, Minn.
*Dr. P. E. Kane .....Butte, Montana
*Dr. E. M. Farr .....Billings, Montana
Dr. Robert H. Leeds .....Chinook, Montana
Dr. W. F. Paterson .....Conrad, Montana
Dr. H. W. Bateman .....Choteau, Montana
Dr. J. H. Williams .....Culbertson, Montana
Dr. K. Hamilton .....Dodson, Montana
Dr. Evon L. Anderson .....Fort Benton, Montana
*Dr. R. B. Richardson .....Great Falls, Montana
Dr. J. C. Wolgamot .....Great Falls, Montana
Dr. Harry J. McGregor .....Great Falls, Montana
Dr. L. L. Howard .....Great Falls, Montana
Dr. Philip A. Smith .....Glasgow, Montana
*Dr. A. N. Smith .....Glasgow, Montana
*Dr. D. S. MacKenzie, Sr. .....Havre, Montana
Dr. D. S. MacKenzie, Jr. .....Havre, Montana
*Dr. Chas. Houtz .....Havre, Montana
Dr. C. W. Lawson .....Havre, Montana
Dr. R. Wynne Morris .....Helena, Montana
Dr. O. G. Klein .....Helena, Montana
*Dr. Thos. L. Hawkins .....Helena, Montana
Dr. E. M. Gans .....Judith Gap, Montana
Dr. E. C. Hall .....Laurel, Montana
*Dr. Robt. H. Dion .....Lewistown, Montana
Dr. Paul Gans .....Lewistown, Montana
*Dr. G. W. Setzer .....Malta, Montana
Dr. V. E. Quitmeyer .....Poplar, Montana
*Dr. T. W. Collison .....Scobey, Montana
*Dr. W. C. Robinson .....Shelby, Montana
Dr. R. D. Harper .....Sidney, Montana
Dr. P. O. C. Johnson .....Watford City, North Dakota
*Dr. C. S. Jones .....Williston, North Dakota
Dr. R. D. Knapp .....Wolf Point, Montana
*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. Earl Strain .....Great Falls, Montana
Dr. W. L. Forster .....Havre, Montana
Dr. H. L. Casebeer .....Butte, Montana

J. R. McLELLAN, Chief Dispatcher
P. W. DOLES, Chief Dispatcher
E. F. OVIATT, Trainmaster
N. F. SEIL, Trainmaster
G. W. NOFFSINGER, Trainmaster
R. W. DOWNING, Trainmaster
M. J. SOMMERS, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 66

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Sunday, January 1, 1950.

H. M. SHAPLEIGH, Superintendent.
I. E. MANION, General Manager.
J. B. SMITH, General Superintendent Transportation.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 663 Daily Ex. Sun.	THIRD CLASS 613 Daily Ex. Sun.	SECOND CLASS 459 Daily	SECOND CLASS 473 Daily	SECOND CLASS 461 Daily	SECOND CLASS 371 Daily Ex. Sun.	FIRST CLASS 27 Daily	FIRST CLASS 289 Daily Ex. Sun.	FIRST CLASS 285 Daily Ex. Sun.	FIRST CLASS 223 Daily Ex. Sun.	FIRST CLASS 1 Streamliner Daily	FIRST CLASS 3 Daily	Distance from Williston	Time Table No. 66 Effective January 1, 1950 STATIONS	Telegraph Call
647	.....	Yard	L 7.10Am	L 5.00Am	L 9.30Pm	L 1.30Pm	L 5.30Am	L 7.00Am	L 9.25Pm	L 8.00Am	L 6.50Am	L 6.40Am	L 6.20Am	L 12.55Am	.....	.....WILLISTON..	WN
659	.....	29	7.35	5.20	9.50	2.00	6.00	f 7.25	9.38	f 8.15	f 7.15	s 7.00	6.34	1.11	11.99	11.99 .....TRENTON..	ON
668	.....	36	7.50	5.35	10.05	2.17	6.11	f 7.40	9.47	f 8.25	f 7.30	s 7.15	6.44	1.22	20.56	8.57 ....FT. BUFORD.	.....
676	130	91	8.05	A 5.50Am	10.15	2.30	6.20	s 7.50	458 9.53	f 8.32	A 7.40Am	s 7.25	6.50	1.29	25.92	5.36 .....SNOWDEN..	SN
681	130	8	8.15	.....	10.25	2.40	6.27	f 8.00	9.59	f 8.40	.....	f 7.34	6.56	1.36	31.68	5.76 .....LAKESIDE.....	.....
685	E115 W174	164	289 8.30	.....	10.35	664 2.55	6.35	A 8.15Am	10.06	A 28-663 8.50Am	.....	s 7.44	7.03	1.44	38.10	6.42 .....BAINVILLE.....	B
692	109	4	28 8.50	.....	10.50	486 3.10	6.44	.....	10.13	.....	.....	f 7.52	7.10	1.53	44.91	6.81 .....LANARK.....	.....
699	120	58	470 9.05	.....	11.05	3.19	1 7.18	.....	10.21	.....	.....	s 8.03	461 7.18	2.03	52.37	7.46 ....CULBERTSON....	CU
705	109	5	10.00	.....	11.15	3.26	7.30	.....	10.27	.....	.....	f 8.11	7.24	2.09	57.87	5.50 .....BLAIR.....	.....
708	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 8.17	.....	.....	63.00	4.13 .....FORT KIPP.....	.....
714	72	5	10.40	.....	11.30	3.38	7.45	.....	10.37	.....	.....	f 28 8.23	7.34	2.20	66.81	4.81 .....CALAIS.....	.....
722	E130 W118	74	11.05	.....	11.45	3.44	28-470 8.15	.....	10.42	.....	.....	s 470 8.30	7.39	2.26	71.58	4.77 .....BROCKTON.....	BR
729	127	11	11.20	.....	12.01Am	3.53	8.25	.....	10.50	.....	.....	f 8.40	470 7.47	462 2.35	79.16	7.56 .....SPROLE.....	.....
733	130	58	664 11.55	.....	12.15	4.01	8.33	.....	10.57	.....	.....	s 8.58	28 7.54	f 2.42	85.57	6.43 .....POPLAR.....	PO
741	130	17	12.10Pm	.....	12.25	4.10	8.41	.....	11.04	.....	.....	f 9.10	8.01	2.50	92.51	6.94 .....CHELSEA.....	.....
748	130	24	12.30	.....	12.40	224 4.25	8.50	.....	11.12	.....	.....	f 9.20	8.08	4 3.00	100.24	7.83 .....MACON.....	.....
753	E135 W135	320	486 1.25	.....	12.50	2 4.37	9.00	.....	11.20	.....	.....	664 s 9.40	8.14	f 3.15	106.76	6.42 ....WOLF POINT....	WO
759	70	.....	1.40	.....	1.00	5.10	664 9.20	.....	11.27	.....	.....	f 9.52	8.20	3.25	113.74	5.98 ....LOHMILLER....	.....
765	108	37	1.55	.....	462 1.10	5.25	9.30	.....	11.33	.....	.....	s 10.05	8.26	3.35	118.04	5.30 .....OSWEGO.....	GO
772	E90 W70	20	2.20	.....	1.25	5.50	9.45	.....	11.42	.....	.....	s 10.20	664 8.35	3.45	126.83	7.79 .....FRAZER.....	FR
777	130	11	2.35	.....	1.35	6.00	10.05	.....	11.48	.....	.....	f 10.30	8.40	3.52	130.86	5.03 .....KINTYRE.....	.....
783	W71 E89	.....	2.50	.....	1.45	458 6.15	10.20	.....	11.55	.....	.....	f 10.45	8.46	3.58	136.48	5.62 .....WIOTA.....	F
789	129	82	224 3.13	.....	4 2.08	6.25	10.30	.....	12.01Am	.....	.....	s 11.00	8.52	4.04	141.81	5.43 .....NASHUA.....	NA
797	130	13	2 3.52	.....	2.18	6.40	10.45	.....	462 12.10	.....	.....	f 11.15	9.01	4.15	149.70	7.79 .....WHATELY.....	.....
803	Yard	740	A 4.10Pm	.....	A 2.30Am	A 7.00Pm	A11.00Am	.....	A 12.20Am	.....	.....	486 A 11.45Am	9.10Am	A 4.25Am	156.41	6.71 .....GLASGOW.....	GW
			9.00 17.4	.50 31.1	5.00 31.3	5.30 28.4	5.30 28.4	1.15 30.8	2.55 53.6	.50 45.7	.50 31.1	5.05 30.8	2.50 55.2	3.30 44.7		Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Double Track

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 1 stops at Glasgow to discharge revenue passengers from Minot and East and **to receive revenue passengers for Spokane and West where No. 1 is scheduled to stop.**

No. 3 stops at Bainville, Culbertson, Brockton, Frazer and Nashua to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and south thereof and west of Havre where No. 3 is scheduled to stop.

Wolf Point, No. 4 stops on Sunday to unload mail.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Time Table No. 66
Effective January 1, 1950

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Glasgow	FIRST CLASS 4 Daily	28 Daily	224 Daily Ex. Sun.	2 Streamliner Daily	290 Daily Ex. Sun.	286 Daily Ex. Sun.	SECOND CLASS 372 Daily Ex. Sun.	470 Daily	486 Daily	458 Daily	462 Daily	THIRD CLASS 664 Daily Ex. Sun.	614 Daily Ex. Sun.	SIGNS
WILLISTON	156.41	A 5.05Am	A 10.20Am	A 7.40Pm	A 6.40Pm	A 5.50Pm	A 5.35Pm	A 5.25Pm	A 10.40Am	A 5.00Pm	A 10.30Pm	A 5.30Am	A 4.25Pm	A 3.50Pm	BCDNK OPRWX
11.99															
TRENTON	144.42	4.47	9.55	s 7.20	6.20	f 5.30	f 5.19	f 5.00	10.10	4.30	10.00	5.05	4.00	3.30	DP
8.57															
FT. BUFORD (Double Track)	135.85	4.35	9.40	s 7.05	6.11	f 5.21	f 5.08	f 4.45	9.55	4.15	9.45	4.45	3.45	3.15	P
5.36						286-372	286-372	286-290			27				DNJ
SNOWDEN	130.49	4.28	9.30	s 6.55	6.05	f 5.15	L 5.00Pm	f 4.35	9.45	4.05	9.30	4.30	3.30	L 3.00Pm	PXY
5.76		462										4			
LAKESIDE	124.73	4.20	9.19	f 6.33	5.57	f 5.08		f 4.20	9.35	3.50	9.20	4.20	3.15		P
6.42			289									473			DNJK
BAINVILLE	118.31	4.13	s 9.07	s 6.23	5.49	L 5.00Pm		L 4.10Pm	9.25	3.35	9.10	4.00	2.55		PWXY
6.81			663							473					
LANARK	111.50	4.05	8.50	f 5.58	5.42				9.15	3.10	8.55	3.45	2.15		P
7.46									663						
CULBERTSON	104.04	3.57	s 8.40	s 5.47	5.34				9.05	3.00	8.40	3.30	2.00		DNP
5.50															
BLAIR	98.54	3.50	8.33	f 5.37	5 28				8.50	2.50	8.32	3.20	1.30		P
4.13															
FORT KIPP	94.41			f 5.31											
4.81			223												
CALAIS	89.60	3.40	8.23	f 5.25	5.19				8.37	2.35	8.20	3.05	1.15		P
4.77			461-470						28-222-461						
BROCKTON	84.83	3.34	8.15	s 5.19	5.14				8.30	2.25	8.10	2.55	1.00		DNPW
7.56			2		224				1			3			
SPROLE	77.27	3.25	8.05	f 5.06	5.06				7.47	2.05	7.45	2.35	12.15Pm		P
6.43		1											663		
POPLAR	70.84	f 3.17	7.54	s 4.43	4.59				7.32	1.55	7.33	2.18	11.55		DNP
6.94															
CHELSEA	63.90	3.09	7.40	f 4.35	4.52				7.23	1.45	7.22	2.05	11.00		P
7.83		3		473											
MACON	56.07	3.00	7.30	f 4.25	4.44				7 13	1.35	7.10	1.50	10.40		P
6.42					473					663			223		
WOLF POINT	49.65	f 2.50	s 7.20	s 4.15	4.37				7.05	1.25	7.00	1.35	9.40		DNPW
5.98													461		
LOHMILLER	43.67	2.42	7.08	f 4.00	4.32				6.56	1.10	6.48	1.20	9.20		P
5.30												469			
OSWEGO	38.37	2.36	7.02	s 3.54	4.25				6.49	1.02	6.40	1.10	9.00		DP
7.79													1		
FRAZER	30.58	2.27	6.53	s 3.43	4.17				6.38	12.50	6.30	12.55	8.35		DPW
5.03															
KINTYRE	25.55	2.21	6.47	f 3.33	4.12				6.30	12.42	6.23	12.40	8.15		P
5.62											473				
WIOTA	19.93	2.15	6.41	f 3.25	4.06				6.20	12.30	6.15	12.30	7.55		P
5.43		459			663										
NASHUA	14.50	2.08	6.35	s 3.13	4.00				6.10	12.22	6.00	12.22	7.35		DNP
7.79					663							27			
WHATELY	6.71	1.58	6.27	f 3.00	3.52				5.55	12.10Pm	5.45	12.10Am	7.15		P
6.71										223					
GLASGOW		L 1.50Am	L 6.20Am	L 2.50Pm	3.45Pm				L 5.40Am	L11.55Am	L 5.30Pm	L11.40Pm	L 7.00Am		BDNKO PRWXY
Time Over Subdivision		3.15	4.00	4.50	2.55	.50	.35	1.15	5.00	5.05	5.00	5.50	9.25	.50	
Average Speed Per Hour		48.1	39.1	32.4	53.6	45.7	44.5	30.5	31.3	30.8	31.3	26.8	16.6	31.1	

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 2 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 2 is scheduled to stop.

No. 4 stops at Nashua, Frazer, Brockton, Culbertson and Bainville to receive revenue passengers for Twin Cities and beyond and to discharge revenue passengers from Great Falls and points south thereof and from west of Havre.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		THIRD CLASS 665 Daily Ex. Mon.	SECOND CLASS 473 Daily	SECOND CLASS 461 Daily	SECOND CLASS 459 Daily	FIRST CLASS 223 Daily Ex. Sunday	FIRST CLASS 1 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distance from Glasgow	Time Table No. 66 Effective January 1, 1950 — STATIONS	Telegraph Call
803	Yard	740		L 4.35Am	L 7.30Pm	L 11.10Am (486)	L 2.40Am	L 12.10Pm	9.10Am	L 4.30Am (665)	L 12.25Am		GLASGOW	GW
												4.73		
808	70	70		4.45	7.40	11.20	2.55	f 12.18	9.16	4.37	12.32	4.73	PAISLEY	
												7.03		
815	125	27		5.05 (470)	7.55	11.35	3.10	s 12.30	9.24	4.46	12.40	11.76	TAMPICO	MA
												5.28		
820	71	26		5.15	8.05	11.45	3.20	s 12.40	9.30	4.53 (470)	12.46	17.04	VANDALIA	
	E 137													
828	W 114	85		5.43 (28)	8.20	12.01Pm	3.35	s 12.55	9.40	5.04	12.59 (4)	25.83	HINSDALE	HD
												8.21		
837	71	15		5.55	8.35	12.14	3.50	f 1.10	9.49	5.14	1.07	34.04	BEAVERTON	
												4.54		
842	W93	121		6.30	8.45	12.20	4.00 (470)	s 1.30 (224)	9.54 (486)	f 5.20 (28)	1.12	38.58	SACO	SF
	E 166											6.88		
852	71	8		6.55	9.00	12.30	4.15	f 1.45 (666)	10.01	5.30	1.19	45.46	ASHFIELD	
	W 166											7.53		
860	E 89	110		7.10	9.15 (462)	12.44	4.25	s 2.00	10.09	5.40	1.27	52.99	BOWDOIN	BO
												6.75		
868	70	16		7.25	9.25	12.55 (224-666)	4.35	f 2.10	10.16	5.47	1.34	59.74	STRATER	
												5.86		
869	133	145		8.00	9.35	1.05	4.46 (28)	s 2.31 (2)	10.22	f 5.55	1.40	65.60	MALTA	MF
												4.79		
874	71	14		8.15	9.45	1.15	4.58	f 2.40 (458)	10.27	6.04	1.45	70.39	EXETER	
	E 142											4.79		
880	W 130	98		8.40 (486)	10.00	1.25	5.05	s 2.48	10.32	6.12	1.50	75.18	WAGNER	WA
												7.86		
886	123	55		9.15	10.25	1.37	5.25	s 3.02	10.40	6.22	1.58 (470)	83.04	DODSON	DN
												5.69		
892	124	5		9.30	10.40	2.07 (2-458)	5.35	f 3.10	10.46 (666)	6.30	2.04	88.73	SURVANT	
												4.42		
896	130	32		9.45	10.50	2.27	5.45	f 3.16	10.52	6.36	2.09	93.15	COBURG	
	E 92											5.21		
901	W 130	26		10.00 (666)	10.58	2.35	6.00	s 3.24	10.57	6.43	2.15	98.36	SAVOY	S
												6.25		
907	76	4		11.04 (1)	11.07	2.46	6.10	f 3.33	11.04 (665)	6.51	2.22	104.61	MATADOR	
	E 126											5.58		
913	W 70	70		11.33 (224)	11.27 (4)	2.56	6.20	s 3.47	11.10	7.00	2.28	110.19	HARLEM	HM
												6.32		
919	76	45		12.10Pm	11.37	3.07	6.30	f 3.56	11.17 (224)	7.08	2.35	116.51	FORT BELKNAP	
												5.53		
925	90	32		12.35	11.45	3.20	6.40	s 4.05	11.23	7.15 (486)	2.41	122.04	ZURICH	Z
												3.67		
929	70	21		12.55 (458)	11.55	3.28	6.50 (486)	f 4.10	11.27	7.20	2.45	125.71	NORTH FORK	
	E 121											5.58		
935	W 74	342		1.20 (2)	12.08Am	3.39	7.00	s 4.25	11.33	f 7.27 (666)	2.51	131.29	CHINOOK	CK
												4.44		
939	69	.....		1.42	12.15 (470)	3.47	7.10 (666)	f 4.31	11.38	7.33	2.56	135.73	ADAMS	
												3.58		
943	.....	19		1.55	12.25	3.54	7.20	s 4.36	11.42	7.38	3.00 (28)	139.31	LOHMAN	
												6.71		
949	.....	.....		2.10	12.40	4.05	7.30 (3)	f 4.47	11.50	7.47	3.09	146.02	TOLEDO	
956	Yard	2132		A 2.35Pm	A 1.00Am	A 4.30Pm (223)	A 7.45Am	A 5.00Pm (461)	A 12.05Pm	A 8.00Am (459)	A 3.20Am	152.97	HAVRE	HV
				10.00	5.30	5.20	5.05	4.50	2.55	3.30	2.55		Time Over Subdivision	
				15.3	27.8	28.7	30.1	31.7	52.5	43.7	52.5		Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Double Track

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 1 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 1 is scheduled to stop.

No. 3 stops at Hinsdale, Dodson and Harlem to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and south thereof and west of Havre where No. 3 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Time Table No. 66
Effective January 1, 1950

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Havre	FIRST CLASS 28 Daily	224 Daily Ex. Sun.	2 Streamliner Daily	4 Daily		SECOND CLASS 486 Daily	458 Daily	462 Daily	470 Daily	THIRD CLASS 666 Daily Ex. Sun.		SIGNS
GLASGOW	152.97	A 6.15Am	A 2.40Pm	3.45Pm	A 1.45Am	.....	A 11.10Am	A 5.00Pm	A 11.00Pm	A 5.30Am	A 4.30Pm	.....	BDNKO PRWXY
4.73 PAISLEY	148.24	6.08	f 2.30	3.37	1.35	.....	11.00	4.50	10.50	5.20	4.20	.....	P
7.03 TAMPICO	141.21	6.00	s 2.19	3.29	1.25	.....	10.45	4.35	10.35	665 5.05	4.00	.....	DP
5.28 VANDALIA	135.93	5.53	s 2.10	3.23	1.15	.....	10.35	4.25	10.25	2 4.53	3.50	.....	P
8.79 HINSDALE	127.14	665 5.43	s 1.57	3.13	27 12.59	.....	10.20	4.10	10.10	4.30	3.30	.....	DNPW
8.21 BEAVERTON	118.93	5.30	f 1.40	666 3.04	12.48	.....	10.05	3.55	9.55	4.10	2 3.04	.....	P
4.54 SACO	114.39	3 s 5.20	222 s 1.30	2.59	f 12.43	.....	1 9.54	3.45	9.45	650 4.00	2.30	.....	DNJK PXY
6.88 ASHFIELD	107.51	5.10	f 1.15	2.52	12.36	.....	9.24	3.30	9.30	3.45	222 1.45	.....	P
7.53 BOWDOIN	99.98	5.00	s 1.05	2.44	12.28	.....	9.13	3.15	473 9.15	3.25	1.30	.....	DPY
6.75 STRATER	93.23	4.53	441-666 f 12.55	2.37	12.21	.....	9.05	3.02	9.02	3.10	224-461 12.55	.....	P
5.86 MALTA	87.37	650 s 4.46	s 12.45	223 2.31	f 12.15	.....	8.57	2.50	8.50	2.55	12.30Pm	.....	DNPW
4.79 EXETER	82.58	4.38	f 12.25	2.26	12.10	.....	8.50	223 2.40	8.40	2.40	11.45	.....	P
4.79 WAGNER	77.79	4.33	s 12.19	2.21	12.05Am	.....	665 8.40	2.33	8.30	2.25	11.30	.....	DP
7.86 DODSON	69.93	4.25	s 12.09	2.13	11.57	.....	8.20	2.23	8.10	27 1.58	11.00	.....	DNP
5.60 SURVANT	64.24	4.18	f 12.01Pm	458-461 2.07	11.51	.....	8.10	3-461 2.07	7.55	1.42	1 10.46	.....	P
4.42 COBURG	59.82	4.12	f 11.55	2.01	11.46	.....	8.02	1.43	7.48	1.32	10.15	.....	P
5.21 SAVOY	54.61	4.05	s 11.48	1.56	11.40	.....	7.55	1.33	7.40	1.20	666 10.00	.....	DPW
6.25 MATADOR	48.36	3.57	f 11.40	1.49	11.33	.....	7.45	1.25	7.30	1.05	9.35	.....	P
5.58 HARLEM	42.78	s 3.50	665 s 11.33	1.43	473 11.27	.....	7.35	1.18	7.20	12.55	9.20	.....	DNP
6.32 FORT BELKNAP	36.46	3.41	1 f 11.17	1.36	11.20	.....	7.25	1.10	7.10	12.45	8.25	.....	P
5.53 ZURICH	30.93	3.35	s 10.58	1.30	11.14	.....	3 7.15	1.03	7.02	12.37	8.15	.....	DPW
3.67 NORTH FORK	27.26	3.31	f 10.54	1.26	11.10	.....	450 6.50	665 12.55	6.55	12.30	7.45	.....	P
5.58 CHINOOK	21.68	s 3.25	s 10.48	665 1.20	f 11.04	.....	6.35	12.47	6.45	12.22	3 7.27	.....	DNPY
4.44 ADAMS	17.24	3.14	f 10.43	1.15	10.59	.....	6.28	12.40	6.38	473 12.15	650 7.10	.....	P
3.58 LOHMAN	13.66	27 3.10	s 10.38	1.11	10.55	.....	6.22	12.35	6.32	12.07Am	6.50	.....	IP
6.71 TOLEDO (Double Track)	6.95	3.00	f 10.30	1.03	10.48	.....	6.10	12.25	6.20	11.55	6.35	.....	
6.95 HAVRE	.....	L 2.50Am	L 10.20Am	L 12.55Pm	L 10.40Pm	.....	L 5.50Am	L 12.05Pm	L 6.00Pm	L 11.35Pm	L 6.15Am	.....	BDNK OPRWX
Time Over Subdivision		3.25	4.20	2.50	3.05		5.20	4.55	5.00	5.55	10.15		
Average Speed Per Hour		44.7	35.3	54.0	49.6		28.7	31.1	30.6	26.9	14.8		

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 2 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 2 is scheduled to stop.

No. 4 stops at Harlem, Dodson and Hinsdale to receive revenue passengers for the Twin Cities and beyond and to discharge revenue passengers from Great Falls and points south thereof and from west of Havre.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 657 Mon., Wed Fri.	FIRST CLASS 237 Daily	1 Streamliner Daily	235 Daily	3 Daily	221 Daily	27 Daily	Distance from Havre	Time Table No. 66 Effective January 1, 1950 — STATIONS	Telegraph Calls
956	Yard	2132	L 6.15Am	L 1.15Pm	L 12.05Pm	L 3 8.20Am	L 235 8.10Am	L 27 3.45Am	L 221 3.30Am		Double Track HAVRE Auto Block Signals	HV
961			A 6.30Am	1.21	A 12.12Pm	8.27	A 8.17Am	3.52	A f 3.38Am	4.03	4.03 PACIFIC JCT.	
Z4	49			1.26		8.32		f 3.57		7.53	3.50 ASSINNIBOINE	
Z11	50	10		1.34		f 8.42		f 4.07		14.91	7.38 LAREDO	
Z20	51	22		1.45		s 8.55		f 4.20		24.73	9.82 BOX ELDER	BX
Z31	76	98		s 1.58		s 9.09		f 4.34		35.55	10.82 BIG SANDY	B8
Z37	50	14		2.04		9.16		f 4.42		40.84	5.29 VERONA	
Z45	90	25		2.15		f 9.30		f 4.54		49.44	8.60 VIRGELLE	
Z51		Spur 12		2.23		9.38		f 5.02		55.27	5.83 STRANAHAN	
Z56	56	18		2.31		9.47		f 5.09		60.29	5.02 LIPPARD	
Z62	90	18		2.38		f 9.58		f 5.17		66.25	5.96 CHAPPELL	CQ
Z67	50			2.44		238 10.10		f 5.24		70.82	4.57 TETON	
Z75	94	66		s 2.58		s 10.23		s 5.36		78.73	7.91 FORT BENTON	BN
Z80		36		3.06		10.31		f 5.46		83.77	5.04 KERSHAW	
Z85	41	8		3.12		10.38		f 5.55		88.53	4.76 TUNIS	
Z91	78	36		3.19		f 10.46		f 6.05		94.43	5.90 CARTER	CA
Z96	32	20		3.25		f 10.53		f 6.14		99.43	5.00 FLOWEREE	
Z103	89	29		3.34		f 11.02		f 6.29		107.00	7.57 PORTAGE	RE
Z108	103	19		3.40		11.09		f 6.39		112.59	5.59 SHEFFELS	
Z113	42	16		3.47		11.17		6.48		117.37	4.78 RAINBOW	
Z119	Yard	4031		A 4.00Pm		A 11.30Am		A 7.00Am		123.24	5.87 GREAT FALLS	PD
			.15 16.1	2.45 44.8	.07 34.5	3.10 38.9	.07 34.5	3.15 37.9	.08 30.2		Time Over Subdivision Average Speed Per Hour	

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Time Table No. 66
Effective January 1, 1950

STATIONS	Distance from Great Falls	FIRST CLASS 28 Daily	238 Daily	2 Streamliner Daily	236 Daily	4 Daily	222 Daily		SECOND CLASS 460 Daily	472 Daily	486 Daily	THIRD CLASS 658 Tue., Thur. Sat.	SIGNS
Double Track / Auto Block Signals													
HAVRE	123.24	A 222 2.35Am	A 11.45Am	A 12.55Pm	A 4 9.55Pm	A 236 10.25Pm	A 28 2.25Am		A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm	BDNK OPRWX
4.03													
PACIFIC JCT.	119.21	L 2.27Am	11.38	L 12.40Pm	9.45	L 10.18Pm	2.16		L 7.45Am	L 4.25Pm	L 11.45Pm	L 3.30Pm	IJPY
3.50													
ASSINNIBOINE	115.71		11.33		9.39		f 2.11						P
7.38													
LAREDO	108.33		11.24		9.29		f 2.01						P
9.82													
BOX ELDER	98.51		11.13		f 9.16		f 1.49						DP
10.82													
BIG SANDY	87.69		s 11.00		s 9.01		s 1.35						DNP
5.29													
VERONA	82.40		10.50		8.52		f 1.26						P
8.60													
VIRGELLE	73.80		10.39		f 8.39		f 1.14						P
5.83													
STRANAHAN	67.97		10.31		8.31		f 1.06						P
5.02													
LIPPARD	62.95		10.24		8.24		f 12.59						P
5.96													
CHAPPELL	56.99		10.16		f 8.15		f 12.51						DWP
4.57													
TETON	52.42		235 10.10		8.09		f 12.45						P
7.91													
FORT BENTON	44.51		s 9.58		s 7.55		s 12.32						DNP
5.04													
KERSHAW	39.47		9.49		7.44		f 12.24						P
4.76													
TUNIS	34.71		9.44		7.38		f 12.18						P
5.90													
CARTER	28.81		9.37		f 7.31		f 12.11						DP
5.00													
FLOWEREE	23.81		9.32		f 7.24		f 12.05Am						P
7.57													
PORTAGE	16.24		9.24		f 7.15		f 11.55						DP
5.59													
SHEFFELS	10.65		9.17		7.08		f 11.48						P
4.78													
RAINBOW	5.87		9.10		7.01		11.40						P
5.87													
GREAT FALLS			L 9.00Am		L 6.50Pm		L 11.30Pm						BDNJK PRX
Time Over Subdivision		.08	2.45	.15	3.05	.07	2.55		.15	.15	.14	.15	
Average Speed Per Hour		30.2	44.8	16.1	39.9	34.5	42.3		16.1	16.1	17.2	16.1	

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Time Table No. 66

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 373 Daily Ex. Sunday	SECOND CLASS 365 Daily Ex. Sunday	FIRST CLASS 235 Daily	FIRST CLASS 43 Daily	Distance from Great Falls	STATIONS	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS 236 Daily	FIRST CLASS 42 Daily	SECOND CLASS 366 Daily Ex. Sunday	SECOND CLASS 374 Daily Ex. Sunday
Z 119	Yard	4031	L 1.10Pm	L 7.15Am (43)	L 11.45Am	L 7.05Am (365)	.....	GREAT FALLS	PD	169.74	BDNJKPRX BCDNJKOP	A 6.25Pm	A 11.15Pm	A 12.25Pm	A 8.10Pm
.....	.....	Yard	A 1.13Pm	A 7.18Am	11.48	A 7.08Am	0.68	0.68 WEST SIDE JCT.	GF	169.06	RWXY	6.17	L 11.10Pm	L 12.22Pm	L 8.07Pm
Z 120	40	.....	.....	.....	11.55	.....	4.97	4.29 FLOOD	.....	164.77	P	6.08	.....	.....	.....
Z 130	42	38	.....	.....	f 12.08Pm	.....	14.11	9.14 ULM	M	155.63	DP	5.52	.....	.....	.....
Z 137	42	.....	.....	.....	12.18	.....	20.91	6.80 RIVERDALE	.....	148.83	P	5.39	.....	.....	.....
Z 145	43	56	.....	.....	s 12.31	.....	28.59	7.68 CASCADE	Q	141.15	DNP	s 5.25	.....	.....	.....
Z 153	35	6	.....	.....	f 12.44	.....	36.81	8.22 HARDY	.....	132.93	P	f 5.10	.....	.....	.....
Z 160	42	.....	.....	.....	f 12.56	.....	44.64	7.83 MID CANON	.....	125.10	P	f 4.55	.....	.....	.....
Z 167	43	39	.....	.....	s 1.08	.....	51.54	6.90 CRAIG	RA	118.20	DP	f 4.42	.....	.....	.....
Z 175	47	28	.....	.....	s 1.22	.....	59.42	7.88 WOLF CREEK	WC	110.32	DP	s 4.28	.....	.....	.....
Z 184	43	9	.....	.....	f 1.44	.....	68.62	9.20 SIEBEN	.....	101.12	P	f 4.06	.....	.....	.....
Z 197	43	18	.....	.....	s 2.04	.....	81.14	12.52 SILVER CITY	MN	88.60	DPY	f 3.44	.....	.....	.....
Z 201	46	4	.....	.....	2.11	.....	85.18	4.04 GEARING	.....	84.56	P	3.36	.....	.....	.....
Z 206	35	6	.....	.....	2.20	.....	90.16	4.98 IRON	.....	79.58	P	3.27	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	95.22	5.06 N. P. RY. CROSSING	.....	74.52	I	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	95.95	0.73 N P. RY. CROSSING	.....	73.79	M	.....	.....	.....	.....
Z 214	42	247 Spur	.....	.....	s 2.35 (236) 2.50	.....	97.72	1.77 HELENA	HN	72.02	BDNKP XY	3.10 (235) s 2.45	.....	.....	.....
Z 219	.....	15	.....	.....	3.02	.....	102.51	4.79 FOUR RANGE	.....	67.23	P	2.37	.....	.....	.....
Z 223	.....	15	.....	.....	3.11	.....	106.63	4.12 MONTANA CITY	.....	63.11	P	2.30	.....	.....	.....
Z 229	45	43	.....	.....	s 3.20	.....	112.37	5.74 CLANCY	W	57.37	DP	s 2.22	.....	.....	.....
Z 230	.....	.....	.....	.....	f 3.22	.....	113.15	0.78 ALHAMBRA	.....	56.59	.....	f 2.20	.....	.....	.....
Z 235	.....	.....	.....	.....	3.33	.....	117.93	4.78 JEFFERSON	.....	51.81	.....	2.11	.....	.....	.....
Z 236	60	12 Spur	.....	.....	f 3.37	.....	119.52	1.59 CORBIN	.....	50.22	P	f 2.08	.....	.....	.....
Z 240	.....	9	.....	.....	3.46	.....	123.29	3.77 WICKES	.....	46.45	P	1.59	.....	.....	.....
Z 242	.....	.....	.....	.....	3.49	.....	124.55	1.26 PORTAL	.....	45.19	P	1.56	.....	.....	.....
Z 244	50	7	.....	.....	f 3.54	.....	125.93	1.38 AMAZON	.....	43.81	P	f 1.51	.....	.....	.....
Z 250	50	34 Spur	.....	.....	s 4.05	.....	132.23	6.30 BOULDER	RO	37.51	DP	s 1.39	.....	.....	.....
Z 254	.....	21	.....	.....	4.13	.....	136.43	4.20 FULLER	.....	33.31	.....	1.31	.....	.....	.....
Z 257	44	28	.....	.....	s 4.20	.....	139.95	3.52 BASIN	81	29.79	DP	s 1.25	.....	.....	.....
Z 261	36	33	.....	.....	4.27	.....	143.91	3.96 BERNICE	.....	25.83	P	1.18	.....	.....	.....
Z 269	42	.....	.....	.....	f 4.44	.....	151.95	8.04 ELK PARK	.....	17.79	P	f 1.04	.....	.....	.....
Z 277	.....	Spur 7	.....	.....	4.52	.....	156.86	4.91 TRASK	.....	12.88	P	12.56	.....	.....	.....
Z 279	45	16	.....	.....	4.58	.....	160.31	3.45 WOODVILLE	.....	9.43	PXY	12.50	.....	.....	.....
Z 284	.....	Spur 8	.....	.....	5.08	.....	165.73	5.42 MOUNTAIN SPUR	.....	4.01	PX	12.35	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	169.10	3.37 N. P. RY. CROSSING	.....	0.64	I	.....	.....	.....	.....
Z 288	Yard	634	.....	.....	A 5.20Pm	.....	169.74	0.64 BUTTE	DU	.....	BDNJKO PRWXY	L 12.25Pm	.....	.....	.....
			.03 13.6	.03 13.6	5.35 30.4	.03 13.6		Time Over Subdivision Average Speed Per Hour				6.00 28.2	03 13 6	.03 13.6	.03 13.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Time Table No. 66

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS	FIRST CLASS 495 Daily	FIRST CLASS 43 Daily	FIRST CLASS 239 Daily	Distance from Mossmain	STATIONS	Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS 240 Daily	FIRST CLASS 42 Daily	SECOND CLASS	SECOND CLASS
ZD 237	.....	Yard	.....	.....	L 11.30Pm	.....	.....	BILLINGS	BG	.....	BCDNKO RWXY	.....	A 6.30Am	.....	.....
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.															
ZD 222	.....	12	.....	L 10.00Am	L 11.50Pm	.....	.....	12.07 MOSSMAIN	.....	222.74	JPXY	.....	A 6.05Am	.....	.....
.....	.....	.....	.....	.....	.....	.....	3.95	3.95 N. P. RY. JCT.	.....	218.79	J	.....	.....	.....	.....
ZD 218	50	25	.....	10.10	f 11.57	.....	4.04	.09 HESPER	HS	218.70	DNPX	.....	f 5.54	.....	.....
ZD 213	49	24	.....	10.22	f 12.06Am	.....	9.31	5.27 RIMROCK	.....	213.43	P	.....	f 5.45	.....	.....
ZD 208	50	.....	.....	10.33	f 12.15	.....	14.23	4.92 SHOREY	.....	208.51	P	.....	f 5.36	.....	.....
ZD 201	50	19	.....	10.46	f 12.28	.....	21.49	7.26 ACTON	.....	201.25	P	.....	f 5.24	.....	.....
ZD 194	50	27	.....	10.59	f 12.39	.....	27.83	6.33 COMANCHE	.....	194.92	P	.....	f 5.12	.....	.....
ZD 186	62	57	.....	11.20	s 12.54	.....	36.36	8.54 BROADVIEW	BW	186.38	DNP	.....	s 4.59	.....	.....
ZD 180	49	.....	.....	11.32	f 1.05	.....	42.38	6.02 PAINTED ROBE	.....	180.36	P	.....	f 4.50	.....	.....
ZD 174	50	18	.....	11.44	s 1.15	.....	48.43	6.04 BELMONT	.....	174.32	P	.....	s 4.41	.....	.....
ZD 166	49	24	.....	11.59	s 1.29	.....	55.98	7.56 CUSHMAN	CN	166.76	NP	.....	s 4.29	.....	.....
.....	.....	.....	.....	12.02Pm	s 1.32	.....	57.38	1.40 SLAYTON	.....	165.36	P	.....	s 4.27	.....	.....
ZD 159	49	.....	.....	12.13	f 1.42	.....	62.70	5.32 VEBAR	.....	160.04	P	.....	f 4.18	.....	.....
ZD 153	49	14	.....	12.25	f 1.52	.....	69.08	6.38 FRANKLIN	.....	153.66	P	.....	f 4.08	.....	.....
ZD 148	49	.....	.....	12.37	f 2.02	.....	74.69	5.61 WALLUM	.....	148.05	P	.....	f 3.59	.....	.....
ZD 141	50	28	.....	12.51	s 2.14	.....	81.67	6.98 HEDGESVILLE	DG	141.07	DNP	.....	s 3.47	.....	.....
ZD 133	49	.....	.....	1.04	2.27	.....	88.73	7.06 NIHILL	.....	134.01	P	.....	f 3.35	.....	.....
ZD 127	49	.....	.....	1.17	f 2.38	.....	95.13	6.40 OXFORD	.....	127.61	P	.....	f 3.24	.....	.....
ZD 120	86	137	.....	1.45	s 2.50	.....	101.98	6.85 JUDITH GAP	JU	120.76	BDNKOP WXY	.....	s 3.13	.....	.....
ZD 114	50	18	.....	1.58	f 3.02 (42)	.....	108.61	6.63 BARROWS	.....	114.13	P	.....	f 3.02 (43)	.....	.....
ZD 108	50	34	.....	2.10	s 3.13	.....	114.80	5.69 BUFFALO	BO	108.44	DNP	.....	s 2.50	.....	.....
ZD 102	50	3	.....	2.22	f 3.23	.....	120.16	5.36 MENDON	.....	102.58	P	.....	f 2.39	.....	.....
ZD 97	50	.....	.....	2.34	f 3.32	.....	124.71	4.55 HAUCK	.....	98.03	P	.....	f 2.32	.....	.....
ZD 92	61	76	.....	2.45	s 3.41	.....	129.67	4.96 HOBSON	HO	93.07	DP	.....	s 2.25	.....	.....
ZD 87	50	94	.....	2.57	s 3.55	L 8.17Am	134.98	5.31 MOCCASIN	MC	87.76	DNJPXY	A 5.12Pm	s 2.16	.....	.....
ZD 82	50	49	.....	3.10	f 4.05	s 8.27	140.43	5.45 BENCHLAND	BD	82.31	DP	s 5.03	f 2.02	.....	.....
ZD 76	68	46	.....	3.22	f 4.16	s 8.39	146.54	6.11 WINDHAM	WD	76.20	DP	s 4.52	f 1.53	.....	.....
ZD 68	60	98	.....	3.45	s 4.29	s 8.52	153.70	7.16 STANFORD	SD	69.04	DNPW	s 4.39	s 1.42	.....	.....
ZD 63	50	15	.....	3.56	f 4.40	s 9.01	159.06	5.36 DOVER	.....	63.68	P	s 4.28	f 1.30	.....	.....
ZD 58	50	15	.....	4.18 (240)	f 4.50	s 9.10	164.40	5.34 MERINO	.....	58.34	P	s 4.18 (495)	f 1.23	.....	.....
ZD 52	50	35	.....	4.30	f 5.01	s 9.22	170.58	6.18 GEYSER	GY	52.16	DNP	s 4.08	f 1.14	.....	.....
ZD 45	50	25	.....	4.43	f 5.12	f 9.34	176.77	6.19 SPION KOP	.....	45.97	PY	s 3.58	f 1.03	.....	.....
ZD 39	50	18	.....	4.55	f 5.23	s 9.44	182.97	6.20 RAYNESFORD	RF	39.77	DP	s 3.45	f 12.53	.....	.....
ZD 34	51	24	.....	5.06	f 5.33	f 9.52	188.27	5.30 BLYTHE	.....	34.47	P	f 3.33	f 12.44	.....	.....
SA 28	132	46	.....	5.18	f 5.44	s 10.02	194.24	5.97 ARMINGTON	RM	28.50	P	s 3.21	f 12.35	.....	.....
SA 26	.....	64	.....	5.21	s 5.48	s 10.06	196.20	1.96 BELT	B	26.54	DNP	s 3.17	s 12.31	.....	.....
SA 22	49	14	.....	5.32	f 5.57	f 10.16	201.13	4.93 WAYNE	.....	21.61	P	f 3.08	f 12.22	.....	.....
SA 19	.....	19	.....	5.37	f 6.02	f 10.22	204.26	3.13 FIFE	.....	18.48	.....	f 3.02	f 12.17	.....	.....
SA 14	50	14	.....	5.44	f 6.07	f 10.28	207.49	3.23 SWIFT	.....	15.25	P	f 2.56	f 12.11	.....	.....
SA 10	84	58	.....	5.55	f 6.16	f 10.37	212.66	5.17 GERBER	GR	10.08	DNJP	f 2.47	f 12.03Am	.....	.....
SA 6	67	17	.....	6.02	f 6.22	f 10.43	216.23	3.57 FIELDS	.....	6.51	P	f 2.41	f 11.57	.....	.....
Z 119	Yard	4031	.....	A 6.20Pm	A 6.35Am	A 10.55Am	222.74	6.51 GREAT FALLS	PD	.....	BDNJKP RX	L 2.30Pm	L 11.45Pm	.....	.....
				8.30	7.05	2.38		Time Over Subdivision				2.42	6.45		
				27.1	31.4	33.3		Average Speed Per Hour				32.5	31.1		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Time Table No. 66

Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS	681	SECOND CLASS	495	373	403 C. M. St. P. & P. R. R.	365	FIRST CLASS	41	43	Distance from Great Falls	STATIONS	Telegraph Calls
				Daily Ex. Sun.		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.	Daily			
.....	Yard	4031	.....	.....	.....	.....	L 1.10Pm	.....	L 43 7.15Am	.....	.....	L 365 7.05Am	.....	..... GREAT FALLS	PD
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.															
Z119	.....	Yard	.....	.....	L	8.20Pm	L 1.13Pm	.....	L 43 7.18Am	.....	.....	L 365 7.08Am	.68	..... WEST SIDE JCT.	GP
.....	.....	.....	.....	.....		8.30	1.19	L 9.10Am	7.24	.....	.....	7.14	3.73	3.05 ..... EMERSON JCT.	.....
ZB8	32	6	.....	.....		8.40	f 1.28	9.20	7.31	.....	.....	f 7.21	7.82	4.09 ..... MANCHESTER	.....
ZB12	54	19	.....	.....		8.48	s 1.37	A 9.30Am	A 7.39Am	.....	.....	s 7.29	12.10	4.28 ..... VAUGHN	BY
ZB19	51	6	.....	.....		9.00	f 1.51	.....	.....	.....	.....	f 7.40	18.79	6.69 ..... GORDON	.....
ZB27	126	26	.....	.....		9.22	A 2.09Pm	.....	.....	.....	.....	s 7.53	26.11	7.32 ..... POWER	PO
ZB37	51	43	.....	.....		9.43	.....	.....	.....	.....	.....	s 8.10	36.67	10.56 ..... DUTTON	DU
ZB40	61	13	.....	.....		9.50	.....	.....	.....	.....	.....	f 8.15	39.85	3.18 ..... ACME	.....
ZB45	60	28	.....	.....		42 9.59	.....	.....	.....	.....	.....	s 8.23	44.07	4.22 ..... COLLINS	ON
ZB55	99	32	.....	.....		10.20	.....	.....	.....	.....	.....	s 8.40	54.03	9.96 ..... BRADY	BA
ZB61	51	.....	.....	.....		10.37	.....	.....	.....	.....	.....	f 8.51	60.43	6.40 ..... WITHEY	.....
ZB69	164	265	.....	.....		11.00	.....	.....	.....	.....	.....	s 9.07	67.42	6.99 ..... CONRAD	RD
.....	.....	.....	.....	.....		11.07	.....	.....	.....	.....	.....	9.13	70.65	3.23 ... MONTANA WESTERN JCT. ...	.....
ZB79	60	20	.....	.....		11.20	.....	.....	.....	.....	.....	s 9.26	78.29	7.64 ..... LEDGER	FA
ZB84	50	14	.....	.....		11.30	.....	.....	.....	.....	.....	f 9.34	82.93	4.64 ..... FOWLER	.....
ZB91	51	6	.....	.....		11.42	.....	.....	.....	.....	.....	f 9.45	89.44	6.51 ..... NAISMITH	.....
ZB95	60	6	.....	.....		11.53	.....	.....	.....	.....	.....	f 9.53	94.07	4.63 ..... ANDALE	.....
1061	Yard	260	.....	L 8.45Am	A	12.10Am	.....	.....	.....	.....	L 10.50Am	A 10.05Am	98.66	4.59 ..... SHELBY	SJ
TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.															
.....	.....	.....	.....	L 8.55Am	.....		.....	.....	.....	.....	L 10.53Am	.....	100.15	1.49 ... SWEET GRASS LINE JCT. ...	.....
ZB114	30	.....	.....	683 9.35	.....		.....	.....	.....	.....	f 11.19	.....	112.49	12.34 ..... ALOE	.....
ZB120	50	114	.....	10.15	.....		.....	.....	.....	.....	s 11.35	.....	118.73	6.24 ..... KEVIN	K
ZB130	25	48	.....	10.45	.....		.....	.....	.....	.....	s 11.59	.....	129.15	10.42 ..... SUNBURST	SU
ZB139	21	92	.....	A 11.15Am	.....		.....	.....	.....	.....	A 12.20Pm	.....	137.51	8.36 ..... SWEET GRASS	G
				2.20 10.0	3.50 25.6		.56 27.2	.20 25.1	.21 32.6		1.27 25.7	2.57 33.3		Time Over Subdivision Average Speed Per Hour	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Time Table No. 66
Effective January 1, 1950

STATIONS	Distance from Sweet Grass	FIRST CLASS 42 Daily	FIRST CLASS 40 Daily Ex. Sun.	SECOND CLASS 366 Daily Ex. Sun.	SECOND CLASS 374 Daily Ex. Sun.	THIRD CLASS 682 Daily Ex. Sun.	SIGNS
GREAT FALLS	137.51	A 11.15Pm		A 12.25Pm	A 8.10Pm		BDNJK PRX
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.							
.68 WEST SIDE JCT.	136.83	A 11.10Pm		A 12.22Pm	A 8.07Pm		BCDNJK OPRWXY
3.05 EMERSON JCT.	133.78	11.05		12.15	8.00		JP
4.09 MANCHESTER	129.69	f 10.59		12.07Pm	f 7.52		P
4.28 VAUGHN	125.41	f 10.52		L 11.57Am	s 7.43		DNJPX
6.69 GORDON	118.72	f 10.41			f 7.29		P
7.32 POWER	111.40	f 10.29			L 7.15Pm		DNJPXY
10.56 DUTTON	100.84	s 10.13					DP
3.18 ACME	97.66	f 10.06					P
4.22 COLLINS	93.44	s 9.59 (495)					DP
9.96 BRADY	83.48	s 9.43					DP
6.40 WITHEY	77.08	f 9.31					P
6.99 CONRAD	70.09	s 9.20					DNP WXY
8.23 MONTANA WESTERN JCT.	66.86	9.11					JP
7.64 LEDGER	59.22	s 9.01					DP
4.64 FOWLER	54.58	f 8.54					P
6.51 NAISMITH	48.07	f 8.44					P
4.63 ANDALE	43.44	f 8.37					P
4.59 SHELBY	38.85	L 8.30Pm	A 7.50Pm			A 10.25Am	BDNJKO PRWXY
TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.							
1.49 SWEET GRASS LINE JCT.	37.36		A 7.45Pm			A 10.15Am	XJP
12.34 ALOE	25.02		f 7.17			9.35 (681)	P
6.24 KEVIN	18.78		s 7.02			9.15	XDP
10.42 SUNBURST	8.36		s 6.39			8.30	XDP
8.36 SWEET GRASS			L 6.20Pm			L 7.00Am	BDKPRW YX
Time Over Subdivision		2.42	1.25	.25	.52	3.15	
Average Speed Per Hour		36.3	26.4	27.4	29.3	11.5	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 66
Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD THIRD CLASS 611 Tue. and Thur.	WESTWARD THIRD CLASS 613 Daily Ex. Sun.	WESTWARD FIRST CLASS 291 Daily Ex. Sun.	WESTWARD FIRST CLASS 285 Daily Ex. Sun.	Distance from Snowden	STATIONS	Telegraph Calls	Distance from Ridley	SIGNS	EASTWARD FIRST CLASS 292 Daily Ex. Sun.	EASTWARD FIRST CLASS 286 Daily Ex. Sun.	EASTWARD THIRD CLASS 610 Tue. and Thur	EASTWARD THIRD CLASS 614 Daily Ex. Sun.
676	130	91	.....	L 5.50Am	.....	L 7.40Am	.....	SNOWDEN	SN	74.16	BDNJP XY	.....	A 5.00Pm	.....	A 2.30Pm
.....	.....	.....	.....	.....	.....	.....	2.00	2.00 SNOWDEN BRIDGE	SB	72.16	DNPR	.....	.....	.....	.....
.....	.....	14	.....	6.00	.....	s 7.46	2.56	.56 NOHLE	.....	71.60	P	.....	s 4.50	.....	2.15
VF 9	.....	41	.....	6.20	.....	s 8.00	9.15	6.59 DORE	D	65.01	DP	.....	s 4.36	.....	1.50
VF 14	.....	72	.....	7.20	L 11.35Am	s 8.11	14.30	5.15 FAIRVIEW	FA	59.86	BDJKPR WXY	A 9.00Am	s 4.25	.....	1.30
VF 18	.....	12	.....	7.45	f 11.45	f 8.20	18.41	4.11 RIDGELAWN	.....	55.75	P	f 8.51	f 4.10	.....	12.45
VF 25	.....	166	L 8.10AM	s 285-292 A 8.10Am	285-610 A 11.59Am	A 8.35Am 291-610-615-292-611-614 L 12.05Pm	24.80	6.39 SIDNEY	SY	49.36	DJPRW XY	285-613 L 8.40Am	L 3.55Pm	291 L 12.25PM	285 L 12.30Pm

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

VF 29	.....	.....	L 8.20Pm	.....	.....	L 12.15Pm	29.08	4.28 NEWLON JCT	.....	45.08	JRP	.....	A 3.35Pm	285 A 12.15PM	.....
VF 30	.....	5	8.23	.....	.....	f 12.18	30.28	1.20 JENKS	.....	43.88	.....	.....	f 3.32	12.12	.....
VF 36	.....	5	8.36	.....	.....	f 12.29	35.73	5.45 EPWORTH	.....	38.43	.....	.....	f 3.21	11.58	.....
VF 43	.....	27	8.55	.....	.....	f 12.44	43.16	7.43 GETTYSBURG	.....	31.00	.....	.....	f 3.06	11.39	.....
VF 51	37	35	9.14	.....	.....	s 1.00	50.76	7.60 LAMBERT	RT	23.40	D	.....	s 2.50	11.20	.....
VF 58	.....	42	9.33	.....	.....	s 1.15	58.23	7.47 ENID	.....	15.93	.....	.....	s 2.35	11.01	.....
VF 63	.....	10	9.44	.....	.....	s 1.25	62.62	4.39 LANE	.....	11.54	.....	.....	s 2.25	10.50	.....
VF 74	54	84	610 A 10.15Pm	.....	.....	286 A 1.50Pm	74.16	11.54 RICHEY	RC	.....	CDRXY	.....	L 2.00Pm	285 611 L 10.20Am	.....
			2.05 23.5	2.20 10.6	.24 26.2	2.35 28.7		Time Over Subdivision Average Speed Per Hour				.20 31.5	3.00 24.7	2.05 23.5	2.00 12.4

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Time Table No. 66
Effective January 1, 1950

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD THIRD CLASS 615 Mon., Wed. and Fri.	WESTWARD FIRST CLASS 287 Daily Ex. Sun.	Distance from Watford City	STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	EASTWARD FIRST CLASS 288 Daily Ex. Sun.	EASTWARD THIRD CLASS 616 Mon., Wed. and Fri.
VG37	48	48	616 L 8.50Am	288 L 10.20Am	.....	WATFORD CITY	WF	36.29	CDRXY	287 A 10.15Am	615 A 8.25 AM
VG29	.....	40	9.10	s 10.35	7.40	7.40 ARNEGARD	NE	28.89	D	s 10.00	8.05
VG24	.....	30	9.25	s 10.46	12.66	5.26 RAWSON	RA	23.63	D	s 9.48	7.50
VG19	.....	39	288 9.36	s 10.56	17.54	4.88 ALEXANDER	A	18.75	D	615 s 9.36	7.35
VG13	.....	33	9.55	s 11.08	23.45	5.91 CHARBONNEAU	AU	12.84	D	s 9.26	7.20
VG 6	.....	30	10.15	s 11.24	31.31	7.86 CARTWRIGHT	CG	4.98	D	s 9.10	6.50
VF14	.....	72	A 10.40Am	A 11.35Am	36.29	4.98 FAIRVIEW	FA	.....	BDJPR XY	L 9.00Am	L 6.35Am
			1.50 20.2	1.15 29.0		Time Over Subdivision Average Speed Per Hour				1.15 29.0	1.50 20.2

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 371 Daily Ex. Sunday	FIRST CLASS 289 Daily Ex. Sunday	Distance from Bainville	Time Table No. 66 Effective January 1, 1950 — STATIONS	Telegraph Calls	Distance from Opheim	SIGNS	FIRST CLASS 290 Daily Ex. Sunday	SECOND CLASS 372 Daily Ex. Sunday
685	E175 W115	164	L 8.20Am	L 9.10Am		BAINVILLE	B	146.60	BDNJK PRWXY	A 5.00Pm	A 4.10Pm
			8.25	9.12	1.17	1.17 OPHEIM LINE JCT.		145.43	JPX	4.51	4.00
VC11	41	22	s 8.55	s 9.31	10.64	9.47 McCABE	MC	135.96	DP	s 4.33	s 3.35
VC19		30	s 9.22	s 9.49	19.30	8.66 FROID	FD	127.30	DP	s 4.15	s 3.05
VC26		36	s 9.42	s 10.02	25.66	6.36 HOMESTEAD	HO	120.94	DP	s 4.00	s 2.45
VC32		31	s 10.00	s 10.14	31.62	5.96 MEDICINE LAKE	MK	114.98	DP	s 3.45	s 2.25
VC39		22	s 10.23	s 10.30	39.12	7.50 RESERVE	RS	107.48	DP	s 3.25	s 2.00
VC45		22	s 289 10.43	s 371 10.43	45.40	6.28 ANTELOPE	AN	101.20	DP	s 3.12	s 1.40
VC53	40	60	s 11.10	s 11.01	53.40	8.00 PLENTYWOOD	NY	93.20	DP XY	s 2.55	s 1.15
VC61		15	f 11.29	f 11.14	59.89	6.49 MIDBY		86.71		f 2.38	f 12.52
VC66		21	s 11.50	s 11.28	66.66	6.77 ARCHER		79.94	P	s 2.24	s 12.31
VC71		31	s 372 12.10Pm	s 11.42	73.42	6.76 REDSTONE	RD	73.18	DP	s 2.10	s 289-371 12.10Pm
VC78		15	s 12.30	s 372 11.58	79.93	6.51 NAVAJO		66.67	P	s 1.57	s 11.17
VC88		35	s 1.00	s 12.17Pm	88.38	8.45 FLAXVILLE	FX	61.22	DP	s 1.46	s 10.59
VC91		25	s 290 1.35	s 12.27	90.56	5.18 MADOC	MD	56.04	P	s 371 1.35	s 10.43
VC98	37	114	s 2.00	A 12.45Pm	97.97	7.41 SCOBEY	SC	48.63	DP XY	L 1.20Pm	s 10.20
VC106		24	s 2.35		106.51	8.54 FOUR BUTTES	FO	40.10	DP		s 9.40
VC112		23	s 2.55		112.41	5.90 GLUTEN		34.19			s 9.17
VC118		35	s 3.15		118.01	5.60 PEERLESS	PR	28.59	DP		s 8.55
VC129		30	s 3.50		129.51	11.50 RICHLAND	CA	17.09	DP		s 8.10
VC139		34	s 4.25		139.38	9.87 GLENTANA	G	7.22	DP		s 7.30
VC147	42	75	A 5.00Pm		146.60	7.22 OPHEIM	OM		DPR XY		L 7.00Am
			8.40 16.9	3.35 27.3		Time Over Subdivision / Average Speed Per Hour				3.40 26.7	9.10 16.0

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 333 Mon., Wed. and Fri.	Distance from Saco	Time Table No. 66 Effective January 1, 1950 — STATIONS	Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS 334 Tues., Thu. and Sat.
842	W93	287	L 8.50Am		SACO	SF	78.72	BDNJK PRXY	A 12.45Pm
			9.01	1.77	1.77 HOGELAND LINE JCT.		76.95	JPX	12.20Pm
SH 9	40	51	s 9.55	8.68	6.91 COLE		70.04	PY	s 11.30
SH15		24	f 10.25	15.31	6.63 TATTNALL		63.41	P	f 10.30
SH26		34	s 11.25	25.87	10.56 WHITEWATER	W	52.85	DP	s 9.40
SH39		35	s 12.25Pm	38.76	12.89 LORING	N	39.96	DP	s 9.05
SH54		27	f 1.45	54.12	15.36 CHAPMAN		24.60	P	f 7.45
SH67		44	s 2.40	67.14	13.02 TURNER	R	11.58	DP	s 7.13
SH79		74	A 3.20Pm	78.72	11.58 HOGELAND	X		DPR WXY	L 6.45Am
			6.30 12.1		Time Over Subdivision / Average Speed Per Hour				6.00 13.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 367 Daily	FIRST CLASS 239 Daily	Distance from Lewistown	Time Table No. 66 Effective January 1, 1950 — STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS 240 Daily	SECOND CLASS 368 Daily
ZF30		Yard	L 11.30Pm	L 7.15Am		LEWISTOWN	WN	30.71	BDJKP RXY	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											
			L 12.08Am	L 7.31Am	9.21	9.00 SPRING CREEK JCT.		21.50	JPR	A 5.56Pm	A 5.23Am
ZF20		25	f 12.12	f 7.34	10.39	1.18 KINGSTON		20.32		f 5.51	f 5.19
ZF14		34	s 12.36	s 7.45	16.46	6.07 ROSSFORK		14.25	P	s 5.39	f 5.00
ZF 8		34	s 1.01	s 7.59	23.19	6.73 KOLIN	KO	7.52	DP DNJP	s 5.27	f 4.39
ZD87	50	94	A 1.45Am	A 8.15Am	30.71	7.52 MOCCASIN	MC		RXY	L 5.14Pm	L 4.15Am
			2.15 13.6	1.00 30.7		Time Over Subdivision / Average Speed Per Hour				1.06 27.9	1.40 18.4

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD — TWELFTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Giffen	Time Table No. 66 Effective January 1, 1950 — STATIONS	Telegraph Calls	Distance from Gerber	SIGNS
ZH 22		Yard		GIFFEN		12.48	PX
ZH 20		Spur 3	5.86	5.86 GIFFEN JCT.		6.62	
ZH 12		Spur 8	9.37	3.51 LEWIS JCT.		3.11	P
ZA 10	84	58	12.48	3.11 GERBER			DNJPR
				Time Over Subdivision / Average Speed Per Hour			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS		403 C. M. St. P. & P. R. R. Daily Ex. Sunday	365 Daily Ex. Sunday	Distance from Vaughn	Time Table No. 66 Effective January 1, 1950 STATIONS	Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS 366 Daily Ex. Sunday	404 C. M. St. P. & P. R. R. Daily Ex. Sunday		
ZB12	54	19			L 9.30Am	L 7.40Am		VAUGHN	BY	41.70	DJPRX	A 11.55Am	A 3.20Pm		
					A 9.45Am	7.54	5.62	5.6 DRACUT JCT.		36.08	JPR	11 38	L 3.05Pm		
ZE 9		22				f 8.03	8.83	3.21 SUN RIVER		32.87		f 11.27			
ZE14		27				f 8.16	13.35	4.52 FORT SHAW	FS	28.35	DP	f 11.14			
ZE19		26				s 8.33	18.97	5.62 SIMMS	SM	22.73	DPW	s 10.56			
ZE25	36					f 8.45	22.90	3.93 LOWRY		18.80		f 10.44			
ZE30		14 Spur				f 9.02	29.42	6.52 RIEBELING		12.28		f 10.27			
ZE35		12				f 9.15	34.35	4.93 BICKEL		7.35		f 10.14			
ZE40						f 9.30	39.54	5.19 GILMAN		2.16		f 10.01			
ZE42		34				366 A 9.40Am	41.70	2.16 AUGUSTA	GN		DPRWY	365 L 9.55Am			
					.15 22.4	2.00 20.8		Time Over Subdivision Average Speed Per Hour				2.00 20.8	.15 22.4		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD FOURTEENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS			373 Daily Ex. Sunday	Distance from Power	Time Table No. 66 Effective January 1, 1950 STATIONS	Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS 374 Daily Ex. Sunday			
ZB27	126	26				L 2.11Pm		POWER	PO	51.39	DNJPR XY	A 7.10Pm			
ZG 6		10				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						A 3.07Pm	21.24	4.15 EASTHAM JCT.		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	7.30 CHOTEAU JCT.		22.85	JPR	A 5.55Pm			
ZG39		55				s 3.31	28.98	44 CHOTEAU	CO	22.41	DPW	s 5.52			
							29.81	0.83 C. M. St. P. & P. R. R. CROS'G.		21.58					
ZG37		Spur 8				f 3.53	36.85	7.04 KOYL		14.54		f 5.32			
ZG43		35				s 4.13	42.81	5.96 BYNUM	BU	8.58	DP	s 5.17			
ZG51	21	42				374 A 4.40Pm	51.39	8.58 PENDROY	RY		DPRY	373 L 4.55Pm			
						2.29 20.6		Time Over Subdivision Average Speed Per Hour				2.15 22.8			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first-class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first-class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first-class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first-class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

MAXIMUM SPEED OF STREAMLINERS

Maximum speed of Streamliner trains, consisting of Streamliner cars hauled by Diesel engines, will be designated by distinctive reflectorized roadway signs in the shape of the letter "D".

Except as directly affected by speed restrictions under Items 1 and 2, All Subdivisions, the "D" signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone is reached.

Where the movement is from a higher to a lower speed zone the zone sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed zone, the zone sign is located at the point where speed may be increased. Zone territories are listed herein for the convenience of employees.

MAXIMUM SPEED EXCEPTIONS:

When a Streamliner is detoured over Great Northern tracks outside of regular Streamliner territory, the Streamliner must not exceed the maximum permissible speed for other passenger trains in the territory operated.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains. This does not modify Rule 93.

When Streamliner is handled by steam engine, or when other passenger trains are operated on Streamliner schedule, or when train consists of mixed Streamliner and conventional type equipment, the train must not exceed maximum permissible speed for other passenger trains in territory operated.

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric straight air brakes being handled in the train, the automatic air brakes will be used and Superintendent notified. In this event speed of train will not exceed the maximum permissible speed for other passenger trains.

ZONE TERRITORIES AND MAXIMUM SPEED FOR STREAMLINERS

Stations	Zone Territories Between Mile Posts			Maximum Speed MPH Westward	Maximum Speed MPH Eastward
Williston	123.1	and	134.8	60	65
Trenton	134.8	"	136.6	60	70
	136.6	"	147.0	65	70
Snowden	147.0	"	147.1	60	40
Lakeside	147.1	"	155.9	60	60
Bainville	155.9	"	159.4	65	65
	159.4	"	176.1	75	75
Culbertson	176.1	"	178.8	60	60
Fort Kipp	178.8	"	186.4	75	75
Calais	186.4	"	186.9	60	60
Brockton	186.9	"	209.5	75	75
	209.5	"	213.5	60	60
	213.5	"	227.4	75	75
Wolf Point	227.4	"	227.5	35	35
	227.5	"	243.7	75	75
	243.7	"	244.3	60	60
Frazer	244.3	"	256.9	75	75
Wiota	256.9	"	264.8	65	65
Nashua	264.8	"	265.9	60	60
	265.9	"	273.0	75	75
	273.0	"	275.8	65	65
Glasgow	275.8	"	278.3	30	30
	278.3	"	279.6	70	70
Tampico	279.6	"	296.1	75	75
	296.1	"	300.7	60	60
Hinsdale	300.7	"	321.1	65	65
	321.1	"	348.6	75	75
Exeter	348.6	"	350.3	60	60
	350.3	"	363.3	75	75
Survant	363.3	"	367.1	70	70
	367.1	"	369.0	45	45
Savoy	369.0	"	378.8	65	65
Harlem	378.8	"	416.5	75	75
Lohman	416.5	"	416.6	65	40
	416.6	"	430.0	65	60
Havre	430.0	"	431.9	45	45
	431.9	"	964.9	60	60
Pacific Jct.	964.9	"	965.0	40	60
	965.0	"	965.4	60	60

2. SPEED RESTRICTIONS GENERAL.

(a) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory, the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

When the 45 degree sign has two sets of figures, the numerals preceded with letter "P" apply to passenger trains, except Streamliners, and letter "F" to freight trains.

(b) When passenger trains are handled by freight engines or when freight cars, except cars equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Steam engines backing up	20 MPH
Steam engines in forward motion running light or with caboose only	35 MPH
Diesel and Electric engines light or with caboose only	50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc., on Main Lines	25 MPH
except on 6 degree curves or sharper, and on Branch Lines	15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines	30 MPH
except on 6 degree curves or sharper, and on Branch Lines	20 MPH
Trains handling carload poles or piling on open cars when operating on double track, siding or other adjacent track must stop when meeting or being passed by passenger trains, for other trains reduce speed to	10 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings	15 MPH
Trains or engines moving on main routes actuating points of spring switches	35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock	25 MPH
Trains or engines through No. 20 turnouts at:	35 MPH
End of double track at:	
Snowden, Lohman, Pacific Jct.	
Bainville, west switch westward siding.	
Blair, west siding switch.	
Brockton, east switch eastward siding, west switch westward siding.	
Saco, west switch eastward siding.	
Malta, east siding switch.	
Dodson, east and west siding switch.	
Survant, east and west siding switch.	
Havre, west lead switch.	
Trains or engines through No. 15 turnouts at:	25 MPH
Culbertson, east siding switch.	
Sprole, east and west siding switch.	
Wolf Point, east switch westward siding.	
Glasgow, east switch eastward siding.	
Hinsdale, east switch westward siding, west switch eastward siding.	
Trains or engines through all other turnouts	15 MPH
All trains moving on sidings	15 MPH

3. **MOVEMENT OF ENGINES DEAD IN TRAINS.**

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engine will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

50	35 MPH
75 to 170	45 MPH
175 to 231 and 271	60 MPH
252 to 259-262 to 265-300 to 306-400 to 456	45 MPH
260-261-266 to 270	65 MPH
350 to 376-500 to 512	75 MPH
2300 to 2324	50 MPH
2325 to 2341	60 MPH
5000 to 5008B	45 MPH
5010 to 5019	55 MPH

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

5. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

6. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that cannot be done, they will be blocked not less than thirty minutes apart.

7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a backup movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

9. Baggage cars returned deadhead when moved in storage mail service in opposite direction will be accompanied by waybill carrying notation "Deadhead mail car, no material of any character other than U. S. Mail or mail sacks to be loaded in it." Conductors will be held responsible for compliance of waybill instructions.

10. Trains 1, 2, 3, 4, 7 and 8 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.

11. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.

12. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

13. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

14. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

15. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains.

These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains.

Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew.

Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.

16. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.

17. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

INDICATORS AT SPRING SWITCHES.

A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when the switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

18. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify superintendent from first available point of communication.

19. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

20. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klammath Falls and Chemult, Southern Pacific Rules will govern.

21. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, 355, 358, 359, 360 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

22. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

23. Before leaving any engine terminal enginemen will make proper tests and inspections of water glass, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the first must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

24. **ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYES WILL BE GOVERNED AS FOLLOWS:**

Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stenciled name, "GREAT NORTHERN" and "TIMKIN ROLLER BEARINGS" stenciled in black across center of white stripe. Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

25. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17B. In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

26. Omitted.

27. Rule D-97 is in effect on this division.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Other Passenger	Freight
Williston and Glasgow	65 MPH	40 MPH

2. **SPEED RESTRICTIONS.**

Wolf Point, No. 27 passing depot ..... 25 MPH
Nashua, Poplar and Brockton, No. 28 passing depot.... 25 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

Glasgow, Nos. 1 and 2 will register by ticket.

4. **SPEED TEST BOARDS.**

Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 125 and 127 approximately 3 miles west of Williston.
Eastward—Between MP 270 and 268 approximately one mile east of Whately.

5. **CROSSOVERS ON DOUBLE TRACK.**

Facing point,	Trailing point,
Snowden.	Fort Buford.
	Trenton.

6. **SPRING SWITCHES WITH FACING POINT LOCK.**

Bainville, west switch westward siding.
Culbertson, east siding switch.
Blair, west siding switch.
Brockton, east switch eastward siding and west switch westward siding.
Sprole, east and west siding switch.
Poplar, east and west siding switch.
Wolf Point, east switch westward siding and west switch eastward siding.
Glasgow, east and west switch eastward siding.
Normal position is for main track.

7. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Snowden.....end of double track and east siding switch
These switches are electrically controlled by operator at depot.

8. **SWITCH INDICATORS.**

Snowden, Wiota.

Push buttons and instructions for their operation are in the iron box locked with a switch lock.

The member of the crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switch or fouling main track.

SECOND SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Other Passenger	Freight
Glasgow and Havre	65 MPH	40 MPH

2. **SPEED RESTRICTIONS.**

Havre, passenger trains over lead and crossover switches westward main track opposite freight house platform..... 8 MPH
Zurich, Dodson and Hinsdale, No. 28 passing depot..... 25 MPH
Malta, No. 27 passing depot ..... 25 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

Glasgow, Nos. 1 and 2 will register by ticket.

4. **SPEED TEST BOARDS.**

Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 283 and 285 approximately one mile west of Paisley.
Eastward—Between MP 412 and 411 approximately one mile east of Adams.

5. **CROSSOVERS ON DOUBLE TRACK.**

Facing point,

Lohman, 1 mile west of end of double track.

6. **SPRING SWITCHES WITH FACING POINT LOCK.**
Glasgow, east and west switch eastward siding.
Hinsdale, east switch westward siding,
west switch eastward siding.
Saco, west switch eastward siding.
Malta, east and west siding switch.
Dodson, east and west siding switch.
Survant, east and west siding switch.
Havre, west lead switch to westward main track.
Normal position is for main track.

7. **AUTOMATIC INTERLOCKINGS.**
Lohman ..... end of double track
Instructions for operating electric switch lock on industry track posted in box.

THIRD SUBDIVISION

(Havre Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Other Passenger	Freight
Havre and Pacific Jct.	60 MPH	40 MPH
Pacific Jct. and MP 40	55 MPH	35 MPH
MP 40 and MP 70	50 MPH	35 MPH
MP 70 and Great Falls	55 MPH	35 MPH

2. **SPEED RESTRICTIONS.**
Great Falls, all trains on curve at passenger station.... 10 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Great Falls, Register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Pacific Jct., eastward Kalispell Division trains will not require clearance and may proceed to Havre with the current of traffic when signals indicate proceed.

5. Great Falls, normal position of switch east end Missouri River bridge No. 119.4, is for Fifth Subdivision.

6. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 4 and MP 6 approximately one mile west of Assinniboine.
Eastward—Between MP 107 and MP 105 approximately one mile east of Sheffels.

7. **EMERGENCY TELEPHONES.**
Big Sandy Pit switch ..... Booth
2600 feet west MP 71 ..... Watchman Cabin
265 feet west MP 74 ..... Watchman Cabin
1000 feet west MP 118 ..... Booth

8. **SPRING SWITCHES WITH FACING POINT LOCK.**
Havre, west lead switch to westward main track.
Normal position is for main track.

9. **SEMI-AUTOMATIC INTERLOCKINGS.**
Pacific Jct. ..... Junction with Kalispell Division
Interlocking operated automatically for all movements with the current of traffic and for westward Kalispell division trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre. Switches must be operated by hand for other movements. See further instructions posted in iron box.

FOURTH SUBDIVISION

(Butte Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Great Falls and Clancy	45 MPH	30 MPH
Clancy and Butte	40 MPH	25 MPH

2. **SPEED RESTRICTIONS.**

Bridge 162.1 Midcanon, M, O	10 MPH
Bridge 180.5 Wolf Creek, M, O	10 MPH
Bridge 228.1 Clancy, M	20 MPH
Bridge 236.2 Corbin, M	10 MPH
MP 261⅛ to MP 265⅛ Bernice—Elk Park	15 MPH
Bridge 283.3 Butte, M	10 MPH
Bridge 284.1 Butte, M, O	10 MPH
Helena, through city limits, all trains	15 MPH
Helena, trains backing in or out of passenger station	10 MPH
Butte, through city limits, Passenger	8 MPH
Freight	6 MPH
Tunnel No. 1, Hardy, through tunnel, freight trains	10 MPH
Tunnel No. 6, between Portal and Amazon, through tunnel, Passenger	25 MPH
Freight	15 MPH
Between Home Signals of interlocking at: Butte	20 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
Butte, Largey Spur and track leading to passenger station, O-4 engines prohibited account No. 7 turnout.

4. **TRAIN REGISTER EXCEPTIONS.**
West Side Jct., first and second class trains and passenger extras will not register.
Helena, register only for trains originating and terminating.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At West Side Jct., first and second class trains and passenger extras for which this point is initial station may proceed on authority of clearance under which such trains arrive.

6. Cars loaded with poles, pipe or similar lading that might shift must be handled second behind engine. Crews must closely observe such lading to see if safe before passing through tunnels.

7. Great Falls, normal position of switch east end Missouri River bridge 119.4 is for Fifth Subdivision.

8. West Side Jct., normal position of junction switch located in front of yard office is for Fourth Subdivision.

9. Tunnel No. 6 between Amazon and Portal, when signal displays Stop-indication Rule 509(A) governs.

10. Woodville, O-4 engines turning on wye must move very slowly and head in on west leg and back out on east leg account No. 7 turnout on tail track.

11. Mountain Spur, switch is protected for westward movements by automatic block signal 281.5 located approximately 1600 feet east.

12. Butte, between bridge 284.1 and N. P. Ry. crossing, automatic block signals govern westward movements.

13. Butte, train and engine movements over Garden and Warren Avenues will be protected by assigned watchmen between the hours of 8:00 AM and 11:59 PM daily. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of movement outside of assigned hours of watchmen.

14. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 137 and MP 139 approximately one mile west of Riverdale.
Eastward—Between MP 276 and MP 274 approximately one mile east of Woodville.

15. **EMERGENCY TELEPHONES.**
Gore Hill, 3700 feet east of east switch Flood .....Booth
Hardy, 500 feet west tunnel No. 1.....Watchman Cabin
Boulder, 3 mi. west of .....Watchman Cabin
Butte, Tramway Mine .....Booth

16. **MANUAL INTERLOCKINGS.**
Butte, 0.64 miles east of .....N. P. Ry. crossing
Whistle signals for routes:
Main track .....1 long
N. P. Ry. transfer track .....4 short

17. **AUTOMATIC INTERLOCKINGS.**
Helena, 2.50 miles east of.....N. P. Ry. crossing

18. **RAILROAD CROSSINGS PROTECTED BY GATES.**
Helena, 1.77 miles east of .....N. P. Ry. Industry track
Normal position is clear for Great Northern.

FIFTH SUBDIVISION

(Billings Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Great Falls and Mossmain	50 MPH	35 MPH

2. **SPEED RESTRICTIONS.**
Great Falls, passenger station, all trains on curve of Billings line ..... 10 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Great Falls, register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.
Judith Gap, Moccasin, Gerber, register only for trains originating and terminating.
Mossmain, register for trains originating and terminating at Billings.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Great Northern clearance received at Billings and Laurel will clear trains at Mossmain.

5. Great Falls, normal position of switch east end Missouri River bridge No. 119.4, is for Fifth Subdivision.

6. Gerber, normal position of junction switch is for Fifth Subdivision.

7. Moccasin, normal position of junction switch is for Fifth Subdivision.

8. Tunnel Q-1, between Shorey and Rimrock, automatic block signals govern movement of trains.

9. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 6 and MP 8 approximately two miles west of Hesper.
Eastward—Between MP 217 and MP 215 approximately one-half mile east of Fields.

10. **EMERGENCY TELEPHONES.**
1200 feet west of MP 199 .....Watchman Cabin
Tunnel Q-1, east end .....Watchman Cabin
Tunnel Q-2, east end .....Watchman Cabin

11. **MOSSMAIN, ELECTRIC SWITCH LOCKS.**
Automatic signal 12.8 located 1000 feet west of west wye switch governs eastward train movements on east leg of wye. Normal position of junction switches at Mossmain is for Northern Pacific main track.

The following switches and derails are equipped with electric switch locks:

Derail near signal 118 on east leg of wye.

Derail near signal 123 on west leg of wye.

Both switches of crossover between main tracks leading to west leg of wye.

West switch of crossover from yard to eastward main track near signal 124.

East switch of crossover east of Laurel Yard office.

Trainmen will be governed as follows in the operation of these electric switch locks:

Open door of Electric switch lock and if indicator shows Proceed, move lock lever to the left which will unlock switch. If indicator shows Stop and no conflicting train movement is evident, open door of release box and operate push button. This will start operation of clockwork release. After time interval of three minutes indicator will show Proceed and switch can be unlocked by moving lock lever to the left. Westward trains making crossover movement at signal 121 to the yard and eastward trains making crossover movement at signal 122 to west leg of wye must stop within 200 feet of the signal in order to unlock electric lock at far end of crossover. If stop is made more than 200 feet from signal, electric locks cannot be operated without use of the clockwork release.

After movement is completed, restore switches and lock levers to normal position locking door of electric locks and release boxes.

SIXTH SUBDIVISION

(Shelby Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
West Side Jct. and Shelby	45 MPH	30 MPH
Sweet Grass Line Jct. and Sweet Grass	35 MPH	20 MPH

2. **SPEED RESTRICTIONS.**
Sweet Grass Line Jct. to Sweet Grass, steam engines backing up ..... 15 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Great Falls, Register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.

Emerson Jct., Vaughn, Power, Conrad, register only for trains originating and terminating.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) Butte Division clearance received at Shelby will clear westward trains at Sweet Grass Line Jct.
(b) Kalispell Division clearance received at Sweet Grass will clear eastward trains at Sweet Grass Line Jct.
(c) Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station will obtain clearance from G. N. dispatcher.

5. Shelby, Trains 42 and 43 must proceed at restricted speed between end of Sixth Subdivision and passenger station and will use first track south of main track.

6. West Side Jct., normal position of junction switch located in front of yard office is for Fourth Subdivision.

7. Emerson Jct., normal position of junction switch is for Great Northern.

8. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 9 and MP 11 approximately one mile west of Manchester.
Eastward—Between MP 98 and MP 96 approximately one and one-fourth miles east of Shelby.

9. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Shelby (Kalispell Division) .....end of double track
Whistle signals for interlocking routes:

Westward main track	2 long, 1 short
Eastward main track	2 long, 2 short
Westward siding	2 short, 1 long
Eastward siding	2 short, 2 long
Single track	4 short

10. **SWITCH INDICATORS.**
Sweet Grass Line Jct., separate indicators are provided for eastward and westward main tracks.
Push buttons and instructions for their operation are in the iron box locked with a switch lock. The member of the crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switch or fouling main track.

SEVENTH SUBDIVISION
(Richey Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Diesel or Gas-Electric Passenger	Steam Passenger	Freight
Snowden and Richey	30 MPH	25 MPH	25 MPH

2. **SPEED RESTRICTIONS.**

O	20 MPH
Steam engines backing up	15 MPH

3. Snowden, normal position of Seventh Subdivision switch is for east leg of wye.

4. **MANUAL INTERLOCKINGS.**
Snowden, 2 miles west of .....drawbridge 12.1
Interlocking signals at east and west approach govern train movements over bridge. Electric gates operated by tollman from cabin control vehicular traffic over bridge. Telephones located near interlocking signals are connected with tollman cabin.

EIGHTH SUBDIVISION
(Watford City Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Diesel or Gas-Electric Passenger	Steam Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH	25 MPH

2. **SPEED RESTRICTIONS.**
Steam engines backing up ..... 15 MPH

3. **MANUAL INTERLOCKINGS.**
Fairview, 3 miles east of.....drawbridge 3.2
Interlocking signals at east end of tunnel and west approach govern train movements over bridge. Electric gates operated by tollman from cabin control vehicular traffic over bridge. Telephones located near interlocking signals are connected with tollman cabin.

NINTH SUBDIVISION
(Opheim Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Diesel or Gas-Electric Passenger	Steam Passenger	Freight
Bainville and Redstone	35 MPH	30 MPH	25 MPH
Redstone and Scobey	35 MPH	25 MPH	20 MPH
Scobey and Opheim	25 MPH	25 MPH	20 MPH

2. **SPEED RESTRICTIONS.**
Steam engines backing ..... 15 MPH

TENTH SUBDIVISION
(Hogeland Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Saco and Loring	30 MPH	25 MPH
Loring and Chapman	12 MPH	12 MPH
Chapman and Hogeland	30 MPH	25 MPH

2. **SPEED RESTRICTIONS.**
Steam engines backing up ..... 10 MPH

ELEVENTH SUBDIVISION

(Lewistown Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Lewistown and Moccasin	35 MPH	20 MPH

2. SPEED RESTRICTIONS.
Steam engines backing up ..... 15 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
Spring Creek Jct., Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
Lewistown, westward Great Northern trains departing from Great Northern passenger station will obtain clearance from G. N. and CMStP&P dispatchers.

4. Moccasin, normal position of junction switch is for Fifth Subdivision.

5. Spring Creek Jct., normal position of junction switch is for CMStP&P RR.

6. Lewistown, transfer track will be used as a main track by Great Northern trains moving to and from CMStP&P main track and must be kept clear.

7. Lewistown and Moccasin, CMStP&P RR. bulletin boards located in depot.

TWELFTH SUBDIVISION

(Giffen Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Gerber and Giffen	20 MPH	15 MPH

2. SPEED RESTRICTIONS.
Steam engines backing up ..... 15 MPH

3. Gerber, normal position of junction switch is for Fifth Subdivision.

THIRTEENTH SUBDIVISION

(Augusta Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Vaughn and Augusta	25 MPH	20 MPH

2. SPEED RESTRICTIONS.
Steam engines backing up ..... 15 MPH

3. Vaughn, normal position of junction switch is for Sixth Subdivision.

4. Dracut Jct., normal position of junction switch is for Great Northern.

FOURTEENTH SUBDIVISION

(Pendroy Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Power and Pendroy	25 MPH	20 MPH

2. SPEED RESTRICTIONS.
Steam engines backing up ..... 15 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Eastham Jct., Choteau Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

4. Power, normal position of junction switch is for Sixth Subdivision.

5. Eastham Jct., Choteau Jct., normal position of junction switch is for CMStP&P RR.

6. Power and Pendroy, CMStP&P RR. bulletin boards located in depot.

WATCH INSPECTORS

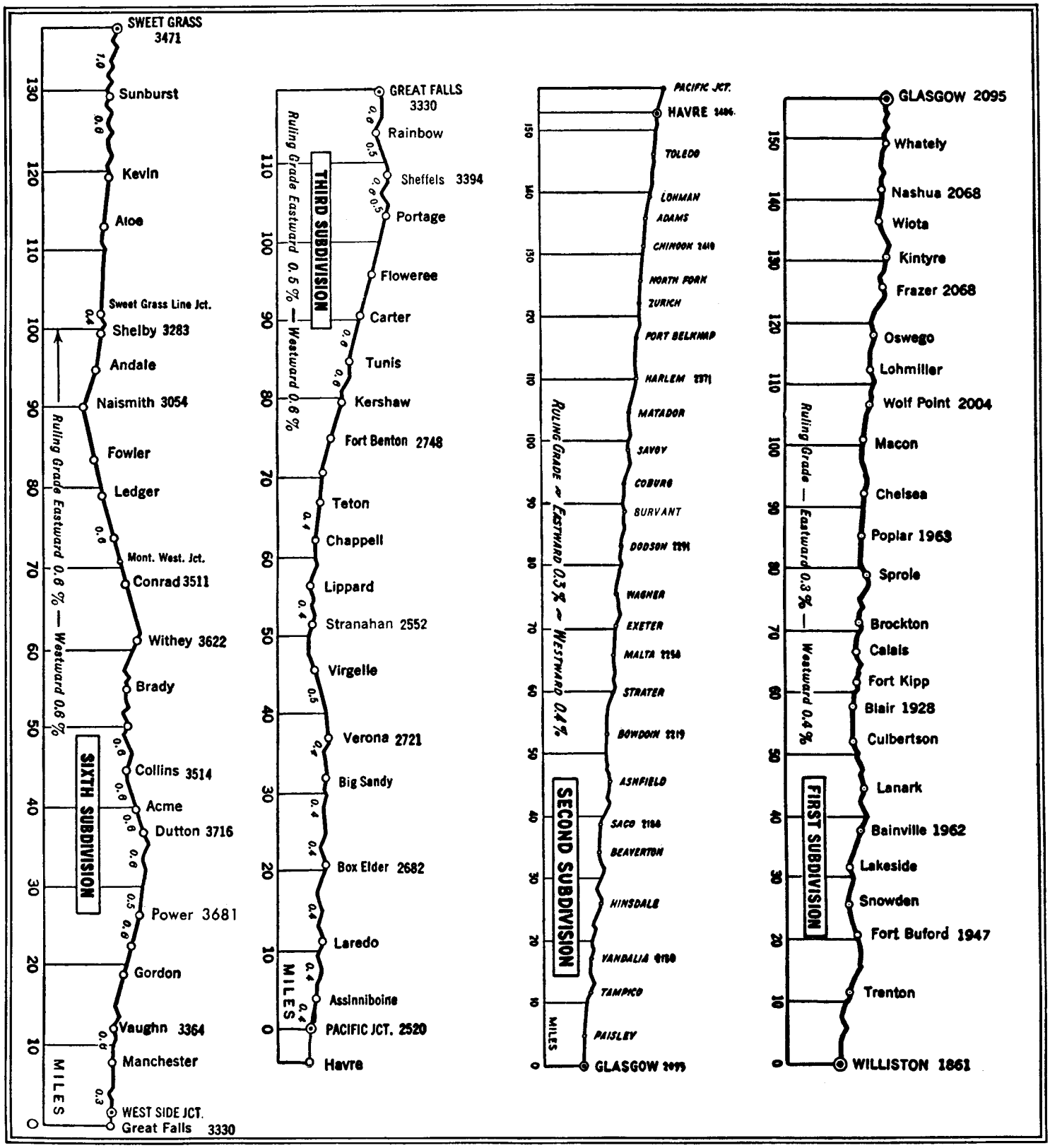
Butte	J. W. Uncles.
Conrad	Harold Pyle.
Fairview	Agent—Comparison only.
Glasgow	Bowles Jewelry. R. E. StClair.
Great Falls	W. H. Barnes. Sutherland Jewelry.
Havre	Blacks' Jewelry.
Helena	E. C. Miles. Julius Stoner.
Judith Gap	Agent—Comparison only.
Laurel	Goodman's Watch Repair Co.
Lewistown	Scheldt Jewelers.
Plentywood	A. G. Amundson.
Saco	Agent—Comparison only.
Shelby	Peter Lee.
Sidney	Lisle Hawkins.
Whitefish	Dr. Leon Reed.
Williston	R. M. Gross.

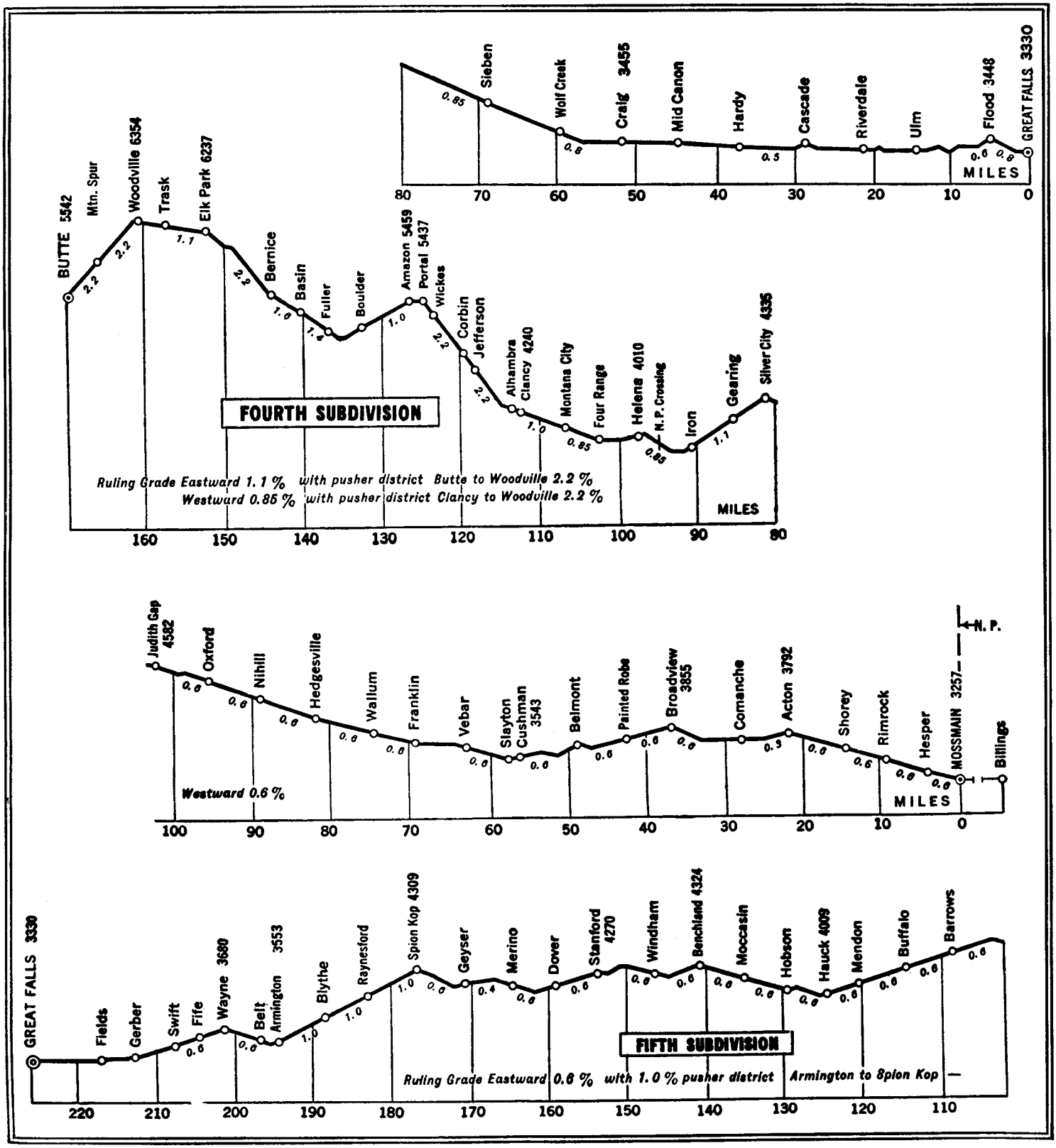
SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	0	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	0	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	0	15.0
1	5	55.3	5	0	12.0
1	6	54.5	6	0	10.0
1	7	53.7	7	0	8.5
1	8	52.9	8	0	7.5
1	9	52.1	9	0	6.7
1	10	51.4	10	0	6.0

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Marley Beet Track	4.50 miles east of Ft. Buford	34	East end
Second Subdivision			
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	47	Both ends
Harlem Stock Yards	1.30 miles east of Harlem	30	Both ends
Harlem Beet Track	0.25 miles west of Harlem	44	Both ends
Third Subdivision			
Big Sandy Pit Spur	5.88 miles east of Big Sandy	22	East end
Portage Pit	2.02 miles west of Portage	48	Both ends
Fourth Subdivision			
Tintinger Spur No. 2	2.72 miles east of Hardy	73	East end
Cascade Stock Yard	0.50 miles east of Cascade	42	Both ends
Fifth Subdivision			
Hobson Pit Spur	2.65 miles west of Hobson	62	East end
Baseline Spur	1.90 miles east of Rimrock	25	West end
Sixth Subdivision			
Brady Pit Spur	3.01 miles east of Withey	60	East end
Pondera Pipe Line Spur	2.97 miles east of Conrad	37	East end
Conrad Refining Co. Spur	1.46 miles east of Conrad	11	East end
Burke Pit	5.70 miles west of Conrad	50	Both ends
Aronow Spur	2.00 miles west of Kevin	3	East end
Superior Spur	4.00 miles west of Kevin	2	East end
Ohio Oil Co.	1.03 miles east of Sunburst	46	Both ends
International Refining Co.	0.61 miles east of Sunburst	99	Both ends
Seventh Subdivision			
State Line Beet Spur	3.87 miles east of Dore	21	Both ends
Cowles Beet Track	2.31 miles west of Dore	19	Both ends
Ludington Beet Track	2.45 miles east of Ridgelawn	19	Both ends
Wooley Beet Track	3.90 miles east of Sidney	33	Both ends
Eighth Subdivision			
Hardy Beet Track	1.51 miles east of Fairview	61	Both ends
Ninth Subdivision			
Plentywood Pit Track	4.6 miles west of Plentywood	32	Both ends
Twelfth Subdivision			
Lavin Spur	0.84 miles east of Lewis Jct.	4	West end
Brown's Spur	1.14 miles east of Lewis Jct.	3	West end
Thirteenth Subdivision			
Beet Track	0.70 miles west of Vaughn	44	Both ends
Gillman Gravel Pit Spur	2.37 miles west of Bickel	35	East end
Fourteenth Subdivision			
Flume Spur	4.08 miles west of Bole	14	East end
Hobson Elevator Spur	3.50 miles east of Choteau	16	West end


SWEET GRASS 3471
Sunburst
Kevin
Aloe
Sweet Grass Line Jct.
Shelby 3283
Andale
Naismith 3054
Fowler
Ledger
Mont. West. Jct.
Conrad 3511
Withey 3622
Brady
Collins 3514
Acme
Dutton 3716
Power 3681
Gordon
Vaughn 3364
Manchester
WEST SIDE JCT.
Great Falls 3330
SIXTH SUBDIVISION
Ruling Grade Eastward 0.6 % — Westward 0.6 %
MILES
GREAT FALLS 3330
Rainbow
Sheffels 3394
Portage
Floweree
Carter
Tunis
Kershaw
Fort Benton 2748
Teton
Chappell
Lippard
Stranahan 2552
Virgelle
Verona 2721
Big Sandy
Box Elder 2682
Laredo
Assiniboine
PACIFIC JCT. 2520
Havre
THIRD SUBDIVISION
Ruling Grade Eastward 0.5 % — Westward 0.6 %
MILES
PACIFIC JCT.
HAVRE 2486
TOLEDO
LOHMAN
ADAMS
CHINOOK 2410
NORTH FORK
ZURICH
PORT BELKNAP
HARLEM 2371
MATADOR
SAVOY
COBURG
BURVANT
DODSON 2291
WAGNER
EXETER
MALTA 2258
STRATER
BOWDOIN 2219
ASHFIELD
SACO 2186
BEAVERTON
HINSDALE
VANDALIA 2150
TAMPICO
PAISLEY
GLASGOW 2095
SECOND SUBDIVISION
Ruling Grade — Eastward 0.3 % — Westward 0.4 %
MILES
GLASGOW 2095
Whately
Nashua 2068
Wiota
Kintyre
Frazer 2068
Oswego
Lohmiller
Wolf Point 2004
Macon
Chelsea
Poplar 1963
Sprole
Brockton
Calais
Fort Kipp
Blair 1928
Culbertson
Lanark
Bainville 1962
Lakeside
Snowden
Fort Buford 1947
Trenton
WILLISTON 1861
FIRST SUBDIVISION
Ruling Grade — Eastward 0.3 % — Westward 0.4 %
MILES



GN Ry. BUTTE Div.