

COMPANY SURGEONS

- *Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg., Minneapolis, Minn.
*Dr. P. E. KaneButte, Montana
*Dr. E. M. FarrBillings, Montana
Dr. Robert H. LeedsChinook, Montana
Dr. H. W. BatemanChoteau, Montana
Dr. Porter S. CannonConrad, Montana
Dr. J. H. WilliamsCulbertson, Montana
Dr. K. HamiltonDodson, Montana
Dr. Gordon MerriamFairview, Montana
Dr. Evon L. AndersonFort Benton, Montana
*Dr. R. B. RichardsonGreat Falls, Montana
Dr. J. C. WolgamotGreat Falls, Montana
Dr. L. L. HowardGreat Falls, Montana
Dr. Phillip A. SmithGlasgow, Montana
*Dr. A. N. SmithGlasgow, Montana
Dr. H. R. EllisHarlem, Montana
Dr. D. S. MacKenzie, Sr.Havre, Montana
*Dr. D. S. MacKenzie, Jr.Havre, Montana
Dr. D. J. AlmasHavre, Montana
Dr. C. W. LawsonHavre, Montana
Dr. R. Wynne MorrisHelena, Montana
*Dr. Thos. L. HawkinsHelena, Montana
Dr. E. M. GansJudith Gap, Montana
Dr. E. C. HallLaurel, Montana
*Dr. Robt. H. DionLewistown, Montana
Dr. Paul GansLewistown, Montana
*Dr. G. W. SetzerMalta, Montana
Dr. V. E. QuitmeyerPoplar, Montana
*Dr. T. W. CollisonScobey, Montana
*Dr. L. J. SalanShelby, Montana
Dr. R. D. HarperSidney, Montana
Dr. P. O. C. JohnsonWatford City, North Dakota
*Dr. J. P. CravenWilliston, North Dakota
Dr. R. D. KnappWolf Point, Montana
*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

- Dr. C. M. HallGreat Falls, Montana
Dr. W. L. ForsterHavre, Montana
Dr. H. L. CasebeerButte, Montana

J. R. McLELLAN, Chief Dispatcher
C. E. EUDY, Chief Dispatcher
M. J. SOMMERS, Trainmaster
W. P. COLITON, Trainmaster
W. H. LITTLE, Trainmaster
G. W. NOFFSINGER, Trainmaster
A. E. CARR, Trainmaster

e. Pullermon

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 71

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Sunday, June 22, 1952

C. M. RASMUSSEN, SuperIntendent.
T. A. JERROW, General Manager.
A. W. CAMPBELL, General SuperIntendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS				FIRST CLASS					Distance from Williston	Time Table No. 71		Telegraph Call	
	Siding	Other Tracks	663	613	473	461	371	459	3	27	223	289	285		1	Effective June 22, 1952		STATIONS
			Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily				Streamliner
647	.....	Yard	L 6.55Am	L 5.00Am	L 5.40Pm	L 9.00Am	4-285-663 L 7.00Am	L 12.30Am	L 10.35Pm	L 9.25Pm	L 8.30Am	L 8.00Am	L 6.45Am	L 6.20Am	.....	} Double Track	..... WILLISTON..	WN
650	29	7.15	5.20	6.00	9.20	f 7.25	12.50	10.48	9.38	s 8.48	f 8.15	f 7.00	6.34	11.99		11.99 TRENTON..	ON
668	.....	86	7.30	5.35	6.15	9.35	f 7.40	1.05	10.55	9.47	s 9.00	f 8.25	f 7.10	6.44	20.56	8.57	..... FT. BUFORD..	.....
676	180	91	7.40	A 5.50Am	6.22	9.42	s 7.50	1.12	11.05	9.53	s 9.07	f 8.32	A 7.20Am	6.50	25.92	5.36	..... SNOWDEN..	SN
681	130	8	7.50	.....	6.30	9.50	f 8.00	1.20	11.12	9.59	f 9.15	f 8.40	.....	6.56	31.68	5.76	..... LAKESIDE..	.....
688	E115	164	8.30	.....	6.45	10.00	A 8.15Am	1.30	11.20	10.06	s 9.30	A 8.50Am	.....	7.03	38.10	6.42	..... BAINVILLE..	B
692	109	4	8.45	.....	6.55	10.10	.....	1.40	11.27	10.13	f 9.40	.....	.....	7.10	44.91	6.81	..... LANARK..	.....
690	120	58	9.15	.....	7.07	10.22	.....	1.52	11.35	10.21	s 9.50	.....	.....	7.18	52.87	7.46	..... CULBERTSON..	CU
705	107	5	9.25	.....	7.17	10.31	.....	2.05	11.40	10.27	f 10.01	.....	.....	7.24	57.87	5.50	..... BLAIR..	.....
708	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.07	f 10.07	.....	.....	.....	63.00	4.13	..... FORT KIPP..	.....
714	72	5	9.45	.....	7.37	10.58	.....	2.20	11.53	10.37	f 10.13	.....	.....	7.34	66.81	4.81	..... CALAIS..	.....
722	E130 W118	74	10.25	.....	7.45	11.00	.....	2.28	12.01Am	10.42	s 10.25	.....	.....	7.39	71.58	4.77	..... BROCKTON..	BR
729	127	11	11.12	.....	7.57	11.12	.....	2.40	12.10	10.50	f 10.35	.....	.....	7.47	79.18	7.56	..... SPROLE..	.....
733	130	58	11.30	.....	8.07	11.22	.....	2.50	f 12.20	10.57	s 10.45	.....	.....	7.54	85.57	6.43	..... POPLAR..	PO
741	130	17	11.40	.....	8.19	11.32	.....	3.00	12.28	11.04	f 10.55	.....	.....	8.01	92.51	6.94	..... CHELSEA..	.....
748	130	24	11.50	.....	8.31	11.46	.....	3.12	12.35	11.12	f 11.10	.....	.....	8.08	100.24	7.83	..... MACON..	.....
753	E133 W125	327	12.50Pm	.....	8.42	11.56	.....	3.20	f 12.45	11.20	s 11.20	.....	.....	8.14	106.76	6.42	..... WOLF POINT..	WO
759	70	.....	1.00	.....	8.51	12.05Pm	.....	3.28	12.52	11.27	f 11.30	.....	.....	8.20	112.74	5.98	..... LOHMILLER..	.....
765	108	87	1.10	.....	9.00	12.13	.....	3.35	12.58	11.33	s 11.40	.....	.....	8.26	118.04	5.30	..... OSWEGO..	GO
772	E90 W70	20	1.50	.....	9.12	12.25	.....	3.50	1.05	11.42	s 11.55	.....	.....	8.35	125.83	7.79	..... FRAZER..	FR
777	130	11	2.00	.....	9.20	12.35	.....	4.12	1.10	11.48	f 12.05Pm	.....	.....	8.40	130.86	4.58	..... KINTYRE..	.....
783	W71 E89	.....	2.10	.....	9.28	12.45	.....	4.19	1.15	11.55	f 12.15	.....	.....	8.46	136.48	5.62	..... WIOTA..	.....
789	129	82	2.30	.....	9.36	12.55	.....	4.26	1.20	12.01Am	s 12.25	.....	.....	8.52	141.91	5.43	..... NASHUA..	NA
797	130	13	2.45	.....	9.50	1.10	.....	4.40	1.28	12.10	f 12.35	.....	.....	9.01	149.70	7.79	..... WHATELY..	.....
803	Yard	740	A 3.00Pm	.....	A 1.10Pm	A 1.30Pm	.....	A 5.05Am	A 1.35Am	A 12.20Am	A 12.45Pm	.....	A 9.10Am	150.41	.....	6.71	..... GLASGOW..	GW
			8.05	.50	4.30	4.30	1.15	4.35	3.00	2.55	4.15	.50	.35	2.80	Time Over Subdivision			
			19.4	31.1	34.8	34.8	30.5	34.1	52.1	53.6	36.8	45.7	44.4	55.2	Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 1 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 1 is scheduled to stop.
 No. 3 stops at Culbertson to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and West where No. 3 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 71

Effective
June 22, 1952

STATIONS

Distance from
Glasgow

FIRST CLASS

SECOND CLASS

THIRD CLASS

4	28	224	2	290	286	372	458	462	470	664	614	SIGNS
Daily	Daily	Daily Ex. Sun.	Streamliner Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sat.	Daily Ex. Sun.	

AUTOMATIC BLOCK SIGNALS	.....WILLISTON... 11.99	156.41	A 1-285 6.40Am	A 289 7.55Am	A 5.20Pm	A 6.10Pm	A 5.35Pm	A 5.25Pm	A 5.15Pm	A 12.50Pm	A 8.00Pm	A 3.45Am	.....	A 3.00Pm	A 1.00Pm	BCDNK OPRWX
	.....TRENTON... 8.57	144.42	6.25	7.42	s 5.01	5.45	f 5.19	f 5.08	f 4.50	12.30	7.35	3.25	.....	2.30	12.35	DP
	.....FT. BUFORD... 5.36	135.85	6.16	7.30	s 4.49	5.35	f 5.06	f 4.54	f 4.35	12.15	7.15	3.10	.....	2.10	12.20	P
	.....SNOWDEN... 5.76	130.49	6.10	7.20	s 4.41	5.28	f 4.58	L 4.45Pm	f 4.25	12.05Pm	7.05	3.00	.....	2.00	L 12.10Pm	DNJ PXY
	.....LAKESIDE... 6.42	124.73	6.02	7.10	f 4.33	5.21	f 4.49	.....	f 4.10	11.55	6.55	2.52	.....	1.45	.....	P
	.....BAINVILLE... 6.81	118.81	5.55	f 7.03	s 4.28	5.13	L 4.40Pm	.....	L 4.00Pm	11.45	6.45 ⁴⁷³	2.41	.....	1.30	.....	DNJK PWXY
	.....LANARK... 7.46	111.50	5.48	6.50	f 4.15	5.06	.....	.....	.....	11.35	6.35	2.30	.....	1.05	.....	P
	.....CULBERTSON... 5.50	104.04	5.40	f 6.42	s 4.05	4.58	.....	.....	.....	11.20	6.20	2.15	.....	12.50	.....	DNP
	.....BLAIR... 4.13	98.54	5.34	6.36	f 3.53	4.53	.....	.....	.....	11.10	6.10	2.05 ⁴⁵⁹	.....	12.20	.....	P
FORT KIPP... 4.81	94.41	f 3.46
	.....CALAIS... 4.77	89.60	5.25	6.26	f 3.38	4.45	.....	.....	.....	10.50 ⁴⁶¹	5.54	1.52	.....	12.01Pm	.....	P
	.....BROCKTON... 7.56	84.88	5.20	6.21	s 3.30	4.40	.....	.....	.....	10.25 ²²³⁻⁶⁶³	5.48	1.45	.....	11.50	.....	DNPW
	.....SPROLE... 6.43	77.27	5.10	6.11	f 3.15	4.33	.....	.....	.....	10.12	5.33	1.32	.....	11.12 ⁴⁶¹⁻⁶⁶³	.....	P
	.....POPLAR... 6.94	70.84	f 5.03	6.04	s 3.05	4.27	.....	.....	.....	10.02	5.23	1.21	.....	10.45 ²²³	.....	DNP
	.....CHELSEA... 7.83	68.90	4.55	5.57	f 2.50	4.20	.....	.....	.....	9.52	5.13	1.10	.....	10.25	.....	P
	.....MACON... 6.42	56.07	4.47	5.47	f 2.40	4.13	.....	.....	.....	9.37	4.58	12.56	.....	10.05	.....	P
	.....WOLF POINT... 5.98	49.65	f 4.40	s 5.40	s 2.30	4.07	.....	.....	.....	9.25	4.48	12.45 ³	.....	9.50	.....	DNPW
	.....LOHMILLER... 5.30	43.67	4.31	5.30	s 2.15	4.02	.....	.....	.....	9.15	4.39	12.37	.....	9.00	.....	P
	.....OSWEGO... 7.79	38.87	4.25	5.23	s 2.05	3.57	.....	.....	.....	9.05	4.32	12.30	.....	8.50	.....	DP
	.....FRAZER... 5.03	30.58	4.18	5.13	s 1.50 ⁶⁶³	3.50	.....	.....	.....	8.50	4.17	12.15	.....	8.35 ¹	.....	DPWN
	.....KINTYRE... 5.62	25.55	4.12 ⁴⁵⁹	5.05	f 1.40	3.45	.....	.....	.....	8.40 ¹	4.10	12.05Am	.....	8.05	.....	P
	.....WIOTA... 5.43	19.98	4.06	4.58	f 1.30	3.40	.....	.....	.....	8.25	4.02	11.55 ²⁷	.....	7.55	.....	P
	.....NASHUA... 7.79	14.50	4.00	4.50	s 1.20	3.35	.....	.....	.....	8.15	3.55	11.42	.....	7.35	.....	DNP
	.....WHATELY... 6.71	6.71	3.52	4.40 ⁴⁵⁹	f 1.10 ⁴⁶¹	3.27	.....	.....	.....	8.00	3.40	11.27	.....	7.15	.....	P
	.....GLASGOW... 6.71	.....	L 3.45Am	L 4.30Am	L 1.00Pm	L 3.20Pm	.....	.....	.....	L 7.45Am	L 3.30Pm	L 11.15Pm	.....	L 7.00Am	.....	BDNKO PRWXY
	Time Over Subdivision	2.55	3.25	4.20	2.50	.55	.40	1.15	5.05	4.30	4.30	8.00	.50
	Average Speed Per Hour	53.6	45.7	36.1	55.2	41.5	39.0	30.5	30.8	34.8	34.8	19.6	31.1

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

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

CONDITIONAL STOPS

No. 2 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 2 is scheduled to stop.

No. 4 stops at Culbertson to receive revenue passengers for Twin Cities and beyond and to discharge revenue passengers from Great Falls and West.

No. 28 stops at Snowden daily except Sunday to make transfer unless otherwise instructed.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 71		Telegraph Call
	Sidings	Other Tracks	665				473				223					Effective June 22, 1952		
			Daily Ex. Mon.	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Streamliner	Daily	Daily	Daily		STATIONS		
808	Yard	740	L 4.35 ²⁸ Am	L 10.15Pm	L 1.45Pm	L 5.15Am	L 1.00 ²²⁴ Pm	L 9.10Am	L 1.40Am	L 12.25Am								
808	70	70	4.45	10.22	1.52	5.22	f 1.10 ⁶⁶⁶	9.16	1.45	12.32	4.78							GW
815	125	27	5.05	10.35 ⁴⁷⁰	2.05	5.37	s 1.25	9.24	1.53	12.40	11.76							MA
820	71	26	5.15	10.45	2.12 ⁴⁶³	5.44	s 1.35	9.30	1.59	12.46	17.04							
828	E 137 W 114	85	5.43	11.02	2.45 ²	6.00	s 1.50 ⁴⁶³	9.40	2.10	12.59	25.83							HD
837	71	15	5.55	11.17	3.00	6.15 ⁴⁵⁸	f 2.01	9.49	2.20	1.07	34.04							
842	W 93 E 166	121	6.21 ⁴⁵⁸	11.23	3.07	6.21	s 2.06	9.54	f 2.25	1.12	38.88							SF
852	71	8	6.55	11.33	3.17	6.32	f 2.25 ²	10.01	f 2.32	1.19	45.46							
860	E 166 E 89	110	7.30	11.47	3.29	6.48	s 2.35	10.09	2.40 ⁴	1.27	52.99							BO
868	70	16	7.45	11.57	3.40	7.00	f 2.43	10.16	2.51 ²⁸	1.34	59.74							
869	133	145	8.00	12.05Am	3.48	7.08	s 2.55	10.22 ⁶⁶⁶	f 2.57	1.40	65.60							MF
874	71	14	8.15	12.11	3.54	7.15	f 3.05	10.27	f 3.02	1.45	70.89							
880	E 142 W 130	98	8.40	12.17	4.00	7.22	s 3.15	10.32 ²²⁴	3.07	1.50	75.18							WA
886	123	55	9.15 ⁶⁶⁶	12.35	4.15	7.37	s 3.30	10.40	3.14	1.58 ⁴	83.04							DN
892	124	5	9.30	12.45	4.25	7.45	f 3.40	10.46	3.19	2.04	88.78							
896	130	32	9.45	12.51	4.32	7.51	f 3.50	10.52	3.25	2.10 ²⁸	93.15							
901	E 92 W 130	26	9.55 ²²⁴	12.58	4.40	8.00	s 4.00	10.57	3.31	2.15	98.36							8
907	76	4	10.15	1.08	4.50	8.15	f 4.10	11.04	3.37	2.22	104.61							
913	E 126 W 70	70	10.40	1.27 ⁴	4.57	8.23 ⁶⁶⁶	s 4.25	11.10	3.45	2.28	110.19							HM
919	76	45	11.17 ¹⁻⁴⁶²	1.40 ²⁸	5.05	8.34	f 4.35	11.17 ⁴⁶²⁻⁶⁶⁵	3.52	2.35	116.51							
925	96	32	11.27	1.50	5.12	8.42	s 4.45	11.23	3.58 ⁴⁵⁸	2.41	122.04							Z
929	70	21	11.35	1.55	5.17	8.48	f 4.50	11.27	4.03	2.45	125.71							
935	E 121 W 74	342	12.55Pm ²	2.02	5.25	9.05 ²²⁴	s 5.00	11.34	f 4.10	2.51	131.29							CK
939	69		1.05	2.08	5.32	9.11	f 5.05	11.39	4.15	2.56	135.73							
943		19	1.15	2.13	5.37	9.16	s 5.10	11.44	4.19	3.00	139.31							
949			1.30	2.25	5.50	9.30	f 5.20	11.52	4.26	3.09	146.02							
956	Yard	2132	A 2.00Pm	A 2.45Am	A 6.15Pm	A 9.45Am	A 5.30Pm	A 12.10Pm	A 4.45Am	A 3.20Am	152.97							HV
			9.25	4.30	4.30	4.30	4.30	3.00	3.05	2.55		Time Over Subdivision		Average Speed Per Hour				
			16.2	33.9	33.9	33.9	33.9	50.9	49.6	52.5								

**Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.**

CONDITIONAL STOPS

No. 1 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 1 is scheduled to stop.
 No. 3 stops at Harlem to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and west where No. 3 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS, PAGES 16 THROUGH 25.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 71

Effective June 22, 1952

STATIONS	Distance from Havre	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		4	28	224	2	458	462	470	666			
		Daily	Daily	Daily Ex. Sun.	Streamliner Daily	Daily	Daily	Daily	Daily Ex. Sun.			
GLASGOW	182.97	A 3.40Am	A 4.25Am ⁶⁶⁵	A 12.45Pm ²²³	A 3.20Pm	A 7.30Am	A 2.40Pm	A 11.00Pm	A 1.30Pm ²²³		BDNKO PRWXY	
PAISLEY	148.24	3.35	4.18	f 12.35	3.10	7.20	2.30	10.50	1.10		P	
TAMPICO	141.21	3.27	4.10	s 12.25	3.01	7.07	2.20	10.35 ⁴⁷³	12.55		DPN	
VANDALIA	135.98	3.21	4.03	s 12.15	2.55	7.00	2.12 ⁴⁶¹	10.25	12.45		P	
HINSDALE	127.14	3.10	3.48	s 12.01Pm	2.45 ⁴⁶¹	6.42	1.50 ²²³	10.05	12.30		DNPW	
BEAVERTON	118.98	3.00	3.34	f 11.50	2.37	6.26	1.38	9.45	12.10		P	
SACO	114.89	f 2.55	s 3.24	s 11.40	2.32	6.21 ⁴⁵⁰⁻⁶⁶⁵	1.32	9.35	12.01Pm		DNJK PXY	
ASHFIELD	107.51	2.48	3.12	f 11.25	2.25 ²²³	6.05	1.22	9.22	11.30		P	
BOWDOIN	99.98	2.40	3.01	s 11.15	2.18	5.49	1.10	9.07	11.15 ²²³		DPYN	
STRATER	98.23	2.31	2.51	f 11.00	2.11	5.37	1.01	8.56	10.32		P	
MALTA	87.87	f 2.25	s 2.45	s 10.50	2.05	5.27	12.32	8.47	10.22 ¹		DNPW	
EXETER	82.58	2.13	2.38	f 10.40	2.00	5.21	12.26	8.38	9.42		P	
WAGNER	77.79	2.08	2.33	s 10.32 ¹	1.55	5.15	12.20	8.32	9.35		DP	
DODSON	69.93	1.58 ²⁷	2.25	s 10.17	1.47	4.59	12.08Pm	8.26	9.15 ⁶⁶⁵		DNP	
SURVANT	64.24	1.52	2.18	f 10.10	1.41	4.49	11.59	8.18	9.07		P	
COBURG	59.82	1.44	2.10 ²⁷	f 10.03	1.35	4.42	11.53	8.12	9.00		P	
SAVOY	54.61	1.38	2.03	s 9.55 ⁶⁶⁵	1.30	4.34	11.45	8.05	8.50		DPWN	
MATADOR	48.86	1.32	1.55	f 9.47	1.24	4.23	11.36	7.53	8.33		P	
HARLEM	42.78	1.27 ⁴⁷³	s 1.48	s 9.40	1.18	4.16	11.27	7.45	8.23 ⁴⁵⁹		DNP	
FORT BELKNAP	36.46	1.20	1.40 ⁴⁷³	f 9.28	1.11	4.05	11.17 ¹⁻⁶⁶⁵	7.34	7.50		P	
ZURICH	30.93	1.14	1.33	s 9.20	1.05	3.58 ³	10.50	7.25	7.40		DPW	
NORTH FORK	27.26	1.09	1.29	f 9.13	1.01	3.48	10.45	7.20	7.30		P	
CHINOOK	21.68	f 1.05	s 1.23	s 9.05 ⁴⁵⁹	12.55 ⁶⁶⁵	3.41	10.36	7.11	7.20		DNPY	
ADAMS	17.24	1.00	1.15	f 8.55	12.50	3.35	10.30	7.05	6.10		P	
LOHMAN	18.66	12.56	1.10	s 8.50	12.46	3.30	10.25	7.00	5.55		IP	
TOLEDO	6.95	12.48	1.03	f 8.40	12.38	3.15	10.13	6.45	5.40		BDNKO OPRWX	
HAVRE		L 12.40Am ²⁸	L 12.55Am	L 8.30Am	L 12.30Pm	L 3.00Am ²⁷	L 10.00Am	L 6.30Pm	L 5.15Am			
Time Over Subdivision		3.00	3.30	4.15	2.50	4.30	4.40	4.30	8.15			
Average Speed Per Hour		50.9	43.7	35.9	53.9	33.9	32.8	33.9	18.5			

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 2 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 2 is scheduled to stop.

No. 4 stops at Harlem to receive revenue passengers for the Twin Cities and beyond and to discharge revenue passengers from Great Falls and West.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS			Distance from Havre	Time Table No. 71		Telegraph Calls
	Sidings	Other Tracks	657	Mon., Wed Fri.	1	3	27		Effective June 22, 1952		
									STATIONS		
					Streamliner Daily	Daily	Daily				
956	Yard	2391	L 6.15Am		L 12.10Pm	L 4.55Am	L 3.40Am			Double Track { Auto Block Signals	HV
961			A 6.30Am		A 12.18Pm	5.00	A f 3.47Am	4.08				HAVRE..... 4.08 PACIFIC JCT..... 8.60 ASSINNIBOINE..... 7.38 LAREDO..... 9.88 BOX ELDER.....
Z4	49					5.05		7.53			
Z11	50	10				5.14		14.91			
Z20	51	22				5.25		24.73			BX
Z31	76	98				5.37		35.55			BS
Z37	50	14				5.44		40.84			
Z45	90	25 Spur				5.55		49.44			
Z51		12				6.03		55.27			
Z56	56	13				6.11		60.29			
Z62	90	18				6.18		66.25			CQ
Z67	50					6.24		70.83			
Z75	94	66				6.42		78.73			BN
Z80		36				6.51		83.77			
Z85	41	8				6.57		88.53			
Z91	78	36				7.04		94.43			CA
Z96	32	20				7.10		99.43			
Z103	89	29				7.19		107.00			RE
Z108	103	19				7.26		112.59			
Z113	42	16				7.33		117.37			
Z119	Yard	4082				A 7.50Am		123.24			PD
			.15 16.1			.08 30.2	2.55 42.3	.07 34.5		Time Over Subdivision Average Speed Per Hour	

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 71

Effective June 22, 1952

STATIONS	Distance from Great Falls	FIRST CLASS						SECOND CLASS			THIRD CLASS	SIGNS
		2	28	4				460	472	486	658	
		Streamliner	Daily	Daily	Daily			Daily	Daily	Daily	Tue., Thur. Sat.	
Double Track { HAVRE..... } { PACIFIC JCT..... } Auto Block Signals	123.24	A 12.30Pm	A 12.05Am	A 12.30Am				A 8.00Am	A 4.40Pm	A 11.30Pm	A 3.45Pm	BDNK OPRWX
	119.21	L 12.12Pm	L 11.55Pm	12.14				L 7.45Am	L 4.25Pm	L 11.15Pm	L 3.30Pm	IJPY
ASSINNIBOINE.....	115.71			12.09Am								P
LAREDO.....	108.33			11.59								P
BOX ELDER.....	98.51			11.47								DP
10.82 BIG SANDY.....	87.69			s 11.34								DNP
5.29 VERONA.....	82.40			11.25								P
8.60 VIRGELLE.....	78.80			11.13								P
5.83 STRANAHAN.....	67.97			11.05								P
5.02 LIPPARD.....	62.95			10.58								P
5.96 CHAPPELL.....	56.99			10.50								DP
4.57 TETON.....	52.42			10.44								P
7.91 FORT BENTON.....	44.51			s 10.32								DNP
5.04 KERSHAW.....	39.47			10.25								P
4.76 TUNIS.....	34.71			10.19								P
5.90 CARTER.....	28.81			10.12								DP
5.00 FLOWEREE.....	23.81			10.06								P
7.57 PORTAGE.....	16.24			9.57								DP
5.59 SHEFFELS.....	10.65			9.51								P
4.78 RAINBOW.....	5.87			9.45								P
5.87 GREAT FALLS.....				L 9.35Pm								BDNJK PRX
Time Over Subdivision		.18	.10	2.55				.15	.15	.15	.15	
Average Speed Per Hour		13.4	24.1	42.3				16.1	16.1	16.1	16.1	

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 71 Effective June 22, 1952	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS		
	Sidings	Other Tracks	373	365	235	3						236	4	366	374	
			Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily
			Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday						Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	
Z 119	Yard	4082	L 2.10Pm	L 8.15Am	L 8.30Am	L 8.05Am	.....	.....	PD	169.74	BDNJKPRX BODNJKOP	A 8.50Pm	A 9.20Pm	A 1.32Pm	A 9.53Pm
			A 2.13Pm	A 8.17Am	8.33	A 8.08Am	0.68	.....	GF	169.06	RWXY	8.47	L 9.14Pm	L 1.30Pm	L 9.51Pm
Z 120	40				8.42		4.97	.....		164.77	P	8.35			
Z 180	42	88			f 8.56		14.11	.....	M	185.68	DP	8.20			
Z 187	42				9.06		20.91	.....		148.88	P	8.08			
Z 145	43	58			s 9.15		28.59	.....	Q	141.15	DNP	s 7.58			
Z 153	35	6			f 9.27		36.81	.....		132.98	P	f 7.45			
Z 160	42				f 9.38		44.64	.....		125.10	P	f 7.33			
Z 167	43	89			s 9.50		51.54	.....	RA	118.20	DP	f 7.23			
Z 175	47	28			s 10.04		59.42	.....	WC	110.82	DP	s 7.08			
Z 184	43	9			f 10.24		68.62	.....		101.12	P	f 6.48			
Z 197	43	18			s 10.44		81.14	.....	MN	88.60	DPY	s 6.29			
Z 201	46	4			10.50		85.18	.....		84.56	P	6.21			
Z 206	35	6			10.57		90.16	.....		79.58	P	6.12			
							95.22	.....		74.52	I				
							95.95	.....		78.79	M BDNEP				
Z 214	42	247 Spur 15			s 11.12		97.72	.....	HN	73.02	XY	s 5.55			
Z 219					11.27		102.51	.....		67.23	P	s 5.40			
Z 223		15			11.39		106.63	.....		63.11	P	5.32			
Z 228		15			11.47		112.87	.....		57.87	DP	s 5.25			
Z 229	45	48			s 11.55		118.15	.....	W	56.59		s 5.17			
Z 230					f 11.57			.....				f 5.15			
Z 235					f 12.07Pm		117.93	.....		51.81		f 5.06			
Z 236	60	12 Spur 9			f 12.11		119.52	.....		50.22	P	f 5.03			
Z 240					f 12.20		123.29	.....		46.45	P	f 4.54			
Z 242					12.23		124.55	.....		45.19	P	4.51			
Z 244	50	7			f 12.28		125.93	.....		43.81	P	f 4.46			
Z 250	50	84 Spur 21			s 12.38		132.28	.....	RO	37.51	DP	s 4.34			
Z 254					12.45		136.43	.....		33.31		4.26			
Z 257	44	28			s 12.51		139.95	.....	SI	29.79	DP	s 4.20			
Z 261	36	83			12.58		143.91	.....		26.83	P	4.13			
Z 269	42				f 1.15		151.95	.....		17.79	P	f 3.57			
Z 277		Spur 7			1.22		156.86	.....		12.88	P	3.51			
Z 279	45	16 Spur 8			1.27		160.31	.....		9.43	PXY	3.45			
Z 284					1.37		165.73	.....		4.01	PX	3.30			
Z 288	Yard	722			A 1.50Pm		169.10	.....		0.64	I BDNJKO PRWXY	L 3.20Pm			
							169.74	.....	DU						
					.08 13.6	.02 20.4	5.20 31.9					5.30 30.8	.05 8.1	.02 20.4	.02 20.4	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

WESTWARD

FIFTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Mossmain	Time Table No. 71		Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS			
	Sidings	Other Tracks	495		43			Effective June 22, 1952					STATIONS		240		42	
			Daily	Daily	Daily	Ex. Sun.		BILLINGS	Daily Ex. Sat.				Daily					
ZD 237	Yard		L 11.30Pm					BG		BCDNKO RWXY		A 7.00Am						
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.																		
ZD 222	12		L 10.00Am	L 11.50Pm					12.07 MOSSMAIN		222.74	JPXY		A 6.35Am				
							3.95		3.95 N. P. RY. JCT.		218.79	J						
ZD 218	50	25	10.10	f 11.57			4.04		.09 HESPER	H8	218.70	DNPX	f 6.22					
ZD 213	125	24	10.22	f 12.06Am			9.31		5.27 RIMROCK		213.43	P	f 6.12					
ZD 201	50	19	10.46	f 12.28			21.49		12.18 ACTON		201.25	P	f 5.47					
ZD 194	50	27	10.59	f 12.39			27.82		6.33 COMANCHE		194.92	P	f 5.35					
ZD 186	62	57	11.20	s 12.54			36.36		8.54 BROADVIEW	BW	186.38	DNP	s 5.20					
ZD 180	49		11.32	f 1.05			42.38		6.02 PAINTED ROBE		180.36	P	f 5.05					
ZD 174	50	18	11.44	s 1.15			48.42		6.04 BELMONT		174.32	P	s 4.55					
ZD 166	125	24	11.59	s 1.29			55.98		7.56 CUSHMAN	CN	166.76	P	s 4.40					
			12.02Pm	s 1.32			57.38		1.40 SLAYTON		165.36	P	s 4.34					
ZD 153	49	14	12.25	f 1.52			69.08		11.70 FRANKLIN		153.66	P	f 4.16					
ZD 148	49		12.37	f 2.02			74.99		5.61 WALLUM		148.05	P	f 4.08					
ZD 141	50	28	12.51	s 2.13			81.67		6.98 HEDGESVILLE	DG	141.07	DNP	s 3.57					
ZD 133	49		1.04	2.24			88.73		7.06 NIHILL		134.01	P	f 3.46					
ZD 127	49		1.17	f 2.33			95.13		6.40 OXFORD		127.61	P	f 3.37					
ZD 120	86	122	1.45	s 2.44			101.98		6.55 JUDITH GAP	JU	120.76	BDNKOP WXY	s 3.27					
ZD 114	50	18	1.58	f 2.54			108.61		6.53 BARROWS		114.13	P	f 3.14					
ZD 108	50	34	2.10	s 3.05			114.30		5.99 BUFFALO	BO	108.44	DNP	s 3.05					
ZD 102	50	3	2.22	f 3.13			120.16		5.86 MENDON		102.58	P	f 2.56					
ZD 97	50		2.34	f 3.21			124.71		4.55 HAUCK		98.03	P	f 2.50					
ZD 92	61	76	2.45	s 3.29			129.67		4.96 HOBSON	HO	98.07	DP	s 2.40					
ZD 87	50	83	2.57	s 3.41			134.98		5.31 MOCCASIN	MC	87.76	DNJPKY	A 1.53Am	s 2.30				
ZD 82	125	49	3.10	f 3.51	s 9.00		140.43		5.45 BENCLAND	BD	82.31	DP	f 1.43	s 2.17				
ZD 76	68	46	3.22	f 4.01	s 9.10		146.54		6.11 WINDHAM	WD	76.20	DP	f 1.33	s 2.09				
ZD 68	60	98	3.45	s 4.14	s 9.23		153.70		7.16 STANFORD	SD	69.04	DNPW	s 1.20	s 1.59				
ZD 63	50	15	3.56	f 4.26	f 9.31		159.06		5.36 DOVER		63.68	P	f 1.10	f 1.50				
ZD 58	50	15	4.18	f 4.37	s 9.41		164.40		5.34 MERINO		58.34	P	f 1.01	s 1.43				
ZD 52	50	35	4.30	f 4.48	s 9.53		170.58		6.18 GEYSER	GY	52.16	DNP	s 12.50	f 1.35				
ZD 45	50	25	4.43	f 5.01	f 10.04		176.77		6.19 SPION KOP		45.97	PY	f 12.39	f 1.27				
ZD 39	50	18	4.55	f 5.13	s 10.15		182.97		6.20 RAYNESFORD	RF	39.77	DP	f 12.28	s 1.18				
ZD 34	51	24	5.06	f 5.23	f 10.25		188.27		5.30 BLYTHE		34.47	P	f 12.18	f 1.10				
ZA 28	132	40	5.18	f 5.34	f 10.35		194.24		5.97 ARMINGTON	RM	28.50	P	f 12.08	f 1.01				
ZA 26	64		5.21	s 5.38	s 10.39		196.20		1.96 BELT	B	26.54	DNP	s 12.03Am	s 12.58				
ZA 22	125	14	5.32	f 5.50	f 10.48		201.13		4.93 WAYNE		21.61	P	f 11.54	f 12.48				
ZA 19	19		5.37	f 5.55	f 10.54		204.26		3.13 FIFE		18.48		f 11.48	f 12.43				
ZA 14	14		5.44	f 6.01	f 11.00		207.49		3.23 SWIFT		15.25	P	f 11.42	f 12.38				
ZA 10	84	58	5.55	f 6.12	f 11.09		212.66		5.17 GERBER	GR	10.08	DNJP	f 11.33	f 12.30				
ZA 6	67	17	6.02	f 6.20	f 11.16		216.23		3.57 FIELDS		6.51	P	f 11.26	f 12.25				
Z 119	Yard	4082	A 6.20Pm	A 6.35Am	A 11.30Am		222.74		6.51 GREAT FALLS	PD		BDNJKP RX	L 11.15Pm	L 12.15Am				
			8.20 26.7	7.05 33.1	2.40 32.9				Time Over Subdivision Average Speed Per Hour				2.38 33.3	6.45 34.7				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

10 WESTWARD

SIXTH SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS		Distance from Great Falls	Time Table No. 71 Effective June 22, 1952	Telegraph Calls
	Sidings	Other Tracks	495	373	403	365		3			
			Daily	Daily Ex. Sun.	C. M. St. P. & P. R. R. Mon., Wed., Fri.	Daily Ex. Sun.		Daily			
Yard	4082		L 2.10Pm		L 8.15Am		L 8.05Am		GREAT FALLS	PD	

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

Station	Capacity	Class	Time	Time	Time	Time	Time	Time	Time	Time	Station	Class
Z119	Yard		L 9.15Pm	L 2.13Pm		L 8.17Am		L 8.08Am	.68		WEST SIDE JCT.	GF
			9.25	2.19	L 9.10Am	8.22	8.14	8.14	3.73		EMERSON JCT.	
ZB8	32	6	9.35	f 2.28	9.20	f 8.30	8.21	8.21	7.82		MANCHESTER	
ZB12	54	19	9.45	s 2.37	A 9.30Am	A 8.40Am	8.29	8.29	12.10		VAUGHN	BY
ZB19	51	6	9.59	f 2.51			8.40	8.40	18.79		GORDON	
ZB27	126	26	10.14	A 3.09Pm			8.53	8.53	26.11		POWER	PO
ZB37	51	43	10.35				s 9.10	9.10	36.67		DUTTON	DU
ZB40	61	13	10.43				9.15	9.15	39.85		ACME	
ZB45	60	28	10.52				9.22	9.22	44.07		COLLINS	ON
ZB55	99	32	11.11				9.37	9.37	54.08		BRADY	BA
ZB61	51		11.23				9.44	9.44	60.43		WITHEY	
ZB69	164	265	11.47				s 10.01	10.01	67.42		CONRAD	RD
			11.55				10.07	10.07	70.65		MONTANA WESTERN JCT.	
ZB79	60	20	12.10Am				10.20	10.20	78.29		LEDGER	FA
ZB84	60	14	12.20				10.28	10.28	82.98		FOWLER	
ZB91	51	6	12.33				10.39	10.39	89.44		NAISMITH	
ZB95	60	6	12.43				10.47	10.47	94.07		ANDALE	
1061	Yard	260	A 12.55Am				A 11.05Am	11.05	98.66		SHELBY	SJ
			3.40	.59	.20	.25	3.0	32.8			Time Over Subdivision Average Speed Per Hour	
			26.7	26.5	25.1	29.04						

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 71

Effective June 22, 1952

STATIONS	Distance from Sweet Grass	FIRST CLASS				SECOND CLASS				SIGNS
		4				366		374		
		Daily				Daily Ex. Sun.	Daily Ex. Sun.			
GREAT FALLS	137.51	A	9.20Pm			A	1.32Pm	A	9.53Pm	BDNJK PRX
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.										
WEST SIDE JCT.	136.83	A	^{4.05} 9.14Pm			A	1.30Pm	A	9.51Pm	BCDNJK OPRWXY
EMERSON JCT.	133.78		9.09				1.25		9.45	JP
MANCHESTER	129.60		9.01			f	1.17	f	^{4.05} 9.35	P
VAUGHN	125.41		8.55			L	1.07Pm	s	9.27	DNJPX
GORDON	118.72		8.45					f	9.14	P
POWER	111.40		8.34					L	9.00Pm	DNJPX
DUTTON	100.84	s	8.17							DP
ACME	97.66		8.12							P
COLLINS	93.44		8.06							DP
BRADY	83.48		7.51							DP
WITHEY	77.08		7.43							P
CONRAD	70.00	s	7.32							DNP WXY
MONTANA WESTERN JCT.	66.86		7.20							JP
LEDGER	59.22		7.12							DP
FOWLER	54.58		7.05							P
NAISMITH	48.07		6.54							P
ANDALE	43.44		6.47							P
SHELBY	38.85	L	6.40Pm							BDNJK PRWXY
Time Over Subdivision			2.40				.25		.53	
Average Speed Per Hour			37.0				29.04		29.5	

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

12 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 71		Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	613	291	285		Effective June 22, 1952					292	286	610	614
			Tue. and Thur.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		STATIONS					Daily Ex. Sun.	Daily Ex. Sun.	Tue. and Thur.	Daily Ex. Sun.
676	130	91	L 5.50Am	L 5.55	L 7.20Am	L 7.25	2.00	SNOWDEN	SN	74.16	BDNJP XY	A 4.45Pm	A 12.05Pm			
				6.00		7.30	2.56	SNOWDEN BRIDGE	SB	72.16	DNPR	4.40	11.45			
		14		6.20		7.40	9.15	NOHLE		71.60	P	4.35	11.40			
VF 9		41		6.50		8.00	14.30	DORE	D	65.01	DP	4.20	11.20			
VF 14		72		7.00	L 11.35Am	8.00	18.41	FAIRVIEW	FA	59.86	BDJKPR XY	A 8.50Am	11.00			
VF 18		12			f 11.45	f 8.10		RIDGELAWN		55.75	P	f 8.40	f 4.00			
VF 25		166	L 8.10Am	A 7.30Am	A 11.59Am	L 12.01Pm	24.80	SIDNEY	SY	49.36	DJPRW XY	L 8.25Am	L 3.45Pm			

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

Station Numbers	Car Capacity	THIRD CLASS	FIRST CLASS	Distance from Newlon Jct.	Time Table No. 71		Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
					Effective June 22, 1952					288	616		
VF 29		L 8.20Am	L 12.10Pm	29.08	NEWLON JCT.	45.08	JRP	A 3.30Pm	A 12.15Pm				
VF 30	5	8.23	f 12.13	30.28	JENKS	43.88		f 3.25	12.13Pm				
VF 36	5	8.36	f 12.24	35.73	EPWORTH	38.43		f 3.15	11.58				
VF 43	27	8.55	f 12.40	43.16	GETTYSBURG	31.00		f 3.00	11.39				
VF 51	37	9.14	s 12.53	50.76	LAMBERT	23.40	RT	s 2.45	11.20				
VF 58	42	9.33	s 1.10	58.23	ENID	15.93		s 2.35	11.01				
VF 63	10	9.44	s 1.20	62.62	LANE	11.54		s 2.25	10.50				
VF 74	54	A 10.15Am	A 1.45Pm	74.16	RICHEY		RC	L 1.55Pm	L 10.20Am				
				Time Over Subdivision									
				Average Speed Per Hour									

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 71		Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	615	287	Effective June 22, 1952			288	616							
			Mon., Wed. and Fri.	Daily Ex. Sun.	STATIONS			Daily Ex. Sun.	Mon., Wed. and Fri.							
VG37	48	43	L 12.15Pm	L 10.15Am	7.40	WATFORD CITY	WF	36.29	DRXY	A 10.10Am	A 11.40Am					
VG29		40	12.35	s 10.31	7.40	ARNEGARD	NE	28.89	D	s 9.53	11.25					
VG24		30	12.50	s 10.43	12.66	RAWSON	RA	23.63	D	s 9.42	11.10					
VG19		39	1.05	s 10.54	17.54	ALEXANDER	A	18.75	D	s 9.32	10.54					
VG13		33	1.25	s 11.07	23.45	CHARBONNEAU	AU	12.84	D	s 9.18	10.25					
VG 6		30	1.50	s 11.24	31.31	CARTWRIGHT	CG	4.98	D	s 9.00	9.55					
VF14		72	A 2.15Pm	A 11.35Am	36.29	FAIRVIEW	FA		BDJPR XY	L 8.50Am	L 9.40Am					
				Time Over Subdivision												
				Average Speed Per Hour												

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

WESTWARD

NINTH SUBDIVISION

EASTWARD 13

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Bainville	Time Table No. 71		Telegraph Calls	Distance from Opheim	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	371		289			Effective June 22, 1952					290		372	
			Daily	Ex. Sunday	Daily	Ex. Sunday		Daily	Ex. Sunday				Daily	Ex. Sunday		
STATIONS																
685	E175 W115	104	L	8.20Am	L	9.10Am		B	146.60	BDNJK PRWXY	A	4.40Pm	A	4.00Pm		
				8.25		9.12	1.17		145.43	JPX		4.35		3.50		
VC11	41	22	s	8.55	s	9.31	10.64	MC	135.96	DP	s	4.16	s	3.25		
VC19		30	s	9.22	s	9.49	19.80	FD	127.30	DP	s	3.58	s	2.55		
VC26		36	s	9.42	s	10.02	25.66	HO	120.94	DP	s	3.45	s	2.35		
VC32		31	s	10.00	s	10.14	31.62	MK	114.98	DP	s	3.30	s	2.20		
VC39		22	s	10.23	s	10.30	39.12	RS	107.48	DP	s	3.15	s	1.55		
VC45		22	s	10.43	s	10.43	45.40	AN	101.20	DP	s	3.02	s	1.40		
VC53	40	60	s	11.10	s	11.01	58.40	NY	93.20	DP XY	s	2.50	s	1.15		
VC61		15	f	11.29	f	11.14	59.89		86.71		f	2.38	f	12.52		
VC66		21	s	11.50	s	11.28	66.66		79.94	P	s	2.24	s	12.31		
VC71		31	s	12.10Pm	s	11.42	73.42	RD	73.18	DP	s	2.10	s	12.10Pm		
VC78		15	s	12.30	s	11.58	79.98		66.67	P	s	1.57	s	11.17		
VC85		35	s	1.00	s	12.17Pm	85.88	FX	61.22	DP	s	1.46	s	10.59		
VC91		25	s	1.35	s	12.27	90.56		56.04	P	s	1.35	s	10.43		
VC98	37	114	s	2.00	A	12.45Pm	97.97	SC	48.63	DP XY	L	1.20Pm	s	10.20		
VC106		24	s	2.35			106.51	FO	40.10	DP			s	9.40		
VC112		23	s	2.55			112.41		34.19				s	9.17		
VC118		35	s	3.15			118.01	PR	28.59	DP			s	8.55		
VC129		30	s	3.50			129.51	CA	17.09	DP			s	8.10		
VC139		34	s	4.25			139.88	G	7.22	DP			s	7.30		
VC147	42	75	A	5.00Pm			146.60	OM		DP DPR XY			L	7.00Am		
				8.40		3.35						3.20		9.00		
				16.9		27.3						29.4		16.3		
Time Over Subdivision Average Speed Per Hour																

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 71		Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333			Effective June 22, 1952					334	
			Mon., Wed. and Fri.			Tues., Thu. and Sat.						
STATIONS												
842	W93	287	L	8.50Am		SACO	SF	78.72	BDNJK PRXY	A	12.45Pm	
				9.01	1.77	HOGELAND LINE JCT.		76.95	JPX		12.20Pm	
SH 9	40	51	s	9.55	8.68	COLE		70.04	PY	s	11.30	
SH15		24	f	10.25	15.31	TATTNALL		63.41	P	f	10.30	
SH26		34	s	11.25	25.87	WHITEWATER	W	52.85	DP	s	9.40	
SH39		35	s	12.25Pm	38.76	LORING	N	39.96	DP	s	9.05	
SH54		27	f	1.45	54.12	CHAPMAN		24.60	P	f	7.45	
SH67		44	s	2.40	67.14	TURNER	R	11.58	DP	s	7.13	
SH79		74	A	3.20Pm	78.72	HOGELAND	X		DPRXY	L	6.45Am	
				6.30							6.00	
				12.1							13.1	
Time Over Subdivision Average Speed Per Hour												

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

14 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Lewistown	Time Table No. 71 Effective June 22, 1952	Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS	
	Sidings	Other Tracks		239						240	Daily Ex. Sun.

ZF30	Yard			L	7.10Am		WN	30.71	BDJKP RXY	A	3.35Am
------	------	--	--	---	--------	--	----	-------	--------------	---	--------

TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES

Station Numbers	Sidings	Other Tracks			Distance from Lewistown	Time	Distance from Lewistown	Time	Telegraph Calls	Distance from Moccasin	Time	Class	Time
				L	7.35Am	9.21		9.00		21.50	JPR	A	3.07Am
ZF20	25			f	7.39	10.39		1.18		20.32		f	2.55
ZF14	34			s	7.58	16.46		6.07		14.25	P	s	2.44
ZF 8	34			s	8.19	23.19		6.73	KO	7.52	DP DNJP RXY	s	2.23
ZD87	50	94		A	8.42Am	30.71		7.52	MC			L	2.00Am
					1.32								1.35
					20.0								10.4

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity				Distance from Giffen	Time Table No. 71 Effective June 22, 1952	Telegraph Calls	Distance from Gerber	SIGNS
	Sidings	Other Tracks							

ZH 23	Yard							12.48	PX
ZH 20	Spur 3				5.86			6.62	
ZH 12	Spur 8				9.37			3.11	P
ZA 10	84	58			12.48				DNJPR

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		SECOND CLASS				Distance from Vaughn	Time Table No. 71 Effective June 22, 1952	Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS						
	Sidings	Other Tracks	403		365							366	404	C. M. St. P. & P. R. R.	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	Mon., Wed., Fri.
			Mon., Wed., Fri.	Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed., Fri.												
STATIONS																		
ZB12	54	19	L	9.30Am	L	8.43Am		BY	41.70	DJPRX	A	1.06Pm	A	3.20Pm				
			A	9.45Am		8.58	5.62		86.08	JPR		12.47	L	3.05Pm				
ZE 9		23			f	9.08	8.83		82.87		f	12.35						
ZE14		27			f	9.22	13.35				f	12.21						
ZE19		26			s	9.40	18.97	FB	28.35	DP	s	12.09Pm						
ZE25		26			f	9.51	22.90	SM	22.73	DPW	s	11.58						
ZE30		14			f	10.09	29.42				f	11.40						
ZE42		84			A	10.49Am	41.70	GN	12.28	DPRWY	L	11.00Am						
						.15	2.06					2.06		.15				
						22.5	19.8					19.8		22.5				
Time Over Subdivision Average Speed Per Hour																		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Pendroy	Time Table No. 71 Effective June 22, 1952	Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS					
	Sidings	Other Tracks	373		374							374	Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	Mon., Wed., Fri.
			Mon., Wed., Fri.	Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed., Fri.											
STATIONS																	
ZB27	126	26	L	3.10Pm		3.10Pm	28.54	PO	51.39	DNJPR XY	A	8.30Pm					
ZG 6		10			f	3.25	5.72		45.67		f	8.15					
ZG12		24			f	3.46	11.60		39.79		f	7.58					
ZG17		84			f	4.01	17.09		84.30	P	f	7.41					
ZG22			A	4.12Pm		4.12Pm	21.24		30.15	JPR	L	7.20Pm					
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES																	
			L	4.31Pm		4.31Pm	28.54		22.85	JPR	A	7.05Pm					
ZG29		55			s	4.34	28.98		22.41	DPW	s	7.03					
							29.81		21.58								
ZG37		Spur 8			f	4.58	36.85		14.54		f	6.39					
ZG42		35			s	5.16	42.81		8.88	DP	s	6.22					
ZG51	21	42	A	5.45Pm		5.45Pm	51.39	RY		DPRY	L	5.55Pm					
							2.35					2.35					
						19.9						19.9					
Time Over Subdivision Average Speed Per Hour																	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first-class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first-class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first-class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first-class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

MAXIMUM PERMISSIBLE SPEED OF STREAMLINERS

Streamliner trains will be so designated in column with schedule number.

Maximum permissible speed of Streamliner trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees as prescribed in Item 2(b)—SPEED RESTRICTIONS GENERAL—ALL SUBDIVISIONS.

2. SPEED RESTRICTIONS GENERAL.

ZONE TERRITORIES AND MAXIMUM PERMISSIBLE SPEED OF PASSENGER TRAINS, INCLUDING STREAMLINERS, OPERATING VIA ROUTES INDICATED BELOW:

FIRST AND SECOND SUBDIVISIONS

Stations	Zone Territories		Maximum speed MPH	
	Between	Mile Posts	Westward	Eastward
Williston	121.0 and	123.1	50	50
	123.1 "	134.8	60	65
Trenton	134.8 "	147.0	75	75
Snowden	147.0 "	147.1	60	35
Lakeside	147.1 "	155.9	60	60
Bainville	155.9 "	159.4	65	65
	159.4 "	176.1	75	75
Culbertson	176.1 "	178.8	60	60
Fort Kipp	178.8 "	186.4	75	75
Calais	186.4 "	186.9	60	60
Brockton	186.9 "	209.5	75	75
	209.5 "	213.5	60	60
	213.5 "	227.4	75	75
Wolf Point	227.4 "	227.5	35	35
	227.5 "	256.9	75	75
Wiota	256.9 "	264.8	65	65
Nashua	264.8 "	265.9	60	60
	265.9 "	273.0	75	75
	273.0 "	275.8	65	65
Glasgow	275.8 "	278.3	30	30
	278.3 "	279.6	70	70
Tampico	279.6 "	296.1	75	75
	296.1 "	300.7	60	60
Hinsdale	300.7 "	343.2	75	75
Malta	343.2 "	343.4	40	40
	343.4 "	348.6	75	75
Exeter	348.6 "	350.3	60	60
	350.3 "	363.3	75	75
Survant	363.3 "	367.1	70	70
	367.1 "	369.0	55	55
Savoy	369.0 "	378.8	65	65
Harlem	378.8 "	416.5	75	75

Lohman	416.5 and	416.6	65	35
	416.6 "	430.0	65	65
Havre	430.0 "	431.9	45	45
	431.9 "	964.9	60	60
Pacific Jct.	964.9 "	965.0	35	60
	965.0 "	965.4	60	60

THIRD SUBDIVISION

Stations	Zone Territories		Maximum speed MPH	
	Between	Mile Posts	Westward	Eastward
Pacific Jct.	0.0 and	0.7	40	40
Box Elder	0.7 "	40.7	55	55
Verona	40.7 "	43.0	50	55
	43.0 "	43.9	30	30
Virgelle	43.9 "	45.8	50	50
	45.8 "	46.5	30	30
Chappell	46.5 "	68.8	50	50
Teton	68.8 "	70.3	40	40
	70.3 "	70.8	25	25
Fort Benton	70.8 "	74.4	30	30
	74.4 "	77.4	55	55
	77.4 "	78.4	40	40
Flowerree	78.4 "	112.8	55	55
Rainbow	112.8 "	113.5	40	40
	113.5 "	115.6	55	55
	115.6 "	117.0	25	25
	117.0 "	119.0	55	55
Great Falls	119.0 "	119.4	10	10

FOURTH SUBDIVISION

Stations	Zone Territories		Maximum speed MPH	
	Between	Mile Posts	Westward	Eastward
Great Falls	115.6 and	116.5	10	10
	116.5 "	117.8	30	30
	117.8 "	119.8	45	45
Flood	119.8 "	125.1	35	35
Ulm	125.1 "	137.0	45	45
Riverdale	137.0 "	137.7	35	35
Cascade	137.7 "	146.0	45	45
	146.0 "	146.7	35	35
	146.7 "	148.7	45	45
	148.7 "	149.3	35	35
Hardy	149.3 "	151.9	45	45
	151.9 "	163.7	35	35
	163.7 "	164.6	45	45
Craig	164.6 "	168.0	30	30
	168.0 "	170.7	45	45
	170.7 "	172.0	30	30
	172.0 "	175.7	45	45
Wolf Creek	175.7 "	180.0	30	30
	180.0 "	184.6	25	25
Sieben	184.6 "	186.1	45	45
	186.1 "	186.3	30	30
	186.3 "	189.0	45	45
	189.0 "	190.8	30	30
Silver City	190.8 "	198.5	45	45
	198.5 "	204.9	35	35
Gearing	204.9 "	210.7	45	45
Iron	210.7 "	211.0	20	20
	211.0 "	211.9	45	45
Helena	211.9 "	215.3	15	15
Four Range	215.3 "	241.0	30	30
Portal	241.0 "	243.0	25	25
Amazon	243.0 "	248.1	30	30
	248.1 "	249.4	35	35
Boulder	249.4 "	251.5	25	25
	251.5 "	253.8	35	35
Fuller	253.8 "	255.1	30	30
	255.1 "	257.5	35	35
Basin	257.5 "	259.2	30	30
	259.2 "	260.5	35	35
Bernice	260.5 "	265.6	30	30
	265.6 "	267.0	35	35
Elk Park	267.0 "	268.2	30	30
Trask	268.2 "	278.0	40	40
Woodville	278.0 "	284.1	25	25
Mountain Spur	284.1 "	284.7	10	10
Butte	284.7 "	286.1	8	8

FIFTH SUBDIVISION

Stations	Zone Territories Between Mile Posts		Maximum speed MPH	
	Westward	Eastward	Westward	Eastward
Mossmain	0.0 and 0.5	0.5	15	15
	0.5 "	11.5	50	50
Rimrock	11.5 "	12.5	20	20
	12.5 "	15.0	50	50
	15.0 "	16.0	25	25
	16.0 "	18.0	50	50
	18.0 "	20.0	25	25
	20.0 "	21.0	50	50
Acton	21.0 "	36.0	60	60
Broadview	36.0 "	59.0	50	50
Slayton	59.0 "	60.5	20	20
Franklin	60.5 "	160.5	50	50
Dover	160.5 "	162.0	25	25
Merino	162.0 "	181.6	50	50
Spion Kop	181.6 "	182.5	40	40
Raynesford	182.5 "	199.0	50	50
Wayne Tunnel	199.0 "	200.0	10	10
Swift	200.0 "	208.2	50	50
	208.2 "	209.0	25	25
Gerber	209.0 "	219.0	50	50
	219.0 "	221.5	30	30
Fields	221.5 "	224.0	35	35
Great Falls	224.0 "	225.3	10	10

SIXTH SUBDIVISION

Stations	Zone Territories Between Mile Posts		Maximum speed MPH	
	Westward	Eastward	Westward	Eastward
Great Falls	0.0 and 0.8	0.8	10	10
West Side Jct.	0.8 "	2.1	30	30
Emerson Jct.	2.1 "	7.1	45	45
	7.1 "	7.6	15	15
Manchester	7.6 "	20.8	45	45
Gordon	20.8 "	21.1	20	20
	21.1 "	39.2	45	45
Acme	39.2 "	39.3	35	35
	39.3 "	44.3	45	45
Collins	44.3 "	46.4	30	30
	46.4 "	49.0	50	50
	49.0 "	49.6	35	35
	49.6 "	56.0	50	50
Brady	56.0 "	63.6	45	45
	63.6 "	63.8	35	35
Conrad	63.8 "	71.2	45	45
	71.2 "	75.8	35	35
	75.8 "	78.3	45	45
	78.3 "	78.6	35	35
Ledger	78.6 "	81.3	45	45
	81.3 "	81.4	10	10
	81.4 "	85.4	45	45
Fowler	85.4 "	86.0	25	25
	86.0 "	88.3	45	45
	88.3 "	89.1	35	35
	89.1 "	91.2	45	45
Naismith	91.2 "	92.3	35	35
Shelby	92.3 "	99.8	45	45

SEVENTH SUBDIVISION

Stations	Zone Territories Between Mile Posts		Maximum speed MPH	
	Westward	Eastward	Westward	Eastward
Snowden Wye	14.0 and 13.5	13.5	10	10
	13.5 "	12.1	30	30
Snowden Br.	12.1 "	11.8	10	10
Nohle	11.8 "	8.0	30	30
	8.0 "	7.7	10	10
Fairview	7.7 "	0.0	30	30
Sidney	0.0 "	10.3	30	30

(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, including Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

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

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

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

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

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

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

(e) Trains entering or departing yards where carmen employed not to exceed.....	8 MPH
Steam engines backing up	20 MPH
Steam engines in forward motion running light or with caboose only	35 MPH
Diesel and Electric engines light or with caboose only....	50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc., on Main Lines..	25 MPH
except on 6 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
All trains passing "19" order board	25 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings.....	15 MPH
Trains or engines moving on main routes actuating points of spring switches	35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock	25 MPH

Trains or engines through No. 20 turnouts at: 35 MPH
 End of double track at:
 Snowden, Lohman, Pacific Jct.
 Bainville, west switch westward siding.
 Blair, west siding switch.
 Brockton, east switch eastward siding,
 west switch westward siding.
 Saco, west switch eastward siding.
 Malta, east siding switch.
 Dodson, east and west siding switch.
 Survant, east and west siding switch.
 Havre, west lead switch.

Trains or engines through No. 15 turnouts at: 25 MPH
 Culbertson, east siding switch.
 Sprole, east and west siding switch.
 Wolf Point, east switch westward siding.
 Glasgow, east switch eastward siding.
 Hinsdale, east switch westward siding,
 west switch eastward siding.

Trains or engines through all other turnouts 15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to 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.

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engine will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.

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

Not less than five cars will be placed between all engines.

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed ten MPH. Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

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

Engine Number	Maximum Speed
1 to 23, 75 to 170, 253 to 258, 262 to 264,	
301 to 317, 400 to 458	50 MPH
175 to 227, 271 to 279, 550 to 564, 600 to 653	65 MPH
250, 251, 260, 261, 266 to 270, 280, 281, 350 to	
365, 500 to 512	75 MPH
252, 259, 265, 300	45 MPH
2302 to 2324	50 MPH
2325 to 2341	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

4. ELECTRIC BRAKES

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric air brakes being handled in the train, the automatic air brake will be used.

Between terminals if engineer finds electric brakes not operating properly he shall immediately change brake valve over to automatic air brake operation and open circuit breaker to electric brake circuits. After changing from electric straight air brake operation to automatic air brake operation the train will be handled with automatic air to the next terminal where standing terminal air brake test can be made by carmen. Terminal brake tests should then be made with electric straight air and with automatic air and train may be handled with electric straight air if the brakes function properly during terminal test.

- Before leaving any engine terminal enginemen will make proper tests and inspections of water glass, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

- 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.
- When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated. The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.
- Gas-Electric engines must not be fueled while occupied by passengers or coupled to cars occupied by passengers.
- Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

10. EMPLOYEES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Ore cars and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARING" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

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

FIRST SUBDIVISION

BROCKTON:Both at Treating Plant.
GLASGOW:Both at Depot.

SECOND SUBDIVISION

GLASGOW:Both at Depot.
MALTA:Both at Treating Plant.

FOURTH SUBDIVISION

HELENA:Both at Yard Office.

FIFTH SUBDIVISION

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

TENTH SUBDIVISION

HOGELAND:Both at Engine House.

12. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 feet of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
13. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
14. 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.
15. 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.
16. 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.
17. 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.

18. 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.
19. 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.
20. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
21. 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.
22. 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.
23. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

INDICATORS AT SPRING SWITCHES.

A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when the switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

24. 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.
25. 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.
26. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 1, 2, 3, 4, 7, 8, 9, 10, 27, 28, 29, 30 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.
27. 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 employs to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17B. In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

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

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Williston and Glasgow	75 MPH	50 MPH

2. SPEED RESTRICTIONS.

Wolf Point, No. 27 passing depot	25 MPH
Nashua, Poplar and Brockton, No. 28 passing depot....	25 MPH

3. TRAIN REGISTER EXCEPTIONS.

Glasgow, Nos. 1 and 2 will register by ticket.
Register of regular trains at Williston will cover their arrival at Snowden.

4. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 125 and 127 approximately 3 miles west of Williston.
Eastward—Between MP 270 and 268 approximately one mile east of Whately.

5. CROSSOVERS ON DOUBLE TRACK.

Facing point,	Trailing point,
Snowden.	Fort Buford.
	Trenton.

6. SPRING SWITCHES WITH FACING POINT LOCK.

Bainville, west switch westward siding.
Culbertson, east siding switch.
Blair, west siding switch.
Brockton, east switch westward siding and west switch eastward siding.
Sprole, east and west siding switch.
Poplar, east and west siding switch.
Wolf Point, east switch westward siding and west switch eastward siding.
Glasgow, east and west switch eastward siding.
Normal position is for main track.

7. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward, on signal:

177.5, one mile east of east switch Blair.

Westward, on Cable Post:

One-fourth mile east of Poplar depot.

Eastward, on signal:

208.4, one and one-fourth miles west of west switch Poplar.

Eastward, on signal:

179.8, at west switch Blair.

8. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Snowden.....end of double track and east siding switch

These switches are electrically controlled by operator at depot.

9. SWITCH INDICATORS.

Snowden, Wiota.

Push buttons and instructions for their operation are in the iron box locked with a switch lock.

The member of the crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switch or fouling main track.

10. Glasgow, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Glasgow and Havre	75 MPH	50 MPH

2. SPEED RESTRICTIONS.

Havre, passenger trains over lead and crossover switches westward main track opposite freight house platform.....	8 MPH
Zurich, Dodson and Hinsdale, No. 28 passing depot.....	25 MPH
Malta, No. 27 passing depot	25 MPH

3. TRAIN REGISTER EXCEPTIONS.

Glasgow, Nos. 1 and 2 will register by ticket.

Register of regular trains at Havre will cover their arrival at Lohman.

4. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 283 and 285 approximately one mile west of Paisley.

Eastward—Between MP 412 and 411 approximately one mile east of Adams.

5. CROSSOVERS ON DOUBLE TRACK.

Facing point,

Lohman, 1 mile west of end of double track.

6. SPRING SWITCHES WITH FACING POINT LOCK.

Glasgow, east and west switch to north #1.

Hinsdale, east switch westward siding,
west switch eastward siding.

Saco, west switch eastward siding.

Malta, east and west siding switch.

Dodson, east and west siding switch.

Survant, east and west siding switch.

Havre, west lead switch to westward main track.

Normal position is for main track.

7. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward, on signal:

309.7, one and one-half miles east of east switch Beaverton.

Westward, on Cable Post:

Three-fourths mile east of Malta depot.

Eastward, on Cable Post:

One and one-half miles west of west switch Malta.

Eastward, on signal:

311.8, at west switch Beaverton.

Eastward, on signal:

280.6, one and one-fourth miles east of east switch Paisley.

8. AUTOMATIC INTERLOCKINGS.Lohmanend of double track
Instructions for operating electric switch lock on industry track posted in box.

9. Glasgow, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

THIRD SUBDIVISION

(Havre Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Havre and Pacific Jct.	60 MPH	40 MPH
Pacific Jct. and MP 40	55 MPH	35 MPH
MP 40 and MP 70	50 MPH	35 MPH
MP 70 and Great Falls	55 MPH	35 MPH

2. TRAIN REGISTER EXCEPTIONS.

Great Falls, Register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.

Register of regular trains at Havre will cover their arrival at Pacific Jct.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Pacific Jct., eastward Kalispell Division trains will not require clearance and may proceed to Havre with the current of traffic when signals indicate proceed.

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

5. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 4 and MP 6 approximately one mile west of Assiniboine.

Eastward—Between MP 107 and MP 105 approximately one mile east of Sheffels.

6. EMERGENCY TELEPHONES.

Big Sandy Pit switch	Booth
2600 feet west MP 71	Watchman Cabin
265 feet west MP 74	Watchman Cabin
1000 feet west MP 118	Booth

7. SPRING SWITCHES WITH FACING POINT LOCK.

Havre, west lead switch to westward main track.

Normal position is for main track.

8. SEMI-AUTOMATIC INTERLOCKINGS.Pacific Jct.Junction with Kalispell Division
Interlocking operated automatically for all movements with the current of traffic and for westward Kalispell division trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre. Switches must be operated by hand for other movements. See further instructions posted in iron box.**FOURTH SUBDIVISION**

(Butte Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

Bridge 162.1 Midcanon, M, O	10 MPH
Bridge 180.5 Wolf Creek, M, O	10 MPH
Bridge 228.1 Clancy, M	20 MPH
Bridge 236.2 Corbin, M	10 MPH
Bridge 238.3 Butte, M	10 MPH
Bridge 284.1 Butte, M, O	10 MPH
Helena, trains backing in or out of Passenger station....	10 MPH
Between Home Signals of interlocking at: Butte	20 MPH

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Butte, Largey Spur and track leading to passenger station, O-4 engines prohibited account No. 7 turnout.

4. TRAIN REGISTER EXCEPTIONS.

West Side Junction first and second class trains will register by ticket and passenger extras will not register.

Helena register only for trains originating and terminating.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At West Side Jct., first and second class trains and passenger extras for which this point is initial station may proceed on authority of clearance under which such trains arrive.

6. Cars loaded with poles, pipe or similar lading that might shift must be handled second behind engine. Crews must closely observe such lading to see if safe before passing through tunnels.

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

8. West Side Jct., normal position of junction switch located in front of yard office is for Sixth Subdivision.

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

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

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

12. Butte, train and engine movements over Garden and Warren Avenues will be protected by assigned watchmen between the hours of 8:00 AM and 11:59 PM daily. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of movement outside of assigned hours of watchmen.

13. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 187 and MP 139 approximately one mile west of Riverdale.

Eastward—Between MP 276 and MP 274 approximately one mile east of Woodville.

14. EMERGENCY TELEPHONES.

Hardy, 500 feet west tunnel No. 1.....Watchman Cabin

Boulder, 3 mi. west ofWatchman Cabin

Butte, Tramway MineBooth

15. MANUAL INTERLOCKINGS.

Butte, 0.64 miles east ofN. P. Ry. crossing

Whistle signals for routes:

Main track1 long

N. P. Ry. transfer track4 short

16. AUTOMATIC INTERLOCKINGS.

Helena, 2.50 miles east of.....N. P. Ry. crossing

17. RAILROAD CROSSINGS PROTECTED BY GATES.

Helena, 1.77 miles east ofN. P. Ry. Industry track
Normal position is clear for Great Northern.

FIFTH SUBDIVISION

(Billings Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Broadview	50 MPH	40 MPH
Broadview and Acton	60 MPH	40 MPH
Acton and Mossmain	50 MPH	40 MPH

2. TRAIN REGISTER EXCEPTIONS.

Great Falls, register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.

Judith Gap, Moccasin, Gerber, register only for trains originating and terminating.

Mossmain, register for trains originating and terminating at Billings.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Great Northern clearance received at Billings and Laurel will clear trains at Mossmain.

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

5. Gerber, normal position of junction switch is for Fifth Subdivision.

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

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

8. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 6 and MP 8 approximately two miles west of Hesper.

Eastward—Between MP 217 and MP 215 approximately one-half mile east of Fields.

9. EMERGENCY TELEPHONES.

Tunnel Q-1, East EndWatchman's Cabin.

Baseline SpurWest End.

Cushman.....East End.

10. MOSSMAIN, ELECTRIC SWITCH LOCKS.

Automatic signal 12.8 located 1000 feet west of west wye switch governs eastward train movements on east leg of wye. Normal position of junction switches at Mossmain is for Northern Pacific main track.

The following switches and derails are equipped with electric switch locks:

Derail near signal 118 on east leg of wye.

Derail near signal 123 on west leg of wye.

Both switches of crossover between main tracks leading to west leg of wye.

West switch of crossover from yard to eastward main track near signal 124.

East switch of crossover east of Laurel Yard office.

Trainmen will be governed as follows in the operation of these electric switch locks:

Open door of Electric switch lock and if indicator shows Proceed, move lock lever to the left which will unlock switch. If indicator shows Stop and no conflicting train movement is evident, open door of release box and operate push button. This will start operation of clockwork release. After time interval

of three minutes indicator will show Proceed and switch can be unlocked by moving lock lever to the left. Westward trains making crossover movement at signal 121 to the yard and eastward trains making crossover movement at signal 122 to west leg of wye must stop within 200 feet of the signal in order to unlock electric lock at far end of crossover. If stop is made more than 200 feet from signal, electric locks cannot be operated without use of the clockwork release.

After movement is completed, restore switches and lock levers to normal position locking door of electric locks and release boxes.

SIXTH SUBDIVISION

(Shelby Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
West Side Jct. and Collins	45 MPH	40 MPH
Collins and Brady	50 MPH	45 MPH
Brady and Shelby	45 MPH	40 MPH

2. TRAIN REGISTER EXCEPTIONS.

Great Falls, Register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.
First and second class trains register by ticket at West Side Junction.

Emerson Jct., Vaughn, Power, Conrad register only for trains originating and terminating.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station will obtain clearance from G. N. dispatcher.

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

5. West Side Jct., normal position of junction switch located in front of yard office is for Sixth Subdivision.

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

7. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 9 and MP 11 approximately one mile west of Manchester.

Eastward—Between MP 98 and MP 96 approximately one and one-fourth miles east of Shelby.

SEVENTH SUBDIVISION

(Richey Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Steam		
	Passenger	Passenger	Freight
Snowden and Richey	30 MPH	25 MPH	25 MPH

2. SPEED RESTRICTIONS.

O-1 Class or Larger Engines	20 MPH
Steam engines backing up	15 MPH

3. Snowden, normal position of Seventh Subdivision switch is for east leg of wye.

4. MANUAL INTERLOCKINGS.

Snowden, 2 miles west ofdrawbridge 12.1
Interlocking signals at east and west approach govern train movements over bridge. Electric gates operated by tollman from cabin control vehicular traffic over bridge. Telephones located near interlocking signals are connected with tollman cabin.

EIGHTH SUBDIVISION

(Watford City Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Steam		
	Passenger	Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH	25 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up	15 MPH
--------------------------------	--------

3. MANUAL INTERLOCKINGS.

Fairview, 3 miles east ofdrawbridge 3.2
Interlocking signals at east end of tunnel and west approach govern train movements over bridge. Electric gates operated by tollman from cabin control vehicular traffic over bridge. Telephones located near interlocking signals are connected with tollman cabin.

NINTH SUBDIVISION

(Opheim Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Steam		
	Passenger	Passenger	Freight
Bainville and Redstone	35 MPH	30 MPH	25 MPH
Redstone and Scobey	35 MPH	25 MPH	20 MPH
Scobey and Opheim	25 MPH	25 MPH	20 MPH

2. SPEED RESTRICTIONS.

Steam engines backing	15 MPH
-----------------------------	--------

TENTH SUBDIVISION

(Hogeland Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Saco and Loring	30 MPH	25 MPH
Loring and Chapman	12 MPH	12 MPH
Chapman and Hogeland	30 MPH	25 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up 10 MPH

ELEVENTH SUBDIVISION

(Lewistown Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Lewistown and Moccasin	35 MPH	20 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up 15 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Spring Creek Jct., Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

Lewistown, westward Great Northern trains departing from Great Northern passenger station will obtain clearance from G. N. and CMStP&P dispatchers.

4. Moccasin, normal position of junction switch is for Fifth Sub-division.**5. Spring Creek Jct., normal position of junction switch is for CMStP&P RR.****6. Lewistown, transfer track will be used as a main track by Great Northern trains moving to and from CMStP&P main track and must be kept clear.****7. Lewistown and Moccasin, CMStP&P RR. bulletin boards located in depot.****TWELFTH SUBDIVISION**

(Giffen Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Gerber and Giffen	20 MPH	15 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up 15 MPH

3. Gerber, normal position of junction switch is for Fifth Sub-division.**THIRTEENTH SUBDIVISION**

(Augusta Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Vaughn and Augusta	25 MPH	20 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up 15 MPH

3. Vaughn, normal position of junction switch is for Sixth Sub-division.**4. Dracut Jct., normal position of junction switch is for Great Northern.****FOURTEENTH SUBDIVISION**

(Pendroy Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Power and Pendroy	25 MPH	20 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up 15 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Eastham Jct., Choteau Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

4. Power, normal position of junction switch is for Sixth Sub-division.**5. Eastham Jct., Choteau Jct., normal position of junction switch is for CMStP&P RR.****6. Power and Pendroy, CMStP&P RR. bulletin boards located in depot.**

WATCH INSPECTORS

Butte	S & S Jewelers.
Conrad	Harold Pyle.
Fairview	Agent—Comparison only.
Glasgow	Bowles Jewelry. R. E. StClair.
Great Falls	W. H. Barnes. Sutherland Jewelry. Russell's Jewelry.
Havre	Blacks' Jewelry.
Helena	E. C. Miles. Julius Stoner.
Judith Gap	Agent—Comparison only.
Laurel	Dudis Jewelry.
Lewistown	Scheldt Jewelers.
Plentywood	Catherine C. Lynch.
Saco	Agent—Comparison only.
Shelby	Stulls Jewelry.
Sidney	Lisle Hawkins.
Whitefish	Dr. Leon Reed.
Williston	R. M. Gross.

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Farmer Union Oil Spur..	2 miles west of Williston.....	10	West end
Marley Beet Track	4.50 miles east of Ft. Buford..	84	East end
Second Subdivision			
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	47	Both ends
Harlem Stock Yards	1.30 miles east of Harlem	30	Both ends
Harlem Beet Track	0.25 miles west of Harlem	44	Both ends
Fourth Subdivision			
Tintinger Spur No. 2	2.72 miles east of Hardy	73	East end
Cascade Stock Yard	0.50 miles east of Cascade	42	Both ends
Fifth Subdivision			
Baseline Spur	1.90 miles east of Rimrock	25	West end
Sixth Subdivision			
Pondera Pipe Line Spur..	2.97 miles east of Conrad	37	East end
Burke Pit	5.70 miles west of Conrad	50	West end
Seventh Subdivision			
State Line Beet Spur	3.87 miles east of Dore	21	Both ends
Cowles Beet Track	2.31 miles west of Dore	19	Both ends
Ludington Beet Track	2.45 miles east of Ridgelawn..	19	Both ends
Wooley Beet Track	3.90 miles east of Sidney	33	Both ends
Eighth Subdivision			
Hardy Beet Track	1.51 miles east of Fairview	61	Both ends
Ninth Subdivision			
Plentywood Pit Track....	4.6 miles west of Plentywood..	32	Both ends
Twelfth Subdivision			
Lavin Spur	0.84 miles east of Lewis Jct... 4	4	West end
Brown's Spur	1.14 miles east of Lewis Jct... 3	3	West end
Thirteenth Subdivision			
Beet Track	0.70 miles west of Vaughn	44	Both ends
Fourteenth Subdivision			
Flume Spur	4.08 miles west of Bole	14	East end
Hobson Elevator Spur ..	3.50 miles east of Choteau	16	West end

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	0	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	0	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	0	15.0
1	5	55.3	5	0	12.0
1	6	54.5	6	0	10.0
1	7	53.7	7	0	8.5
1	8	52.9	8	0	7.5
1	9	52.1	9	0	6.7
1	10	51.4	10	0	6.0





