

**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. 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. Phillip A. Smith .....Glasgow, Montana
  - \*Dr. A. N. Smith .....Glasgow, Montana
  - Dr. H. R. Ellis .....Harlem, Montana
  - Dr. D. S. MacKenzie, Sr. ....Havre, Montana
  - \*Dr. D. S. MacKenzie, Jr. ....Havre, Montana
  - Dr. D. J. Almas .....Havre, Montana
  - Dr. C. W. Lawson .....Havre, Montana
  - Dr. R. Wynne Morris .....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. L. J. Salán .....Shelby, Montana
  - Dr. R. D. Harper .....Sidney, Montana
  - Dr. P. O. C. Johnson .....Watford City, North Dakota
  - \*Dr. J. P. Craven .....Williston, North Dakota
  - Dr. R. D. Knapp .....Wolf Point, Montana
- \*Designates also Examining Surgeon.

**OPHTHALMIC SURGEONS**  
(Eye Doctors)

- Dr. C. M. Hall .....Great Falls, Montana
- Dr. W. L. Forster .....Havre, Montana
- Dr. H. L. Casebeer .....Butte, Montana

- J. R. McLELLAN, Chief Dispatcher
- C. E. EUDY, Chief Dispatcher
- M. J. SOMMERS, Trainmaster
- W. P. COLTON, Trainmaster
- W. H. LITTLE, Trainmaster
- G. W. NOFFSINGER, Trainmaster
- C. T. DALZIEL, Trainmaster

# GREAT NORTHERN RAILWAY COMPANY

## BUTTE DIVISION

# TIME TABLE 67

EFFECTIVE 12:01 A. M.  
MOUNTAIN TIME

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**Sunday, January 14, 1951.**

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

2 WESTWARD

FIRST SUBDIVISION

Station Number	Car Capacity	THIRD CLASS												SECOND CLASS				FIRST CLASS				Distance from Williston	Time Table No. 67 Effective January 14, 1951	STATIONS	Telegraph Code				
		663		613		459		473		461		371		27		289		285		223						1 Streamliner		3	
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.					Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
647	Yard	285-371 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 6.30Am	L 8.30Am	L 6.20Am	L 12.55Am														Williston	WN	
650	29	7.35	5.20	9.50	2.00	6.00	7.25	9.38	8.15	6.55	8.45	6.34	1.11	11.99												Trenton	ON		
668	39	7.50	5.35	10.05	2.17	6.11	7.40	9.47	8.25	7.10	8.55	6.44	1.22	20.66												FT. BUFORD			
676	180	8.05	A 5.50Am	10.15	2.30	6.20	7.50	9.53	8.32	A 7.20Am	9.02	6.50	1.29	26.92												Snowden	SN		
681	130	8.15		10.25	2.40	6.27	8.00	9.59	8.40		9.10	6.56	1.36	31.68												Lakeside			
688	E118 W174	164	8.30	10.35	2.55	6.45	A 8.15Am	10.06	A 8.50Am	9.20	7.03	1.44	38.10													Bainville	B		
692	109	4	8.50	10.50	3.10	6.55		10.13		9.30	7.10	1.53	44.01													Lanark			
699	120	58	9.05	11.05	3.20	7.18		10.21		9.40	7.18	2.03	62.37													Culbertson	CU		
706	109	5	9.46	11.15	3.28	7.30		10.27		9.46	7.24	2.09	67.87													Blair			
708										9.52			63.00													Fort Kipp			
714	72	5	10.40	11.30	3.41	7.45		10.37		9.58	7.34	2.20	66.31													Calais			
722	E130 W118	74	11.05	11.45	3.46	8.15		10.42		10.05	7.39	2.26	71.58														Brockton	BR	
729	127	11	11.20	12.01Am	4.00	8.25		10.50		10.15	7.47	2.35	79.16														Sprole		
738	130	58	11.55	12.15	4.10	8.33		10.57		10.25	7.54	2.42	85.57														Poplar	PO	
741	180	17	12.10Pm	12.25	4.28	8.41		11.04		10.35	8.01	2.50	92.81														Chelsea		
748	180	24	12.30	12.40	4.45	8.50		11.12		10.45	8.08	3.00	100.34														Macdon		
763	E135 W135	320	1.25	12.50	5.00	9.00		11.20		10.55	8.14	3.15	103.76														Wolf Point	WO	
769	70		1.37	1.00	5.15	9.20		11.27		11.05	8.20	3.25	112.74														Lohniller		
765	108	37	1.55	1.10	5.25	9.30		11.33		11.15	8.26	3.35	118.04														Oswego	GO	
772	E90 W70	20	2.20	1.25	5.40	9.45		11.42		11.25	8.35	3.45	126.88														Frazer	FR	
777	130	11	2.35	1.35	5.55	10.05		11.48		11.35	8.40	3.52	130.86														Kintyre		
783	E89		2.50	1.45	6.15	10.20		11.55		11.45	8.46	3.58	136.48														Widota	F	
789	120	83	3.13	2.13	6.50	10.30		12.01Am		11.55	8.52	4.05	141.91														Nashua	NA	
797	180	13	3.32	2.20	7.05	10.45		12.10		12.05Pm	9.01	4.15	149.70														Whately		
803	Yard	740	A 4.10Pm	A 2.30Am	A 7.20Pm	A 11.00Am		A 12.20Am			A 12.15Pm	9.10Am	A 4.25Am	156.41													Glasgow	GW	
			9.00 17.4	5.50 31.1	5.00 31.8	5.50 26.0	5.30 28.4	1.15 80.5	2.55 63.6	5.00 45.7	5.00 31.1	3.45 41.7	2.50 55.2	3.30 44.7													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.

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.

CARL C. SELTZER  
 2805 Central Ave.  
 GREAT FALLS, MONTANA

59401

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 67 Effective January 14, 1951	Distance from Glasgow	FIRST CLASS					SECOND CLASS					THIRD CLASS		SIGNS	
		4	28	224	2	290	286	372	470	486	458	462	664		614
		Daily	Daily	Daily Ex. Sun.	Daily Streamliner	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sat.		Daily Ex. Sun.
WILLISTON	158.61	4.81 5.35Am	7.55Am	4.30Pm	6.10Pm	5.25Pm	5.35Pm	5.15Pm	11.00Am	5.00Pm	10.30Pm	5.45Am	4.10Pm	3.50Pm	BODNK OPRWX
TRENTON	144.42	5.10	7.35	4.10	5.50	5.10	5.19	4.50	10.30	4.30	10.00	5.25	3.50	3.30	DP
FT. BUFORD	188.88	4.55	7.25	3.58	5.41	5.01	5.08	4.35	10.15	4.15	9.45	5.05	3.35	3.15	P DNJ PXY
SNOWDEN	180.49	4.45	7.15	3.50	5:35	4.55	5.00Pm	4.25	10.05	4.05	9.30	4.50	3.25	3.00Pm	P
LAKE SIDE	124.78	4.32	6.56	3.35	5.29	4.48		4.10	9.55	3.50	9.20	4.38	3.15		P
BAINVILLE	118.81	4.30	6.45	3.25	5.22	4.40Pm		4.00Pm	9.40	3.35	9.10	4.05	2.55		DNJK PWX
LANARK	111.80	4.20	6.38	3.10	5.15				9.30	3.10	8.55	3.45	2.15		P
CULBERTSON	104.04	4.10	6.30	3.02	5.08				9.05	3.00	8.40	3.30	2.00		DNP
BLAIR	98.84	4.00	6.20	2.56	5.02				8.50	2.50	8.32	3.20	1.30		P
FORT KIPP	94.41			2.50											
CALAIS	89.00	3.48	6.10	2.45	4.53				8.37	2.35	8.20	3.05	1.15		P
BROCKTON	84.88	3.42	6.05	2.40	4.48				8.30	2.25	8.10	2.55	1.00		DNPW
SPROLE	77.27	3.33	5.56	2.30	4.41				7.47	2.05	7.45	2.35	12.15Pm		P
POPLAR	70.84	3.25	5.48	2.20	4.35				7.32	1.55	7.33	2.18	11.55		DNP
CHELSEA	68.90	3.15	5.40	2.10	4.28				7.23	1.45	7.22	2.05	11.00		P
MACON	56.07	3.00	5.30	2.00	4.21				7.13	1.35	7.10	1.50	10.45		P
WOLF POINT	49.08	2.54	5.20	1.50	4.15				7.05	1.25	7.00	1.35	9.40		DNPW
LOHMILLER	48.67	2.48	5.10	1.37	4.10				6.56	1.10	6.48	1.20	9.20		P
OSWEGO	38.87	2.42	5.03	1.30	4.05				6.49	1.02	6.40	1.10	9.00		DP
FRAZER	30.88	2.33	4.53	1.22	3.57				6.38	12.50	6.30	12.55	8.35		DPW
KINTYRE	28.55	2.27	4.45	1.15	3.52				6.30	12.42	6.23	12.40	8.15		P
WIOTA	19.98	2.21	4.38	1.08	3.46				6.20	12.30	6.15	12.30	7.55		P
NASHUA	14.50	2.13	4.30	1.00	3.40				6.10	12.22	6.00	12.22	7.35		DNP
WHATLEY	6.71	2.03	4.18	12.48	3.32				5.55	12.05Pm	5.45	12.10Am	7.15		P BDNKO PRWXY
GLASGOW		L 1.55Am	L 4.10Am	L 12.40Pm	L 3.25Pm				L 5.40Am	L 11.45Am	L 5.30Pm	L 11.40Pm	L 7.00Am		
Time Over Subdivision		3.40	3.45	3.50	2.45	4.5	3.5	1.15	5.20	5.15	5.00	6.05	9.10	1.50	
Average Speed Per Hour		42.7	41.7	40.8	56.8	50.8	44.5	30.5	29.3	29.4	31.3	25.7	17.0	31.1	

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 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.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 67		Telegraph Call
	Sidings	Other Tracks	665				473				223					Effective January 14, 1951		
			Daily Ex. Mon.	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Streamliner	Daily	Daily		STATIONS		
808	Yard	740	L 4.35 <sup>3-28</sup> Am	L 7.30 <sup>486</sup> Pm	L 11.10 <sup>486</sup> Am	L 2.40 <sup>486</sup> Am	L 12.20 <sup>224</sup> Pm	9.10 <sup>666</sup> Am	L 4.30 <sup>666</sup> Am	L 12.25 <sup>4</sup> Am	4.78	GLASGOW	GW					
808	70	70	4.45	7.40	11.20	2.50	12.25	9.16	4.37	12.32	PAISLEY	MA						
816	126	27	5.05 <sup>470</sup>	7.55	11.35	3.02	12.35	9.24	4.46	12.40	11.76	TAMFICO	MA					
820	71	26	5.15	8.05	11.45	3.12	12.42	9.30	4.53 <sup>470</sup>	12.46	17.04	VANDALIA	HD					
828	E 187 W 114	85	5.43	8.20	12.01 <sup>224</sup> Pm	3.31 <sup>28</sup>	12.55	9.40	5.04	12.59	28.88	HINSDALE	HD					
837	71	13	5.55	8.35	12.14	3.50 <sup>470</sup>	1.05	9.49 <sup>488</sup>	5.14	1.07	34.04	BEAVERTON	SP					
842	W 98 E 166	121	6.30	8.45	12.20	4.00	1.15	9.54	5.20	1.12	38.88	SACO	SP					
862	71	3	6.55	9.00	12.30	4.15	1.25	10.01	5.30	1.19	45.46	ASHFIELD	BO					
860	W 106 E 89	110	7.10	9.15 <sup>402</sup>	12.44 <sup>605</sup>	4.25	1.35 <sup>666</sup>	10.09	5.40	1.27	52.99	BOWDOIN	BO					
868	70	16	7.25	9.25	12.55	4.35	1.45	10.16	5.47	1.34	59.74	STRATER	BO					
869	138	146	8.00	9.35	1.05	4.46	1.55	10.22	5.55	1.40	66.60	MALTA	MF					
874	71	14	8.15	9.45	1.15	4.58	2.13	10.27	6.04	1.45	70.89	EXETER	MF					
880	E 142 W 130	98	8.40 <sup>486</sup>	10.00	1.25	5.05	2.20	10.32	6.12	1.50	75.18	WAGNER	WA					
886	123	58	9.15	10.25	2.00 <sup>2</sup>	5.25	2.30 <sup>488</sup>	10.40 <sup>224</sup>	6.22	1.58 <sup>470</sup>	88.04	DODSON	DN					
892	124	6	9.30	10.40	2.13 <sup>468</sup>	5.35	2.40	10.46 <sup>666</sup>	6.30	2.04	88.78	SURVANT	DN					
896	180	82	9.45	10.50	2.20	5.45	2.50	10.52	6.36	2.10 <sup>25</sup>	98.16	COBURG	MF					
901	E 82 W 180	26	10.00 <sup>666-224</sup>	10.58	2.30	6.00	3.00	10.57	6.43	2.15	98.86	SAVOY	S					
907	76	4	11.04 <sup>3</sup>	11.07	2.45	6.10	3.10	11.04 <sup>666</sup>	6.51	2.22	104.61	MAYADOR	S					
913	E 126 W 70	70	11.33	11.35	3.00	6.20	3.20	11.10	7.00	2.28	110.19	HARLEM	HM					
919	76	45	12.10 <sup>2</sup> Pm	11.42	3.15	6.30	3.30	11.17	7.08	2.35	116.61	FORT BELKNAP	HM					
925	96	32	12.35	11.47	3.25	6.40	3.40	11.23	7.15 <sup>488</sup>	2.41	122.04	ZURICH	S					
929	70	21	12.55 <sup>488</sup>	11.55	3.35 <sup>222</sup>	6.50	3.45	11.27	7.20 <sup>666</sup>	2.45	128.71	NORTH FORK	S					
935	E 121 W 74	842	1.10 <sup>3</sup>	12.08 <sup>470</sup> Am	3.55 <sup>666</sup>	7.00	3.55	11.33	7.27 <sup>666</sup>	2.51	131.29	CHINGOOK	CK					
939	99		1.42	12.15	4.05	7.10	4.00	11.38	7.33	2.56	135.78	ADAMS	CK					
943		19	1.55	12.25	4.15	7.20	4.05	11.42	7.38	3.00	139.81	LOHMAN	CK					
949			2.10	12.40	4.25	7.30	4.15	11.50	7.47	3.09	146.02	TOLEDO	CK					
956	Yard	2182	A 2.35 <sup>28</sup> Pm	A 1.09 <sup>28</sup> Am	A 4.40 <sup>28</sup> Pm	A 7.45 <sup>28</sup> Am	A 4.30 <sup>28</sup> Pm	A 12.05 <sup>28</sup> Pm	A 8.00 <sup>28</sup> Am	A 3.20 <sup>28</sup> Am	162.97	HAVRE	HY					
			10.00	5.30	5.30	8.05	4.10	9.55	5.30	3.55		Time Over Subdivision						
			18.8	27.8	27.8	80.1	36.6	52.5	43.7	62.5		Average Speed Per Hour						

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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. 8 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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 67

Effective January 14, 1951

STATIONS	Distance from Havre	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		28	224	2	4	486	458	462	470	666		
		Daily	Daily Ex. Sun.	Streamliner Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		
GLASGOW	152.97	4.05 <sup>665</sup> Am	12.30 <sup>224</sup> Pm	3.25 <sup>2</sup> Pm	1.50 <sup>4</sup> Am	11.10 <sup>461</sup> Am	5.00 <sup>461</sup> Pm	11.00 <sup>461</sup> Pm	5.30 <sup>461</sup> Am	4.30 <sup>461</sup> Pm	BDNKO PRWXY	
PAISLEY	148.24	3.56	12.25	3.19	1.41	11.00	4.50	10.50	5.20 <sup>665</sup>	4.20	P	
TAMPIO	141.21	3.48	12.17	3.12	1.33	10.45	4.35	10.35	5.05 <sup>665</sup>	4.00	DP	
VANDALIA	135.93	3.42	12.11	3.07	1.25	10.35	4.25	10.25	4.53 <sup>461</sup>	3.50	P	
HINSDALE	127.14	3.31	12.01 <sup>461</sup> Pm	2.57	1.16	10.20	4.10	10.10	4.30	3.30	DNPW	
BEAVERTON	118.93	3.20	11.50	2.49 <sup>665</sup>	1.07 <sup>27</sup>	10.05	3.55	9.55	4.10 <sup>461</sup>	2.49 <sup>2</sup>	P	
SAGO	114.39	3.15	11.45	2.44	12.57	9.54	3.45	9.45	4.00 <sup>461</sup>	2.30	DNJK PY	
ASHFIELD	107.81	3.06	11.35	2.37	12.48	9.24	3.30	9.30	3.45	1.45	P	
BOWDOIN	99.98	2.58	11.25	2.30	12.40	9.13	3.15	9.15 <sup>473</sup>	3.25	1.35 <sup>224</sup>	DPY	
STRATER	93.23	2.51	11.15	2.24	12.33	9.05	3.02	9.02	3.10	12.55 <sup>461</sup>	P	
MALTA	87.37	2.45	11.05	2.18	12.27	8.57	2.52	8.50	2.55	12.30 <sup>461</sup>	DNPW	
EKETER	82.58	2.38	10.56	2.13 <sup>224</sup>	12.20	8.50	2.46	8.40	2.40	11.45	P	
WAGNER	77.70	2.33	10.50	2.08	12.15	8.40 <sup>665</sup>	2.40	8.30	2.33 <sup>461</sup>	11.30	DP	
DODSON	69.93	2.25	10.40	2.00 <sup>461</sup>	12.07 <sup>AM</sup>	8.20	2.30 <sup>224</sup>	8.10	1.58 <sup>27</sup>	11.00	DNP	
SURVANT	64.24	2.18	10.16	1.54	12.00 <sup>PM</sup>	8.10	2.13 <sup>461</sup>	7.55	1.42	10.48 <sup>1</sup>	P	
COBURG	59.92	2.10 <sup>27</sup>	10.06	1.48 <sup>468</sup>	11.54	8.02	1.48 <sup>2</sup>	7.48	1.32	10.15	P	
SAVOY	54.91	2.04	10.00 <sup>665-665</sup>	1.43	11.48	7.55	1.33	7.40	1.20	10.00 <sup>665-224</sup>	DPW	
MATADOR	48.36	1.57	9.50	1.36	11.41	7.45	1.25	7.30	1.05	9.35	P	
HARLEM	42.78	1.50	9.40	1.30	11.35 <sup>473</sup>	7.35	1.18	7.20	1.25	9.20	DNP	
FORT BELKNAP	36.46	1.43	9.30	1.24	11.26	7.25	1.10	7.10	1.25	8.25	P	
ZURICH	30.93	1.37	9.22	1.19	11.20	7.15 <sup>2</sup>	1.03	7.02	1.23	8.15	DPW	
NORTH FORK	27.26	1.33	9.15	1.15	11.16	6.50 <sup>461</sup>	12.55 <sup>665</sup>	6.55	12.30	7.45	P	
CHINGOOK	21.68	1.27	9.05	1.10 <sup>665</sup>	11.10	6.35	12.47	6.45	12.22	7.27 <sup>2</sup>	DNPY	
ADAMS	17.24	1.20	8.55	1.05	11.04	6.28	12.40	6.38	12.15 <sup>473</sup>	7.10 <sup>461</sup>	P	
LOHMAN	13.06	1.15	8.50	1.01	11.00	6.22	12.35	6.32	12.07 <sup>AM</sup>	6.50	IP	
TOLEDO	6.95	1.08	8.40	12.53	10.53	6.10	12.25	6.20	11.55	6.35	BDNKO OPRWX	
HAVRE		1.00 <sup>AM</sup>	8.30 <sup>AM</sup>	12.45 <sup>PM</sup>	10.45 <sup>PM</sup>	5.50 <sup>AM</sup>	12.05 <sup>PM</sup>	6.00 <sup>PM</sup>	11.35 <sup>PM</sup>	6.15 <sup>AM</sup>		
Time Over Subdivision		3.05	4.00	2.40	8.05	8.20	4.55	5.00	6.65	10.18		
Average Speed Per Hour		49.7	38.2	67.3	49.6	28.7	31.1	30.6	25.9	14.9		

AUTOMATIC BLOCK SIGNALS

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 18 THROUGH 24.

6 WESTWARD

THIRD SUBDIVISION

Station Number	Car Capacity		THIRD CLASS		FIRST CLASS						Distance from Havre	Time Table No. 67 Effective January 14, 1951	STATIONS	Telegraph Calls
	Siding	Other Tracks	657		237	1 Streamliner	235	3	221	27				
			Mon., Wed Fri.											
956	Yard	2182	L 6.15Am	L 1.00Pm	L 12.05Pm	L 8.20Am	L 8.10Am	L 3.45Am	L 3.40Am	4.03	Double Track	HAVRE.....	HV	
981			A 6.30Am	1.06	A 12.12Pm	8.27	A 8.17Am	3.52	A 3.47Am	7.53		PACIFIC JCT.....		
24	40			1.11		8.32		f 3.57		14.91	ASSINIBOINE.....			
Z11	50	10		1.19		f 8.42		f 4.07		24.73	LAREDO.....			
Z20	51	23		1.30		s 8.55		f 4.20		28.55	BOX ELDER.....	BX		
Z31	76	98		s 1.43		s 9.09		f 4.34		40.84	BIG SANDY.....	BS		
Z37	50	14		1.49		s 9.16		f 4.42		49.44	VERONA.....			
Z45	90	25 Spur 13		2.00		f 9.30		f 4.54		55.27	VIRGELLE.....			
Z81				2.08		f 9.38		f 5.02		60.29	STRANAHAN.....			
Z86	56	13		2.16		f 9.47		f 5.09		66.28	LIPPARD.....			
Z82	90	18		2.23		s 9.58		f 5.17		70.82	J. CHAPPELL.....	CQ		
Z87	50			2.29		10.10		f 5.24		78.73	TETON.....			
Z75	94	66		a 2.43		s 10.23		s 5.36		83.77	FORT BENTON.....	BN		
Z80		38		2.51		10.31		f 5.46		88.83	KERSHAW.....			
Z85	41	8		2.57		10.38		f 5.55		94.43	TUNIS.....			
Z91	78	36		3.04		f 10.46		f 6.05		99.43	CARTER.....	CA		
Z96	32	20		3.10		f 10.53		f 6.14		107.00	FLOWREE.....			
Z103	89	20		3.19		f 11.02		f 6.29		112.59	FORTAGE.....	RE		
Z108	103	19		3.25		11.09		f 6.39		117.37	SHIFFELS.....			
Z113	42	16		3.32		11.17		6.48		123.24	RAINBOW.....			
Z110	Yard	4031		A 3.45Pm		A 11.30Am		A 7.00Am			GREAT FALLS.....	FD		
				.15 16.1		2.45 44.5	.07 84.5	3.10 85.9	.07 84.5	3.15 87.9	.07 84.5			
Time Over Subdivision Average Speed Per Hour														

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 No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 67

Effective January 14, 1951

STATIONS	Distance from Great Falls	FIRST CLASS						SECOND CLASS			THIRD CLASS	SIGNS
		28	238	2	236	4	222	460	472	486	658	
		Daily	Daily	Streamliner	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. Sat.	
Double Track { HAYRE ..... } { PACIFIC JCT. .... } { ASSINNIBOINE ..... } { LAREDO ..... } { BOX ELDER ..... }	128.24	A 12.45Am	A 11.45Am	A 12.45Pm	A 9.55Pm	A 10.30Pm	A 12.35Am	A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm	BDNE OPRWX
	119.21	L 12.35Am	11.38	L 12.27Pm	9.45	L 10.23Pm	12.28	L 7.45Am	L 4.25Pm	L 11.45Pm	L 3.30Pm	IJY P P DP
10.82 BIG SANDY ..... 8.29 VERONA ..... 8.00 VIRGELLE ..... 8.88 STRANAHAN ..... 5.02 LIPPARD .....	87.69		11.00		9.01		11.50					DNP P P P P
5.96 CHAPPELL ..... 4.57 TETON ..... 7.91 FORT BENTON ..... 5.04 KERSHAW ..... 4.76 TUNIS .....	86.99		10.16		8.15		11.06					DP P DNP P P
5.90 CARTER ..... 8.00 FLOWERS ..... 7.07 PORTAGE ..... 5.59 SHEFFELS ..... 4.78 RAINBOW .....	28.81		9.37		7.31		10.27					DP P DP P P
5.87 GREAT FALLS .....		L 9.00Am		L 6.50Pm		L 9.50Pm						BDNJK PRX
Time Over Subdivision Average Speed Per Hour		.10 24.2	2.45 44.8	.18 13.3	3.05 39.9	.07 84.5	2.45 44.8	.15 16.1	.15 16.1	.14 17.3	.18 16.1	

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 67		Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS	
	Sliding	Other Tracks	373	365	235	43		Effective January 14, 1951					236	42	366	374
			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		STATIONS					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
Z 119	Yard	4081	L 1.10 <sup>43</sup> Pm	L 7.15 <sup>365</sup> Am	L 11.45 <sup>365</sup> Am	L 7.05 <sup>365</sup> Am	0.08	GREAT FALLS		PD	169.74	BDNJKPRX	A 6.25 <sup>365</sup> Pm	A 11.40 <sup>365</sup> Pm	A 12.32 <sup>365</sup> Pm	A 8.25 <sup>365</sup> Pm
			A 1.13 <sup>43</sup> Pm	A 7.17 <sup>365</sup> Am	11.48	A 7.08 <sup>365</sup> Am		WEST SIDE JCT.		GF	169.06	BGDNIKOP	L 11.32 <sup>365</sup> Pm	L 12.30 <sup>365</sup> Pm	L 8.23 <sup>365</sup> Pm	
Z 120	40				11.55		4.97	FLOOD			164.77	P	6.08			
Z 130	42	38			12.08 <sup>365</sup> Pm		14.11	ULM		M	155.83	DF	5.52			
Z 137	43				12.18		20.91	RIVERDALE			148.83	P	5.39			
Z 145	43	58			12.31		28.59	CASCADE		Q	141.16	DNP	5.25			
Z 153	35	6			12.44		36.91	HARDY			132.98	P	5.10			
Z 160	42				12.56		44.84	MID CANON			125.10	P	4.55			
Z 167	43	39			1.08		51.54	CRAIG		RA	118.20	DF	4.42			
Z 175	47	28			1.22		59.42	WOLF CREEK		WC	110.32	DP	4.28			
Z 184	43	9			1.44		68.62	SIEBEN			101.12	P	4.06			
Z 197	43	18			2.04		81.14	SILVER CITY		MN	88.60	DPY	3.44			
Z 201	46	4			2.11		85.18	GEARING			84.56	P	3.36			
Z 206	35	6			2.20		90.16	IRON			79.58	P	3.27			
							95.22	N. P. RY. CROSSING			74.52	I				
							95.95	N. P. RY. CROSSING			73.79					
Z 214	42	247 Spur 15			2.35		97.72	HELENA		HN	72.02	M BDNKP XY	3.10			
Z 219					2.50		102.51	FOUR RANGE			67.23	P	2.37			
Z 223		15			3.11		106.63	MONTANA CITY			58.11	P	2.30			
Z 229	45	43			3.20		112.37	CLANCY		W	57.27	DP	2.22			
Z 230					3.22		118.15	ALHAMBRA			56.59		2.20			
Z 235					3.33		117.93	JEFFERSON			51.81		2.11			
Z 236	50	12 Spur 9			3.37		119.52	CORBIN			50.22	P	2.08			
Z 240					3.46		123.29	WICKES			46.45	P	1.59			
Z 242					3.49		124.55	PORTAL			45.10	P	1.56			
Z 244	50	7			3.54		126.93	AMAZON			43.81	P	1.51			
Z 250	50	34 Spur 31			4.05		132.23	BOULDER		RO	37.51	DF	1.39			
Z 254					4.13		136.43	FULLER			33.21		1.31			
Z 257	44	28			4.20		139.05	BASIN		SI	29.79	DP	1.25			
Z 261	36	33			4.27		142.91	BERNICE			28.83	P	1.18			
Z 269	42				4.44		151.95	ELK PARK			17.79	P	1.04			
Z 277		Spur 7			4.52		156.86	TRASK			12.88	P	12.56			
Z 279	43	16 Spur 3			4.58		160.31	WOODVILLE			9.43	PXY	12.50			
Z 284					5.08		166.73	MOUNTAIN SPUR			4.01	PX	12.35			
Z 288	Yard	634			5.20 <sup>365</sup> Pm		169.74	N. P. RY. CROSSING			0.64	I				
								BUTTE		DU		BDNIKO PRWXY	L 12.25 <sup>365</sup> Pm			
			.08	.02	5.35	.08		Time Over Subdivision					6.00	.08	.02	.02
			18.6	20.4	20.4	12.6		Average Speed Per Hour					25.2	5.10	20.4	20.4

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 24.



WESTWARD

FIFTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Mossmain	Time Table No. 67 Effective January 14, 1951		Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS		
	Sidings	Other Tracks	495	43	239	STATIONS		240	42							
						Daily						Daily	Daily	Daily		
ZD 237	Yard							BILLINGS	BG		BCDNKO RWXY					
ZD 222	12		L 10.00Am	L 11.50Pm			3.95	MOSSMAIN 12.07 N. P. RY. JCT. 3.95		222.74	JPKY		A 6.35Am			
ZD 218	50	25	10.10	11.57			4.04	HESPER 5.27	HS	218.70	DNPX		6.22			
ZD 213	49	24	10.22	12.06Am			9.31	ROCKROCK 4.92		218.43	P		6.12			
ZD 208	50		10.33	12.15			14.23	SHOREY 7.28		208.51	P		6.00			
ZD 201	50	19	10.46	12.28			21.49	ACTON 6.33		201.28	P		5.47			
ZD 194	50	27	10.59	12.39			27.82	COMANCHE 6.02		194.92	P		5.35			
ZD 186	62	57	11.20	12.54			36.36	BROADVIEW 6.04	BW	186.88	DNP		5.20			
ZD 180	49		11.32	1.05			42.88	PAINTED ROBE 6.04		180.86	P		5.05			
ZD 174	50	18	11.44	1.15			48.43	BELMONT 7.58		174.82	P		4.55			
ED 106	49	24	11.59	1.29			55.98	CUSHMAN 1.40	CN	106.76	P		4.40			
			12.02Pm	1.32			57.38	SLAYTON 2.32		106.86	P		4.36			
ZD 159	49		12.13	1.42			62.70	VEER 6.38		160.04	P		4.28			
ZD 153	49	14	12.25	1.52			69.08	FRANKLIN 5.61		163.66	P		4.20			
ED 148	49		12.37	2.02			74.69	WALLUM 6.98		148.05	P		4.12			
ED 141	50	28	12.51	2.13			81.67	MEDGESVILLE 7.06	DG	141.07	DNP		4.02			
ED 133	49		1.04	2.23			88.78	NIHILL 6.40		134.01	P		3.52			
ZD 127	49		1.17	2.31			95.13	OXFORD 6.55		127.61	P		3.44			
ZD 120	86	187	1.45	2.41			101.98	JUDITH GAP 6.03	JU	120.76	BDNKP WXY		3.35			
ZD 114	50	18	1.58	2.50			108.61	BARROWS 5.89		114.13	P		3.23			
ED 108	50	34	2.10	2.57			114.80	BUFFALO 5.86	BO	108.44	DNP		3.15			
ED 102	50	3	2.22	3.05			120.16	MENDON 4.55		102.83	P		3.05			
ED 97	50		2.34	3.15			124.71	HAUCK 5.36		98.03	P		2.55			
ED 92	61	76	2.45	3.25			129.67	HOBSON 6.31	HO	98.07	DP		2.45			
ED 87	50	94	2.57	3.37	L 8.17Am		134.98	MOCCASIN 5.45	MC	87.76	DNPJPKY	A 5.12Pm	2.35			
ZD 82	50	49	3.10	3.47	s 8.27		140.48	BENGLAND 6.11	BD	82.81	DP	s 5.03	t 2.21			
ED 76	68	46	3.22	3.57	s 8.39		146.84	WINDHAM 7.18	WD	76.20	DP	s 4.52	t 2.12			
ZD 68	60	93	3.45	4.10	s 8.52		153.70	STANFORD 5.36	SD	68.04	DNPW	s 4.39	t 2.02			
ED 63	50	10	3.56	4.22	s 9.01		159.06	DOVER 5.34		63.68	P	s 4.28	t 1.52			
ZD 58	50	15	4.18	4.34	s 9.10		164.40	MERINO 6.18		58.34	P	s 4.18	t 1.45			
ED 52	50	85	4.30	4.46	s 9.22		170.88	GEYSER 6.19	GY	52.16	DNP	s 4.08	t 1.36			
ZD 45	50	25	4.43	5.01	t 9.34		176.77	SPION KOP 6.20		45.97	FY	s 3.58	t 1.27			
ZD 39	60	18	4.55	5.13	s 9.44		182.97	RAYNESFORD 6.30	RF	39.77	DP	s 3.45	t 1.18			
ZD 34	51	24	5.06	5.23	t 9.52		188.27	ELVINE 6.97		34.47	P	t 3.33	t 1.10			
ZA 28	182	46	5.18	5.34	s 10.02		194.24	ARMINGTON 1.66	RM	28.50	P	s 3.21	t 1.01			
ZA 26	64		5.21	5.38	s 10.06		196.20	BELT 4.93	B	26.54	DNP	s 3.17	s 12.58			
ZA 22	40	14	5.32	5.50	t 10.16		201.18	WAYNE 3.13		21.61	P	t 3.08	t 12.48			
ZA 19	19		5.37	5.55	t 10.22		204.26	PIPE 3.23		18.48		t 3.02	t 12.43			
ZA 14	50	14	5.44	6.01	t 10.28		207.49	SWIFT 4.17		15.25	P	t 2.56	t 12.38			
ZA 10	84	53	5.55	6.12	t 10.37		212.66	GERBER 3.57	GR	10.08	DNPJ	t 2.47	t 12.30			
ZA 6	67	17	6.02	6.20	t 10.43		216.23	FIELDS 6.51		6.51	P	t 2.41	t 12.25			
Z 110	Yard	4031	A 6.20Pm	A 6.35Am	A 10.55Am		222.74	GREAT FALLS	PD		BDNJKP RX	L 2.30Pm	L 12.15Am			
			8.20 27.1	7.05 33.1	3.38 33.3			Time Over Subdivision Average Speed Per Hour				2.42 32.5	6.45 34.7			

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

10 WESTWARD

SIXTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS				FIRST CLASS		Distance from Great Falls	Time Table No. 67 Effective January 14, 1951	STATIONS	Telegraph Calls
	Sidings	Other Tracks	681	495	373	403 C. M. St. P. & P. R. R. Mon., Wed., Fri.	365	41	43					
Yard		4031			L 1.10Pm		L 7.15Am			L 7.05Am			GREAT FALLS	PD

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

Train No.	Sidings	Other Tracks	Third Class	Second Class	First Class	Distance from Great Falls	Station	Telegraph Calls
Z119		Yard	L 8.35Pm	L 1.13Pm	L 7.17Am		WEST SIDE JCT.	GF
ZB8	82	6	8.45	1.19	9.10Am	7.14	EMERSON JCT.	
ZB12	54	19	9.05	1.37	9.30Am	7.29	MANCHESTER	
ZB19	51	6	9.19	1.51	7.40Am	7.40	VAUGHN	BY
ZB27	126	26	9.34	2.09Pm		7.53	GORDON	FO
ZB37	51	43	9.55			8.10	POWER	
ZB40	61	18	10.03			8.15	DUTTON	DU
ZB45	60	28	10.17			8.23	ACHE	
ZB55	99	32	10.36			8.40	COLLINS	ON
ZB61	51		10.48			8.51	BRADY	BA
ZB69	164	268	11.12			9.07	WITHEY	
ZB79	60	20	11.20			9.13	CONRAD	RD
ZB84	50	14	11.35			9.26	MONTANA WESTERN JCT.	
ZB91	51	6	11.45			9.34	LEDGER	FA
ZB95	60	6	12.08Am			9.53	POWELL	
1061	Yard	260	L 8.45Am	A 12.20Am		10.50Am	NAISMITH	
						10.05Am	ANDALE	
							SHELBY	SJ

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

Train No.	Sidings	Other Tracks	Third Class	Second Class	First Class	Distance from Great Falls	Station	Telegraph Calls
ZB116	30		L 8.55Am			10.53Am	SWEET GRASS LINE JCT.	
ZB120	50	114	9.35			11.19	ALOK	
ZB129	25	48	10.15			11.35	KEVIN	K
ZB139	21	92	A 11.15Am			11.59	SUNBURST	SU
						12.20Pm	SWEET GRASS	G
			2.20	3.45	.59	.20	.25	
			10.0	28.3	26.5	28.1	29.04	
						1.27	2.57	
						28.7	29.2	
								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.

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 67 Effective January 14, 1951	Distance from Sweet Grass	FIRST CLASS			SECOND CLASS			THIRD CLASS			SIGNS
		42	40		366	374		682			
STATIONS		Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.			
GREAT FALLS	187.51	A 11.40pm			A 12.32pm	A 8.25pm				BDNJK PRX	
<b>TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.</b>											
WEST SIDE JCT.	186.83	A 11.32pm			A 12.30pm	A 8.23pm				BCDNJK OPRWXY	
EMERSON JCT.	188.78	11.26			12.25	8.17				JP	
MANCHESTER	139.69	f 11.19			12.17	f 8.07				P	
VAUGHN	125.41	f 11.11			L 12.07pm	s 7.59				DNJPK P	
GORDON	118.72	f 11.00				f 7.46				DNJPK P	
POWER	111.40	f 10.47				L 7.32pm				DNJPK P	
DUTTON	100.84	s 10.30								DP	
ACME	97.66	f 10.25								P	
COLLINS	98.44	s 10.17								DP	
BRADY	88.48	s 10.00								DP	
WITHEY	77.08	f 9.49								P	
CONRAD	70.09	s 9.33								DNP WKY	
MONTANA WESTERN JCT.	66.86	9.27								JP	
LEDGER	89.22	s 9.14								DP	
FOWLER	84.58	f 9.06								P	
NAISMITH	48.07	f 8.55								P	
ANDALE	48.44	f 8.47								P	
SHELBY	38.85	L 8.40pm	A 7.50pm					A 10.25am		BDNJK PRWXY	
<b>TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.</b>											
SWEET GRASS LINE JCT.	37.86		A 7.45pm					A 10.15am		XJP	
ALOK	35.02		f 7.17					9.35		P	
KEVIN	18.78		s 7.02					9.15		XDP	
SUNBURST	8.86		s 6.39					8.30		XDP BDEPRW YX	
SWEET GRASS			L 6.20pm					L 7.00am			
Time Over Subdivision		3.00	1.25		.25	.53		3.15			
Average Speed Per Hour		35.8	26.4		29.0	29.5		11.5			

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

12 WESTWARD				SEVENTH SUBDIVISION										EASTWARD			
Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 67		Telegraph Calls	Distance from Ribey	SIGNS	FIRST CLASS		THIRD CLASS		
	Siding	Other Tracks	611	613	291	285		Effective January 14, 1951					292	286	610	614	
			Tue. and Thur.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		STATIONS					Daily Ex. Sun.	Daily Ex. Sun.	Tue. and Thur.	Daily Ex. Sun.	
676	130	91	L 5.50Am	L 7.20Am	2.00	SNOWDEN	SN	74.16	BDNJ XY	A 5.00Pm	A 2.30Pm						
		14	5.55	7.35	2.66	SNOWDEN BRIDGE	SB	72.16	DNPR	4.55	2.20						
		41	6.00	7.46	9.16	NONLE	D	71.60	P	4.50	2.15						
VF 9		41	6.20	8.00	14.30	DORE	D	65.01	DP	4.36	1.50						
VF 14		72	7.20	L 11.35Am	18.41	FAIRVIEW	FA	59.88	BDJ KPR WXY	A 9.00Am	1.30						
VF 18		12	7.45	f 11.45	24.80	RIDGELAWN		55.75	P	f 8.51	f 4.10						
VF 25		166	L 8.10Am	A 11.59Am	24.80	SIDNEY	SY	49.80	DJPR XY	L 8.40Am	L 12.25Pm						
<b>TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.</b>																	
VF 29		L 8.20Am	L 12.15Pm	29.08	NEWLON JCT	JRP	46.08		A 3.35Pm	A 12.15Pm							
VF 30	5	8.23	f 12.18	30.28	JENKS		43.88		f 3.32	f 12.12							
VF 36	5	8.36	f 12.29	35.73	EPWORTH		38.43		f 3.21	f 11.58							
VF 43	27	8.55	f 12.44	43.16	GETTYSBURG		31.00		f 3.06	f 11.39							
VF 51	37	9.14	a 1.00	50.76	LAMBERT	RT	23.40	D	a 2.50	f 11.20							
VF 58	42	9.33	a 1.15	58.93	ENID		15.93		a 2.35	f 11.01							
VF 63	10	9.44	a 1.25	62.62	LAME		11.54		a 2.25	f 10.50							
VF 74	54	A 10.15Am	A 1.50Pm	74.16	RICHEY	RC		DRXY	L 2.00Pm	L 10.20Am							
Time Over Subdivision Average Speed Per Hour 2.05 23.6    2.20 10.6    2.24 26.2    2.25 28.7    2.20 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			
Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 67		Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS		
	Siding	Other Tracks	615	287	Effective January 14, 1951			288	616								
			Mon., Wed. and Fri.	Daily Ex. Sun.	STATIONS			Daily Ex. Sun.	Mon., Wed. and Fri.								
VG37	48	48	L 8.50Am	L 10.20Am	7.40	WATFORD CITY	WF	86.20	DRXY	A 10.15Am	A 8.25Am						
VG29		40	9.10	a 10.35	12.66	ARNEGARD	NE	28.50	D	a 10.00	a 8.05						
VG24		30	9.25	a 10.46	17.54	RAWSON	RA	23.63	D	a 9.48	a 7.50						
VG19		30	9.36	a 10.56	23.45	ALEXANDER	A	18.75	D	a 9.36	a 7.35						
VG13		33	9.55	a 11.08	31.81	CHARBONNEAU	AU	12.34	D	a 9.26	a 7.20						
VG 6		30	10.15	a 11.24	36.29	CARTWRIGHT	CG	4.98	D	a 9.10	a 6.50						
VF14		72	A 10.40Am	A 11.35Am	36.29	FAIRVIEW	FA		BDJ KPR XY	L 9.00Am	L 6.35Am						
Time Over Subdivision Average Speed Per Hour 1.50 20.2    1.15 29.0    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.

**WESTWARD**

**NINTH SUBDIVISION**

**EASTWARD 13**

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Bainville	Time Table No. 67 Effective January 14, 1951	STATIONS	Telegraph Calls	Distance from Opusan	SIGNS	FIRST CLASS		SECOND CLASS	
	Siding	Other Tracks	371	289	Daily Ex. Sunday	Daily Ex. Sunday							290	372	Daily Ex. Sunday	Daily Ex. Sunday
685	E176 W114	184	L 8.20Am	L 9.10Am					BAINVILLE.....	B	146.60	BDNJK PRWXY	A 4.40Pm	A 4.00Pm		
YC11	41	22	8.25	9.12			1.17		OPHEIM LINE JCT.....		145.43	JPX	4.35	3.50		
YC10		20	8.55	9.31			10.84		MEGABE.....	MO	185.96	DP	4.16	3.25		
YC20		36	9.22	9.49			10.80		FROID.....	FD	127.30	DP	3.58	2.55		
YC20		36	9.42	10.02			25.66		HOMESTEAD.....	HO	120.94	DP	3.45	2.35		
YC23		31	10.00	10.14			31.82		MEDICINE LAKE.....	MK	114.08	DP	3.30	2.20		
YC20		22	10.23	10.30			39.12		RESERVE.....	RS	107.48	DP	3.15	1.55		
YC45		22	10.23	10.43			45.40		ANTELOPE.....	AN	101.20	DP	3.02	1.40		
YC33	40	60	11.10	11.01			53.40		PLENTYWOOD.....	NY	98.20	DP XY	2.50	1.15		
YC61		16	11.29	11.14			59.89		MIDBY.....		86.71		2.38	12.52		
YC66		21	11.50	11.28			66.66		ARCHER.....		79.94	P	2.24	12.31		
YC71		31	12.10Pm	11.42			73.42		REDSTONE.....	RD	73.18	DP	2.10	12.10Pm		
YC78		18	12.30	11.58			79.98		NAVAJO.....		66.67	P	1.57	11.17		
YC85		35	1.00	12.17Pm			85.88		FLAXVILLE.....	FX	61.22	DP	1.46	10.59		
YC91		25	1.35	12.27			90.66		MADOC.....	MD	56.04	P DP XY	1.35	10.43		
YC94	37	114	2.00	12.45Pm			97.97		SCOBAY.....	SC	48.63	XY	1.20Pm	10.20		
YC106		24	2.35				106.51		FOUR BUTTES.....	FO	40.10	DP		9.40		
YC113		23	2.55				112.41		GLUTEN.....		34.19			9.17		
YC116		35	3.15				118.01		PEERLESS.....	PR	28.59	DP		8.55		
YC120		30	3.50				129.51		RICHLAND.....	CA	17.09	DP		8.10		
YC139		34	4.25				139.38		GLENTANA.....	G	7.22	DP DPR XY		7.30		
YC147	42	75	5.00Pm				146.60		OPHEIM.....	OM				7.00Am		
			8.40 16.9	3.35 27.3				Time Over Subdivision Average Speed Per Hour					3.20 26.7	9.00 16.0		

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

**WESTWARD**

**TENTH SUBDIVISION**

**EASTWARD**

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 67 Effective January 14, 1951	STATIONS	Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS		
	Siding	Other Tracks	333	334							Tue., Thu. and Sat.		
843	W93	287	L 8.50Am				SACO.....	SF	78.72	BDNJK PRXY	A 12.45Pm		
SH 0	40	51	9.01		1.77		HOGELAND LINE JCT.....		76.95	JPX	12.20Pm		
SH15		24	9.55		8.68		COLE.....		70.04	PY	11.30		
SH26		34	10.25		15.31		TATTNALL.....		63.41	P	10.30		
SH30		35	11.25		25.37		WHITewater.....	W	52.55	DP	9.40		
SH30		35	12.25Pm		38.78		LORING.....	N	39.96	DP	9.05		
SH54		27	1.45		54.12		CHAPMAN.....		24.60	P	7.45		
SH67		44	2.40		67.14		TURNER.....	R	11.58	DP	7.13		
SH70		74	3.20Pm		78.72		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.

14 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Lewistown	Time Table No. 67 Effective January 14, 1951		Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	367	Daily	239	Daily		240	Daily				388	Daily		
ZF30	Yard		L 11.30Am		L 7.15Am		LEWISTOWN	WN	30.71	BDJKP RXY		A 6.20Pm		A 5.55Am		
<p align="center"><b>TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. &amp; P. R. R. TIME TABLE AND RULES</b></p>																
ZF20	25		L 12.08Am		L 7.31Am	9.21	SPRING CREEK JCT.		21.50	JPR		A 5.56Pm		A 5.23Am		
ZF14	34		f 12.12		f 7.34	10.39	KINGSTON		20.82			f 5.51		f 5.19		
ZF 8		34	s 12.36		s 7.45	10.46	ROSSFORK		14.25	P		s 5.39		f 5.00		
ZD87	50	04	s 1.01		s 7.59	23.19	KOLIN	KO	7.62	DP DNIP RXY		s 5.27		f 4.39		
			A 1.45Am		A 8.15Am	30.71	MOCCASIN	MC				L 5.14Pm		L 4.15Am		
			2.15 18.6		1.00 30.7		Time Over Subdivision Average Speed Per Hour					1.06 27.9		1.40 18.4		

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity				Distance from Giffen	Time Table No. 67 Effective January 14, 1951		Telegraph Calls	Distance from Gerber	SIGNS				
	Sidings	Other Tracks												
ZH 22	Yard						GIFFEN		12.48	PX				
ZH 20	Spur 3				8.86		GIFFEN JCT.		6.62					
ZH 12	Spur 8				9.37		LEWIS JCT.		8.11	P				
ZA 10	84	58			12.48		GERBER			DNJPR				
							Time Over Subdivision Average Speed Per Hour							

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		SECOND CLASS				Distance from Augusta	Time Table No. 67 Effective January 14, 1951	Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS						
	Siding	Other Tracks	403 C. M. St. P. & P. R. R. Mon., Wed., Fri.	365 Daily Ex. Sunday	Distance from Augusta	366 Daily Ex. Sunday						404 C. M. St. P. & P. R. R. Mon., Wed., Fri.	Distance from Augusta	SIGNS	366 Daily Ex. Sunday	404 C. M. St. P. & P. R. R. Mon., Wed., Fri.	Distance from Augusta	SIGNS
ZB12	54	19	L 9.30Am	L 7.43Am				BY	41.70	DJPEX	A 12.06Pm	A 3.20Pm						
			A 9.45Am	7.58	5.62				36.06	JPR	11.47	L 3.05Pm						
ZE 9	22		f 8.08	8.88					22.87		f 11.35							
ZE14	27		f 8.22	13.35				FB	26.55	DP	f 11.21							
ZE19	26		f 8.40	18.07				BM	22.73	DPW	f 11.09							
ZE25	30		f 8.51	22.00					18.80		f 10.58							
ZE30	14		f 9.09	29.42					12.28		f 10.40							
ZE35	Spur 12		f 9.24	34.35					7.35		f 10.26							
ZE42	34		A 9.49Am	41.70				GN		DPRWY	L 10.00Am							
			.15 22.4	2.06 20.0							2.06 20.0		.15 22.4					
Time Over Subdivision Average Speed Per Hour																		

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 18 THROUGH 24.

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Pendroy	Time Table No. 67 Effective January 14, 1951	Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS			
	Siding	Other Tracks	373 Daily Ex. Sunday	Distance from Power	374 Daily Ex. Sunday	Distance from Pendroy						SIGNS	374 Daily Ex. Sunday	Distance from Pendroy	SIGNS
EB27	126	26	L 2.10Pm					PO	51.89	DNJPR XY	A 7.30Pm				
EG 6		10	f 2.25	5.72					45.67		f 7.15				
EG12		24	f 2.46	11.60					39.79		f 6.58				
EG17		34	f 3.01	17.00					24.30	P	f 6.41				
EG23			A 3.12Pm	21.34					30.15	JPR	L 6.20Pm				
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES															
			L 3.31Pm	28.54					22.86	JPR	A 6.05Pm				
EG29		55	s 3.34	28.98				CO	22.41	DPW	s 6.03				
				29.81					21.58						
EG37		Spur 8	f 3.58	36.85					14.54		f 5.39				
EG43		85	s 4.16	42.81				BU	8.88	DP	s 5.22				
EG51	21	42	A 4.45Pm	51.39				RY		DPEY	L 4.55Pm				
			2.36 19.9								2.36 19.9				
Time Over Subdivision Average Speed Per Hour															

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 18 THROUGH 24.

## SPECIAL INSTRUCTIONS.

## 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		Maximum Speed MPH	
	Between Mile Posts		Westward	Eastward
Williston	121.0 and 123.1		50	50
	123.1	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	85
	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
Wolf Point	213.5	227.4	75	75
	227.4	227.5	35	35
Frazer	227.5	243.7	75	75
	243.7	244.3	60	60
Wiota	244.3	256.9	75	75
	256.9	264.8	65	65
Nashua	264.8	265.9	60	60
	265.9	273.0	75	75
Glasgow	273.0	275.8	65	65
	275.8	278.3	30	30
Tampico	278.3	279.6	70	70
	279.6	296.1	75	75
Hinsdale	296.1	300.7	60	60
	300.7	321.1	65	65
Exeter	321.1	348.6	75	75
	348.6	350.3	60	60
Survant	350.3	363.3	75	75
	363.3	367.1	70	70
Savoy	367.1	369.0	45	45
	369.0	378.8	65	65
Harlem	378.8	416.5	75	75
	416.5	416.6	65	40
Lohman	416.6	430.0	65	60
	430.0	431.9	45	45
Havre	431.9	964.9	60	60
	964.9	965.0	40	60
Pacific Jct.	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) Trains entering or departing yards where carmen employed not to exceed.....	8 MPH
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, except on 6 degree curves or sharper, and on Branch Lines .....	25 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines.... except on 6 degree curves or sharper, and on Branch Lines .....	15 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 .....	80 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings.....	20 MPH
Trains or engines moving on main routes actuating points of spring switches .....	15 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock .....	35 MPH
Trains or engines through No. 20 turnouts at: .....	25 MPH
End of double track at:	35 MPH
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 Great Northern 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 foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed ten MPH. Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

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

Engine Number	Maximum Speed
1 to 23-75 to 170-253 to 258 262 to 264-272 to 277	50 MPH
301 to 310-400-456 .....	35 MPH
50 .....	65 MPH
175 to 227-600 to 653 .....	65 MPH

250, 251, 260, 261, 266 to 270, 350 to 365-500 to 512....	75 MPH
252 and 259-265-300 .....	45 MPH
2300 to 2324 .....	50 MPH
2325 to 2341 .....	60 MPH
5000 to 5008-B .....	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. Omitted.
10. Trains 1, 2, 3 and 4 carry 100 feet 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 back-ground 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 Klamath 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, EMPLOYEES 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 ENGINE-MEN 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 Than Streamliner 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, Snowden.	Trailing point, Fort Buford. Trenton.
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- 6. **SPRING SWITCHES WITH FACING POINT LOCK.**

Bainville, west switch westward siding.  
Culbertson, east siding switch.  
Blair, west siding switch.  
Brockton, east switch westward siding and west switch eastward 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 Than Streamliner 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 to north #1.  
 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	40 MPH
Pacific Jct. and MP 40 .....	55 MPH	35 MPH	35 MPH
MP 40 and MP 70 .....	50 MPH	35 MPH	35 MPH
MP 70 and Great Falls .....	55 MPH	35 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.

6. 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 con-  
 trolled 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 Mideanon, 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
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 Junction first and second class trains will register  
 by ticket 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 tun-  
 nels.

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

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

12. 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 move-  
 ment outside of assigned hours of watchmen.

- 13. **SPEED TEST BOARDS.**  
Engineers shall test speed of their trains passing following points as compared with Speed Table:  
Westward—Between MP 187 and MP 189 approximately one mile west of Riverdale.  
Eastward—Between MP 276 and MP 274 approximately one mile east of Woodville.
- 14. **EMERGENCY TELEPHONES.**  
Hardy, 500 feet west tunnel No. 1..... Watchman Cabin  
Boulder, 3 mi. west of ..... Watchman Cabin  
Butte, Tramway Mine ..... Booth
- 15. **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
- 16. **AUTOMATIC INTERLOCKINGS.**  
Helena, 2.50 miles east of ..... N. P. Ry. crossing
- 17. **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.**  
Tunnel Q-1, 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.  
First and second class trains register by ticket at West Side Junction.  
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.**

	Diesel or Gas-Electric Steam		
Between	Passenger	Passenger	Freight
Snowden and Richey .....	30 MPH	25 MPH	25 MPH
2. **SPEED RESTRICTIONS.**  
O-1 Class or Larger Engines ..... 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.**

	Diesel or Gas-Electric Steam		
Between	Passenger	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.**

	Diesel or Gas-Electric Steam		
Between	Passenger	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.**  

<b>Between</b>	<b>Passenger</b>	<b>Freight</b>
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 Sub-division.
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.**  

<b>Between</b>	<b>Passenger</b>	<b>Freight</b>
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 Sub-division.

**THIRTEENTH SUBDIVISION**

(Augusta Line)

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

<b>Between</b>	<b>Passenger</b>	<b>Freight</b>
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 Sub-division.
4. Dracut Jct., normal position of junction switch is for Great Northern.

**FOURTEENTH SUBDIVISION**

(Pendroy Line)

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

<b>Between</b>	<b>Passenger</b>	<b>Freight</b>
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 Sub-division.
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.
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
<b>First Subdivision</b>			
Marley Beet Track .....	4.50 miles east of Ft. Buford..	34	East end
<b>Second Subdivision</b>			
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
<b>Third Subdivision</b>			
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
<b>Fourth Subdivision</b>			
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
<b>Fifth Subdivision</b>			
Baseline Spur .....	1.90 miles east of Rimrock .....	25	West end
<b>Sixth Subdivision</b>			
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
<b>Seventh Subdivision</b>			
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
<b>Eighth Subdivision</b>			
Hardy Beet Track .....	1.51 miles east of Fairview .....	61	Both ends
<b>Ninth Subdivision</b>			
Plentywood Pit Track....	4.6 miles west of Plentywood..	32	Both ends
<b>Twelfth Subdivision</b>			
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
<b>Thirteenth Subdivision</b>			
Beet Track .....	0.70 miles west of Vaughn .....	44	Both ends
<b>Fourteenth Subdivision</b>			
Fiume Spur .....	4.08 miles west of Bole .....	14	East end
Hobson Elevator Spur ..	3.50 miles east of Choteau .....	16	West end





