

**COMPANY SURGEONS.**

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

**LOCAL SURGEONS.**

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

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

331



**BUTTE  
DIVISION  
TIME  
TABLE  
46**

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

**Sunday, February 6, 1938.**

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

**2 WESTWARD**

**FIRST SUBDIVISION**

| Station Numbers | Car Capacity |              | THIRD CLASS  |                     |  |  | FIRST CLASS  |                |              |                            | Distance from Williston | Time Table No. 46                               |       | Telegraph Call |
|-----------------|--------------|--------------|--------------|---------------------|--|--|--------------|----------------|--------------|----------------------------|-------------------------|---|-------|----------------|
|                 | Siding       | Other Tracks | 461          | 663                 |  |  | 27           | 223            | 1            | Effective February 6, 1938 |                         |   |       |                |
|                 |              |              | Daily        | Mon., Wed. and Fri. |  |  | Daily        | Daily Ex. Sun. | Daily        | STATIONS                   |                         |   |       |                |
| 647             | Yard         | 1754         | L 4.00Pm     | L 4.30Am            |  |  | L 9.05Pm     | L 6.40Am       | L 12.55Am    |                            |                         | .....   | ..... | WN             |
| 650             | W129         | 16           | 4.30         | 5.00                |  |  | 9.20         | s 7.05         | 1.11         | 11.99                      |                         | .....   | ..... |                |
| 668             |              | 35           | 4.50         | 5.20                |  |  | 9.30         | s 7.20         | 1.22         | 20.56                      |                         | .....   | ..... |                |
| 676             | 132          | 91           | 5.15         | 5.58                |  |  | 9.36         | s 7.35         | 1.29         | 25.92                      |                         | .....   | ..... | SN             |
| 681             | 128          | 8            | 5.30         | 6.15                |  |  | 9.43         | f 7.45         | 1.36         | 31.68                      |                         | .....   | ..... |                |
| 685             | E175         | 164          | 5.50         | 7.00                |  |  | 9.50         | s 8.10         | 1.44         | 38.10                      |                         | .....   | ..... | B              |
| 692             | 108          | 12           | 6.05         | 7.20                |  |  | 9.58         | f 8.20         | 1.53         | 44.91                      |                         | .....   | ..... |                |
| 699             | 106          | 58           | 6.25         | 7.50                |  |  | 10.07        | s 8.42         | 2.03         | 52.37                      |                         | .....   | ..... | CU             |
| 705             | 109          | 4            | 6.40         | 8.33                |  |  | 10.13        | f 8.50         | 2.09         | 57.87                      |                         | .....   | ..... |                |
| 708             |              |              |              |                     |  |  |              | f 8.57         |              | 62.00                      |                         | .....   | ..... |                |
| 714             | E72          | 5            | 7.15         | 8.50                |  |  | 10.23        | f 9.04         | 2.20         | 66.81                      |                         | .....   | ..... |                |
| 722             | E130<br>W118 | 75           | 7.45         | 9.12                |  |  | 10.29        | s 9.12         | 2.26         | 71.58                      |                         | .....   | ..... | BR             |
| 729             | 70           | 10           | 8.05         | 9.40                |  |  | 10.38        | f 9.22         | 2.35         | 79.14                      |                         | .....   | ..... |                |
| 733             | E72<br>W72   | 55           | 8.20         | 10.15               |  |  | 10.45        | s 9.35         | f 2.42       | 85.57                      |                         | .....   | ..... | PO             |
| 741             | 129          | 17           | 8.35         | 10.30               |  |  | 10.53        | f 9.45         | 2.50         | 92.51                      |                         | .....   | ..... |                |
| 748             | 129<br>E136  | 24           | 8.55         | 10.49               |  |  | 11.02        | f 9.55         | 3.00         | 100.34                     |                         | .....   | ..... |                |
| 758             | W138         | 298          | 9.25         | 11.40               |  |  | 11.10        | s 10.15        | f 3.08       | 106.76                     |                         | .....   | ..... | WO             |
| 759             | 70           | 3            | 9.40         | 11.55               |  |  | 11.18        | f 10.29        | 3.16         | 112.74                     |                         | .....   | ..... |                |
| 765             | 103<br>E90   | 36           | 9.50         | 12.15Pm             |  |  | 11.24        | s 10.42        | 3.23         | 118.04                     |                         | .....   | ..... | GO             |
| 772             | W69          | 21           | 10.10        | 12.40               |  |  | 11.33        | s 10.58        | 3.35         | 125.88                     |                         | .....   | ..... | FR             |
| 777             | 130          | 11           | 10.20        | 1.00                |  |  | 11.39        | f 11.07        | 3.43         | 130.86                     |                         | .....   | ..... |                |
| 783             | 89           | 71           | 10.40        | 1.30                |  |  | 11.46        | s 11.20        | 3.51         | 136.48                     |                         | .....   | ..... | F              |
| 789             | 128          | 50           | 10.55        | 2.15                |  |  | 11.52        | s 11.32        | 3.59         | 141.91                     |                         | .....   | ..... | NA             |
| 797             | 129<br>E249  | 13           | 11.15        | 2.40                |  |  | 12.01Am      | f 11.43        | 4.10         | 149.70                     |                         | .....   | ..... |                |
| 803             | W140         | 357          | A 11.30Pm    | A 3.00Pm            |  |  | A 12.10Am    | A 11.55Am      | A 4.20Am     | 156.41                     |                         | .....   | ..... | GW             |
|                 |              |              | 7.30<br>20.8 | 10.30<br>14.8       |  |  | 3.05<br>50.7 | 5.15<br>29.7   | 3.25<br>45.7 |                            |                         | Time Over Subdivision<br>Average Speed Per Hour |       |                |

AUTOMATIC BLOCK SIGNALS

Double Track

**Special Rules.**

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

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

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

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

**FIRST SUBDIVISION**

**EASTWARD 3**

| Time Table No. 46<br>Effective February 6, 1938 | Distance from Glasgow | FIRST CLASS |          |                |  | SECOND CLASS |          |          |  | THIRD CLASS           |  | SIGNS              |
|---|-----------------------|-------------|----------|----------------|--|--------------|----------|----------|--|-----------------------|--|--------------------|
|   |                       | 2           | 28       | 224            |  | 470          | 446      | 462      |  | 664                   |  |                    |
|   |                       | Daily       | Daily    | Daily Ex. Sun. |  | Daily        | Daily    | Daily    |  | Tues., Thur. and Sat. |  |                    |
| <b>STATIONS</b>                                 |                       |             |          |                |  |              |          |          |  |                       |  |                    |
| WILLISTON.....                                  | 156.41                | A 6.35Am    | A 1.05Pm | A 8.50Pm       |  | A 8.45Am     | A 6.25Pm | A 2.00Am |  | A 5.30Pm              |  | RKDN<br>WCXP       |
| TRENTON.....                                    | 144.42                | 6.17        | 12.47    | s 8.30         |  | 8.15         | 5.55     | 1.30     |  | 5.00                  |  | P                  |
| FT. BUFORD.....                                 | 135.85                | 6.06        | 12.36    | s 8.15         |  | 7.55         | 5.30     | 1.12     |  | 4.40                  |  | P<br>KDNP<br>WYX   |
| SNOWDEN.....                                    | 130.49                | 5.58        | 12.29    | s 8.05         |  | 7.35         | 5.15     | 1.00     |  | 4.25                  |  | P                  |
| LAKE SIDE.....                                  | 124.73                | 5.49        | 12.21    | f 7.43         |  | 7.15         | 5.00     | 12.45    |  | 3.50                  |  | P                  |
| BAINVILLE.....                                  | 118.31                | 5.40        | s 12.12  | s 7.33         |  | 7.00         | 4.45     | 12.30    |  | 3.30                  |  | KDNP<br>WCYX       |
| LANARK.....                                     | 111.50                | 5.29        | 12.02Pm  | f 7.04         |  | 6.45         | 4.30     | 12.15Am  |  | 2.35                  |  | P                  |
| CULBERTSON.....                                 | 104.04                | 5.18        | s 11.52  | s 6.53         |  | 6.30         | 4.15     | 11.59    |  | 2.15                  |  | DNP                |
| BLAIR.....                                      | 98.54                 | 5.10        | 11.43    | f 6.40         |  | 6.20         | 4.00     | 11.45    |  | 1.45                  |  | PW                 |
| FORT KIPP.....                                  | 94.41                 |             |          | f 6.34         |  |              |          |          |  |                       |  |                    |
| CALAIS.....                                     | 89.60                 | 4.59        | 11.32    | f 6.27         |  | 6.05         | 3.45     | 11.27    |  | 1.15                  |  | P<br>DNP<br>WCX    |
| BROCKTON.....                                   | 84.83                 | 4.53        | 11.26    | s 6.20         |  | 5.55         | 3.35     | 11.15    |  | 1.00                  |  | P                  |
| SPROLE.....                                     | 77.27                 | 4.43        | 11.17    | f 6.05         |  | 5.25         | 3.00     | 10.38    |  | 12.15Pm               |  | P                  |
| POPLAR.....                                     | 70.84                 | f 4.33      | 11.09    | s 5.55         |  | 5.10         | 2.45     | 10.15    |  | 11.55                 |  | DNP                |
| CHELSEA.....                                    | 63.90                 | 4.23        | 10.59    | f 5.40         |  | 4.55         | 2.30     | 10.00    |  | 11.10                 |  | P                  |
| MACON.....                                      | 56.07                 | 4.13        | 10.49    | f 5.30         |  | 4.35         | 2.10     | 9.40     |  | 10.49                 |  | P<br>DN<br>PWX     |
| WOLF POINT.....                                 | 49.65                 | f 4.04      | s 10.40  | s 5.20         |  | 4.20         | 1.55     | 9.25     |  | 10.15                 |  | P                  |
| LOHMILLER.....                                  | 43.67                 | 3.54        | 10.29    | f 5.03         |  | 4.07         | 1.40     | 9.10     |  | 9.15                  |  | DP                 |
| OSWEGO.....                                     | 38.37                 | 3.46        | 10.22    | s 4.54         |  | 3.55         | 1.30     | 9.00     |  | 9.00                  |  | DPW                |
| FRAZER.....                                     | 30.58                 | 3.35        | 10.12    | s 4.43         |  | 3.35         | 1.10     | 8.42     |  | 8.40                  |  | P<br>DNPYX<br>W    |
| KINTYRE.....                                    | 25.55                 | 3.28        | 10.05    | f 4.33         |  | 3.10         | 1.00     | 8.25     |  | 8.20                  |  | DNP                |
| WIOTA.....                                      | 19.93                 | 3.21        | 9.58     | s 4.25         |  | 2.57         | 12.42    | 8.12     |  | 8.05                  |  | P<br>RKDNP<br>WCYX |
| NASHUA.....                                     | 14.50                 | 3.14        | 9.50     | s 4.13         |  | 2.47         | 12.32    | 8.02     |  | 7.40                  |  |                    |
| WHATLEY.....                                    | 6.71                  | 3.04        | 9.40     | f 4.00         |  | 2.30         | 12.15Pm  | 7.45     |  | 7.20                  |  |                    |
| GLASGOW.....                                    |                       | L 2.55Am    | L 9.30Am | L 3.50Pm       |  | L 2.15Am     | L 1.55Am | L 7.30Pm |  | L 7.00Am              |  |                    |
| Time Over Subdivision                           |                       | 3.40        | 3.35     | 5.00           |  | 6.30         | 6.30     | 6.30     |  | 10.30                 |  |                    |
| Average Speed Per Hour                          |                       | 42.6        | 43.6     | 31.2           |  | 24.0         | 24.0     | 24.0     |  | 14.8                  |  |                    |

**Special Rules—Continued.**

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

**Conditional Stops.**

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

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

**Maximum Speed**

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

**4 WESTWARD**

**SECOND SUBDIVISION**

| Station Numbers | Car Capacity   |              | THIRD CLASS          |              |                  |              | FIRST CLASS  |              |          |  | Distance from Glasgow | Time Table No. 46                               |    | Telegraph Call |                            |
|-----------------|----------------|--------------|----------------------|--------------|------------------|--------------|--------------|--------------|----------|--|-----------------------|---|----|----------------|----------------------------|
|                 | Sidings        | Other Tracks | 665                  |              | 461              |              | 223          |              | 1        |  |                       | 27  |    |                | Effective February 6, 1938 |
|                 |                |              | Tue., Thur. and Sat. | Daily        | Daily Ex. Sunday | Daily        | Daily        | Daily        | STATIONS |  |                       |   |    |                |                            |
| 803             | E 249<br>W 140 | 357          | L 4.30Am             | L 12.20Am    | L 12.20Pm        | L 4.25Am     | L 12.15Am    |              |          |  |                       | GLASGOW   | GW |                |                            |
| 808             | 70             | 9            | 4.40                 | 12.30        | f 12.28          | 4.32         | 12.22        | 4.73         |          |  |                       | PAISLEY   |    |                |                            |
| 815             | 125            | 15           | 4.55                 | 12.50        | s 12.40          | 4.41         | 12.31        | 11.76        |          |  |                       | TAMPICO   | MA |                |                            |
| 820             | 71             | 26           | 5.10                 | 1.20         | s 12.48          | 4.48         | 12.37        | 17.04        |          |  |                       | VANDALIA  |    |                |                            |
| 828             | E 137<br>W 115 | 30           | 5.35                 | 1.40         | s 1.05           | 4.59         | 12.48        | 25.83        |          |  |                       | HINSDALE  | HD |                |                            |
| 837             | 71             | 15           | 5.55                 | 2.05         | s 1.20           | 5.09         | 12.58        | 34.04        |          |  |                       | BEAVERTON                                       |    |                |                            |
| 842             | W 93           | 113          | 6.40                 | 2.20         | s 1.38           | f 5.15       | 1.04         | 38.58        |          |  |                       | SACO  | SF |                |                            |
| 852             | 71             | 3            | 6.55                 | 2.35         | f 1.48           | 5.25         | 1.12         | 45.46        |          |  |                       | ASHFIELD  |    |                |                            |
| 860             | E 166<br>W 89  | 115          | 7.10                 | 2.50         | s 2.01           | 5.35         | 1.21         | 52.99        |          |  |                       | BOWDOIN   | BO |                |                            |
| 863             | 70             | 10           | 7.25                 | 3.05         | f 2.11           | 5.43         | 1.29         | 59.74        |          |  |                       | STRATER   |    |                |                            |
| 869             | 88             | 120          | 7.57                 | 3.15         | s 2.32           | f 5.51       | 1.36         | 65.60        |          |  |                       | MALTA   | MF |                |                            |
| 874             | 70             | 14           | 8.15                 | 3.25         | f 2.40           | 5.57         | 1.42         | 70.39        |          |  |                       | EXETER  |    |                |                            |
| 880             | E 142<br>W 130 | 55           | 8.40                 | 4.11         | s 2.48           | 6.03         | 1.48         | 75.18        |          |  |                       | WAGNER  | WA |                |                            |
| 886             | 90             | 54           | 9.15                 | 4.25         | s 3.02           | 6.14         | 1.57         | 83.04        |          |  |                       | DODSON  | DN |                |                            |
| 892             | 129            | 4            | 9.30                 | 4.35         | f 3.10           | 6.22         | 2.04         | 88.73        |          |  |                       | HARO  |    |                |                            |
| 896             | E 69<br>W 69   | 28           | 9.45                 | 4.45         | f 3.16           | 6.28         | 2.09         | 93.15        |          |  |                       | COBURG  |    |                |                            |
| 901             | 75             | 26           | 10.05                | 4.55         | s 3.24           | 6.35         | 2.15         | 98.36        |          |  |                       | SAVOY   | S  |                |                            |
| 907             | E 125<br>W 69  | 3            | 10.20                | 5.10         | f 3.33           | 6.43         | 2.22         | 104.61       |          |  |                       | MATADOR   |    |                |                            |
| 913             | 75             | 62           | 11.40                | 5.20         | s 3.47           | 6.51         | 2.28         | 110.19       |          |  |                       | HARLEM  | HM |                |                            |
| 919             | 75             | 16           | 12.19Pm              | 5.35         | f 3.56           | 6.59         | 2.35         | 116.51       |          |  |                       | FORT BELKNAP                                    |    |                |                            |
| 925             | 87             | 33           | 12.35                | 5.45         | s 4.05           | 7.07         | 2.41         | 122.04       |          |  |                       | ZURICH  | Z  |                |                            |
| 929             | 69             | 20           | 12.45                | 6.05         | f 4.10           | 7.12         | 2.45         | 125.71       |          |  |                       | NORTH FORK                                      |    |                |                            |
| 935             | E 120<br>W 73  | 237          | 1.30                 | 6.17         | s 4.25           | f 7.20       | 2.51         | 131.29       |          |  |                       | CHINOOK   | CK |                |                            |
| 939             | 68             |              | 1.42                 | 6.32         | f 4.31           | 7.26         | 2.56         | 135.73       |          |  |                       | ADAMS   |    |                |                            |
| 943             |                | 19           | 1.55                 | 6.40         | s 4.36           | 7.31         | 3.00         | 139.31       |          |  |                       | LOHMAN  |    |                |                            |
| 949             |                |              | 2.10                 | 7.00         | f 4.47           | 7.40         | 3.09         | 146.02       |          |  |                       | TOLEDO  |    |                |                            |
| 956             | Yard           | 2011         | A 2.30Pm             | A 7.20Am     | A 5.00Pm         | A 7.50Am     | A 3.20Am     | 152.97       |          |  |                       | HAVRE   | HV |                |                            |
|                 |                |              | 10.00<br>15.2        | 7.00<br>21.8 |                  | 4.40<br>32.7 | 3.25<br>44.7 | 3.05<br>49.6 |          |  |                       | Time Over Subdivision<br>Average Speed Per Hour |    |                |                            |

AUTOMATIC BLOCK SIGNALS

Double Track

**Special Rules.**

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

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

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

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

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

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 46

Effective February 6, 1938

| STATIONS               | Distance from Havre | FIRST CLASS |                  |           |  | SECOND CLASS |          |          |  | THIRD CLASS         |               | SIGNS |
|------------------------|---------------------|-------------|------------------|-----------|--|--------------|----------|----------|--|---------------------|---------------|-------|
|                        |                     | 28          | 224              | 2         |  | 446          | 462      | 470      |  | 666                 |               |       |
|                        |                     | Daily       | Daily Ex. Sunday | Daily     |  | Daily        | Daily    | Daily    |  | Mon., Wed. and Fri. |               |       |
| GLASGOW                | 152.97              | A 9.25Am    | A 3.40Pm         | A 2.50Am  |  | A 11.30Am    | A 7.00Pm | A 2.00Am |  | A 4.30Pm            | RKDNP<br>YWCX |       |
| PAISLEY                | 148.24              | 9.18        | f 3.30           | 2.42      |  | 11.15        | 6.40     | 1.50     |  | 4.20                | P             |       |
| TAMPICO                | 141.21              | 9.09        | s 3.16           | 2.33      |  | 10.55        | 6.25     | 1.36     |  | 4.00                | DNP           |       |
| VANDALIA               | 135.93              | 9.03        | s 3.06           | 2.26      |  | 10.45        | 6.15     | 1.20     |  | 3.50                | P             |       |
| HINSDALE               | 127.14              | 8.52        | s 2.51           | 2.15      |  | 10.25        | 5.55     | 12.48    |  | 3.30                | DNPW          |       |
| BEAVERTON              | 118.93              | 8.41        | s 2.37           | 2.05      |  | 10.05        | 5.35     | 12.28    |  | 3.05                | P             |       |
| SACO                   | 114.39              | s 8.35      | s 2.30           | f 1.58    |  | 9.55         | 5.25     | 12.18    |  | 2.55                | KDNP<br>CYX   |       |
| ASHFIELD               | 107.51              | 8.24        | f 2.15           | 1.49      |  | 9.40         | 5.10     | 12.02Am  |  | 2.20                | P             |       |
| BOWDOIN                | 99.98               | 8.14        | s 2.01           | 1.39      |  | 9.25         | 4.55     | 11.45    |  | 2.01                | DPWY          |       |
| STRATER                | 93.23               | 8.05        | f 1.52           | 1.29      |  | 9.12         | 4.40     | 11.31    |  | 1.30                | P             |       |
| MALTA                  | 87.37               | s 7.57      | s 1.45           | f 1.20    |  | 9.00         | 4.25     | 11.18    |  | 1.15Pm              | DNPW          |       |
| EXETER                 | 82.58               | 7.46        | f 1.25           | 1.11      |  | 8.50         | 4.12     | 10.56    |  | 11.45               | P             |       |
| WAGNER                 | 77.79               | 7.40        | s 1.19           | 1.05      |  | 8.40         | 4.00     | 10.45    |  | 11.30               | DPWCX         |       |
| DODSON                 | 69.93               | 7.31        | s 1.09           | 12.55     |  | 8.05         | 3.22     | 10.15    |  | 10.50               | DNP           |       |
| HARO                   | 64.24               | 7.24        | f 1.01           | 12.48     |  | 7.50         | 3.10     | 10.05    |  | 10.25               | P             |       |
| COBURG                 | 59.82               | 7.18        | f 12.55          | 12.42     |  | 7.40         | 3.02     | 9.57     |  | 10.15               | P             |       |
| SAVOY                  | 54.61               | 7.11        | s 12.48          | 12.35     |  | 7.25         | 2.52     | 9.48     |  | 9.55                | DPW           |       |
| MATADOR                | 48.36               | 7.03        | f 12.40          | 12.28     |  | 7.10         | 2.40     | 9.37     |  | 9.35                | P             |       |
| HARLEM                 | 42.78               | f 6.51      | s 12.33          | 12.22     |  | 6.51         | 2.30     | 9.28     |  | 9.20                | DNP           |       |
| FORT BELKNAP           | 36.46               | 6.37        | f 12.19          | 12.15     |  | 6.25         | 2.18     | 9.16     |  | 8.55                | P             |       |
| ZURICH                 | 30.93               | 6.30        | s 12.11          | 12.09     |  | 6.15         | 2.08     | 9.06     |  | 8.45                | DPW           |       |
| NORTH FORK             | 27.26               | 6.25        | f 12.06Pm        | 12.04Am   |  | 6.05         | 2.00     | 9.00     |  | 8.30                | P             |       |
| CHINOOK                | 21.68               | s 6.17      | s 11.59          | f 11.57   |  | 5.55         | 1.50     | 8.50     |  | 8.15                | DNPY          |       |
| ADAMS                  | 17.24               | 6.08        | f 11.45          | 11.52     |  | 5.47         | 1.42     | 8.42     |  | 7.26                | P             |       |
| LOHMAN                 | 13.66               | 6.04        | s 11.40          | 11.48     |  | 5.40         | 1.35     | 8.35     |  | 7.05                | IP            |       |
| TOLEDO                 | 6.95                | 5.55        | f 11.30          | 11.39     |  | 5.20         | 1.20     | 8.20     |  | 6.50                | RKDN<br>WCOX  |       |
| HAVRE                  |                     | L 5.45Am    | L 11.20Am        | L 11.30Pm |  | L 5.00Am     | L 1.00Pm | L 8.00Pm |  | L 6.30Am            |               |       |
| Time Over Subdivision  |                     | 3.40        | 4.20             | 3.20      |  | 6.30         | 6.00     | 6.00     |  | 10.0                |               |       |
| Average Speed Per Hour |                     | 41.7        | 35.3             | 45.9      |  | 23.5         | 25.5     | 25.5     |  | 15.2                |               |       |

Special Rules—Continued.

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

Conditional Stops.

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

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

Maximum Speed

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

6 WESTWARD

THIRD SUBDIVISION

| Station Numbers | Car Capacity |              | THIRD CLASS     |  |  |  | FIRST CLASS |          |          |          | Distance from Havre | Time Table No. 46          |  | Telegraph Calls        |
|-----------------|--------------|--------------|-----------------|--|--|--|-------------|----------|----------|----------|---------------------|----------------------------|--|------------------------|
|                 | Sidings      | Other Tracks | 657             |  |  |  | 235         | 1        | 221      | 27       |                     | Effective February 6, 1938 |  |                        |
|                 |              |              | Mon., Wed. Fri. |  |  |  | Daily       | Daily    | Daily    | Daily    |                     | STATIONS                   |  |                        |
| 956             | Yard         | 2011         | L 8.10Am        |  |  |  | L 8.05Am    | L 8.00Am | L 3.45Am | L 3.30Am |                     | 4.03                       | Double Track {<br>..... HAVRE.....<br>..... PACIFIC JUNCTION.....<br>..... ASSINIBOINE.....<br>..... LAREDO.....<br>..... BOX ELDER..... | HV                     |
| 961             |              |              | A 8.25Am        |  |  |  | 8.12        | A 8.07Am | 3.52     | A 3.38Am |                     |                            |  |                        |
| Z4              | 48           |              |                 |  |  |  | 8.18        |          | f 3.58   |          |                     | 7.53                       |  |                        |
| Z11             | 51           | 10           |                 |  |  |  | f 8.29      |          | f 4.09   |          |                     | 14.91                      |  | DO                     |
| Z20             | 50           | 23           |                 |  |  |  | s 8.45      |          | f 4.22   |          |                     | 24.78                      |  | BX                     |
| Z31             | 49           | 110          |                 |  |  |  | s 9.03      |          | s 4.37   |          |                     | 35.55                      |  | BS                     |
| Z37             | 50           | 14           |                 |  |  |  | 9.12        |          | f 4.45   |          |                     | 40.84                      |  |                        |
| Z45             | 50           | 25           |                 |  |  |  | f 9.26      |          | f 4.59   |          |                     | 49.44                      |  |                        |
| Z51             | Spur         | 12           |                 |  |  |  | 9.36        |          | f 5.08   |          |                     | 55.27                      |  |                        |
| Z56             | 50           | 13           |                 |  |  |  | 9.45        |          | f 5.16   |          |                     | 60.29                      |  |                        |
| Z62             | 49           | 17           |                 |  |  |  | f 9.56      |          | f 5.25   |          |                     | 66.25                      |  |                        |
| Z67             | 50           | 3            |                 |  |  |  | 10.04       |          | f 5.32   |          |                     | 70.82                      |  |                        |
| Z70             | Spur         | 9            |                 |  |  |  | 10.11       |          | f 5.37   |          |                     | 74.17                      |  |                        |
| Z75             | 47           | 66           |                 |  |  |  | s 10.23     |          | s 5.45   |          |                     | 78.73                      |  |                        |
| Z80             |              | 38           |                 |  |  |  | 10.32       |          | f 5.53   |          |                     | 83.77                      |  |                        |
| Z85             | 40           | 8            |                 |  |  |  | 10.40       |          | f 6.01   |          |                     | 88.53                      |  |                        |
| Z91             | 51           | 27           |                 |  |  |  | f 10.50     |          | f 6.10   |          |                     | 94.43                      |  | CA                     |
| Z96             | 32           | 21           |                 |  |  |  | f 10.59     |          | f 6.18   |          |                     | 99.43                      |  |                        |
| Z103            | 50           | 16           |                 |  |  |  | f 11.13     |          | f 6.31   |          |                     | 107.00                     |  | RE                     |
| Z108            | 102          | 18           |                 |  |  |  | 11.23       |          | f 6.40   |          |                     | 112.59                     |  |                        |
| Z113            | 42           | 30           |                 |  |  |  | 11.33       |          | 6.48     |          |                     | 117.37                     |  |                        |
| Z119            | Yard         | Yard         |                 |  |  |  | A 11.45Am   |          | A 7.00Am |          |                     | 123.24                     |  | PD                     |
|                 |              |              |                 |  |  |  | .15         |          | 3.15     |          |                     | .08                        | Time Over Subdivision  |                        |
|                 |              |              |                 |  |  |  | 16.1        |          | 33.6     |          |                     | 34.5                       |  | Average Speed Per Hour |
|                 |              |              |                 |  |  |  |             |          | 87.9     |          |                     | 30.1                       |  |                        |

Special Rules.

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

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

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

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

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

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

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

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 46

Effective February 6, 1938

| STATIONS  | Distance from Great Falls   | FIRST CLASS          |   |  |                      | SECOND CLASS          |                      |                        |                      | THIRD CLASS          |  | SIGNS                                |
|---|---|----------------------|---|--|----------------------|-----------------------|----------------------|------------------------|----------------------|----------------------|--|--------------------------------------|
|   |   | 28                   | 222   | 236  | 2                    | 446                   | 460                  | 472                    | 428                  | 658                  |  |                                      |
|   |   | Daily                | Daily   | Daily  | Daily                | Daily                 | Daily                | Daily                  | Daily                | Tue., Thur. Sat.     |  |                                      |
| Double Track {<br>HAVRE.....<br>PACIFIC JUNCTION.....<br>ASSINNIBOINE.....<br>LAREDO.....<br>BOX ELDER..... | Auto Block Signals<br>123.24<br>119.21<br>115.71<br>108.33<br>98.51 | A 5.35Am<br>L 5.27Am | A 11.15Am<br>f 11.02                              | A 10.55Pm<br>f 10.52                           | A 11.15Pm<br>f 10.12 | A 1.00Am<br>L 12.45Am | A 7.10Am<br>L 6.55Am | A 12.25Pm<br>L 12.10Pm | A 5.30Pm<br>L 5.15Pm | A 4.15Pm<br>L 3.55Pm |  | DNCKO<br>PRWX<br>IPY<br>P<br>P<br>DP |
| BIG SANDY.....<br>VERONA.....<br>VIRGELLE.....<br>STRANAHAN.....<br>LIPPARD.....                            | 87.69<br>82.40<br>73.80<br>67.97<br>62.95                           |                      | s 10.25<br>f 10.16<br>f 10.02<br>f 9.53<br>f 9.45 | s 9.55<br>f 9.43<br>f 9.27<br>f 9.16<br>f 9.07 |                      |                       |                      |                        |                      |                      |  | DNPW<br>P<br>PW<br>P<br>P            |
| CHAPPELL.....<br>TETON.....<br>LISCUM.....<br>FORT BENTON.....<br>KERSHAW.....                              | 56.99<br>52.42<br>49.07<br>44.51<br>39.47                           |                      | f 9.33<br>f 9.24<br>f 9.17<br>s 9.08<br>f 8.57    | f 8.56<br>f 8.47<br>f 8.40<br>s 8.31<br>f 8.20 |                      |                       |                      |                        |                      |                      |  | DP<br>PCWX<br>P<br>DNP<br>P          |
| TUNIS.....<br>CARTER.....<br>FLOWEREE.....<br>PORTAGE.....<br>GOODALE.....                                  | 34.71<br>28.81<br>23.81<br>16.24<br>10.65                           |                      | f 8.48<br>f 8.38<br>f 8.28<br>f 8.15<br>f 8.05    | 8.12<br>f 8.02<br>f 7.53<br>f 7.40<br>7.30     |                      |                       |                      |                        |                      |                      |  | PW<br>DP<br>P<br>DP<br>P             |
| RAINBOW.....<br>GREAT FALLS.....  | 5.87  |                      | 7.56<br>L 7.45Am                                  | 7.21<br>L 7.10Pm                               |                      |                       |                      |                        |                      |                      |  | P<br>DNKO<br>PRX                     |
| Time Over Subdivision<br>Average Speed Per Hour   |   | .08<br>30.1          | 3.30<br>35.2                                      | 3.45<br>32.8                                   | .07<br>34.5          | .15<br>16.1           | .15<br>16.1          | .15<br>16.1            | .15<br>16.1          | .20<br>12.0          |  |                                      |

Special Rules—Continued.

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

Maximum Speed

|                                   | Passenger<br>Steam | Passenger<br>Gas Electric | Freight           |
|-----------------------------------|--------------------|---------------------------|-------------------|
| Havre and Pacific Junction.....   | 60 miles per hour  | 60 miles per hour         | 35 miles per hour |
| Engines backing up .....          | 20 miles per hour  |                           | 20 miles per hour |
| Pacific Jct. and Great Falls..... | 45 miles per hour  | 50 miles per hour         | 25 miles per hour |
| Engines backing up .....          | 15 miles per hour  |                           | 15 miles per hour |

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity |              | SECOND CLASS        |                     | FIRST CLASS  |             | Distance from Great Falls | Time Table No. 46<br>Effective February 6, 1938 | STATIONS           | Telegraph Call | Distance from Butte | SIGNS                 | FIRST CLASS  |             | SECOND CLASS |             |
|-----------------|--------------|--------------|---------------------|---------------------|--------------|-------------|---------------------------|---|--------------------|----------------|---------------------|-----------------------|--------------|-------------|--------------|-------------|
|                 | Sidings      | Other Tracks | 373                 | 365                 | 235          | 43          |                           |   |                    |                |                     |                       | 236          | 42          | 366          | 374         |
|                 |              |              | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday | Daily        | Daily       |                           |   |                    |                |                     |                       | Daily        | Daily       | Daily        | Daily       |
| Z 119           | Yard         | Yard         | L 1.10Pm            | L 7.05Am            | L 11.59Am    | L 7.15Am    |                           |   | GREAT FALLS        | PD             | 169.74              | DNKOP<br>RX<br>DNCKOP | A 6.55Pm     | A 11.35Pm   | A 12.25Pm    | A 8.35Pm    |
|                 |              |              | A 1.13Pm            | A 7.07Am            | 12.02Pm      | A 7.18Am    | 0.68                      |   | WEST SIDE JUNCTION | GF             | 169.06              | RWXY                  | 6.51         | L 11.32Pm   | L 12.22Pm    | L 8.32Pm    |
| Z 120           | 40           |              |                     |                     | 12.10        |             | 4.97                      |   | FLOOD              |                | 164.77              | P                     | 6.43         |             |              |             |
| Z 130           | 42           | 32           |                     |                     | 12.24        |             | 14.11                     |   | ULM                | M              | 155.63              | DP                    | 6.29         |             |              |             |
| Z 137           | 41           |              |                     |                     | 12.35        |             | 20.91                     |   | RIVERDALE          |                | 148.83              | P                     | 6.17         |             |              |             |
| Z 145           | 42           | 59           |                     |                     | 12.49        |             | 28.59                     |   | CASCADE            | Q              | 141.15              | DPW                   | 6.04         |             |              |             |
| Z 153           | 35           | 6            |                     |                     | 1.03         |             | 36.81                     |   | HARDY              |                | 132.93              | P                     | 5.49         |             |              |             |
| Z 160           | 42           |              |                     |                     | 1.17         |             | 44.64                     |   | MID CANON          |                | 125.10              | P                     | 5.35         |             |              |             |
| Z 167           | 43           | 39           |                     |                     | 1.29         |             | 51.54                     |   | CRAIG              | RA             | 118.20              | DPW                   | 5.22         |             |              |             |
| Z 175           | 48           | 30           |                     |                     | 1.42         |             | 59.42                     |   | WOLF CREEK         | WC             | 110.32              | DCPWX                 | 5.08         |             |              |             |
| Z 184           | 43           | 8            |                     |                     | 2.00         |             | 68.02                     |   | SIEBEN             |                | 101.12              | PW                    | 4.50         |             |              |             |
| Z 197           | 42           | 7            |                     |                     | 2.20         |             | 81.14                     |   | SILVER CITY        | MN             | 88.60               | DPY                   | 4.28         |             |              |             |
| Z 201           | 46           | 4            |                     |                     | 2.28         |             | 85.18                     |   | GEARING            |                | 84.56               | P                     | 4.20         |             |              |             |
| Z 206           | 35           | 5            |                     |                     | 2.36         |             | 90.16                     |   | IRON               |                | 79.58               | P                     | 4.10         |             |              |             |
|                 |              |              |                     |                     |              |             | 95.22                     |   | N. P. RY. CROSSING |                | 74.52               | I                     |              |             |              |             |
| Z 214           |              | Yard         |                     |                     | 2.50         |             | 97.72                     |   | HELENA             | HN             | 72.02               | DNCOP<br>WXY          | 3.55         |             |              |             |
| Z 219           | Spur         | 15           |                     |                     | 3.12         |             | 102.51                    |   | FOUR RANGE         |                | 67.23               | P                     | 3.30         |             |              |             |
| Z 223           |              | 15           |                     |                     | 3.23         |             | 106.63                    |   | MONTANA CITY       |                | 63.11               | P                     | 3.23         |             |              |             |
| Z 229           | 45           | 43           |                     |                     | 3.33         |             | 112.37                    |   | CLANCY             | W              | 57.37               | DPWX                  | 3.13         |             |              |             |
| Z 230           |              |              |                     |                     | 3.37         |             | 113.15                    |   | ALHAMBRA           |                | 56.59               | P                     | 3.10         |             |              |             |
| Z 235           |              |              |                     |                     | 3.49         |             | 117.93                    |   | JEFFERSON          |                | 51.81               |                       | 2.59         |             |              |             |
| Z 236           | 50           | 12           |                     |                     | 3.53         |             | 119.52                    |   | CORBIN             |                | 50.22               | PW                    | 2.55         |             |              |             |
| Z 240           |              | 10           |                     |                     | 4.02         |             | 123.29                    |   | WICKES             |                | 46.45               | P                     | 2.46         |             |              |             |
| Z 242           |              |              |                     |                     | 4.06         |             | 124.55                    |   | PORTAL             |                | 45.19               | P                     | 2.42         |             |              |             |
| Z 244           | 57           | 7            |                     |                     | 4.11         |             | 125.93                    |   | AMAZON             |                | 43.81               | PW                    | 2.37         |             |              |             |
| Z 250           | 50           | 27           |                     |                     | 4.25         |             | 132.23                    |   | BOULDER            | RO             | 37.51               | DP                    | 2.24         |             |              |             |
| Z 254           | Spur         | 16           |                     |                     | 4.35         |             | 136.43                    |   | FULLER             |                | 33.31               |                       | 2.15         |             |              |             |
| Z 257           | 43           | 81           |                     |                     | 4.44         |             | 139.95                    |   | BASIN              | SI             | 29.79               | DCP                   | 2.06         |             |              |             |
| Z 261           | 36           | 15           |                     |                     | 4.54         |             | 143.91                    |   | BERNICE            |                | 25.83               | P                     | 1.57         |             |              |             |
| Z 269           | 42           | 7            |                     |                     | 5.13         |             | 151.95                    |   | ELK PARK           |                | 17.79               | PWY                   | 1.40         |             |              |             |
| Z 277           | Spur         | 7            |                     |                     | 5.22         |             | 156.86                    |   | TRASK              |                | 12.88               | P                     | 1.32         |             |              |             |
| Z 279           | 45           | 20           |                     |                     | 5.29         |             | 160.31                    |   | WOODVILLE          |                | 9.43                | PYX                   | 1.26         |             |              |             |
| Z 284           | Spur         | 30           |                     |                     | 5.43         |             | 165.73                    |   | MOUNTAIN JUNCTION  |                | 4.01                | X                     | 1.10         |             |              |             |
| Z 288           | Yard         | Yard         |                     |                     | 5.55Pm       |             | 169.74                    |   | N. P. RY. CROSSING |                | 0.64                | I<br>DNCKOP<br>RWXY   | L 1.00Pm     |             |              |             |
|                 |              |              | .03<br>13.5         | .02<br>20.4         | 5.56<br>28.3 | .03<br>13.5 |                           | Time Over Subdivision<br>Average Speed Per Hour |                    |                |                     |                       | 5.55<br>28.6 | .03<br>13.5 | .03<br>13.5  | .03<br>13.5 |

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

Special Rules, Page 17.



**WESTWARD**

**FIFTH SUBDIVISION**

**EASTWARD 9**

| Station Numbers  | Car Capacity |              | SECOND CLASS        |       | FIRST CLASS  |              | Distance from Mossmain | Time Table No. 46<br>Effective February 6, 1938 | STATIONS | Telegraph Calls | Distance from Great Falls | SIGNS         | FIRST CLASS |              | SECOND CLASS |                     |          |
|--|--------------|--------------|---------------------|-------|--------------|--------------|------------------------|---|----------|-----------------|---------------------------|---------------|-------------|--------------|--------------|---------------------|----------|
|  | Sidings      | Other Tracks | 215                 |       | 43           | 239          |                        |   |          |                 |                           |               | 240         | 42           | 216          |                     |          |
|  |              |              | Mon., Wed. and Sat. | Daily | Daily        | Daily        |                        |   |          |                 |                           |               |             |              |              | Mon., Wed. and Sat. |          |
| ZD 237   |              | 515          |                     |       | L 11.30Pm    |              |                        |   | BG       |                 |                           | DNCKO<br>RWXY | A           | 6.55Am       |              |                     |          |
| <b>TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.</b> |              |              |                     |       |              |              |                        |   |          |                 |                           |               |             |              |              |                     |          |
| ZD 222   |              | 70           |                     |       | L 11.55Pm    |              |                        | 12.07<br>MOSSMAIN                               |          |                 | 222.74                    | P XY          | A           | 6.25Am       |              |                     |          |
|  |              |              |                     |       |              |              | 3.95                   | NORTHERN PACIFIC RY. JCT.                       |          |                 | 218.79                    |               |             |              |              |                     |          |
| ZD 218   | 50           | 25           |                     |       | f 12.04Am    |              | 4.04                   | HESPER  | HS       |                 | 218.70                    | P X           | f           | 6.15         |              |                     |          |
| ZD 213   | 49           | 25           |                     |       | f 12.13      |              | 9.31                   | RIMROCK   |          |                 | 213.43                    | P W           | f           | 6.06         |              |                     |          |
| ZD 208   | 50           |              |                     |       | f 12.22      |              | 14.23                  | SHOREY  |          |                 | 208.51                    | P             | f           | 5.58         |              |                     |          |
| ZD 201   | 50           | 19           |                     |       | f 12.35      |              | 21.49                  | ACTON   |          |                 | 201.25                    | P             | f           | 5.46         |              |                     |          |
| ZD 194   | 50           | 27           |                     |       | f 12.46      |              | 27.82                  | COMANCHE  |          |                 | 194.92                    | P             | f           | 5.35         |              |                     |          |
| ZD 186   | 50           | 43           |                     |       | s 1.02       |              | 36.36                  | BROADVIEW                                       | BW       | 186.38          | DNP W                     | s             | 5.21        |              |              |                     |          |
| ZD 180   | 49           | 14           |                     |       | f 1.13       |              | 42.38                  | PAINTED ROBE                                    |          |                 | 180.36                    | P             | f           | 5.11         |              |                     |          |
| ZD 174   | 49           | 18           |                     |       | s 1.24       |              | 48.42                  | BELMONT   | BM       | 174.32          | P                         | s             | 5.01        |              |              |                     |          |
| ZD 166   | 49           | 25           |                     |       | s 1.39       |              | 55.98                  | CUSHMAN   | CN       | 166.76          | CP WX                     | s             | 4.48        |              |              |                     |          |
|  |              |              |                     |       | s 1.42       |              | 57.38                  | SLAYTON   | SN       | 165.36          |                           | s             | 4.45        |              |              |                     |          |
| ZD 159   | 49           | 13           |                     |       | f 1.52       |              | 62.70                  | VEBAR   |          |                 | 160.04                    | P             | f           | 4.35         |              |                     |          |
| ZD 153   | 49           | 13           |                     |       | f 2.03       |              | 69.08                  | FRANKLIN  |          |                 | 153.66                    | P             | f           | 4.24         |              |                     |          |
| ZD 148   | 49           | 13           |                     |       | f 2.13       |              | 74.69                  | WALLUM  |          |                 | 148.05                    | P             | f           | 4.15         |              |                     |          |
| ZD 141   | 49           | 27           |                     |       | s 2.25       |              | 81.67                  | HEDGESVILLE                                     | DG       | 141.07          | DNP                       | s             | 4.03        |              |              |                     |          |
| ZD 133   | 49           | 13           |                     |       | f 2.38       |              | 88.73                  | NIHILL  |          |                 | 134.01                    | P             | f           | 3.52         |              |                     |          |
| ZD 127   | 49           | 13           |                     |       | f 2.50       |              | 95.13                  | OXFORD  |          |                 | 127.61                    | P             | f           | 3.42         |              |                     |          |
| ZD 120   | 86           | 185          |                     |       | s 3.04       |              | 101.98                 | JUDITH GAP                                      | JU       | 120.76          | DNCP<br>WXYK              | s             | 3.31        |              |              |                     |          |
| ZD 114   | 50           | 17           |                     |       | f 3.18       |              | 108.61                 | BARROWS   |          |                 | 114.13                    | P             | f           | 3.18         |              |                     |          |
| ZD 108   | 51           | 32           |                     |       | s 3.29       |              | 114.30                 | BUFFALO   | BO       | 108.44          | D P                       | s             | 3.08        |              |              |                     |          |
| ZD 102   | 49           | 25           |                     |       | f 3.39       |              | 120.16                 | MENDON  |          |                 | 102.58                    | P             | f           | 2.58         |              |                     |          |
| ZD 97  | 50           | 15           |                     |       | f 3.47       |              | 124.71                 | HAUCK   |          |                 | 98.03                     | P             | f           | 2.50         |              |                     |          |
| ZD 92  | 61           | 85           |                     |       | s 3.55       |              | 129.67                 | HOBSON  | HO       | 93.07           | D P                       | s             | 2.41        |              |              |                     |          |
| ZD 87  | 50           | 92           |                     |       | s 4.09       | L 8.17Am     | 134.98                 | MOCCASIN  | MC       | 87.76           | DNP XY                    | A             | 5.17Pm      | s            | 2.32         |                     |          |
| ZD 82  | 50           | 45           |                     |       | f 4.19       | s 8.27       | 140.43                 | BENCHLAND                                       | BD       | 82.31           | D P                       | s             | 5.08        | f            | 2.19         |                     |          |
| ZD 76  | 68           | 45           |                     |       | f 4.29       | s 8.39       | 146.54                 | WINDHAM   | WD       | 76.20           | D P                       | s             | 4.56        | f            | 2.08         |                     |          |
| ZD 68  | 50           | 81           |                     |       | s 4.42       | s 8.52       | 153.70                 | STANFORD  | SD       | 69.04           | DNCPWX                    | s             | 4.43        | s            | 1.55         |                     |          |
| ZD 63  | 50           | 13           |                     |       | f 4.51       | f 9.01       | 159.06                 | DOVER   |          |                 | 63.68                     | P             | f           | 4.32         | f            | 1.44                |          |
| ZD 58  | 50           | 13           |                     |       | f 4.59       | s 9.10       | 164.40                 | MERINO  |          |                 | 58.34                     | P             | s           | 4.22         | f            | 1.35                |          |
| ZD 52  | 50           | 33           |                     |       | f 5.09       | s 9.22       | 170.58                 | GEYSER  | GY       | 52.16           | D P W                     | s             | 4.10        | f            | 1.24         |                     |          |
| ZD 45  | 50           | 20           |                     |       | f 5.22       | f 9.34       | 176.77                 | SPION KOP                                       |          |                 | 45.97                     | P Y           | s           | 4.00         | f            | 1.13                |          |
| ZD 39  | 50           | 17           |                     |       | f 5.34       | s 9.44       | 182.97                 | RAYNESFORD                                      | RF       | 39.77           | D P                       | s             | 3.47        | f            | 1.01         |                     |          |
| ZD 34  | 50           | 24           |                     |       | f 5.45       | f 9.52       | 188.27                 | BLTYE   |          |                 | 34.47                     | P             | f           | 3.35         | f            | 1.251               |          |
| ZA 28  | 70           | 37           |                     |       | L 1.55Pm     | s 5.57       | 194.24                 | ARMINGTON                                       | RM       | 28.50           | DNP WX                    | s             | 3.23        | s            | 12.40        | A 8.35Am            |          |
| ZA 26  | 45           | 66           |                     |       | s 2.00       | f 6.01       | 196.20                 | BELT  | B        | 26.54           | D P X                     | s             | 3.19        | f            | 12.36        | f 8.30              |          |
| ZA 22  | 49           | 14           |                     |       | f 2.13       | f 6.11       | 201.13                 | WAYNE   |          |                 | 21.61                     | P             | f           | 3.10         | f            | 12.27               | f 8.19   |
| ZA 19  | Spur         | 17           |                     |       | f 2.20       | f 6.18       | 204.26                 | FIFE  |          |                 | 18.48                     |               | f           | 3.04         | f            | 12.21               | f 8.12   |
| ZA 14  | 50           | 13           |                     |       | f 2.30       | f 6.25       | 207.49                 | SWIFT   |          |                 | 15.25                     | P             | f           | 2.57         | f            | 12.15               | f 8.05   |
| ZA 10  | 84           | 58           |                     |       | s 2.47       | f 6.36       | 212.66                 | GERBER  | GR       | 10.08           | P WX                      | f             | 2.47        | f            | 12.05Am      | s 7.53              |          |
| ZA 6   | 67           | 17           |                     |       | f 3.05       | f 6.43       | 216.23                 | FIELDS  |          |                 | 6.51                      | P             | f           | 2.41         | f            | 11.58               | f 7.45   |
| Z 119  | Yard         | Yard         |                     |       | A 3.20Pm     | A 7.00Am     | 222.74                 | GREAT FALLS                                     | PD       |                 |                           | DN KO<br>PRX  | L           | 2.30Pm       | L            | 11.45Pm             | L 7.30Am |
|  |              |              |                     |       | 1.25<br>20.1 | 7.05<br>31.4 | 2.33<br>33.3           | Time Over Subdivision<br>Average Speed Per Hour |          |                 |                           |               |             | 2.47<br>31.5 | 6.40<br>33.4 | 1.05<br>26.2        |          |

Westward trains are superior to eastward trains of the same class.  
Special Rules, Page 17.

10 WESTWARD

SIXTH SUBDIVISION

| Station Numbers | Car Capacity |              | THIRD CLASS    |                | SECOND CLASS                   |                | FIRST CLASS    |       | Distance from Great Falls | Time Table No. 46<br>Effective February 6, 1938 | STATIONS    | Telegraph Calls |
|-----------------|--------------|--------------|----------------|----------------|--------------------------------|----------------|----------------|-------|---------------------------|---|-------------|-----------------|
|                 | Sidings      | Other Tracks | 681            | 373            | 403<br>C. M. St. P. & P. R. R. | 365            | 41             | 43    |                           |   |             |                 |
|                 | Yard         | Yard         | Daily Ex. Sun. | Daily Ex. Sun. | Mon., Wed., Fri. & Sat.        | Daily Ex. Sun. | Daily Ex. Sun. | Daily |                           |   |             |                 |
|                 |              |              |                | L 1.10Pm       |                                | L 7.05Am       |                |       | L 7.15Am                  |   | GREAT FALLS | PD              |

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

|      |            |      |  |          |          |          |  |  |           |           |                      |    |
|------|------------|------|--|----------|----------|----------|--|--|-----------|-----------|----------------------|----|
| Z119 |            |      |  | L 1.13Pm |          | L 7.07Am |  |  | L 7.18Am  | .68       | WEST SIDE JUNCTION   | GF |
|      |            |      |  | 1.21     | L 9.10Am | 7.13     |  |  | 7.24      | 3.73      | EMERSON JUNCTION     |    |
| ZB8  | 32         | 4    |  | f 1.30   | 9.22     | 7.21     |  |  | f 7.31    | 7.82      | MANCHESTER           |    |
| ZB12 | 54         | 19   |  | s 1.41   | A 9.35Am | A 7.29Am |  |  | s 7.39    | 12.10     | VAUGHN               | BY |
| ZB19 | 51         | 6    |  | f 1.57   |          |          |  |  | f 7.51    | 18.79     | GORDON               |    |
| ZB23 | 60         |      |  | f 2.06   |          |          |  |  | f 7.57    | 22.36     | REX                  |    |
| ZB27 | 51         | 47   |  | A 2.15Pm |          |          |  |  | s 8.04    | 26.11     | POWER                | PO |
| ZB37 | 51         | 33   |  |          |          |          |  |  | s 8.23    | 36.67     | DUTTON               | DU |
| ZB40 | 60         | 7    |  |          |          |          |  |  | f 8.29    | 39.85     | ACME                 |    |
| ZB45 | 60         | 29   |  |          |          |          |  |  | s 8.38    | 44.65     | COLLINS              | ON |
| ZB50 | 61         | 6    |  |          |          |          |  |  | f 8.48    | 50.10     | PERSHING             |    |
| ZB55 | 51         | 23   |  |          |          |          |  |  | s 8.57    | 54.61     | BRADY                | BA |
| ZB61 | 50         | 5    |  |          |          |          |  |  | f 9.09    | 61.01     | WITHEY               |    |
| ZB69 | W90<br>E72 | 223  |  |          |          |          |  |  | s 9.25    | 68.00     | CONRAD               | RD |
|      |            |      |  |          |          |          |  |  | 9.31      | 71.23     | MONTANA WESTERN JCT. |    |
| ZB74 | 61         | 8    |  |          |          |          |  |  | f 9.36    | 78.61     | BURKE                |    |
| ZB79 | 60         | 20   |  |          |          |          |  |  | s 9.45    | 78.87     | LEDGER               | FA |
| ZB84 | 60         | 14   |  |          |          |          |  |  | s 9.53    | 68.50     | FOWLER               |    |
| ZB91 | 51         | 6    |  |          |          |          |  |  | f 10.05   | 90.02     | NAISMITH             |    |
| ZB95 | 60         | 5    |  |          |          |          |  |  | f 10.13   | 94.65     | ANDALE               |    |
| 1061 | 50         | Yard |  | L 8.30Am |          |          |  |  | L 10.50Am | A 10.25Am | SHELBY               | SJ |

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

|       |    |     |  |              |              |            |             |  |              |              |                       |   |
|-------|----|-----|--|--------------|--------------|------------|-------------|--|--------------|--------------|-----------------------|---|
|       |    |     |  | L 8.40Am     |              |            |             |  | L 10.53Am    | 100.73       | SWEET GRASS LINE JCT. |   |
| ZB114 | 31 |     |  | 9.20         |              |            |             |  | f 11.19      | 113.07       | ALOE                  |   |
| ZB120 | 50 | 113 |  | 10.00        |              |            |             |  | s 11.35      | 119.31       | KEVIN                 | K   |
| ZB130 | 25 | 49  |  | 10.45        |              |            |             |  | s 11.59      | 129.73       | SUNBURST              | SU  |
| ZB139 | 21 | 101 |  | A 11.15Am    |              |            |             |  | A 12.20Pm    | 138.09       | SWEET GRASS           | G   |
|       |    |     |  | 2.35<br>14.4 | 1.02<br>25.2 | 25<br>19.8 | .22<br>31.1 |  | 1.27<br>25.7 | 3.10<br>31.3 |                       | Time Over Subdivision<br>Average Speed Per Hour |

Special Rules.

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

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

Normal position of junction switch at Emerson Jct. is for G. N. main line.

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

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 46  
Effective February 6, 1938

| STATIONS  | Distance from Sweet Grass | FIRST CLASS |                |  | SECOND CLASS   |                                |                | THIRD CLASS    |  |  | SIGNS       |
|---|---------------------------|-------------|----------------|--|----------------|--------------------------------|----------------|----------------|--|--|-------------|
|   |                           | 42          | 40             |  | 366            | 404<br>C. M. St. P. & P. R. R. | 374            | 682            |  |  |             |
|   |                           | Daily       | Daily Ex. Sun. |  | Daily Ex. Sun. | Mon., Wed. Fri. & Sat.         | Daily Ex. Sun. | Daily Ex. Sun. |  |  |             |
| GREAT FALLS   | 138.09                    | A 11.35Pm   |                |  | A 12.25Pm      |                                | A 8.35Pm       |                |  |  | DNK OPRX    |
| <b>TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.</b> |                           |             |                |  |                |                                |                |                |  |  |             |
| WEST SIDE JUNCTION  | 187.41                    | A 11.32Pm   |                |  | A 12.22Pm      |                                | A 8.32Pm       |                |  |  | DNKOP RWXY  |
| EMERSON JUNCTION  | 184.36                    | 11.27       |                |  | 12.15          | A 4.10Pm                       | 8.25           |                |  |  | P           |
| MANCHESTER  | 180.27                    | f 11.21     |                |  | 12.07Pm        | 4.00                           | f 8.18         |                |  |  | P           |
| VAUGHN  | 125.99                    | f 11.14     |                |  | L 11.57 AM     | L 3.50Pm                       | s 8.09         |                |  |  | DPWXY       |
| GORDON  | 119.30                    | f 11.03     |                |  |                |                                | f 7.54         |                |  |  | P           |
| REX   | 115.73                    | f 10.57     |                |  |                |                                | f 7.47         |                |  |  | P           |
| POWER   | 111.98                    | f 10.51     |                |  |                |                                | L 7.40Pm       |                |  |  | DPWXY       |
| DUTTON  | 101.42                    | s 10.35     |                |  |                |                                |                |                |  |  | DP          |
| ACME  | 98.24                     | f 10.29     |                |  |                |                                |                |                |  |  | P           |
| COLLINS   | 93.44                     | s 10.22     |                |  |                |                                |                |                |  |  | DPWX        |
| PERSHING  | 87.99                     | f 10.13     |                |  |                |                                |                |                |  |  | P           |
| BRADY   | 83.48                     | s 10.06     |                |  |                |                                |                |                |  |  | DP          |
| WITHEY  | 77.08                     | f 9.55      |                |  |                |                                |                |                |  |  | P           |
| CONRAD  | 70.09                     | s 9.44      |                |  |                |                                |                |                |  |  | DNCWXY      |
| MONTANA WESTERN JCT.  | 66.86                     | 9.36        |                |  |                |                                |                |                |  |  | P           |
| BURKE   | 64.48                     | f 9.32      |                |  |                |                                |                |                |  |  | P           |
| LEDGER  | 59.22                     | s 9.24      |                |  |                |                                |                |                |  |  | DP          |
| FOWLER  | 54.58                     | f 9.17      |                |  |                |                                |                |                |  |  | P           |
| NAISMITH  | 48.07                     | f 9.06      |                |  |                |                                |                |                |  |  | P           |
| ANDALE  | 43.44                     | f 8.58      |                |  |                |                                |                |                |  |  | P           |
| SHELBY  | 38.85                     | L 8.50Pm    | A 8.20Pm       |  |                |                                |                | A 12.10Pm      |  |  | DNCIK PRWXY |

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

|                        |       |          |      |  |      |      |      |           |  |  |           |
|------------------------|-------|----------|------|--|------|------|------|-----------|--|--|-----------|
| SWEET GRASS LINE JCT.  | 37.36 | A 8.15Pm |      |  |      |      |      | A 12.01Pm |  |  | P         |
| ALOE                   | 25.02 | f 7.47   |      |  |      |      |      | 11.19     |  |  | P         |
| KEVIN                  | 18.78 | s 7.32   |      |  |      |      |      | 10.00     |  |  | DP        |
| SUNBURST               | 8.36  | s 7.09   |      |  |      |      |      | 9.15      |  |  | DPX       |
| SWEET GRASS            |       | L 6.50Pm |      |  |      |      |      | L 8.00Am  |  |  | DNCPR WXY |
| Time Over Subdivision  |       | 2.45     | 1.25 |  | .25  | .20  | .52  | 4.10      |  |  |           |
| Average Speed Per Hour |       | 36.0     | 26.3 |  | 27.4 | 24.7 | 29.4 | 9.3       |  |  |           |

Special Rules—Continued.

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

Maximum Speed

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

| 12 WESTWARD     |              |              | SEVENTH SUBDIVISION |                |                |                |                       |                            |       |       |                 |                      | EASTWARD |                |                |                      |                |
|-----------------|--------------|--------------|---------------------|----------------|----------------|----------------|-----------------------|----------------------------|-------|-------|-----------------|----------------------|----------|----------------|----------------|----------------------|----------------|
| Station Numbers | Car Capacity |              | THIRD CLASS         |                | FIRST CLASS    |                | Distance from Snowden | Time Table No. 46          |       |       | Telegraph Calls | Distance from Richey | SIGNS    | FIRST CLASS    |                | THIRD CLASS          |                |
|                 | Sidings      | Other Tracks | 611                 | 613            | 291            | 285            |                       | Effective February 6, 1938 |       |       |                 |                      |          | 292            | 286            | 610                  | 614            |
|                 |              |              | Mon., Wed and Fri.  | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |                       | STATIONS                   |       |       |                 |                      |          | Daily Ex. Sun. | Daily Ex. Sun. | Tue., Thur. and Sat. | Daily Ex. Sun. |
| 676             | 132          | 91           | L 7.50Am            | .....          | L 7.40Am       | .....          | .....                 | SNOWDEN                    | SN    | 74.16 | RKDNP WYX       | .....                | A 7.30Pm | .....          | A 2.30Pm       |                      |                |
| VF 9            | 36           | 14           | 8.00                | .....          | s 7.45         | .....          | 2.56                  | NOHLE                      | ..... | 71.60 | P               | .....                | s 7.15   | .....          | 2.15           |                      |                |
| VF 14           | 72           | 36           | 8.20                | .....          | s 7.57         | .....          | 9.15                  | DORE                       | D     | 65.01 | DP              | .....                | s 7.00   | .....          | 1.50           |                      |                |
| VF 18           | 12           | 72           | L 10.45Am           | .....          | L 11.50Am      | .....          | 14.30                 | FAIRVIEW                   | FA    | 59.86 | RDPWYX          | A 9.00Am             | s 6.45   | A 10.45Am      | 1.30           |                      |                |
| VF 25           | 166          | 12           | 11.00               | .....          | f 11.59        | .....          | 18.41                 | RIDGELAWN                  | ..... | 55.75 | .....           | f 8.52               | f 6.30   | 10.30          | 12.30          |                      |                |
| VF 25           | 166          | 166          | A 11.20             | .....          | A 12.15Pm      | .....          | 24.80                 | 6.39                       | SY    | 49.36 | RDWYX           | L 8.40Am             | L 6.15Pm | L 10.15Am      | L 12.15Pm      |                      |                |

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

|       |       |       |           |       |           |       |       |  |             |       |       |       |          |          |          |      |      |      |      |
|-------|-------|-------|-----------|-------|-----------|-------|-------|--|-------------|-------|-------|-------|----------|----------|----------|------|------|------|------|
| VF 29 | ..... | ..... | L 12.45Pm | ..... | L 12.30Pm | ..... | 29.08 | 4.28   | NEWLON JCT. | ..... | 45.08 | RP    | .....    | A 5.50Pm | A 8.30Am |      |      |      |      |
| VF 30 | 5     | ..... | 12.50     | ..... | f 12.33   | ..... | 30.28 | 1.20   | JENKS       | ..... | 43.88 | ..... | f 5.45   | 8.25     | .....    |      |      |      |      |
| VF 36 | 5     | ..... | 1.10      | ..... | f 12.45   | ..... | 35.78 | 5.45   | EPWORTH     | ..... | 38.43 | ..... | f 5.32   | 8.10     | .....    |      |      |      |      |
| VF 43 | 26    | ..... | 1.35      | ..... | f 1.03    | ..... | 43.16 | 7.43   | GETTYSBURG  | ..... | 31.00 | W     | f 5.15   | 7.50     | .....    |      |      |      |      |
| VF 51 | 36    | 34    | 2.00      | ..... | s 1.23    | ..... | 50.78 | 7.60   | LAMBERT     | RT    | 23.40 | D     | s 4.55   | 7.30     | .....    |      |      |      |      |
| VF 58 | 41    | ..... | 2.25      | ..... | s 1.39    | ..... | 53.23 | 7.47   | ENID        | ..... | 15.93 | ..... | s 4.35   | 7.00     | .....    |      |      |      |      |
| VF 63 | 23    | ..... | 2.45      | ..... | s 1.49    | ..... | 62.62 | 4.39   | LANE        | ..... | 11.54 | ..... | s 4.25   | 6.40     | .....    |      |      |      |      |
| VF 67 | 9     | ..... | 3.05      | ..... | f 2.01    | ..... | 67.37 | 4.75   | MANROCK     | ..... | 6.79  | ..... | f 4.15   | 6.25     | .....    |      |      |      |      |
| VF 74 | 69    | 34    | A 3.30Pm  | ..... | A 2.25Pm  | ..... | 74.16 | 6.79   | RICHEY      | RC    | ..... | RDCYX | L 4.00Pm | L 6.00Am | .....    |      |      |      |      |
|       |       |       |           |       |           |       |       | Time Over Subdivision Average Speed Per Hour |             |       |       |       |          |          |          |      |      |      |      |
|       |       |       | 4.45      | 2.25  | 25.2      | 2.55  | 25.4  |  |             |       |       | 20    | 31.5     | 3.80     | 21.1     | 4.45 | 2.15 | 12.6 | 11.0 |

**Special Rules**

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

| WESTWARD        |              |              | EIGHTH SUBDIVISION |       |                |       |                            |  |             |       |                 |                        | EASTWARD |                |       |                      |       |
|-----------------|--------------|--------------|--------------------|-------|----------------|-------|----------------------------|--|-------------|-------|-----------------|------------------------|----------|----------------|-------|----------------------|-------|
| Station Numbers | Car Capacity |              | THIRD CLASS        |       | FIRST CLASS    |       | Distance from Watford City | Time Table No. 46                            |             |       | Telegraph Calls | Distance from Fairview | SIGNS    | FIRST CLASS    |       | THIRD CLASS          |       |
|                 | Sidings      | Other Tracks | 611                | ..... | 287            | ..... |                            | Effective February 6, 1938                   |             |       |                 |                        |          | 288            | ..... | 610                  | ..... |
|                 |              |              | Mon., Wed and Fri. | ..... | Daily Ex. Sun. | ..... |                            | STATIONS                                     |             |       |                 |                        |          | Daily Ex. Sun. | ..... | Tue., Thur. and Sat. | ..... |
| VG 37           | 47           | 45           | L 7.00Am           | ..... | L 10.25Am      | ..... | .....                      | WATFORD CITY                                 | WF          | 36.29 | RDCYX           | A 10.20Am              | .....    | A 2.15Pm       | ..... |                      |       |
| VG 29           | 38           | .....        | 7.30               | ..... | s 10.45        | ..... | 7.40                       | ARNEGARD                                     | NE          | 28.89 | D               | s 10.00                | .....    | 1.40           | ..... |                      |       |
| VG 24           | 30           | .....        | 7.50               | ..... | s 10.55        | ..... | 12.66                      | 5.25   | RAWSON      | ..... | 23.63           | W                      | s 9.48   | 1.15           | ..... |                      |       |
| VG 19           | 38           | .....        | 8.10               | ..... | s 11.05        | ..... | 17.54                      | 4.88   | ALEXANDER   | A     | 18.75           | D                      | s 9.38   | 12.55          | ..... |                      |       |
| VG 13           | 33           | .....        | 8.35               | ..... | s 11.18        | ..... | 23.45                      | 5.91   | CHARBONNEAU | AU    | 12.84           | D                      | s 9.26   | 12.30          | ..... |                      |       |
| VG 6            | 29           | .....        | 9.10               | ..... | s 11.35        | ..... | 31.31                      | 7.86   | CARTWRIGHT  | CG    | 4.98            | D                      | s 9.10   | 12.05Pm        | ..... |                      |       |
| VF 14           | 72           | .....        | A 9.30Am           | ..... | A 11.45Am      | ..... | 36.29                      | 4.98   | FAIRVIEW    | FA    | .....           | RDPWY X                | L 9.00Am | L 11.45Am      | ..... |                      |       |
|                 |              |              |                    |       |                |       |                            | Time Over Subdivision Average Speed Per Hour |             |       |                 |                        |          |                |       |                      |       |
|                 |              |              | 2.30               | 1.20  | 27.2           | 1.20  | 27.2                       |  |             |       |                 | 1.20                   | 27.2     | 2.30           | 14.5  | .....                |       |

**Special Rules**

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

| WESTWARD        |              |              |              |              |   |                            |  |  |  | NINTH SUBDIVISION |                 |                      |       |              |            |  |  |  |  | EASTWARD 13 |  |  |  |  |  |  |  |  |  |
|-----------------|--------------|--------------|--------------|--------------|---|----------------------------|--|--|--|-------------------|-----------------|----------------------|-------|--------------|------------|--|--|--|--|-------------|--|--|--|--|--|--|--|--|--|
| Station Numbers | Car Capacity |              | SECOND CLASS |              | Distance from Bainville                         | Time Table No. 46          |  |  |  |                   | Telegraph Calls | Distance from Opheim | SIGNS | SECOND CLASS |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
|                 | Sidings      | Other Tracks | 225          |              |   | Effective February 6, 1933 |  |  |  |                   |                 |                      |       | 226          |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
|                 |              |              | Daily        | Ex. Sunday   |   | STATIONS                   |  |  |  |                   |                 |                      |       | Daily        | Ex. Sunday |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| 685             | E175         | 164          | L            | 8.15Am       |   |                            |  |  |  | B                 | 146.00          | RKDNP<br>WCYX        | A     | 6.45Pm       |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC11            | 40           | 22           | s            | 8.45         | 10.64   |                            |  |  |  | MC                | 135.96          | DP                   | s     | 5.55         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC14            |              | 7            | f            | 8.51         | 14.35   |                            |  |  |  |                   | 132.25          |                      | f     | 5.37         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC19            |              | 34           | s            | 9.05         | 19.30   |                            |  |  |  | FD                | 127.30          | DP                   | s     | 5.30         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC26            |              | 40           | s            | 9.25         | 25.66   |                            |  |  |  | HO                | 120.94          | DP                   | s     | 5.05         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC32            |              | 34           | s            | 9.45         | 31.62   |                            |  |  |  | MK                | 114.98          | DPW                  | s     | 4.40         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC39            |              | 24           | s            | 10.10        | 39.12   |                            |  |  |  | RS                | 107.48          | DP                   | s     | 4.15         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC45            |              | 24           | s            | 10.30        | 45.40   |                            |  |  |  | AN                | 101.20          | DP                   | s     | 3.55         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC53            | 40           | 59           | s            | 11.25        | 53.40   |                            |  |  |  | NY                | 93.20           | DPW<br>CYX           | s     | 3.30         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC61            |              | 18           | f            | 11.45        | 59.89   |                            |  |  |  |                   | 86.71           |                      | f     | 2.35         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC66            |              | 24           | s            | 12.05Pm      | 66.66   |                            |  |  |  |                   | 79.94           | P                    | s     | 2.15         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC71            |              | 34           | s            | 12.25        | 73.42   |                            |  |  |  | RD                | 73.18           | DP                   | s     | 1.55         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC78            |              | 18           | s            | 12.45        | 79.93   |                            |  |  |  |                   | 66.67           | P                    | s     | 1.35         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC85            |              | 34           | s            | 1.15         | 85.38   |                            |  |  |  | FX                | 61.22           | DP                   | s     | 1.15         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC91            |              | 24           | s            | 1.35         | 90.56   |                            |  |  |  | MD                | 56.04           | P                    | s     | 12.45        |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC98            | 35           | 112          | s            | 2.35         | 97.97   |                            |  |  |  | SC                | 48.63           | RDP<br>WCYX          | s     | 12.20Pm      |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC106           |              | 24           | s            | 3.00         | 106.51  |                            |  |  |  |                   | 40.10           | P                    | s     | 11.20        |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC112           |              | 24           | f            | 3.18         | 112.41  |                            |  |  |  |                   | 34.19           |                      | f     | 11.00        |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC118           |              | 34           | s            | 3.45         | 118.01  |                            |  |  |  | PR                | 28.59           | DP                   | s     | 10.40        |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC129           |              | 30           | s            | 4.20         | 129.51  |                            |  |  |  | CA                | 17.09           | DPW                  | s     | 9.55         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC139           |              | 34           | s            | 4.55         | 139.38  |                            |  |  |  | G                 | 7.22            | DP<br>RDP<br>CYX     | s     | 9.25         |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
| VC147           | 41           | 35           | A            | 5.30Pm       | 146.60  |                            |  |  |  | OM                |                 |                      | L     | 9.00Am       |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
|                 |              |              |              | 9.15<br>15.8 |   |                            |  |  |  |                   |                 |                      |       | 9.45<br>15.0 |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |
|                 |              |              |              |              | Time Over Subdivision<br>Average Speed Per Hour |                            |  |  |  |                   |                 |                      |       |              |            |  |  |  |  |             |  |  |  |  |  |  |  |  |  |

**Special Rules.**  
 Westward trains are superior to eastward trains of the same class.  
 Maximum Speed.  
 Passenger                      Freight  
 Bainville and Scobey..30 miles per hour 20 miles per hour  
 Scobey and Opheim..20 miles per hour 15 miles per hour  
 Engines backing up..15 miles per hour 15 miles per hour

| WESTWARD        |              |              |                     |              |   |                            |  |  |  | TENTH SUBDIVISION |                 |                        |       |                      |  |  |  |  |  | EASTWARD |  |  |  |  |  |  |  |  |  |
|-----------------|--------------|--------------|---------------------|--------------|---|----------------------------|--|--|--|-------------------|-----------------|------------------------|-------|----------------------|--|--|--|--|--|----------|--|--|--|--|--|--|--|--|--|
| Station Numbers | Car Capacity |              | SECOND CLASS        |              | Distance from Saco                              | Time Table No. 46          |  |  |  |                   | Telegraph Calls | Distance from Hogeland | SIGNS | SECOND CLASS         |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
|                 | Sidings      | Other Tracks | 333                 |              |   | Effective February 6, 1933 |  |  |  |                   |                 |                        |       | 334                  |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
|                 |              |              | Mon., Wed. and Fri. |              |   | STATIONS                   |  |  |  |                   |                 |                        |       | Tues., Thu. and Sat. |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| 842             |              | 113          | L                   | 8.50Am       |   |                            |  |  |  | SF                | 78.72           | RKDNP<br>CYX           | A     | 12.45Pm              |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH 9            | 65           | 18           | s                   | 9.55         | 8.68  |                            |  |  |  | CO                | 70.04           | DPWX                   | s     | 11.30                |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH15            |              | 28           | f                   | 10.25        | 15.31   |                            |  |  |  |                   | 63.41           | P                      | f     | 10.30                |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH26            |              | 34           | s                   | 11.25        | 25.87   |                            |  |  |  | W                 | 52.85           | DP                     | s     | 10.00                |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH31            |              | 19           | f                   | 11.45        | 31.22   |                            |  |  |  |                   | 47.50           | P                      | f     | 9.30                 |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH39            |              | 34           | s                   | 12.35Pm      | 38.82   |                            |  |  |  | N                 | 39.96           | DP                     | s     | 9.00                 |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH46            |              | 18           | f                   | 1.05         | 45.68   |                            |  |  |  |                   | 33.04           | P                      | f     | 8.35                 |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH54            |              | 27           | f                   | 1.45         | 54.12   |                            |  |  |  |                   | 24.60           | P                      | f     | 8.00                 |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH67            |              | 44           | s                   | 2.40         | 67.14   |                            |  |  |  | R                 | 11.58           | DP<br>RDWP<br>CYX      | s     | 7.25                 |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| SH79            | 39           | 70           | A                   | 3.20Pm       | 73.72   |                            |  |  |  | X                 |                 |                        | L     | 6.45Am               |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
|                 |              |              |                     | 6.30<br>12.1 |   |                            |  |  |  |                   |                 |                        |       | 6.00<br>13.1         |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
|                 |              |              |                     |              | Time Over Subdivision<br>Average Speed Per Hour |                            |  |  |  |                   |                 |                        |       |                      |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |

**Special Rules.**  
 Westward trains are superior to eastward trains of the same class.  
 Maximum Speed.  
 Passenger                      Freight  
 Saco and Hogeland..30 miles per hour 25 miles per hour  
 Except between Loring and Chapman..12 miles per hour 12 miles per hour  
 Engines backing up..10 miles per hour 10 miles per hour  
 Q-1 and Q-2 engines will not exceed 15 miles per hour between Saco and Cole.  
 These engines not permitted between west yard limit board Cole and Hogeland.

14 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

| Station Numbers   | Car Capacity |              | SECOND CLASS |           | FIRST CLASS |          | Distance from Lewistown | Time Table No. 46<br>Effective February 6, 1938 | Telegraph Calls | Distance from Moccasin | SIGNS        | FIRST CLASS |  | SECOND CLASS |  |
|---|--------------|--------------|--------------|-----------|-------------|----------|-------------------------|---|-----------------|------------------------|--------------|-------------|--|--------------|--|
|   | Sidings      | Other Tracks |              | 367       |             | 239      |                         |   |                 |                        |              |             |  | 240          |  |
|   |              |              |              | Daily     |             | Daily    |                         |   |                 |                        |              | Daily       |  | Daily        |  |
| ZF30  | 44           | 117          |              | L 11.30Pm |             | L 7.15Am |                         | LEWISTOWN                                       | WN              | 30.50                  | RDPW<br>CKYX | A 6.20Pm    |  | A 5.55Am     |  |
| <b>TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. &amp; P. R. R. TIME TABLE AND RULES</b> |              |              |              |           |             |          |                         |   |                 |                        |              |             |  |              |  |
| ZF20  |              | 24           |              | L 12.08Am |             | L 7.31Am | 9.0                     | 9.00<br>SPRING CREEK JUNCTION                   |                 | 21.50                  | RP           | A 6.01Pm    |  | A 5.23Am     |  |
| ZF14  |              | 34           |              | f 12.12   |             | f 7.34   | 10.18                   | 1.18<br>KINGSTON                                |                 | 20.32                  | P            | f 5.58      |  | f 5.19       |  |
| ZF 8  |              | 34           |              | s 12.36   |             | s 7.45   | 16.25                   | 6.07<br>ROSSFORK                                |                 | 14.25                  | PW           | s 5.46      |  | f 5.00       |  |
| ZD87  | 50           | 92           |              | s 1.01    |             | s 7.59   | 22.98                   | 6.73<br>KOLIN                                   |                 | 7.52                   | DP           | s 5.34      |  | f 4.39       |  |
|   |              |              |              | A 1.45Am  |             | A 8.15Am | 30.50                   | 7.52<br>MOCCASIN                                | MC              |                        | RDNPYX       | L 5.20Pm    |  | L 4.15Am     |  |
|   |              |              |              | 2.15      |             | 1.00     |                         | Time Over Subdivision                           |                 |                        |              | 1.00        |  | 1.40         |  |
|   |              |              |              | 18.5      |             | 30.5     |                         | Average Speed Per Hour                          |                 |                        |              | 30.5        |  | 18.3         |  |

Special Rules.

Westward trains are superior to eastward trains of the same class.  
 Normal position of junction switch at Spring Creek Jct. is for C. M. St. P. & P. R. R.  
 Normal position of junction switch at Moccasin is for Fifth Subdivision.  
 G. N. trains enter C. M. St. P. & P. R. R. main line at Lewistown at switch leading from transfer track located .27 mile east of G. N. Ry. depot.

Maximum Speed

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

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity |              | SECOND CLASS |                 | Distance from Neihart | Time Table No. 46<br>Effective February 6, 1938 | Telegraph Calls | Distance from Armington | SIGNS | SECOND CLASS    |     |
|-----------------|--------------|--------------|--------------|-----------------|-----------------------|---|-----------------|-------------------------|-------|-----------------|-----|
|                 | Sidings      | Other Tracks |              | 215             |                       |   |                 |                         |       |                 | 216 |
|                 |              |              |              | Mon., Wed. Sat. |                       |   |                 |                         |       | Mon., Wed. Sat. |     |
| ZA66            |              | 43           |              | L 11.45Am       |                       | NEIHART   | NI              | 38.33                   | DWR   | A 11.00Am       |     |
| ZA53            |              | 48           |              | s 12.24Pm       | 13.09                 | 13.09<br>ST. JOSEPH LEAD CO. SPUR JCT.          |                 | 25.24                   |       |                 |     |
| ZA46            | Spur         | 6            |              | f 12.49         | 13.22                 | 0.13<br>MONARCH                                 | MO              | 25.11                   | DY    | s 10.20         |     |
| ZA44            |              | 30           |              | f 12.59         | 20.47                 | 7.25<br>LOGGING CREEK                           |                 | 17.86                   |       | f 9.45          |     |
| ZA39            |              | 13           |              | f 1.14          | 22.29                 | 1.52<br>ALBRIGHT                                |                 | 16.04                   | W     | f 9.35          |     |
| ZA28            | 70           | 37           |              | A 1.49Pm        | 27.14                 | 4.55<br>RICEVILLE                               |                 | 11.19                   |       | f 9.20          |     |
|                 |              |              |              |                 | 35.33                 | 11.19<br>ARMINGTON                              | RM              |                         | DRWX  | L 8.45Am        |     |
|                 |              |              |              | 2.04            |                       | Time Over Subdivision                           |                 |                         |       | 2.15            |     |
|                 |              |              |              | 18.57           |                       | Average Speed Per Hour                          |                 |                         |       | 17.03           |     |

Special Rules.

Eastward trains are superior to westward trains of the same class.  
 Normal position of junction switch east of Armington is for Fifth Subdivision.

Maximum Speed

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

| WESTWARD        |              |              |             | THIRTEENTH SUBDIVISION |  |                    |                      | EASTWARD 15                                     |                 |                      |       |             |         |                    |     |      |  |
|-----------------|--------------|--------------|-------------|------------------------|--|--------------------|----------------------|---|-----------------|----------------------|-------|-------------|---------|--------------------|-----|------|--|
| Station Numbers | Car Capacity |              | THIRD CLASS |                        |  |                    | Distance from Giffen | Time Table No. 46<br>Effective February 6, 1938 | Telegraph Calls | Distance from Gerber | SIGNS | THIRD CLASS |         |                    |     |      |  |
|                 | Sidings      | Other Tracks |             |                        |  | 721                |                      |   |                 |                      |       |             |         |                    | 722 |      |  |
|                 |              |              |             |                        |  | Tuesday and Friday | STATIONS             |   |                 |                      |       |             |         | Tuesday and Friday |     |      |  |
| ZH 22           | 23           | 76           |             |                        |  | L 2.00pm           |                      |   |                 | 12.48                | PORCW | A           | 1.30pm  |                    |     |      |  |
| ZH 20           |              |              |             |                        |  | 2.30               | 5.86                 |   |                 | 6.62                 | P     |             | 1.00    |                    |     |      |  |
| ZH 12           |              |              |             |                        |  | 2.45               | 9.37                 |   |                 | 3.11                 |       |             | 12.45   |                    |     |      |  |
| ZA 10           | 84           | 58           |             |                        |  | A 3.00pm           | 12.48                |   | GR              |                      | PRW   | L           | 12.30pm |                    |     |      |  |
|                 |              |              |             |                        |  | 1.00               |                      | Time Over Subdivision<br>Average Speed Per Hour |                 |                      |       | 1.00        |         |                    |     | 12.4 |  |

### Special Rules.

Eastward trains are superior to westward trains of the same class.  
 Normal position of junction switch at Gerber is for Fifth Subdivision.  
 Derail switch in main line near west switch Giffen. Normal position open for derail.

#### Maximum Speed

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

| WESTWARD        |              |              |   | FOURTEENTH SUBDIVISION |                         |          |                      | EASTWARD  |                 |                       |        |                  |   |   |                  |      |  |
|-----------------|--------------|--------------|---|------------------------|-------------------------|----------|----------------------|---|-----------------|-----------------------|--------|------------------|---|---|------------------|------|--|
| Station Numbers | Car Capacity |              | SECOND CLASS  |                        |                         |          | Distance from Vaughn | Time Table No. 46<br>Effective February 6, 1938 | Telegraph Calls | Distance from Augusta | SIGNS  | SECOND CLASS     |   |   |                  |      |  |
|                 | Sidings      | Other Tracks | 403<br>C. M. St. P. & P. R. R.<br>Mon. Wed. Fri. & Sat. |                        | 365<br>Daily Ex. Sunday |          |                      |   |                 |                       |        | 366              | 404<br>C. M. St. P. & P. R. R.<br>Mon. Wed. Fri. & Sat. |   |                  |      |  |
|                 |              |              |   |                        |                         | L 9.35Am | L 7.31Am             | STATIONS  |                 |                       |        | Daily Ex. Sunday |   |   | Daily Ex. Sunday |      |  |
| ZB12            | 54           | 19           |   |                        |                         | L 9.35Am | L 7.31Am             |   | BY              | 41.70                 | DPRWXY | A                | 11.55Am   | A | 3.50pm           |      |  |
|                 |              |              |   |                        |                         | A 9.50Am | 7.45                 | 5.82  |                 | 36.08                 | PR     |                  | 11.38   | L | 3.35pm           |      |  |
| ZE 9            |              | 35           |   |                        |                         | f 7.55   | 8.83                 |   |                 | 32.87                 |        | f                | 11.27   |   |                  |      |  |
| ZE14            |              | 27           |   |                        |                         | f 8.09   | 13.35                |   | FS              | 28.35                 | DP     | f                | 11.14   |   |                  |      |  |
| ZE19            |              | 26           |   |                        |                         | s 8.26   | 18.97                |   | SM              | 22.73                 | DPW    | s                | 10.56   |   |                  |      |  |
| ZE25            | Spur         | 11           |   |                        |                         | f 8.39   | 22.90                |   |                 | 18.80                 |        | f                | 10.42   |   |                  |      |  |
| ZE30            |              | 34           |   |                        |                         | f 8.56   | 29.42                |   |                 | 12.28                 |        | f                | 10.24   |   |                  |      |  |
| ZE35            | Spur         | 12           |   |                        |                         | f 9.09   | 34.35                |   |                 | 7.35                  |        | f                | 10.09   |   |                  |      |  |
| ZE40            |              |              |   |                        |                         | f 9.24   | 39.54                |   |                 | 2.16                  |        | f                | 9.56  |   |                  |      |  |
| ZE42            |              | 51           |   |                        |                         | A 9.35Am | 41.70                |   | GN              |                       | DPRWY  | L                | 9.50Am  |   |                  |      |  |
|                 |              |              |   |                        |                         | .15      | 2.04                 | Time Over Subdivision<br>Average Speed Per Hour |                 |                       |        | 2.05             |   |   | .15              | 22.9 |  |

### Special Rules.

Westward trains are superior to eastward trains of the same class.  
 Normal position of junction switch at Vaughn is for Sixth Subdivision.  
 Normal position of junction switch at Dracut Jct. is for G. N. main line.

#### Maximum Speed

|                          | Passenger and Mixed Trains<br>Steam or Gas Electric | Freight<br>Steam  |
|--------------------------|---|-------------------|
| Vaughn and Augusta ..... | 25 miles per hour                                   | 20 miles per hour |
| Engines backing up ..... | 15 miles per hour                                   | 15 miles per hour |

| 16 WESTWARD   |              |              | FIFTEENTH SUBDIVISION |  |  |                  |                     |   |  |   |                 |                       | EASTWARD         |              |              |  |  |
|---|--------------|--------------|-----------------------|--|--|------------------|---------------------|---|--|---|-----------------|-----------------------|------------------|--------------|--------------|--|--|
| Station Numbers   | Car Capacity |              | SECOND CLASS          |  |  |                  | Distance from Power | Time Table No. 46<br>Effective February 6, 1933 |  |   | Telegraph Calls | Distance from Pendroy | SIGNS            | SECOND CLASS |              |  |  |
|   | Sidings      | Other Tracks |                       |  |  | 373              |                     | STATIONS  |  |   |                 |                       |                  | 374          |              |  |  |
|   |              |              |                       |  |  | Daily Ex. Sunday |                     |   |  |   |                 |                       | Daily Ex. Sunday |              |              |  |  |
| ZB27  | 51           | 47           |                       |  |  | L 2.17Pm         |                     |   |  | POWER   | PO              | 51.89                 | DPRWXY           | A            | 7.35Pm       |  |  |
| ZG 6  |              | 18           |                       |  |  | f 2.32           | 5.72                |   |  | 5.72<br>CORDOVA                                 |                 | 45.67                 |                  | f            | 7.19         |  |  |
| ZG12  |              | 24           |                       |  |  | f 2.47           | 11.60               |   |  | 5.88<br>CLEIV                                   |                 | 39.79                 |                  | f            | 7.03         |  |  |
| ZG17  |              | 34           |                       |  |  | f 3.02           | 17.09               |   |  | 4.15<br>SOLE                                    |                 | 34.80                 | P                | f            | 6.48         |  |  |
| ZG22  | Spur         | 14           |                       |  |  | A f 3.14Pm       | 21.24               |   |  | 4.15<br>EASTHAM JUNCTION                        |                 | 30.15                 | RP               | L            | 6.37Pm       |  |  |
| <b>TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. &amp; P. R. R. TIME TABLE AND RULES</b> |              |              |                       |  |  |                  |                     |   |  |   |                 |                       |                  |              |              |  |  |
|   |              |              |                       |  |  | L 3.42Pm         | 28.54               |   |  | 7.30<br>CHOTEAU JUNCTION                        |                 | 22.85                 | RP               | A            | 6.19Pm       |  |  |
| ZG29  |              | 55           |                       |  |  | s 3.44           | 28.98               |   |  | 4.22<br>CHOTEAU                                 | CO              | 22.41                 | DPW              | s            | 6.17         |  |  |
| ZG33  | Spur         | 7            |                       |  |  | f 3.56           | 33.20               |   |  | 8.05<br>CLAUDE                                  |                 | 18.19                 |                  | f            | 5.57         |  |  |
| ZG37  | Spur         | 8            |                       |  |  | f 4.14           | 36.85               |   |  | 5.49<br>KOYL                                    |                 | 14.54                 |                  | f            | 5.47         |  |  |
| ZG42  |              | 35           |                       |  |  | s 4.34           | 42.81               |   |  | 5.96<br>BYNUM                                   | BU              | 8.58                  | DPW              | s            | 5.32         |  |  |
| ZG51  | 38           | 37           |                       |  |  | A 5.00Pm         | 51.39               |   |  | 8.58<br>PENDROY                                 | RY              |                       | DCPRWY           | L            | 5.10Pm       |  |  |
|   |              |              |                       |  |  | 2.43<br>13.9     |                     |   |  | Time Over Subdivision<br>Average Speed Per Hour |                 |                       |                  |              | 2.25<br>21.2 |  |  |

### Special Rules.

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

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

Normal position of switch at Eastham Jct. and Choteau Jct. is for C. M. St. P. & P. R. R. main line.

#### Maximum Speed

|                          | Passenger and Mixed Trains<br>Steam or Gas Electric | Freight<br>Steam  |
|--------------------------|---|-------------------|
| Power and Pendroy .....  | 25 miles per hour                                   | 20 miles per hour |
| Engines backing up ..... | 15 miles per hour                                   | 15 miles per hour |



## SPECIAL RULES.

17

### Fourth Subdivision.

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

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

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

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

Register at Helena for trains originating or terminating there.

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

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

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

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

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

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

#### Maximum Speed

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

### Fifth Subdivision.

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

Eleventh Subdivision junction switch 1000 feet east of Moccasin.

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

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

#### Maximum Speed

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

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

### MANUAL INTERLOCKING.

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

### AUTOMATIC INTERLOCKING.

Lohman .....End of double track.

### SEMI-AUTOMATIC INTERLOCKING.

Pacific Junction.

### SPECIAL RULES GOVERNING OPERATION OF INTERLOCKING PLANTS.

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

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

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

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

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

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

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

### TO OPERATE SMASH BOARD MECHANISM BY HAND.

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

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

### TO OPERATE HAND RELEASE.

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

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

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

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

Movement of trains and vehicular traffic over both bridges controlled by signals. Light Type Electric Signals (Rule 501-A) govern train movements. Gates govern vehicular movements. Both operated by electric current handled by operator from cabin located on bridge. When signal indication is PROCEED trains will proceed over bridges at speed of eight miles per hour. Telephones (connected with cabin) located near signals at each end of bridge. In case of signal failure, communicate with operator and be governed by Rule 509-A.

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

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

FIFTH SUBDIVISION, MOSSMAIN.

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

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

| NAME                                | LOCATION                            | Capacity Cars | NAME  | LOCATION                       | Capacity Cars |
|-------------------------------------|-------------------------------------|---------------|---|--------------------------------|---------------|
| <b>Second Subdivision:</b>          |                                     |               | <b>Tenth Subdivision:</b>                       |                                |               |
| Saco Stock Yards .....              | 1.70 Miles West of Saco .....       | 27            | Hedges Spur .....                               | 2.62 Miles East of Cole.....   | 26            |
| Malta Stock Yards .....             | 2.07 Miles East of Malta .....      | 47            | <b>Eleventh Subdivision:</b>                    |                                |               |
| Harlem Stock Yards.....             | 1.30 Miles East of Harlem.....      | 30            | Arro Refinery Spur .....                        | 2.73 Miles West of Lewis-      |               |
| Sugar Beet Spur .....               | 3.28 Miles West of Harlem.....      | 16            | town .....                                      |                                | 78            |
| Chinook Stock Yard .....            | 0.42 Mile East of Chinook.....      | 54            | Mennonite Spur .....                            | 1.42 Miles West of Kingston..  | 6             |
| Milk River Const'n Co. Spur .....   | 2.96 Miles West of Chinook..        | 4             | <b>Twelfth Subdivision:</b>                     |                                |               |
| <b>Third Subdivision:</b>           |                                     |               | Goodman's Spur No. 2 .....                      | 5.80 Miles East of Arming-     | 2             |
| Pacific Junction Quarry...          | 0.54 Mile West of Pacific Jct.      | 26            | Siegling's Spur .....                           | 6.39 Miles East of Arming-     | 4             |
| Big Sandy Pit.....                  | 5.56 Miles East of Big Sandy..      | 19            | town .....                                      |                                | 4             |
| Portage Pit .....                   | 1.50 Miles West of Portage....      | 120           | Goodman's Spur No. 1.....                       | 3.42 Miles West of Riceville.. | 11            |
| <b>Fourth Subdivision:</b>          |                                     |               | Tyler's Spur .....                              | 3.83 Miles West of Monarch..   | 2             |
| Tintinger Spur No. 2.....           | 2.72 Miles East of Hardy .....      | 31            | Wellwood Spur .....                             | 5.67 Miles East of Monarch.... | 3             |
| Tintinger Siding No. 1.....         | 1.97 Miles East of Hardy.....       | 40            | Benton Spur .....                               | 1.68 Miles West of Neihart.... | 5             |
| Wolf Creek Quarry .....             | 1.30 Miles West of Wolf Creek ..... | 60            | Florence Mine Spur .....                        | 0.88 Mile West of Neihart....  | 4             |
| Fair Grounds Spur .....             | 2.64 Miles East of Helena.....      | 76            | <b>Thirteenth Subdivision:</b>                  |                                |               |
| Wood Spur No. 8 .....               | 1.33 Miles West of Elk Park..       | 4             | Pearce Spur .....                               | 1.35 Miles East of Gerber..... | 71            |
| <b>Fifth Subdivision:</b>           |                                     |               | Brown's Spur .....                              | 4.25 Miles East of Gerber..... | 39            |
| Oxford Pit .....                    | 1.04 Miles East of Oxford.....      | 70            | A. C. M. Co. Siding .....                       | 4.91 Miles East of Gerber..... | 85            |
| Hobson Pit .....                    | 2.65 Miles West of Hobson....       | 62            | Curran's Spur .....                             | 4.91 Miles East of Gerber..... | 31            |
| <b>Sixth Subdivision:</b>           |                                     |               | Tiger Butte Spur .....                          | 5.00 Miles East of Gerber..... | 2             |
| Brady Pit .....                     | 3.01 Miles East of Withey.....      | 112           | Stainsby Spur .....                             | 5.57 Miles East of Gerber..... | 9             |
| Pondera Pipe Line Spur...           | 2.97 Miles East of Conrad.....      | 37            | Giffen No. 2 Spur .....                         | Starts from East end Giffen    | 1 1/4         |
| Conrad Refining Co. ....            | 1.46 Miles East of Conrad.....      | 11            | Yard .....                                      |                                | Miles         |
| Texas Pipe Line Spur .....          | 1.76 Miles East of Conrad.....      | 26            | Sand Coulee Spur .....                          | Starts at Lewis Jct. ....      | 1             |
| Kevin Pit .....                     | 0.53 Mile East of Kevin.....        | 80            |   |                                | Mile          |
| Aronow Spur .....                   | 2.00 Miles West of Kevin.....       | 3             | Great Falls Brick and Tile Co. No. 1 Spur ..... | Off of Sand Coulee Spur.....   | 30            |
| Ohio Oil Co. Siding .....           | 1.03 Miles East of Sunburst..       | 46            | Great Falls Brick and Tile Co. No. 2 Spur ..... | End of Sand Coulee Spur....    | 3             |
| International Refinery Siding ..... | 0.61 Mile East of Sunburst....      | 99            | Lavin Spur .....                                | 1 Mile East of Lewis Jct. .... | 6             |
| <b>Seventh Subdivision:</b>         |                                     |               | <b>Fourteenth Subdivision:</b>                  |                                |               |
| State Line Beet Spur .....          | 3.87 Miles East of Dore .....       | 18            | Bradford Spur .....                             | 0.90 Mile East of Sun River..  | 42            |
| Cowles Beet Siding .....            | 2.31 Miles West of Dore .....       | 14            | <b>Fifteenth Subdivision:</b>                   |                                |               |
| Wooley Beet Spur .....              | 3.90 Miles East of Sidney.....      | 9             | Hobson Elevator Spur .....                      | 3.92 Miles East of Choteau.... | 7             |
| Ludington Beet Spur .....           | 2.45 Miles East of Ridgelaun        | 10            | Flume .....                                     | 4.08 Miles West of Bole.....   | 14            |
| <b>Eighth Subdivision:</b>          |                                     |               |   |                                |               |
| Hardy Beet Siding .....             | 1.51 Miles East of Fairview....     | 21            |   |                                |               |