COMPANY SURGEONS

*Dr. Ernest R. Anderson, Asst. Chf. Surg., Minneapolis, Minn.
Dr. David A. Burlingame, Roentgenologist....St. Paul, Minn.
*Dr. P. E. Kane .....Butte, Montana
Dr. Robert H. Leeds .....Chinook, Montana
Dr. H. W. Bateman .....Choteau, Montana
Dr. R. K. West .....Cut Bank, Montana
Dr. S. D. Whetstone .....Cut Bank, Montana
*Dr. R. W. Cummings .....Shelby, Montana
Dr. Porter S. Cannon .....Conrad, Montana
Dr. R. W. Jensen .....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. L. L. Howard .....Great Falls, Montana
Dr. David Gregory .....Glasgow, Montana
*Dr. Philip A. 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. Paul Gans .....Lewistown, Montana
Dr. O. A. Swenson .....Fairview, Montana
*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

J. R. McLELLAN, Chief Dispatcher
C. E. EUDY, Chief Dispatcher
M. J. SOMMERS, Trainmaster
W. H. LITTLE, Trainmaster
P. B. RASMUSSEN, Trainmaster
P. A. FREUEN, Trainmaster.
A. R. McKEEN, Trainmaster.
W. L. DORCY, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 84

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Sunday, September 29, 1957

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

Printed in U.S.A.

Station Numbers	Car Capacity Sidings	Car Capacity Other Tracks	SECOND CLASS 461 Daily	SECOND CLASS 473 Daily		FIRST CLASS 3 Daily	FIRST CLASS 31 Daily	Distance from Bainville	Time Table No. 84 Effective September 29, 1957 STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS 4 Daily	FIRST CLASS 32 Daily		SECOND CLASS 462 Daily	SECOND CLASS 470 Daily
685	E115 W174	181	L 9.20Am	L 12.01Am	.....	L 10.04Pm	L 7.47Am	.....	BAINVILLE ★	B	271.17	DNJK PRXY	A 7.19Am	A 4.51Pm	.....	A 12.43Pm	A 5.55Am
									6.83								
692	109	4	9.30	12.10	.....	10.12	7.54	6.83	LANARK	.....	264.34	P	7.09	4.44	.....	12.33	5.42
									7.43								
699	120	63	9.41	12.20	.....	s 10.20	8.02	14.26	CULBERTSON	CU	256.91	DNPW	s 6.59	4.34	.....	12.23	5.27
									5.50								
705	107	5	9.50	12.28	.....	10.28	8.09	19.76	BLAIR	.....	251.41	P	6.48	4.27	.....	12.15Pm	5.20
									13.71								
722	248	45	10.08	12.45	.....	10.43	8.24	33.47	BROCKTON ★	BR	237.70	DP	6.33	4.13	.....	11.56	4.57
									7.47								
729	127	70	10.20	12.55	.....	10.50	8.31	40.94	SPROLE	.....	230.23	P	6.25	4.06	.....	11.45	4.42
									6.52								
733	130	155	10.30	1.05	.....	s 10.59	8.37	47.46	POPLAR	PO	223.71	DNPW	s 6.14	4.00	.....	11.35	4.30
									6.80								
741	130	17	10.40	1.15	.....	11.08	8.43	54.26	CHELSEA	.....	216.91	P	6.06	3.54	.....	11.25	4.18
									7.98								
748	138	24	10.53	1.25	.....	11.16	8.50	62.24	MACON	.....	208.93	P	5.58	3.46	.....	11.14	4.04
	E135 462								6.41							461	
753	W135	335	**11.05**	1.35	.....	s 11.23	8.56	68.65	WOLF POINT ★	WO	202.52	DNPW	s 5.46	3.40	.....	**11.05**	3.54
									11.28								
765	130	37	11.28	1.50	.....	11.38	9.07	79.93	OSWEGO	GO	191.24	DP	5.34	3.29	.....	10.50	3.38
									7.69								
772	135	20	11.39	2.01	.....	11.46	9.14	87.62	FRAZER ★	FR	183.55	DNP	5.26	3.22	.....	10.40	3.27
									5.04								
777	130	11	11.46	2.07	.....	11.53	9.18	92.66	KINTYRE	.....	178.51	P	5.20	3.17	.....	10.33	3.20
									5.65								
783	.....	.....	11.53	2.14	.....	11.59	9.23	98.31	WIOTA	.....	172.86	P	5.13	3.11	.....	10.25	3.12
									5.40								
789	129	82	12.01Pm	2.21	.....	12.05Am	9.28	103.71	NASHUA	NA	167.46	DNP	5.07	3.04	.....	10.17	3.05
									7.78								
797	130	13	12.11	2.31	.....	12.15	9.35	111.49	WHATELY	.....	159.68	P	4.58	2.54	.....	9.55	2.53
				470			462		6.73			BDNKO				31	473
803	Yard	740	12.20	**2.45**	.....	s 12.30	**9.45**	118.22	GLASGOW ★	GW	152.95	PRWXY	s 4.50	2.45	.....	**9.45**	**2.45**
									4.71								
808	70	70	12.26	2.52	.....	12.36	9.50	122.93	PAISLEY	.....	148.24	P	4.37	2.35	.....	9.33	2.25
									7.03								
815	125	27	12.37	3.05	.....	12.44	9.56	129.96	TAMPICO	MA	141.21	DP	4.29	2.28	.....	9.22	2.10
									5.29								
820	71	26	12.46	3.15	.....	12.51	10.02	135.25	VANDALIA	.....	135.92	P	4.23	2.23	.....	9.12	2.01
									8.78								
828	251	85	12.59	3.30	.....	f 1.01	10.12	144.03	HINSDALE ★	HD	127.14	DNP	f 4.13	2.12	.....	8.58	1.45
	W 93			4			470		12.76			DNJKW	473			3	
842	E166	113	1.20	**3.59**	.....	f **1.16**	10.24	156.79	SACO ★	SF	114.38	PXY	s **3.59**	2.00	.....	8.41	**1.16**
			32						14.40							461	
860	163	34	**1.45**	4.16	.....	1.31	10.38	171.19	BOWDOIN	BO	99.98	DP	3.36	**1.45**	.....	8.23	12.59
									12.61								
869	133	153	2.05	4.31	.....	s 1.45	10.49	183.80	MALTA ★	MF	87.37	DNPW	s 3.21	1.31	.....	8.06	12.31
									9.57								
880	204	98	2.20	4.43	.....	1.57	10.59	193.37	WAGNER	WA	77.80	DP	3.04	1.20	.....	7.54	12.17
									7.87								
886	123	55	2.32	4.55	.....	2.05	11.07	201.24	DODSON ★	DN	69.93	DNP	2.55	1.10	.....	7.45	12.05Am
									10.11								
896	130	32	2.47	5.07	.....	2.21	11.16	211.35	COBURG	.....	59.82	P	2.39	12.59	.....	7.32	11.48
	E 92					4			5.21					3			
901	W130	26	2.57	5.14	.....	**2.29**	11.21	216.56	SAVOY	S	54.61	DP	**2.29**	12.54	.....	7.24	11.38
	E126								11.82								
913	W 70	70	3.12	5.26	.....	f 2.41	11.32	228.38	HARLEM ★	HM	42.79	DNP	s 2.16	12.43	.....	7.07	11.18
									6.33								
919	76	45	3.22	5.33	.....	2.49	11.37	234.71	FORT BELKNAP	.....	36.46	P	2.10	12.38	.....	6.58	11.07
									5.53								
925	125	32	3.30	5.40	.....	2.54	11.42	240.24	ZURICH	Z	30.93	DP	2.05	12.33	.....	6.50	10.59
									3.66								
929	70	21	3.36	5.45	.....	2.58	11.46	243.90	NORTH FORK	.....	27.27	P	2.02	12.30	.....	6.45	10.54
	E121								5.59								
935	W 74	391	3.45	5.52	.....	s 3.04	11.51	249.49	CHINOOK ★	CK	21.68	DNPY	s 1.56	12.25	.....	6.36	10.45
									8.02								
943	.....	16	3.58	6.02	.....	3.14	11.58	257.51	LOHMAN	.....	13.66	P	1.48	12.17	.....	6.25	10.30
							32		13.66	Double Track		BDNK		L 31		L	L
956	Yard	2132	A 4.25Pm	A 6.20Am	.....	A 3.30Am	A **12.15**Pm	271.17	HAVRE ★	HV	.....	OPRWX	L 1.35Am	**12.01**Pm	.....	6.00 AM	10.00Pm
			7.05	6.19		5.26	4.28		Time Over Subdivision				5.44	4.50		6.43	7.55
			38.28	42.92		49.94	60.80		Average Speed Per Hour				47.30	56.10		40.37	34.25

AUTOMATIC BLOCK SIGNALS

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

CONDITIONAL STOPS

No. 31 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 31 is scheduled to stop.

No. 32 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 32 is scheduled to stop.

Trains No. 31 and No. 32 will make conditional stops at Wolf Point for revenue passengers originating or terminating at points Spokane and West thereof, and for passengers originating or terminating at points Minneapolis and East thereof.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 15.

WESTWARD — SECOND SUBDIVISION — EASTWARD 3

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 461 Daily	SECOND CLASS 473 Daily	SECOND CLASS 27 Daily	FIRST CLASS 31 Daily	FIRST CLASS 3 Daily	Distance from Havre	Time Table No. 84 Effective September 29, 1957 — STATIONS	Telegraph Calls	Distance from Cut Bank	SIGNS	FIRST CLASS 32 Daily	FIRST CLASS 4 Daily	SECOND CLASS 490 Daily	SECOND CLASS 462 Daily	SECOND CLASS 494 Daily	SECOND CLASS 28 Daily
956	Yard	2132	L 4.00Pm	L 6.00Am	L 4.30Am	L 12.25Pm	L 3.50Am	.....	Double Track HAVRE...★..	HV	128.91	BPRKD NWOX	A 11.50Am	A 1.15Am	A 5.25Am	A 2.30Pm	A 9.50Pm	A 11.15Pm
961	.....	29	4.10	6.10	4.37	12.30	A 3.56Am	4.03	4.03 PACIFIC JCT.	.....	124.88	JIPY	11.45	L 1.04Am	5.18	2.20	9.40	11.05
967	130	7	4.20	6.20	4.45	12.36	.....	9.92	5.89 BURNHAM.....	.....	118.99	P	11.39	.....	5.08	2.10	9.31	10.54
971	61	14	4.30	6.30	490 4.59	12.41	.....	14.62	4.70 FRESNO.....	.....	114.29	P	11.34	.....	27 4.59	2.03	9.25	10.45
976	130	44	4.40	6.40	s 5.15	12.46	.....	19.35	4.73 KREMLIN.★...	KN	109.56	DNP	11.29	.....	4.50	1.56	9.19	s 10.36
986	126	33	5.00	7.00	s 5.40	12.56	.....	29.47	10.12 GILDFORD.....	GR	99.44	DP	11.19	.....	4.34	1.42	9.03	s 10.11
992	61	30	5.10	7.10	s 5.52	1.02	.....	35.37	5.90 HINGHAM.....	HG	93.54	DP	11.13	.....	4.24	1.33	8.53	s 10.00
998	142	35	5.20	7.20	s 6.04	1.08	.....	41.34	5.97 RUDYARD.★...	RU	87.57	DP	11.07	.....	4.14	1.24	8.43	s 9.48
1004	128	32	5.30	7.30	s 6.19	462 1.14	.....	47.58	6.24 INVERNESS.....	RN	81.33	DP	11.01	.....	3.52	31 1.14	8.32	s 9.36
1008	.....	32	5.35	7.35	s 6.29	1.18	.....	51.42	3.84 JOPLIN.....	JO	77.49	DP	10.57	.....	3.46	12.56	8.26	s 9.24
1013	E 99 W125	.....	5.40	7.40	6.36	1.21	.....	54.39	2.97 BUELOW.....	.....	74.52	P	10.54	.....	3.41	12.51	8.21	9.16
1018	E 89 W 60	93	5.50	7.50	s 6.56	1.28	.....	61.49	7.10 CHESTER.★....	CH	67.42	DNPW	10.46	.....	3.23	12.33	8.03	s 8.50
1024	140	33	5.58	7.58	7.06	1.34	.....	67.03	5.54 TIBER.....	.....	61.88	P	10.41	.....	3.14	12.24	7.54	8.40
1031	129	26	6.08	8.08	s 7.21	1.42	.....	74.56	7.53 LOTHAIR.....	AR	54.35	DP	10.33	.....	3.02	12.12	7.42	s 8.31
1037	60	42	6.16	8.16	s 7.31	1.48	.....	80.54	5.98 GALATA.....	GA	48.37	DP	10.27	.....	2.52	12.02Pm	7.32	s 8.16
1043	136	24	6.24	8.25	s 7.41	1.54	.....	86.56	6.02 DEVON.★.....	CD	42.35	DNP	10.21	.....	2.42	11.52	7.22	s 8.05
1052	137	74	6.37	8.37	f 7.59	2.03	.....	95.16	8.60 DUNKIRK.....	.....	33.75	P	10.13	.....	2.30	11.40	7.10	f 7.50
1061	Yard	382	6.50	8.50	A 8.15Am	s 2.15	L 9.55Am	104.64	9.48 SHELBY.★....	SJ	24 27	BRKDNP WOIYXJ	s 10.03	A 7.15Pm	2.15	11.25	6.55	L 7.30PM
1063	.....	.....	6.54	8.54	.....	2.18	9.58	106.13	1.49 S.G. JCT.....	.....	22.78	PXJ	9.57	7.10	2.10	11.20	6.50	.....
1074	W122	31	7.10	9.10	.....	2.33	f 10.10	117.67	11.54 ETHRIDGE...	DG	11.24	DP	9.46	f 6.58	1.55	11.05	6.35	.....
1087	Yard	393	A 7.30Pm	A 9.30Am	.....	A 2.48Pm	A 10.25Am	128.91	11.24 CUT BANK..★	CT	.....	BDNIK PRWX	L 9.35Am	L 6.45Pm	L 1.30Am	L 10.40Am	L 6.10Pm	.....
			3.30 36.83	3.30 36.83	3.45 27.9	2.23 54.08	36.00 47.17		Time Over Subdivision / Average Speed Per Hour				2.15 57.29	.41 41.14	3.55 32.91	3.50 33.62	3.40 35.15	3.45 27.9

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 333 Mon., Wed. and Fri.	Distance from Saco	Time Table No. 84 Effective September 29, 1957 — 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 11.10Am
SH 9	40	51	s 9.55	8.73	8.73 .....COLE.....	.....	69.92	P	s 10.35
SH15	.....	24	f 10.25	15.31	6.58 .....TATTNALL.....	.....	63.41	P	f 10.20
SH26	.....	34	s 11.25	25.87	10.56 .....WHITEWATER.....	W	52.85	DP	s 9.40
SH39	.....	35	s 12.25Pm	38.82	12.95 .....LORING.....	N	39.90	DP	s 9.05
SH54	.....	27	f 1.45	54.12	15.30 .....CHAPMAN.....	.....	24.60	P	f 7.45
SH67	.....	44	s 2.40	67.14	13.02 .....TURNER.....	R	11.58	DP	s 7.13
SH79	.....	74	A 3.20Pm	78.72	11.58 .....HOGELAND.....	X	.....	DPRXY	L 6.45Am
			6.30 12.1		Time Over Subdivision / Average Speed Per Hour				4.25 20.97

CONDITIONAL STOPS

No. 31 Chester and Cut Bank to discharge revenue passengers from Williston and east, and to receive revenue passengers for Spokane and west where No. 31 is scheduled to stop.

No. 32 Chester and Cut Bank to discharge revenue passengers from Spokane and west and to receive revenue passengers for Williston and east where No. 32 is scheduled to stop.

Westward trains are superior to eastward trains of the same class, Second and Sixth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 15.

Station Number	Car Capacity: Siding	Car Capacity: Other Tracks	SECOND CLASS 495 Daily	SECOND CLASS 403 C. M. St. P. & P. R. R. Mon., Wed., Fri.	FIRST CLASS 235 Daily Ex. Sun.	FIRST CLASS 3 Daily	Distance from Pacific Jct.	Time Table No. 84 Effective September 29, 1957 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS 4 Daily	FIRST CLASS 236 Daily Ex. Sun.
961	.....	.....	.....	.....	.....	L 3.56Am	.....	PACIFIC JCT.	.....	256.75	IJPY	A 1.04Am	.....
							10.88						
Z 11	50	10	.....	.....	.....	4.11	10.88	LAREDO	.....	245.87	P	12.52	.....
							9.82						
Z 20	94	37	.....	.....	.....	4.23	20.70	BOX ELDER	BX	236.05	DP	12.41	.....
							10.82						
Z 31	87	109	.....	.....	.....	s 4.37	31.52	BIG SANDY. ★	BS	225.23	DNP	s 12.29	.....
							5.29						
Z 37	50	14	.....	.....	.....	4.45	36.81	VERONA	.....	219.94	P	12.17	.....
							8.60						
Z 45	90	25	.....	.....	.....	4.56	45.41	VIRGELLE	.....	211.34	P	12.06Am	.....
							10.85						
Z 56	56	13	.....	.....	.....	5.11	56.26	LIPPARD	.....	200.49	P	11.54	.....
							5.95						
Z 62	90	18	.....	.....	.....	5.19	62.21	CHAPPELL	CQ	194.54	DP	11.47	.....
							4.55						
Z 67	50	.....	.....	.....	.....	5.25	66.76	TETON	.....	189.99	P	11.41	.....
							7.95						
Z 75	94	72	.....	.....	.....	s 5.45	74.71	FORT BENTON. ★	BN	182.04	DNP	s 11.25	.....
							9.78						
Z 85	41	8	.....	.....	.....	5.58	84.49	TUNIS	.....	172.26	P	11.11	.....
							5.91						
Z 91	78	36	.....	.....	.....	6.05	90.40	CARTER	CA	166.35	DP	11.04	.....
							5.00						
Z 96	32	20	.....	.....	.....	6.12	95.40	FLOWEREE	.....	161.35	P	10.58	.....
							7.58						
Z103	89	29	.....	.....	.....	6.22	102.98	PORTAGE	RE	153.77	DP	10.49	.....
							5.59						
Z108	103	19	.....	.....	.....	6.30	108.57	SHEFFELS	.....	148.18	P	10.42	.....
						A 6.50						L 10.25	
Z119	Yard	Yard	.....	.....	L 7.30Am	L 7.15	119.22	GREAT FALLS. ★	PD	137.53	BDNJK PRX	A 10.00	A 5.30Pm
							.63				BDNJK		
Z119	Yard	Yard	L 8.45Am	.....	A 7.33Am	7.18	119.85	W. S. JCT. ★	GF	136.90	OPRWXY	9.54	L 5.27Pm
							3.10						
.....	.....	.....	8.55	L 9.10Am	.....	7.23	122.95	EMERSON JCT.	.....	133.80	JP	9.49	.....
							8.37						
ZB12	54	19	9.15	A 9.30Am	.....	7.37	131.32	VAUGHN	BY	125.43	DNPJX	9.35	.....
							6.68						
ZB19	51	6	9.29	.....	.....	7.46	138.00	GORDON	.....	118.75	P	9.25	.....
							7.33						
ZB27	126	26	9.44	.....	.....	7.56	145.33	POWER	PO	111.42	DPJXY	9.14	.....
							10.56						
ZB37	125	57	10.05	.....	.....	s 8.13	155.89	DUTTON. ★	DU	100.86	DNP	s 8.57	.....
							3.04						
ZB40	61	13	10.13	.....	.....	8.18	158.93	ACME	.....	97.82	P	8.52	.....
							4.36						
ZB45	60	28	10.22	.....	.....	8.24	163.29	COLLINS	ON	93.46	DP	8.46	.....
							9.96						
ZB55	99	32	10.41	.....	.....	s 8.36	173.25	BRADY	BA	83.50	DP	8.31	.....
							6.09						
ZB61	51	.....	10.53	.....	.....	8.43	179.34	WITHEY	.....	77.41	P	8.23	.....
							7.31				DNP		
ZB69	164	265	11.17	.....	.....	s 9.00	186.65	CONRAD. ★	RD	70.10	BWXY	s 8.13	.....
							3.22						
....	.....	.....	11.25	.....	.....	9.05	189.87	M. W. JCT.	.....	66.88	PJ	8.01	.....
							7.64						
ZB79	60	20	11.40	.....	.....	9.17	197.51	LEDGER	FA	59.24	DP	7.51	.....
							4.64						
ZB84	50	14	11.50	.....	.....	9.24	202.15	FOWLER	.....	54.60	P	7.44	.....
							6.53						
ZB91	125	6	12.03Pm	.....	.....	9.33	208.68	NAISMITH	.....	48.07	P	7.35	.....
							9.32				DNPBJY		
1061	Yard	Yard	A 12.25Pm	.....	.....	A 9.50Am	217.90	SHELBY. ★	SJ	38.85	KORWX	L 7.20Pm	.....

TRAINS BETWEEN SHELBY AND S. G. JCT. WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES

								1.49					
.....	.....	.....	.....	.....	.....	.....	219.39	S. G. JCT.	.....	37.36	XJP	.....	.....
								7.81					
ZB109	30	.....	.....	.....	.....	.....	227.20	ALOE	.....	29.55	P	.....	.....
								10.77					
ZB120	50	114	.....	.....	.....	.....	237.97	KEVIN	K	18.78	XDP	.....	.....
								10.42					
ZB130	25	64	.....	.....	.....	.....	248.39	SUNBURST	SU	8.36	XDP	.....	.....
								8.36					
ZB139	21	92	.....	.....	.....	.....	256.75	SWEET GRASS	G	.....	BDKPRXY	.....	.....
			3.40	.20	.03	5.54		Time Over Subdivision				5.44	.03
			26.91	25.11	12.6	36.93		Average Speed Per Hour				38.01	12.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 15.

Time Table No. 84

Effective September 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 239 Daily Ex. Sun.	SECOND CLASS 495 Daily	FIRST CLASS 43 Daily Ex. Mon.	Distance from Mossmain	STATIONS	Telegraph Call	Distance from Great Falls	SIGNS	FIRST CLASS 42 Daily Ex. Sun.	SECOND CLASS 240 Daily Ex. Sun.	SECOND CLASS 496 Daily
ZD 237	.....	Yard	.....	.....	L 1.00Am	.....	BILLINGS	8G	.....	BCDNKO RWXY	A 12.15Am	.....	.....
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.													
ZD 222	.....	12	.....	L 10.00Pm	L 1.22Am	.....	12.08 MOSSMAIN	.....	222.72	JPXYR	A 11.50Pm	.....	A 5.00Am
.....	.....	.....	.....	.....	.....	3.94	3.94 N. P. RY. JCT.	.....	218.78	J	.....	.....	.....
ZD 218	50	25	.....	10.10	f 1.28	4.03	.09 HESPER	HS	218.69	DPX	f 11.42	.....	4.40
ZD 213	125	24	.....	10.19	f 1.35	9.30	5.27 RIMROCK	.....	213.42	P	f 11.32	.....	4.30
ZD 201	50	19	.....	10.36	f 1.48	21.48	12.18 ACTON	.....	201.24	P	f 11.17	.....	4.00
ZD 194	50	27	.....	10.46	f 1.55	27.81	6.33 COMANCHE	.....	194.91	P	f 11.10	.....	3.50
ZD 186	125	57	.....	42 **11.01**	f 2.04	36.36	8.55 BROADVIEW	BW	186.36	DNP	f 496 **11.01**	.....	3.38
ZD 180	49	.....	.....	11.27	2.11	42.37	6.01 PAINTED ROBE	.....	180.35	P	10.53	.....	3.24
ZD 174	50	18	.....	11.39	f 2.18	48.41	6.04 BELMONT	.....	174.31	P	f 10.46	.....	3.12
ZD 166	124	24	.....	11.54	f 2.27	55.97	7.56 CUSHMAN	CN	166.75	P	f 10.39	.....	3.01
ZD 153	49	14	.....	12.20Am	f 496 **2.42**	69.05	13.08 FRANKLIN	.....	153.67	P	f 10.23	.....	43 **2.42**
ZD 148	49	.....	.....	12.32	f 2.49	74.68	5.63 WALLUM	.....	148.04	P	f 10.16	.....	2.29
ZD 141	125	28	.....	12.45	f 2.57	81.66	6.98 HEDGESVILLE	DG	141.06	DP	f 10.08	.....	2.17
ZD 133	49	.....	.....	12.58	3.05	88.72	7.06 NIHILL	.....	134.00	P	9.57	.....	2.03
ZD 127	49	.....	.....	1.11	3.13	95.12	6.40 OXFORD	.....	127.60	P	9.49	.....	1.50
ZD 120	130	89	.....	496 **1.36**	s 3.22	101.97	6.85 JUDITH GAP	JU	120.75	DKPWY	s 9.41	.....	495 **1.36**
ZD 108	50	34	.....	2.03	f 3.37	114.29	12.32 BUFFALO	BO	108.43	DP	f 9.25	.....	12.57
ZD 102	50	3	.....	2.15	3.44	120.15	5.86 MENDON	.....	102.57	P	9.17	.....	12.47
ZD 92	50	76	.....	2.40	f 3.56	129.66	9.51 HOBSON	HO	93.06	DP	f 9.05	.....	12.29
ZD 87	125	83	L 8.50Am	2.52	f 4.05	134.97	5.31 MOCCASIN	MC	87.75	DJPXY	f 8.58	A 3.23Am	12.20
ZD 82	125	49	s 9.00	240 **3.13**	f 4.12	140.42	5.45 BENCHLAND	BD	82.30	DP	f 8.51	f 495 **3.13**	12.01Am
ZD 76	68	46	s 9.10	3.23	f 4.20	146.53	6.11 WINDHAM	WD	76.19	DP	f 8.43	f 3.03	11.50
ZD 68	60	98	s 9.23	3.35	s 4.29	153.69	7.16 STANFORD	SD	69.03	DNPW	s 8.33	s 2.50	11.40
ZD 63	50	15	f 9.31	3.44	4.38	159.05	5.36 DOVER	.....	63.67	P	8.25	f 2.40	11.30
ZD 58	50	.....	s 9.41	3.53	4.45	164.36	5.31 MERINO	.....	58.36	P	8.19	f 2.31	11.20
ZD 52	50	35	s 9.53	4.03	f 4.53	170.57	6.21 GEYSER	GY	52.15	DNP	f 8.12	s 2.20	11.10
ZD 45	50	25	f 10.04	4.15	f 5.02	176.75	6.18 SPION KOP	.....	45.97	P	8.03	f 2.09	10.55
ZD 39	50	21	s 10.15	4.30	f 5.12	182.96	6.21 RAYNESFORD	RF	39.76	DP	f 7.54	f 1.58	10.40
ZD 34	51	24	f 10.25	4.41	f 5.20	188.26	5.30 BLYTHE	.....	34.46	P	7.47	f 1.48	10.25
ZA 28	132	40	f 10.35	4.53	f 5.27	194.21	5.95 ARMINGTON	.....	28.51	P	7.40	f 1.38	10.10
ZA 26	.....	64	s 10.39	4.56	s 5.31	196.19	1.98 BELT	B	26.53	DNP	s 7.37	s 1.33	10.05
ZA 22	125	16	f 10.48	5.07	f 5.38	201.12	4.93 WAYNE	.....	21.60	P	7.29	f 1.24	9.55
ZA 19	.....	19	f 10.54	5.12	f 5.43	204.25	3.13 FIFE	.....	18.47	.....	7.24	f 1.18	9.42
ZA 14	.....	19	f 11.00	5.19	f 5.48	207.47	3.22 SWIFT	.....	15.25	P	7.20	f 1.12	9.35
ZA 10	84	58	f 11.09	5.30	f 5.58	212.64	5.17 GERBER	.....	10.08	P	f 7.13	f 1.03	9.25
ZA 6	67	17	f 11.16	5.37	6.03	216.22	3.58 FIELDS	.....	6.50	P	7.09	f 12.56	9.18
Z 119	Yard	2539	A 11.30Am	A 5.55Am	A 6.15Am	222.72	6.50 GREAT FALLS ★	PD	.....	BDNJKP RX	L 7.00Pm	L 12.45Am	L 9.00Pm
			2.40 32.9	7.55 28.1	4.53 45.6		Time Over Subdivision Average Speed Per Hour				4.50 46.1	2.38 33.3	8.00 27.8

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 15.

Time Table No. 84

Effective September 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 235 Daily Ex. Sun.	Distance from Great Falls	STATIONS	Telegraph Calls	Distance from Butte	SIGNS	FIRST CLASS 236 Daily Ex. Sun.
Z 119	Yard	2539	L 7.30Am		GREAT FALLS ★	PD	170.90	BDNJKPRX	A 5.30Pm
TRAINS BETWEEN W. S. JCT. AND GREAT FALLS BE GOVERNED BY THIRD SUBDIVISION SCHEDULES.									
	Yard		L 7.33Am	0.63	0.63 W. S. JCT. ★	GF	170.27	BDNJKOP RWXY	A 5.27Pm
Z 130	42	38	7.53	14.08	13.45 ULM	M	156.82	DP	5.07
Z 137	42		8.02	20.89	6.81 RIVERDALE		150.01	P	4.59
Z 145	43	58	s 8.10	28.58	7.69 CASCADE	Q	142.32	DNP	s 4.49
Z 153	35		8.20	36.79	8.21 HARDY		134.11	P	4.37
Z 160	42		8.33	44.39	7.60 MID CANON		126.51	P	4.25
Z 167	43	39	f 8.43	51.51	7.12 CRAIG		119.39	P	f 4.14
Z 175	47	28	s 8.55	59.39	7.88 WOLF CREEK	WC	111.51	DP	s 4.03
Z 184	43	9	9.10	68.59	9.20 SIEBEN		102.31	P	3.46
Z 197	102	15	f 9.28	81.12	12.53 SILVER CITY	MN	89.78	DP	f 3.30
				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	260	s 9.53	97.79	1.87 HELENA	HN	73.11	BDNKP WXY	s 3.05
Z 229	45	43	f 10.15	112.37	14.58 CLANCY		58.53	P	f 2.33
Z 235			10.25	117.91	5.54 JEFFERSON		52.99		2.25
Z 236	60	12	10.29	119.50	1.59 CORBIN		51.40	P	2.22
Z 244	50	7	10.44	125.91	6.41 AMAZON		44.99	P	2.10
Z 250	50	34	s 10.55	132.22	6.31 BOULDER	RO	38.68	DP	s 1.59
Z 257	44	28	f 11.10	139.92	7.70 BASIN	SI	30.98	DP	f 1.43
Z 261	36	33	11.18	143.82	3.90 BERNICE		27.08	P	1.37
Z 269	42		11.30	151.94	8.12 ELK PARK		18.96	P	1.22
Z 279	45	16	11.40	160.38	8.44 WOODVILLE		10.52	PX	1.12
			12.01Pm	169.40	9.02 N. P. RY. CROSSING		1.50	I	12.55
Z 288	Yard	560	A 12.10Pm	170.90	1.50 BUTTE	DX		BDNJKO PRWXY	L 12.50Pm
			4.37 36.88		Time Over Subdivision Average Speed Per Hour				4.37 36.88

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 15.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 84
Effective September 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 239 Daily Ex. Sunday	Distance from Lewistown	STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS	EASTWARD 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	.....	7.52	DP	s 4.13
				7.52				DNJP	
ZD87	125	83	A 8.42Am	30.73	MOCCASIN	MC	.....	RXY	L 3.50Am
			1.07		Time Over Subdivision				1.07
			19.3		Average Speed Per Hour				19.3

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

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Time Table No. 84
Effective September 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 403 C. M. St. P. & P. R. R. Mon., Wed., Fri.	365 Tue., Thur.	Distance from Vaughn	STATIONS	Telegraph Calls	Distance from Augusta	SIGNS	EASTWARD SECOND CLASS 366 Tue., Thur.	404 C. M. St. P. & P. R. R. Mon., Wed., Fri.
ZB12	54	19	L 9.30Am	L 7.31Am	.....	VAUGHN	BY	41.70	DJPRX	A 11.56Am	A 3.20Pm
						5.64					
.....	.....	.....	A 9.45Am	7.46	5.64	DRACUT JCT.	.....	36.06	JPR	11.37	L 3.05Pm
						3.19					
ZE 9	.....	22	.....	f 7.56	8.83	SUN RIVER	.....	32.87	.....	f 11.25	.....
						4.51					
ZE14	.....	27	.....	f 8.10	13.34	FORT SHAW	.....	28.36	P	f 11.11	.....
						5.63					
ZE19	.....	26	.....	s 8.28	18.97	SIMMS	SM	22.73	DP	s 10.59	.....
						3.93					
ZE25	.....	26	.....	f 8.39	22.90	LOWRY	.....	18.80	.....	f 10.48	.....
						6.51					
ZE30	.....	14	.....	f 8.57	29.41	RIEBELING	.....	12.29	.....	f 10.30	.....
						12.29					
ZE42	.....	34	.....	A 9.37Am	41.70	AUGUSTA	GN	.....	DPRY	L 9.50Am	.....
			.15	2.06		Time Over Subdivision				2.06	.15
			22.6	19.9		Average Speed Per Hour				19.9	22.6

WESTWARD — NINTH SUBDIVISION — EASTWARD

Time Table No. 84
Effective September 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 373 Mon., Wed., Fri.	Distance from Power	STATIONS	Telegraph Calls	Distance from Pendroy	SIGNS	EASTWARD SECOND CLASS 374 Mon., Wed., Fri.
ZB27	126	26	L 8.12Am	.....	POWER	PO	51.11	DNJPR XY	A 1.50Pm
				5.72					
ZG 6	.....	10	f 8.27	5.72	CORDOVA	.....	45.39	.....	f 1.30
				5.88					
ZG12	.....	24	f 8.48	11.60	CLEIV	.....	39.51	.....	f 1.10
				5.48					
ZG17	.....	34	f 9.03	17.08	BOLE	.....	34.03	P	f 12.45
				4.14					
ZG22	.....	.....	A 9.14Am	21.22	EASTHAM JCT.	.....	29.89	JPR	L 12.30Pm
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.									
.....	.....	.....	L 9.33Am	28.05	CHOTEAU JCT.	.....	23.06	JPR	A 12.10Pm
				0.65					
ZG29	.....	55	s 9.36	28.70	CHOTEAU	CO	22.41	DP	s 12.08Pm
				0.85					
.....	.....	.....	.....	29.55	C. M. St. P. & P. R. R. CROS'G.	.....	21.56	.....	.....
				12.98					
ZG42	.....	35	s 10.18	42.53	BYNUM	.....	8.58	P	s 11.27
				8.58					
ZG51	.....	67	A 10.47Am	51.11	PENDROY	RY	.....	DPRY	L 11.00Am
			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 Eighth and Ninth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 15.

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.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is used as single track; in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is .....Passenger 59 MPH Freight 49 MPH

This does not modify Rule 93; Further trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

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, also to passenger trains when handling freight cars, except cars equipped with steel wheels, air signal and steam heat lines.

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

(d) Diesel 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, 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:
Lohman, Pacific Jct., Cut Bank.
Bainville, west switch westward siding.
Blair, west siding switch.
Brockton, east and west siding switch.
Poplar, east and west siding switch.
Macon, east and west siding switch.
Wolf Point, east switch westward siding.
west switch eastward siding.
Oswego, east and west siding switch.
Glasgow, west switch westward siding.
Hinsdale, east and west siding switch.
Saco, west switch eastward siding.
east switch westward siding.
Malta, east and west siding switch.
Dodson, east and west siding switch.
Havre, west lead switch.
Pacific Jct. to and from Great Falls Line.
Gilford, 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.
Glasgow, east switch eastward siding.
Tiber, east and west siding switch.
Shelby, east switch eastward siding.

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

(e) 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 2302-2350 must be handled on rear of train.

Not less than five cars will be placed between steam engines moving dead in train.

Switcher and road type Diesel engines G. N. numbers 1 through 232 and 600 through 722 moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.

When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups 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 Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 19, 24 to 28, 75 to 170	50 MPH
20 to 23, 29 to 33, 175 to 232, 247 to 249, 253 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 589, 600 to 678, 681 to 722	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	79 MPH
2303 to 2324	50 MPH
2325 to 2350	60 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 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 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.
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

Culbertson .....Cooling Water only, at Depot.
Poplar .....Cooling Water only, at Depot.
Wolf Point .....Cooling Water only, at Depot.
Glasgow .....At Depot.
Saco .....Cooling Water only, at Section House.
Malta .....150 Ft. East of Depot, North side of tracks.

Second Subdivision

Chester .....Cooling Water only, at Depot.
Shelby.....At service stations.
Cut Bank.....Cooling Water only, at Depot.

Third Subdivision

Conrad .....Cooling Water only, at Depot.

Fourth Subdivision

Stanford .....In Box at Water Tank.
Judith Gap .....In Box near Standpipe.

Fifth Subdivision

Helena .....Near Enginehouse.

Sixth Subdivision

Hogeland .....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.
Rule 2A of the Consolidated Code of Operating Rules and General Instructions does not apply to employees of the Great Northern Railway.

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. 3, 4, 7, 8, 9, 10, 27, 28, 31, 32 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 under the following conditions:
When standing at initial and final terminal of run.
When train is being switched from rear.
When train is in the clear on siding.
When operating on double track, or two or more main track territory, where another train is approaching from the rear on an adjacent main track, 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.

27. **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
Other diverging track	1 short 1 long	1	short

28. Should a passenger train, irrespective of the type of power being used, be stopped in tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.
Power plants and steam generators on diesel engine and heater cars should be shut down.
Should a diesel powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied.

29. When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply.
The built-in electric markers, or electric signal lamps used as markers must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

FIRST SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Bainville and Havre	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Culbertson, No. 32 to permit proper discharge of mail....40 MPH
Dodson, No. 4 to permit proper discharge of mail.....30 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Bainville, all trains will register by ticket.
Glasgow, Nos. 31 and 32 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 270 and 268 approximately one mile east of Whately.
Eastward—Between MP 412 and 411 approximately 4.58 miles east of Lohman.

5. **SPRING SWITCHES WITH FACING POINT LOCK.**
Bainville, west switch westward siding.
Culbertson, east siding switch.
Blair, west siding switch.
Brockton, east and west siding switch.
Sprole. east and west siding switch.
Poplar, east and west siding switch.
Macon, east and west siding switch.
Wolf Point, east switch westward siding and west switch eastward siding.
Glasgow, east and west switch to north #1.
Hinsdale, east and west siding switch.
Saco, west switch eastward siding.
Malta, east and west siding switch.
Dodson, east and west siding switch.
Havre, west lead switch to westward main track.

6. **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.
Westward, on signal:
309.7, five miles west of west switch Hinsdale.
Westward, on Cable Post:
Three-fourths mile east of Malta 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.
Eastward, on Cable Post:
One and one-half miles west of west switch Malta.
Eastward, on signal:
311.8, three and one half miles east of east switch Saco.
Eastward, on signal:
280.6, one and one-fourth miles east of east switch Paisley.

7. **AUTOMATIC INTERLOCKINGS.**
Lohman ..... end of double track

8. Freight trains will make running inspection at Glasgow.

SECOND SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Havre and Cut Bank	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Between home signals of interlocking, Shelby..... 20 MPH
Between Depot and MP 1089.8, 1000 feet east of depot at Cut Bank, through crossover ..... 30 MPH
In double track territory, trains against the current of traffic between:
Shelby and Cut Bank ..... Freight 40 MPH

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

4. **CLEARANCE PROVISIONS & 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.
Clearances received at Sweet Grass will clear eastward trains at S. G. Jct.

5. **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.

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

7. **SPRING SWITCHES WITH FACING POINT LOCK.**
Havre, west lead switch to westward main track.
Gildford, East and west siding switch.
Buelow, East switch eastward siding.
West switch westward siding.
Tiber, East and west siding switch.
Lothair, West siding switch.
Devon, East and west siding switch.
Dunkirk, East and west siding switch.
Shelby, East lead switch, west switch westward siding.
Cut Bank, East siding switch.

8. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Eastward, on signal:
967.6, two miles east of Burnham.
Westward on cable post:
1400 ft. east of Depot, Cut Bank.

9. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Shelby .....End of double track.
Cut Bank .....Crossover, 1000 feet east of Depot
End of double track east and west end Bridge 1090.8.
Switches are controlled by operator at depot.
When a yellow indication (normally dark) is displayed below two red indications on the governing home signal, it insures route is lined and locked and confers authority (AFTER STOPPING) to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.

10. **SWITCH INDICATORS.**
S. G. Jct., separate indicators are provided for eastward and westward tracks, located at crossovers on north side of center of Shelby Yard. The member of the crew who is to line switches must first operate push button "R" for route desired and hold a few seconds. Both trainmen and enginemen must observe and be governed by the indicator before lining switches or fouling main track. Push Button and instructions are in iron box locked with a switch key.

11. **SEMI-AUTOMATIC INTERLOCKINGS.**
Pacific Junction .....
Interlocking operates automatically for all movements with the current of traffic and for westward Second 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.

12. Outgoing crews of freight trains will make running inspection at Cut Bank.

THIRD SUBDIVISION

(Pacific Jct.-Great Falls-Sweet Grass)

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

Between	Passenger	Freight
Pacific Jct. and Great Falls	59 MPH	40 MPH
Great Falls and Collins	50 MPH	40 MPH
Collins and Shelby	59 MPH	45 MPH
S. G. Jct. to MP 114, 6 miles east of Kevin	35 MPH	20 MPH
MP 114, 6 miles east of Kevin to Sweet Grass	35 MPH	25 MPH

2. **TRAIN REGISTER EXCEPTIONS.**
Register of regular trains at Havre will cover their arrival at Pacific Jct.
Great Falls, register only for first class trains and passenger extras.
First class trains register by ticket at W. S. Junction except Nos. 235 and 236.
Emerson Jct., Vaughn, Power, Conrad register only for trains originating and terminating.

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.
Nos. 3 and 4 Require Clearance Card Form A at Great Falls.
Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station will obtain clearance from G.N. dispatcher.
Clearance received at Shelby will clear westward trains at S. G. Jct.

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

5. W. S. Jct., normal position of junction switch is for Third Subdivision.

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

7. Shelby, normal position of the Great Falls line switch is for the Third Subdivision.

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

9. **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 four miles west of Pacific Jct.
Eastward—Between MP 107 and MP 105 approximately one mile east of Sheffels.
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.

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

11. **SEMI-AUTOMATIC INTERLOCKINGS.**
Pacific Jct. .....
Interlocking operates automatically for all movements with the current of traffic and for westward Second 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 iron box.

12. **SWITCH INDICATORS.**
S. G. Jct., separate indicators are provided for eastward and westward tracks, located at cross-overs on north side of center of Shelby Yard. The member of the crew who is to line switches must first operate push button "R" for route desired and hold a few seconds. Both trainmen and enginemen must observe and be governed by the indicator before lining switches or fouling main track. Push Button and instructions are in iron box locked with a switch key.

FOURTH SUBDIVISION

(Billings Line)

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

Between	Passenger	Freight
Great Falls and West Switch Belmont	59 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 and passenger extras.
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.

Moccasin, trains for which this point is initial station may proceed on authority of clearance under which such train arrives, providing train order signal indicates proceed.

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

5. Mossmain, normal position of tail track switch of wye is for Laurel.

6. Moccasin, normal position of junction switch is for Fourth Subdivision.

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

8. **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.

9. **EMERGENCY TELEPHONES.**

Tunnel Q-1, East End	East Portal
Baseline Spur	West End
Cushman	East End

10. **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.

FIFTH SUBDIVISION

(Butte Line)

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

Between	Passenger	Freight
Great Falls and Butte	59 MPH	30 MPH

2. **SPEED RESTRICTIONS.**

Helena ..... 15 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

W. S. Junction Nos. 235-236 and passenger extras will not register.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

W. S. 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. W. S. Jct., normal position of junction switch is for Third Subdivision.

7. Tunnel No. 6 Amazon, when signal displays Stop-indication Rule 509(A) governs.

8. 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.

9. **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.

10. **EMERGENCY TELEPHONES.**

Hardy, 500 feet west tunnel No. 1	Watchman Cabin
Hardy Pit, at main line switch	Booth
Lahey Spur, .74 mi. west of Corbin	Booth
Wickes, 3.77 mi. west of Corbin	Booth
Tunnel No. 6, east end	Booth

11. **AUTOMATIC INTERLOCKINGS.**

Helena, 2.59 miles east of	N. P. Ry. Crossing
Butte, 1.50 miles east of	N. P. Ry. Crossing

12. **RAILROAD CROSSINGS PROTECTED BY GATES.**

Helena, 1.87 miles east of ..... N. P. Ry. Industry track
Normal position is clear for Great Northern.

SIXTH SUBDIVISION

(Hogeland Line)

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

Between	Passenger	Freight
Saco and Hogeland	30 MPH	25 MPH

SEVENTH SUBDIVISION

(Lewistown Line)

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

Between	Passenger	Freight
Lewistown and Moccasin	35 MPH	35 MPH

2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Moccasin, trains for which this point is initial station may proceed on authority of clearance under which such train arrives, providing train order signal indicates proceed.

   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 Fourth 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.

EIGHTH SUBDIVISION

(Augusta Line)

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

Between	Passenger	Freight
Vaughn and Augusta	25 MPH	20 MPH

2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Vaughn, trains for which this point is initial station may proceed on authority of clearance under which such train arrives, providing train order signal indicates proceed.

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

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

NINTH 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.
Power, trains for which this point is initial station may proceed on authority of clearance under which such train arrives, providing train order signal indicates proceed.

3. Power, normal position of junction switch is for Third 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

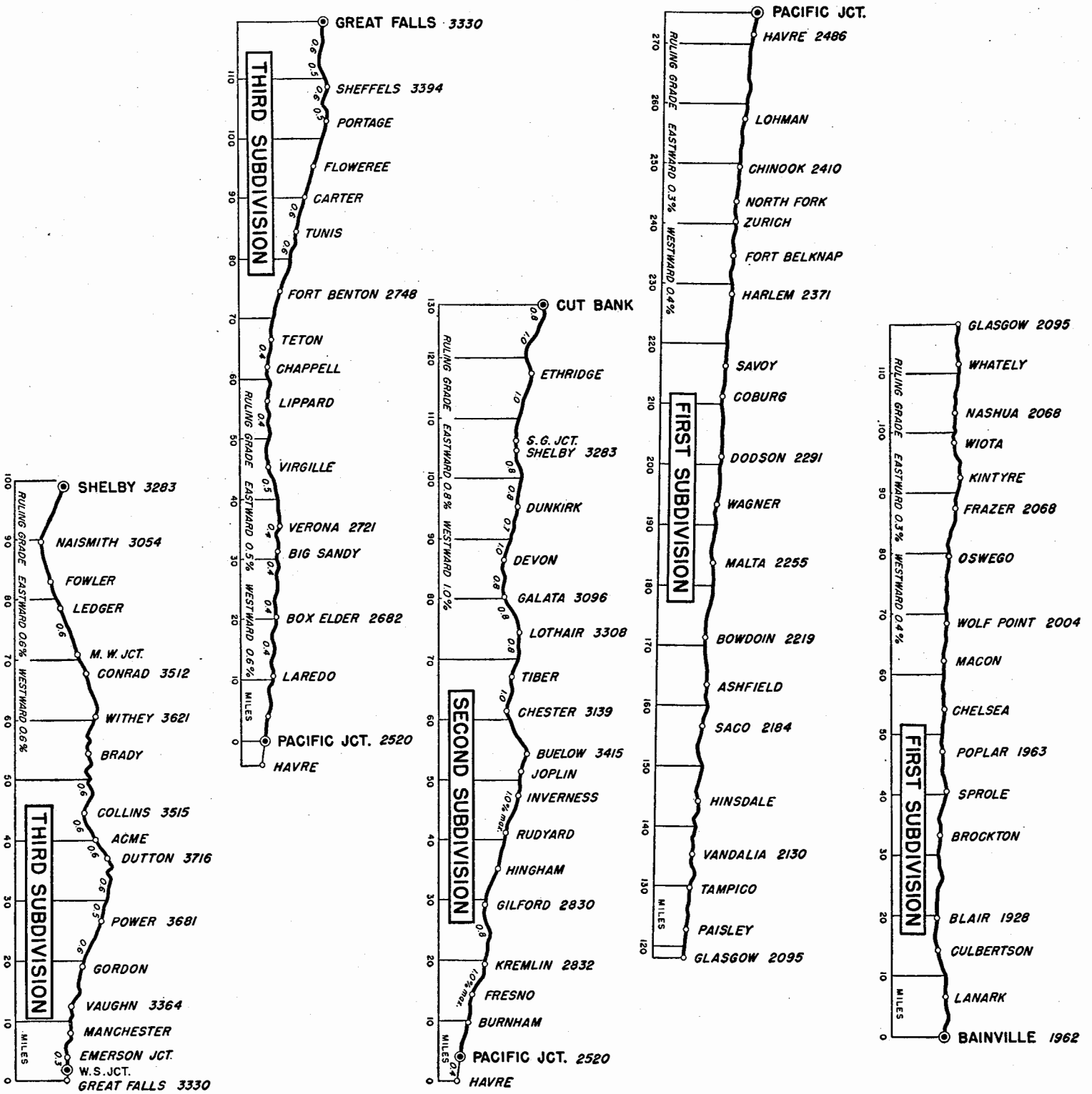
Bainville	Agent—Comparison only.
Butte	S & S Jewelers.
Conrad	Harold Pyle.
Cut Bank	Roush's Jewelry.
Glasgow	Bowles Jewelry. R. E. St. Clair.
Great Falls	Jim Kovich. Sutherland Jewelry. Russell's Jewelry.
Havre	Blacks' Jewelry.
Helena	S. & M Jewelers.
Laurel	Dudis Jewelry.
Lewistown	Scheldt Jewelers.
Saco	Agent—Comparison only.
Shelby	Stulls Jewelry.
Whitefish	Leon Reed.
Williston	R. M. Gross.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	0	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	0	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	0	15.0
1	8	52.9	5	0	12.0
1	9	52.2	6	0	10.0
1	10	51.4	7	0	8.6
1	12	50.0	8	0	7.5
1	14	48.6	9	0	6.7
1	16	47.4	10	0	6.0

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	47	Both ends
Harlem Stock Yards	1.29 miles east of Harlem	30	Both ends
Harlem Beet Track	0.76 miles west of Harlem	44	Both ends
Second Subdivision			
Union Oil Spur (3 Tracks)	4.66 miles east of Cut Bank	9-12-17	East end
Third Subdivision			
Kershaw	5.03 miles west of Fort Benton	36	Both ends
Rainbow	4.89 miles west of Sheffels	54	West end
Pondera Pipe Line Spur	2.97 miles east of Conrad	37	East end
Arnow Spur	2.17 miles west of Kevin	3	East end
Superior Spur	4.06 miles west of Kevin	2	East end
The Texas Co.	0.63 miles east of Sunburst	122	Both ends
Fourth Subdivision			
Baseline Spur	1.90 miles east of Rimrock	25	West end
Barrows Spur	5.60 miles east of Buffalo	9	West end
Lavin Spur	At Gerber	Yard	West end
Bovey's Elevator Spur	1.94 miles west of Swift	12	East end
Fifth Subdivision			
Cascade Stock Yard	0.52 miles east of Cascade	42	Both ends
Hardy Pit	1.2 miles east of Hardy	118	West end
Mortenson's Spur	Opens off Hardy Pit Track 2400 feet from Main Line Switch	48	
Gilmore Pit (2 tracks)	At west switch Hardy	33-28	West end
Car-Con Spur	1.84 miles west of Helena	30	East end
Lahey	0.74 miles west of Corbin	9	Both ends
Wickes	3.77 miles west of Corbin	14	West end
Eighth Subdivision			
Beet Track	0.53 miles west of Vaughn	44	Both ends
Ninth Subdivision			
Flume Spur	3.86 miles west of Bole	14	East end
Hobson Elevator Spur	3.75 miles east of Choteau	16	West end
Koyle Spur	7.87 miles west of Choteau	8	East end



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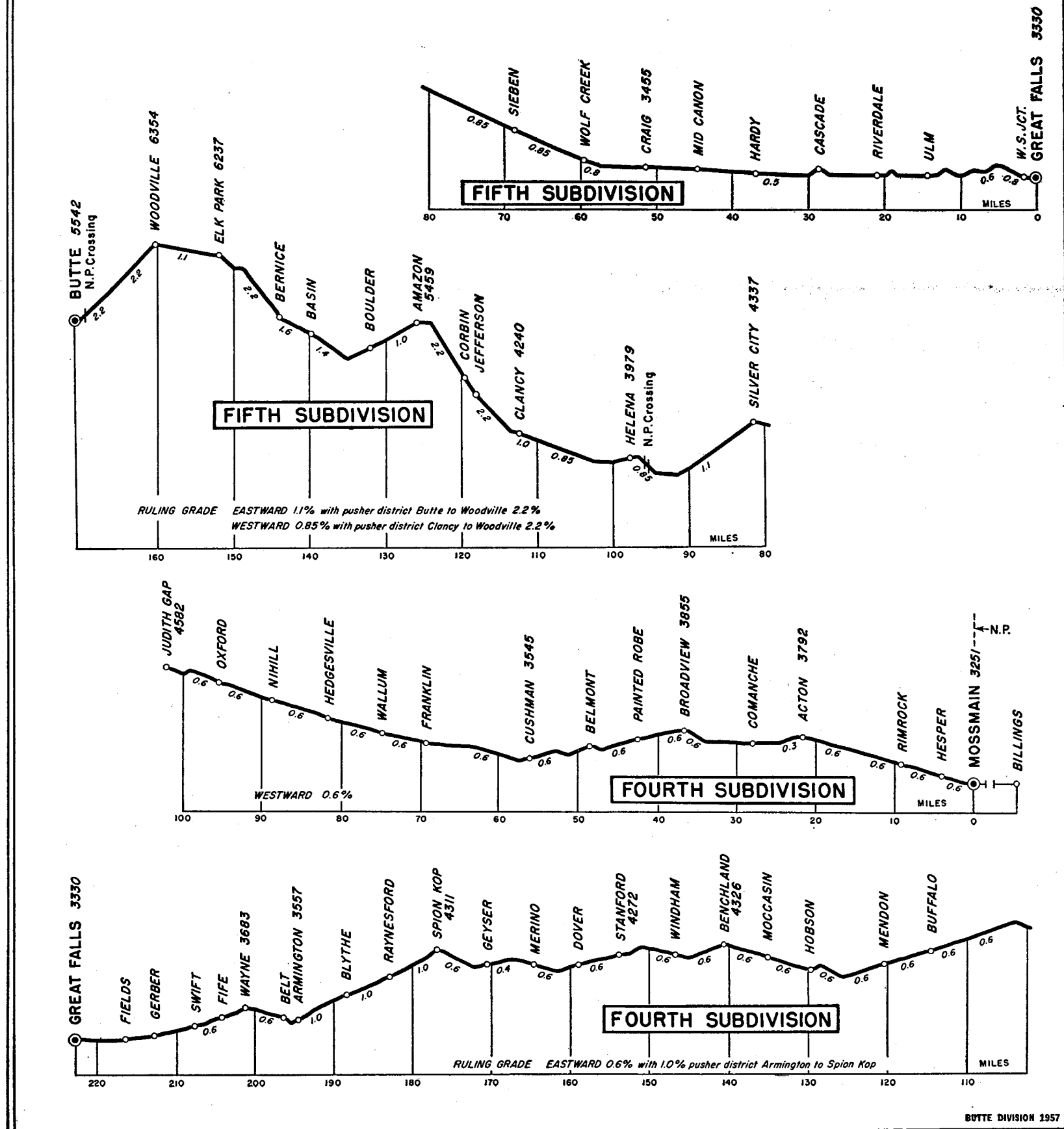

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