

# GREAT NORTHERN RAILWAY

## BUTTE DIVISION

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# TIME TABLE No. 14

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TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.  
MOUNTAIN TIME.

# SUNDAY, JANUARY 30, 1927.

Superseding Time Table No. 13 and all Supplements thereto

**THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.**

J. H. O'NEILL, General Manager.

A. L. BERGFELD, Superintendent of Transportation.

W. R. SMITH, General Superintendent.

F. WEAR, Superintendent.

2 WESTWA RD.

FIRST SUBDIVISION—BETWEEN PACIFIC JUNCTION AND GREAT FALLS.

EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity of Sidings	Station Numbers	Distance from Pacific Junction	Time Table No. 14			Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		THIRD CLASS	
669	223	235	Effective January 30, 1927				224	236	670							
Local Freight	Passenger	Passenger	STATIONS			Passenger	Passenger	Local Freight								
Daily Ex. Monday	Daily	Daily				Daily	Daily	Daily Ex. Sunday								
L 5.00Am	L 1.50Pm	L 3.00Am	..... HAVRE .....			HV	A 12.45Pm	A 1.50Am	A 4.15Pm							
<b>TRAINS BETWEEN PACIFIC JCT. AND HAVRE WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.</b>																
L 5.20Am	L 2.00Pm	L 3.10Am	961	..... PACIFIC JUNCTION .....	JN	119.21	R DN Y	A 12.35Pm	A 1.40Am	A 4.00Pm						
f 5.30	f 2.06	f 3.15	53	3.50	..... ASSINNIBOINE .....	115.71	PW	f 12.27	f 1.30	f 3.45						
f 6.05	f 2.18	f 3.25	56	7.38	..... LAREDO .....	108.33	D P	f 12.13Pm	f 1.18	f 3.20						
s 6.50	<sup>670</sup> s 2.35	f 3.45	55	9.82	..... BOX ELDER .....	98.51	D PW-4 1/4 miles E	s 11.55	f 1.03	<sup>223</sup> s 2.35						
s 8.00	s 2.55	s 4.05	54	10.82	..... BIG SANDY .....	87.69	DPW	s 11.35	s 12.45	s 1.30						
f 8.25	f 3.03	f 4.15	55	5.29	..... VERONA .....	82.40	P	f 11.21	f 12.32	f 12.25Pm						
f 9.00	s 3.17	f 4.32	55	8.60	..... VIRGELLE .....	73.80	PW	s 11.05	f 12.19	f 11.50						
f 9.25	f 3.27	f 4.45	Spur	5.83	..... SAYRE .....	67.97	P	f 10.54	f 12.10	f 11.20						
f 9.45	f 3.36	f 4.55	55	5.02	..... LIPPARD .....	62.95	PW	f 10.45	f 12.04Am	f 11.00						
<sup>224-670</sup> s 10.35	s 3.47	f 5.05	54	5.95	..... CHAPPELL .....	57.00	D P	<sup>669-670</sup> s 10.35	f 11.54	<sup>224-669</sup> s 10.35						
s 10.55	f 3.55	f 5.15	55	4.58	..... TETON .....	52.42	PWC	f 10.25	f 11.46	f 10.00						
f 11.10	f 4.01	f 5.25	Spur	3.35	..... LISCUM .....	49.07	P	f 10.20	f 11.41	f 9.30						
s 11.55	s 4.12	s 5.45	54	4.56	..... FORT BENTON .....	44.51	D P	s 10.12	s 11.33	s 9.15						
f 12.20Pm	f 4.23	f 5.55	43	5.04	..... KERSHAW .....	39.47	P	f 9.58	f 11.21	f 8.28						
f 12.45	f 4.33	f 6.05	44	4.76	..... TUNIS .....	34.71	PW	f 9.50	f 11.15	f 8.12						
s 1.30	s 4.45	f 6.20	56	5.90	..... CARTER .....	28.81	D P	s 9.40	f 11.08	s 7.50						
f 2.00	s 4.55	f 6.35	35	5.00	..... FLOWEER .....	23.81	P	s 9.31	f 11.00	f 7.20						
f 2.50	s 5.13	f <sup>670</sup> 6.50	55	7.57	..... PORTAGE .....	16.24	D P	s 9.18	f 10.47	<sup>235</sup> f 6.50						
f 3.12	f 5.25	f 7.00	44	5.59	..... GOODALE .....	10.65	P	f 9.07	f 10.37	f 6.05						
f 3.30	f 5.37	f 7.15	36	4.78	..... RAINBOW .....	5.87	PW	f 8.57	f 10.26	f 5.30						
A 4.00Pm	A 5.50Pm	A 7.30Am	Yard	5.87	..... GREAT FALLS .....	GF-PD	R@DN WCTYO KL	L 8.45Am	L 10.15Pm	L 5.00Am						
Daily Ex. Monday	Daily	Daily	3230	Z119	119.21			Daily	Daily	Daily Ex. Sunday						
<b>669</b>	<b>223</b>	<b>235</b>						<b>224</b>	<b>236</b>	<b>670</b>						
10.40 11.1	3.50 31.1	4.20 27.8	Time Over Subdivision Average Speed Per Hour					3.50 31.1	3.25 34.5	11 10.8						

**Special Rules.**

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

**YARD LIMITS.**

Teton—East-2808 feet east of east passing track switch.  
West-2400 feet west of west passing track switch.  
Great Falls—At east end of Rainbow Bridge.

**LOCATION OF TUNNELS.**

No. 12, two miles west of Teton, height 21.9 feet, length 527 feet.  
No. 13, one-half mile east of Fort Benton, height 21.4 feet, length 463 feet.

**DERAILING SWITCHES.**

Portage—East end Industry track.  
Tunis—West end Industry track.  
Fort Benton—East end house track.  
Laredo—West end Industry track.

Bulletin Boards located at Great Falls and Havre.  
Local freight trains may carry adult male passengers when provided with proper transportation.  
At Great Falls, switches at east end of the Missouri River Bridge must be set for Third Subdivision.  
L-1, M, N-1, O-1, O-5 and P-1 class engines are heaviest permitted on this subdivision, and will not exceed 10 miles per hour over bridge 622, near Box Elder.

WESTWARD.

SECOND SUBDIVISION—BETWEEN GREAT FALLS AND BUTTE.

EASTWARD. 3

THIRD CLASS		SECOND CLASS.		FIRST CLASS				Car Capacity of Sidings		Station Numbers.	Distance from Great Falls	Time Table No. 14		Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS				SECOND CLASS		THIRD CLASS	
673	671	269	43	237	235	239	Passing Tracks	Other Tracks	Effective January 30, 1927			STATIONS	44				238	240	236	274	672	674		
Local	Local	Mixed	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Mixed	Local	Local							
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily							
		L 3.30Pm	L 1.45Pm	L 1.40Pm	L 8.00Am	L 7.35Am	Yard	3230	Z 119	.0	GREAT FALLS	PD	169.74	R@DN WCTYO	A 7.00Am	A 1.20Pm	A 7.00Pm	A 10.00Pm	A 11.30Am					
	L 6.00Am	A 3.33Pm	A 1.48Pm	1.43	8.03	A 7.38Am				0.68	WEST SIDE JUNCTION	GF	169.06		L 6.57Am	1.17	L 6.57Pm	9.57	L 11.27Am		A 4.30Pm			
	f 6.30			f 1.53	8.13		44		Z 120	4.97	FLOOD		164.77	P		f 1.07		9.51			f 4.15			
	f 7.20			s 2.06	f 8.25		46	35	Z 130	14.11	ULM	M	155.63	D PW		s 12.50		9.38			f 3.30			
	f 7.45			f 2.17	8.36		36	6	Z 137	20.91	RIVERDALE		148.83	P		f 12.38		9.28			f 3.00			
	s 8.52			s 2.33	s 8.52		47	50	Z 145	28.59	CASCADE	Q	141.15	D P		s 12.25		s 9.15			s 2.33			
	f 9.55			f 2.48	f 9.09		38	6	Z 153	36.81	HARDY		132.93	PW		f 12.07Pm		f 8.59			f 1.55			
	f 10.40			f 3.04	f 9.25		46		Z 160	44.64	MID CANON		125.10	P		f 11.54		f 8.46			f 1.25			
	s 11.41			s 3.18	s 9.42		47	42	Z 167	51.54	CRAIG	RA	118.20	D PW		s 11.41		f 8.34			s 1.00			
	s 12.30Pm			s 3.36	s 10.00		52	32	Z 175	59.42	WOLF CREEK	WC	110.32	PWC D		s 11.28		s 8.20			s 12.30			
	f 1.00			f 3.43	10.10		Spur	9	Z 179	62.92	MANILA		106.82	P		f 11.20		8.13			f 12.01Pm			
	f 1.40			f 3.55	f 10.22		47	10	Z 184	68.62	SIEBEN		101.12	PW		f 11.11		f 8.03			f 11.40			
	f 2.25			f 4.09	10.35		39	7	Z 190	75.06	JOHNS		94.68	PW 1 1/2 Miles West		f 10.59		7.53			f 11.15			
	f 3.25			s 4.22	s 10.48		46	8	Z 197	81.14	SILVER CITY	MN	88.60	D P Y		s 10.48		f 7.45			s 10.48			
	f 3.45			f 4.29	10.56		50	4	Z 201	85.18	GEARING		84.56	P		f 10.35		7.35			f 10.05			
	f 4.10			f 4.37	11.05		38		Z 206	90.16	IRON		79.58	P		f 10.25		7.28			f 9.25			
				s 4.55	s 11.20		50	274	Z 214	97.72	N. P. CROSSING		74.52	I										
L 6.00Pm	A 4.45Pm			5.05	11.30		Spur	16	Z 219	102.51	HELENA	HN	72.02	R W@YODNK		10.10		s 7.00			L 9.00Am	A 7.15Am		
f 6.20				f 5.18	11.42		57	12	Z 223	106.63	FOUR RANGE		67.23	P		f 9.48		6.47				f 6.50		
f 6.39				f 5.27	11.51		49	36	Z 229	112.37	MONTANA CITY		63.11	P		f 9.40		6.39				f 6.30		
s 7.45				s 5.37	s 12.01Pm			3	Z 230	113.15	CLANCY	W	57.37	D PWCT		s 9.29		s 6.28				s 6.15		
				s 5.44	s 12.08				Z 235	117.94	ALHAMBRA		56.59			s 9.20		s 6.19						
f 8.30				f 5.57	12.21				Z 236	119.52	JEFFERSON		51.80			f 9.12		6.09				f 4.50		
s 9.30				f 6.05	f 12.28		55	13	Z 236	119.52	CORBIN	BI	50.22	D PW		s 9.09		s 6.05				s 4.40		
f 10.15				f 6.15	12.38		25	8	Z 240	123.29	WICKES		46.45	P		f 9.03		f 5.59				f 3.55		
f 10.30				f 6.20	12.44		Spur	8	Z 242	124.55	PORTAL		45.19	PW		9.00		5.57				f 3.40		
f 10.45				f 6.25	12.50		55		Z 244	125.93	AMAZON		43.81	PW		f 8.55		5.52				f 3.30		
s 12.05Am				s 6.40	s 1.04		55	29	Z 250	132.23	BOULDER	RO	37.51	D P		s 8.43		s 5.40				s 2.35		
f 12.25				f 6.45	1.10				Z 253	134.98	HYNDMAN		34.76	P K		8.36		5.31				f 1.35		
f 12.40				f 6.49	1.14				Z 254	136.43	FULLER		33.31			f 8.34		5.28				f 1.25		
s 1.10				s 6.58	s 1.23		48	70	Z 257	139.95	BASIN	SI	29.79	D PW		s 8.28		s 5.22				s 1.10		
f 1.40				f 7.06	1.31		40	16	Z 261	143.91	BERNICE		25.83	P W&P 3 Miles West		f 8.17		5.12				f 11.50		
f 3.10				f 7.28	f 1.53		47	12	Z 269	151.95	ELK PARK		17.79	PW Y		f 8.01		f 4.58				f 11.05		
f 3.45				f 7.37	2.02		Spur	8	Z 277	156.95	TRASK		12.79	P		f 7.54		4.51				f 10.35		
s 4.15				f 7.43	2.08		50	43	Z 279	160.31	WOODVILLE		9.43	P Y		f 7.48		4.46				s 10.15		
f 4.35				f 7.53	2.17				Z 284	165.73	MOUNTAIN JUNCTION		4.01	W		7.28		4.28				f 9.10		
										169.10	N. P. CROSSING		0.64	I										
A 5.00Am				A 8.05Pm	A 2.30Pm		Yard	510	288	169.74	BUTTE	DU	.0	R@DN WCTYOK		L 7.15Am		L 4.15Pm				L 8.30Pm		
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	
673	671	269	43	237	235	239									44	238	240	236	274		672	674		
11.0 6.5	10.45 9.1	.03 13.6	.03 13.6	6.25 26.4	6.30 26.1	.03 13.6									.03 13.6	6.05 27.9	.03 13.6	5.45 29.5	.03 13.6		7.30 13.0	10.45 6.7		

Time Over Subdivision  
Average Speed Per Hour

Special Rules—Second Subdivision on Page Seven.  
Westward trains are superior to eastward trains of the same class.

**4 WESTWARD.**

**THIRD SUBDIVISION—BETWEEN MOSSMAIN AND GREAT FALLS.**

**EASTWARD.**

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity of Sidings	Station Numbers	Distance from Mossmain.	Time Table No. 14 Effective January 30, 1927.	Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
677	675	215	435	43	237								44	238	216	676	678	
Local Freight	Local Freight	Mixed	Time Freight	Passenger	Passenger	Passing Tracks	Other Tracks	STATIONS	Passenger	Passenger	Mixed		Local Freight	Local Freight				
Daily Ex. Monday	Mon., Wed. and Fri	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday		Tue., Thur. and Sat.	Daily Ex. Sunday				

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

677	675	215	435	43	237	STATIONS	Distance from Mossmain.	Distance from Great Falls	SIGNS	44	238	216	676	678
L 6.30Am	L 9.00Am	L 6.10Am		60 ZD 222	0.00	MOSSMAIN	222.77		R P W Y K	A 4.13Pm				A 2.00Pm
s 6.55	9.20	s 6.18		55 27 ZD 218	4.04	HESPER	218.73		D P	s 4.04			s 1.40	
f 7.20	9.50	f 6.28		55 29 ZD 213	9.31	RIMROCK	213.46		PW	f 3.52			f 1.05	
f 7.50	10.15	f 6.37		55 16 ZD 208	14.23	SHOREY	208.54		P	f 3.43			f 12.30Pm	
s 8.30	10.50	f 6.52		55 21 ZD 201	21.49	ACTON	201.28		D P	s 3.30			f 11.55	
f 9.00	11.15	f 7.04		55 29 ZD 194	27.82	COMANCHE	194.95		PW	s 3.18			f 11.15	
s 9.40	11.45	s 7.21		55 48 ZD 186	36.36	BROADVIEW	186.41	BW	DN P	s 3.02			s 10.15	
f 10.05	12.10Pm	f 7.32		54 16 ZD 180	42.38	PAINTED ROBE	180.39		PW	f 2.51			f 9.20	
f 10.30	12.35	s 7.44		54 20 ZD 174	48.42	BELMONT	174.35	BM	D P	s 2.40			s 8.50	
s 11.05	1.05	s 8.00		54 27 ZD 166	55.98	CUSHMAN	166.79	CN	D PWC	s 2.27			s 8.00	
f 11.15		s 8.03			57.38	SLAYTON	165.39			s 2.13			f 7.45	
f 11.45	1.30	f 8.12		55 16 ZD 159	62.70	VEBAR	160.07		P	f 2.02			f 7.25	
f 12.20 Pm	1.50	f 8.23		54 16 ZD 153	69.08	FRANKLIN	153.69		P	f 1.50			f 7.00	
f 12.55	2.10	f 8.32		55 16 ZD 148	74.69	WALLUM	148.08		P	f 1.41			f 6.45	
s 1.30	2.35	s 8.45		55 31 ZD 141	81.67	HEDGES	141.10	DG	DN PW	s 1.30			s 6.20	
f 2.05	3.00	f 9.00		54 16 ZD 133	88.73	NIHILL	134.04		P	f 1.17			f 5.50	
f 2.30	3.20	f 9.14		55 16 ZD 127	95.13	OXFORD	127.64		P	f 1.06			f 5.25	
L 7.00Am	A 3.00Pm	s 9.30		Yard 452 ZD 120	101.98	JUDITH GAP	120.79	JU	R@DN WC Y K	s 12.55			L 5.00Am	A 5.00Pm
f 7.25		f 9.43		55 20 ZD 114	108.61	BARROWS	114.16		P	f 12.34			f 4.32	
s 8.00	4.47	s 9.55		55 37 ZD 108	114.30	BUFFALO	108.47	BO	D PW	s 12.21			s 4.10	
f 8.30	5.00	f 10.05		55 25 ZD 102	120.16	MENDON	102.61		P	f 12.08Pm			f 3.45	
f 9.00	5.10	f 10.13		55 17 ZD 97	124.71	HAUCK	98.06		P	f 11.56			f 3.30	
s 10.26	5.25	s 10.26		55 60 ZD 92	129.67	HOBSON	93.10	HO	DN W	s 11.45			s 3.15	
s 11.30	5.45	s 10.40	L 10.00Am	55 104 ZD 87	134.98	MOCCASIN	87.79	MC	R D P Y	s 11.30	A 4.57Pm		s 2.45	
s 12.01Pm	6.10	10.49	s 10.12	55 50 ZD 82	140.43	BENCHLAND	82.34	BD	D P	s 11.14	s 4.44		s 2.15	
s 12.30	6.30	11.00	s 10.25	73 50 ZD 76	146.54	WINDHAM	76.23	WD	D P	s 11.00	s 4.32		s 1.45	
s 1.15	7.05	s 11.18	s 10.40	55 92 ZD 68	153.70	STANFORD	69.07	SD	DN WC	s 10.40	s 4.17		s 1.15Pm	
f 1.35	7.20	11.28	f 10.52	55 16 ZD 63	159.06	DOVER	63.71		P	f 10.18	f 4.00		f 11.28	
f 2.00	7.35	11.38	s 11.04	55 16 ZD 58	164.40	MERINO	58.37		P	f 10.07	s 3.50		s 11.04	
s 2.25	7.55	11.50	s 11.18	55 38 ZD 52	170.58	GEYSER	52.19	GY	D PW	s 9.54	s 3.38		s 10.40	
f 2.45	8.15	12.01Pm	f 11.31	55 75 ZD 45	176.77	SPION KOP	46.00		P Y	s 9.39	s 3.25		f 9.55	
s 3.11	8.33	12.11	s 11.44	55 19 ZD 39	182.97	RAYNSFORD	39.80	RF	D PW	s 9.24	s 3.11		s 9.24	
f 3.35	8.48	12.20	f 11.54	55 26 ZD 34	188.27	BLYTHE	34.50		P	f 9.10	f 2.59		f 8.45	
s 4.00	L 2.05Pm	12.30	s 12.07Pm	75 62 ZA 28	194.24	ARMINGTON	28.53	RM	DN R W Y	s 8.55	s 2.47	A 8.35Am	s 8.15	
s 4.10	s 2.10	12.33	s 12.13	51 162 ZA 26	196.20	BELT	26.57	B	D P	s 8.51	s 2.41	s 8.31	s 8.00	
f 4.30	f 2.29	12.43	f 12.23	55 16 ZA 22	201.13	WAYNE	21.64		P	f 8.37	f 2.29	f 8.17	f 7.30	
f 4.40	f 2.36	12.48	f 12.28	20 ZA 19	204.26	FIFE	18.51			f 8.31	f 2.24	f 8.11	f 7.15	
f 4.50	f 2.42	12.55	f 12.35	55 16 ZA 14	207.50	SWIFT	15.27		P	f 8.24	f 2.18	f 8.04	f 7.00	
s 5.10	s 2.55	1.09	s 12.49	92 63 ZA 10	212.66	GERBER	10.11	GR	DP W	s 8.10	s 2.06	s 7.50	s 6.40	
f 5.20	f 4.07	1.16	f 12.56	74 18 ZA 6	216.23	FIELD	6.54		P	f 8.02	f 1.57	f 6.47	f 6.20	
A 5.45Pm	A 4.20Pm	A 1.30Pm	A 1.10Pm	Yard 3230 Z 119	222.77	GREAT FALLS	0.0	PD	R@DN WCTYOK	L 7.50Am	L 1.45Pm	L 6.35Am	L 6.00Am	
Daily Ex. Monday	Mon., Wed. and Fri	Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
677	675	215	435	43	237					44	238	216	676	678

Time Over Subdivision Average Speed Per Hour

Special Rules—Third Subdivision on Page Seven.  
Westward trains are superior to eastward trains of the same class.

**WESTWARD.**

**FOURTH SUBDIVISION—BETWEEN WEST SIDE JUNCTION AND SWEET GRASS**

**EASTWARD. 5**

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity of Sidings	Station Numbers	Distance from Great Falls	Time Table No. 14 Effective January 30, 1927.	Telegraph Calls	Distance from Sweet Grass.	SIGNS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
681	679	269	435	43	239								44	240	274	680	682	
Local Freight	Local Freight	Mixed	Time Freight	Passenger	Passenger	Passing Tracks	Other Tracks						Passenger	Passenger	Mixed		Local Freight	Local Freight
Mon., Wed. and Fri.	Tues., Thurs. and Sat.	Daily Ex. Sunday	Daily	Daily	Daily								Daily	Daily	Daily Ex. Sunday		Sun., Wed. and Fri.	Tues., Thurs. and Sat.
		L 3.30Pm		L 1.45Pm	L 7.35Am	Yard 3230							A 7.00Am	A 7.00Pm	A 11.30Am			

TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS WILL BE GOVERNED BY SECOND SUBDIVISION TIME TABLE.

Time	Class	Station	Distance	Signs	Time	Class	Station	Distance	Signs
L 8.00Am		WEST SIDE JUNCTION	68		A 6.57Am		GREAT FALLS	137.40	R@DNPWCTY OK
f 8.25		MANCHESTER	7.14	P	f 6.43		MANCHESTER	130.26	
s 9.00		VAUGHN	4.28	D PW Y	f 6.35		VAUGHN	125.98	
f 9.35		GORDON	6.69	P	f 6.20		GORDON	119.29	
f 10.10		REX	3.57	P	f 6.12		REX	115.72	
s 10.30		POWER	3.75	DNPW RY	f 6.05		POWER	111.97	
f 10.55		CARGILL	5.17	P	f 6.04		CARGILL	106.80	
s 12.10Pm		DUTTON	5.39	D P	f 5.40		DUTTON	101.41	
f 12.25		ACME	3.19	P	f 5.30		ACME	98.22	
s 1.00		COLLINS	4.79	D PW	f 5.14		COLLINS	93.43	
f 1.25		PERSHING	5.45	P	f 5.05		PERSHING	87.98	
s 2.10		BRADY	4.51	D P	f 4.56		BRADY	83.47	
f 2.45		WITHEY	6.40	P	f 4.45		WITHEY	77.07	
L 7.00Am	A 3.30Pm	CONRAD	6.99	DN R CWY K	s 4.30		CONRAD	70.08	
f 7.20		BURKE	5.61	P	f 4.15		BURKE	64.47	
f 7.45		LEDGER	5.26	P	f 4.01		LEDGER	59.21	
f 8.02		FOWLER	4.64	P	f 3.50		FOWLER	54.57	
f 8.30		NAISMITH	6.51	PW	f 3.40		NAISMITH	48.06	
f 9.00		ANDALE	4.63	P	f 3.32		ANDALE	43.43	
A 9.30Am		SHELBY	4.59	R DN W	L 3.25Am		SHELBY	38.84	

TRAINS BETWEEN SHELBY AND VIRDEN WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.

Time	Class	Station	Distance	Signs	Time	Class	Station	Distance	Signs	
L 10.45Am		VIRDEN	2.59	R P Y	A 3.15Pm		SWEET GRASS	36.25		
f 11.15		ALOE	11.24	P	f 2.50		ALOE	25.01		
s 12.05Pm		KEVIN	6.23	D P	s 2.30		KEVIN	18.78		
s 2.05		SUNBURST	10.42	D P	s 2.05		SUNBURST	8.36		
A 2.45Pm		SWEET GRASS	8.36	R D PWC K	L 1.40Pm		SWEET GRASS			
Mon., Wed. and Fri.	Tues., Thurs. and Sat.	Daily Ex. Sunday	Daily		Daily	Daily				
681	679	269	435	43	239	44	240	274	680	682
7.45	7.30	1.02	7.30	3.02	5.20	3.32	5.20	.57	5.45	8.00
9.0	9.0	24.9	13.2	32.7	25.9	27.8	25.9	28.6	11.8	8.7

**Special Rules—Fourth Subdivision.**

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

Power is registering station for trains 269 and 274 only.  
 Conrad is registering station for trains 679, 680, 681 and 682 only.  
 Local freight trains may carry adult male passengers when provided with proper transportation.  
 No. 43 stops at all stations to let off passengers from east of Great Falls or to pick up passengers for west of Cut Bank.  
 Class M-1 engines between Great Falls and Shelby and class F-8 engines between Virden and Sweet Grass are heaviest permitted on this subdivision.

**DERAILING SWITCHES.**

Dutton—West end industry track.  
 Pershing—West end spur.  
 Conrad—West end Coal track.  
 Burke—West end spur.  
 Sweet Grass—East end passing track.  
 Sunburst—East end oil siding.

**YARD LIMITS.**

Sweet Grass—One mile east of east switch.  
 Virden—One-half mile west of west wye switch.  
 Conrad—2820 feet east of east passing track switch, 2340 feet west of west wye switch.  
 Shelby—East, 2630 feet east of east passing track switch.  
 Collins—2600 feet west of bridge 299 and 2600 feet east of bridge 298.  
 Power—East, 2500 feet east of east passing track switch.  
 West, 2500 feet west of west passing track switch.  
 Vaughn—East, 2500 feet east of east passing track switch.  
 West, 2500 feet west of west passing track switch.  
 Great Falls—West, 2500 feet west of west lead switch Emerson yard.

**6 Westward. FIFTH SUBDIVISION--BETWEEN LEWISTOWN AND MOCCASIN. Eastward.**

SECOND CLASS			FIRST CLASS			Car Capacity of Sidings	Station Numbers	Distance from Lewistown	Time Table No. 14			SIGNALS	FIRST CLASS	SECOND CLASS
367	281	237	STATIONS						238	282	368			
Mixed	Motor	Passenger												
Daily Ex. Monday	Daily	Daily												
L 8-15Am	L 10-15Am	L 8-55Am	48	130	ZF 30	29.95	WN	RDPWCY	A 6.00Pm	A 12-45Pm	A 1-25Pm			
f 8-30	f 10-24	f 9-03		20		4.95			f 5-50	f 12-32	f 1-10			
s 8-50	s 10-31	f 9-09		24	ZF 22	7.48		DP	s 5-45	s 12-27	s 1-05			
f 8-57	f 10-37	f 9-14		27	ZF 20	9.63		P	f 5-39	f 12-20	f 12-53			
s 9-26	f 10-50	s 9-26		38	ZF 14	15.70		DPW	s 5-28	f 12-08Pm	f 12-35			
s 9-55	f 11-05	s 9-39		37	ZF 8	22.43		DP	s 5-15	f 11-54	f 12-15Pm			
A 10-35Am	A 11-25Am	A 9-59Am	55	104	ZD 87	29.95		RD PY	L 4-57Pm	L 11-35Am	L 11-55Am			
Daily Ex. Monday	Daily	Daily							Daily	Daily	Daily Ex. Monday			
367	281	237							238	282	368			
2.20	1.10	1.04							1.3	1.10	1.30			
12.83	25.6	27.6							28.0	25.6	19.9			
									Time Over Subdivision Average Speed Per Hour					

**Special Rules—Fifth Subdivision.**

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

Bulletin board is at Lewistown. Switch at Lewistown Junction must be set for Third subdivision. Movement over Spring Creek Bridge between Hanover and Kingston will be governed by automatic block signals. F-8 class engines are heaviest permitted on this Subdivision.

**YARD LIMITS.**  
Lewistown, 300 feet west of west mile board.  
**DERAILING.**  
Lewistown—West end loading track.  
Lewistown—West end No. 2 track.  
Hanover—West end passing track.  
Hanover—West end transfer track.  
Scott—West end passing track.  
Kingston—East end industry track.  
Rossfork—West end industry track.  
Kolin—East end industry track.

**Westward. SEVENTH SUBDIVISION—BETWEEN STOCKETT AND GERBER Eastward.**

FIRST CLASS		Car Capacity of Sidings	Station Numbers	Distance from Sand Coulee and Stockett	Time Table No. 14			SIGNALS	FIRST CLASS	
155	153				STATIONS				154	156
Passenger	Passenger									
Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	
L 3-33Pm	L 7-20Am	212	ZA 18	0.00	STOCKETT	S	7.95	R D P	A 7-15Am	A 3-30Pm
3-45	7-32		ZA 13	4.83	LEWIS JCT.		3.12	R	7-01	3-17
A 3-55Pm	A 7-48Am	92	63	7.95	GERBER	GR	0.0	R D W P	L 6-55Am	L 3-00Pm
Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday
155	153								154	156
.22	.18								.20	.20
21.6	26.5								23.7	23.7
					Time Over Subdivision Average Speed Per Hour					

**Westward. EIGHTH SUBDIVISION—BETWEEN LEWIS JCT. AND SAND COULEE Eastward.**

FIRST CLASS		Car Capacity of Sidings	Station Numbers	Distance from Sand Coulee	Time Table No. 14			SIGNALS	FIRST CLASS	
159	157				STATIONS				158	160
Passenger	Passenger									
Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	
L 3-13Pm	L 7-37Am	149	ZA 15	0.0	SAND COULEE	SC	1.51	D P	A 7-35Am	A 3-10Pm
A 3-17Pm	A 7-42Am		ZA 13	1.51	LEWIS JCT.		0.0	R	L 7-32Am	L 3-07Pm
Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday
159	157								158	160
.04	.05								.03	.03
22.5	18.0								30.0	30.0
					Time Over Subdivision Average Speed Per Hour					

**Special Rules—Seventh and Eighth Subdivisions.**

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

Junction switch at Gerber must be set for Third subdivision. Junction switch at Lewis Jct. must be set for line to Stockett. F-8 class engines heaviest permitted on these Subdivisions.

**Stockett—**West end house track.  
—West end passing track.  
—West end No. 1 track.  
—West end No. 2 track.  
—200 ft. east of depot (main line)

**DERAILING SWITCHES.**  
A. C. M. No. 4 Mine—West end loading track.  
Curran Spur—West end.  
Sand Coulee—West end storage track.  
—300 ft. west of National Coal Tipple.  
Pearce Spur No. 2—700 ft. below tipple.  
Tail track No. 3 Stockett—150 ft. west of elevator.

Main track switch to Nelson No. 1 mine must be left lined up for Nelson No. 1 loading track.  
Switch under overhead bridge Stockett must be lined up for tipple track and one at Carbon mine west of tipple must be lined up for National Coal Co. loading track.

**Westward. SIXTH SUBDIVISION—BETWEEN NEIHART AND ARMINGTON Eastward.**

SECOND CLASS		Car Capacity of Sidings	Station Numbers	Distance from Neihart	Time Table No. 14			SIGNALS	SECOND CLASS
211	STATIONS				212				
Mixed									
Daily Ex. Sunday								Daily Ex. Sunday	
L 12-01Pm	54	ZA 66	0.00	NEIHART	NI	38.32	R D W T	A 11-15Am	
s 12-35	18	ZA 53	13.21	MONARCH	MO	25.11	D W Y	s 10-25	
	Spur	W 2	ZA 48	17.05		21.28			
f 12-55	Spur	W 7	ZA 46	20.47		17.86		f 10-00	
f 1-15		69	ZA 44	22.29		16.04	W	f 9-50	
f 1-35		21	ZA 39	27.14		11.19		f 9-25	
A 2-00Pm	75	62	ZA 28	38.32		0.0	R D NW Y	L 9-00Am	
Daily Ex. Sunday								Daily Ex. Sunday	
211								212	
1.59								2.15	
19.2								17.0	
					Time Over Subdivision Average Speed Per Hour				

**Special Rules—Sixth Subdivision.**

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

Junction switch east of Armington will be set for Third subdivision. F-8 class engines heaviest permitted between Armington and Albright. G-3 class engines heaviest permitted between Albright and Neihart.

Armington—One mile east of Neihart line switch.

**YARD LIMITS.**

**DERAILING SWITCHES.**

Neihart—Florence Mining Spur and house track. Riceville—West end industry track. Monarch—West end industry track.  
Albright—Both tracks and on Spur west of Albright. Neihart—400 ft. west of Queen Mine track switch.

**LOCATION OF TUNNELS.**

No. 11, 1 1/2 miles west of Albright, height 19 ft. 6 inches; length 126 feet.

**Westward. NINTH SUBDIVISION—BETWEEN VAUGHN AND GILMAN. Eastward.**

SECOND CLASS		Car Capacity of Sidings	Station Numbers	Distance from Vaughn	Time Table No. 14			SIGNALS	SECOND CLASS
365	STATIONS				366				
Mixed									
Daily Ex. Sunday								Daily Ex. Sunday	
L 4-10Pm	57	23	ZB-12		VAUGHN	BY	41.71	R DPW Y	A 10-50Am
f 4-40		38	ZE-9	8.82	SUN RIVER		32.89		f 10-15
f 5-00		29	ZE-14	13.33	FORT SHAW	FS	28.38	DP	f 9-55
s 5-25		29	ZE-19	18.95	SIMMS	SM	22.76	DPW	s 9-40
f 5-45	Spur	W 12	ZE-25	22.89	LOWRY		18.82		f 9-25
f 6-10		37	ZE-30	20.44	RIEBELING		12.27		f 9-00
f 6-25	Spur	W 13	ZE-35	34.36	BICKEL		7.35		f 8-45
f 6-45			ZE-40	39.55	GILMAN		2.15		f 8-30
A 6-50Pm		38	ZE-42	41.71	AUGUSTA	GN		R DPWC Y	L 8-25Am
Daily Ex. Sunday									Daily Ex. Sunday
365								366	
2.40								2.25	
15.6								17.8	
					Time Over Subdivision Average Speed Per Hour				

**Special Rules—Ninth Subdivision.**

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

Switch at Sun River Junction must be set for Fourth Subdivision. G-3 class engines heaviest permitted on this Subdivision.

**YARD LIMITS.**

Augusta—2640 feet east of east industry track switch.

Westward. TENTH SUBDIVISION—BETWEEN POWER AND PENDROY. Eastward.

Special Rules—Third Subdivision.

SECOND CLASS		Car Capacity of Sidings		Station Numbers	Distance from Power	Time Table No. 14		Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS	
373		Passing Tracks	Other Tracks			Effective January 30, 1927.					374	
Mixed											Mixed	
Daily Ex. Sunday											Daily Ex. Sunday	
L 4.40Pm	56	34	ZB27			POWER	PO	51.06	R D PW CY	A 10.20Am		
					0.12	JUNCTION		50.94				
f 5.00		20	ZG 6		5.60	CORDOVA		45.34		f 10.05		
f 5.20		26	ZG12		5.87	CLIEVE		39.47		f 9.40		
f 5.35		37	ZG17		5.50	BOLE		33.97	D P	f 9.25		
f 5.45	Spur	E 17	ZG22		4.08	FLUME		29.89		f 9.10		
s 6.20		61	ZG29		7.48	CHOTEAU	CO	22.41	D PW	s 8.50		
f 6.33	Spur	E 9	ZG33		4.22	CLAUDE		18.19		f 8.29		
f 6.45	Spur	E 9	ZG37		3.67	KOYL		14.52	P	f 8.18		
s 7.05		38	ZG42		5.94	BYNUM	BU	8.58	D P	s 8.00		
A 7.30Pm	42	41	ZG51		8.58	PENDROY	DR		R D PW CY	L 7.30Am		
Daily Ex. Sunday										Daily Ex. Sunday		
373										374		
2.50 18.						Time Over Subdivision Average Speed Per Hour				2.50 18.		

Special Rules—Tenth Subdivision.

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

G-3 class engines heaviest permitted on this Subdivision.

DERAILING SWITCHES.

- Bole—West end industry track.
- Choteau—East end industry track.
- Claude—East end industry track.
- Koyl—East end industry track.
- Pendroy—East end industry track.

Bulletin boards located at Great Falls and Laurel. Local freight trains may carry adult male passengers when provided with proper transportation. Switches at Mossmain Junction must be set for the Northern Pacific Railway main line. N. P. Junction switch at Hesper located 430 feet east of Hesper depot. Judith Gap is registering station for Nos. 675-676-677 and 678 only. Nos. 43 and 44 will stop at C. M. & St. Paul platform located one mile west of Judith Gap. Lewistown Jct. switch 1000 feet east of Moccasin. Moccasin is registering station only for trains Nos. 237 and 238. Armington is registering station only for trains Nos. 215 and 216. Junction switch for Neihart Line east of Armington will be set for Third Subdivision. Junction switch at Gerber will be set for Third Subdivision. Class Q-1 engines not permitted on this subdivision. No. 43 stops at all stations Benchland to Gerber to let off passengers from east of Moccasin.

LOCATION OF TUNNELS

- No. Q-1, 1 1/2 miles east of Shorey, height 21.5 ft.; length 2517 ft.
- No. Q-2, 1 1/2 miles west of Painted Robe, height 21.7 ft.; length 1131 ft.
- No. Q-3, 2 1/2 miles west of Windham, height 21.5 ft.; length 1618 ft.
- No. Q-4, 1 mile west of Dover, height 21.7 ft.; length 1568 ft.
- No. Q-5, 1/2 mile east of Wayne, height 21.3 ft.; length 1162 ft.

YARD LIMITS

- Mossmain—One-half mile west of west switch.
- Hesper—One-half mile east of east switch and one-half mile west of west switch.
- Cushman—One-half mile east of east switch and one-half mile west of west switch.
- Judith Gap—One-half mile west of west switch and one-half mile east of east switch.
- Moccasin—One-half mile east of east switch and one-half mile west of west switch.
- Stanford—One-half mile east of east switch and one-half mile west of west switch.
- Armington-Belt—One-half mile east of east switch, Armington; one-half mile west of west switch, Belt.
- Gerber—One-half mile east of east switch and one-half mile west of west switch.
- Great Falls—One-half mile east of Great Falls Ice Co. Spur.

DERAILING SWITCHES

- Rimrock—East end industry track.
- Shorey—East end industry track.
- Broadview—East end industry and house tracks.
- Painted Robe—West end industry track.
- Cushman—West end industry track and coal shed track.
- Vebar—East end industry track.
- Franklin—East end industry track.
- Wallum—East end industry track.
- Hedges—East end industry track.
- Nihill—East end industry track.
- Oxford—East end industry track.
- Judith Gap—East end stock yard track.
- Buffalo—West end industry track.
- Windham—East end elevator track.
- Stanford—West end industry track and coal shed track.
- Dover—West end industry track.
- Geyser—West end industry track.
- Blythe—West end industry track.
- Fife—West end industry track.
- Belt—East end industry track.
- Barrows—West end industry track.
- Moccasin—East end industry track.
- Merino—East end industry track.
- Spion Kop—East end storage track.
- Swift—West end industry track.

Special Rules—Second Subdivision.

LOCATIONS OF TUNNELS

- No. 1, 2 1/2 miles west of Hardy, height 17.9 feet; length 823 feet.
- No. 2, 1 mile west of Mid Canon, height 18 feet; length 171 feet.
- No. 3, 2 1/2 miles east of Craig, height 17.2 feet; length 570 feet.
- No. 4, 3 miles east of Sieben, height 18.2 feet; length 362 feet.
- No. 5, 3/4 mile east of Sieben, height 21.8 feet; length 589 feet.
- No. 6, between Portal and Amazon, height 17.7 feet; length 6145 feet.
- No. 7, 2 miles east of Basin, height 22 feet; length 822 feet.
- No. 8, 1/2 mile west of Wilder Tank, height 19.5 feet; length 220 feet.
- No. 9, 1 1/4 miles west of Wilder, height 21.6 feet; length 664 feet.
- No. 10, 2 1/2 miles west of Woodville, height 22 feet; length 1283 feet.

DERAILING SWITCHES

- Flood—West end passing track.
- Helena—East end tracks No. 9 and 10, Lindsay track and west end National Co. Spur.
- Corbin—East end industry track.
- Clancy—East end No. 2 track and east end oil sump track.
- Boulder—West end of house track.
- Hyndman—East end.
- Fuller—West end industry track.
- Basin—East end of industry track and on high line spur.
- Bernice—East end of industry track.

YARD LIMITS

- Great Falls—One-half mile west of Sun River Bridge.
- Wolf Creek—One-half mile east of east switch and one-half mile west of west switch.
- Helena—One-half mile east of Rimini Junction and one mile west of National Biscuit Co. Spur.
- Clancy—1/2 mile west of west switch and 1/2 mile east of east switch.
- Butte—500 feet east of east switch at Woodville.

Bulletin boards located at Great Falls and Butte. West Side Jct., Great Falls, located 330 feet west of Great Falls yard office. All Shelby Line trains departing and arriving Great Falls, must approach West Side Jct. under full control. Switch at West Side Jct. will be set for Second Subdivision. Switches at the east end of the Missouri River Bridge No. 755, Great Falls, must be set for Third Subdivision. Whistle Signals for tracks with switches controlled from towers, Northern Pacific Railway Crossing, Helena. Main Line: One Long. Main Street overhead bridge, Helena, has restricted clearance for man on top of train. Helena is registering station for trains 671-672-673 and 674 only. Westward freight trains will take siding for eastward freight trains at Corbin, Wickes and Bernice. Eastbound freight trains will stop at Corbin for inspection of wheels. Movement through Tunnel No. 6 will be governed by automatic block signals and first class trains use not less than five and freight trains not less than eight minutes through this tunnel.

Classes L-1, M, N-1, O and P are the heaviest engines permitted on this subdivision and will not exceed 10 miles per hour over the following bridges:

- Bridges 21 and 23, near Mid Canon.
- Bridge 90, near Clancy.
- " 98, " Corbin.
- " 124, " Basin.
- " 128, " Bernice.
- " 129, " "
- " 130, " "
- " 135, " Wilder.
- " 137, " Elk Park.
- " 138, " " "
- " 140, " " "
- " 142, " " "
- " 144, " " "
- " 164, " Butte.
- " 166, " "

- W. WATER
- X RR. XING.
- O TRACK SCALES
- C FUEL
- T TURNABLE
- Y WYE
- I INTERLOCKER
- K CONNECTION
- R REGISTER

**CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES.**

BETWEEN	Ruling Grade	Class M 1-1950-1984				Class O1-3000-3144				Class O5-3300-3344				Class F8-1140-1253 Superheat				Class J 1500-1649				Class G 3-720-779				Class G 2-700-719				Class F 1-500-565			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Pacific Junction to Great Falls.....	0.6	2000	1800	1600	1460	2000	1800	1620	1460	1800	1620	1460	1320	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720	960	865	770	700
Great Falls to Pacific Jct.....	0.5	3000	2700	2430	2190	3000	2700	2430	2190	2750	2480	2240	2020	2400	2160	1950	1760	1800	1620	1460	1320	1300	1170	1050	950	1200	1075	975	880	1100	990	890	800
Great Falls to Clancy.....	0.85	1800	1620	1460	1320	1800	1620	1460	1320	1600	1440	1300	1170	1400	1260	1130	1020	1100	990	890	800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clancy to Helena.....	0.6	2600	2340	2110	1900	2600	2340	2110	1900	2400	2160	1950	1760	2000	1800	1620	1460	1800	1620	1460	1320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Helena to Silver.....	1.1	1700	1530	1380	1240	1600	1440	1300	1170	1500	1350	1220	1100	1200	1080	960	840	1050	960	865	780	800	720	650	580	.....	.....	.....	.....	.....	.....	.....	.....
Silver to Great Falls.....	0.6	2800	2520	2270	2040	2800	2520	2270	2040	2600	2340	2110	1900	2200	1980	1780	1600	2000	1800	1620	1460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clancy to Woodville.....	2.2	850	770	690	620	.....	.....	.....	.....	.....	.....	.....	.....	700	630	570	510	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodville to Clancy.....	1.0	1800	1620	1460	1320	.....	.....	.....	.....	.....	.....	.....	.....	1400	1260	1130	1020	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mossmain to Great Falls.....	0.6	.....	.....	.....	.....	2200	1980	1780	1600	1800	1620	1460	1320	1600	1440	1300	1170	1400	1260	1130	1020	1100	990	890	800	.....	.....	.....	.....	.....	.....	.....	.....
Spion Kop to Mossmain.....	0.6	.....	.....	.....	.....	2400	2160	1950	1760	2200	1980	1780	1600	1800	1620	1460	1320	1400	1260	1130	1020	1100	990	890	800	.....	.....	.....	.....	.....	.....	.....	.....
Armington to Spion Kop.....	1.0	.....	.....	.....	.....	1600	1440	1300	1170	1400	1260	1130	1020	1000	900	800	730	800	720	650	580	600	540	490	440	.....	.....	.....	.....	.....	.....	.....	.....
Great Falls to Armington.....	0.6	.....	.....	.....	.....	2400	2160	1950	1760	2200	1980	1780	1600	1800	1620	1460	1320	1400	1260	1130	1020	1100	990	890	800	.....	.....	.....	.....	.....	.....	.....	.....
West Side Jct. to Shelby.....	1.0	2000	1800	1620	1460	2000	1800	1620	1460	1800	1620	1460	1320	1400	1260	1130	1020	1200	1080	960	840	900	810	730	660	800	720	650	600	.....	.....	.....	.....
Shelby to West Side Jct.....	0.7	2500	2250	2030	1830	2500	2250	2030	1830	2200	1980	1780	1600	1600	1440	1300	1170	1400	1260	1130	1020	1000	900	810	730	900	810	730	660	.....	.....	.....	.....
Viriden to Sweetgrass.....	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	1440	1300	1170	1400	1260	1130	1020	1200	1080	960	840	1000	900	810	730	.....	.....	.....	.....
Sweetgrass to Viriden.....	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	1800	1620	1460	1800	1620	1460	1320	1600	1440	1300	1170	1400	1260	1130	1020	1200	1080	960	840
Lewistown to Moccasin.....	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	1440	1300	1170	1400	1260	1130	1020	1200	1080	960	840	1000	900	810	730	800	720	650	600
Moccasin to Lewistown.....	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	1440	1300	1170	1400	1260	1130	1020	1200	1080	960	840	1000	900	810	730	800	720	650	600
Armington to Neihart.....	2.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	600	540	490	440	500	450	400	360	300	270	240	220	.....	.....	.....	.....
Neihart to Armington.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	1800	1620	1460	2000	1800	1620	1460	1000	900	810	730
Vaughn to Gilman.....	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	840	1000	900	810	730	800	720	650	600
Gilman to Vaughn.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	1620	1460	1320	1600	1440	1300	1170	1400	1260	1130	1020
Power to Pendroy.....	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	900	810	730	800	720	650	600	600	540	490	440
Pendroy to Power.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	1800	1620	1460	2000	1800	1620	1460	1000	900	810	730

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

NAME	LOCATION	OPENS	CAPACITY
<b>First Subdivision:</b>			
Pacific Jet. Quarry.....	0.54 Miles from Pacific Jet.....	West End	29 Cars
Big Sandy Pit.....	25.91 Miles from Pacific Jet.....	West End	17 Cars
Portage Pit.....	104.47 Miles from Pacific Jet.....	East End	109 Cars
American Smelting & Refining Co. Spur.....	118.54 Miles from Pacific Jet.....	West End	5 Cars
<b>Second Subdivision:</b>			
Grover & Leuchar Spur.....	7.80 Miles from Great Falls.....	East End	8 Cars
Tinting Siding.....	34.84 Miles from Great Falls.....	Siding	24 Cars
Wolf Creek Quarry.....	60.71 Miles from Great Falls.....	East End	65 Cars
Helena Fair Ground.....	95.08 Miles from Great Falls.....	West End	89 Cars
Kain's Spur.....	109.82 Miles from Great Falls.....	East End	4 Cars
Wood Spur No. 5.....	36.69 Miles from Clancy.....	East End	12 Cars
Wood Spur No. 8.....	40.91 Miles from Clancy.....	West End	4 Cars
<b>Third Subdivision:</b>			
Rocky Spur.....	106.23 Miles from Great Falls.....	West End	8 Cars
<b>Fourth Subdivision:</b>			
Oil Siding.....	1.03 Miles east Sunburst.....	Both Ends	48 Cars
International Refinery Siding.....	0.68 Miles east Sunburst.....	Both Ends	34 Cars
<b>Fifth Subdivision:</b>			
Mennonite Spur.....	18.90 Miles from Moccasin.....	West End	7 Cars
Arro Refinery Spur.....	27.22 Miles from Moccasin.....	West End	85 Cars
<b>Sixth Subdivision:</b>			
Goodman Spur No. 2.....	34.33 Miles from Great Falls.....	West End	3 Cars
Goodman Spur.....	36.29 Miles from Great Falls.....	West End	13 Cars
Siegling's Spur.....	34.92 Miles from Great Falls.....	West End	4 Cars
A. C. M. Co. Siding.....	44.49 Miles from Great Falls.....	Both Ends	26 Cars
Wellwood.....	59.30 Miles from Great Falls.....	West End	4 Cars
Johannesburg.....	62.62 Miles from Great Falls.....	East End	3 Cars
Benton's.....	65.17 Miles from Great Falls.....	East End	6 Cars
A. M. C. Co. Spur.....	65.19 Miles from Great Falls.....	East End	4 Cars
Florence Mine Spur.....	65.98 Miles from Great Falls.....	West End	5 Cars
<b>Seventh Subdivision:</b>			
Lochray Spur.....	3.70 Miles from Gerber.....	East End	100 Cars
Brown Spur.....	4.26 Miles from Gerber.....	West End	45 Cars
A. C. M. Co. Siding.....	4.89 Miles from Gerber.....	Both Ends	97 Cars
Curran's Spur.....	4.92 Miles from Gerber.....	West End	35 Cars
Tiger Butte Spur.....	5.01 Miles from Gerber.....	West End	3 Cars
Stainsby Spur.....	5.58 Miles from Gerber.....	West End	10 Cars
Nicholson Spur.....	7.04 Miles from Gerber.....	West End	6 Cars
Pearce Spur No. 2.....	1.36 Miles from Gerber.....	West End	83 Cars
<b>Eighth Subdivision:</b>			
Nelson Coal Co.....	4.73 Miles from Gerber.....	West End	57 Cars
<b>Tenth Subdivision:</b>			
Hobson Elev. Spur.....	24.73 Miles from Power.....	East End	8 Cars

**WEATHER RATING**  
 1—When temperature is 25 degrees above zero or over.  
 2—Very frosty or wet. 5 to 25 above zero.  
 3—Five degrees above to 10 below zero.  
 4—10 below zero and colder.

**Note—**

For second rating 10% off first rating.

For third rating 10% off second rating.

For fourth rating 10% off third rating.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Car capacity of sidings based on 46 feet per car with 150 feet allowance for engine and caboose on passing tracks.

**AVERAGE WEIGHT OF EMPTY CARS**

(No allowance to be made for wheel friction)

Box.....	20 tons
Refrigerator.....	25 tons
Stock.....	16 tons
Flat.....	12 tons
Coal (Wooden).....	16 tons
Coal (Steel).....	20 tons
Ore 50 ton.....	15 tons
Ore 75 ton.....	20 tons
Oil Tanks (System).....	24 tons
Oil Tanks (Other).....	24 tons
Sand.....	15 tons
Hart.....	23 tons
Caboose.....	17 tons

**AVERAGE TOTAL WEIGHT OF DEAD ENGINES AND TANKS**

Class E-1 to E-7.....	123 tons
Class E-8 to E-15.....	172 tons
Class F.....	153 tons
Class G.....	139 tons
Class H.....	192 tons
Class J.....	178 tons
Class K.....	184 tons
Class L.....	239 tons
Class M.....	261 tons
Class N.....	312 tons
Class O.....	232 tons
Class P-1.....	246 tons
Class P-2.....	300 tons
Class Q-1.....	354 tons
Engine Tanks (Empty).....	30 tons



Maximum Clearance Table to be observed in the loading of material on open cars.

For Points Between	LIMIT OF LOAD—MEASUREMENT																	Max- imum Hgt.	Max- imum Wdth
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																		
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"		
	H E I G H T																		
*Lines East of Cut Bank except Pacific Junction to Butte.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"
Cut Bank to Spokane.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"
Spokane to Seattle.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'1"	14'10"	14'8"	14'5"	14'4"	14'2"	14'0"	12'0"	17'0"	11'6"
Seattle to Vancouver, B. C.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"
Seattle to Portland.....	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"
Pacific Jct. to Great Falls.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"
Great Falls to Helena.....	16'3"	16'3"	16'3"	16'3"	16'3"	15'11"	15'7"	15'5"	15'4"	15'2"	15'0"	14'8"	14'4"	14'1"	14'0"	12'6"	11'0"	16'3"	11'6"
Helena to Butte.....	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"
Spokane to Vancouver, B. C., via Marcus and Brookmere..	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"
Spokane to Portland via S. P. & S. Ry.....	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	.....	21'0"	11'0"

\*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 17'3" respectively. Passenger Tracks University Switch to Union Depot Jct. via Stone Arch Bridge, limit width of loading to 10'9".

**COMPANY SURGEONS.**

- Dr. Roscoe C. Webb, Chief Surgeon, 420 La Salle Building, Minneapolis, Minn.
- Dr. H. M. N. Wynne, Surgeon, 420 La Salle Building, Minneapolis, Minn.
- Dr. F. J. Savage, Surgeon, 355 Lowry Building, St. Paul, Minn.
- Dr. Egil Boeckman, Ophthalmic Surgeon, 441 Lowry Building, St. Paul, Minn.
- Dr. Edward Boeckman, Ophthalmic Surgeon, 448 Lowry Building, St. Paul, Minn.
- Dr. J. G. Cunningham, Asst. Chief Surgeon, Fernwell Building, Spokane, Wash.

Havre.....	Dr. J. S. Almas Dr. D. S. McKenzie.
Shelby.....	Dr. M. D. Riddle
Cut Bank.....	Dr. P. C. Neraal
Conrad.....	Dr. H. W. Power Dr. W. F. Paterson
Choteau.....	Dr. H. W. Bateman
Great Falls.....	Dr. A. F. Longeway Dr. A. M. McCauley Dr. C. J. Bresse Dr. Earl Strain, Oculist
Fort Benton.....	Dr. C. F. Bassow
Helena.....	Drs. B. C. Brooke and O. M. Landstrum
Butte.....	Dr. P. E. Kane
Billings.....	Dr. Chas. F. Watkins
Lewistown.....	Dr. A. W. Deal
Judith Gap.....	Dr. E. M. Gans
Stanford.....	Dr. A. B. Dinsmore
Laurel.....	Dr. E. C. Hall
Sunburst.....	Dr. W. L. Kell

**Speed Table**

- 50 miles per hour is equivalent to 1 mile in 1 minute and 12 seconds.
- 45 miles per hour is equivalent to 1 mile in 1 minute and 20 seconds.
- 40 miles per hour is equivalent to 1 mile in 1 minute and 30 seconds.
- 35 miles per hour is equivalent to 1 mile in 1 minute and 43 seconds.
- 30 miles per hour is equivalent to 1 mile in 2 minutes and 0 seconds.
- 25 miles per hour is equivalent to 1 mile in 2 minutes and 24 seconds.
- 20 miles per hour is equivalent to 1 mile in 3 minutes and 0 seconds.
- 15 miles per hour is equivalent to 1 mile in 4 minutes and 0 seconds.

**Maximum Speed—Passenger and Freight Trains**

Between	Passenger Miles per hour	Freight Miles per hour
Great Falls and Clancy.....	45	25
Great Falls and Clancy, descending grades.....	35	15
Clancy and Butte.....	40	20
Clancy and Butte, descending grades.....	35	15
Billings and Judith Gap.....	45	30
Judith Gap and Great Falls.....	45	30
Neihart and Armington.....	20	20
Lewistown and Moccasin.....	30	20
All engines backing up, with or without cars.....	..	15
All passenger trains backing in or out of Helena depot.....	10	..
Between Pacific Junction and Great Falls.....	40	25
Between Shelby and West Side Junction.....	40	25
Between Virden and Sweet Grass.....	30	20
Between Power and Pendroy.....	25	20
Between Vaughn and Gilman.....	20	20
"J" Class Engines.....	40	..
O-1 Class Engines between Armington and Spion Kop.....	20	20
Sink hole one half mile west of Liscum.....	10	10
Sink hole at M. P. 72 west of Liscum.....	10	10
Fill No. 3 one-half mile east of Rainbow.....	10	10
Between Black Eagle cut and Black Eagle dam.....	10	10
Sink hole between M. P. 7 and east switch Manchester.....	15	15
Curve one mile west of Gerber.....	15	15
Center Box Elder fill west of Swift.....	15	15
Depot at Swift to west end first fill west of Swift.....	15	10
Mile Post 211 to Mile Post 212 east of Gerber.....	15	10
Bridge 166 east of West Colusa sink and over West Colusa sink in Butte Yard.....	6	6
Curves between M. P. 40 and Collins.....	30	20
"    of 4 degrees.....	40	20
"    "    5    ".....	35	20
"    "    6 and 7 degrees.....	30	15
"    "    8 degrees and over.....	25	15
Trains handling dead engines with side rods down or steam shovels.....	..	20
All trains will run carefully through tunnels and at all points where slides or falling rock are likely to be encountered.		

**TIME INSPECTORS.**

Havre.....	S. L. Kerr
Cut Bank.....	M. S. Bush
Conrad.....	A. W. Johnson
Great Falls.....	C. E. Steller
Helena.....	J. D. Meagher
Judith Gap.....	Oliver Rladel
Lewistown.....	Sutter Bros.
Butte.....	Leys
Billings.....	A. Callif
Laurel.....	C. L. Calloway

J. H. MAYER, Dispatcher	E. J. BASSETT, Dispatcher	A. C. HUHN, Chief Dispatcher
W. T. PATTERSON, Dispatcher	H. E. BAILEY, Dispatcher	I. E. MANION, Trainmaster
N. SHAW, Dispatcher	F. R. COCHRAN, Dispatcher	N. F. SEIL, Trainmaster
C. E. FOSTER, Dispatcher	T. J. MURPHY, Asst. Chief Dispatcher	J. S. WATSON, Agt. & Asst. Supt.

F. E. Stambaugh  
 Excise Officer  
 Battle Div, G.M. Ry.  
 Great Falls  
 Mont.

1882

J. J. Kent  
 M. S. Smith  
 A. W. Johnson  
 C. E. Brown  
 J. B. Brown  
 J. B. Brown  
 J. B. Brown  
 J. B. Brown  
 J. B. Brown  
 J. B. Brown

A. C. MURPHY, Chief Inspector  
 J. E. HANCOCK, Inspector  
 W. E. SMITH, Inspector  
 J. E. PATTERSON, Inspector

THESE INSPECT

J. E. HANCOCK, Inspector  
 W. E. SMITH, Inspector  
 J. E. PATTERSON, Inspector  
 J. E. MURPHY, Chief Inspector

Year	Month	Day	Time
1882	Jan	1	10:00
1882	Jan	2	11:00
1882	Jan	3	12:00
1882	Jan	4	13:00
1882	Jan	5	14:00
1882	Jan	6	15:00
1882	Jan	7	16:00
1882	Jan	8	17:00
1882	Jan	9	18:00
1882	Jan	10	19:00
1882	Jan	11	20:00
1882	Jan	12	21:00
1882	Jan	13	22:00
1882	Jan	14	23:00
1882	Jan	15	24:00
1882	Jan	16	25:00
1882	Jan	17	26:00
1882	Jan	18	27:00
1882	Jan	19	28:00
1882	Jan	20	29:00
1882	Jan	21	30:00
1882	Jan	22	31:00

Year	Month	Day	Time
1882	Jan	1	10:00
1882	Jan	2	11:00
1882	Jan	3	12:00
1882	Jan	4	13:00
1882	Jan	5	14:00
1882	Jan	6	15:00
1882	Jan	7	16:00
1882	Jan	8	17:00
1882	Jan	9	18:00
1882	Jan	10	19:00
1882	Jan	11	20:00
1882	Jan	12	21:00
1882	Jan	13	22:00
1882	Jan	14	23:00
1882	Jan	15	24:00
1882	Jan	16	25:00
1882	Jan	17	26:00
1882	Jan	18	27:00
1882	Jan	19	28:00
1882	Jan	20	29:00
1882	Jan	21	30:00
1882	Jan	22	31:00

J. E. HANCOCK, Inspector  
 W. E. SMITH, Inspector  
 J. E. PATTERSON, Inspector  
 J. E. MURPHY, Chief Inspector

Year	Month	Day	Time
1882	Jan	1	10:00
1882	Jan	2	11:00
1882	Jan	3	12:00
1882	Jan	4	13:00
1882	Jan	5	14:00
1882	Jan	6	15:00
1882	Jan	7	16:00
1882	Jan	8	17:00
1882	Jan	9	18:00
1882	Jan	10	19:00
1882	Jan	11	20:00
1882	Jan	12	21:00
1882	Jan	13	22:00
1882	Jan	14	23:00
1882	Jan	15	24:00
1882	Jan	16	25:00
1882	Jan	17	26:00
1882	Jan	18	27:00
1882	Jan	19	28:00
1882	Jan	20	29:00
1882	Jan	21	30:00
1882	Jan	22	31:00

J. E. HANCOCK, Inspector  
 W. E. SMITH, Inspector  
 J. E. PATTERSON, Inspector  
 J. E. MURPHY, Chief Inspector