## COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. Officer ..... St. Paul, Minn.
*Dr. Charles T. Eginton, Asst. Chf. Surg..... St. Paul, Minn.
Dr. David A. Burlingame, Roentgenologist.... St. Paul, Minn.
*Dr. P. E. Kane ..... Butte, Montana
Dr. Robert H. Leeds ..... Chinook, Montana
Dr. A. A. McAuley ..... 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, Gt. Falls Clinic.... Great Falls, Montana
Dr. David Gregory ..... Glasgow, Montana
*Dr. Philip A. Smith ..... Glasgow, Montana
*Dr. D. S. MacKenzie, Jr., Havre Clinic..... 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. Phillip E. Griffin ..... Billings, 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. W. L. Forster ..... Havre, Montana

J. R. McLELLAN, Chief Dispatcher.
C. E. EUDY, Chief Dispatcher.
M. J. SOMMERS, Asst. Supt.
W. H. LITTLE, Trainmaster.
V. W. BICE, Trainmaster.
A. E. CARR, Trainmaster.
J. M. ANDERSON, Asst. Trainmaster.



# GREAT NORTHERN RAILWAY COMPANY

# BUTTE DIVISION

# TIME TABLE 88

**EFFECTIVE 12:01 A. M.**
**MOUNTAIN TIME**

## Sunday, September 13, 1959

**H. H. HOLMQUIST, Superintendent.**
**C. M. RASMUSSEN, General Manager.**
**A. W. CAMPBELL, General Superintendent Transportation.**

Printed in U.S.A.

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | WESTWARD SECOND CLASS 461 Daily | WESTWARD FIRST CLASS 3 Daily | WESTWARD FIRST CLASS 31 Daily | Distance from Bainville | Time Table No. 88 Effective September 13, 1959 — STATIONS | Telegraph Calls | Distance from Havre | SIGNS | EASTWARD FIRST CLASS 4 Daily | EASTWARD FIRST CLASS 32 Daily | EASTWARD SECOND CLASS 462 Daily | EASTWARD SECOND CLASS 470 Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 685 | E115 W174 | 181 | L 12.01Am | L 10.10Pm | L 8.10Am | ..... | BAINVILLE ★ | B | 271.17 | DNJK PRXY | A 7.00Am | A 4.31Pm | A 12.43Pm | A 5.55Am |
| 692 | 109 | 4 | 12.10 | 10.18 | 8.18 | 6.83 | 6.83 LANARK | ..... | 264.34 | P | 6.50 | 4.24 | 12.33 | 5.42 |
| 699 | 121 | 63 | 12.20 | s 10.26 | 8.26 | 14.26 | 7.43 CULBERTSON ★ | CU | 256.91 | DNPW | s 6.32 | 4.14 | 12.23 | 5.27 |
| 705 | 107 | 5 | 12.28 | 10.33 | 8.32 | 19.76 | 5.50 BLAIR | ..... | 251.41 | P | 6.25 | 4.07 | 12.15Pm | 5.20 |
| 722 | 248 | 46 | 12.45 | 10.47 | 8.46 | 33.47 | 13.71 BROCKTON | BR | 237.70 | DP | 6.10 | 3.54 | 11.56 | 4.57 |
| 729 | 127 | 72 | 12.55 | 10.54 | 8.54 | 40.94 | 7.47 SPROLE | ..... | 230.23 | P | 6.00 | 3.48 | 11.45 | 4.42 |
| 733 | 130 | 162 | 1.05 | s 11.03 | 9.01 | 47.46 | 6.52 POPLAR ★ | PO | 223.71 | DNPW | s 5.48 | 3.43 | 11.35 | 4.30 |
| 741 | 130 | 17 | 1.15 | 11.11 | 9.08 | 54.26 | 6.80 CHELSEA | ..... | 216.91 | P | 5.40 | 3.38 | 11.25 | 4.18 |
| 748 | 129 | 24 | 1.25 | 11.19 | 9.15 | 62.24 | 7.98 MACON | ..... | 208.93 | P | 5.30 | 3.31 | 11.14 | 4.04 |
| 753 | 267 | 341 | 1.35 | s 11.26 | 9.21 | 68.65 | 6.41 WOLF POINT ★ | WO | 202.52 | DNPW | s 5.15 | 3.25 | 11.05 | 3.54 |
| 765 | 133 | 37 | 1.50 | 11.40 | 9.32 | 79.93 | 11.28 OSWEGO | GO | 191.24 | DP | 5.03 | 3.14 | 10.50 | 3.38 |
| 772 | 129 | 19 | 2.01 | 11.48 | 9.39 | 87.62 | 7.69 FRAZER ★ | FR | 183.55 | DP | 4.55 | 3.07 | 10.40 | 3.27 |
| 777 | 130 | 11 | 2.07 | 11.55 | 9.44 | 92.66 | 5.04 KINTYRE | ..... | 178.51 | P | 4.49 | 3.03 | 10.33 | 3.20 |
| 789 | 129 | 82 | 2.21 | 12.07Am | 9.54 | 103.71 | 11.05 NASHUA | NA | 167.46 | DNP | 4.37 | 2.52 | 10.17 | 3.05 |
| 797 | 130 | 13 | 2.31 | 12.16 | 462 10.01 | 111.49 | 7.78 WHATELY | ..... | 159.68 | P | 4.27 | 2.43 | 31 10.01 | 2.53 |
| 803 | Yard | 742 | 470 2.40 | s 12.30 | 10.08 | 118.22 | 6.73 GLASGOW ★ | GW | 152.95 | BDNKO PRWXY | s 4.17 | 2.35 | 9.45 | 461 2.40 |
| 815 | 125 | 27 | 2.58 | 12.44 | 10.19 | 129.96 | 11.74 TAMPICO | MA | 141.21 | DP | 4.04 | 2.18 | 9.22 | 2.10 |
| 820 | 71 | 26 | 3.06 | 12.51 | 10.24 | 135.25 | 5.29 VANDALIA | ..... | 135.92 | P | 3.58 | 2.13 | 9.12 | 2.01 |
| 828 | 251 | 85 | 3.17 | s 1.01 | 10.33 | 144.03 | 8.78 HINSDALE ★ | HD | 127.14 | DNP | s 3.48 | 2.02 | 8.58 | 1.45 |
| 842 | 166 | 144 | 4 3.30 | s 470 1.16 | 10.45 | 156.79 | 12.76 SACO ★ | SF | 114.38 | DNJKW PXY | s 461 3.30 | 1.50 | 8.41 | 3 1.16 |
| 860 | 163 | 34 | 4.10 | 1.31 | 10.59 | 171.19 | 14.40 BOWDOIN | ..... | 99.98 | P | 3.15 | 1.37 | 8.23 | 12.54 |
| 869 | 134 | 154 | 4.30 | s 1.45 | 11.1 | 183.80 | 12.61 MALTA ★ | MF | 87.37 | DNPW | s 2.58 | 1.24 | 8.06 | 12.31 |
| 880 | 204 | 98 | 4.43 | 1.57 | 11.20 | 193.37 | 9.57 WAGNER | WA | 77.80 | DP | 2.48 | 1.14 | 7.54 | 12.17 |
| 886 | 143 | 50 | 4.55 | 2.05 | 11.28 | 201.24 | 7.87 DODSON ★ | DN | 69.93 | DNP | 2.40 | 1.05 | 7.45 | 12.05Am |
| 896 | 130 | 32 | 5.07 | 2.16 | 11.37 | 211.35 | 10.11 COBURG | ..... | 59.82 | P | 2.29 | 12.56 | 7.32 | 11.48 |
| 901 | 142 | 22 | 5.14 | 4 2.23 | 11.42 | 216.56 | 5.21 SAVOY | ..... | 54.61 | P | 3 2.23 | 12.52 | 7.24 | 11.38 |
| 913 | 155 | 70 | 5.26 | s 2.38 | 11.53 | 228.38 | 11.82 HARLEM ★ | HM | 42.79 | DNP | s 2.09 | 12.43 | 7.07 | 11.18 |
| 925 | 152 | 32 | 5.40 | 2.52 | 12.03Pm | 240.24 | 11.86 ZURICH | Z | 30.93 | DP | 1.57 | 12.33 | 6.50 | 10.59 |
| 935 | 151 | 391 | 5.52 | s 3.01 | 12.11 | 249.49 | 9.25 CHINOOK ★ | CK | 21.68 | DNPY | s 1.47 | 12.25 | 6.36 | 10.45 |
| 943 | 208 | 16 | 6.02 | 3.13 | 32 12.18 | 257.51 | 8.02 LOHMAN | ..... | 13.66 | P | 1.39 | 31 12.18 | 6.25 | 10.30 |
| 956 | Yard | 2808 | A 462 6.20Am | A 3.30Am | A 12.35Pm | 271.17 | 13.66 HAVRE ★ | HV | ..... | BDNKO PRWXZ | L 1.25Am | L 12.01Pm | L 461 6.00Am | L 10.00Pm |
| | | | 6.19 42.92 | 5.20 50.84 | 4.25 60.90 | | Time Over Subdivision Average Speed Per Hour | | | | 5.35 48.57 | 4.30 60.26 | 6.43 40.37 | 7.55 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.**

**No. 31 and No. 32 will stop at Wolf Point and Malta for revenue passengers originating or terminating at points Spokane and West thereof, and for passengers originating or terminating at points Minneapolis and East thereof where these trains are scheduled to stop.**

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

# Time Table No. 88

Effective September 13, 1959

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | WESTWARD SECOND CLASS 461 Daily | WESTWARD SECOND CLASS 473 Daily | WESTWARD FIRST CLASS | WESTWARD FIRST CLASS 31 Daily | WESTWARD FIRST CLASS 3 Daily | Distance from Havre | STATIONS | Telegraph Calls | Distance from Cut Bank | SIGNS | EASTWARD FIRST CLASS 32 Daily | EASTWARD FIRST CLASS 4 Daily | EASTWARD FIRST CLASS | EASTWARD SECOND CLASS 462 Daily | EASTWARD SECOND CLASS 494 Daily | EASTWARD SECOND CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 956 | Yard | 2808 | L 4.00Pm | L 6.00Am | ..... | L 12.45Pm | L 3.50Am | ..... | Double Track HAVRE...★.. | HV | 128.91 | BPRKD NWOX | A 11.50Am | A 1.05Am | ..... | A 2.30Pm | A 9.50Pm | ..... |
| 961 | ..... | 29 | 4.10 | 6.10 | ..... | 12.50 | A 3.56Am | 4.03 | 4.03 PACIFIC JCT. | ..... | 124.88 | JIPY | 11.44 | L 12.54Am | ..... | 2.20 | 9.40 | ..... |
| 967 | 130 | 7 | 4.20 | 6.20 | ..... | 12.56 | ..... | 9.92 | 5.89 BURNHAM..... | ..... | 118.99 | P | 11.37 | ..... | ..... | 2.10 | 9.31 | ..... |
| 976 | 130 | 44 | 4.40 | 6.40 | ..... | 1.06 | ..... | 19.35 | 9.43 KREMLIN.★... | KN | 109.56 | DNP | 11.27 | ..... | ..... | 1.56 | 9.19 | ..... |
| 986 | 126 | 33 | 5.00 | 7.00 | ..... | 1.16 | ..... | 29.47 | 10.12 GILDFORD..... | GR | 99.44 | DP | 11.16 | ..... | ..... | 1.42 | 9.03 | ..... |
| 992 | 61 | 30 | 5.10 | 7.10 | ..... | 1.22 | ..... | 35.37 | 5.90 HINGHAM..... | HG | 93.54 | DP | 11.10 | ..... | ..... | 1.35 | 8.53 | ..... |
| 998 | 142 | 35 | 5.20 | 7.20 | ..... | 462 1.28 | ..... | 41.34 | 5.97 RUDYARD.★... | RU | 87.57 | DP | 11.04 | ..... | ..... | 81 1.28 | 8.43 | ..... |
| 1004 | 128 | 45 | 5.30 | 7.30 | ..... | 1.34 | ..... | 47.58 | 6.24 INVERNESS..... | RN | 81.33 | DP | 10.57 | ..... | ..... | 1.14 | 8.32 | ..... |
| 1008 | ..... | 51 | 5.35 | 7.35 | ..... | 1.38 | ..... | 51.42 | 3.84 JOPLIN..... | JO | 77.49 | DP | 10.53 | ..... | ..... | 12.56 | 8.26 | ..... |
| 1013 | 145 | ..... | 5.40 | 7.40 | ..... | 1.41 | ..... | 54.39 | 2.97 BUELOW..... | ..... | 74.52 | P | 10.50 | ..... | ..... | 12.51 | 8.21 | ..... |
| 1018 | 189 | 153 | 5.50 | 7.50 | ..... | 1.48 | ..... | 61.49 | 7.10 CHESTER.★.... | CH | 67.42 | DNPW | 10.41 | ..... | ..... | 12.33 | 8.03 | ..... |
| 1024 | 140 | 33 | 5.58 | 7.58 | ..... | 1.54 | ..... | 67.03 | 5.54 TIBER..... | ..... | 61.88 | P | 10.35 | ..... | ..... | 12.24 | 7.54 | ..... |
| 1031 | 115 | 26 | 6.08 | 8.08 | ..... | 2.02 | ..... | 74.56 | 7.53 LOTHAIR..... | AR | 54.35 | DP | 10.27 | ..... | ..... | 12.12 | 7.42 | ..... |
| 1037 | 60 | 42 | 6.16 | 8.16 | ..... | 2.08 | ..... | 80.54 | 5.98 GALATA..... | GA | 48.37 | DP | 10.21 | ..... | ..... | 12.02Pm | 7.32 | ..... |
| 1043 | 136 | 24 | 6.24 | 8.25 | ..... | 2.14 | ..... | 86.56 | 6.02 DEVON.★..... | CD | 42.35 | DNP | 10.15 | ..... | ..... | 11.52 | 7.22 | ..... |
| 1052 | 137 | 74 | 6.37 | 8.37 | ..... | 2.23 | ..... | 95.16 | 8.60 DUNKIRK..... | ..... | 33.75 | P | 10.06 | ..... | ..... | 11.40 | 7.10 | ..... |
| 1061 | Yard | 401 | 494 6.50 | 8.50 | ..... | s 2.35 | L 9.50Am | 104.64 | 9.48 SHELBY.★.... | SJ | 24.27 | 8RKDNP WOIYXJ | s 9.55 | A 7.15Pm | ..... | 461 11.25 | 6.50 | ..... |
| 1063 | ..... | ..... | 6.54 | 8.54 | ..... | 2.38 | 9.53 | 106.13 | 1.49 S. G. JCT..... | ..... | 22.78 | PXJ | 9.49 | 7.10 | ..... | 11.20 | 6.40 | ..... |
| 1074 | ..... | 31 | 7.10 | 9.10 | ..... | 2.53 | s10.10 | 117.67 | 11.54 ETHRIDGE... | DG | 11.24 | DP | 9.37 | s 6.58 | ..... | 11.05 | 6.25 | ..... |
| 1087 | Yard | 285 | A 7.30Pm | A 9.30Am | ..... | A 3.08Pm | A 10.25Am | 128.91 | 11.24 CUT BANK..★ | CT | ..... | BDNIK PRWX | L 9.25Am | L 6.45Pm | ..... | L10.40Am | L 6.10Pm | ..... |
| | | | 3.30 36.83 | 3.30 36.83 | | 2.23 54.08 | .41 41.40 | | Time Over Subdivision / Average Speed Per Hour | | | | 2.25 53.34 | .41 41.40 | | 3.50 33.63 | 3.40 35.15 | |

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

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

## 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.

## CONDITIONAL STOPS

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

| Station Number | Car Capacity: Siding | Car Capacity: Other Tracks | SECOND CLASS 495 Daily | FIRST CLASS 235 Daily Ex. Sun. | FIRST CLASS 3 Daily | Distance from Pacific Jct. | Time Table No. 88 Effective September 13, 1959 — 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 12.54Am | ..... |
| | | | | | | | 10.88 | | | | | |
| Z 11 | 50 | 10 | ..... | ..... | 4.11 | 10.88 | LAREDO | ..... | 245.87 | P | 12.42 | ..... |
| | | | | | | | 9.82 | | | | | |
| Z 20 | 94 | 38 | ..... | ..... | 4.23 | 20.70 | BOX ELDER | BX | 236.05 | DP | 12.31 | ..... |
| | | | | | | | 10.82 | | | | | |
| Z 31 | 93 | 115 | ..... | ..... | s 4.37 | 31.52 | BIG SANDY ★ | BS | 225.23 | DNP | s 12.19 | ..... |
| | | | | | | | 5.29 | | | | | |
| Z 37 | 50 | 14 | ..... | ..... | 4.45 | 36.81 | VERONA | ..... | 219.94 | P | 12.07 | ..... |
| | | | | | | | 8.60 | | | | | |
| Z 45 | 90 | 25 | ..... | ..... | 4.56 | 45.41 | VIRGELLE | ..... | 211.34 | P | 11.56 | ..... |
| | | | | | | | 10.85 | | | | | |
| Z 56 | 56 | 13 | ..... | ..... | 5.11 | 56.26 | LIPPARD | ..... | 200.49 | P | 11.42 | ..... |
| | | | | | | | 5.95 | | | | | |
| Z 62 | 90 | 20 | ..... | ..... | 5.19 | 62.21 | CHAPPELL | CQ | 194.54 | DP | 11.34 | ..... |
| | | | | | | | 4.55 | | | | | |
| Z 67 | 50 | ..... | ..... | ..... | 5.25 | 66.76 | TETON | ..... | 189.99 | P | 11.28 | ..... |
| | | | | | | | 7.95 | | | | | |
| Z 75 | 93 | 72 | ..... | ..... | s 5.45 | 74.71 | FORT BENTON ★ | BN | 182.04 | DNP | s 11.13 | ..... |
| | | | | | | | 15.69 | | | | | |
| Z 91 | 78 | 36 | ..... | ..... | 6.05 | 90.40 | CARTER | CA | 166.35 | DP | 10.52 | ..... |
| | | | | | | | 5.00 | | | | | |
| Z 96 | 32 | 20 | ..... | ..... | 6.12 | 95.40 | FLOWEREE | ..... | 161.35 | P | 10.46 | ..... |
| | | | | | | | 7.58 | | | | | |
| Z103 | 89 | 29 | ..... | ..... | 6.22 | 102.98 | PORTAGE | RE | 153.77 | DP | 10.37 | ..... |
| | | | | | | | 5.59 | | | | | |
| Z108 | 103 | 19 | ..... | ..... | 6.30 | 108.57 | SHEFFELS | ..... | 148.18 | P | 10.30 | ..... |
| Z119 | Yard | Yard | ..... | L 7.30Am | A 6.50<br>L 7.15 | 119.22 | GREAT FALLS ★ | PD | 137.53 | BDNJK<br>PRXW | L 10.15<br>A 9.50 | A 5.30Pm |
| | | | | | | | .63 | | | | | |
| Z119 | Yard | Yard | L 8.45Am | A 7.33Am | 7.18 | 119.85 | W. S. JCT. ★ | GS | 136.90 | BDNJK<br>OPRWXYZ | 9.44 | L 5.25Pm |
| | | | | | | | 3.10 | | | | | |
| ..... | ..... | ..... | 8.55 | ..... | 7.23 | 122.95 | EMERSON JCT. | ..... | 133.80 | JP | 9.39 | ..... |
| | | | | | | | 8.37 | | | | | |
| ZB12 | 54 | 19 | 9.15 | ..... | 7.36 | 131.32 | VAUGHN | BY | 125.43 | DNPJXR | 9.25 | ..... |
| | | | | | | | 6.68 | | | | | |
| ZB19 | 51 | 6 | 9.29 | ..... | 7.44 | 138.00 | GORDON | ..... | 118.75 | P | 9.16 | ..... |
| | | | | | | | 7.33 | | | | | |
| ZB27 | 126 | 26 | 9.44 | ..... | 7.53 | 145.33 | POWER | PO | 111.42 | DPJXYR | 9.05 | ..... |
| | | | | | | | 10.56 | | | | | |
| ZB37 | 124 | 58 | 10.05 | ..... | s 8.09 | 155.89 | DUTTON ★ | DU | 100.86 | DNP | s 8.51 | ..... |
| | | | | | | | 3.04 | | | | | |
| ZB40 | 61 | 13 | 10.13 | ..... | 8.14 | 158.93 | ACME | ..... | 97.82 | P | 8.46 | ..... |
| | | | | | | | 4.36 | | | | | |
| ZB45 | 60 | 28 | 10.22 | ..... | 8.20 | 163.29 | COLLINS | ON | 93.46 | DP | 8.40 | ..... |
| | | | | | | | 9.96 | | | | | |
| ZB55 | 99 | 32 | 10.41 | ..... | s 8.32 | 173.25 | BRADY | BA | 83.50 | DP | 8.27 | ..... |
| | | | | | | | 13.40 | | | DNP | | |
| ZB69 | 164 | 274 | 11.17 | ..... | s 8.55 | 186.65 | CONRAD ★ | RD | 70.10 | BWXYR | s 8.10 | ..... |
| | | | | | | | 3.22 | | | | | |
| .... | ..... | ..... | 11.25 | ..... | 9.00 | 189.87 | M. W. JCT. | ..... | 66.88 | PJ | 8.00 | ..... |
| | | | | | | | 7.64 | | | | | |
| ZB79 | 60 | 20 | 11.40 | ..... | 9.12 | 197.51 | LEDGER | FA | 59.24 | DP | 7.50 | ..... |
| | | | | | | | 4.64 | | | | | |
| ZB84 | 50 | 14 | 11.50 | ..... | 9.19 | 202.15 | FOWLER | ..... | 54.60 | P | 7.44 | ..... |
| | | | | | | | 6.53 | | | | | |
| ZB91 | 124 | 6 | 12.03Pm | ..... | 9.28 | 208.68 | NAISMITH | ..... | 48.07 | P | 7.35 | ..... |
| | | | | | | | 9.32 | | | DNP8JY | | |
| 1061 | Yard | Yard | A 12.25Pm | ..... | A 9.45Am | 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 | ..... | ..... | ..... |
| | | | | | | | 18.58 | | | | | | |
| 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 | .03 | 5.49 | | Time Over Subdivision | | | | 5.34 | .05 | |
| | | | 26.91 | 12.6 | 37.50 | | Average Speed Per Hour | | | | 39.03 | 7.56 | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

# Time Table No. 88

Effective September 13, 1959

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 239: Daily Ex. Sun. | SECOND CLASS 495: Daily | Distance from Mossmain | STATIONS | Telegraph Call | Distance from Great Falls | SIGNS | SECOND CLASS 240: Daily Ex. Sun. | SECOND CLASS 496: Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ZD 237 | ..... | Yard | | | ..... | BILLINGS | BG | ..... | BCDNKO RWXY | | |
| **TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.** | | | | | | | | | | | |
| ZD 222 | ..... | 12 | | L 9.50Pm | ..... | 12.08 MOSSMAIN | ..... | 222.72 | JPXYR | | A 5.00Am |
| ..... | ..... | ..... | | ..... | 3.94 | 3.94 N. P. RY. JCT. | ..... | 218.78 | J | | ..... |
| ZD 218 | 50 | 25 | | 10.00 | 4.03 | .09 HESPER | HS | 218.69 | DPX | | 4.40 |
| ZD 213 | 125 | 24 | | 10.09 | 9.30 | 5.27 RIMROCK | ..... | 213.42 | P | | 4.30 |
| ZD 201 | 50 | 19 | | 10.26 | 21.48 | 12.18 ACTON | ..... | 201.24 | P | | 4.00 |
| ZD 194 | 50 | 27 | | 10.36 | 27.81 | 6.33 COMANCHE | ..... | 194.91 | P | | 3.50 |
| ZD 186 | 125 | 57 | | 10.57 | 36.36 | 8.55 BROADVIEW | BW | 186.36 | DNP | | 3.38 |
| ZD 180 | 49 | ..... | | 11.27 | 42.37 | 6.01 PAINTED ROBE | ..... | 180.35 | P | | 3.24 |
| ZD 174 | 50 | 18 | | 11.39 | 48.41 | 6.04 BELMONT | ..... | 174.31 | P | | 3.12 |
| ZD 166 | 124 | 24 | | 11.54 | 55.97 | 7.56 CUSHMAN | ..... | 166.75 | | | 3.01 |
| ZD 153 | 49 | 14 | | 12.20Am | 69.05 | 13.08 FRANKLIN | ..... | 153.67 | P | | 2.42 |
| ZD 148 | 49 | ..... | | 12.32 | 74.68 | 5.63 WALLUM | ..... | 148.04 | P | | 2.29 |
| ZD 141 | 125 | 28 | | 12.45 | 81.66 | 6.98 HEDGESVILLE | ..... | 141.06 | P | | 2.17 |
| ZD 133 | 49 | ..... | | 12.58 | 88.72 | 7.06 NIHILL | ..... | 134.00 | P | | 2.03 |
| ZD 127 | 49 | ..... | | 1.11 | 95.12 | 6.40 OXFORD | ..... | 127.60 | P | | 1.50 |
| ZD 120 | 130 | 89 | | 496 **1.36** | 101.97 | 6.85 JUDITH GAP | JU | 120.75 | DKPWYN | | 495 **1.36** |
| ZD 108 | 50 | 34 | | 2.03 | 114.29 | 12.32 BUFFALO | ..... | 108.43 | P | | 12.57 |
| ZD 102 | 50 | 3 | | 2.15 | 120.15 | 5.86 MENDON | ..... | 102.57 | P | | 12.47 |
| ZD 92 | 50 | 76 | | 2.40 | 129.66 | 9.51 HOBSON | HO | 93.06 | DP | | 12.29 |
| ZD 87 | 120 | 52 | L 8.50Am | 2.52 | 134.97 | 5.31 MOCCASIN | MC | 87.75 | DJPXYR | A 3.23Am | 12.20 |
| ZD 82 | 125 | 49 | s 9.00 | 240 **3.13** | 140.42 | 5.45 BENCHLAND | BD | 82.30 | DP | f 495 **3.13** | 12.01Am |
| ZD 76 | 68 | 46 | s 9.10 | 3.23 | 146.53 | 6.11 WINDHAM | WD | 76.19 | DP | f 3.03 | 11.50 |
| ZD 68 | 60 | 144 | s 9.23 | 3.35 | 153.69 | 7.16 STANFORD | SD | 69.03 | DNPW | s 2.50 | 11.40 |
| ZD 63 | 50 | 15 | f 9.31 | 3.44 | 159.05 | 5.36 DOVER | ..... | 63.67 | P | f 2.40 | 11.30 |
| ZD 58 | 50 | ..... | s 9.41 | 3.53 | 164.36 | 5.31 MERINO | ..... | 58.36 | P | f 2.31 | 11.20 |
| ZD 52 | 50 | 35 | s 9.53 | 4.03 | 170.57 | 6.21 GEYSER | GY | 52.15 | DP | s 2.20 | 11.10 |
| ZD 45 | 50 | 25 | f 10.04 | 4.15 | 176.75 | 6.18 SPION KOP | ..... | 45.97 | P | f 2.09 | 10.55 |
| ZD 39 | 50 | 21 | s 10.15 | 4.30 | 182.96 | 6.21 RAYNESFORD | RF | 39.76 | DP | f 1.58 | 10.40 |
| ZD 34 | 51 | 24 | f 10.25 | 4.41 | 188.26 | 5.30 BLYTHE | ..... | 34.46 | P | f 1.48 | 10.25 |
| ZA 28 | 132 | 40 | f 10.35 | 4.53 | 194.21 | 5.95 ARMINGTON | ..... | 28.51 | P | f 1.38 | 10.10 |
| ZA 26 | ..... | 64 | s 10.39 | 4.56 | 196.19 | 1.98 BELT | B | 26.53 | DP | s 1.33 | 10.05 |
| ZA 22 | 125 | 16 | f 10.48 | 5.07 | 201.12 | 4.93 WAYNE | ..... | 21.60 | P | f 1.24 | 9.55 |
| ZA 19 | ..... | 19 | f 10.54 | 5.12 | 204.25 | 3.13 FIFE | ..... | 18.47 | ..... | f 1.18 | 9.42 |
| ZA 10 | 84 | 58 | f 11.09 | 5.30 | 212.64 | 8.39 GERBER | ..... | 10.08 | P | f 1.03 | 9.25 |
| Z 119 | Yard | 2539 | A 11.30Am | A 5.55Am | 222.72 | 10.08 GREAT FALLS ★ | PD | ..... | BDNJKP RXW | L 12.45Am | L 9.00Pm |
| | | | 2.40 32.9 | 8.05 27.55 | | Time Over Subdivision Average Speed Per Hour | | | | 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 14.

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | FIRST CLASS 235 Daily Ex. Sun. | Distance from Great Falls | Time Table No. 88 Effective September 13, 1959 — 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 | BDNJKPRXW | A 5.30Pm |
| **TRAINS BETWEEN W. S. JCT. AND GREAT FALLS BE GOVERNED BY THIRD SUBDIVISION SCHEDULES.** | | | | | | | | | |
| | Yard | | L 7.33Am | 0.63 | W. S. JCT. ★ | GS | 170.27 | BDNJKOP RWXYZ | A 5.25Pm |
| | | | | | 0.63 | | | | |
| Z 130 | 42 | 38 | 7.53 | 14.08 | 13.45 ULM | M | 156.82 | DP | 5.05 |
| Z 145 | 43 | 102 | s 8.10 | 28.58 | 14.50 CASCADE | Q | 142.32 | DNP | s 4.48 |
| 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 | 9 | 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 | 100 | 15 | s 9.28 | 81.12 | 12.53 SILVER CITY | | 89.78 | P | s 3.30 |
| Z 214 | Yard | 288 | s 9.53 | 97.79 | 16.67 HELENA | HN | 73.11 | BDNKP WXY | s 3.05 |
| Z 229 | | 26 | f 10.15 | 112.37 | 14.58 CLANCY | | 58.53 | P | f 2.33 |
| Z 236 | 60 | 12 | 10.29 | 119.50 | 7.13 CORBIN | | 51.40 | P | 2.22 |
| Z 244 | 50 | 7 | 10.44 | 125.91 | Automatic Block Signals — 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 | s 11.10 | 139.92 | 7.70 BASIN | SI | 30.98 | DP | s 1.43 |
| Z 269 | 42 | | 11.30 | 151.94 | 12.02 ELK PARK | | 18.96 | P | 1.22 |
| Z 279 | 45 | 16 | 11.40 | 160.38 | 8.44 WOODVILLE | | 10.52 | PX | 1.12 |
| Z 288 | Yard | 546 | A 12.10Pm | 170.90 | 10.52 BUTTE | DX | | BDNJKO PRWXYZ | L 12.50Pm |
| | | | 4.37 36.88 | | Time Over Subdivision Average Speed Per Hour | | | | 4.35 37.15 |

## 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. 88 Effective September 13, 1959 — STATIONS | Telegraph Calls | Distance from Hogeland | SIGNS | SECOND CLASS 334 Mon., Wed. and Fri. |
|---|---|---|---|---|---|---|---|---|---|
| 842 | W93 | 287 | L 7.30Am | | SACO ★ | SF | 78.72 | BDNJK PRXY | A 5.40Pm |
| SH 9 | 40 | 51 | s 8.00 | 8.73 | 8.73 COLE | | 69.92 | P | s 5.10 |
| SH15 | | 24 | f 8.30 | 15.31 | 6.58 TATTNALL | | 63.41 | P | f 4.45 |
| SH26 | | 34 | s 9.15 | 25.87 | 10.56 WHITEWATER | W | 52.85 | DP | s 4.00 |
| SH39 | | 35 | s 10.00 | 38.82 | 12.95 LORING | N | 39.90 | DP | s 3.15 |
| SH54 | | 27 | f 10.50 | 54.12 | 15.30 CHAPMAN | | 24.60 | P | f 2.25 |
| SH67 | | 44 | s 11.30 | 67.14 | 13.02 TURNER | R | 11.58 | DP | s 1.45 |
| SH79 | | 44 | A 12.15Pm | 78.72 | 11.58 HOGELAND | X | | DPRXY | L 1.00Pm |
| | | | 4.45 16.57 | | Time Over Subdivision Average Speed Per Hour | | | | 4.40 16.86 |

**Westward trains are superior to eastward trains of the same class on the Fifth and Sixth Subdivisions.**

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

Time Table No. 88
Effective September 13, 1959

| 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 | | | | | |
| ZD87 | 125 | 83 | A 8.42Am | 30.73 | MOCCASIN | MC | ..... | DJPRXY | 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.



Time Table No. 88
Effective September 13, 1959

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | WESTWARD SECOND CLASS 365 Tue., Thur. | Distance from Vaughn | STATIONS | Telegraph Calls | Distance from Augusta | SIGNS | EASTWARD SECOND CLASS 366 Tue., Thur. |
|---|---|---|---|---|---|---|---|---|---|
| ZB12 | 54 | 19 | L 7.31Am | ..... | VAUGHN | BY | 41.70 | DJPRXN | A 11.56Am |
| | | | | 5.64 | | | | | |
| ..... | ..... | ..... | 7.46 | 5.64 | DRACUT JCT. | ..... | 36.06 | JPR | 11.37 |
| | | | | 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 |
| | | | 2.06 | | Time Over Subdivision | | | | 2.06 |
| | | | 19.9 | | Average Speed Per Hour | | | | 19.9 |



Time Table No. 88
Effective September 13, 1959

| 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 | DJPRXY | 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 |
| | | | | 9.62 | | | | | |
| 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 the Eighth and Ninth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

## 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.**

**On sub-divisions where both passenger and freight trains are operated, the 45 degree sign has two sets of figures. The numerals preceded with the letter "P" apply to passenger trains. The numerals preceded with the letter "F" apply to freight and mixed trains and to passenger trains when handling freight cars, except cars equipped with steel wheels, air signal and steam heat lines.**

**On sub-division where normally only freight or mixed trains are operated, the 45 degree sign may have just one set of figures preceded with the letter "F", which applies to all trains.**

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

(d) Engines light or with caboose only..... 50 MPH

When cabooses are handled in passenger service. train must not exceed speed of: Cabooses X-1 to X-30.

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:
Pacific Jct., Cut Bank.
Bainville, west siding 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 and west siding switch.
Oswego, east and west siding switch.
Frazer, east and west siding switch.
Kintyre, east and west siding switch.
Nashua, east and west siding switch.
Glasgow, east switch North No. 1 Track.
Hinsdale, east and west siding switch.
Saco, west siding switch.
Bowdoin, east and west siding switch.
Malta, west siding switch.
Dodson, east and west siding switch.
Savoy, east siding switch.
Harlem, east siding switch.
Lohman, east and west siding switch.
Pacific Jct., to and from Great Falls Line.
Gildford, east and west siding switch.
Buelow, east and west siding switch.
Chester, east and west siding switch.
Tiber, east and west siding switch.
Lothair, east and west siding switch.
Devon, east and west siding switch.
Dunkirk, east and west siding switch.
Shelby, west end of King George track.

Trains or engines through No. 15 turnouts at:..... 25 MPH

Culbertson, east siding switch.
Sprole, east and west siding switch.
Glasgow, east switch North No. 1 track.
Shelby, Spring switch east end Shelby yard.

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 Diesel-electric motor cars 2318 to 2338 must be handled on rear of train.

Single unit Diesel-electric locomotives towed dead in freight trains are to be handled not less than five (5) cars, nor more than fifteen (15) cars behind the road locomotive. Additional units to be separated by not less than five (5) cars. All switchers, including 17-23 and 29-33, also road switchers **not** equipped with alignment control couplers are to be towed as single unit locomotives.

Multiple unit groups, not exceeding five (5) units per group, can be towed dead in freight trains if such units consist of road units and/or multiple type road switcher units when latter equipped with alignment control couplers.* Such multiple groups are to be towed not less than five (5) cars from the road locomotive. Additional groups or single units are to be separated by not less than five (5) cars.

*Following road switchers are equipped with alignment control couplers for towing in multiple:
200-219, 221, 228-232, 601, 603-605, 608-612, 620-621, 628-630, 636-642, 645-646, 649-650, 652, 656-657, 664, 669, 671, 679-732, 904-915.

Trains handling Diesel and Diesel-electric locomotives dead in tow must not exceed following speeds:

| Locomotive Number | Maximum Speed |
|---|---|
| 1-16, 24-28, 75-170, 2318-2324 | 50 MPH |
| 2325-2330, 2332-2338 | 60 MPH |
| 17-23, 29-33, 175-259, 262-263, 271-274, 276-279, 307-317, 400-474, 550-678, 681-732, 900-915 | 65 MPH |
| 260-261, 266-270, 275, 280-281, 360-365, 500-512, 679-680, 2350 | 79 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 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. Air hose on engines must be hooked up in hose fastener when not in use.

6. **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.

7. **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.
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.

8. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by yardmen.
Rule 2A of the Consolidated Code of Operating Rules and General Instructions does not apply to employees of the Great Northern Railway.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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 except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. **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.

23. 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.

24. 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.

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

26. **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 |

27. Should a passenger train 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 engine and heater cars should be shut down.
Should a 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.

28. 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 | 59 MPH |

2. **SPEED RESTRICTIONS.**
Culbertson, Wolf Point, No. 31 and No. 32 to permit proper discharge of mail ..... 40 MPH
Saco, No. 3 to permit proper discharge of mail ..... 30 MPH
Dodson, Nashua, Frazer, 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.

## SECOND SUBDIVISION

**(Main Line)**

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

| Between | Passenger | Freight |
|---|---|---|
| Havre and Cut Bank | 79 MPH | 59 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. **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.

8. **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.

## THIRD SUBDIVISION

**(Pacific Jct.-Great Falls-Sweet Grass)**

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

| Between | Passenger | Freight |
|---|---|---|
| Pacific Jct. and Great Falls | 59 MPH | 50 MPH |
| Great Falls and Collins | 50 MPH | 50 MPH |
| Collins and Shelby | 59 MPH | 50 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.
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. 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.

5. **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.

## FOURTH SUBDIVISION

**(Billings Line)**

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

| Between | Passenger | Freight |
|---|---|---|
| Great Falls and East Switch Franklin | 59 MPH | 40 MPH |
| East Switch Franklin 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. **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 | 40 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. Butte, train and engine movements over crossings must be protected by a crew member on the ground at the crossing except during assigned hours of watchmen.

6. **AUTOMATIC INTERLOCKINGS.**

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

7. **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**

Saco and Hogeland ..... 35 MPH

## SEVENTH SUBDIVISION

**(Lewistown Line)**

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

**Between**
Lewistown and Moccasin ..... 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.

## EIGHTH SUBDIVISION

**(Augusta Line)**

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

**Between**
Vaughn and Augusta ..... 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.

## NINTH SUBDIVISION

**(Pendroy Line)**

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

**Between**
Power and Pendroy ..... 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.

### WATCH INSPECTORS

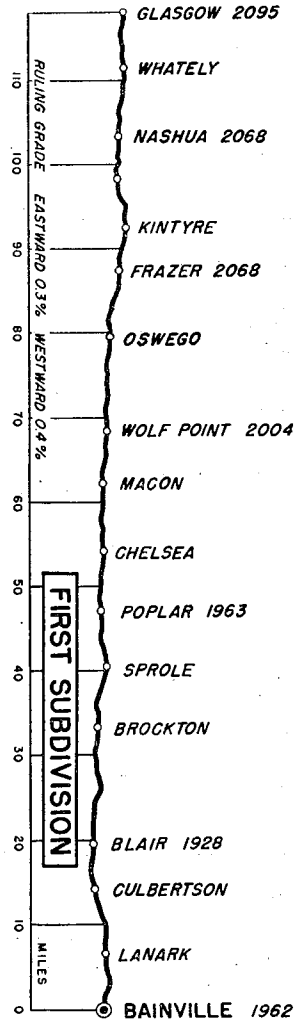
Butte ..... S & S Jewelers.
Conrad ..... Harold Pyle.
Cut Bank ..... Roush's Jewelry.
Glasgow ..... Bowles Jewelry.
R. E. St. Clair.
Great Falls ..... Jim Kovich.
Sutherland Jewelry.
Havre ..... Blacks' Jewelry.
Helena ..... S. & M Jewelers.
Laurel ..... Dudis Jewelry.
Lewistown ..... Scheldt Jewelers.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

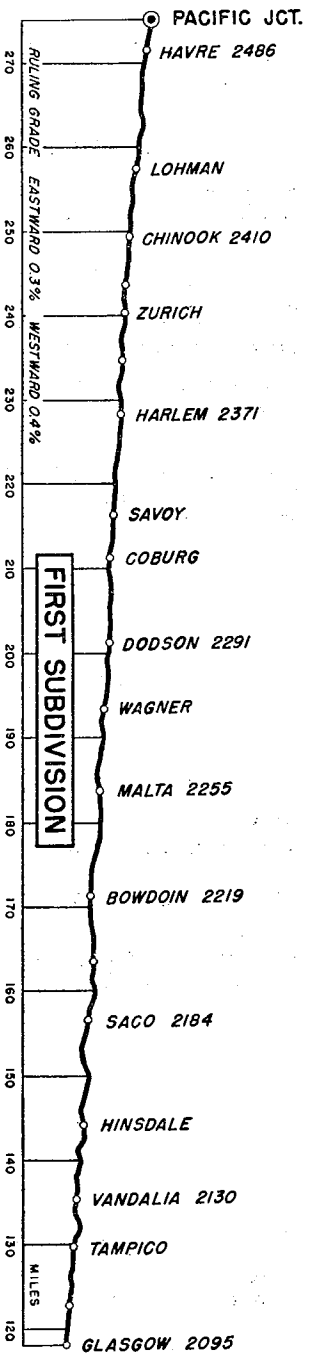
## SPEED TABLE

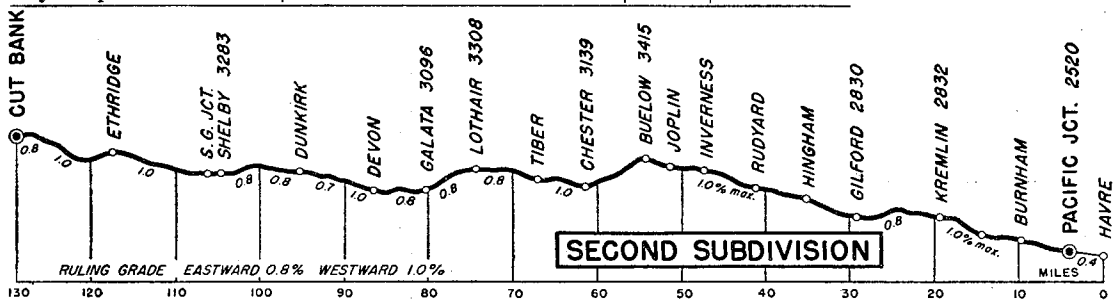
| Time Min. | Per Mile Sec. | Miles Per Hour | Time Min. | Per Mile Sec. | Miles Per Hour |
|---|---|---|---|---|---|
| | 46 | 78.3 | 1 | 18 | 46.2 |
| | 47 | 76.6 | 1 | 20 | 45.0 |
| | 48 | 75.0 | 1 | 22 | 43.9 |
| | 49 | 73.5 | 1 | 24 | 42.9 |
| | 50 | 72.0 | 1 | 26 | 41.9 |
| | 51 | 70.6 | 1 | 28 | 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 |

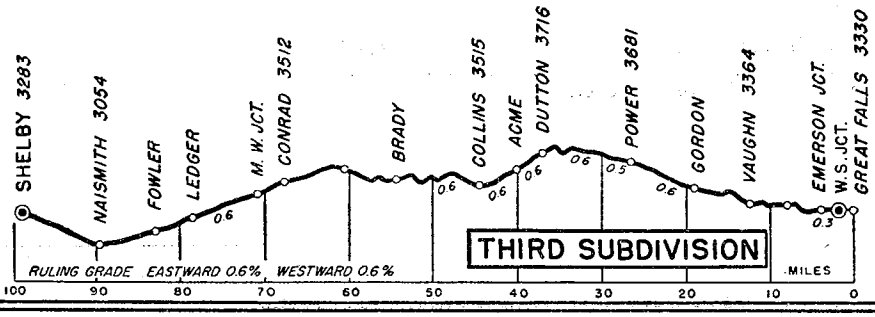
**Business Tracks not Shown as Stations on Time Table.**

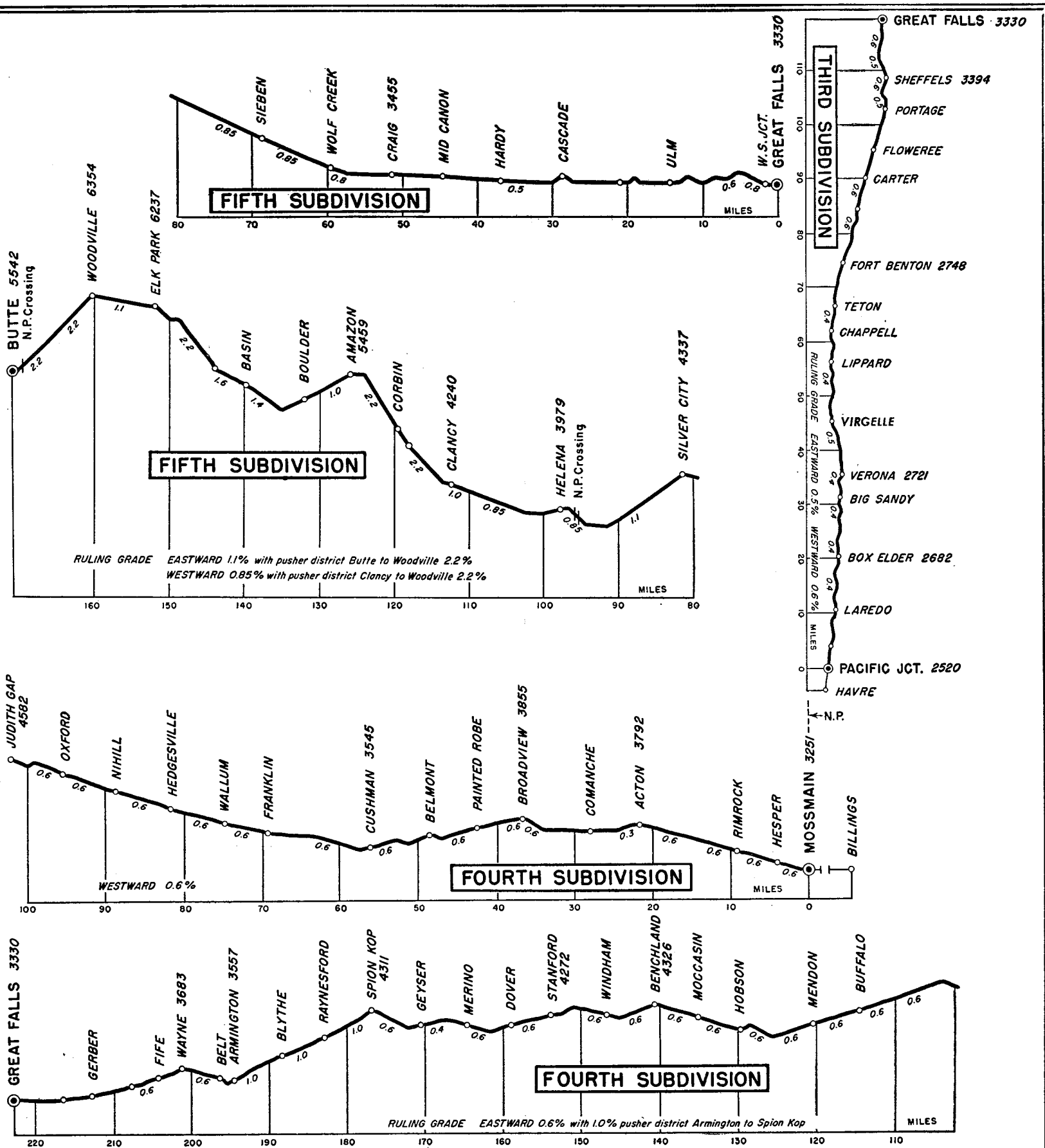
| NAME | LOCATION | Capacity Cars | SWITCH OPENS |
|---|---|---|---|
| **First Subdivision** | | | |
| Glasgow Air Base | 20.19 miles north of Glasgow | Yard | East end |
| Wiota | 5.65 miles west of Kintyre | 71 | West end |
| Saco Stock Yards | 1.70 miles west of Saco | 27 | Both ends |
| Malta Stock 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 |
| Fort Belknap | 6.33 miles west of Harlem | 53 | East end |
| North Fork Track | 3.66 miles west of Zurich | 23 | East end |
| **Second Subdivision** | | | |
| Fresno | 4.70 miles west of Burnham | 15 | West end |
| 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 |
| Tunis | 5.91 miles east of Carter | 8 | West end |
| Rainbow | 4.89 miles west of Sheffels | 53 | West end |
| Manchester | 7.83 miles west of Grt. Falls | 30 | 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 |
| Fields | 6.50 miles east of Great Falls | 28 | East end |
| **Fifth Subdivision** | | | |
| Mortenson's Spur | 1.2 miles east of Hardy | 129 | West end |
| Gilmore Pit | At Hardy | 110 | 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** | | | |
| Bole | 5.48 miles west of Cleiv | 10 | West end |
| Flume Spur | 9.34 miles west of Cleiv | 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 |




GREAT FALLS 3330
THIRD SUBDIVISION
SHEFFELS 3394
PORTAGE
FLOWEREE
CARTER
FORT BENTON 2748
TETON
CHAPPELL
LIPPARD
VIRGELLE
VERONA 2721
BIG SANDY
BOX ELDER 2682
LAREDO
PACIFIC JCT. 2520
HAVRE
N.P.
MOSSMAIN 3251
BILLINGS
MILES
RULING GRADE EASTWARD 0.5%
WESTWARD 0.6%
W.S.JCT.
GREAT FALLS 3330
FIFTH SUBDIVISION
SIEBEN
WOLF CREEK
CRAIG 3455
MID CANON
HARDY
CASCADE
ULM
BUTTE 5542
N.P.Crossing
WOODVILLE 6354
ELK PARK 6237
BASIN
BOULDER
AMAZON 5459
CORBIN
CLANCY 4240
HELENA 3979
N.P.Crossing
SILVER CITY 4337
FIFTH 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%
JUDITH GAP 4582
OXFORD
NIHILL
HEDGESVILLE
WALLUM
FRANKLIN
CUSHMAN 3545
BELMONT
PAINTED ROBE
BROADVIEW 3855
COMANCHE
ACTON 3792
RIMROCK
HESPER
WESTWARD 0.6%
FOURTH SUBDIVISION
GREAT FALLS 3330
GERBER
FIFE
WAYNE 3683
BELT
ARMINGTON 3557
BLYTHE
RAYNESFORD
SPION KOP 4311
GEYSER
MERINO
DOVER
STANFORD 4272
WINDHAM
BENCHLAND 4326
MOCCASIN
HOBSON
MENDON
BUFFALO
FOURTH SUBDIVISION
RULING GRADE EASTWARD 0.6% with 1.0% pusher district Armington to Spion Kop

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