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. John A. March .....Shelby, Montana
Dr. Porter S. Cannon .....Conrad, Montana
Dr. R. F. Miller .....Chester, Montana
Dr. R. W. Jensen .....Culbertson, Montana
Dr. K. Hamilton .....Dodson, Montana
Dr. Gordon Merriam .....Fairview, Montana
Dr. Evon L. Anderson .....Fort Benton, Montana
*Dr. R. B. Richardson .....Great Falls, Montana
Dr. J. C. Wolgamot .....Great Falls, Montana
Dr. L. L. Howard .....Great Falls, Montana
Dr. David Gregory .....Glasgow, 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. 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. T. W. Collison .....Scobey, Montana
Dr. R. D. Harper .....Sidney, Montana
Dr. P. O. C. Johnson .....Watford City, North Dakota
*Dr. J. P. Craven .....Williston, North Dakota
Dr. Edward J. Hagan .....Williston, North Dakota
Dr. R. D. Knapp .....Wolf Point, Montana
*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. B. E. Reasoner .....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. H. LITTLE, Trainmaster
G. W. NOFFSINGER, Trainmaster
A. E. CARR, Trainmaster
W. L. DORCY, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 76

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Tuesday, March 1, 1955

H. J. SURLES, Superintendent.
C. M. RASMUSSEN, Assistant General Manager.
T. A. JERROW, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		SECOND CLASS 473 Daily	SECOND CLASS 289 Daily Ex. Sun.	SECOND CLASS 371 Daily Ex. Sun.	SECOND CLASS 285 Daily Ex. Sun.	SECOND CLASS 461 Daily	SECOND CLASS 613 Daily Ex. Sun.		FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	FIRST CLASS 1 Daily	Distance from Williston	Time Table No. 76 Effective March 1, 1955 STATIONS	Telegraph Call
647	.....	Yard	.....	L 11.10Pm	L 28 8.00Am	L 4-285 7.00Am	L 1-4 6.45Am	L 6.30Am	L 5.00Am	.....	L 10.10Pm	L 9.25Pm	L 4-285 6.20Am	.....	WILLISTON ★	WN
															11.99	
659	.....	29	.....	11.25	f 8.15	f 7.25	f 7.00	6.50	5.20	.....	10.23	9.38	6.34	11.99	TRENTON	ON
															8.56	
668	.....	36	.....	11.37	f 8.25	f 7.40	f 7.10	7.05	5.35	.....	10.31	9.47	6.44	20.56	FT. BUFORD	.....
															5.37	
676	130	91	.....	11.44	f 8.32	s 28 7.50	A 28 7.20Am	4-28 7.20	A 4 5.50Am	.....	10.41	9.53	6.50	25.92	SNOWDEN ★	SN
															5.76	
681	130	8	.....	11.51	f 8.40	f 8.00	.....	7.30	.....	.....	10.48	9.59	28 6.56	31.68	LAKESIDE	.....
															6.42	
685	E115 W174	164	.....	11.59	A 8.50Am	A 8.15Am	.....	7.40	.....	.....	10.56	10.06	7.03	38.10	BAINVILLE ★	8
															6.83	
692	109	4	.....	12.08Am	.....	.....	.....	7.50	.....	.....	11.04	10.13	7.10	44.93	LANARK	.....
															7.43	
699	120	58	.....	12.18	.....	.....	.....	8.05	.....	.....	s 11.12	10.21	7.18	52.36	CULBERTSON	CU
															5.50	
705	107	5	.....	12.26	.....	.....	.....	8.12	.....	.....	11.18	10.27	7.24	57.86	BLAIR	.....
															8.94	
714	72	5	.....	12.38	.....	.....	.....	8.30	.....	.....	11.28	10.37	7.34	66.80	CALAIS	.....
	E130														4.77	
722	W118	74	.....	12.44	.....	.....	.....	8.36	.....	.....	11.33	10.42	7.39	71.57	BROCKTON ★	BR
															7.47	
729	127	40	.....	12.54	.....	.....	.....	8.50	.....	.....	11.40	10.50	7.47	79.04	SPROLE	.....
															6.52	
733	130	83	.....	1.02	.....	.....	.....	8.59	.....	.....	s 11.49	10.57	7.54	85.56	POPLAR	PO
															6.80	
741	130	17	.....	1.11	.....	.....	.....	9.07	.....	.....	11.57	11.04	8.01	92.36	CHELSEA	.....
															7.97	
748	138	24	.....	1.21	.....	.....	.....	9.20	.....	.....	12.05Am	11.12	8.08	100.33	MACON	.....
	E135														6.42	
753	W135	327	.....	1.29	.....	.....	.....	9.28	.....	.....	s 12.14	s 11.20	8.14	106.75	WOLF POINT ★	WO
															5.98	
759	70	.....	.....	1.37	.....	.....	.....	9.36	.....	.....	12.22	11.27	8.20	112.73	LOHMILLER	.....
															5.30	
765	108	37	.....	1.44	.....	.....	.....	9.42	.....	.....	12.28	11.33	8.26	118.03	OSWEGO	GO
	E 90														7.69	
772	W 70	20	.....	1.54	.....	.....	.....	9.55	.....	.....	12.37	11.42	8.35	125.72	FRAZER ★	FR
															5.04	
777	130	11	.....	2.01	.....	.....	.....	10.02	.....	.....	12.43	11.48	8.40	130.76	KINTYRE	.....
	W 71														5.65	
783	E 89	.....	.....	2.08	.....	.....	.....	10.10	.....	.....	12.49	11.55	8.46	136.41	WIOTA	.....
								462							5.40	
789	129	82	.....	2.15	.....	.....	.....	10.17	.....	.....	12.55	12.01Am	8.52	141.81	NASHUA	NA
															7.78	
797	130	13	.....	2.26	.....	.....	.....	10.33	.....	.....	1.03	12.10	9.01	149.59	WHATELY	.....
															6.73	
803	Yard	740	.....	A 2.35Am	.....	.....	.....	A 10.45Am	.....	.....	A 1.15Am	A 12.20Am	A 9.10Am	156.32	GLASGOW ★	GW
				3.25	.50	1.15	.35	4.15	.50		3.05	2.55	2.50		Time Over Subdivision	
				45.7	45.9	30.5	44.7	36.8	31.2		50.8	53.5	55.2		Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Double Track

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

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

Time Table No. 76
Effective March 1, 1955

STATIONS	Distance from Glasgow	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 Daily			SECOND CLASS 470 Daily	SECOND CLASS 614 Daily Ex. Sun.	SECOND CLASS 462 Daily	SECOND CLASS 372 Daily Ex. Sun.	SECOND CLASS 286 Daily Ex. Sun.	SECOND CLASS 290 Daily Ex. Sun.		SIGNS
		1-285	289				1-461							
...WILLISTON.★	156.32	A 6.40Am	A 7.55Am	A 6.00Pm	.....	.....	A 7.00Am	A 1.00Pm	A 1.40Pm	A 5.15Pm	A 5.30Pm	A 5.35Pm	.....	BCDNK OPRWX
11.99														
....TRENTON....	144.33	6.25	7.35	5.45	.....	.....	6.35	12.35	1.22	f 4.50	f 5.11	f 5.19	.....	DP
8.56														
...FT. BUFORD...	135.77	6.16	7.20	5.36	.....	.....	6.20	12.20	1.10	f 4.35	f 4.58	f 5.06	.....	P
5.37														
		461-613	285-461				1-461							DNJR
....SNOWDEN.★	130.40	6.10	7.10	5.30	.....	.....	6.11	L 12.10Pm	1.02	f 4.25	L 4.50Pm	f 4.58	.....	PXYI
5.76			1											
.....LAKESIDE.....	124.64	6.02	6.56	5.24	.....	.....	6.03	.....	12.53	f 4.10	.....	f 4.49	.....	P
6.42							4							
.....BAINVILLE.★..	118.22	470 5.55	f 6.47	5.17	.....	.....	5.55	.....	12.43	L 4.00Pm	.....	L 4.40Pm	.....	DNJK PXY
6.83														
.....LANARK.....	111.39	5.48	6.39	5.10	.....	.....	5.42	.....	12.33	.....	.....	.....	.....	P
7.43														
....CULBERTSON....	103.96	s 5.40	s 6.30	5.02	.....	.....	5.27	.....	12.23	.....	.....	.....	.....	DNP
5.50														
.....BLAIR.....	98.46	5.34	6.23	4.56	.....	.....	5.20	.....	12.15	.....	.....	.....	.....	P
8.94														
.....CALAIS.....	89.52	5.25	6.13	4.48	.....	.....	5.03	.....	12.02Pm	.....	.....	.....	.....	P
4.77														
....BROCKTON.★..	84.15	5.20	6.08	4.43	.....	.....	4.57	.....	11.56	.....	.....	.....	.....	DNP
7.47														
.....SPROLE.....	77.28	5.10	5.58	4.36	.....	.....	4.42	.....	11.45	.....	.....	.....	.....	P
6.52														
.....POPLAR.....	70.76	s 5.03	5.51	4.30	.....	.....	4.30	.....	11.35	.....	.....	.....	.....	DNPW
6.80														
.....CHELSEA.....	63.96	4.55	5.44	4.24	.....	.....	4.13	.....	11.25	.....	.....	.....	.....	P
7.97														
.....MACON.....	55.99	4.47	5.34	4.17	.....	.....	3.58	.....	11.14	.....	.....	.....	.....	P
6.42														
....WOLF POINT.★.	49.57	s 4.40	s 5.27	4.11	.....	.....	3.48	.....	11.05	.....	.....	.....	.....	DNP
5.98														
....LOHMILLER....	43.59	4.31	5.17	4.05	.....	.....	3.39	.....	10.57	.....	.....	.....	.....	P
5.30														
.....OSWEGO.....	38.29	4.25	5.12	4.00	.....	.....	3.32	.....	10.50	.....	.....	.....	.....	DP
7.69														
.....FRAZER..★...	30.60	4.18	5.05	3.52	.....	.....	3.17	.....	10.40	.....	.....	.....	.....	DPN
5.04														
.....KINTYRE.....	25.58	4.12	5.00	3.47	.....	.....	3.10	.....	10.33	.....	.....	.....	.....	P
5.65														
.....WIOTA.....	19.91	4.06	4.55	3.41	.....	.....	3.02	.....	10.25	.....	.....	.....	.....	P
5.40									461					
.....NASHUA.....	14.51	4.00	4.50	3.35	.....	.....	2.55	.....	10.17	.....	.....	.....	.....	DNP
7.78														
.....WHATELY.....	6.73	3.52	4.40	3.27	.....	.....	2.43	.....	9.55	.....	.....	.....	.....	P
6.73							473							
.....GLASGOW.★..	.....	L 3.45Am	L 4.30Am	L 3.20Pm	.....	.....	L 2.35Am	.....	L 9.45Am	.....	.....	.....	.....	BDNKO PRWXY
Time Over Subdivision		2.55	3.15	2.40			4.30	.50	3.55	1.15	.40	.55		
Average Speed Per Hour		53.6	45.7	58.6			34.7	31.1	39.9	30.5	39.0	41.5		

AUTOMATIC BLOCK SIGNALS

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

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. 28 stops at Snowden daily except Sunday to make transfer unless otherwise instructed.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 461 Daily	SECOND CLASS 473 Daily	FIRST CLASS 1 Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distance from Glasgow	Time Table No. 76 Effective March 1, 1955 — STATIONS	Telegraph Calls	Distance from Havre	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 Daily	SECOND CLASS 462 Daily	SECOND CLASS 470 Daily	SIGNS
803	Yard	740	L 10.55Am	L 470 2.40Am	L 9.10Am	L 1.20Am	L 12.25Am	.....	....GLASGOW.★.	GW	152.95	A 3.40Am	A 4.25Am	A 3.20Pm	A 9.40Am	A 2.10Am	BDNKO PRWXY
808	70	70	11.05	2.46	9.15	1.26	12.32	4.71	4.71 .....PAISLEY.....	.....	148.24	3.35	4.18	3.10	9.32	2.00	P
815	125	27	11.15	2.54	462 9.22	1.34	12.40	11.74	7.03 ....TAMPICO....	MA	141.21	3.27	4.10	3.01	1 9.22	1.50	DPN
820	71	26	11.22	3.00	9.28	470 1.40	12.46	17.03	5.29 ....VANDALIA....	.....	135.97	3.21	4.03	2.55	9.12	3 1.40	P
828	E137 W114	85	11.35	4 3.10	9.38	f 1.51	12.59	25.81	8.78 ....HINSDALE.★.	HD	127.14	f 473 3.10	3.48	2.45	8.58	1.27	DNP
837	71	15	11.45	3.19	9.45	2.01	1.07	34.02	8.21 ...BEAVERTON...	.....	118.93	3.00	3.34	2.37	8.46	1.18	P
842	W 93 E166	121	11.51	28 3.24	9.50	f 2.06	470 1.12	38.57	4.55 .....SACO.★...	SF	114.38	f 2.55	s 473 3.24	2.32	8.41	27 1.12	DNJK PXY
852	71	3	12.01Pm	3.34	9.57	2.13	1.19	45.44	6.87 ....ASHFIELD....	.....	107.51	2.48	3.12	2.25	8.33	12.58	P
860	W166 E 89	110	12.10	3.43	10.04	2.21	1.27	52.97	7.53 ....BOWDOIN....	BO	99.98	2.40	3.01	2.18	8.23	12.48	DPYN
863	70	16	12.20	3.51	10.10	4 2.31	1.34	59.76	6.79 ....STRATER....	.....	93.19	3 2.31	2.53	2.11	8.14	12.39	P
869	133	145	12.32	3.58	10.16	s 2.37	1.40	65.58	5.82 .....MALTA.★..	MF	87.37	s 2.25	s 2.47	2.05	8.06	12.31	DNPW
874	71	14	12.40	4.04	10.22	28 2.42	1.45	70.36	4.79 .....EXETER.....	.....	82.59	2.13	3 2.42	2.00	8.00	12.24	P
880	E142 W130	98	12.50	4.10	10.27	2.47	1.50	75.15	4.78 ....WAGNER....	WA	77.80	2.08	2.33	1.55	7.54	12.17	DP
886	123	55	1.06	4.20	10.35	2.55	4 1.58	83.02	7.87 .....DODSON.★..	DN	69.93	27 1.58	2.25	1.46	7.45	12.05Am	DNP
892	124	5	1.15	4.27	10.42	3.02	2.04	88.71	5.69 ....SURVANT....	.....	64.24	1.52	2.18	1.40	7.38	11.56	P
896	130	32	2 1.34	4.33	10.48	3.08	28 2.10	93.13	4.42 ....COBURG....	.....	59.82	1.44	27 2.10	461 1.34	7.32	11.48	P
901	E 92 W130	26	1.42	4.40	10.53	3.14	2.15	98.34	5.21 .....SAVOY.....	S	54.61	1.38	2.03	1.28	7.24	11.38	DPN
907	76	4	1.50	4.47	11.01	3.21	2.22	104.61	6.27 ....MATADOR....	.....	48.34	1.32	1.55	1.21	7.15	11.27	P
913	E126 W 70	70	1.59	4.54	11.08	f 3.28	2.28	110.16	5.55 ....HARLEM.★..	HM	43.79	f 1.27	s 1.48	1.15	7.07	11.18	DNP
919	76	45	2.08	5.02	11.14	3.35	2.35	116.49	6.33 .FORT BELKNAP.	.....	36.46	1.20	1.40	1.09	6.58	11.07	P
925	125	32	2.15.	5.09	11.19	3.41	2.41	122.02	5.53 .....ZURICH.....	Z	30.93	1.15	1.33	1.03	6.50	10.59	DP
929	70	21	2.20	5.14	11.23	3.46	2.45	125.61	3.66 ..NORTH FORK..	.....	27.27	1.12	1.29	12.59	6.45	10.54	P
935	E121 W 74	342	2.30	5.21	11.29	s 3.53	2.51	131.27	5.59 ....CHINOOK.★.	CK	21.68	s 1.08	s 1.23	12.54	6.36	10.45	DNPY
943	.....	19	2.45	5.31	11.37	4.02	3.00	139.29	8.02 ..LOHMAN..	.....	13.66	1.00	1.10	12.46	6.25	10.30	IP
949	.....	.....	2.55	5.40	11.45	4.09	3.09	145.94	6.65 ..TOLEDO.. (Double Track)	.....	7.01	12.53	1.03	12.38	6.13	10.15	.....
956	Yard	2132	A 3.10Pm	A 5.50Am	A 11.59Am	A 4.20Am	A 3.20Am	152.95	7.01 ...HAVRE.★ (AUTOMATIC BLOCK SIGNALS)	HV	.....	L 12.45Am	L 12.55Am	L 12.30Pm	L 6.00Am	L 10.00Pm	BDNK OPRWX
			4.15 35.9	3.10 48.3	2.49 54.5	3.00 50.9	2.55 52.5		Time Over Subdivision Average Speed Per Hour			2.55 52.5	3.30 43.7	2.50 53.9	3.40 41.7	4.10 36.7	

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

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. 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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		FIRST CLASS 1 Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distance from Havre	Time Table No. 76 Effective March 1, 1955 STATIONS	Telegraph Calls	Distance from Shelby	FIRST CLASS 2 Daily	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	SECOND CLASS 490 Daily	SECOND CLASS 492 Daily	SECOND CLASS 494 Daily		SIGNS
956	Yard	2132	.....	L 12.10Pm	L 4.40Am	L 3.40Am	.....	Double Track HAVRE...★..	HV	104.64	A 12.20Pm	A 12.30Am	A 11.50Pm	A 5.55Am	A 2.59Pm	A 10.05Pm	.....	8PRKD NWOX
961	.....	29	.....	12.18 (2)	A 4.47Am	3.45	4.03	4.03 PACIFIC JCT.	.....	100.61	12.12 (1)	L 12.19Am	11.40	5.40	2.42	9.47	.....	JIPY
967	130	7	.....	12.22	.....	3.53	9.92	5.89 BURNHAM.....	.....	94.72	12.06	.....	11.32	5.31	2.33	9.37	.....	P
971	61	14	.....	12.28	.....	3.58	14.62	4.70 FRESNO.....	.....	90.02	12.01Pm	.....	11.25	5.24	2.26	9.30	.....	P
976	130	44	.....	12.34	.....	f 4.04	19.35	4.73 KREMLIN.....	KN	85.29	11.55	.....	f11.19	5.17	2.19	9.22	.....	DNP
986	126	33	.....	12.44	.....	f 4.15	29.47	10.12 GILDFORD.....	GR	75.17	11.44	.....	f11.05	4.59	1.51	9.03	.....	DP
992	61	30	.....	12.50	.....	f 4.22	35.37	5.90 HINGHAM.....	HG	69.27	11.37	.....	f10.54	4.52	1.44	8.53	.....	DP
998	142	35	.....	12.56	.....	f 4.28	41.43	5.97 RUDYARD.....	RU	63.30	11.31	.....	f10.42	4.44	1.36	8.43	.....	DP
1004	128	29	.....	1.03	.....	f 4.36 (490)	47.58	6.24 INVERNESS.....	RN	57.06	11.25	.....	f10.31	4.36 (27)	1.28	8.37	.....	DP
1008	.....	32	.....	1.07	.....	f 4.40	51.42	3.84 JOPLIN.....	JO	53.22	11.21	.....	f10.20	4.24	1.16	8.32	.....	DP
1013	E 99 W125	.....	.....	1.10 (492)	.....	4.43	54.39	2.97 BUELOW.....	.....	50.25	11.17	.....	10.14	4.18	1.10 (1)	8.28	.....	P
1018	E 89 W 60	93	.....	1.18	.....	s 4.54	61.47	7.10 CHESTER.....	CH	43.15	11.10	.....	s10.05	4.01	12.45	8.11	.....	DNP
1024	140	33	.....	1.24	.....	5.01	67.03	5.54 TIBER.....	.....	37.61	11.03	.....	9.52	3.50	12.37	8.01	.....	P
1031	129	20	.....	1.33	.....	f 5.10	74.56	7.53 LOTHAIR.....	AR	30.08	10.56	.....	f 9.44	3.32	12.25	7.43	.....	DP
1037	60	42	.....	1.40	.....	f 5.19	80.54	5.98 GALATA.....	GA	24.10	10.49	.....	f 9.34	3.14	12.09Pm	7.25	.....	DP
1043	141	24	.....	1.46	.....	f 5.28	86.56	6.02 DEVON.....	CD	18.08	10.42	.....	f 9.24	3.04	11.59	7.15	.....	DNP
1052	137	74	.....	1.55	.....	f 5.38	95.31	8.75 DUNKIRK.....	.....	9.33	10.32	.....	9.12	2.50	11.45	7.01	.....	P
1061	E125 W241	382	.....	As 2.10Pm	.....	As 5.55Am	104.64	9.33 SHELBY.....	SJ	.....	Ls 10.20Am	.....	Ls 9.00Pm	L 2.35Am	L 11.30Am	L 6.50Pm	.....	BRKDNP WOIYXJ
				2.00 52.3	.07 34.5	2.15 46.5		Time Over Subdivision Average Speed Per Hour			2.00 52.3	.11 22.0	2.50 36.9	3.20 31.4	3.29 30.0	3.15 32.2		

AUTOMATIC BLOCK SIGNALS

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

CONDITIONAL STOPS

No. 1 Chester to discharge revenue passengers from Williston and east, and to pick up passengers for Spokane and west where No. 1 is scheduled to stop.

No. 2 Chester to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east where No. 2 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

SIGNS	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 3 Daily	Distance from Havre	Time Table No. 76 Effective March 1, 1955 STATIONS	Distance from Great Falls	Telegraph Calls	FIRST CLASS 4 Daily
BDNK OPRWX	956	Yard	2391	L 4.40Am	.....	Double Track ....HAVRE.★.... Auto. Block Signals	123.25	HV	A 12.30Am
TRAINS BETWEEN PACIFIC JCT. AND HAVRE WILL BE GOVERNED BY THIRD SUBDIVISION									
IJPY	961	.....	.....	L 4.47	4.03	Double Track 4.03 ..Pacific Jct.. Auto. Block Signals	119.22	.....	A 12.19
P	Z11	50	10	5.03	14.91	10.88 .....LAREDO.....	108.34	.....	12.05Am
DP	Z20	51	22	5.15	24.73	9.82 .....BOX ELDER.....	98.52	8X	11.53
DNP	Z31	76	98	s 5.29	35.55	10.82 .....BIG SANDY.....	87.70	BS	s 11.40
P	Z37	50	14	5.37	40.84	5.29 .....VERONA.....	82.41	.....	11.29
P	Z45	90	25	5.48	49.44	8.60 .....VIRGELLE.....	73.81	.....	11.16
P	Z56	56	13	6.04	60.29	10.85 .....LIPPARD.....	62.96	.....	11.02
DP	Z62	90	18	6.13	66.24	5.95 .....CHAPPELL.....	57.01	CQ	10.54
P	Z67	50	.....	6.19	70.79	4.55 .....TETON.....	52.46	.....	10.48
DNP	Z75	94	72	s 6.39	78.74	7.95 .....FORT BENTON.....	44.51	BN	s 10.32
P	Z80	.....	36	6.48	83.77	5.03 .....KERSHAW.....	39.48	.....	10.22
P	Z85	41	8	6.54	88.52	4.75 .....TUNIS.....	34.73	.....	10.16
DP	Z91	78	36	7.01	94.43	5.91 .....CARTER.....	28.82	CA	10.09
P	Z96	32	20	7.08	99.43	5.00 .....FLOWEREE.....	23.82	.....	10.03
DP	Z103	89	29	7.18	107.01	7.58 .....PORTAGE.....	16.24	RE	9.54
P	Z108	103	19	7.26	112.60	5.59 .....SHEFFELS.....	10.65	.....	9.47
P	Z113	.....	46	7.33	117.49	4.89 .....RAINBOW.....	5.76	.....	9.40
BDNJK PRX	Z119	Yard	4082	A 7.45Am	123.25	5.76 .....GREAT FALLS.....	.....	PD	L 9.30Pm
				2.58 40.2		Time Over Subdivision Average Speed Per Hour			2.49 42.3

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

Station Numbers	SECOND CLASS 495 Daily	SECOND CLASS 373 Daily Ex. Sun.	SECOND CLASS 403 C. M. St. P. & P. R. R. Mon., Wed., Fri.	SECOND CLASS 365 Daily Ex. Sun.	FIRST CLASS 235 Daily	FIRST CLASS 3 Daily	Distance from Great Falls	Time Table No. 76 Effective March 1, 1955	Telegraph Calls	Distance from Shelby	FIRST CLASS 4 Daily	FIRST CLASS 236 Daily	SECOND CLASS 366 Daily Ex. Sun.	SECOND CLASS 374 Daily Ex. Sun.	Car Capacity Sidings	Car Capacity Other Tracks	SIGNS
.....	.....	L 10.10Am	.....	L 3-235 8.15Am	L 365 8.30Am	L 365 8.00Am	.....	GREAT FALLS	PD	98.68	A 9.15Pm	A 8.40Pm	A 1.32Pm	A 5.53Pm	Yard	4082	BDNJK PRX BDNJKO
								.63									
Z119	L 8.45Am	10.13	.....	8.17	A 8.33Am	8.03	.63	WEST SIDE JCT.	GF	98.05	9.09	L 8.35Pm	1.30	5.51	.....	.....	PRWXY
								3.10									
.....	8.55	10.19	L 9.10Am	8.22	.....	8.08	3.73	EMERSON JCT.	.....	94.95	9.04	.....	1.25	5.45	.....	.....	JP
								4.09									
ZB 8	9.05	f 10.28	9.20	f 8.30	.....	8.15	7.82	MANCHESTER	.....	90.86	8.56	.....	f 1.17	f 5.35	32	6	P
								4.28									
ZB12	9.15	s 10.37	A 9.30Am	A 8.40Am	.....	8.22	12.10	VAUGHN	BY	86.58	8.50	.....	L 1.07Pm	s 5.27	54	19	DNJPX
								6.63									
ZB19	9.29	f 10.51	.....	.....	.....	8.32	18.78	GORDON	.....	79.90	8.40	.....	.....	f 5.14	51	6	P
								7.33									
ZB27	9.44	A 11.09Am	.....	.....	.....	8.44	26.11	POWER	PO	72.57	8.29	.....	.....	L 5.00Pm	126	26	DNJPXY
								10.56									
ZB37	10.05	.....	.....	.....	.....	s 9.02	36.67	DUTTON	DU	62.01	s 8.12	.....	.....	.....	51	43	DP
								3.04									
ZB40	10.13	.....	.....	.....	.....	9.08	39.71	ACME	.....	58.97	8.07	.....	.....	.....	61	13	P
								4.36									
ZB45	10.22	.....	.....	.....	.....	9.15	44.07	COLLINS	ON	54.61	8.01	.....	.....	.....	60	28	DP
								9.96									
ZB55	10.41	.....	.....	.....	.....	9.30	54.03	BRADY	BA	44.65	7.46	.....	.....	.....	99	32	DP
								6.09									
ZB61	10.53	.....	.....	.....	.....	9.37	60.12	WITHEY	.....	38.56	7.39	.....	.....	.....	51	.....	P
								7.31									DNP
ZB69	11.17	.....	.....	.....	.....	s 9.55	67.43	CONRAD	RD	31.25	s 7.30	.....	.....	.....	164	265	WXYB
								3.02									
.....	11.25	.....	.....	.....	.....	10.01	70.65	Montana Western Jct.	.....	28.03	7.20	.....	.....	.....	.....	.....	.....
								7.64									
ZB79	11.40	.....	.....	.....	.....	10.14	78.29	LEDGER	FA	20.39	7.10	.....	.....	.....	60	20	DP
								4.64									
ZB84	11.50	.....	.....	.....	.....	10.23	82.93	FOWLER	.....	15.75	7.03	.....	.....	.....	50	14	P
								6.53									
ZB91	12.03Pm	.....	.....	.....	.....	10.36	89.46	NAISMITH	.....	9.22	6.54	.....	.....	.....	125	6	P
								4.63									
ZB95	12.13	.....	.....	.....	.....	10.45	94.09	ANDALE	.....	4.59	6.47	.....	.....	.....	60	6	P
								4.59									PBDNJY
1061	A 12.25Pm	.....	.....	.....	.....	A 10.55Am	98.68	SHELBY	SJ	.....	L 6.40Pm	.....	.....	.....	Yard	382	KOPRW X
	3.40	.59	.20	.25	.03	2.55		Time Over Subdivision			2.35	.05	.25	.53			
	26.9	26.6	25.4	28.8	13.6	33.8		Average Speed Per Hour			38.2	7.9	28.8	29.7			

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

Time Table No. 76

Effective March 1, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 239 Daily Ex. Sun.	WESTWARD SECOND CLASS 495 Daily	WESTWARD FIRST CLASS	WESTWARD FIRST CLASS 43 Daily	Distance from Mossmain	STATIONS	Telegraph Call	Distance from Great Falls	SIGNS	EASTWARD FIRST CLASS 42 Daily	EASTWARD SECOND CLASS 240 Daily Ex. Sun.	EASTWARD SECOND CLASS 496 Daily
ZD 237	.....	Yard	.....	.....	.....	L 11.45Pm	.....	**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 10.00Pm	.....	L 12.07Am	.....	12.08 **MOSSMAIN**	.....	222.72	JPXY	A 6.02Am	.....	A 5.00Am
.....	.....	.....	.....	.....	.....	.....	3.94	3.94 **N. P. RY. JCT.**	.....	218.78	J	.....	.....	.....
ZD 218	50	25	.....	10.10	.....	f 12.17	4.03	.09 **HESPER**	HS	218.69	DNPX	f 5.54	.....	4.40
ZD 213	125	24	.....	10.22	.....	f 12.26	9.30	5.27 **RIMROCK**	.....	213.42	P	f 5.45	.....	4.30
ZD 201	50	19	.....	10.42	.....	f 12.46	21.40	12.18 **ACTON**	.....	201.24	P	f 5.25	.....	4.00
ZD 194	50	27	.....	10.55	.....	f 12.54	27.81	6.33 **COMANCHE**	.....	194.91	P	f 5.17	.....	3.50
ZD 186	125	57	.....	11.15	.....	s 1.04	36.36	8.55 **BROADVIEW**	BW	186.36	DNP	s 5.07	.....	3.38
ZD 180	49	.....	.....	11.27	.....	f 1.14	42.37	6.01 **PAINTED ROBE**	.....	180.35	P	f 4.57	.....	3.24
ZD 174	50	18	.....	11.39	.....	s 1.23	48.41	6.04 **BELMONT**	.....	174.31	P	s 4.50	.....	3.12
ZD 166	125	24	.....	11.54	.....	s 1.33	55.97	7.56 **CUSHMAN**	CN	166.75	P	s 4.40	.....	3.01
.....	.....	.....	.....	11.57	.....	s 1.39	57.37	1.40 **SLAYTON**	.....	165.25	P	s 4.34	.....	2.55
ZD 153	49	14	.....	12.20Am	.....	f 1.59	69.05	11.53 **FRANKLIN**	.....	153.67	P	f 4.16	.....	2.37
ZD 148	49	.....	.....	12.32	.....	f 2.07	74.68	5.63 **WALLUM**	.....	148.04	P	f 4.08	.....	2.29
ZD 141	125	28	.....	12.45	.....	s **2.17** (496)	81.66	6.98 **HEDGESVILLE**	DG	141.06	DNP	s 3.57	.....	**2.17** (43)
ZD 133	49	.....	.....	12.58	.....	2.27	88.72	7.06 **NIHILL**	.....	134.00	P	f 3.46	.....	2.03
ZD 127	49	.....	.....	1.11	.....	f 2.36	95.12	6.40 **OXFORD**	.....	127.60	P	f 3.37	.....	1.50
ZD 120	86	122	.....	**1.36** (496)	.....	s 2.47	101.97	6.85 **JUDITH GAP**	JU	120.75	BDKP WY	s 3.27	.....	**1.36** (495)
ZD 114	50	18	.....	1.51	.....	f 2.57	108.63	6.66 **BARROWS**	.....	114.09	P	f 3.14	.....	1.10
ZD 108	50	34	.....	2.03	.....	s **3.05** (42)	114.29	5.66 **BUFFALO**	BO	108.43	DNP	s **3.05** (43)	.....	12.57
ZD 102	50	3	.....	2.15	.....	f 3.15	120.15	5.86 **MENDON**	.....	102.57	P	f 2.56	.....	12.47
ZD 97	50	.....	.....	2.27	.....	f 3.23	124.70	4.55 **HAUCK**	.....	98.02	P	f 2.50	.....	12.38
ZD 92	61	76	.....	**2.40** (42)	.....	s 3.32	129.66	4.96 **HOBSON**	HO	93.06	DP	s **2.40** (495)	.....	12.29
ZD 87	50	83	L 8.50Am	2.52	.....	s 3.44	134.97	5.31 **MOCCASIN**	MC	87.75	DNJPXY	s 2.30	A 3.23Am	12.20
ZD 82	125	49	s 9.00	**3.13** (240)	.....	s 3.54	140.42	5.45 **BENCHLAND**	BD	82.30	DP	s 2.17	f **3.13** (495)	12.01Am
ZD 76	68	46	s 9.10	3.23	.....	s 4.04	146.53	6.11 **WINDHAM**	WD	76.19	DP	s 2.09	f 3.03	11.50
ZD 68	60	98	s 9.23	3.35	.....	s 4.14	153.69	7.16 **STANFORD**	SD	69.03	DNPW	s 1.59	s 2.50	11.40
ZD 63	50	15	f 9.31	3.44	.....	f 4.24	159.05	5.36 **DOVER**	.....	63.67	P	f 1.50	f 2.40	11.30
ZD 58	50	.....	s 9.41	3.53	.....	f 4.34	164.81	5.31 **MERINO**	.....	58.30	P	f 1.43	f 2.31	11.20
ZD 52	50	35	s 9.53	4.03	.....	s 4.44	170.57	6.21 **GEYSER**	GY	52.15	DNP	f 1.35	s 2.20	11.10
ZD 45	50	25	f 10.04	4.15	.....	f 4.54	176.75	6.18 **SPION KOP**	.....	45.97	P	f 1.27	f 2.09	10.55
ZD 39	50	18	s 10.15	4.30	.....	s 5.05	182.96	6.21 **RAYNESFORD**	RF	39.78	DP	f 1.18	f 1.58	10.40
ZD 34	51	24	f 10.25	4.41	.....	f 5.13	188.26	5.30 **BLYTHE**	.....	34.46	P	f 1.10	f 1.48	10.25
ZA 28	132	40	f 10.35	4.53	.....	f 5.20	194.21	5.98 **ARMINGTON**	.....	28.51	P	f 1.01	f 1.38	10.10
ZA 26	.....	64	s 10.39	4.56	.....	s 5.24	196.19	1.98 **BELT**	B	26.53	DNP	s 12.58	s 1.33	10.05
ZA 22	125	14	f 10.48	5.07	.....	f 5.32	201.12	4.93 **WAYNE**	.....	21.60	P	f 12.48	f 1.24	9.55
ZA 19	.....	19	f 10.54	5.12	.....	f 5.37	204.25	3.13 **FIFE**	.....	18.47	.....	f 12.43	f 1.18	9.42
ZA 14	.....	14	f 11.00	5.19	.....	f 5.42	207.47	3.22 **SWIFT**	.....	15.25	P	f 12.38	f 1.12	9.35
ZA 10	84	58	f 11.09	5.30	.....	f 5.52	212.64	5.17 **GERBER**	.....	10.08	P	f 12.30	f 1.03	9.25
ZA 6	67	17	f 11.16	5.37	.....	f 6.00	216.22	3.50 **FIELDS**	.....	6.50	P	f 12.25	f 12.56	9.18
Z 119	Yard	4082	A 11.30Am	A 5.55Am	.....	A 6.15Am	222.72	6.50 **GREAT FALLS**	PD	.....	BDNJKP RX	L 12.15Am	L 12.45Am	L 9.00Pm
			2.40	7.55		6.30		Time Over Subdivision				6.15	2.38	8.00
			32.9	28.2		36.1		Average Speed Per Hour				37.6	33.3	27.8

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

Time Table No. 76

Effective March 1, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 235 Daily	Distance from Great Falls	STATIONS	Telegraph Calls	Distance from Butte	SIGNS	FIRST CLASS 236 Daily
Z 119	Yard	4082	L 8.30Am		GREAT FALLS	PD	170.90	BDNJKPRX	A 8.40Pm
TRAINS BETWEEN WEST SIDE JCT. AND GREAT FALLS BE GOVERNED BY FIFTH SUBDIVISION.									
	Yard		L 8.33Am	0.63	WEST SIDE JCT.	GF	170.27	BDNJKOP RWXY	A 8.35Pm
Z 120	40		8.42	4.95	4.32 FLOOD		165.95	P	8.25
Z 130	42	38	f 8.56	14.08	9.13 ULM	M	156.82	DP	8.11
Z 137	42		9.06	20.89	6.81 RIVERDALE		150.01	P	8.02
Z 145	43	58	s 9.15	28.58	7.69 CASCADE	Q	142.32	DNP	s 7.51
Z 153	42		f 9.27	36.79	8.21 HARDY		134.11	P	f 7.37
Z 160	42		f 9.38	44.39	7.60 MID CANON		126.51	P	f 7.24
Z 167	43	39	s 9.50	51.51	7.12 CRAIG		119.39	P	s 7.10
Z 175	47	28	s 10.04	59.39	7.88 WOLF CREEK	WC	111.51	DP	s 6.56
Z 184	43	9	f 10.24	68.59	9.20 SIEBEN		102.31	P	f 6.36
Z 197	43	18	s 10.44	81.12	12.53 SILVER CITY	MN	89.78	DPY	s 6.18
				95.20	14.08 N. P. RY. CROSSING		75.70	I	
				95.92	0.72 N. P. RY. CROSSING		74.98	M	
Z 214	Yard	289	s 11.20	97.79	1.87 HELENA	HN	73.11	BDNKP XY	s 5.50
Z 223		15		106.60	8.81 MONTANA CITY		64.30	P	
Z 229	45	43	s 11.42	112.35	5.95 CLANCY		58.55	P	s 5.17
Z 235			f 11.54	117.91	5.56 JEFFERSON		52.99		f 5.06
Z 236	60	12	f 11.58	119.50	1.59 CORBIN		51.40	P	f 5.03
Z 244	50	7	f 12.14Pm	125.91	6.41 AMAZON		44.99	P	f 4.47
Z 250	50	34	s 12.25	132.22	6.31 BOULDER	RO	38.68	DP	s 4.35
Z 257	44	28	s 12.40	139.93	7.71 BASIN	SI	30.97	DP	s 4.20
Z 261	36	33	12.47	143.82	3.89 BERNICE		27.08	P	4.13
Z 269	42		f 1.05	151.94	8.12 ELK PARK		18.96	P	f 3.55
Z 279	45	16	1.16	160.38	8.44 WOODVILLE		10.52	PX	3.46
			1.34	169.40	9.02 N. P. RY. CROSSING		1.50	I	
Z 288	Yard	722	A 1.40Pm	170.90	1.50 BUTTE	DU		BDNJKO PRWXY	L 3.20Pm
			5.10		Time Over Subdivision				5.20
			33.1		Average Speed Per Hour				32.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 611 Tue. and Thur.	SECOND CLASS 613 Daily Ex. Sun.	FIRST CLASS 291 Daily Ex. Sun.	FIRST CLASS 285 Daily Ex. Sun.	Distance from Snowden	Time Table No. 76 Effective March 1, 1955 STATIONS	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS 292 Daily Ex. Sun.	FIRST CLASS 286 Daily Ex. Sun.	SECOND CLASS 610 Tue. and Thur.	SECOND CLASS 614 Daily Ex. Sun.
676	130	91	.....	L 5.50Am	.....	L 7.20Am	.....	SNOWDEN ★	SN	74.15	BDNJP XYR	.....	A 4.50Pm	.....	A 12.05Pm
							2.55								
.....	.....	14	.....	6.00	.....	s 7.30	2.55	NOHLE	.....	71.60	P	.....	s 4.38	.....	11.40
							6.58								
VF 9	.....	41	.....	6.20	.....	s 7.40	9.13	DORE	D	65.02	DP	.....	s 4.28	.....	11.20
							5.16				BDJKPR				
VF 14	.....	72	.....	6.50	L 11.59Am	s 8.00	14.29	FAIRVIEW	FA	59.86	XY	A 8.50Am	s 4.18	.....	11.00
							4.11								
VF 18	.....	12	.....	7.00	f 12.07Pm	f 8.10	18.40	RIDGELAWN	.....	55.75	P	f 8.40	f 4.10	.....	9.45
					285-292	A 8.20Am									
					A 12.21Pm	291-610-									
						613-292-									
						611-614									
				285-292				6.38			DJPRW	285-613		291	
VF 25	.....	166	L 8.10Am	A 7.30Am	L	L 12.21Pm	24.70	SIDNEY	SY	49.37	XY	L 8.25Am	L 3.57Pm	A 12.25Pm	L 9.30Am
TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.															
							4.29								
VF 29	.....	.....	L 8.20Am	.....	.....	L 12.27Pm	29.07	NEWLON JCT.	.....	45.08	JRP	.....	A 3.48Pm	A 12.15Pm	.....
							1.20								
VF 30	.....	5	8.23	.....	.....	f 12.33	30.27	JENKS	.....	43.88	.....	.....	f 3.44	12.13Pm	.....
							5.45								
VF 36	.....	5	8.36	.....	.....	f 12.44	35.72	EPWORTH	.....	38.43	.....	.....	f 3.34	11.58	.....
							7.43								
VF 43	.....	27	8.55	.....	.....	f 12.59	43.15	GETTYSBURG	.....	31.00	.....	.....	f 3.19	11.39	.....
							7.60								
VF 51	37	35	9.14	.....	.....	s 1.14	50.75	LAMBERT	RT	23.40	D	.....	s 3.04	11.20	.....
							7.46								
VF 58	.....	42	9.33	.....	.....	s 1.29	58.21	ENID	.....	15.94	.....	.....	s 2.49	11.01	.....
							4.43								
VF 63	.....	10	9.44	.....	.....	s 1.38	62.64	LANE	.....	11.54	.....	.....	s 2.40	10.50	.....
			610					11.51						611	
VF 74	54	34	A 10.15Am	.....	.....	A 2.03Pm	74.15	RICHEY	RC	.....	DRXY	.....	L 2.15Pm	L 10.20Am	.....
			2.05	1.40	.22	2.42		Time Over Subdivision				.25	2.35	2.05	2.35
			23.7	14.9	28.3	27.5		Average Speed Per Hour				25.0	28.7	23.7	9.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

WESTWARD — NINTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 615 Mon., Wed. and Fri.	FIRST CLASS 287 Daily Ex. Sun.	Distance from Watford City	Time Table No. 76 Effective March 1, 1955 STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS 288 Daily Ex. Sun.	SECOND CLASS 616 Mon., Wed. and Fri.
			616	288						287	615
VG 37	48	70	L 1.30Pm	L 10.29Am	.....	WATFORD CITY	WF	37.02	DRXY	A 10.20Am	A 12.50Pm
							7.40				
VG 29	.....	40	1.50	s 10.47	7.40	ARNEGARD	NE	29.62	D	s 10.01	12.30
							5.26				
VG 24	.....	30	2.05	s 11.01	12.66	RAWSON	RA	24.36	D	s 9.48	12.15Pm
							4.88				
VG 19	.....	39	2.20	s 11.14	17.54	ALEXANDER	A	19.48	D	s 9.36	11.59
				616			5.91				287
VG 13	.....	33	2.38	s 11.30	23.45	CHARBONNEAU	AU	13.57	D	s 9.21	11.30
							7.86				
VG 6	.....	30	2.59	s 11.47	31.31	CARTWRIGHT	CG	5.71	D	s 9.02	11.05
							5.71		BDJPR		
VF 14	.....	72	A 3.20Pm	A 11.59Am	37.02	FAIRVIEW	FA	.....	XY	L 8.50Am	L 10.50Am
			1.50	1.30		Time Over Subdivision				1.30	2.00
			20.02	24.7		Average Speed Per Hour				24.7	18.5

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

WESTWARD — TENTH SUBDIVISION — EASTWARD 11

Time Table No. 76
Effective March 1, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 371 Daily Ex. Sunday	FIRST CLASS 289 Daily Ex. Sunday	Distance from Bainville	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 4.40Pm	A 4.00Pm
						10.64					
VC 11	41	22	s 8.55	s 9.31	10.64	McCABE	MC	135.96	DP	s 4.16	s 3.25
						8.66					
VC 19	.....	30	s 9.22	s 9.49	19.30	FROID	FD	127.30	DP	s 3.58	s 2.55
						6.36					
VC 26	.....	36	s 9.42	s 10.02	25.66	HOMESTEAD	HO	120.94	DP	s 3.45	s 2.35
						5.96					
VC 32	.....	31	s 10.00	s 10.14	31.62	MEDICINE LAKE	MK	114.98	DP	s 3.30	s 2.20
						7.50					
VC 39	.....	22	s 10.23	s 10.30	39.12	RESERVE	RS	107.48	DP	s 3.15	s 1.55
			289	371		6.28					
VC 45	.....	22	s **10.43**	s **10.43**	45.40	ANTELOPE	AN	101.20	DP	s 3.02	s 1.40
						8.00			DP		
VC 53	40	60	s 11.10	s 11.01	53.40	PLENTYWOOD	NY	93.20	XY	s 2.50	s 1.15
						6.42					
VC 61	.....	15	f 11.29	f 11.14	59.82	MIDBY	.....	86.78	.....	f 2.38	f 12.52
						6.74					
VC 66	.....	21	s 11.50	s 11.28	66.56	ARCHER	.....	80.04	P	s 2.24	s 12.31
			372	372		6.86					289-371
VC 71	.....	31	s **12.10Pm**	s **11.42**	73.42	REDSTONE	RD	73.18	DP	s 2.10	s **12.10Pm**
						6.51					
VC 78	.....	15	s 12.30	s 11.58	79.93	NAVAJO	.....	66.67	P	s 1.57	s 11.17
						5.45					
VC 85	.....	35	s 1.00	s 12.17Pm	85.38	FLAXVILLE	FX	61.22	DP	s 1.46	s 10.59
			290			5.16				371	
VC 91	.....	25	s **1.35**	s 12.27	90.54	MADOC	.....	56.06	P	s **1.35**	s 10.43
						7.43			DP		
VC 98	37	114	s 2.00	A 12.45Pm	97.97	SCOBEY	SC	48.63	XY	L 1.20Pm	s 10.20
						8.53					
VC106	.....	24	s 2.35	.....	106.50	FOUR BUTTES	FO	40.10	DP	.....	s 9.40
						5.97					
VC112	.....	23	s 2.55	.....	112.47	GLUTEN	.....	34.13	.....	.....	s 9.17
						5.54					
VC118	.....	35	s 3.15	.....	118.01	PEERLESS	PR	28.59	DP	.....	s 8.55
						11.50					
VC129	.....	30	s 3.50	.....	129.51	RICHLAND	CA	17.09	DP	.....	s 8.10
						9.87					
VC139	.....	34	s 4.25	.....	139.38	GLENTANA	G	7.22	DP	.....	s 7.30
						7.22			DPR		
VC147	42	75	A 5.00Pm	.....	146.60	OPHEIM	OM	.....	XY	.....	L 7.00Am
			8.40	3.35		Time Over Subdivision				3.20	9.00
			16.9	27.3		Average Speed Per Hou				29.4	16.3

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

Time Table No. 76
Effective March 1, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 333 Mon., Wed. and Fri.	Distance from Saco	STATIONS	Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS 334 Tues., Thur. and Sat.
842	W93	287	L 8.50Am	.....	SACO ★	SF	78.72	BDNJK PRXY	A 12.45Pm
					8.73				
SH 9	40	51	s 9.55	8.73	COLE	.....	69.92	P	s 11.30
					6.58				
SH15	.....	24	f 10.25	15.31	TATTNALL	.....	63.41	P	f 10.30
					10.56				
SH26	.....	34	s 11.25	25.87	WHITEWATER	W	52.85	DP	s 9.40
					12.95				
SH39	.....	35	s 12.25Pm	38.82	LORING	N	39.90	DP	s 9.05
					15.30				
SH54	.....	27	f 1.45	54.12	CHAPMAN	.....	24.60	P	f 7.45
					13.02				
SH67	.....	44	s 2.40	67.14	TURNER	R	11.58	DP	s 7.13
					11.58				
SH79	.....	74	A 3.20Pm	78.72	HOGELAND	X	.....	DPRXY	L 6.45Am
			6.30		Time Over Subdivision				6.00
			12.1		Average Speed Per Hour				13.1

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

WESTWARD — TWELFTH SUBDIVISION — EASTWARD

Time Table No. 76
Effective March 1, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 239 Daily Ex. Sunday	Distance from Lewistown	STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS	SECOND CLASS 240 Daily Ex. Sunday
ZF30	.....	Yard	L 7.10Am	.....	LEWISTOWN	WN	30.73	BDJKP RXY	A 5.25Am
TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.									
.....	.....	.....	L 7.35Am	9.22	SPRING CREEK JCT.	.....	21.51	JPR	A 4.57Am
					1.19				
ZF20	.....	25	f 7.39	10.41	KINGSTON	.....	20.32	.....	f 4.45
					6.09				
ZF14	.....	34	s 7.58	16.50	ROSSFORK	.....	14.23	P	s 4.34
					6.71				
ZF 8	.....	34	s 8.19	23.21	KOLIN	KO	7.52	DP	s 4.13
					7.52			DNJP	
ZD87	50	94	A 8.42Am	30.73	MOCCASIN	MC	.....	RXY	L 3.50Am
			1.32		Time Over Subdivision				1.35
			20.1		Average Speed Per Hour				19.4

WESTWARD — THIRTEENTH SUBDIVISION — EASTWARD

Time Table No. 76
Effective March 1, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 403 C. M. St. P. & P. R. R. Mon., Wed., Fri.	SECOND CLASS 365 Daily Ex. Sunday	Distance from Vaughn	STATIONS	Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS 366 Daily Ex. Sunday	SECOND CLASS 404 C. M. St. P. & P. R. R. Mon., Wed., Fri.
ZB12	54	19	L 9.30Am	L 8.43Am	.....	VAUGHN	BY	41.70	DJPRX	A 1.06Pm	A 3.20Pm
					5.64						
.....	.....	.....	A 9.45Am	8.58	5.64	DRACUT JCT.	.....	36.06	JPR	12.47	L 3.05Pm
					3.19						
ZE 9	.....	22	.....	f 9.08	8.83	SUN RIVER	.....	32.87	.....	f 12.35	.....
					4.51						
ZE14	.....	27	.....	f 9.22	13.34	FORT SHAW	FS	28.36	DP	f 12.21	.....
					5.63						
ZE19	.....	26	.....	s 9.40	18.97	SIMMS	SM	22.73	DPW	s 12.09Pm	.....
					3.93						
ZE25	.....	26	.....	f 9.51	22.90	LOWRY	.....	18.80	.....	f 11.58	.....
					6.51						
ZE30	.....	14	.....	f 10.09	29.41	RIEBELING	.....	12.29	.....	f 11.40	.....
					12.29						
ZE42	.....	34	.....	A 10.49Am	41.70	AUGUSTA	GN	.....	DPRWY	L 11.00Am	.....
			.15	2.06		Time Over Subdivision				2.06	.15
			22.6	19.9		Average Speed Per Hour				19.9	22.6

WESTWARD — FOURTEENTH SUBDIVISION — EASTWARD

Time Table No. 76
Effective March 1, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 373 Daily Ex. Sunday	Distance from Power	STATIONS	Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS 374 Daily Ex. Sunday
ZB27	126	26	L 11.10Am	.....	POWER	PO	51.11	DNJPR XY	A 4.45Pm
					5.72				
ZG 6	.....	10	f 11.25	5.72	CORDOVA	.....	45.39	.....	f 4.25
					5.88				
ZG12	.....	24	f 11.46	11.60	CLEIV	.....	39.51	.....	f 4.05
					5.48				
ZG17	.....	34	f 12.01Pm	17.08	BOLE	.....	34.03	P	f 3.40
					4.14				
ZG22	.....	.....	A 12.12Pm	21.22	EASTHAM JCT.	.....	29.89	JPR	L 3.20Pm
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.									
.....	.....	.....	L 12.31Pm	28.05	CHOTEAU JCT.	.....	23.06	JPR	A 3.05Pm
					.65				
ZG29	.....	55	s 12.34	28.70	CHOTEAU	CO	22.41	DPW	s 3.03
					0.83				
.....	.....	.....	.....	29.55	C. M. St. P. & P. R. R. CROS'G.	.....	21.56	.....	.....
					7.04				
ZG37	.....	Spur 8	f 12.58	36.57	KOYL	.....	14.54	.....	f 2.39
					5.96				
ZG42	.....	35	s 1.16	42.53	BYNUM	BU	8.58	DP	s 2.22
					8.58				
ZG51	21	42	A 1.45Pm	51.11	PENDROY	RY	.....	DPRY	L 1.55Pm
			2.35		Time Over Subdivision				2.50
			19.8		Average Speed Per Hour				18.1

Westward trains are superior to eastward trains of the same class on Twelfth, Thirteenth and Fourteenth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 13 THROUGH 20.

ALL SUBDIVISIONS

1. **SPEED RESTRICTIONS GENERAL.**

(a) Where Automatic block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

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

Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree 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 sign is reached.

When 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. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, 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.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains and letter "F" to freight and mixed trains.

(c) When passenger trains are handled by Diesel or Electric engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.

When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

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

(e) Diesel and Electric engines light or with caboose only ..... 50 MPH

When cabooses are handled in passenger service, train must not exceed speed of:

When handling cabooses X-100, X-198 to X-310.... 65 MPH
cabooses X-330 to X-749 ..... 50 MPH

Trains handling non-revenue Great Northern cars that are equipped with "K" type air brake valves are to be operated in trains not exceeding 50 cars and at speeds not exceeding ..... 40 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc.
On Main Lines ..... 30 MPH
Except on six 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

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.
Pacific Jct. to and from Great Falls Line.
Gildford, east and west siding switch.
Dunkirk, east and west siding 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.
Tiber, east and west siding switch.

Trains or engines through all other turnouts..... 15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to engines, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids.

In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.
On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

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

Diesel and Gas-Electric engines 2302-2341 must be handled on rear of train.

Not more than four adjacent diesel units are to be towed dead in a train in a single grouping. Additional groups should be separated by not less than five cars.

Trains handling 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 28, 75 to 170, 247 to 249, 253 to 259, 262, 263, 307 to 317, 400 to 474	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 578, 600 to 678	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

3. 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.

4. When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.
The numerals and suffix letter of trailing units must not be illuminated.
The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

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

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

7. **EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:**
Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. 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. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. 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 and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARING" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.
Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

8. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

FIRST SUBDIVISION

GLASGOW: .....Both at Depot.
POPLAR: .....Cooling Water at Depot.

SECOND SUBDIVISION

GLASGOW: .....Both at Depot.
MALTA: .....At Depot.

THIRD SUBDIVISION

CHESTER: .....Cooling Water only, at Depot.
SHELBY: .....Both at East & West Service stations.

SIXTH SUBDIVISION

STANFORD: .....Both in Box at Water Tank.
JUDITH GAP: .....Both in Box near Standpipe.

SEVENTH SUBDIVISION

HELENA: .....Both at Yard Office.

ELEVENTH SUBDIVISION

HOGELAND: .....Both at Engine House.

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

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. Engineers finding flat spots on Diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.

17. 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.

18. 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.

19. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.
Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.
When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.
When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engines, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car 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.

Terminal 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.

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.

20. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

21. 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 evidence 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.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding.

The switch-key-controller mounted on the mast 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.

22. 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.

23. **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.

24. 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, 27, 28 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

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

FIRST SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Williston and Glasgow	79 MPH	50 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.
Register of regular trains at Williston will cover their arrival at Snowden.

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 westward siding and west switch eastward siding.
Sprole, east and west siding switch.
Poplar, east and west siding switch.
Macon, both ends of siding.
Wolf Point, east switch westward siding and west switch eastward siding.
Glasgow, east and west switch to north #1.
Normal position is for main track.

7. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**

Westward, on signal:
177.5, one mile east of east switch Blair.
Westward, on Cable Post:
One-fourth mile east of Poplar depot.
Eastward, on signal:
208.4, one and one-fourth miles west of west switch Poplar.
Eastward, on signal:
179.8, at west switch Blair.

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

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

9. **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.

10. Freight trains will make running inspection at Glasgow.

SECOND SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Glasgow and Havre	79 MPH	50 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.
Register of regular trains at Havre will cover their arrival at Lohman.

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. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**

Westward, on signal:
309.7, one and one-half miles east of east switch Beaverton.
Westward, on Cable Post:
Three-fourths mile east of Malta depot.
Eastward, on Cable Post:
One and one-half miles west of west switch Malta.
Eastward, on signal:
311.8, at west switch Beaverton.
Eastward, on signal:
280.6, one and one-fourth miles east of east switch Paisley.

8. **AUTOMATIC INTERLOCKINGS.**

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

9. Freight trains will make running inspection at Glasgow.

THIRD SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Havre and Shelby	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Bridge No. 1042.3 to a point 1500 feet west, Galata.....45 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Shelby, all trains register by ticket except third class trains and trains originating and terminating.
Register of regular trains at Havre will cover their arrival at Pacific Jct.

4. **RESTRICTED CLEARANCES.**
Shelby, turnouts are located so close together at end of double track and crossover east thereof, also turnout at east end south 3 track and west end industry track that engines cannot safely operate on both turnouts at same time and movements of this kind are prohibited.

5. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Butte Fifth Subdivision and passenger station and will use first track south of main track.

6. **SPRING SWITCHES WITH FACING POINT LOCK.**
Havre, west lead switch to westward main track.
Normal position is for main track.
Gildford, East and west siding switch.
Buelow, East switch eastward siding.
West switch westward siding.
Tiber, East and west siding switch.
Dunkirk, East and west siding switch.
Shelby, East lead switch.

7. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Eastward, on signal:
967.6, two miles east of Burnham.

8. **SEMI-AUTOMATIC INTERLOCKINGS.**
Pacific Junction .....
Interlocking operates automatically for all movements with the current of traffic and for westward Third Subdivision 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 box.

FOURTH SUBDIVISION

(Havre Line)

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

Between	Passenger	Freight
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. **TRAIN REGISTER EXCEPTIONS.**
Great Falls, Register only for first class trains and passenger extras.
Register of regular trains at Havre will cover their arrival at Pacific Jct.

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Pacific Jct., trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive, eastward trains will proceed to Havre with the current of traffic when signals indicate proceed.

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

5. **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.

6. **EMERGENCY TELEPHONES.**
175 feet east MP 71 .....Watchman Cabin
265 feet west MP 74 .....Watchman Cabin
1000 feet west MP 118 .....Booth

7. **SEMI-AUTOMATIC INTERLOCKINGS.**
Pacific Jct. .....Junction with Third Subdivision
Interlocking operated automatically for all movements with the current of traffic and for westward 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.

FIFTH SUBDIVISION

(Shelby Line)

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

Between	Passenger	Freight
West Side Jct. and Collins	45 MPH	40 MPH
Collins and Withey	59 MPH	45 MPH
Withey and Shelby	45 MPH	40 MPH

2. **TRAIN REGISTER EXCEPTIONS.**
Great Falls, Register only for first class trains, passenger extras and second class trains to and from Fifth and Sixth Subdivisions, except Nos. 495 and 496.
First and second class trains register by ticket at West Side Junction except trains Nos. 235-236.
Emerson Jct., Vaughn, Power, Conrad register only for trains originating and terminating.
Shelby, trains Nos. 3 and 4 will register by ticket.

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station will obtain clearance from G. N. dispatcher.

4. Shelby, normal position of the switch at the end of the Fifth Subdivision will be for the Butte Division main track.

5. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Fifth Subdivision and passenger station and will use first track south of main track.

6. West Side Jct., normal position of junction switch is for Fifth 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.

SIXTH SUBDIVISION

(Billings Line)

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

Between	Passenger	Freight
Great Falls and West Switch Belmont	50 MPH	40 MPH
West Switch Belmont and East Switch Acton	59 MPH	50 MPH
East Switch Acton and Mossmain	50 MPH	40 MPH

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

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

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

5. Moccasin, normal position of junction switch is for Sixth Subdivision.

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

7. **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.

8. **EMERGENCY TELEPHONES.**
Tunnel Q-1, East End ..... Watchman's Cabin.
Baseline Spur ..... West End.
Cushman ..... East End.

9. **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.

SEVENTH SUBDIVISION

(Butte Line)

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

Between	Passenger	Freight
Great Falls and Clancy	50 MPH	30 MPH
Clancy and Butte	40 MPH	25 MPH

2. **SPEED RESTRICTIONS.**
Helena ..... 15 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
West Side Junction first and second class trains except trains Nos. 235-236 will register by ticket and passenger extras will not register.

4. **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.

5. 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.

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

7. West Side Jct., normal position of junction switch is for Fifth Subdivision.

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

9. 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.

10. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 139 and MP 141 approximately three miles west of Riverdale.
Eastward—Between MP 276 and MP 274 approximately one mile east of Woodville.

11. **EMERGENCY TELEPHONES.**
Hardy, 500 feet west tunnel No. 1 ..... Watchman Cabin
Boulder, 3 mi. west of ..... Watchman Cabin
Tintinger Pit, 300 feet west main line switch ..... Booth
Trask ..... Booth
Portal ..... Booth

12. **AUTOMATIC INTERLOCKINGS.**
Helena, 2.60 miles east of ..... N. P. Ry. crossing
Butte, 1.50 miles east of ..... Butte Station

13. **RAILROAD CROSSINGS PROTECTED BY GATES.**
Helena, 1.87 miles east of ..... N. P. Ry. Industry track.
Normal position is clear for Great Northern.

EIGHTH SUBDIVISION

(Richey Line)

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

Between	Passenger	Freight
Snowden and Richey	30 MPH	25 MPH

2. Snowden, normal position of Eighth Subdivision switch is for east leg of wye.

3. **MANUAL INTERLOCKINGS.**
Snowden, 2 miles west of .....drawbridge 12.1
Interlocking signals at east and west approach govern train movements over bridge.

NINTH SUBDIVISION

(Watford City Line)

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

Between	Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH

2. **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.

TENTH SUBDIVISION

(Opheim Line)

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

Between	Passenger	Freight
Bainville and Redstone	35 MPH	25 MPH
Redstone and Scobey	35 MPH	20 MPH
Scobey and Opheim	25 MPH	20 MPH

ELEVENTH 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

TWELFTH SUBDIVISION

(Lewistown Line)

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

Between	Passenger	Freight
Lewistown and Moccasin	35 MPH	20 MPH

2. **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.

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

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

5. 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.

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

THIRTEENTH SUBDIVISION

(Augusta Line)

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

Between	Passenger	Freight
Vaughn and Augusta	25 MPH	20 MPH

2. Vaughn, normal position of junction switch is for Fifth Subdivision.

3. 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. **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.

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

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

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

WATCH INSPECTORS

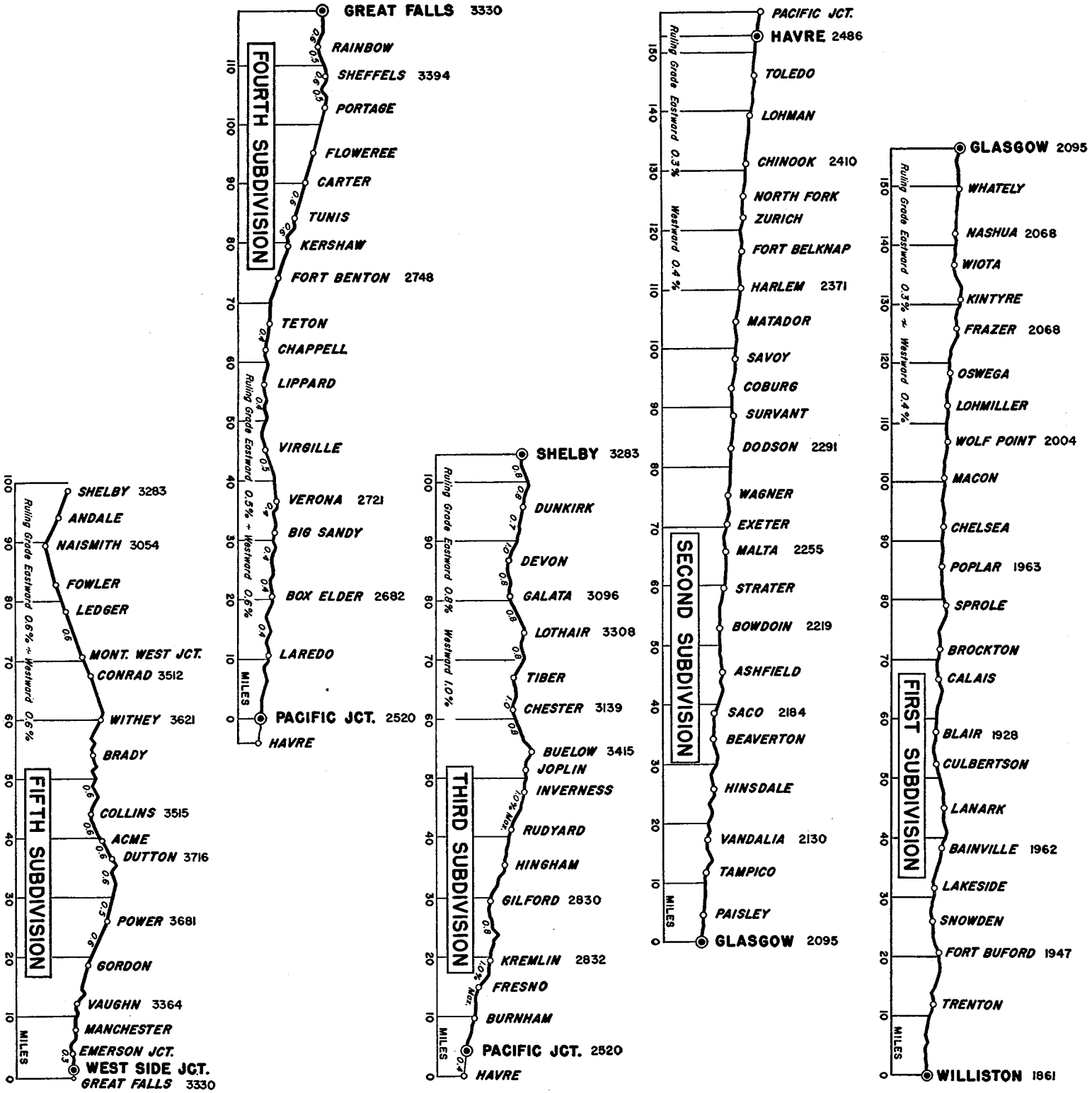
Butte	S & S Jewelers.
Conrad	Harold Pyle.
Cut Bank	M. S. Bush.
Fairview	Agent—Comparison only.
Glasgow	Bowles Jewelry. R. E. St. Clair.
Great Falls	Jim Kovich. Sutherland Jewelry. Russell's Jewelry.
Havre	Blacks' Jewelry.
Helena	S. & M Jewelers.
Judith Gap	Agent—Comparison only.
Laurel	Dudis Jewelry.
Lewistown	Scheldt Jewelers.
Plentywood	Catherine C. Lynch.
Saco	Agent—Comparison only.
Shelby	Stulls Jewelry.
Sidney	Lisle Hawkins.
Whitefish	Burr's Jewelry.
Williston	R. M. Gross.

SPEED TABLE

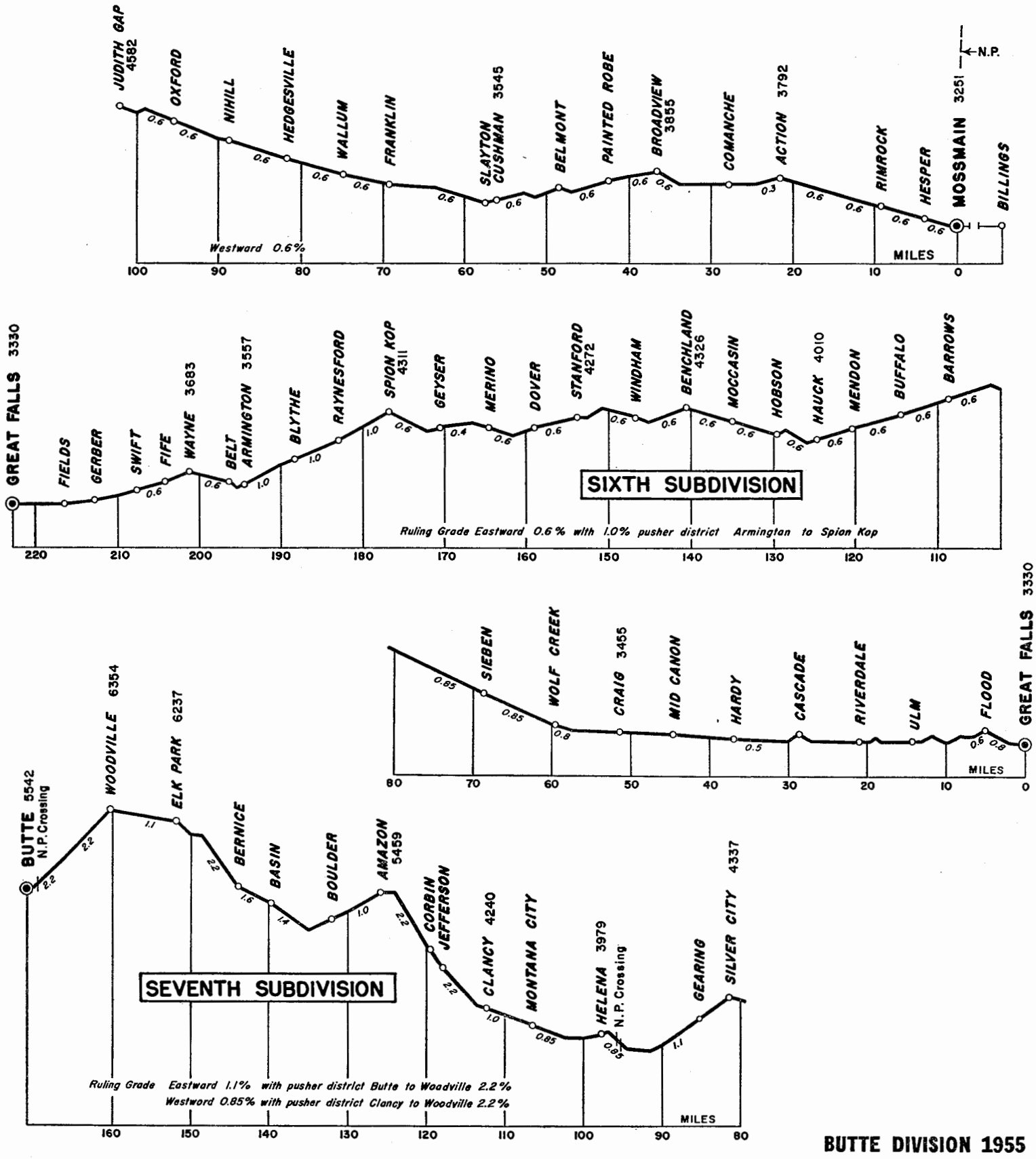
Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.2
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.7	1	45	34.3
	55	65.5	1	50	32.7
	56	64.3	1	55	31.3
	57	63.2	2	0	30.0
	58	62.1	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	58.1	3	0	20.0
1	3	57.1	3	30	17.1
1	4	56.3	4	0	15.0
1	5	55.4	5	0	12.0
1	6	54.5	6	0	10.0
1	7	53.7	7	0	8.6
1	8	52.9	8	0	7.5
1	9	52.2	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 Malto	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
Fourth Subdivision			
Stranahan	5.83 miles west of Virgelle	12	East end
Fifth Subdivision			
Pondera Pipe Line Spur	2.97 miles east of Conrad	37	East end
Sixth Subdivision			
Baseline Spur	1.90 miles east of Rimrock	25	West end
Lavin Spur	At Gerber	Yard	West end
Seventh Subdivision			
Cascade Stock Yard	0.50 miles east of Cascade	42	Both ends
Tintinger Spur No. 2	2.72 miles east of Hardy	73	East end
Hardy Pit	1 mile east of Hardy	118	West end
Car-Con Spur	3.03 miles west of Helena	30	East end
Four Range	4.79 miles west of Helena	12	East end
Lahey Spur	.5 miles west of Corbin	9	Both ends
Wickes	3.77 miles west of Corbin	9	West end
Trask	4.9 miles west of Elk Park	7	West end
Eighth 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
Ninth Subdivision			
Hardy Beet Track	1.51 miles east of Fairview	61	Both ends
Tenth Subdivision			
Plentywood Pit Track	4.6 miles west of Plentywood	32	Both ends
Thirteenth Subdivision			
Beet Track	0.70 miles west of Vaughn	44	Both ends
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
Koyle Spur	7.87 miles west of Choteau	8	East end



BUTTE DIVISION 1955


JUDITH GAP 4582
OXFORD
NIHILL
HEDGESVILLE
WALLUM
FRANKLIN
SLAYTON
CUSHMAN 3545
BELMONT
PAINTED ROBE
BROADVIEW 3855
COMANCHE
ACTION 3792
RIMROCK
HESPER
MOSSMAIN 3251
N.P.
BILLINGS
0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.3 0.6 0.6 0.6 0.6
Westward 0.6%
100 90 80 70 60 50 40 30 20 10 0
MILES
GREAT FALLS 3330
FIELDS
GERBER
SWIFT
FIFE
WAYNE 3683
BELT
ARMINGTON 3557
BLYTHE
RAYNESFORD
SPION KOP 4311
GEYSER
MERINO
DOVER
STANFORD 4272
WINDHAM
BENCHLAND 4326
MOCCASIN
HOBSON
HAUCK 4010
MENDON
BUFFALO
BARROWS
0.6 0.6 0.6 1.0 1.0 1.0 0.6 0.4 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6
SIXTH SUBDIVISION
Ruling Grade Eastward 0.6% with 1.0% pusher district Armington to Spion Kop
220 210 200 190 180 170 160 150 140 130 120 110
SIEBEN
WOLF CREEK
CRAIG 3455
MID CANON
HARDY
CASCADE
RIVERDALE
ULM
FLOOD
GREAT FALLS 3330
0.85 0.85 0.8 0.5 0.6 0.8
80 70 60 50 40 30 20 10 0
MILES
BUTTE 5542
N.P. Crossing
WOODVILLE 6354
ELK PARK 6237
BERNICE
BASIN
BOULDER
AMAZON 5459
CORBIN
JEFFERSON
CLANCY 4240
MONTANA CITY
HELENA 3979
N.P. Crossing
GEARING
SILVER CITY 4337
2.2 2.2 1.1 2.2 1.6 1.4 1.0 2.2 2.2 1.0 0.85 0.8 1.1
SEVENTH SUBDIVISION
Ruling Grade Eastward 1.1% with pusher district Butte to Woodville 2.2%
Westward 0.85% with pusher district Clancy to Woodville 2.2%
160 150 140 130 120 110 100 90 80
MILES
BUTTE DIVISION 1955

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