

COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7508,
House Colfax 4101. 1849 Medical Arts Bldg., 9th St.
& Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne, Asst. Chief Surgeon, Minneapolis, Minn.
Dr. J. G. Cunningham, Asst. Chief Surgeon, Spokane, Wash.
Dr. R. B. Richardson, Division Surgeon, Great Falls, Mont.
Dr. E. M. Porter, Alternate Surgeon, Great Falls, Mont.
Dr. Earl Strain, Ophthalmic Surgeon, Great Falls, Mont.
Dr. D. S. MacKenzie, Asst. Division Surgeon, Havre, Mont.
Dr. F. W. Briggs, Ophthalmic Surgeon, Havre, Mont.
Dr. P. E. Kane, Asst. Division Surgeon, Butte, Mont.
Dr. A. W. Morse, Ophthalmic Surgeon, Butte, Mont.
Dr. M. D. Hoyt, Asst. Division Surgeon, Glasgow, Mont.
Dr. A. N. Smith, Asst. Division Surgeon, Glasgow, Mont.

LOCAL SURGEONS.

Dr. P. H. O'Malley	Chinook
Dr. C. J. Munch	Culbertson
Dr. K. Hamilton	Dodson
Dr. Carroll M. Lund	Fairview
Dr. Chas. Houtz	Havre
Dr. W. N. Deatherage	Harlem
Dr. George W. Setzer	Malta
Dr. M. B. Sherrard	Opheim
Dr. J. C. Storkan	Plentywood
Dr. C. A. Swanson	Poplar
Dr. R. P. Minnick	Saco
Dr. T. W. Collinson	Scobey
Dr. R. A. Morrill	Sidney
Dr. W. A. McCannel	Turner
Dr. P. O. C. Johnson	Watford City
Dr. C. S. Jones	Williston
Dr. H. B. Cloud	Wolf Point
Dr. A. W. Deal	Lewistown
Dr. Fred F. Attix	Lewistown
Dr. H. W. Bateman	Choteau
Dr. H. W. Power	Conrad
Dr. W. F. Paterson	Conrad
Dr. M. D. Riddle	Shelby
Dr. C. F. Bassow	Fort Benton
Dr. Enon L. Anderson	Fort Benton
Dr. C. J. Bresee	Great Falls
Dr. A. M. McCauley	Great Falls
Dr. Thomas L. Hawkins	Helena
Dr. R. Wayne Morris	Helena
Dr. Eri M. Farr	Billings
Dr. E. C. Hall	Laurel
Dr. E. M. Gans	Judith Gap

H. SMALL, Chief Dispatcher
P. W. DOLES, Chief Dispatcher
H. M. SHAPLEIGH, Trainmaster
N. F. SEIL, Trainmaster
J. E. OBRIEN, Trainmaster
W. R. MINTON, Asst. Superintendent



BUTTE DIVISION

TIME TABLE 42

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, August 22, 1937.

T. F. DIXON, Superintendent.
R. A. McCANDLESS, General Manager.
J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Williston	Time Table No. 42		Telegraph Call
	Siding	Other Tracks		461	663	27	3	223	1	Effective August 22, 1937				
										STATIONS				
			Daily	Mon., Wed. and Fri.	Daily	Daily	Daily Ex. Sun.	Daily						
647	Yard	1754	L 4.00Pm	L 4.30Am	L 9.45Pm	L 5.35Pm	L 6.40Am	L 12.55Am					WILLISTON	WN
659	W129	16	4.30	5.00	10.01	5.52	s 7.05	1.11	11.99				TRENTON	ON
668		35	4.50	5.20	10.12	6.03	s 7.20	1.22	20.56				FT. BUFORD	Double Track
676	132	91	5.20	5.58	10.19	s 6.13	s 7.35	1.29	25.92				SNOWDEN	
681	128	8	5.35	6.15	10.26	6.22	f 7.45	1.36	31.68				LAKESIDE	
685	E175	164	5.55	7.00	10.34	s 6.34	s 8.10	1.44	38.10				BAINVILLE	B
692	108	12	6.10	7.20	10.42	6.43	f 8.20	1.53	44.91				LANARK	
699	106	58	6.30	7.50	10.52	s 6.54	s 8.42	2.03	52.37				CULBERTSON	CU
705	109	4	7.02	8.33	10.58	7.02	f 8.50	2.09	57.87				BLAIR	
708							f 8.57		62.00				FORT KIPP	
714	72	5	7.25	8.50	11.09	7.16	f 9.04	2.20	66.81				CALAIS	
722	E180 W118	75	7.50	9.12	11.15	7.23	s 9.12	2.26	71.58				BROCKTON	BR
729	70	10	8.05	9.40	11.24	7.33	f 9.22	2.35	79.14				SPROLE	
733	E72 W72	55	8.20	10.15	11.31	s 7.43	s 9.35	2.42	85.57				POPLAR	PO
741	129	17	8.35	10.30	11.39	7.53	f 9.45	2.50	92.51				CHELSEA	
748	129	24	8.55	10.49	11.48	8.03	f 9.55	3.00	100.34				MACON	
753	E186 W188	293	9.25	11.40	11.55	s 8.16	s 10.15	3.08	106.76				WOLF POINT	WO
759	70	3	9.40	11.55	12.02Am	8.24	f 10.29	3.16	112.74				LOHMILLER	
765	103	36	9.50	12.15Pm	12.09	8.31	s 10.42	3.23	118.04				OSWEGO	GO
772	E90 W69	21	10.10	12.40	12.17	8.42	s 10.58	3.35	125.83				FRAZER	FR
777	130	11	10.20	1.00	12.23	8.49	f 11.07	3.43	130.86				KINTYRE	
783	89	71	10.40	1.30	12.30	8.57	s 11.20	3.51	136.48				WIOTA	F
789	128	50	10.55	2.15	12.36	s 9.06	s 11.32	3.59	141.91				NASHUA	NA
797	129	13	11.15	2.40	12.45	9.17	f 11.43	4.10	149.70				WHATLEY	
803	E249 W140	357	A 11.30Pm	A 3.00Pm	A 12.55Am	A 9.30Pm	A 11.55Am	A 4.20Am	156.41				GLASGOW	GW
			7.30	10.30	3.10	3.55	5.15	3.25				Time Over Subdivision		
			20.8	14.8	49.3	39.9	29.7	45.7				Average Speed Per Hour		

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Ninth Subdivision main track parallels First Subdivision main track on north side for 6100 feet west of Bainville Station. Crossover at each end. First Subdivision trains may use Ninth Subdivision parallel main track as a Westward Siding, protecting against Ninth Subdivision trains.

Supplementing Rule 509 (b), when stopped by a STOP AND PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 42

Effective August 22, 1937

STATIONS	Distance from Glasgow	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	4	28	224	470	446	462	664			
		Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily		Tues., Thur. and Sat.		
..... WILLISTON 11.99	156.41	A 6.35Am	A 10.00Am	A 1.05PM	A 9.00Pm	A 8.45Am	A 6.25Pm	A 2.00Am		A 5.30Pm		RKDN WCX
..... TRENTON 8.57	144.42	6.17	9.42	12.47	s 8.40	8.15	5.55	1.30		5.00		DP
..... FT. BUFORD 5.36	135.85	6.06	9.30	12.36	s 8.25	7.55	5.35	1.12		4.40		P KDNP WYX
..... SNOWDEN 5.76	130.49	5.58	9.22	12.29	s 8.15	7.35	5.20	1.00		4.25		P
..... LAKESIDE 6.42	124.73	5.49	9.14	12.21	f 7.59	7.15	5.00	12.45		3.50		P
..... BAINVILLE 6.81	118.31	5.40	s 9.03	s 12.12	s 7.50	7.00	4.45	12.30		3.30		KDNP WCYX
..... LANARK 7.46	111.50	5.29	8.52	12.02Pm	f 7.25	6.45	4.30	12.15Am		2.35		P
..... CULBERTSON 5.50	104.04	5.18	s 8.42	s 11.52	s 7.14	6.30	4.15	11.59		2.15		DNP
..... BLAIR 4.13	98.54	5.10	8.33	11.43	f 7.02	6.20	4.00	11.45		1.45		PW
..... FORT KIPP 4.81	89.60	4.59	8.20	11.32	f 6.40	6.05	3.45	11.27		1.15		P DNP
..... CALAIS 4.77	84.88	4.53	8.14	11.26	s 6.32	5.55	3.35	11.15		1.00		WCX
..... BROCKTON 7.56	84.88	4.53	8.14	11.26	s 6.32	5.55	3.35	11.15		1.00		P
..... SPROLE 6.43	77.27	4.43	8.04	11.17	f 6.17	5.25	3.00	10.30		12.15PM		P
..... POPLAR 6.94	70.84	4.33	s 7.55	11.09	s 6.07	5.10	2.45	10.15		11.55		DNP
..... CHELSEA 7.83	63.90	4.23	7.45	10.59	f 5.50	4.55	2.30	10.00		11.10		P
..... MACON 6.42	56.07	4.13	7.35	10.49	f 5.40	4.35	2.10	9.40		10.49		P DN PWX
..... WOLF POINT 5.98	49.65	4.04	s 7.26	s 10.40	s 5.30	4.20	1.55	9.25		10.15		P
..... LOHMILLER 5.30	43.67	3.54	7.15	10.29	f 5.14	4.07	1.40	9.10		9.15		DP
..... OSWEGO 7.79	38.37	3.46	7.08	10.22	s 5.07	3.55	1.30	9.00		9.00		DPW
..... FRAZER 5.03	30.58	3.35	6.58	10.12	s 4.55	3.35	1.10	8.42		8.40		P
..... KINTYRE 5.02	25.55	3.28	6.51	10.05	f 4.43	3.10	1.00	8.25		8.20		DNPYX
..... WIOTA 5.43	19.93	3.21	6.44	9.58	s 4.35	2.57	12.42	8.12		8.05		DNP
..... NASHUA 7.79	14.50	3.14	s 6.36	9.50	s 4.23	2.47	12.32	8.02		7.40		P RKDNP WCYX
..... WHATELY 6.71	6.71	3.04	6.25	9.40	f 4.10	2.30	12.15Pm	7.45		7.20		P
..... GLASGOW		L 2.55Am	L 6.15Am	L 9.30Am	L 4.00Pm	L 2.15Am	L 1.55Am	L 7.30PM		L 7.00Am		
Time Over Subdivision		3.40	3.45	3.35	5.00	6.30	6.30	6.30		10.30		
Average Speed Per Hour		42.6	41.7	43.6	31.2	24.0	24.0	24.0		14.8		

Special Rules—Continued.

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

Conditional Stops.

No. 1 stop at any station between Williston and Havre to pick up passengers for points south of Great Falls and west of Havre, and to discharge passengers from Twin Cities and beyond.

No. 2 stop at any station between Havre and Williston to discharge passengers from south of Great Falls and west of Havre, and to pick up passengers for Twin Cities and beyond.

No. 3 stop at any station between Williston and Havre to discharge passengers from east of Williston and pick up passengers for points west and south of Havre.

No. 4 stop at any station between Havre and Williston to discharge passengers from points south of and west of Havre and pick up passengers for points east of Williston.

Maximum Speed

	Passenger	Freight
Williston and Glasgow.....	60 miles per hour	40 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 42		Telegraph Call
	Sidings	Other Tracks		665	461	3	223	1	27	Effective August 22, 1937				
										STATIONS				
		Tue., Thur. and Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
803	E 249 W 140	357	L 4.30Am	L 12.01Am	L 9.35Pm	L 12.20Pm	L 4.25Am	L 1.00Am			GLASGOW 4.73	GW		
808	70	9	4.40	12.10	9.43	f 12.28	4.32	1.08	4.73	PAISLEY 7.03				
815	125	15	4.55	12.25	9.54	s 12.40	4.41	1.18	11.76	TAMPOIC 5.28	MA			
820	71	26	5.10	12.35	10.01	s 12.48	4.48	1.26	17.04	VANDALIA 8.79				
828	E 137 W 115	30	5.35	12.55	s 10.13	s 1.05	4.59	1.37	25.83	HINSDALE	HD			
837	71	15	5.55	1.20	10.24	s 1.20	5.09	1.47	34.04	8.21 BEAVERTON				
842	W 93	113	6.40	1.55	s 10.35	s 1.38	5.15	1.55	38.58	4.54 SACO	SF			
852	71	3	6.55	2.20	10.45	f 1.48	5.25	2.05	45.46	6.88 ASHFIELD				
860	E 166 W 89	115	7.10	2.45	10.55	s 2.01	5.35	2.14	52.99	7.53 BOWDOIN	BO			
863	70	10	7.25	3.00	11.04	f 2.11	5.43	2.22	59.74	6.75 STRATER				
869	88	120	7.57	3.15	s 11.18	s 2.32	5.51	2.29	65.60	5.86 MALTA	MF			
874	70	14	8.15	3.25	11.26	f 2.40	5.57	2.35	70.39	4.79 EXETER				
880	E 142 W 130	55	8.40	4.11	11.33	s 2.48	6.03	2.41	75.18	4.79 WAGNER	WA			
886	90	54	9.15	4.25	s 11.45	s 3.02	6.14	2.50	83.04	7.86 DODSON	DN			
892	129	4	9.30	4.35	11.54	f 3.10	6.22	2.57	88.73	5.09 HARO				
896	69	28	9.45	4.45	12.01Am	f 3.19	6.28	3.03	93.15	4.42 COBURG				
901	E 89 W 69	26	10.05	4.55	12.10	s 3.29	6.35	3.09	98.36	5.21 SAVOY	S			
907	75	3	10.20	5.10	12.28	f 3.38	6.43	3.16	104.61	6.25 MATADOR				
913	E 125 W 69	62	11.40	5.20	s 12.40	s 3.50	6.51	3.22	110.19	5.58 HARLEM	HM			
919	75	16	12.02Pm	5.35	12.49	f 4.00	6.59	3.29	116.51	6.32 FORT BELKNAP				
925	87	33	12.20	5.45	12.56	s 4.10	7.07	3.36	122.04	5.53 ZURICH	Z			
929	69	20	12.30	6.05	1.01	f 4.16	7.12	3.41	125.71	3.07 NORTH FORK				
935	E 120 W 73	237	1.30	6.17	s 1.10	s 4.32	7.20	3.48	131.29	5.58 CHINGOOK	CK			
939	68		1.42	6.32	1.16	f 4.39	7.26	3.54	135.73	4.44 ADAMS				
943		19	1.55	6.40	1.21	s 4.45	7.31	3.59	139.31	3.58 LOHMAN				
949			2.10	7.00	1.30	f 4.56	7.40	4.07	146.02	6.71 TOLEDO				
956	Yard	2011	A 2.30Pm	A 7.20Am	A 1.40Am	A 5.10Pm	A 7.50Am	A 4.20Am	152.97	6.95 HAVRE	HV			
			10.00	7.19	4.05	4.50	3.25	3.20		Time Over Subdivision				
			15.2	20.9	37.4	31.6	44.7	45.9		Average Speed Per Hour				

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Class O-7, S-1, S-2, Q-1, and Q-2 engines will not exceed 20 miles per hour and Class R engines 5 miles per hour over Bridge 469 just west of Malta.

Tenth Subdivision main track parallels Second Subdivision main track on north side for 9320 feet west of Saco Station. Crossover at each end. Second Subdivision trains may use Tenth Subdivision parallel main track as an Eastward Siding, protecting against Tenth Subdivision trains.

Supplementing Rule 509 (b), when stopped by a STOP AND PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 42

Effective August 22, 1937

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Havre	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		4	28	224	2	446	462	470	666			
		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Mon., Wed. and Fri.			
GLASGOW	152.97	A 6.10Am	A 9.25Am	A 3.40Pm	A 2.50Am	A 11.30Am	A 7.00Pm	A 2.00Am	A 4.30Pm		RKDN YWCX	
PAISLEY	148.24	6.02	9.18	f 3.30	2.40	11.15	6.40	1.50	4.20		P	
TAMPICO	141.21	5.53	9.09	s 3.17	2.31	10.55	6.25	1.36	4.00		DNP	
VANDALIA	135.93	5.46	9.03	s 3.08	2.24	10.45	6.15	1.26	3.50		P	
HINSDALE	127.14	s 5.35	8.52	s 2.53	2.13	10.25	5.55	12.55	3.30		DNPW	
BEAVERTON	118.93	5.24	8.41	s 2.38	2.03	10.05	5.35	12.30	3.05		P	
SACO	114.39	s 5.15	s 8.35	s 2.30	1.55	9.55	5.25	12.20	2.55		KDNP CYX	
ASHFIELD	107.51	4.56	8.24	f 2.13	1.46	9.40	5.10	12.02Am	2.20		P	
BOWDOIN	99.98	4.46	8.14	s 2.01	1.37	9.25	4.55	11.45	2.01		DPWY	
STRATER	93.23	4.37	8.05	f 1.50	1.29	9.12	4.40	11.31	1.30		P	
MALTA	87.37	s 4.28	s 7.57	s 1.42	1.20	9.00	4.25	11.18	1.15Pm		DNPW	
EXETER	82.58	4.17	7.46	f 1.23	1.13	8.50	4.12	10.56	11.45		P	
WAGNER	77.79	4.11	7.40	s 1.16	1.07	8.40	4.00	10.45	11.30		DPWCX	
DODSON	69.93	s 4.01	7.31	s 1.05	12.57	8.05	3.22	10.15	10.50		DNP	
HARO	64.24	3.53	7.24	f 12.56	12.49	7.50	3.10	10.05	10.25		P	
COBURG	59.82	3.47	7.18	f 12.50	12.42	7.40	3.02	9.57	10.15		P	
SAVOY	54.61	3.40	7.11	s 12.40	12.35	7.25	2.52	9.48	9.55		DPW	
MATADOR	48.36	3.32	7.03	f 12.30	12.28	7.10	2.40	9.37	9.35		P	
HARLEM	42.78	s 3.22	f 6.51	s 12.20	12.22	6.51	2.30	9.28	9.20		DNP	
FORT BELKNAP	36.46	3.07	6.37	f 12.02Pm	12.15	6.25	2.18	9.16	8.55		P	
ZURICH	30.93	3.00	6.30	s 11.54	12.09	6.15	2.08	9.06	8.45		DPW	
NORTH FORK	27.26	2.55	6.25	f 11.47	12.04Am	6.05	2.00	9.00	8.30		P	
CHINOOK	21.68	s 2.48	s 6.17	s 11.40	11.57	5.55	1.50	8.50	8.15		DNPY	
ADAMS	17.24	2.38	6.08	f 11.25	11.52	5.47	1.42	8.42	7.26		P	
LOHMAN	13.66	2.34	6.04	s 11.20	11.48	5.40	1.35	8.35	7.05		IP	
TOLEDO	6.95	2.25	5.55	f 11.10	11.39	5.20	1.20	8.20	6.50		RKDN WCX	
HAVRE		L 2.15Am	L 5.45Am	L 11.00Am	L 11.30Pm	L 5.00Am	L 1.00Pm	L 8.00Pm	L 6.30Am			
Time Over Subdivision		3.55	3.40	4.40	3.20	6.30	6.00	6.00	10.0			
Average Speed Per Hour		39.0	41.7	32.7	45.9	23.5	25.5	25.5	15.2			

Special Rules—Continued.

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

Conditional Stops.

No. 1 stop at any station between Williston and Havre to pick up passengers for points south of Great Falls and west of Havre, and to discharge passengers from Twin Cities and beyond.

No. 2 stop at any station between Havre and Williston to discharge passengers from south of Great Falls and west of Havre, and to pick up passengers for Twin Cities and beyond.

No. 3 stop at any station between Williston and Havre to discharge passengers from east of Williston and pick up passengers for points west and south of Havre.

No. 4 stop at any station between Havre and Williston to discharge passengers from points south of and west of Havre and pick up passengers for points east of Williston.

Maximum Speed

	Passenger	Freight
Glasgow and Havre.....	60 miles per hour	40 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Havre	Time Table No. 42		Telegraph Calls
	Sidings	Other Tracks	657				235	1	27	3		Effective August 22, 1937	STATIONS	
			Mon., Wed Fri.				Daily	Daily	Daily	Daily				
956	Yard	2011			L 8.10Am		L 8.05Am	L 8.00Am	L 4.30Am	L 1.55Am		Double Track	{ HAVRE..... } { PACIFIC JUNCTION..... } { ASSINNIBOINE..... } { LAREDO..... } { BOX ELDER..... }	HV
961				A 8.25Am		8.12	A 8.07Am	A 4.38Am	2.03	4.03				
Z4	48					8.18			f 2.10	7.53				
Z11	51	10				f 8.29			f 2.23	14.91				
Z20	50	23				s 8.45			f 2.40	24.73				
Z31	49	110				s 9.03			s 2.59	35.55				
Z37	50	14				9.12			f 3.09	40.84				
Z45	50	25				f 9.26			f 3.25	49.44				
Z51	Spur	12				9.36			f 3.36	55.27				
Z56	50	13				9.45			f 3.46	60.29				
Z62	49	17				f 9.56			f 3.58	66.25				
Z67	50	3				10.04			f 4.07	70.82				
Z70	Spur	9				10.11			f 4.15	74.17				
Z75	47	66				s 10.23			s 4.27	78.73				
Z80		38				10.32			f 4.38	83.77				
Z85	40	8				10.40			f 4.48	88.53				
Z91	51	27				f 10.50			f 4.59	94.43				
Z96	32	21				f 10.59			f 5.10	99.43				
Z103	50	16				f 11.13			f 5.25	107.00				
Z108	102	18				11.23			f 5.37	112.59				
Z113	42	30				11.33			f 5.47	117.37				
Z119	Yard	Yard				A 11.45Am			A 6.00Am	123.24				
					.15 16.1		3.40 33.6	.07 34.5	.08 30.1	4.05 30.1			Time Over Subdivision Average Speed Per Hour	

Special Rules.

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

Westward extra trains may use double track in direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Eastward trains, including trains from KallsPELL Division, may enter double track at Pacific Junction and proceed with current of traffic without train orders or clearance card, providing signals indicate clear route.

Crossover and junction switches at Pacific Junction for westward trains to Third Subdivision electrically controlled from Telegraph Office Havre.

Junction switches at Pacific Junction for trains to and from KallsPELL Division and for eastward trains from Third Subdivision automatically electrically controlled.

Normal position of switch at east end of Missouri River Bridge No. 755 at Great Falls is for Fifth Subdivision.

All trains run carefully through tunnels and points where slides and falling rocks are liable to be encountered.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 42 Effective August 22, 1937		Distance from Great Falls	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS	
			28	236	2	4	446	460	472	428	658			
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily		Tue., Thur. Sat.			
Double Track	{ HAVRE 4.03 PACIFIC JUNCTION 3.50 ASSINIBOINE 7.38 LAREDO 9.82 BOX ELDER 10.82 BIG SANDY 5.29 VERONA 8.60 VIRGELLE 5.83 STRANAHAN 5.02 LIPPARD 5.96 CHAPPELL 4.57 TETON 3.35 LISCUM 4.56 FORT BENTON 5.04 KERSHAW 4.76 TUNIS 5.90 CARTER 5.00 FLOWEREE 7.57 PORTAGE 5.59 GOODALE 4.78 RAINBOW 5.87 GREAT FALLS	Auto Block Signals	123.24	A 5.35Am	A 10.55Pm	A 11.15Pm	A 2.05Am	A 1.00Am	A 7.01Am	A 12.25Pm	A 5.30Pm		A 4.15Pm	DNCKO PRWX
			110.21	L 5.27Am	10.47	L 11.08Pm	1.57	L 12.45Am	L 6.45Am	L 12.10Pm	L 5.15Pm		L 3.55Pm	IPY
					f 1.50								P	
					f 1.38								P	
				f 10.12		f 1.23							DP	
				s 9.55		s 1.07							DNPW	
				9.43		f 12.56							P	
				f 9.27		f 12.41							PW	
				9.16		f 12.31							P	
				9.07		f 12.22							P	
				f 8.56		f 12.11							DP	
				8.47		f 12.03Am							PCWX	
				8.40		f 11.56							P	
				s 8.31		s 11.48							DNP	
				8.20		f 11.38							P	
				8.12		f 11.30							PW	
				f 8.02		f 11.20							DP	
				f 7.53		f 11.11							P	
				f 7.40		f 10.58							DP	
				7.30		f 10.48							P	
				7.21		f 10.40							P	
				L 7.10Pm		L 10.30Pm							DNKO PRX	
Time Over Subdivision Average Speed Per Hour			.08 30.1	3.45 32.8	.07 34.5	3.35 34.3	.15 16.1	.16 15.1	.15 16.1	.15 16.1	.20 12.0			

Special Rules—Continued.

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

Maximum Speed

	Passenger	Freight
Havre and Pacific Junction.....	60 miles per hour	35 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour
Pacific Jct. and Great Falls.....	45 miles per hour	25 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 42 Effective August 22, 1937	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS		
	Sidings	Other Tracks	373	365	235	43						236	42	366	374	
			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
STATIONS																
Z 119	Yard	Yard	L 1.10Pm	L 6.45Am	L 11.59Am	L 7.15Am			PD	169.74	DNKOP RX	A 6.55Pm	A 11.35Pm	A 12.30Pm	A 8.35Pm	
			A 1.13Pm	A 6.48Am	12.02Pm	A 7.18Am	0.68		GF	169.06	DNCKOP RWXY	6.51	L 11.32Pm	L 12.27Pm	L 8.32Pm	
Z 120	40				12.10		4.97			164.77	P	6.43				
Z 130	42	32			f 12.24		14.11		M	155.63	DP	6.29				
Z 137	41				12.35		20.91			148.83	P	6.17				
Z 145	42	59			s 12.49		28.59		Q	141.15	DPW	s 6.04				
Z 153	35	6			f 1.03		36.81			132.93	P	f 5.49				
Z 160	42				f 1.17		44.64			125.10	P	f 5.35				
Z 167	43	39			s 1.29		51.54		RA	118.20	DPW	f 5.22				
Z 175	48	30			s 1.42		59.42		WC	110.32	DCPWX	s 5.08				
Z 184	43	8			f 2.00		68.62			101.12	PW	f 4.50				
Z 197	42	7			f 2.20		81.14		MN	88.60	DPY	f 4.28				
Z 201	46	4			2.28		85.18			84.56	P	4.20				
Z 206	35	5			2.36		90.16			79.58	P	4.10				
							95.22			74.52	I					
Z 214		Yard			s 2.50		97.72		HN	72.02	DNCOPR WXY	s 3.55				
Z 219	Spur	15			3.12		102.51			67.23	P	3.30				
Z 223		15			3.23		106.63			63.11	P	3.23				
Z 229	45	43			s 3.33		112.37		W	57.37	DPWX	s 3.13				
Z 230					s 3.37		113.15			56.59	P	s 3.10				
Z 235					3.49		117.93			51.81		2.59				
Z 236	50	12			f 3.53		119.52			50.22	PW	s 2.55				
Z 240		10			4.02		123.29			46.45	P	2.46				
Z 242					4.06		124.55			45.19	P	2.42				
Z 244	57	7			4.11		125.93			43.81	PW	2.37				
Z 250	50	27			s 4.25		132.23		RO	37.51	DP	s 2.24				
Z 254	Spur	16			4.35		136.43			33.31		2.15				
Z 257	43	81			s 4.44		139.95		SI	29.79	DCPW	s 2.06				
Z 261	36	15			4.54		143.91			25.83	P	1.57				
Z 269	42	7			f 5.13		151.95			17.79	PWY	f 1.40				
Z 277	Spur	7			5.22		156.86			12.88	P	1.32				
Z 279	45	20			5.29		160.31			9.43	PYX	1.26				
Z 284	Spur	30			5.43		165.73			4.01	X	1.10				
							169.10			0.64	I					
Z 288	Yard	Yard			A 5.55Pm		169.74		DU		DNCKOP RWXY	L 1.00Pm				
			.03 19.5	.03 19.5	5.56 28.3	.03 19.5						5.55 28.6	.03 19.5	.03 19.5	.03 19.5	
								Time Over Subdivision Average Speed Per Hour								

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

Special Rules, Page 17.

WESTWARD

FIFTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Mossmain	Time Table No. 42 Effective August 22, 1937			Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	215 Mon., Wed. and Sat.	43 Daily	239 Daily	STATIONS			240 Daily	42 Daily				216 Mon., Wed. and Sat.			
						BILLINGS											
ZD 237		515		L 10.45Pm						BG		DNCKO RWXY		A 6.55Am			

TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.

ZD 222		70		L 11.10Pm				12.07	MOSSMAIN		222.74	P XY		A 6.25Am		
							3.95	3.95	NORTHERN PACIFIC RY. JCT.		218.79					
ZD 218	50	25		s 11.20			4.04	4.04	HESPER	HS	218.70	P X		s 6.15		
ZD 213	49	25		f 11.30			9.31	5.27	RIMROCK		213.43	P W		f 6.05		
ZD 208	50			f 11.39			14.23	4.02	SHOREY		208.51	P		f 5.55		
ZD 201	50	19		s 11.54			21.49	7.26	ACTON		201.25	P		s 5.41		
ZD 194	50	27		f 12.06Am			27.82	6.33	COMANCHE		194.92	P		f 5.29		
ZD 186	50	43		s 12.22			36.36	8.54	BROADVIEW	BW	186.38	DNP W		s 5.14		
ZD 180	49	14		f 12.34			42.38	6.02	PAINTED ROBE		180.36	P		f 5.02		
ZD 174	49	18		s 12.46			48.42	6.04	BELMONT	BM	174.32	P		s 4.50		
ZD 166	49	25		s 1.01			55.98	7.56	CUSHMAN	CN	166.76	CP WX		s 4.35		
				s 1.05			57.38	1.40	SLAYTON	SN	165.36			s 4.32		
ZD 159	49	13		f 1.15			62.70	5.32	VEBAR		160.04	P		f 4.23		
ZD 153	49	13		f 1.27			69.08	6.38	FRANKLIN		153.66	P		f 4.13		
ZD 148	49	13		f 1.38			74.69	5.61	WALLUM		148.05	P		f 4.04		
ZD 141	49	27		s 1.51			81.67	6.98	HEDGESVILLE	DG	141.07	DNP W		s 3.53		
ZD 133	49	13		f 2.05			88.73	7.06	NIHILL		134.01	P		f 3.42		
ZD 127	49	13		f 2.17			95.13	6.40	OXFORD		127.61	P		f 3.33		
ZD 120	86	135		s 2.30			101.98	6.85	JUDITH GAP	JU	120.76	DNCPR WXYK		s 3.23		
ZD 114	50	17		f 2.45			108.61	6.63	BARROWS		114.13	P		f 3.10		
ZD 108	51	32		s 3.00			114.30	5.69	BUFFALO	BO	108.44	D P		s 3.00		
ZD 102	49	25		f 3.13			120.16	5.86	MENDON		102.58	P		f 2.50		
ZD 97	50	15		f 3.24			124.71	4.55	HAUCK		98.03	P		f 2.42		
ZD 92	61	85		s 3.35			129.67	4.96	HOBSON	HO	93.07	D P W		s 2.34		
ZD 87	50	92		s 3.50	L 8.17Am		134.98	5.31	MOCASSIN	MC	87.76	DNP XY	A 5.17Pm	s 2.25		
ZD 82	50	45		f 4.02	s 8.27		140.43	5.45	BENCHLAND	BD	82.31	D P	s 5.08	f 2.12		
ZD 76	68	45		f 4.15	s 8.39		146.54	6.11	WINDHAM	WD	76.20	D P	s 4.56	f 2.01		
ZD 68	50	81		s 4.30	s 8.52		153.70	7.16	STANFORD	SD	69.04	DNCPWX	s 4.43	s 1.49		
ZD 63	50	13		f 4.41	f 9.01		159.06	5.36	DOVER		63.68	P	f 4.32	f 1.39		
ZD 58	50	13		f 4.52	s 9.10		164.40	5.34	MERINO		58.34	P	s 4.22	f 1.30		
ZD 52	50	33		f 5.05	s 9.22		170.58	6.18	GEYSER	GY	52.16	D P W	s 4.10	f 1.20		
ZD 45	50	20		f 5.19	f 9.34		176.77	6.19	SPION KOP		45.97	P Y	s 4.00	f 1.10		
ZD 39	50	17		f 5.32	s 9.44		182.97	4.20	RAYNESFORD	RF	39.77	D P	s 3.47	f 12.58		
ZD 34	50	24		f 5.44	f 9.52		188.27	5.30	BLYPHE		34.47	P	f 3.35	f 12.48		
ZA 28	70	37		L 1.55Pm	s 5.57	s 10.02	194.24	5.97	ARMINGTON	RM	28.50	DNP WX	s 3.23	s 12.38	A 8.35Am	
ZA 26	45	66		s 2.00	f 6.01	s 10.06	196.20	1.96	BELT	B	26.54	D P X	s 3.19	f 12.34	s 8.30	
ZA 22	49	14		f 2.13	f 6.12	f 10.16	201.13	4.93	WAYNE		21.61	P	f 3.10	f 12.25	f 8.19	
ZA 19	Spur	17		f 2.20	f 6.19	f 10.22	204.26	3.13	FIFE		18.48		f 3.04	f 12.19	f 8.12	
ZA 14	50	13		f 2.30	f 6.26	f 10.28	207.49	3.23	SWIFT		15.25	P	f 2.57	f 12.13	f 8.05	
ZA 10	84	58		s 2.47	f 6.37	f 10.37	212.66	5.17	GERBER	GR	10.08	P WX	f 2.47	f 12.04Am	s 7.53	
ZA 6	67	17		f 3.05	f 6.45	f 10.43	216.23	3.57	FIELDS		6.51	P DN KO PRX	f 2.41	f 11.58	f 7.45	
Z 119	Yard	Yard		A 3.20Pm	A 7.00Am	A 10.55Am	222.74	6.51	GREAT FALLS	PD			L 2.30Pm	L 11.45Pm	L 7.30Am	
				1.25 20.1	7.50 28.4	2.38 33.3			Time Over Subdivision Average Speed Per Hour				2.47 31.5	6.40 33.4	1.05 26.2	

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

Special Rules, Page 17.

10 WESTWARD

SIXTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 42 Effective August 22, 1937		Telegraph Calls
	Sidings	Other Tracks	681	Daily Ex. Sun.	373	365	Daily Ex. Sun.	43		43	STATIONS	
											PD	

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

Station Numbers	Sidings	Other Tracks	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from Great Falls	STATIONS	Telegraph Calls
Z119				L 1.13Pm	L 6.48Am	L 7.18Am	WEST SIDE JUNCTION	GF
ZB8	32	4		f 1.30	7.04	f 7.31	MANCHESTER	
ZB12	54	19		s 1.41	A 7.15Am	s 7.39	VAUGHN	BY
ZB19	51	6		f 1.57		f 7.51	GORDON	
ZB23	60			f 2.06		f 7.57	REX	
ZB27	51	47		A 2.15Pm		s 8.04	POWER	PO
ZB37	51	33				s 8.23	DUTTON	DU
ZB40	60	7				f 8.29	ACME	
ZB45	60	29				s 8.38	COLLINS	ON
ZB50	61	6				f 8.48	PERSHING	
ZB55	51	23				s 8.57	BRADY	BA
ZB61	50	5				f 9.09	WITHEY	
ZB69	W90 E72	223				s 9.25	CONRAD	RD
						9.31	MONTANA WESTERN JCT.	
ZB74	61	8				f 9.36	BURKE	
ZB79	60	20				s 9.45	LEDGER	FA
ZB84	50	14				s 9.53	FOWLER	
ZB91	51	6				f 10.05	NAISMITH	
ZB95	60	5				f 10.13	ANDALE	
1061	50	Yard	L 8.30Am		L 10.50Am	A 10.25Am	SHELBY	SJ

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

Station Numbers	Sidings	Other Tracks	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from Great Falls	STATIONS	Telegraph Calls
ZB114	31		L 8.40Am		L 10.53Am	100.73	SWEET GRASS LINE JCT.	
ZB120	50	113	9.20		f 11.19	113.07	ALOE	
ZB130	25	49	10.00		s 11.35	119.31	KEVIN	K
ZB139	21	101	10.45		s 11.59	129.73	SUNBURST	SU
			A 11.15Am		A 12.20Pm	138.09	SWEET GRASS	G
			2.35 14.4	1.02 25.2	.27 25.3	1.27 25.7	3.10 31.3	Time Over Subdivision Average Speed Per Hour

Special Rules.

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

Register at Vaughn, Power and Conrad for trains originating or terminating at these stations.

All trains run carefully at points where slides or falling rock likely to be encountered.

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 42 Effective August 22, 1937	Distance from Sweet Grass	FIRST CLASS			SECOND CLASS			THIRD CLASS			SIGNS
		42	42		366	374		682			
		Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.			
GREAT FALLS	138.09	A 11.35pm			A 12.30pm	A 8.35pm					DNK OPRX

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

WEST SIDE JUNCTION	137.41	A 11.32pm			A 12.27pm	A 8.32pm					DNCKOP RWXY
MANCHESTER	130.27	f 11.21			12.13	f 8.18					P
VAUGHN	125.99	f 11.14			L 12.03pm	s 8.09					DPWXY
GORDON	119.30	f 11.03				f 7.54					P
REX	115.73	f 10.57				f 7.47					P
POWER	111.98	f 10.51				L 7.40pm					DPWXY
DUTTON	101.42	s 10.35									DP
ACME	98.24	f 10.29									P
COLLINS	93.44	s 10.22									DPWX
PERSHING	87.99	f 10.13									P
BRADY	83.48	s 10.06									DP
WITHEY	77.08	f 9.55									P
CONRAD	70.09	s 9.44									DNCWXY
MONTANA WESTERN JCT.	66.86	9.36									P
BURKE	64.48	f 9.32									P
LEDGER	59.22	s 9.24									DP
FOWLER	54.58	f 9.17									P
NAISMITH	48.07	f 9.06									P
ANDALE	43.44	f 8.58									P
SHELBY	38.85	L 8.50pm	A 8.20pm					A 12.10pm			DNCIK PRWXY

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

SWEET GRASS LINE JCT.	37.36	A 8.15pm						A 12.01 PM			P
ALOE	25.02	f 7.47						11.19			P
KEVIN	18.78	s 7.32						10.00			DP
SUNBURST	8.36	s 7.09						9.15			DPX DNCFR WXY
SWEET GRASS		L 6.50pm						L 8.00Am			
Time Over Subdivision		2.45	1.25		.24	.52		4.10			
Average Speed Per Hour		36.0	26.3		28.5	29.4		9.3			

Special Rules—Continued.

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

Maximum Speed

	Passenger	Freight
West Side Junction and Shelby	45 miles per hour	25 miles per hour
Sweet Grass Line Junction and Sweet Grass	35 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

12 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 42			Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	613	291	285		Effective August 22, 1937						292	286	610	614
			Mon., Wed and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		STATIONS						Daily Ex. Sun.	Daily Ex. Sun.	Tue., Thur. and Sat.	Daily Ex. Sun.
676	132	91	.....	L 7.50Am	.....	L 7.40Am	.....	.....	SNOWDEN	SN	74.16	RKDNP WYX	.....	A 6.00Pm	.....	A 2.30Pm
		14	.....	8.00	.....	s 7.45	2.56	.....	NOHLE		71.60	P	.....	s 5.45	.....	2.15
VF 9		36	.....	8.20	.....	s 7.57	9.15	.....	DORE	D	65.01	DP	.....	s 5.31	.....	1.50
VF 14		72	L 10.45Am	8.45	L 11.50Am	s 8.08	14.30	.....	FAIRVIEW	FA	59.86	RDPWYX	A 9.00Am	s 5.20	A 10.45Am	1.30
VF 18		12	.....	9.45	f 11.59	f 8.16	18.41	.....	RIDGELAWN		55.75		f 8.52	f 5.05	10.30	12.30
VF 25		166	11.20	12.30Pm	A 10.15Am	A 12.15Pm	24.80	.....	SIDNEY	SY	49.36	RDWYX	L 8.40Am	s 4.50Pm	10.15Am	L 12.15Pm

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

VF 29			12.45Pm	.....	f 12.30Pm	29.08	.....	NEWLON JCT		45.08	RP	.....	f 4.30Pm	8.30Am	.....
VF 30		5	12.50	.....	f 12.33	30.28	.....	JENKS		43.88		.....	f 4.25	8.25	.....
VF 36		5	1.10	.....	f 12.43	35.73	.....	EPWORTH		38.43		.....	f 4.15	8.10	.....
VF 43		26	1.35	.....	f 12.58	43.16	.....	GETTYSBURG		31.00	W	.....	f 3.59	7.50	.....
VF 51		36	2.00	.....	s 1.13	50.76	.....	LAMBERT	RT	23.40	D	.....	s 3.42	7.30	.....
VF 58		41	2.25	.....	s 1.28	58.23	.....	ENID		15.93		.....	s 3.25	7.00	.....
VF 63		23	2.45	.....	s 1.38	62.62	.....	LANE		11.54		.....	s 3.15	6.40	.....
VF 67		9	3.05	.....	f 1.48	67.37	.....	MANROCK		6.79		.....	f 3.05	6.25	.....
VF 74		69	A 3.30Pm	.....	A 2.05Pm	74.16	.....	RICHEY	RC	.....	RDCYX	.....	L 2.50Pm	L 6.00Am	.....
			4.45	2.25	.25	2.35	Time Over Subdivision					.20	3.10	4.45	2.15
			12.6	10.2	25.2	28.6	Average Speed Per Hour					31.5	23.4	12.6	11.0

Special Rules

Westward trains are superior to eastward trains of the same class.
 Maximum Speed Passenger 30 miles per hour Freight 25 miles per hour
 Engines backing up 15 miles per hour 15 miles per hour
 All trains reduce speed to 8 miles per hour over approaches and draw span of combination toll and drawbridge No. 12.1, two miles west of Snowden.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 42			Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	287	Effective August 22, 1937			288	610								
			Mon., Wed and Fri.	Daily Ex. Sun.	STATIONS			Daily Ex. Sun.	Tue., Thur and Sat.								
VG37	47	45	.....	L 7.00Am	.....	L 10.25Am	.....	WATFORD CITY	WF	36.29	RDCYX	A 10.20Am	.....	A 2.15Pm	.....	
VG29		38	.....	7.30	.....	s 10.45	7.40	ARNEGARD	NE	28.89	D	s 10.00	.....	1.40	.....	
VG24		30	.....	7.50	.....	s 10.55	12.66	RAWSON	RA	23.63	DW	s 9.48	.....	1.15	.....	
VG19		38	.....	8.10	.....	s 11.05	17.54	ALEXANDER	A	18.75	D	s 9.38	.....	12.55	.....	
VG13		33	.....	8.35	.....	s 11.18	23.45	CHARBONNEAU	AU	12.84	D	s 9.26	.....	12.30	.....	
VG 6		29	.....	9.10	.....	s 11.35	31.31	CARTWRIGHT	CG	4.98	D	s 9.10	.....	12.05Pm	.....	
VF14		72	.....	A 9.30Am	.....	A 11.45Am	36.29	FAIRVIEW	FA	.....	RDPWY X	L 9.00Am	.....	L 11.45Am	.....	
				2.30		1.20	Time Over Subdivision					1.20		2.30		
				14.5		27.2	Average Speed Per Hour					27.2		14.5		

Special Rules

Eastward trains are superior to westward trains of the same class.
 Maximum Speed Passenger 30 miles per hour Freight 25 miles per hour
 Fairview and Watford City 15 miles per hour 15 miles per hour
 Engines backing up 15 miles per hour 15 miles per hour
 All trains reduce speed to 8 miles per hour over approaches and draw span of combination toll and drawbridge No. 3.2, two miles east of Fairview.

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bainville	Time Table No. 42		Telegraph Calls	Distance from Opheim	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	225			Effective August 22, 1937	STATIONS				226	
			Daily Ex. Sunday									Daily Ex. Sunday
685	E175	104	L	9.10Am			BAINVILLE	B	146.60	RKDNP WCYX	A	5.45Pm
VC11	40	22	s	9.35	10.64	10.64	McCABE	MC	135.96	DP	s	4.55
VC14		7	f	9.41	14.35	3.71	MOEN		132.25		f	4.37
VC19		34	s	9.55	19.30	4.95	FROID	FD	127.30	DP	s	4.30
VC26		40	s	10.10	25.66	6.36	HOMESTEAD	HO	120.94	DP	s	4.05
VC32		34	s	10.30	31.62	5.96	MEDICINE LAKE	MK	114.98	DPW	s	3.40
VC39		24	s	10.50	39.12	7.50	RESERVE	RS	107.48	DP	s	3.15
VC45		24	s	11.05	45.40	6.28	ANTELOPE	AN	101.20	DP	s	2.55
VC53	40	59	s	12.05Pm	53.40	8.00	PLENTYWOOD	NY	93.20	DPW CYX	s	2.30
VC61		18	f	12.30	59.89	6.49	MIDBY		86.71		f	1.15
VC66		24	s	12.55	66.66	6.77	ARCHER		79.94	P	s	12.55
VC71		34	s	1.15	73.42	6.76	REDSTONE	RD	73.18	DP	s	12.35
VC78		18	s	1.35	79.93	6.51	NAVAJO		66.67	P	s	12.15Pm
VC85		34	s	2.00	85.38	5.45	FLAXVILLE	FX	61.22	DP	s	11.57
VC91		24	s	2.15	90.56	5.18	MADOC	MD	56.04	P	s	11.40
VC98	35	112	s	3.00	97.97	7.41	SCOBAY	SC	48.63	RDP WCYX	s	11.20
VC106		24	s	3.25	106.51	8.54	FOUR BUTTES		40.10	P	s	10.20
VC112		24	f	3.43	112.41	5.90	GLUTEN		34.19		f	10.00
VC118		34	s	4.10	118.01	5.60	PEERLESS	PR	28.59	DP	s	9.40
VC129		30	s	4.45	129.51	11.50	RICHLAND	CA	17.09	DPW	s	8.55
VC139		34	s	5.25	139.38	9.87	GLENTANA	G	7.22	DP RDP WCYX	s	8.25
VC147	41	35	A	5.45Pm	146.60	7.22	OPHEIM	OM			L	8.00Am
				8.35 17.0			Time Over Subdivision Average Speed Per Hour					9.45 15.0

Special Rules.

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

Maximum Speed.

	Passenger	Freight
Bainville and Scobey..	30 miles per hour	20 miles per hour
Scobey and Opheim..	20 miles per hour	15 miles per hour
Engines backing up..	15 miles per hour	15 miles per hour

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 42		Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333			Effective August 22, 1937	STATIONS				334	
			Mon., Wed. and Fri.									Tues., Thu. and Sat.
842		113	L	8.50Am			SACO	SF	78.72	RKDNP CYX	A	12.45Pm
SH 9	65	18	s	9.55	8.68	8.68	COLE	CO	70.04	DPWX	s	11.30
SH15		23	f	10.25	15.31	6.63	TATNALL		63.41	P	f	10.30
SH26		34	s	11.25	25.87	10.56	WHITEWATER	W	52.85	DP	s	10.00
SH31		19	f	11.45	31.22	5.35	ORDEAN		47.50	P	f	9.30
SH39		34	s	12.35Pm	38.82	7.60	LORING	N	39.96	DP	s	9.00
SH46		18	f	1.05	45.68	6.86	JOSEPH		33.04	P	f	8.35
SH54		27	f	1.45	54.12	8.44	CHAPMAN		24.60	P	f	8.00
SH67		44	s	2.40	67.14	13.02	TURNER	R	11.58	DP RDWP CYX	s	7.25
SH79	39	70	A	3.20Pm	78.72	11.58	HOGELAND	X			L	6.45Am
				6.30 12.1			Time Over Subdivision Average Speed Per Hour					6.00 13.1

Special Rules.

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

Maximum Speed.

	Passenger	Freight
Saco and Hogeland..	30 miles per hour	25 miles per hour
Except between Lor- ing and Chapman..	12 miles per hour	12 miles per hour
Engines backing up..	10 miles per hour	10 miles per hour

Q-1 and Q-2 engines will not exceed 15 miles per hour between Saco and Cole.
These engines not permitted between west yard limit board Cole and Hogeland.

14 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Lewistown	Time Table No. 42			Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	367		239			Effective August 22, 1937						240		368	
			Daily		Daily			STATIONS						Daily		Daily	
ZF30	44	117	L 11.30Pm	L 7.15Am	4.95	.....	.....	.....	.....	WN	29.95	RDPW CKYX	A 6.20Pm	A 5.40Am	.....	.....
.....	.....	16	f 11.45	f 7.24	.....	.....	.....	.....	.....	.....	25.00	.....	f 6.09	f 5.25	.....	.....
ZF22	.....	22	s 12.01Am	f 7.29	7.48	.....	.....	.....	.....	.....	22.47	DPI	s 6.03	s 5.15	.....	.....
ZF20	.....	24	f 12.11	f 7.33	9.63	.....	.....	.....	.....	.....	20.32	P	f 5.59	f 5.05	.....	.....
ZF14	.....	34	s 12.36	s 7.45	15.70	.....	.....	.....	.....	.....	14.25	PW	s 5.47	f 4.45	.....	.....
ZF 8	.....	34	s 1.01	s 7.59	22.43	.....	.....	.....	.....	.....	7.52	DP	s 5.34	f 4.25	.....	.....
ZD87	50	92	A 1.45Am	A 8.15Am	29.95	.....	.....	.....	.....	MC	.....	RDNPYX	L 5.20Pm	L 4.00Am	.....	.....
			2.15	1.00	Time Over Subdivision						1.00		1.40				
			13.3	29.9	Average Speed Per Hour						29.9		18.0				

Special Rules.

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

Normal position of junction switch at Moccasin is for Fifth Subdivision.

Speed restriction through Gauntlet over Spring Creek Bridge No. 53 just west of Hanover: Passenger trains 25 miles, freight trains 15 miles per hour.

Maximum Speed

	Passenger	Freight
Lewistown and Moccasin	35 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Neihart	Time Table No. 42			Telegraph Calls	Distance from Armington	SIGNS	SECOND CLASS			
	Sidings	Other Tracks	215					Effective August 22, 1937						216			
			Mon., Wed. Sat.					STATIONS						Mon., Wed. Sat.			
ZA66	.....	43	.....	.....	.....	.....	L 11.45Am	.....	.....	NI	38.33	DWR	A 11.00Am	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	13.09	.....	.....	.....	.....	25.24	.....	.....	.....	.....	.....	.....
ZA53	.....	48	.....	.....	.....	13.22	s 12.24Pm	.....	.....	MO	25.11	DY	s 10.20	.....	.....	.....	.....
ZA46	Spur	6	.....	.....	.....	20.47	f 12.49	.....	.....	.....	17.86	.....	f 9.45	.....	.....	.....	.....
ZA44	.....	30	.....	.....	.....	22.29	f 12.59	.....	.....	.....	16.04	W	f 9.35	.....	.....	.....	.....
ZA39	.....	13	.....	.....	.....	27.14	f 1.14	.....	.....	.....	11.19	.....	f 9.20	.....	.....	.....	.....
ZA28	70	37	.....	.....	.....	38.33	A 1.49Pm	.....	.....	RM	.....	DRWX	L 8.45Am	.....	.....	.....	.....
			2.04	Time Over Subdivision						2.15		17.03					
			18.57	Average Speed Per Hour						.....		.....		

Special Rules.

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

Normal position of junction switch east of Arlington is for Fifth Subdivision.

Maximum Speed

	Passenger	Freight
Armington and Neihart	20 miles per hour	20 miles per hour
Engines backing up	10 miles per hour	10 miles per hour

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		THIRD CLASS				Distance from Giffen	Time Table No. 42			Telegraph Calls	Distance from Gerber	SIGNS	THIRD CLASS					
	Sidings	Other Tracks				721		Effective August 22, 1937						722					
							STATIONS												
			Tuesday and Friday							Tuesday and Friday									
ZH 22	23	76				L 2.00pm					12.48	PORCW	A	1.30pm					
ZH 16						2.30	5.86				6.62	P		1.00					
ZA 13						2.45	9.37				3.11			12.45					
ZA 10	84	58				A 3.00pm	12.48				GR		PRW	L 12.30pm					
							1.00	Time Over Subdivision							1.00				
							12.4	Average Speed Per Hour							12.4				

Special Rules.

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

Normal position of junction switch at Gerber is for Fifth Subdivision.

Derail switch in main line near west switch Giffen. Normal position open for derail.

Maximum Speed

	Passenger	Freight
Gerber and Giffen	20 miles per hour	15 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Vaughn	Time Table No. 42			Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS					
	Sidings	Other Tracks				365		Effective August 22, 1937						366					
							STATIONS												
			Daily Ex. Sunday							Daily Ex. Sunday									
ZB12	54	19				L 7.17Am					41.70	DPRWXY	A	12.01pm					
ZE 9		35				f 7.40	8.83				32.87		f	11.36					
ZE14		27				f 7.55	13.35			FS	28.35	DP	f	11.21					
ZE19		26				s 8.15	18.97			SM	22.73	DPW	s	11.02					
ZE25	Spur	11				f 8.30	22.90				18.80		f	10.47					
ZE30		34				f 8.50	29.42				12.28		f	10.27					
ZE35	Spur	12				f 9.05	34.35				7.35		f	10.12					
ZE40						f 9.20	39.54				2.16		f	9.57					
ZE42		51				A 9.30Am	41.70			GN		DCPRWY	L	9.50Am					
							2.13	Time Over Subdivision							2.11				
							18.8	Average Speed Per Hour							19.0				

Special Rules.

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

Normal position of junction switch at Vaughn is for Sixth Subdivision.

Maximum Speed

	Passenger	Freight
Vaughn and Augusta	20 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

Station Numbers	Car Capacity		SECOND CLASS				Distance from Power	Time Table No. 42 Effective August 22, 1937			Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS					
	Sidings	Other Tracks				373		STATIONS						374					
						Daily Ex. Sunday								Daily Ex. Sunday					
ZB27	51	47				L	2.17Pm			POWER	PO	51.06	DPRWXY	A	7.35Pm				
ZG 6		18				f	2.32	5.72		5.72 CORDOVA		45.34		f	7.19				
ZG12		24				f	2.47	11.60		5.88 CLEIV		39.46		f	7.03				
ZG17		34				f	3.02	17.09		5.49 BOLE		33.97	P	f	6.48				
ZG22	Spur	14				f	3.14	21.17		4.08 FLUME		29.89		f	6.37				
ZG29		55				s	3.44	28.65		7.48 CHOTEAU	CO	22.41	DPW	s	6.17				
ZG33	Spur	7				f	3.56	32.87		4.22 CLAUDE		18.19		f	5.57				
ZG37	Spur	8				f	4.14	36.52		3.65 KOYL		14.54		f	5.47				
ZG42		35				s	4.34	42.48		5.96 BYNUM	BU	8.58	DPW	s	5.32				
ZG51	38	37				A	5.00Pm	51.06		8.58 PENDROY	RY		DCPRWY	L	5.10Pm				
							2.43 18.7												
										Time Over Subdivision Average Speed Per Hour					2.25 21.1				

Special Rules.

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

Normal position of junction switch at Power is for Sixth Subdivision.

Maximum Speed

	Passenger	Freight
Power and Pendroy	25 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

Fourth Subdivision.

West Side Junction, located 330 feet west of Great Falls Yard Office. Sixth Subdivision trains departing and arriving Great Falls must approach West Side Junction at restricted speed. Normal position of switch at West Side Junction is for Fourth Subdivision.

Normal position of switch at east end of Missouri River Bridge No. 755 Great Falls is for Fifth Subdivision.

Whistle signals for tracks with switches controlled from Tower, Northern Pacific Crossing, Helena: Main Line, one long.

Main Street overhead Bridge Helena has restricted clearance for man on top of train.

Register at Helena for trains originating or terminating there.

Passenger trains backing in or out of Helena passenger station will not exceed 10 miles per hour.

Speed restriction within city limits of Helena, 15 miles per hour.

Movement of trains through Tunnel No. 6 governed by automatic block signals. Rules 501 to 517 govern. First class trains will use not less than five, freight trains not less than eight minutes through this tunnel.

Speed restriction over bridges: M, N, O and P engines 20 miles per hour over bridge 754 Great Falls, bridges 21 near Mid Canon and 90 near Clancy; 10 miles per hour over bridges 23 near Mid Canon, 98 near Corbin, 135 near Elk Park, 164 and 166 near Butte.

Speed restrictions within Butte city limits: Passenger trains eight, freight trains six miles per hour.

All trains run carefully through tunnels and points where slides and falling rock likely to be encountered.

Maximum Speed

	Passenger	Freight
Great Falls and Clancy.....	45 miles per hour	25 miles per hour
Clancy and Butte.....	40 miles per hour	20 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

Fifth Subdivision.

Register at Judith Gap, Moccasin, Armington and Gerber for trains originating or terminating at these stations. Mossmain is register Station for trains originating and terminating at Billings.

Eleventh Subdivision junction switch 1000 feet east of Moccasin.

Normal position of junction switch at Mossmain is for Northern Pacific main line. Junction switch east of Moccasin, junction switch east of Armington and junction switch at Gerber for Fifth Subdivision.

All trains run carefully through tunnels and points where slides or falling rocks likely to be encountered.

Maximum Speed

	Passenger	Freight
Great Falls and Mossmain....	45 miles per hour	35 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

INSTRUCTIONS TO TRAINMEN ON OPERATIONS OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS.

MANUAL INTERLOCKING.

Helena(gates, one mile east) with N. P. Ry.
 Helena(tower, 2.5 miles east) with N. P. Ry.
 Butte(in yard limits) with N. P. Ry.
 Shelby(in yard limits). See Kalispell Division time table.
 Snowden...2 miles east of on Seventh Subdivision, Drawbridge 12.1.
 Fairview...3 miles east of on Eighth Subdivision, Drawbridge 3.2.

AUTOMATIC INTERLOCKING.

LohmanEnd of double track.
 HanoverGauntlet over Bridge 53, with C. M. St. P. & P. Ry.

SEMI-AUTOMATIC INTERLOCKING.

Pacific Junction.

SPECIAL RULES GOVERNING OPERATION OF INTERLOCKING PLANTS.

Rules 671 to 671(f), inclusive, amended as follows:

Speed of trains through APPROACH and Home Signal and HOME signal zones of an interlocking plant shall not exceed thirty miles per hour. Trains moving against current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour. Conditions may require a further restriction for all trains per special rules. At drawbridges speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.

STANDARD INTERLOCKING RULES 601 to 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING, SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a Home Signal and no immediate conflicting train movement is evident, trainmen shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of one to two minutes. Under ordinary conditions the completion of the return movement should cause HOME signal to indicate "PROCEED." If Home Signal desired does not indicate "PROCEED" and no smash boards are in use, trainmen may flag

over the crossing after making certain that conflicting Home Signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of hand release does not clear the proper Home Signal, trainman shall signal his train to proceed over the crossing, after making certain that Home Signals and smash boards on conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper Home Signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if Home Signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that Home Signals and smash boards on conflicting route are in the "NORMAL" position.

TO OPERATE SMASH BOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at crossing.

Crank must be inserted in shaft on back of smash board mechanism after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed, small cover must be locked and crank returned to the "RELEASE" box.

TO OPERATE HAND RELEASE.

(Lohman, Automatic Interlocking, Second Subdivision.)
 (Pacific Junction, Semi-Automatic Interlocking, Third Subdivision.)

When necessary to hand operate interlocked switches the following will govern: First—place hand throw lever in position corresponding with switch point. Second—throw selector lever to hand throw position as indicated by arrow on selector cover using reasonable amount of force to complete stroke. Third—when stroke of selector lever completed switch becomes a main line hand throw switch and must be handled accordingly by means of hand throw lever. Fourth—when train movement over hand operated switches completed, switch points and selector lever must be returned to the switch machine position and lever locked.

INSTRUCTIONS TO TRAINMEN ON OPERATIONS OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS—Continued.

BRIDGE 53 JUST WEST OF HANOVER, ELEVENTH SUBDIVISION.

Movement through gauntlet over this bridge protected with Automatic Interlocked System Signals. Rules 601 to 685 govern.

COMBINATION TOLL DRAWBRIDGE 12.1, 2 MILES EAST OF SNOWDEN, SEVENTH SUBDIVISION. COMBINATION TOLL DRAWBRIDGE 3.2, 3 MILES EAST OF FAIRVIEW, EIGHTH SUBDIVISION.

Movement of trains and vehicular traffic over both bridges controlled by signals. Light Type Electric Signals (Rule 501-A) govern train movements. Gates govern vehicular movements. Both operated by electric current handled by tollman from toll cabin located on bridge. When signal indication is PROCEED trains will proceed over bridges at speed of eight miles per hour. Telephones connected with toll cabin located near signals at each end of bridge. In case

of signal failure, communicate with tollman and be governed by Rule 509-A.

FOURTH SUBDIVISION, GATE CROSSING WITH N. P. INDUSTRY SPUR, ONE MILE EAST OF HELENA.

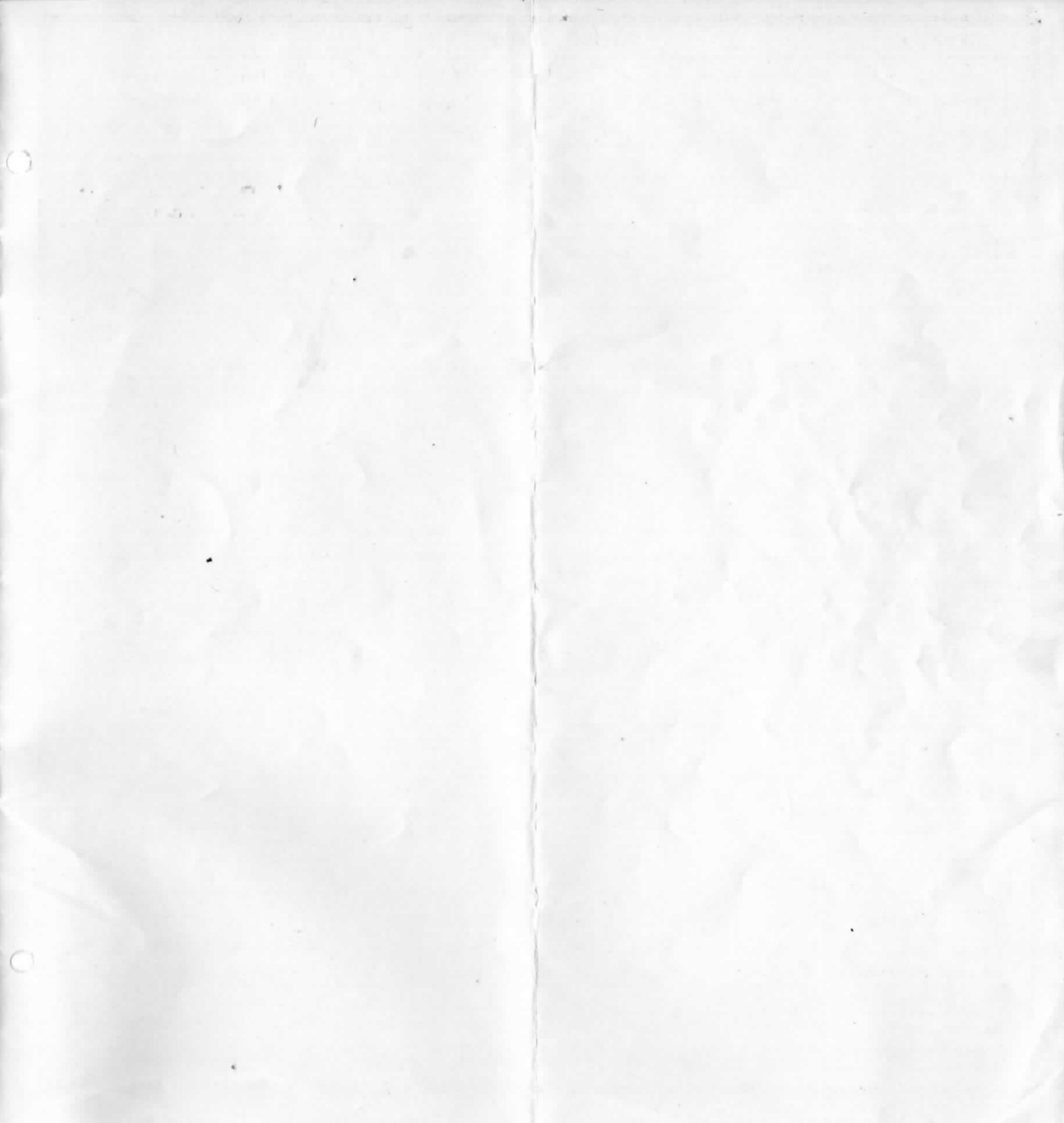
Crossing over N. P. industry spur protected with gates. Normal position of gates CLEAR for G. N. trains. When CLEAR trains may proceed over crossing without stopping, but will restrict speed to ten miles per hour from within 500 feet of crossing until passing over same. Gates across G. N. tracks indicate N. P. crew is using the crossing, in which case come to FULL STOP and do not pass over until N. P. crew has restored gates to CLEAR.

FIFTH SUBDIVISION, MOSSMAIN.

G. N. trains entering or leaving Laurel Yard via the N. P. tracks or entering or leaving Mossmain for movement to or from Billings via the connection East of Mossmain Depot will be governed by N. P. Time Table and Special Rules or Instructions thereon.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
Second Subdivision:			Tenth Subdivision:		
Saco Stock Yards	1.70 Miles West of Saco	27	Hedges Spur	2.62 Miles East of Cole.....	26
Malta Stock Yards	2.07 Miles East of Malta	47	Eleventh Subdivision:		
Harlem Stock Yards.....	1.30 Miles East of Harlem.....	30	Arro Refinery Spur	2.73 Miles West of Lewis-	78
Sugar Beet Spur	3.28 Miles West of Harlem....	16	Mennonite Spur	1.42 Miles West of Kingston..	6
Chinook Stock Yard	0.42 Mile East of Chinook.....	54	Twelfth Subdivision:		
Milk River Const'n Co. Spur	2.96 Miles West of Chinook..	4	Goodman's Spur No. 2	5.80 Miles East of Arming-	2
Third Subdivision:			Siegling's Spur	6.39 Miles East of Arming-	4
Pacific Junction Quarry....	0.54 Mile West of Pacific Jct.	26	Goodman's Spur No. 1.....	3.42 Miles West of Riceville..	11
Big Sandy Pit.....	5.56 Miles East of Big Sandy..	19	Tyler's Spur	3.83 Miles West of Monarch..	2
Portage Pit	1.50 Miles West of Portage....	120	Wellwood Spur	5.67 Miles East of Monarch....	3
Fourth Subdivision:			Benton Spur	1.68 Miles West of Neihart....	5
Tintinger Spur No. 2.....	2.72 Miles East of Hardy	31	Florence Mine Spur	0.88 Mile West of Neihart.....	4
Tintinger Siding No. 1.....	1.97 Miles East of Hardy.....	40	Thirteenth Subdivision:		
Wolf Creek Quarry	1.30 Miles West of Wolf Creek	60	Pearce Spur	1.35 Miles East of Gerber.....	71
Fair Grounds Spur	2.64 Miles East of Helena.....	76	Brown's Spur	4.25 Miles East of Gerber.....	39
Wood Spur No. 8	1.33 Miles West of Elk Park..	4	A. C. M. Co. Siding	4.91 Miles East of Gerber.....	85
Fifth Subdivision:			Curran's Spur	4.91 Miles East of Gerber.....	31
Oxford Pit	1.04 Miles East of Oxford.....	70	Tiger Butte Spur	5.00 Miles East of Gerber.....	2
Hobson Pit	2.65 Miles West of Hobson....	62	Stainsby Spur	5.57 Miles East of Gerber.....	9
Sixth Subdivision:			Giffen No. 2 Spur	Starts from East end Giffen Yard	1 1/4 Miles Long
Brady Pit	3.01 Miles East of Withey.....	112	Sand Coulee Spur	Starts at Lewis Jct.	1 Mile Long
Pondera Pipe Line Spur....	2.97 Miles East of Conrad.....	37	Great Falls Brick and Tile Co. No. 1 Spur	Off of Sand Coulee Spur.....	30
Conrad Refining Co.	1.46 Miles East of Conrad.....	11	Great Falls Brick and Tile Co. No. 2 Spur	End of Sand Coulee Spur.....	3
Texas Pipe Line Spur	1.76 Miles East of Conrad.....	26	Lavin Spur	1 Mile East of Lewis Jct.	6
Kevin Pit	0.53 Mile East of Kevin.....	80	Fourteenth Subdivision:		
Aronow Spur	2.00 Miles West of Kevin.....	3	Bradford Spur	0.90 Mile East of Sun River..	42
Ohio Oil Co. Siding	1.03 Miles East of Sunburst..	46	Fifteenth Subdivision:		
International Refinery Siding	0.61 Mile East of Sunburst....	99	Hobson Elevator Spur	3.92 Miles East of Choteau....	7
Seventh Subdivision:					
State Line Beet Spur	3.87 Miles East of Dore	18			
Cowles Beet Siding	2.31 Miles West of Dore	14			
Wooley Beet Spur	3.90 Miles East of Sidney.....	9			
Ludington Beet Spur	2.45 Miles East of Ridgeland	10			
Eighth Subdivision:					
Hardy Beet Siding	1.51 Miles East of Fairview....	21			



INSTRUCTIONS TO TRAINMEN OF SEMI-AUTOMATIC INTERURBAN SERVICE

TRAINING OF NEW OPERATORS, ELECTRIC TRAINS

1. Before starting any train, the operator must be fully conversant with the rules and regulations governing the operation of the train.

2. The operator must be fully conversant with the location of all signals and switches along the route of the train.

3. The operator must be fully conversant with the location of all stations and points along the route of the train.

4. The operator must be fully conversant with the location of all signals and switches along the route of the train.

BUSINESS TRACKS NOT SHOWN AT STATIONS IN TIME TABLE

Station	Time	Notes
Chicago	7:00 AM	Depart Chicago
Chicago	7:15 AM	Arrive Chicago
Chicago	7:30 AM	Depart Chicago
Chicago	7:45 AM	Arrive Chicago
Chicago	8:00 AM	Depart Chicago
Chicago	8:15 AM	Arrive Chicago
Chicago	8:30 AM	Depart Chicago
Chicago	8:45 AM	Arrive Chicago
Chicago	9:00 AM	Depart Chicago
Chicago	9:15 AM	Arrive Chicago
Chicago	9:30 AM	Depart Chicago
Chicago	9:45 AM	Arrive Chicago
Chicago	10:00 AM	Depart Chicago
Chicago	10:15 AM	Arrive Chicago
Chicago	10:30 AM	Depart Chicago
Chicago	10:45 AM	Arrive Chicago
Chicago	11:00 AM	Depart Chicago
Chicago	11:15 AM	Arrive Chicago
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Chicago	11:45 AM	Arrive Chicago
Chicago	12:00 PM	Depart Chicago
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Chicago	12:45 PM	Arrive Chicago
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Chicago	10:30 PM	Depart Chicago
Chicago	10:45 PM	Arrive Chicago
Chicago	11:00 PM	Depart Chicago
Chicago	11:15 PM	Arrive Chicago
Chicago	11:30 PM	Depart Chicago
Chicago	11:45 PM	Arrive Chicago
Chicago	12:00 AM	Depart Chicago

OPERATIONS OF AUTOMATIC AND E.M.U. PLANTS—Continued

1. The operator must be fully conversant with the location of all signals and switches along the route of the train.

2. The operator must be fully conversant with the location of all stations and points along the route of the train.

3. The operator must be fully conversant with the location of all signals and switches along the route of the train.

4. The operator must be fully conversant with the location of all stations and points along the route of the train.

Station	Time	Notes
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Chicago	10:45 PM	Arrive Chicago
Chicago	11:00 PM	Depart Chicago
Chicago	11:15 PM	Arrive Chicago
Chicago	11:30 PM	Depart Chicago
Chicago	11:45 PM	Arrive Chicago
Chicago	12:00 AM	Depart Chicago