

GREAT NORTHERN RAILWAY

BUTTE DIVISION



TIME TABLE No. 13

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

11 1/4 x 16 1/2

SUNDAY, APRIL 4, 1926.

Superseding Time Table No. 12 and all Supplements thereto

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

F. WEAR, Superintendent.

J. C. ROTH, General Superintendent of Transportation.

J. H. O'NEILL, General Manager.

A. L. BERGFELD, Superintendent of Transportation.

W. R. SMITH, General Superintendent.

SECOND SUBDIVISION - BETWEEN GREAT FALLS AND BUTTE. (3)

WESTWARD.

TRACK BUILT

THIRD CLASS		SECOND CLASS.		FIRST CLASS				Ct. Capacity of Sidings	Station Numbers	Distance from Great Falls	Time Table No. 13 Effective April 4, 1926.	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS				SECOND CLASS		THIRD CLASS	
673	671	269		43	237	235	239								44	238	240	236	274	672	674	
Local	Local	Mixed		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Local	Local								
Daily	Daily Except Sunday	Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Except Mon.	Daily								
1887		1888		1ST TRAIN				7-13-88				LAST REG TRAIN				1-9-1972						
L. 6.00am	A. 3.30pm	L. 1.46pm	L. 1.40pm	L. 8.00am	L. 7.35am			Yard	310 Z 119	0	GREAT FALLS	PD 109.74	R	RDN WCTYO	A. 7.00am	A. 1.20pm	A. 7.00pm	A. 9.20pm	A. 11.30am			
L. 6.30	A. 3.33pm	A. 1.49pm	1.43	8.03	A. 7.38am			Yard	312 Z 120	0.05	WEST SIDE JUNCTION	GF 109.06			L. 6.57am	1.17	L. 6.57pm	9.17	L. 11.27am	A. 4.30pm	A. 4.15	
L. 7.20			1.63	8.13				Yard	314 Z 130	11.11	GOOD	107.77	P							3.30	3.00	
L. 7.45			2.06	8.25				Yard	315 Z 137	20.01	ULM	135.63	D PW							2.33	1.55	
L. 8.52			2.33	8.52				Yard	317 Z 145	25.50	RIVERDALE	118.84	P							8.30	8.12	
L. 9.55			2.48	9.09				Yard	318 Z 153	26.81	CASCADE	111.15	D P							8.12	7.59	
L. 10.40			3.04	9.25				Yard	319 Z 160	14.04	HARDY	132.04	PW							7.47	7.33	
L. 11.41			3.18	9.48				Yard	320 Z 167	31.54	MID CANON	125.19	P							7.24	7.10	
L. 12.30pm			3.36	10.00				Yard	321 Z 175	59.42	CRAIG	118.29	D PW							7.05	6.45	
L. 1.00			3.43	10.10				Yard	322 Z 182	62.35	WOLF CREEK	110.22	PWC D							6.45	6.35	
L. 1.40			3.55	10.22				Yard	323 Z 190	65.22	MANILA	105.85	P							6.20	6.10	
L. 2.25			4.09	10.35				Yard	324 Z 197	75.06	SILVER CITY	91.65	PW 1/2 Miles West							6.05	5.54	
L. 3.25			4.22	10.48				Yard	325 Z 204	81.11	JOHNS	88.00	D P Y							5.47	5.37	
L. 3.45			4.29	10.56				Yard	326 Z 211	85.15	HELENA	81.56	P							5.29	5.18	
L. 4.10			4.37	11.05				Yard	327 Z 218	90.16	FOUR RANGE	79.25	P							5.09	4.59	
L. 4.45pm			6.05	11.30				Yard	328 Z 225	97.72	MONTANA CITY	72.02	R W&YODNK							4.43	4.33	
L. 6.40			6.18	11.42				Yard	329 Z 232	102.43	CLANCY	67.30	P							4.27	4.17	
L. 6.55			6.27	11.61				Yard	330 Z 239	106.67	ALHAMBRA	64.11	P							4.09	3.99	
L. 8.00			6.37	12.01pm				Yard	331 Z 246	112.37	JEFFERSON	57.37	D PWCT							3.87	3.77	
L. 8.45			6.44	12.08				Yard	332 Z 253	118.15	CORBIN	55.50	P							3.69	3.59	
L. 9.30			6.57	12.21				Yard	333 Z 260	117.91	WICKES	51.89	P							3.51	3.41	
L. 10.15			7.05	12.28				Yard	334 Z 267	119.57	PORTAL	46.45	P							3.33	3.23	
L. 10.30			7.16	12.38				Yard	335 Z 274	123.27	AMERSON	45.21	PW							3.15	3.05	
L. 10.45			7.28	12.44				Yard	336 Z 281	124.50	BOULDER	43.81	PW							2.57	2.47	
L. 12.05pm			7.40	12.50				Yard	337 Z 288	125.93	HYNDMAN	37.51	D P							2.39	2.29	
L. 12.25			7.45	1.10				Yard	338 Z 295	131.68	FULLER	36.31	P K							2.21	2.11	
L. 12.40			7.49	1.14				Yard	339 Z 302	136.43	BASIN	34.91	D PW							2.03	1.93	
L. 1.10			7.01	1.23				Yard	340 Z 309	139.05	BERNICE	29.70	P W&P 3 Miles West							1.85	1.75	
L. 1.40			7.13	1.31				Yard	341 Z 316	143.91	FLK PARK	25.82	PW Y							1.67	1.57	
L. 3.10			7.40	1.63				Yard	342 Z 323	151.05	FRANK	17.70	P							1.49	1.39	
L. 3.45			7.50	2.02				Yard	343 Z 330	156.05	WOODVILLE	12.70	P Y							1.31	1.21	
L. 4.15			7.57	2.08				Yard	344 Z 337	160.31	MOUNTAIN JUNCTION	9.43	W							1.13	1.03	
L. 4.35			8.10	2.17				Yard	345 Z 344	165.73	N. P. CROSSING	6.41	I							1.05	0.95	
L. 5.00pm			8.25pm	2.30pm				Yard	346 Z 351	169.74	BUTTE	0.41								0.87	0.77	
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
673	671	269	43	237	235	239									44	238	240	236	274	672	674	
10.40	10.45	10.00	10.00	10.45	10.30	10.00									13.0	13.0	13.0	13.0	13.0	13.0	13.0	
6.5	9.1	13.6	18.6	25.1	20.1	13.6									13.0	22.9	18.6	29.1	13.0	13.0	2.0	

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

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity of Billings	Station Numbers	Time Table	Signs	FIRST CLASS		SECOND CLASS		THIRD CLASS	
677	675	215	435	43	237					44	238	216	676	675	Local Freight
Local Freight Daily Ex. Monday	Local Freight Mon, Wed and Fri	Mixed Daily Ex. Sunday	Time Freight Daily	Passenger Daily	Passenger Daily			Effective April 6, 1926.		Passenger Daily	Passenger Daily	Mixed Daily Ex. Sunday	Local Freight Tue, Thur. and Sat.	Local Freight Daily Ex. Sunday	
								STATIONS							

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

THIRD CLASS	SECOND CLASS	FIRST CLASS	STATIONS	THIRD CLASS	SECOND CLASS	FIRST CLASS	THIRD CLASS	SECOND CLASS	FIRST CLASS
L 6:30am		L 9:00am	MOSSMAIN			L 6:10am	222 77 R P W Y K A		A 2:00pm
6:55		9:20	HENNER			6:18	218 73 D P		1:40
7:20		9:50	RIMROCK			6:28	213 40 PW		1:05
7:50		10:15	SHOREY			6:37	208 64 P		12:30pm
8:30		10:50	ACTON			6:52	201 28 D P		11:55
9:00		11:15	COMANCHE			7:04	194 05 PW		11:15
9:40		11:45	BROADVIEW			7:21	186 41 DN P		10:15
10:05		12:10pm	PAINTED ROBE			7:32	180 30 PW		9:20
10:30		12:35	BELMONT			7:44	174 35 D P		8:50
11:05		1:05	CUSHMAN			8:00	166 79 D PWC		8:00
11:15			SLAYTON			8:03	165 39		7:45
11:45		1:30	VEGAR			8:12	160 07 P		7:25
11:20pm		1:50	FRANKLIN			8:23	153 09 P		7:00
11:55		2:10	WALLUM			8:32	145 08 P		6:45
1:30		2:35	HEDGECOCK			8:45	141 10 DN PW		6:20
2:05		3:00	NIHILL			9:00	134 04 P		5:50
2:30		3:20	ONFORD			9:14	127 51 P		5:25
L 7:00am	A 3:00pm	4:15	JUDITH GAP			9:30	120 79 RDN W C Y K		5:00pm
7:25		4:32	HARROWS			9:43	114 30 P		4:32
8:00		4:47	BUFFALO			9:55	106 47 D PW		4:10
8:30		5:00	MENDON			10:05	102 61 P		3:45
9:00		5:10	HACK			10:13	98 00 P		3:30
10:26		5:25	HOBSON			10:26	93 10 DN W		3:15
11:30		5:45	MCCASIN			10:40	87 79 R D P Y	A 4:57pm	2:40
12:01pm		6:10	BENCHLAND			10:49	82 34 D P	4:44	2:15
12:30		6:30	WINDHAM			11:00	70 23 D PW Y	4:32	1:45
1:15		7:05	STANFORD			11:18	60 97 DN WC	4:17	1:15pm
1:35		7:20	DOVER			11:28	63 71 P	4:00	11:28
2:00		7:40	MERINO			11:38	58 37 P	3:50	11:04
2:25		8:00	GEYSER			11:50	52 10 D PW	3:38	10:40
2:45		8:22	SPIGN KOP			12:01pm	46 00 P Y	3:25	9:55
3:11		8:42	RAYNSFORD			12:11	39 50 D PW	3:11	8:24
3:35		9:00	BLYTHE			12:20	34 50 P	2:59	8:45
4:00	L 2:05pm	9:20	ARMINGTON			12:30	28 53 DN R W Y	2:47	8:15
4:10	2:10	9:24	BELT			12:33	26 57 D P	2:41	8:00
4:30	2:29	9:45	WAYNE			12:43	21 64 P	2:29	7:30
4:40	2:36	9:55	FIFE			12:48	18 51 P	2:24	7:15
4:50	2:42	10:05	SWEET			12:55	15 27 P	2:18	7:00
5:10	2:55	10:25	OEBBER			1:02	10 11 DP W	2:06	6:40
5:20	3:00	10:38	GREAT FALLS			1:16	6 44 P	1:57	6:20
A 5:45pm	A 4:20pm	A 11:00pm				A 1:30pm	RDN W C Y K	L 7:50am	L 6:00pm
677	675	215	435	43	237	Daily	Daily	Daily	Daily
10 45	8 39	7 10	14 50	7 40	3 10	8 50	3 12	1 06	11 0
11 2	11 9	21 4	15 9	20	27 7	25 2	27 4	25 0	10 8

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

1908

1907

1890

3

34
BILLINGS DIVISION

WESTWARD.

FOURTH SUBDIVISION—BETWEEN WEST SIDE JUNCTION AND SWEET GRASS

EASTWARD. 5

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity of Seating	Passing Tracks	Other Tracks	Station Numbers	Distance from Great Falls	Time Table No. 13 Effective April 4, 1926.	Signals	FIRST CLASS		SECOND CLASS		THIRD CLASS	
681	679	269	435	43	239								44	240	274	680	682	
Local Freight Mon, Wed and Fri.	Local Freight Tues, Thurs and Sat.	Mixed Daily Ex. Sunday	Time Freight Daily	Passenger Daily	Passenger Daily								Passenger Daily	Passenger Daily	Mixed Daily Ex. Sunday		Local Freight Sun, Wed and Fri.	Local Freight Tues, Thurs and Sat.
													7:00am	7:00am	11:30am			

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

Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station
8:00am		WEST SIDE JUNCTION	7:38am		GREAT FALLS	11:27am		GREAT FALLS	1:00pm		WEST SIDE JUNCTION	11:27am		GREAT FALLS	1:00pm		WEST SIDE JUNCTION	11:27am		GREAT FALLS
8:25		MANCHESTER	7:50		GREAT FALLS	11:10		GREAT FALLS	12:25		MANCHESTER	11:10		GREAT FALLS	12:25		MANCHESTER	11:10		GREAT FALLS
9:00		VAUGHN	8:00		GREAT FALLS	11:00		GREAT FALLS	12:05pm		VAUGHN	11:00		GREAT FALLS	12:05pm		VAUGHN	11:00		GREAT FALLS
9:35		GOODEN	8:12		GREAT FALLS	10:46		GREAT FALLS	11:30		GOODEN	10:46		GREAT FALLS	11:30		GOODEN	10:46		GREAT FALLS
10:10		REX	8:19		GREAT FALLS	10:38		GREAT FALLS	11:10		REX	10:38		GREAT FALLS	11:10		REX	10:38		GREAT FALLS
10:30		POWER	8:28		GREAT FALLS	10:30am		GREAT FALLS	10:55		POWER	10:30am		GREAT FALLS	10:55		POWER	10:30am		GREAT FALLS
10:55		CARROLL	8:37		GREAT FALLS	10:25		GREAT FALLS	10:25		CARROLL	10:25		GREAT FALLS	10:25		CARROLL	10:25		GREAT FALLS
12:10pm		DUTTON	8:50		GREAT FALLS	10:00		GREAT FALLS	10:00		DUTTON	10:00		GREAT FALLS	10:00		DUTTON	10:00		GREAT FALLS
12:25		ACME	8:56		GREAT FALLS	9:35		GREAT FALLS	9:35		ACME	9:35		GREAT FALLS	9:35		ACME	9:35		GREAT FALLS
1:00		COLLINS	9:05		GREAT FALLS	8:40		GREAT FALLS	8:40		COLLINS	8:40		GREAT FALLS	8:40		COLLINS	8:40		GREAT FALLS
1:25		PERSHING	9:13		GREAT FALLS	8:20		GREAT FALLS	8:20		PERSHING	8:20		GREAT FALLS	8:20		PERSHING	8:20		GREAT FALLS
2:10		BRADY	9:24		GREAT FALLS	8:05		GREAT FALLS	8:05		BRADY	8:05		GREAT FALLS	8:05		BRADY	8:05		GREAT FALLS
2:45		WITHEY	9:36		GREAT FALLS	7:55		GREAT FALLS	7:55		WITHEY	7:55		GREAT FALLS	7:55		WITHEY	7:55		GREAT FALLS
7:00am		CONRAD	9:55		GREAT FALLS	7:15am		GREAT FALLS	3:00pm		CONRAD	7:15am		GREAT FALLS	3:00pm		CONRAD	7:15am		GREAT FALLS
7:20		BURKE	10:05		GREAT FALLS	7:20		GREAT FALLS	2:30		BURKE	7:20		GREAT FALLS	2:30		BURKE	7:20		GREAT FALLS
7:45		LEDGIER	10:14		GREAT FALLS	7:05		GREAT FALLS	2:05		LEDGIER	7:05		GREAT FALLS	2:05		LEDGIER	7:05		GREAT FALLS
8:02		FOWLER	10:22		GREAT FALLS	6:45		GREAT FALLS	1:35		FOWLER	6:45		GREAT FALLS	1:35		FOWLER	6:45		GREAT FALLS
8:30		NAISAUITH	10:35		GREAT FALLS	6:30		GREAT FALLS	1:05		NAISAUITH	6:30		GREAT FALLS	1:05		NAISAUITH	6:30		GREAT FALLS
9:00		ANDALE	10:45		GREAT FALLS	6:15		GREAT FALLS	12:45		ANDALE	6:15		GREAT FALLS	12:45		ANDALE	6:15		GREAT FALLS
9:30		SMELRY	11:00am		GREAT FALLS	6:00		GREAT FALLS	12:30pm		SMELRY	6:00		GREAT FALLS	12:30pm		SMELRY	6:00		GREAT FALLS

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

Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station
10:45am		VIRDEN	11:20am		VIRDEN	3:15pm		VIRDEN	11:15am		VIRDEN	3:15pm		VIRDEN	11:15am		VIRDEN	3:15pm		VIRDEN
11:15		ALOE	11:45		ALOE	2:50		ALOE	11:15		ALOE	2:50		ALOE	11:15		ALOE	2:50		ALOE
12:05pm		KEVIN	12:05pm		KEVIN	2:30		KEVIN	9:45		KEVIN	2:30		KEVIN	9:45		KEVIN	2:30		KEVIN
2:05		SUNBURST	12:35		SUNBURST	2:05		SUNBURST	8:45		SUNBURST	2:05		SUNBURST	8:45		SUNBURST	2:05		SUNBURST
2:45pm		SWEET GRASS	12:55pm		SWEET GRASS	1:40pm		SWEET GRASS	7:00am		SWEET GRASS	1:40pm		SWEET GRASS	7:00am		SWEET GRASS	1:40pm		SWEET GRASS
Mon, Wed and Fri.	Tues, Thurs and Sat.	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Sun, Wed and Sat.	Tues, Thurs and Sat.	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday
681	679	269	435	43	239	44	240	274	680	682	44	240	274	680	682	44	240	274	680	682

Special Rules—Fourth Subdivision.

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

Power is registering station for trains 269 and 274 only.
Conrad is registering station for trains 679, 680, 681 and 682 only.
Local freight trains may carry adult male passengers when provided with proper transportation.

Class M-1 engines between Great Falls and Shelby and class M-3 engines between Virden and Sweet Grass are heaviest permitted on this subdivision.

DERAILING SWITCHES.

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

Sweet Grass—One mile east of east switch.
Virden—One-half mile west of west wye switch.
Conrad—2820 feet east of east passing track switch, 2340 feet west of west wye switch.
Shelby—East, 2630 feet east of east passing track switch.
Collins—2000 feet west of bridge 200 and 2600 feet east of bridge 208.
Power—East, 2500 feet east of east passing track switch.
Vaughn—West, 2500 feet west of west passing track switch.
Great Falls—West, 2500 feet west of west lead switch Emerson yard.

YARD LIMITS.

Westward, FIFTH SUBDIVISION--BETWEEN LEWISTOWN AND MOCCASIN Eastward.

SECOND CLASS	FIRST CLASS	Car Capacity of Sidings		STATIONS		TELEGRAPH CALLS	DISTANCE FROM MOCCASIN	SIGNS	FIRST CLASS	SECOND CLASS
367	237	Passenger	Freight	Time Table No. 13					238	368
Effective April 4, 1926.										
Mixed Daily	Passenger Daily	100	21	LEWISTOWN		WN	20.25	RD PW CY	6:00pm	1:05pm
8:16am	8:55am	21	21	SCOTT			25.00		5:50	12:51
8:30	9:03	22	22	HANOVER			27.47	DP	5:45	12:46
8:50	9:09	20	20	KINGSTON			28.32	P	5:39	12:33
8:57	9:14	40	40	ROSSFORK			11.25	DPW	5:28	12:16pm
9:26	9:26	60	60	KOLIN			0.19	DP	5:15	11:55
9:55	9:39	60	103	MOCCASIN		MO		RD PV	4:57pm	11:35am
10:35am	9:59am	Time Over Subdivision Average Speed Per Hour								
367	237	1.04	27.6						238	368
12.53	27.6									

Special Rules--Fifth Subdivision.

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

Bulletin Board is at Lewistown. Switch at Lewistown Junction must be set for Third subdivision. Movement over Spitta Creek Bridge between Hanover and Kingston will be governed by automatic block signals. P-3 class engines are heavier permitted on this subdivision.

YARD LIMITS.
Lewistown, 300 feet west of west main loop.
DERAILING SWITCHES.
Lewistown--West end loading track
Lewistown--West end No. 2 track
Hanover--West end passing track
Hanover--West end No. 1 track
Scott--West end passing track
Kingston--East end industry track
Rossfork--West end industry track
Kolin--East end industry track

Westward, SEVENTH SUBDIVISION--BETWEEN STOCKETT AND GERBER Eastward.

FIRST CLASS	FIRST CLASS	Car Capacity of Sidings		STATIONS		TELEGRAPH CALLS	DISTANCE FROM GERBER	SIGNS	FIRST CLASS	FIRST CLASS
163	155	Passenger	Freight	Time Table No. 13					156	154
Effective April 4, 1926.										
Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	25	24	STOCKETT		S	7.95	R D P	7:23am	3:22pm
1:30pm	1:25pm	24	24	LEWIS JCT.			3.12	R	7:01	3:07
3:17	7:37	100	58	GERBER		GR	0.0	R D W P	6:56am	3:00pm
4:56pm	4:47pm	Time Over Subdivision Average Speed Per Hour								
163	155	1.04	21.0						156	154
23.7	21.0									

Special Rules--Seventh and Eighth Subdivisions.

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

Junction switch at Gerber must be set for Third subdivision. Junction switch at Lewis Jct. must be set for line to Stockett. P-3 class engines heavier permitted on these Subdivisions.

DERAILING SWITCHES.
Stockett--West end house track.
--West end passing track.
--West end No. 1 track.
--West end No. 2 track.
--200 ft. east of depot (main line)

A. C. M. No. 4 Mine--West end loading track.
Cowan Spur--West end.
Sand Cove--West end storage track.
--200 ft. west of National Coal Tipples.
Pearce Spur No. 2--700 ft. below Kingsling track.
Tall track No. 5 Stockett--150 ft. west of elevator.

Westward, SIXTH SUBDIVISION--BETWEEN NEIHART AND ARMINGTON Eastward.

SECOND CLASS	SECOND CLASS	Car Capacity of Sidings		STATIONS		TELEGRAPH CALLS	DISTANCE FROM ARMINGTON	SIGNS	SECOND CLASS	SECOND CLASS
211	211	Mixed	Freight	Time Table No. 13					212	212
Effective April 4, 1926.										
Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday	43	2A	NEIHART		NI	28.25	R D W T	11:15am	10:25
12:01pm	12:01pm	22	2A	MONARCH		MO	25.11	D W Y	10:25	10:25
12:35	12:35	2	2A	TYLER'S SPUR			21.27			
13:55	13:55	7	2A	LOADING CREEK			17.45		10:00	
1:16	1:16	102	2A	ALBRIGHT			16.03	W	9:50	
1:36	1:36	21	2A	RICEVILLE			11.18		9:25	
2:00pm	2:00pm	79	67	ARMINGTON		RM	0.0	R D NW Y	9:00am	9:00am
2:11	2:11	1.59	10.2						212	212
		2.15	17.0						212	212

Special Rules--Sixth Subdivision.

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

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

YARD LIMITS.
Armington--One mile east of Neihart line switch.

DERAILING SWITCHES.
Neihart--Florence Mining Spur and house track.
Albright--Both tracks and on Spur west of Albright

Riceville--West end industry track.
Neihart--100 ft. west of Queen Mine track switch.

LOCATION OF TUNNELS.
No. 11, 1 1/2 miles west of Albright, height 19 ft. 6 inches; length 128 feet.

Westward, NINTH SUBDIVISION--BETWEEN VAUGHN AND GILMAN Eastward.

SECOND CLASS	SECOND CLASS	Car Capacity of Sidings		STATIONS		TELEGRAPH CALLS	DISTANCE FROM VAUGHN	SIGNS	SECOND CLASS	SECOND CLASS
365	365	Mixed	Freight	Time Table No. 13					366	366
Effective April 4, 1926.										
Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday	62	47	VAUGHN		BY	41.71	R DPW	10:50am	10:50am
4:10pm	4:10pm	40	ZE-5	SUN RIVER			32.50		10:15	
4:40	4:40	30	ZE-14	PORT SHAW		PH	28.38	DP	9:55	
5:00	5:00	39	ZE-19	SIMMS		SM	22.76	DPW	9:40	
5:25	5:25	Spur	W	LOWRY			18.82		9:25	
5:45	5:45	26	ZE-25	RIEBBLING			12.27		9:00	
6:10	6:10	Spur	W	BICKEL			7.35		8:45	
6:25	6:25	16	ZE-35	GILMAN			2.16		8:30	
6:45	6:45	40	ZE-42	AUGUSTA		GN		R DPW	8:25am	8:25am
6:50pm	6:50pm	Time Over Subdivision Average Speed Per Hour								
365	365	2.40	15.8						366	366
		2.25	17.8						366	366

Special Rules--Ninth Subdivision.

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

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

YARD LIMITS.
Augusta--2040 feet east of east industry track switch.

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

SECOND CLASS		Car Capacity of Shingles	Station Numbers	Distance from Power	Time Table No. 13		Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS	
373	374				Effective April 4, 1925.	374					
Mixed Daily Ex. Sunday	10.20am				STATIONS				Mixed Daily Ex. Sunday	10.20am	
L 4.40am		62	36	ZR27	POWER	PO	51.00	R D PW CV	A 10.20am		
					0.12 JUNCTION		50.94				
I 5.00		18	ZQ 6	5.72	5.50 COPDOVA		46.34		I 10.05		
I 5.20		25	ZG12	11.50	5.57 CLIPPE		39.47		I 9.40		
I 5.35		27	ZG17	17.09	5.50 BOLE		33.97	D P	I 9.25		
I 5.45	Spur	F 17	ZG22	21.17	4.08 FLUME		29.89		I 9.10		
I 6.20		57	ZG29	28.65	7.45 CHOTEAU	CO	22.41	D PW	I 8.50		
I 6.33	Spur	F 9	ZG33	32.87	4.22 CLAUDE		18.19		I 8.29		
I 6.45	Spur	F 9	ZG37	38.54	1.47 KOYL		14.62	P	I 8.18		
I 7.05		36	ZG12	42.48	5.04 BYNUM	BU	8.58	D P	I 8.00		
A 7.30am		43	ZG51	51.00	8.55 PENDROY	DR		R D PW CV	L 7.30am		
Daily Ex. Sunday									Daily Ex. Sunday		
373									374		
15.50					Time Over Subdivision				2.50		
					Average Speed Per Hour				18.		

Special Rules—Tenth Subdivision.

Westward trains are superior to Eastward trains of the same class. G-3 class engines heaviest permitted on this Subdivision.

DERAILING SWITCHES.

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

Special Rules—Third Subdivision.

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

LOCATION OF TUNNELS

- No. Q-1, 1 1/2 miles east of Shorey, height 22 ft.; length 2417 ft.
- No. Q-2, 1 1/2 miles west of Painted Robe, height 22 ft.; length 1130 ft.
- No. Q-3, 2 1/2 miles west of Windham, height 22 ft.; length 1618 ft.
- No. Q-4, 1 mile west of Dover, height 22 ft.; length 1568 ft.
- No. Q-5, 1/4 mile east of Wayne, height 22 ft.; length 1162 ft.

YARD LIMITS

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

DERAILING SWITCHES

- Himrock—East end industry track.
- Shorey—East end industry track.
- Broadview—East end industry and house tracks.
- Painted Robe—West end industry track.
- Cushman—West end industry track and coal shed track.
- Delmar—East end industry track.
- Franklin—East end industry track.
- Wallum—East end industry track.
- Hedges—East end industry track.
- Nihil—East end industry track.
- Oxford—East end industry track.
- Judith Gap—East end industry track.
- Buffalo—West end industry track.
- Windham—East end storage track.
- Stanford—West end industry track and coal shed track.
- Dover—West end industry track.
- Geyser—West end industry track.
- Blythe—West end industry track.
- Fife—West end industry track.
- Belt—East end industry track.
- Barrows—West end industry track.
- Mossmain—East end industry track.
- Merino—East end industry track.
- Simon Kopp—East end storage track.
- Wayne—West end industry track.
- Swift—West end industry track.

Special Rules—Second Subdivision.

Bulletin boards located at Great Falls and Butte. West Side Jct., Great Falls, located 330 feet west of Great Falls yard office. All Shelby Line trains departing and arriving Great Falls, must approach West Side Jct. under full control. Switch at West Side Jct. will be set for Second Subdivision.

Switches at the east end of the Missouri River Bridge No. 755, Great Falls, must be set for Third Subdivision. Normal position of switch located about 105 feet east of east end Sun River bridge, Great Falls, will be for new passenger route.

Whistle Signals for tracks with switches controlled from towers, Northern Pacific Railway Crossing, Helens. Main Line: One Long.

Main Street overhead bridge, Helena, has restricted clearance for man on top of train. Helena is registering station for trains 671-672-673 and 674 only. Westward freight trains will take siding for eastward freight trains at Corbin, Wickes and Bernice.

Eastbound freight trains will stop at Corbin for inspection of wheels. Movement through Tunnel No. 6 will be governed by automatic block signals and first class trains use not less than five and freight trains not less than eight minutes through this tunnel.

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

- Bridges 21 and 23, near Mid Canon.
- Bridge 99, near Clancy.
- " 98, " Corbin.
- " 124, " Basin.
- " 124, " Bernice.
- " 129, " "
- " 130, " "
- " 136, " Wilder.
- " 137, " Elk Park.
- " 138, " "
- " 140, " "
- " 142, " "
- " 144, " "
- " 164, " Butte.
- " 166, " "

LOCATIONS OF TUNNELS

- No. 1, 2 1/2 miles west of Hardy, height 18 feet, 7 inches; length 822-5 feet.
- No. 2, 1 mile west of Mid Canon, height 17 feet, 9 inches; length 174 feet.
- No. 3, 2 1/2 miles east of Craig, height 17 feet, 7 inches; length 570 feet.
- No. 4, 3 miles east of Sibley, height 18 feet, 2 inches; length 317 feet.
- No. 5, 3/4 mile east of Sibley, height 22 feet; length 559 feet.
- No. 6, between Portal and Amazon; height 17 feet, 10 inches; length 6145 feet.
- No. 7, 2 miles east of Basin, height 22 feet; length 822 feet.
- No. 8, 1/4 mile west of Wilder Tank, height 19 feet, 3 inches; length 220 feet.
- No. 9, 1 1/4 miles west of Wilder, height 22 feet; length 665-5 feet.
- No. 10, 2 1/4 miles west of Woodville, height 22 feet; length 1283 feet.

DERAILING SWITCHES

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

YARD LIMITS

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

6.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOS.

BETWEEN	Ruling Grade	Class M 1-1050-1084				Class O1-3000-3154				Class O5-3300-3344				Class P8-1140-1253 Superheat				Class J 1500-1649				Class G 3-720-779				Class C 2-700-710				Class F 1-500-565			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
		Pacific Junction to Great Falls.....	0.6	2000	1800	1600	1400	2000	1800	1620	1460	1800	1620	1460	1320	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720	900	805	720	700
Great Falls to Pacific Jet.....	0.5	3000	2700	2430	2190	3000	2700	2430	2190	2750	2480	2210	2020	2400	2160	1950	1760	2000	1800	1620	1460	1800	1620	1460	1320	1600	1460	1320	1180	1400	1260	1130	1020
Clancy to Helena.....	0.6	2600	2310	2110	1900	2600	2340	2110	1900	2300	2100	1950	1760	2000	1800	1620	1460	1800	1620	1460	1320	1600	1460	1320	1180	1400	1260	1130	1020	1200	1080	960	840
Helena to Silver.....	1.1	1700	1520	1380	1240	1600	1440	1300	1170	1500	1350	1220	1100	1200	1080	960	840	1050	960	860	780	800	720	650	580	.....	.....	.....	.....	.....	.....	.....	.....
Silver to Great Falls.....	0.6	2800	2520	2270	2040	2800	2520	2270	2040	2600	2340	2110	1900	2200	1980	1780	1600	2000	1800	1620	1460	1800	1620	1460	1320	1600	1460	1320	1180	1400	1260	1130	1020
Clancy to Woodville.....	2.2	850	770	690	620	.....	.....	.....	.....	.....	.....	.....	.....	700	630	570	510	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodville to Clancy.....	1.0	1800	1620	1460	1320	.....	.....	.....	.....	.....	.....	.....	.....	1400	1260	1130	1020	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mossman to Great Falls.....	0.8	.....	.....	.....	.....	2300	1980	1780	1600	1800	1620	1460	1320	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720	900	805	720	700
Spur Kop to Mossman.....	0.6	.....	.....	.....	.....	2400	2160	1950	1760	2200	1980	1780	1600	1800	1620	1460	1320	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720
Arrington to Spur Kop.....	1.0	.....	.....	.....	.....	1600	1440	1300	1170	1490	1290	1130	1020	1000	900	800	730	800	720	650	580	600	540	480	440	.....	.....	.....	.....	.....	.....	.....	.....
Great Falls to Arrington.....	0.8	.....	.....	.....	.....	2100	1860	1650	1460	2200	1980	1780	1600	1800	1620	1460	1320	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720
West Side Jet. to Shelby.....	1.0	2000	1800	1620	1460	2000	1800	1620	1460	1800	1620	1460	1320	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720	900	805	720	700
Shelby to West Side Jet.....	0.7	2500	2260	2030	1830	2500	2250	2030	1830	2200	1980	1780	1600	1600	1440	1300	1170	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720
Virden to Sweetgrass.....	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1340	1180	1100	1300	1160	1030	920	1200	1080	960	840	1100	990	890	800	1000	900	800	720
Sweetgrass to Virden.....	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	1800	1620	1460	1800	1620	1460	1320	1600	1460	1320	1180	1400	1260	1130	1020	1200	1080	960	840
Lowtown to Mossman.....	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	1440	1300	1170	1400	1260	1130	1020	1200	1080	960	840	1100	990	890	800	1000	900	800	720
Mossman to Lewistown.....	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arrington to Nehart.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nehart to Arrington.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wagon to Gilman.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gilman to Vaughan.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Power to Pendroy.....	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pendroy to Power.....	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
First Subdivisions:			
Pacific Jet. Quarry.....	0.54 Miles from Pacific Jet.....	West End	20 Cars
Big Sandy Bv.....	25.91 Miles from Pacific Jet.....	West End	25 Cars
Perlage Pit.....	104.47 Miles from Pacific Jet.....	East End	180 Cars
Second Subdivisions:			
Grever & Leuchar Spur.....	7.80 Miles from Great Falls.....	East End	11 Cars
Tininger Spur.....	34.90 Miles from Great Falls.....	West End	16 Cars
Well Creek Quarry.....	60.72 Miles from Great Falls.....	East End	69 Cars
Helena Fair Ground.....	65.08 Miles from Great Falls.....	West End	95 Cars
Kain's Spur.....	100.62 Miles from Great Falls.....	East End	4 Cars
Wood Spur No. 5.....	36.60 Miles from Clancy.....	East End	15 Cars
Wood Spur No. 8.....	40.01 Miles from Clancy.....	West End	4 Cars
Third Subdivisions:			
Ro-ky Spur.....	106.23 Miles from Great Falls.....	West End	8 Cars
Lehigh Spur.....	75.90 Miles from Great Falls.....	West End	2.4 Miles
Fourth Subdivisions:			
Oil Siding.....	1.00 Miles east Sunburst.....	Both Ends	44 Cars
International Refinery Siding.....	0.68 Miles east Sunburst.....	Both Ends	34 Cars
Fifth Subdivisions:			
Mossman Spur.....	18.90 Miles from Mossman.....	West End	3 Cars
Arrow Refinery Spur.....	27.14 Miles from Mossman.....	West End	90 Cars
Sixth Subdivisions:			
Goodman Spur No. 2.....	34.33 Miles from Great Falls.....	West End	3 Cars
Goodman Spur.....	36.29 Miles from Great Falls.....	West End	13 Cars
Siedling's.....	34.92 Miles from Great Falls.....	Siding	4 Cars
Wellwood.....	59.30 Miles from Great Falls.....	West End	4 Cars
Holmesburg.....	62.62 Miles from Great Falls.....	East End	3 Cars
Beaton's.....	65.17 Miles from Great Falls.....	East End	9 Cars
Seventh Subdivisions:			
Lo-hray Spur.....	3.70 Miles from Gerber.....	East End	54 Cars
Brown Spur.....	4.26 Miles from Gerber.....	West End	42 Cars
A. C. M. Co. Spur.....	4.39 Miles from Gerber.....	Both Ends	120 Cars
Curran's Spur.....	4.02 Miles from Gerber.....	West End	40 Cars
Tiger Butte Spur.....	5.58 Miles from Gerber.....	West End	5 Cars
Steinby Spur.....	5.01 Miles from Gerber.....	West End	8 Cars
Nicholson Spur.....	7.04 Miles from Gerber.....	West End	4 Cars
Petree Spur No. 2.....	1.30 Miles from Gerber.....	West End	24 Cars
Eighth Subdivisions:			
Nelson Coal Co.....	4.83 Miles from Gerber.....	West End	57 Cars
Tenth Subdivisions:			
Hobson Elev. Spur.....	24.73 Miles from Power.....	East End	9 Cars

WEATHER RATING:

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

Note—

For second rating 10% off first rating.
 For third rating 10% off second rating.
 For fourth rating 10% off third rating.
 Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
 Car capacity of sidings based on 43 feet per car.

AVERAGE WEIGHT OF EMPTY CARS
 (No allowance to be made for wheel friction)

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

AVERAGE TOTAL WEIGHT OF DEAD ENGINES AND TANKS

Class E-1 to E-7.....	123 tons
Class E-8 to E-15.....	172 tons
Class F.....	153 tons
Class G.....	139 tons
Class H.....	132 tons
Class I.....	178 tons
Class K.....	154 tons
Class L.....	239 tons
Class M.....	261 tons
Class N.....	312 tons
Class O.....	232 tons
Class P-1.....	246 tons
Class P-2.....	300 tons
Class Q-1.....	354 tons
Engine Tanks (Empty).....	30 tons

