TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustees

ROCKY MOUNTAIN DIVISION

TIME TABLE No. 2

To be used in conjunction with Special Rules No. 1

Taking effect at 12:01 A. M.
Mountain Standard Time

SUNDAY, MARCH 24, 1940

For the government and information of employes only

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

A. C. KOHLHASE,
Superintendent.

N. A. RYAN,
General Manager.

TROLLEY CUT-OFF SWITCHES

At stations where substations are located switches are in substations; at other stations switches are located at or near each end of siding or yard except:

Hamen, east switch	50 spans east.
Moyne, west switch	13 spans west.
Fanalulu, west switch	19 spans west.
Sixteen, east switch	17 spans east.
Canyon, east switch	15 spans east.
Nathan, east switch	9 spans east.
Cardinal, west switch	8 spans west.
Jefferson Island, east switch	14 spans east.
Vendome (Vendome—Cedric cut-off)	Midway of siding.
Cedric (Vendome-Cedric cut-off)	1.5 miles west.
Grace (Grace—3 miles west cut-off)	Midway of siding.
Grace (Grace—3 miles west cut-off)	3 miles west.
Butte	1 on west leg of wye and 1 at freight house.
Rocker	1 at west end of B.A. &P.Yard; 1 at crossing (controls crossing only).
U. P. Crossing	At crossing (controls crossing only).
Garrison, west switch	9 spans west of tunnel.
Frenchtown, west switch	15 spans west.
Huson, west switch	15 spans west.
Haugan, west switch	12 spans west.
Saltese, west switch	8 spans west.
Bryson, west switch	12 spans west.
Bryson (Bryson-East Portal cut-off)	Midway of siding.
Roland (Roland-Falcon cut-off)	1200 ft. west of west switch.
Tunnel 22	1 at east end; 1, 5 spans west of west end.
Adair, west switch	1 span west of west end tunnel 26.
Falcon (Roland-Falcon cut-off)	Midway of siding.
Kyle, east switch	30 spans east.
Kyle, west switch	32 spans west.

Trolley cut-off switches located on the following industrial tracks should be kept locked in the open position except when necessary to let motors in and out of these tracks:

No. 101.....Lombard, N. P. transfer.
No. 102.....Three Forks, wye and Gravel Spur (switch located on west leg of wye).
No. 103.....Butte Yard, Hansen Packing Co. Spur.
No. 104.....Butte Yard, Brick Yard Spur.
No. 109.....Butte, Manganese Spur.
No. 107.....Finlen, Pioneer Spur.
No. 204.....Missoula, Monument Spur (switch located midway of spur).
No. 206.....Missoula, Findell Lumber Co. Spur and N. P. transfer.

TONNAGE RATING

	Ruling grade	L-3	L-2	K-1	G-6	G-8
Falls Yard-Pownal	1	2160	1880	1090	840	1260
Pownal-Arrow Creek	1.5	1380	1100	740	570	850
Arrow Creek-Lewistown	1	2250	2000	1190	890	1300
Lewistown-Falls Yard	1	2160	1880	1090	840	1250
Lewistown-Oka	1	2160	1880	1090	840	1250
Oka-Harlowton	Down					
Harlowton-Judith Gap	1.5	1700	1500	900	570	820
Judith Gap-Lewistown	1	2160	1880	1090	840	1250
Lewistown-Orange	2	1100	970	560	410	630
Orange-Winnett	Down					
Winnett-Piper	1	2275	1880	1090	840	1250
Piper-Orange	2	1075	970	560	410	630
Orange-Lewistown	Down					
Lewistown-Roy	1.5			750	570	850
Roy Jct.-Winifred	1.5			750	570	850
Roy-Hilger	1.5			750	570	850
Winifred-Hilger	1.5			750	570	850
Hilger-Lewistown	1			1090	840	1250
Falls Yard-Agawam	1.5		1600	920	720	1050
Agawam-Falls Yard	1		1880	1050	1020	1250

	Ruling grade	1 EP-3	1 EF-1	1 EF-3	2 EF-3s	1 EF-3 and 1 EF-1	1 EF-3 and 2 EF-1s
Avery-East Portal	1.7	1150	1750	2650	5300	4400	6150
East Portal-St. Regis	Down						
St. Regis-Deer Lodge	0.4	3500	6000	9000			
Deer Lodge-Alloy	0.6	3000	4500	6750			
Alloy-Donald	1.66	1150	1750	2650	5300	4400	6150
Donald-Lombard	Down						
Lombard-Cardinal	0.46	3500	6000	9000			
Cardinal-Loweth	1	1600	2650	3975	7950	6625	
Loweth-Harlowton	Down						
Harlowton-Valencia	0.6	3000	4500	6750			
Valencia— 2 Miles West of Bruno	1	1600	2800	4200	8400	7000	
2 Miles West of Bruno-Loweth	2	960	1500	2250	4500	3750	5250
Loweth-Lombard	Down						
Lombard-Piedmont	0.3	4000	8000	12000			
Piedmont-Penfield	2	960	1500	2250	4500	3750	5250
Penfield-St. Regis	Down						
St. Regis-Haugan	0.8	1600	2800	4200	8400	7000	
Haugan-Roland	1.7	1150	1750	2650	5300	4400	6150
Roland-Avery	Down						

EP-3 Engines limited to 50 cars.

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

SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Harlowton	Time Table No. 2 March 24, 1940 STATIONS	Distance from Three Forks	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS
263		15									16		264
Time Freight		Passenger	Sidings	Other tracks							Passenger		Time Freight
Daily		Daily									Daily		Daily
L 8.30AM		L 6.20AM		Yard	HY	0.0	HARLOWTON	114.2	BCEHJKO RTWXYZ	Continuous	As 12.20AM		A 7.00PM
						6.2							
8.50		6.30	75	11		6.2	VALENCIA	108.0	P	No Office	12.10		6.50
						5.8							
9.10		s 6.39	75	29	WO	12.0	TWO DOT	102.2	P	6.15AM to 3.15PM	s 12.01AM		6.40
						6.5							
9.27		6.47	75	17		18.5	SELKIRK	95.7	P	No Office	11.50		6.30
						5.7							
9.42		s 6.58	75	17	MX	24.2	MARTINSDALE	90.0	P	6.45AM to 3.45PM	s 11.42		6.20
						4.4							
9.59		7.06	75	14		28.6	GROVELAND	85.6	WP	No Office	11.35		6.12
						7.0							
10.15		7.17	76	25	UX	35.6	LENNEP	78.6	P	7.00AM to 4.00PM	11.26		6.00
						5.6							
10.36		7.28	74	10		41.2	BRUNO	73.0	P	No Office	11.16		5.47
						4.2							
10.55		7.38	78	51		45.4	LOWETH	68.8	PX	No Office	11.07		5.37
						4.6							
11.11		7.46	75	10		50.0	HAMEN	64.2	P	No Office	10.59		5.18
						5.1							
11.26		7.53	76	25		55.1	NEW DORSEY	59.1	P	No Office	10.50		5.08
						2.2							
11.34		s 7.59	83	43	D	57.3	RINGLING	56.9	PV	7.30AM to 4.30PM	s 10.45		5.03
						3.6							
11.44		8.03	74	28		60.9	MOYNE	53.3	P	No Office	10.38		4.52
						4.0							
11.54		8.10	62			64.9	FANALULU	49.3	P	No Office	10.31		4.28
						3.0							
12.01PM		8.14	74	21		67.9	SIXTEEN	46.3	P	No Office	10.26		4.20
						3.3							
12.11		8.21	62	14		71.2	CANYON	43.0	P	No Office	10.19		4.10
						4.7							
12.26		8.32	74	16		75.9	FRANCIS	38.3	P	No Office	10.08		3.55
						3.9							
12.41		8.39	76	17		79.8	NATHAN	34.4	P	No Office	10.01		3.45
						2.1							
12.47		8.44		17		81.9	MAUDLOW	32.3	P	No Office	9.57		3.40
						5.7							
1.07		8.55	77	11		87.6	DEER PARK	26.6	P	No Office	9.47		3.20
						4.6							
1.22		9.04	75	45		92.2	CARDINAL	22.0	P	No Office	9.37		2.55
						2.7							
1.45		s 9.10		13	LD	94.9	LOMBARD	19.3	PVX	8.00AM to 5.00PM	s 9.30		2.40
						3.1							
1.55		9.16	75	12		98.0	BARRON	16.2	P	No Office	9.25		2.25
						7.7							
264 2.10		9.28	74	10		105.7	EUSTIS	8.5	P	No Office	9.15		263 2.10
						8.5							
A 2.30PM		As 9.45AM		Yard	FO	114.2	THREE FORKS	0.0	BEHJK RWXY	Continuous	L 9.05PM		L 1.45PM

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic Block System is in use between Harlowton and Three Forks. Automatic Block System begins and ends at marker sign 30 feet east of east switch at Harlowton.

The following Automatic Block Signals are placed on left hand side of track as seen from approaching train:

Signal 0-4 eastward, Harlowton
Signal 530-3 westward, Harlowton

Mountain grade extends from west switch Bruno to east switch Loweth.

Sunday Hours

Harlowton	Continuous
Martinsdale	6:45 a. m. to 8:45 a. m.
Ringling	7:30 a. m. to 9:30 a. m.
Lombard	8:00 a. m. to 10:00 a. m.
Three Forks	Continuous

Industrial Tracks Not Shown as Stations

Name	Location	Capacity
Higgins	3.7 miles west of Hamen	4 cars.

MAXIMUM SPEED PERMITTED PASSENGER TRAINS

Between	
Harlowton and Lennep	65 miles per hour
Lennep and Bruno	40 miles per hour
Bruno and Loweth	35 miles per hour
Loweth and 1 mile east of New Dorsey	45 miles per hour
1 mile east of New Dorsey and Moyne	65 miles per hour
Moyne and Fanalulu	40 miles per hour
Fanalulu and 1 mile east of Canyon	65 miles per hour
1 mile east of Canyon and Tunnel 4	30 miles per hour
Tunnel 4 and Lombard	35 miles per hour
Lombard and Eustis	45 miles per hour
Eustis and Three Forks	65 miles per hour

MAXIMUM SPEED PERMITTED FREIGHT TRAINS

Between	
Three Forks and 1 mile west of Lombard	40 miles per hour
1 mile west of Lombard and Moyne	30 miles per hour
Moyne and New Dorsey	40 miles per hour
New Dorsey and Loweth	35 miles per hour
Loweth and Lennep	25 miles per hour
Lennep and Harlowton	40 miles per hour

WESTWARD—SECOND SUBDIVISION

SECOND CLASS	FIRST CLASS		Capacity in cars				Time Table No. 2 March 24, 1940
263	7	15					
Time Freight	Passenger	Passenger	Sidings	Other tracks	Telegraph calls	Distance from Three Forks	STATIONS
Daily	Daily	Daily					
L 3.00PM		L 9.50AM		Yard	FO	0.0	THREE FORKS
						6.5	
3.15		9.58	74	23		6.5	WILLOW CREEK
						6.4	
3.30		10.06	75	21		12.9	SAPPINGTON (N. P. Crossing)
						4.9	
3.42		10.14	75	25		17.8	ALCAZAR
						6.8	
3.59		f 10.24	77	68	JI	24.6	JEFFERSON ISLAND
						9.9	(N. P. Crossing)
4.25		f 10.38	87	Yard	WH	34.5	PIEDMONT
						5.5	
4.55		10.51	75	11		40.0	VENDOME
						3.7	
5.10		264 11.01	78	26		43.7	CEDRIC
						4.9	
5.30		11.14	75	20		48.6	GRACE
						6.6	
6.00		11.31	77	53		55.2	DONALD
						2.0	
6.05		11.35	66	7		57.2	PENFIELD
						4.7	
6.17		11.43	93	7		61.9	JANNEY
						3.6	
6.26		11.51	75	28		65.5	NEWCOMB
						4.6	
6.34		11.58	81	Yard	OY	70.1	BUTTE YARD
						2.6	
	L 9.00PM	s 12.10PM 12.20		Yard	GS	72.7	BUTTE
						2.3	
16 6.41	9.05	12.26	283	14		75.0	ALLOY
						1.5	
						76.5	ROCKER (B. A. & P. Crossing)
						2.3	
	s 9.13					78.8	SILVER BOW
						0.9	
						79.7	(U. P. Crossing)
						1.3	
7.45	f 9.16	12.33	70	65		81.0	DAWSON
						6.1	
8.15	f 9.26	12.42	101	134		87.1	FINLEN
						4.8	
8.30	f 9.33	12.49	76	36		91.9	CULLEN
						4.3	
8.45	f 9.39	12.54	76	35		96.2	MOREL
						9.2	
9.10	f 9.50	1.04	108	17		105.4	(N. P. Crossing) SINCLAIR
						7.8	
A 9.30PM	As 10.00PM	As 1.15PM		Yard	DG	113.2	DEER LODGE

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Mountain grade extends from west switch Piedmont to east switch Newcomb.

Automatic Block System is in use between Three Forks and Deer Lodge.

The following Automatic Block Signals are placed on left hand side of track as seen from approaching train:
Signal 194-3 westward, at west switch Dawson; signal 193-5 westward, at east switch Dawson.

Trains must not exceed 25 M. P. H. over wye switches Butte, and 35 M. P. H. through Butte Yard. Use one pantograph on Butte wye and avoid stopping with pantograph on trolley section insulators.

No. 16 will pull their train over east wye switch, No. 15 over west wye switch, and back to Butte. No. 7 will back out of Butte.

N. P. crossing is located on spur leading to the refinery and brick yard at Butte yard.

Trains must not exceed 12 miles per hour over Montana Street, Butte Yard.

Trains using B. A. & P. R. R. crossover and transfer tracks located near and opposite west leg of Wye at Butte will be governed by rules 93, G-93(A) and 98.

The distance shown between Three Forks and Deer Lodge includes mileage for trains going in and out of Butte.

The mileage for freight trains between Three Forks and Deer Lodge is 112.1.

Trains must not exceed 15 M. P. H. over Milwaukee Ave., Deer Lodge.

Trolley wires are lower than standard height of 24 ft. 2 in. above top of rail between West Wye switch, Butte and B. A. & P. overhead railroad crossing, about 1½ miles west of Dawson.

Butte is a register station for Nos. 7 and 8 only.

Time Table No. 2 March 24, 1940 STATIONS	Distance from Deer Lodge	See Rule 6-A	Office open week days	FIRST CLASS 8 Passenger Daily	FIRST CLASS 16 Passenger Daily	SECOND CLASS 264 Time Freight Daily
THREE FORKS	112.1	BEHJK RWXY	Continuous		As 9.00PM	A 12.45PM
6.5						
WILLOW CREEK	105.6	P	No Office		8.48	12.30
6.4						
SAPPINGTON (N. P. Crossing)	99.2	MPV	No Office		8.41	12.20
4.9						
ALCAZAR	94.3	P	No Office		8.32	12.10PM
6.8						
JEFFERSON ISLAND	87.5	P	8.00AM to 5.00PM		f 8.22	11.54
9.9						
(N. P. Crossing) PIEDMONT	77.6	IPVX	7.30AM to 4.30PM		f 8.10	11.29
5.5						
VENDOME	72.1	P	No Office		8.02	11.12
3.7						
CEDRIC	68.4	P	No Office		7.55	15 11.01
4.9						
GRACE	63.5	P	No Office		7.46	10.35
6.6						
DONALD	56.9	PW	No Office		7.35	10.14
2.0						
PENFIELD	54.9	P	No Office		7.31	10.05
4.7						
JANNEY	50.2	P	No Office		7.23	9.47
3.6						
NEWCOMB	46.6	P	No Office		7.16	9.34
4.6						
BUTTE YARD	42.0	BKPVXZ	8.00AM to 5.00PM		7.11	9.21
2.6						
BUTTE		BEKRVXY	Continuous	As 8.15AM	s 7.05 6.55	
2 3						
ALLOY	38.2	PX	No Office	8.05	263 6.41	8.51
1.5						
ROCKER (B. A. & P. Crossing)	36.7	IV	No Office			
2.3						
SILVER BOW	34.4		No Office	f 7.58		
0.9						
(U. P. Crossing)	33.5	IV	No Office			
1.3						
DAWSON	32.2	P	No Office	f 7.55	6.29	8.19
6.1						
FINLEN	26.1	P	No Office	f 7.45	6.17	8.01
4.8						
CULLEN	21.8	P	No Office	f 7.38	6.10	7.44
4.3						
MOREL	17.0	P	No Office	f 264 7.31	6.04	8 7.33 7.26
9.2						
(N. P. Crossing) SINCLAIR	7.8	MP	No Office	f 7.20	5.51	7.01
7.8						
DEER LODGE	0.0	BEHKO RTVWXZ	Continuous	L 7.10AM	L 5.40PM	L 6.30AM

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

MAXIMUM SPEED PERMITTED PASSENGER TRAINS

Between	
Three Forks and Sappington	65 miles per hour
Sappington and Jefferson Island	45 miles per hour
Jefferson Island and Piedmont	65 miles per hour
Piedmont and Vendome	50 miles per hour
Vendome and Newcomb	35 miles per hour
Newcomb and Butte Yard	65 miles per hour
Butte Yard and 1½ miles west of Dawson	55 miles per hour
1½ miles west of Dawson and Finlen	40 miles per hour
Finlen and Morel	55 miles per hour
Morel and Deer Lodge	65 miles per hour

LOCATION OF DERAILING SWITCHES

Alloy.....Siding, west end.

SUNDAY HOURS

Three Forks	Continuous
Piedmont	10:00 A. M. to 12:01 P. M.
Butte Yard	9:00 A. M. to 11:00 A. M.
Butte	Continuous
Deer Lodge	Continuous

MAXIMUM SPEED PERMITTED FREIGHT TRAINS

Between	
Deer Lodge and Finlen	40 miles per hour
Finlen and Dawson	30 miles per hour
Dawson and Newcomb	40 miles per hour
Newcomb and Donald	30 miles per hour
Donald and Piedmont	25 miles per hour
Piedmont and Jefferson Island	40 miles per hour
Jefferson Island and Alcazar	30 miles per hour
Alcazar and Three Forks	40 miles per hour

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Parrot	6.5 miles east of Piedmont	30 cars.
Kountz	2 miles east of Piedmont	8 cars.
Shiffman	4.9 miles west of Grace	6 cars.
Pioneer	At Finlen	105 cars.
Champion	8.2 miles west of Morel	8 cars.
Gravel Pit	1.4 miles west of Sinclair	29 cars.

SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Deer Lodge	Time Table No. 2 March 24, 1940
263	7	15					
Time Freight	Passenger	Passenger	Sidings	Other tracks			STATIONS
Daily	Daily	Daily					
L 11.45PM	L 10.05PM	L 1.25PM		Yard	DG	0.0	DEER LODGE
11.56	f 10.11	1.30	96	18		5.1	5.1 KOHRS
12.10AM	f 10.19	1.36	94	17		11.0	5.9 GARRISON
12.26	f 10.28	1.43	95	18		18.6	7.6 GOLD CREEK
12.39	f 10.35	1.49	95	18		24.3	5.7 HASKELL
12.54	f 10.44	1.57	96	18		30.7	6.4 (N. P. Crossing) DRUMMOND
1.05	f 10.51	2.03	97			36.0	5.3 OZAN
264 1.18	f 10.58	2.09	98	32		41.2	5.2 BEARMOUTH
1.35	f 11.10	2.21	103	22		51.3	10.1 RAVENNA
1.47	f 11.17	2.27	95			57.2	5.9 IRIS
2.00	f 11.24	2.34	96	17		63.3	6.1 CLINTON
2.11	f 264 11.32	2.40	95	18		68.7	5.4 THELMA
2.22	f 11.38	2.45	98	38		73.2	4.5 BONNER JCT.
2.55	s 12.10AM	s 3.00	120	Yard	Q	79.5	6.3 MISSOULA
3.17	f 12.23	3.12	95	17		89.0	9.5 PRIMROSE
3.28	f 12.32	16 3.24	94	14		94.7	5.7 FRENCHTOWN
3.47	f 12.40	3.34	63	14		100.4	5.7 (N. P. Crossing) HUSON
3.55	f 12.48	3.42	96	17		105.8	5.4 SOUDAN
A 8 4.06AM	As 12.55AM	A 3.50PM		Yard	ON	110.8	5.0 ALBERTON

Passenger trains must not exceed maximum speed of 65 miles per hour; other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic Block System is in use between Deer Lodge and Alberton.

The following Automatic Block Signals are placed on left hand side of track as seen from approaching train:

Signal 226-3 westward, Deer Lodge Yard.
Signal 11-6 eastward, at West Switch Garrison.
Signal 37-1 and 39-5 westward, between Ozan and Bearmouth.
Signal 49-1 westward, at West Switch Bearmouth.
Signal 51-8 eastward, at West Switch Ravenna.
Signal 75-1 westward, between Bonner Jct. and Missoula.
Signal 80-0 eastward, at West Switch Missoula.
Signal 100 7 westward, at West Switch Huson.
Signal 105-2 eastward, at East Switch Soudan.

Trains must not exceed 25 miles per hour over Van Buren Street, Missoula.

WATCH INSPECTORS.

National Railway Time Service Co., Chief Watch Inspectors
55 East Washington Street, Chicago.

Robertson's Jewelry and Optical Co.....Harlowton.
L. H. Hankinson.....Three Forks.
Gordon's, 113 North Main Street.....Butte.
L. M. Haaland.....Deer Lodge.
Borg Jewelry Co.....Missoula.
T. J. Morris.....Avery.
G. J. Steffens.....Bozeman.
Stellar Jewelry Store.....Great Falls.
E. H. Rogers.....Lewistown.

Semi-monthly time comparision of watches may be made with Operators at Avery, Alberton and Missoula.

Time Table No. 2 March 24, 1940 STATIONS	Distance from Alberton	See Rule 6-A	Office open week days	FIRST CLASS 8 Passenger Daily	FIRST CLASS 16 Passenger Daily	SECOND CLASS 264 Time Freight Daily
DEER LODGE	110.8	BEHKO RTVWXZ	Continuous	As 7.05 AM	As 5.30 PM	A 4.45 AM
5.1						
KOHRS	105.7	P	No Office	f 6.53	5.19	4.02
5.9						
GARRISON	99.8	P	No Office	f 6.44	5.11	3.26
7.6						
GOLD CREEK	92.2	P	No Office	f 6.34	5.01	2.51
5.7						
HASKELL	86.5	P	No Office	f 6.25	4.53	2.21
6.4						
(N. P. Crossing) DRUMMOND	80.1	MPW	No Office	f 6.15	4.44	1.56
5.3						
OZAN	74.8	P	No Office	f 6.07	4.38	1.41
5.2						
BEARMOUTH	69.6	P	No Office	f 5.59	4.31	263 1.18
10.1						
RAVENNA	59.5	P	No Office	f 5.46	4.19	12.44
5.9						
IRIS	53.6	P	No Office	f 5.38	4.12	12.19 AM
6.1						
CLINTON	47.5	PW	No Office	f 5.30	4.05	11.59
5.4						
THELMA	42.1	P	No Office	f 5.21	3.58	7 11.32
4.5						
BONNER JCT.	37.6	JPYX	No Office	f 5.13	3.52	11.15
6.3						
MISSOULA	31.3	BKVWX	Continuous	s 5.05	s 3.45	10.50
9.5						
PRIMROSE	21.8	P	No Office	f 4.45	3.32	10.22
5.7						
FRENCHTOWN	16.1	P	No Office	f 4.39	15 3.24	10.06
5.7						
(N. P. Crossing) HUSON	10.4	MP	No Office	f 4.32	3.17	9.50
5.4						
SOUDAN	5.0	P	No Office	f 4.24	3.11	9.32
5.0						
ALBERTON	0.0	BHK RWX	Continuous	L 263 4.15 AM	L 3.05 PM	L 9.00 PM

Passenger trains must not exceed maximum speed of 65 miles per hour; other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

SUNDAY HOURS

Deer Lodge	Continuous
Missoula	Continuous
Alberton	Continuous

Between Harlowton and Avery

No. 15 will stop on signal to discharge revenue passengers from east of Harlowton and Tenth subdivision. No. 15 will stop on signal to pick up revenue passengers from all stations destined Spokane and west. No. 16 will stop on signal to pick up revenue passengers for east of Harlowton and Tenth Subdivision. No. 16 will stop on signal at all stations to discharge passengers from Spokane and west.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Phosphate (V)	3.7 miles west of Garrison	20 cars.
Deschamps	3.0 miles east of Primrose	11 cars.

SECOND CLASS	FIRST CLASS			Capacity in cars				Time Table No. 2
263	15	661	7					March 24, 1940
Time Freight	Passenger	N. P. Passenger	Passenger	Sidings	Other tracks	Telegraph calls	Distance from Alberton	STATIONS
Daily	Daily	Except Sunday	Daily					
L 8 4.30 AM	L 3.50 PM		L 1.00 AM		Yard	ON	0.0	ALBERTON
4.45	4.00		f 1.09	97	18		6.5	6.5 CYR
5.05	4.10		f 1.20	65	21		15.0	8.5 TARKIO
5.25	4.19		f 1.30	95	20		22.7	7.7 COBDEN
5.50	4.28		s 1.42	96	17	SI	30.9	8.2 SUPERIOR
6.05	4.35		f 1.51	73	15		37.1	6.2 ASHMORE
6.25	4.42	L 16 2.11 PM	f 1.59	94	58	G	43.3	6.2 ST. REGIS
6.47	4.51	2.20	f 2.09	88			48.3	5.0 FORAKER
7.10	5.01	2.31	f 2.19	91	41		52.9	4.6 DREXEL
7.45	5.10	2.40	f 2.28	96	20		57.2	4.3 HENDERSON
		2.45	f 2.31		16		59.1	1.9 DE BORGIA
8.30	264 5.19	A 2.50 PM	s 8 2.41	82	Yard	HU	62.4	3.3 HAUGAN
8.55	5.30		f 2.52	61	17		68.1	5.7 SALTESE
9.15	5.38		f 3.01	67	12		71.7	3.6 BRYSON
9.45	5.48		f 3.11	125	72	FX	76.5	4.8 EAST PORTAL
10.05	5.54		f 3.18	61	76		78.5	2.0 ROLAND
10.24	6.04		f 3.32	31	26		83.3	4.8 ADAIR
10.43	6.16		f 3.46	97	12		87.9	4.6 FALCON
11.03	6.25		f 4.00	20	11		93.1	5.2 KYLE
11.12	6.33		f 4.12	66			96.6	3.5 STETSON
A 11.30 AM	As 6.48 PM		As 4.30 AM		Yard	NF	100.3	3.7 AVERY

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Mountain grade extends from 2 miles west of west switch Haugan to 1 mile east of east switch Avery.

Automatic Block System is in use between Alberton and Avery.

The following Automatic Block Signals are placed on left hand side of track as seen from approaching train:

Signal 145-7 westward, between Ashmore and Superior.
Signal 164-0 eastward, at west switch Drexel.
Signal 179-4 eastward, at west switch Saltese.
Signal 181-9 westward, at east switch Bryson.
Signal 183-9 westward, between Bryson and East Portal.
Signal 186-3 westward, at east switch East Portal.
Stop Signal westward, at west switch East Portal.
Stop Signal eastward, at east switch Roland.
Stop Signal westward, at west switch Roland.
Signal 193-6 eastward, at west switch Adair.
Signal 198-4 eastward, at west switch Falcon.
Signal 203-2 eastward, at west switch Kyle.
Signal 206-3 westward, at east switch Stetson.
Stop Signal westward, at west switch Stetson.
Signal 0-0 eastward, west of depot at Avery.

Time Table No. 2 March 24, 1940 STATIONS	Distance from Avery	See Rule 6-A	Office open week days	FIRST CLASS 8 Passenger Daily	 662 N. P. Passenger Except Sunday	 16 Passenger Daily	SECOND CLASS 264 Time Freight Daily
ALBERTON	100.3	BHKR WX	Continuous	As 263 4.15AM		A 3.05PM	A 8.30PM
6.5							
CYR	93.8	P	No Office	f 4.06		2.55	8.00
8.5							
TARKIO	85.3	P	No Office	f 3.54		2.45	7.30
7.7							
COBDEN	77.6	P	No Office	f 3.43		2.35	7.07
8.2							
SUPERIOR	69.4	PW	8.00AM to 5.00PM	s 3.30		2.25	6.47
6.2							
ASHMORE	63.2	P	No Office	f 3.22		2.18	6.30
6.2							
ST. REGIS	57.0	JPRWXY	7.00AM to 11.00PM	f 3.14	A 11.45AM	661 2.11	6.12
5.0							
FORAKER	52.0	P	No Office	f 3.05	11.35	2.02	5.54
4.6							
DREXEL	47.4	P	No Office	f 2.55	11.24	1.53	5.41
4.3							
HENDERSON	43.1	P	No Office	f 2.47	11.15	1.44	5.27
1.9							
DE BORGIA	41.2	P	No Office	f 2.45	11.10		
3.3							
HAUGAN	37.9	JRWO XY	Continuous	s 7 2.41	L 11.05AM	1.37	15 5.19
5.7							
SALTESE	32.2	P	No Office	f 2.31		1.27	4.50
3.6							
BRYSON	28.6	PW	No Office	f 2.24		1.20	4.28
4.8							
EAST PORTAL	23.8	PW	7.30AM to 4.30PM	f 2.14		1.11	4.11
2.0							
ROLAND	21.8	P	No Office	f 2.07		1.04	3.51
4.8							
ADAIR	17.0	P	No Office	f 1.57		12.53	3.27
4.6							
FALCON	12.4	PW	No Office	f 1.47		12.42	3.05
5.2							
KYLE	7.2	P	No Office	f 1.36		12.31	2.36
3.5							
STETSON	3.7	P	No Office	f 1.28		12.23	2.17
3.7							
AVERY	0.0	BEHKO RTWX	Continuous	L 1.20AM		L 12.15PM	L 2.00PM

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Headlights and marker lamps must be lighted both day and night while passing through tunnels between Avery and Saltese.

Passenger trains must use not less than five minutes, freight trains not less than ten minutes between East Portal and Roland.

Track cars must not be run through tunnel between East Portal and Roland without protection.

At St. Regis the time of Nos. 661 and 662 applies at the junction with the Northern Pacific Railway.

At Haugan the time of Nos. 661 and 662 applies at the east switch of the siding. Trains moving to and from the Northern Pacific Railway will enter and leave the C.M.St.P.&P. main track at the east switch of the siding, unless authorized by train order to use the main track between junction switch and east switch of the siding.

Haugan and St. Regis are register stations for Nos. 661 and 662 only.

No. 16 will not require register check of No. 662 at Haugan.

No. 15 will not require register check of No. 661 at St. Regis.

MAXIMUM SPEED PERMITTED PASSENGER TRAINS

Between	
Alberton and ½ mile west of St. Regis	65 miles per hour
½ mile west of St. Regis and Henderson	35 miles per hour
Henderson and 1 mile west of Haugan	65 miles per hour
1 mile west of Haugan and Avery	35 miles per hour

MAXIMUM SPEED PERMITTED FREIGHT TRAINS

Between	
Avery and Haugan	25 miles per hour
Haugan and Henderson	40 miles per hour
Henderson and St. Regis	25 miles per hour
St. Regis and Alberton	40 miles per hour

SUNDAY HOURS

Alberton	Continuous
St. Regis	7:00 A. M. to 9:00 A. M. 3:00 P. M. to 5:00 P. M.
Haugan	Continuous
East Portal	9:30 A. M. to 12:30 P. M.
Avery	Continuous

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Time Table No. 2
March 24, 1940

SECOND CLASS 593 Freight Except Saturday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Three Forks	STATIONS	Distance from Bozeman	See Rule 6-A	Office open week days	SECOND CLASS 592 Freight Except Saturday
L 2.30PM		Yard	FO	0.0	THREE FORKS	38.4	BEHJK RWXY	Continuous	As 1.45PM
					4.4				
f 2.45	13			4.4	CARPENTER	34.0		No Office	f 1.30
					1.9				
f 2.52	11			6.3	LOGAN	32.1		No Office	f 1.24
					5.2				
s 3.08	23	8	MN	11.5	MANHATTAN (N. P. Crossing) 0.8	26.9	P	8.00AM to 5.00PM	s 1.08
					4.3				
f 3.21	23			16.6	CAMP CREEK	21.8	PW	No Office	f 12.36
					0.9				
f 3.24				17.5	BELGRADE JUNCTION	20.9	JY	No Office	12.25
					2.9				
f 3.33	24			20.4	HOLLAND	18.0		No Office	f 12.15
					3.4				
f 3.45	18			23.8	WEST GALLATIN	14.6		No Office	f 12.05PM
					1.7				
f 3.50	8			25.5	GREENWOOD	12.9		No Office	f 11.59
					1.5				
s 4.00	34			27.0	BOZEMAN HOT SPRINGS	11.4	JPY	No Office	f 11.50
					2.5				
f 4.08		9		29.5	BLACKWOOD	8.9		No Office	f 11.40
					0.9				
f 4.13	6			30.4	POTTER	8.0		No Office	f 11.35
					1.7				
f 4.19		6		32.1	BALMONT	6.3		No Office	f 11.25
					1.0				
f 4.22	14	9		33.1	MATTHEWS	5.3		No Office	f 11.20
					1.6				
f 4.28		5		34.7	PATTERSON	3.7		No Office	f 11.15
					3.7				
As 4.45PM		Yard	BN	38.4	BOZEMAN	0.0	BCJKP RVWXYZ	7.00AM to 4.00PM	L 11.00AM

Passenger trains must not exceed maximum speed of 45 miles per hour between Three Forks and Bozeman Hot Springs; other trains 30 miles per hour. All trains must not exceed maximum speed of 25 miles per hour between Bozeman Hot Springs and Bozeman and 15 miles per hour over Bridge CC-600, 1 mile west of Three Forks, and Bridge CC-654, ¼ mile west of Greenwood.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Time Table No. 2
March 24, 1940

SECOND CLASS 597 Freight Monday, Wednesday, Friday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Belgrade Junction	STATIONS	Distance from Belgrade	See Rule 6-A	Office open week days	THIRD CLASS 596 Freight Monday, Wednesday, Friday
L 12.25PM				0.0	BELGRADE JUNCTION	5.2	JY	No Office	As 1.07PM
					5.2				
596 As 12.46PM	12	42	BG	5.2	BELGRADE	0.0	PR	8.00AM to 5.00PM	597 L 12.46PM

Trains must not exceed maximum speed of 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 2
March 24, 1940

SECOND CLASS 595 Freight Tuesday, Thursday, Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Bozeman Hot Springs	STATIONS	Distance from Gallatin Gateway	See Rule 6-A	Office open week days	THIRD CLASS 594 Freight Tuesday, Thursday, Sunday
L 11.50AM				0.0	BOZEMAN HOT SPRINGS	4.8	JPY	No Office	As 12.30PM
					2.5				
f 11.59		6		2.5	ATKINS	2.3		No Office	f 12.20
					2.3				
594 As 12.10PM	19	52	WA	4.8	GALLATIN GATEWAY	0.0	PRW	8.00AM to 5.00PM	595 L 12.10PM

Passenger trains must not exceed maximum speed of 35 miles per hour; other trains 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

			Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Bozeman	Time Table No. 2 March 24, 1940 STATIONS	Distance from Menard	See Rule 6-A	Office open week days			
		L		Yard	BN	0.0	**BOZEMAN** (N. P. Crossing 1.8)	24.7	BCJKPM RVWXYZ	7.00AM to 4.00PM	A		
			9			5.5	**LUX**	19.2		No Office			
			5			7.4	**CAMONA**	17.3		No Office			
			9			8.2	**WISNER**	16.5		No Office			
			9			10.0	**BUSCH**	14.7		No Office			
			24	18		12.2	**SPRINGHILL**	12.5		No Office			
			5			13.6	**ERLICE**	11.1		No Office			
			5			15.0	**HUFFINE**	9.7		No Office			
			5			16.6	**TORBET**	8.1		No Office			
			5			17.7	**EDILOU**	7.0		No Office			
			9			19.6	**HILLMAN**	5.1		No Office			
			9			22.8	**ACCOLA**	1.9		No Office			
		A		26		24.7	**MENARD**	0.0	Y	No Office	L		

Trains must not exceed maximum speed of 20 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD — NINTH SUBDIVISION — EASTWARD

			Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Bonner Junction	Time Table No. 2 March 24, 1940 STATIONS	Distance from Cottonwood	See Rule 6-A	Office open week days			
		L	14			0.0	**BONNER JUNCTION**	40.0	JPYX	No Office	A		
			9	50		1.3	**BONNER**	38.7	BOPVWX	No Office			
			21			12.2	**McNAMARA**	27.8	P	No Office			
			47			26.0	**SUNSET**	14.0	W 5.7 Mi. East	No Office			
			16			34.8	**CLEARWATER**	5.2	P	No Office			
		A	20			40.0	**COTTONWOOD**	0.0	P	No Office	L		

Trains must not exceed maximum speed of 30 miles per hour, and when handling logs 20 miles per hour, and 15 miles per hour over bridge DD-302, ¾ miles east of Bonner.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Nos. 592, 593, 594, 595, 596 and 597 will carry passengers.

At Three Forks, the normal position of the switch at the south leg of the wye is for the west leg and the normal position of the switches at the east and west legs of the wye is for the siding.

At Bozeman Hot Springs, the normal position of the switch at the east leg of the wye is for movement between Three Forks and Bozeman.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Miller Spur	5.7 miles west of Bonner	1 car.
Sinton Spur	0.5 miles west of Manhattan	3 cars.

SUNDAY HOURS

Bozeman ..... 9:00 A. M. to 11:00 A. M.
Three Forks ..... Continuous

WESTWARD — TENTH SUBDIVISION — EASTWARD

SECOND CLASS 163 Time Freight Daily	FIRST CLASS 115 Passenger Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Harlowton	Time Table No. 2 March 24, 1940 STATIONS	Distance from Lewistown	See Rule 6-A	Office open week days	FIRST CLASS 116 Passenger Daily	SECOND CLASS 164 Time Freight Daily
L 2.45AM	L 6.40AM	Yard	Yard	HY	0.0	**HARLOWTON**	62.6	BCEHJK RTWXYZ	Continuous	As 12.01AM	A 11.15PM
					7.9						
3.25	f 6.56	23			7.9	**WRIGHT**	54.7	P	No Office	f 11.39	10.45
					6.7						
3.50	f 7.09	46	11		14.6	**OKA**	48.0	PW	No Office	f 11.26	10.25
					7.4						
4.15	s 7.23	35			22.0	**JUDITH GAP**	40.6	PVXY	No Office	s 11.10	9.50
					4.7						
4.30	s 7.33	51	26		26.7	**GARNEILL**	35.9	P	No Office	s 10.58	9.25
					4.0						
4.40	f 7.41		13		30.7	**McCLAVE**	31.9	P	No Office	f 10.50	9.07
					3.4						
4.55	s 7.48	33		RA	34.1	**STRAW**	28.5	PW	7.15AM to 4.15PM	s 10.43	8.55
					5.0						
5.10	f 7.59		9		39.1	**SIPPLE**	23.5	P	No Office	f 10.31	8.35
					5.0						
5.30	s 8.10	46	84	MO	44.1	**MOORE**	18.5	P	7.30AM to 4.30PM	s 10.21	8.20
					9.7						
6.10	f 8.28	37	16		53.8	**GLENGARRY**	8.8	P	No Office	f 10.05	7.55
					8.8						
A 6.45AM	As 8.45AM	Yard	Yard	DI	62.6	**LEWISTOWN**	0.0	BCHJKPV RTWXYZ	6.30AM to 10.30PM	L 9.45PM	L 7.30PM

Passenger trains must not exceed maximum speed of 45 miles per hour between Harlowton and Lewistown; other trains 35 miles per hour. Trains must not exceed 25 miles per hour on the following curves between Harlowton and Lewistown: reverse curve 1500 feet east of mile post 2; curve east of Glengarry "Loop" 400 feet east of mile post 53; curve west of Glengarry, mile post 55; curve 500 feet west of mile post 60.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

SECOND CLASS 291 Freight Except Sun.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Winnett	Time Table No. 2 March 24, 1940 STATIONS	Distance from Lewistown Pass. Station	See Rule 6-A	Office open week days	SECOND CLASS 292 Freight Except Sun.
L 12.50PM (292)	46	131	NI	0.0	**WINNETT**	59.4	PRY	8.00AM to 4.00PM	As 12.30PM (291)
				11.9					
s 1.15		17		11.9	**TEIGEN**	47.5	P	No Office	s 12.05
				11.6					
s 1.40		46	GR	23.5	**GRASS RANGE**	35.9	PW	8.00AM to 5.00PM	s 11.40
				6.5					
s 1.55		23		30.0	**BECKET**	29.4	P	No Office	s 11.20
				8.2					
s 2.15	36	31		38.2	**FOREST GROVE**	21.2	P	No Office	s 11.01
				5.9					
f 2.30		21		44.1	**PIPER**	15.3	PW	No Office	f 10.45
				2.7					
f 2.40		21		46.8	**ORANGE**	12.6	P	No Office	f 10.30
				2.1					
s 3.40		47		48.9	**HEATH**	10.5	P	No Office	s 10.20
				1.9					
f 3.55	23	19		50.8	**DUNLAP**	8.6		No Office	f 10.05
				7.3					
s 4.20	Yard	Yard	YD	58.1	**LEWISTOWN YARD**	1.3	BCHJKPT RVWXYZ	No Office	s 9.50
				1.3					
As 4.30PM			DI	59.4	**LEWISTOWN**	0.0	BCHJKPT RVWXYZ	6.30AM to 10.30PM	L 9.45AM

Trains must not exceed maximum speed of 35 miles per hour between Lewistown and Orange; 20 miles per hour between Orange and Piper and 35 miles per hour between Piper and Winnett.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains must come to a stop before passing over East Main Street crossing at Lewistown.

Trains must not exceed 10 miles per hour over public highway crossing just north of Flour Mills, Harlowton, and over all public highway crossings within yard limits at Harlowton and 8 miles per hour through Lewistown.

Trains 291 and 292 will carry passengers.

LOCATION OF DERAILING SWITCHES

Wright	Siding, East end
Moulton	West end
Roy Junction	Wye track, Roy end
Piper	East end

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Joan	4.4 miles west of Moore	15 cars

			Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Lewistown Pass. Sta.	Time Table No. 2 March 24, 1940 STATIONS	Distance from Roy	See Rule 6-A	Office open week days			
		L		Yard	DI	0.0	LEWISTOWN (G. N. Crossing 600 ft. W.)	43.5	BCHJKPT RVWXYZ	6.30AM to 10.30PM	A		
							6.3						
				36		6.3	BAXTER	37.2	P	No Office			
							4.8						
				23		11.1	BROOKS	32.4	P	No Office			
							6.1						
			37	25	HR	17.2	HILGER	26.3	P	8.00AM to 5.00PM			
							4.6						
						21.8	ROY JUNCTION	21.7	JPWY	No Office			
							8.0						
				22		29.8	ARMELLS	13.7	P	No Office			
							8.4						
				14		38.2	FERGUS	5.3	P	No Office			
							5.3						
		A	34	27	RO	43.5	ROY	0.0	PRWY	8.00AM to 5.00PM	L		

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD — THIRTEENTH SUBDIVISION — EASTWARD

			Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Roy Jct.	Time Table No. 2 March 24, 1940 STATIONS	Distance from Winifred	See Rule 6-A	Office open week days			
		L				0.0	ROY JUNCTION	22.4	JPWY	No Office	A		
							5.2						
				11		5.2	MOULTON	17.2		No Office			
							3.3						
				35		8.5	CHRISTINA	13.9	P	No Office			
							6.7						
				23		15.2	SUFFOLK	7.2	P	No Office			
							7.2						
		A	34	24	WD	22.4	WINIFRED	0.0	PRY	8.00AM to 5.00PM	L		

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Clearance need not be obtained at Roy Jct.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Romunstad	2.7 miles west of Armells	2 cars

SURGEONS

MILWAUKEE HOSPITAL ASSOCIATION

Location	Name	Title
Seattle	Dr. A. I. Bouffleur	Chief Surgeon
Harlowton	Dr. E. M. Gans	Local Surgeon
"	Dr. E. W. Gans	Ass't Surgeon
Three Forks	Dr. L. L. Maillet	Local Surgeon
Manhattan	Dr. R. A. Williams	Local Surgeon
Bozeman	Dr. C. S. Smith	Local Surgeon
"	Dr. W. S. Bole	Local Surgeon
"	Dr. E. J. Kearns	Local Surgeon
"	Dr. C. E. Whitehead	Oculist
Willow Creek	Dr. J. T. Bradbury	Local Surgeon
Piedmont	Dr. L. R. Packard	Local Surgeon
Butte	Dr. Harold Schwartz	Local Surgeon
"	Dr. R. C. Monahan	Local Surgeon
"	Dr. L. W. Smith	Oculist
"	Dr. H. L. Casebeer	Oculist
Deer Lodge	Dr. F. L. Unmack	District Surgeon
"	Dr. G. A. Anderson	Ass't Surgeon
Drummond	Dr. E. G. Wilcox	Local Surgeon
Missoula	Dr. J. P. Ritchey	Local Surgeon
"	Dr. G. F. Turman	Local Surgeon
"	Dr. W. J. Marshall	Oculist
Superior	Dr. W. J. Doyle	Local Surgeon
Lewistown	Dr. F. F. Attix	District Surgeon
"	Dr. E. A. Welden	Ass't Surgeon
"	Dr. P. J. Gans	Ass't Surgeon
"	Dr. J. H. Herring	Oculist
Winnett	Dr. J. L. Alexander	Local Surgeon
Great Falls	Dr. A. M. Macaulay	Local Surgeon
"	Dr. B. A. Place	Local Surgeon
"	Dr. Earle Strain	Oculist
Choteau	Dr. H. W. Bateman	Local Surgeon

ASSOCIATION HOSPITALS

St. Patrick's—Missoula
Thornton Hospital—Missoula
St. Joseph's Hospital—Deer Lodge
St. James Hospital—Butte
Bozeman Deaconess Hospital—Bozeman
St. Joseph's Hospital—Lewistown
Columbus Hospital—Great Falls
Choteau Hospital—Choteau

LOCATION OF STRETCHERS

Harlowton
Ringling
Three Forks
Butte
Deer Lodge
Missoula
Alberton
Superior
Avery
Great Falls
Lewistown

			SECOND CLASS			FIRST CLASS		Capacity in cars				Time Table No. 2 March 24, 1940
			403	367	195	115	239					
			Freight	G. N. Freight	Freight	Passenger	G. N. Passenger					
			Except Sunday	Daily	Except Saturday	Daily	Daily	Siding	Other tracks	Telegraph calls	Distance from Lewistown	STATIONS
				L 11.30PM	L 1.00PM	L 8.55AM	L 7.15AM	Yard	Yard	DI	0.0	LEWISTOWN (G. N. Crossing 600 feet W.)
					1.08				43		3.4 3.4	WEST LEWISTOWN
				11.50	1.13	f 9.03	f 7.25	54	20		2.5 5.9	McDONNELL
				11.59	f 1.18	s 9.07	s 7.29		102	VN	2.1 8.0	HANOVER
				A 12.08AM	1.23	9.09	A 7.31AM				1.0 9.0	SPRING CREEK JUNCTION
					f 1.33	f 9.13		46	25		3.0 12.0	AMHERST
					1.42	f 9.17			23		3.1 15.1	WARE
					196 t 1.50	s 9.22		47	25	US	3.5 18.6	DANVERS
					2.25	f 9.37		36	62		8.3 26.9	HOOSAC
					s 2.40	s 9.47		61	49	DN	6.4 33.3	DENTON
					f 3.00	s 9.58		49	35	RK	6.4 39.7	COFFEE CREEK
					3.15	f 10.05		47	27		4.5 44.2	ARROW CREEK
					3.50	f 10.29		54	27		11.1 55.3	POWNAL
					s 4.30	s 10.54		55	52	SB	12.1 67.4	SQUARE BUTTE
					s 4.50	196 s 11.07		47	35	GE	7.0 74.4	GERALDINE
					f 5.20	s 11.24		49	24		11.8 86.2	MONTAGUE
					f 5.45	s 11.38		46	37		8.0 94.2	SHONKIN
					6.00	f 11.52			14		8.1 102.3	BIG SAG
					116 f 6.12	s 11.58		47	35	HD	3.8 106.1	HIGHWOOD
					f 6.40	s 12.12PM		47	24		7.4 113.5	WALTHAM
					7.05	f 12.28			26		8.2 121.7	ROGERS
					7.15	f 12.34		47	25		2.1 123.8	SALEM
					7.30	f 12.44			21		4.5 128.3	COOPER
			L 8.50AM		As 7.45PM	f 12.57		Yard	Yard	FD	4.9 133.2	FALLS YARD
			A 9.00AM			A 1.15PM		15		PX	3.6 136.8	GREAT FALLS

Passenger trains must not exceed maximum speed of 50 miles per hour between Lewistown and Waltham, 35 miles per hour between Waltham and Rogers and 50 miles per hour between Rogers and Great Falls.

Freight trains must not exceed maximum speed of 35 miles per hour between Lewistown and Waltham, 20 miles per hour between Waltham and Rogers and 35 miles per hour between Rogers and Great Falls.

Westward freight trains must not exceed speed of 15 miles per hour between Arrow Creek and Surprise Creek.

All trains must not exceed speed of 15 miles per hour through tunnels, or over Spring Creek Trestle, 25 miles per hour over Judith River, Indian Creek and Sage Creek Viaducts, 5 miles per hour over sliding embankment 500 feet west of Tunnel No. 2, 2½ miles west of Arrow Creek, and 8 miles per hour through Lewistown.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Nos. 195 and 196 will carry passengers.

Trains will not meet or pass at West Lewistown or Hanover without train orders.

At Spring Creek Junction, the normal position of the junction switch is for the C. M. St. P. & P.

At Lewistown, the normal position of the junction switch with the G. N. Ry. is for the C. M. St. P. & P.

G. N. trains will enter and leave C. M. St. P. & P. track at switch just west of Main St. crossing, west of depot, Lewistown.

Trains cannot meet at Spring Creek Junction.

Clearance need not be obtained at Spring Creek Junction.

Trains must come to a stop before passing over East Main Street crossing at Lewistown.

Time Table No. 2 March 24, 1940 STATIONS	Distance from Great Falls	See Rule 6-A	Office open week days	FIRST CLASS 240 G. N. Passenger Daily	FIRST CLASS 116 Passenger Daily	SECOND CLASS 368 G. N. Freight Daily	SECOND CLASS 196 Freight Except Sunday	THIRD CLASS 404 Freight Except Sunday
LEWISTOWN (G.N.Crossing 600 ft.W.)	136.8	BCHJKPX RTVWXYZ	6.30AM to10.30PM	As 6.20PM	As 9.35PM	A 5.55AM	As 2.40PM	
3.4								
WEST LEWISTOWN	133.4		No Office				2.32	
2.5								
McDONNELL	130.9	P	No Office	6.04	f 9.25	5.39	2.27	
2.1								
HANOVER	128.8	PX	7.00AM to4.00PM	s 6.00	f 9.20	5.33	f 2.22	
1.0								
SPRING CREEK JCT.	127.8	JPR	No Office	L 5.56PM	9.15	L 5.23AM	2.17	
3.0								
AMHERST	124.8	P	No Office		f 9.11		f 2.09	
3.1								
WARE	121.7	P	No Office		f 9.05		2.00	
3.5								
DANVERS	118.2	P	8.00AM to 5.00PM		s 8.58		f 195 1.50	
8.3								
HOOSAC	109.9	P	No Office		f 8.39		1.25	
6.4								
DENTON	103.5	PW	8.00AM to 5.00PM		s 8.27		s 1.10	
6.4								
COFFEE CREEK	97.1	P	8.00AM to 5.00PM		s 8.17		f 12.50	
4.5								
ARROW CREEK	92.6	P	No Office		f 8.09		12.40	
11.1								
POWNAL	81.5	PY	No Office		f 7.41		12.07PM	
12.1								
SQUARE BUTTE	69.4	CPW	8.00AM to 5.00PM		s 7.18		s 11.27	
7.0								
GERALDINE	62.4	P	8.00AM to 5.00PM		s 7.05		s 115 **11.07**	
11.8								
MONTAGUE	50.6	WP	No Office		s 6.47		f 10.40	
8.0								
SHONKIN	42.6	P	No Office		s 6.33		f 10.21	
8.1								
BIG SAG	34.5	P	No Office		f 6.20		10.01	
3.8								
HIGHWOOD	30.7	PW	8.00AM to 5.00PM		s 195 **6.12**		s 9.52	
7.4								
WALTHAM	23.3	P	No Office		s 5.57		f 9.32	
8.2								
ROGERS	15.1	P	No Office		f 5.40		9.12	
2.1								
SALEM	13.0	PW	No Office		f 5.36		9.00	
4.5								
COOPER	8.5	P	No Office		f 5.28		8.45	
4.9								
FALLS YARD	3.6	BCHJKP RTVWXYZ	7.00AM to 4.00PM		f 5.21		L 8.30AM	A 4.00PM
3.6								
GREAT FALLS	0.0	BPRKX	8.15AM to 5.15PM		L 5.15PM			L 3.50PM

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Nos. 115 and 116 will stop at Surprise Creek, Fisher Spur and Belt Creek on signal to pick up or discharge passengers.

SUNDAY HOURS

Lewistown	6:30 A.M. to 2:30 P.M.
	2:30 P.M. to 10:30 P.M.
Hanover	7:00 A.M. to 9:15 A.M.
Denton	9:30 A.M. to 11:30 A.M.
Geraldine	10:30 A.M. to 12:30 P.M.
Great Falls	12:30 P.M. to 5:15 P.M.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Gross	1.9 miles east of Amherst	6 cars.
Surprise Creek	4 miles west of Arrow Creek	19 cars.
Fisher	2.9 miles west of Waltham	4 cars.
Belt Creek	4.7 miles west of Waltham	10 cars.

Time Table No. 2

March 24, 1940

WESTWARD THIRD CLASS 373 G. N. Freight Except Sunday	WESTWARD SECOND CLASS 403 Freight Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Great Falls	STATIONS	Distance from Agawam	See Rule 6-A	Office open week days	EASTWARD THIRD CLASS 404 Freight Except Sunday	EASTWARD THIRD CLASS 374 G. N. Freight Except Sunday
	L 9.00AM			PX	0.0	**GREAT FALLS**	66.0	BKRPX	8.15AM to 5.15PM	A 3.50PM	
						0.3					
					0.3	(G. N. Crossing)	65.7		No Office		
						3.3					
	s 9.10				3.6	**EMERSON JCT.**	62.4	JRP	No Office	s 3.40	
						4.0					
	Via				7.6	MANCHESTER	58.4			Via	
						4.3					
	G. N. RY.				11.9	VAUGHN	54.1			G. N. RY.	
						5.7					
	s 9.45				17.6	**DRACUT JCT.**	48.4	JRP	No Office	s 3.05	
						2.0					
	f 9.55		32		19.6	**DRACUT**	46.4	P	No Office	f 3.00	
						5.3					
	f 10.15		26		24.9	**ASHUELOT**	41.1	P	No Office	f 2.45	
						10.0					
	s 10.45	41	42	FR	34.9	**FAIRFIELD**	31.1	P	8.00AM to 5.00PM	s 2.20	
						10.2					
L 3.07PM	s 11.08		10		45.1	**EASTHAM JCT.**	20.9	JRP	No Office	s 1.40	A 6.13PM
						6.9					
A 3.26PM	s 11.25				52.0	**CHOTEAU JCT.**	14.0	JRP	No Office	s 1.20	L 5.55PM
						0.6					
	s 11.45	39	54	CU	52.6	**CHOTEAU**	13.4	PWY	8.00AM to 5.00PM	s 1.15	
						0.9					
					53.5	(G. N. Crossing)	12.5		No Office		
						5.0					
	s 12.05PM		31		58.5	**FARMINGTON**	7.5	P	No Office	s 12.55	
						7.5					
	404 A 12.25PM	45		BF	66.0	**AGAWAM**	0.0	RPY	8.00AM to 5.00 PM	403 L 12.35PM	

Trains must not exceed maximum speed of 25 miles per hour, and 15 miles per hour over Bridge NM-1196, 2½ miles east of Choteau.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT THAT NO. 373 IS SUPERIOR TO NO. 374.

This time-table confers no authority between Emerson Junction and Dracut Junction; G. N. Ry. time-table and rules govern.
Trains cannot meet at Dracut Jct. and Choteau Jct.
Clearance need not be obtained at Eastham Junction or Choteau Junction.
At Eastham Jct. the normal position of the junction switch (located on "other tracks") is for G. N. track.
At Choteau Junction the normal position of the junction switch is for the C. M. St. P. & P. track.
At Emerson Junction and Dracut Junction, the normal position of the junction switch is for the G. N. track.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
McVeigh	1.9 miles west of Great Falls	5 Cars.
Hobson	3.7 miles west of Eastham Jct.	16 Cars.
Malone	3.7 miles west of Farmington	5 Cars.

YARD LIMITS AT:

Harlowton.....Extend from 4000 ft. east of east switch of yard to 4411 ft. west of west switch of yard and to 1887 ft. west of west switch on Tenth Subdivision.

Bruno.....Extend from 1000 ft. east to 1000 ft. west of Safety Switch (for westward trains).

Loweth.....Extend from 2000 ft. east of east switch of siding to 2009 ft. west of west switch of siding.

Lombard.....Extend from 4069 ft. east of N. P. transfer switch to 4290 ft. west of Lombard depot.

Three Forks.....Extend from 1356 ft. east of east switch of yard to 3027 ft. west of west switch of yard and to 4776 ft. west of south wye switch on Fifth Subdivision.

Piedmont.....Extend from 2065 ft. east of N. P. Crossing to 6673 ft. west of west switch of siding.

Butte Yard .....Extend from 2000 ft. east of east switch to siding to 868 ft. east of B. A. & P. Crossing, Rocker.

Deer Lodge.....Extend from 6379 ft. east of east switch to 10,356 ft. west of west switch of yard.

Bonner Jct.....Extend from 2000 ft. east of east switch of siding to 200 ft. west of west switch of siding and to 20 ft. west of Bridge DD. 302 on Ninth Subdivision.

Missoula.....Extend from 6000 ft. east of east switch of siding to 2000 ft. west of west switch of siding.

Alberton.....Extend from 2000 ft. east of east switch of yard to 3755 ft. west of west switch of yard.

St. Regis.....Extend from 2349 ft. east of east switch of siding to 2400 ft. west of N. P. junction switch.

Haugan.....Extend from 1950 ft. east of east switch of siding to 3081 ft. west of west switch of siding.

Avery.....Extend from 657 ft. east of east switch of yard to 4000 ft. west of west switch of yard.

Judith Gap.....Extend from 1981 ft. east of east switch of siding to 1950 ft. west of west switch of siding.

Lewistown.....Extend from 9961 ft. east of east wye switch of 10th subdivision to 2700 ft. east of Continental Oil Co. spur of 11th subdivision and to 1400 ft. west of junction switch of 12th subdivision and to 1450 ft. west of junction switch of 14th subdivision.

Hanover.....Extend from 2372 ft. east of east switch of Cement Plant Track to 1650 ft. west of west switch of G. N. storage track.

Great Falls.....Extend from 2085 ft. east of east wye switch to 1500 ft. west of Sales Yard spur switch.

Bozeman.....Extend from 1880 ft. east of Patterson Spur switch to 1000 ft. west of west switch of Bozeman Mill Track.

Bonner.....Extend from 150 feet west of Bridge DD. 302 to 5000 ft. west of west switch of Quarry Track.

J. P. PHELAN,
R. C. PETERSON,
C. A. OLSON,
W. A. HORN,
L. A. WHALEY,
J. O. WILLARD,
Train Dispatchers.

C. G. BLEICHNER,
Chief Dispatcher.

L. S. CUNNINGHAM,
(Harlowton West)
G. J. JOHNSTON,
(Harlowton North)
Assistant Trainmasters and Traveling Engineers.

J. O'DORE,
R. A. MIDDLETON,
Trainmasters.