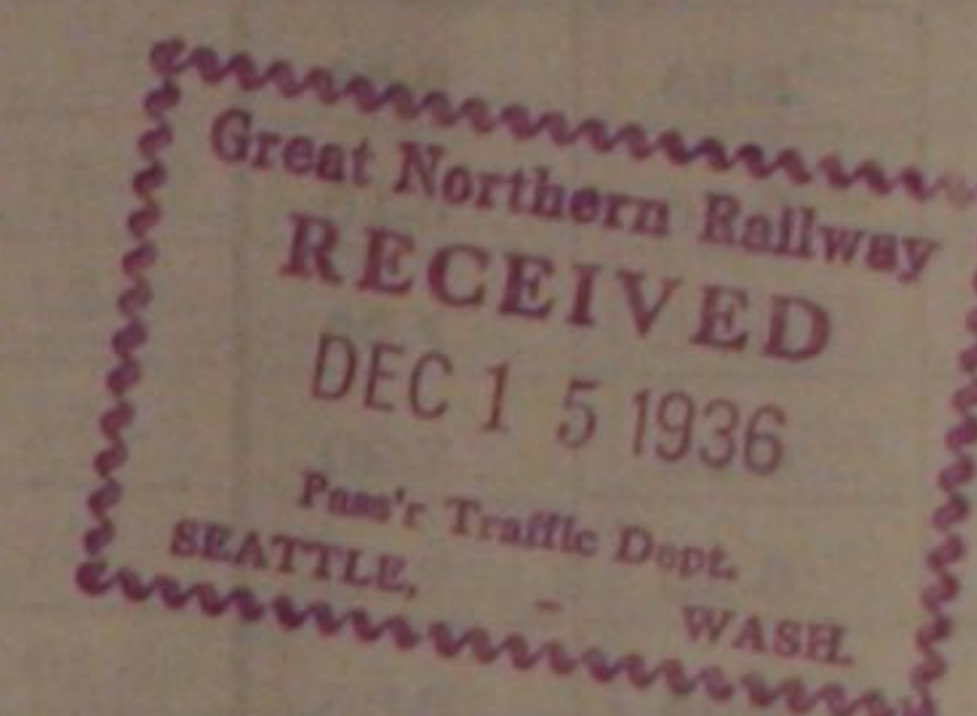




BUTTE DIVISION

TIME TABLE No. 39

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME.

SUNDAY, DECEMBER 13, 1936.

T. F. DIXON, SuperIntendent.

J. B. SMITH, General SuperIntendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—WILLISTON AND GLASGOW

EASTWARD

THIRD CLASS			FIRST CLASS				Car Capacity		Station Numbers	Distance from Williston	Time Table No. 39		Telegraph Call	Distance from Glasgow	SIGNS.	FIRST CLASS				SECOND CLASS				THIRD CLASS		
	461	663		27	223	1	Sidings	Other Tracks			Effective December 13, 1936.					STATIONS		2	28	224		470	446	462		664
	Daily	Mon., Wed. and Fri.		Daily	Daily Ex. Sunday	Daily										Daily	Daily	Daily Ex. Sunday		Daily	Daily	Daily		Tues., Thurs. and Sat.		
	L 4.00pm	L 4.30Am		L 9.45pm	L 6.40Am	L 12.55Am	Yard	1754	647		AUTOMATIC BLOCK SIGNALS	..WILLISTON..	WN	156.41	RKDN WCX	A 6.35Am	A 1.05pm	A 9.00pm		A 8.45Am	A 6.25pm	A 2.00Am		A 5.30pm		
	4.30	5.00		10.01	* 7.05	1.11	W120	16	659	11.99		..TRENTON..	ON	144.42	D P		6.17	12.47	* 8.40		8.15	5.55	1.30		5.00	
	4.50	5.20		10.12	f 7.20	1.22		85	668	20.56		..FT. BUFORD..		135.85	P		6.06	12.36	f 8.25		7.55	5.35	1.12		4.40	
	5.20	5.58		10.19	* 7.35	1.29	132	91	676	25.92		..SNOWDEN..	SN	130.49	KDN PWYX		5.58	12.29	* 8.15		7.35	5.20	1.00		4.25	
	5.35	6.15		10.26	f 7.45	1.36	128	8	681	31.68		..LAKESIDE..		124.73	P		5.49	12.21	f 7.53		7.15	5.00	12.45		3.50	
	5.55	7.00		10.34	* 8.10	1.44	E175	164	685	38.10		..BAINVILLE..	B	118.81	KDN PWCYX		5.40	*12.12	* 7.43		7.00	4.45	12.30		3.30	
	6.10	7.20		10.42	f 8.20	1.53	108	12	692	44.91		..LANARK..		111.50	P		5.29	12.02pm	f 7.16		6.45	4.30	12.15Am		2.35	
	6.30	7.50		10.52	* 8.35	2.03	106	58	699	52.87		..CULBERTSON..	CU	104.04	DN P		5.18	*11.52	* 7.07		6.30	4.15	11.59		2.15	
	6.54	8.05		10.58	f 8.45	2.09	109	4	705	57.87		..BLAIR..		98.54	PW		5.10	11.43	f 6.54		6.20	4.00	11.45		1.45	
					f 8.52				708	62.00		..FORT KIPP..		94.41					f 6.47							
	7.15	8.25		11.09	f 9.00	2.20	72	5	714	66.81		..CALAIS..		89.60	P		4.59	11.32	f 6.40		6.05	3.45	11.27		1.15	
	7.45	9.10		11.15	* 9.10	2.26	E130 W118	75	722	71.58		..BROCKTON..	BR	84.83	DN PWCX		4.53	11.26	* 6.32		5.55	3.35	11.15		1.00	
	8.05	9.40		11.24	f 9.20	2.35	70	10	729	79.14		..SPROLE..		77.27	P		4.43	11.17	f 6.17		5.25	3.00	10.30		12.15pm	
	8.20	10.15		11.31	* 9.35	f 2.42	E72 W72	55	733	85.57		..POPLAR..	PO	70.84	DNP		f 4.33	11.09	* 6.07		5.10	2.45	10.15		11.55	
	8.35	10.30		11.39	f 9.45	2.50	129	17	741	92.51		..CHELSEA..		63.90	P		4.23	10.59	f 5.50		4.55	2.30	10.00		11.10	
	8.55	10.49		11.48	f 9.55	3.00	129	24	748	100.34		..MACON..		56.07	P		4.13	10.49	f 5.40		4.35	2.10	9.40		10.49	
	9.25	11.40		11.55	*10.15	f 3.08	E136 W135	293	753	106.76		..WOLF POINT..	WO	49.65	DN PWX		f 4.04	*10.40	* 5.30		4.20	1.55	9.25		10.15	
	9.40	11.55		12.02Am	f10.29	3.16	70	8	759	112.74		..LOHMILLER..		43.67	P		3.52	10.29	f 5.14		4.07	1.40	9.05		9.15	
	9.50	12.15pm		12.09	*10.42	3.23	103	36	765	118.04		..OSWEGO..	GO	38.37	D P		3.45	10.22	* 5.07		3.55	1.30	8.55		9.00	
	10.10	12.40		12.17	*10.58	3.35	E90 W69	21	772	125.83		..FRAZER..	FR	30.58	D PW		3.35	10.12	* 4.55		3.35	1.10	8.37		8.40	
	10.20	1.00		12.23	f11.07	3.43	130	11	777	130.86		..KINTYRE..		25.55	P		3.28	10.05	f 4.43		3.10	1.00	8.25		8.20	
	10.40	1.30		12.30	*11.20	3.51	89	71	783	136.48		..WIOTA..	F	19.93	DN PYX		3.21	9.58	* 4.35		2.57	12.42	8.12		8.05	
	10.55	2.15		12.36	*11.32	3.59	128	50	789	141.91		..NASHUA..	NA	14.50	DNP		3.14	9.50	* 4.23		2.47	12.32	8.02		7.40	
	11.15	2.40		12.45	f11.43	4.10	129	13	797	149.70		..WHATELY..		6.71	P		3.04	9.40	f 4.10		2.30	12.15pm	7.45		7.20	
	A 11.30pm	A 3.00pm		A 12.55Am	A 11.55Am	A 4.20Am	E249 W140	357	803	156.41		..GLASGOW..	GW		RKDN PWCYX		L 2.55Am	L 9.30Am	L 4.00pm		L 2.15Am	L 11.55Am	L 7.30pm		L 7.00Am	
	7.30 20.8	10.30 14.8		3.10 49.3	5.15 29.7	3.25 45.7						Time Over Subdivision Average Speed Per Hour					3.40 42.6	3.35 43.6	5.00 31.2		6.30 24.0	6.30 24.0	6.30 24.0		10.30 14.8	

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.

CONDITIONAL STOPS.

No. 1 stop at any station between Williston and Havre to discharge revenue passengers from Grand Forks and east and from Fargo and east. Stop on flag at any station between Williston and Havre to pick up revenue passengers for points south of Great Falls, or west of Fort Browning where No. 1 is scheduled to stop; and stop at Chinook to pick up revenue passengers for Great Falls and points South thereof.

No. 2 stop at any station between Havre and Williston to discharge revenue passengers from Spokane and west. Stop on flag at any station between Havre and Williston to pick up revenue passengers for Minot and points east where No. 2 is scheduled to stop; and stop at Chinook to discharge revenue passengers from Great Falls and points South thereof.

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 AP-PROACH 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.

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

WESTWARD										SECOND SUBDIVISION—GLASGOW AND HAVRE														EASTWARD 3			
THIRD CLASS		FIRST CLASS.				Car Capacity		Station Numbers	Distance from Glasgow	Time Table No. 39 Effective December 13, 1936	Telegraph Call	Distance from Havre	SIGNALS	FIRST CLASS.			SECOND CLASS.			THIRD CLASS							
665	461		223	1	27	Sidings	Other Tracks							28	224	2		446	462	470		666					
Tues., Thurs. and Sat.	Daily		Daily Ex. Sunday	Daily	Daily					STATIONS.				Daily	Daily Ex. Sunday	Daily		Daily	Daily	Daily		Mon., Wed. and Fri.					
L 4.30Am	L 12.01Am		L 12.20Pm	L 4.25Am	L 1.00Am	E 249 W140	307	803		..GLASGOW.....	GW	182.97	RKDN P Y WCX	A 9.25Am	A 3.40Pm	A 2.50Am		A 11.30Am	A 7.00Pm	A 2.00Am		A 4.30Pm					
4.40	12.10		12.28	4.32	1.08	70	9	808	4.73	..PAISLEY.....		148.24	P	9.18	3.30	2.40		11.15	6.40	1.50		4.20					
5.00	12.25		12.40	4.41	1.18	125	18	815	11.76	..TAMPICO.....	MA	141.21	DNP	9.09	3.17	2.31		10.55	6.25	1.36		4.00					
5.15	12.35		12.48	4.48	1.26	71	26	820	17.04	..VANDALIA.....		135.98	P	9.03	3.08	2.24		10.45	6.15	1.26		3.50					
5.40	12.55		1.05	4.59	1.37	E 137 W115	30	828	25.83	..HINSDALE.....	HD	127.14	DNP W	8.52	2.53	2.13		10.25	5.55	12.55		3.30					
6.00	1.20		1.20	5.09	1.47	71	15	837	34.04	..BEAVERTON.....		118.98	P	8.41	2.38	2.03		10.05	5.35	12.30		3.05					
6.30	1.55		1.38	5.15	1.55	W 93	118	842	38.88	..SACO.....	SF	114.39	KDNP CYX	8.35	2.30	1.55		9.55	5.25	12.20		2.55					
6.50	2.20		1.48	5.25	2.05	71	3	852	45.46	..ASHFIELD.....		107.81	P	8.24	2.13	1.46		9.40	5.10	12.07Am		2.20					
7.10	2.45		2.01	5.35	2.14	E166 W 89	118	860	52.99	..BOWDOIN.....	BO	99.98	DP W Y	8.14	2.01	1.37		9.25	4.55	11.53		2.01					
7.25	3.00		2.11	5.43	2.22	70	10	863	59.74	..STRATER.....		93.23	P	8.05	1.50	1.29		9.12	4.40	11.40		1.30					
7.57	3.15		2.32	5.51	2.29	88	120	869	65.60	..MALTA.....	MF	87.37	DNP W	7.57	1.42	1.22		9.00	4.25	11.25		1.15Pm					
8.15	3.25		2.40	5.57	2.35	70	14	874	70.39	..EXETER.....		82.88	P	7.46	1.23	1.10		8.50	4.12	11.12		11.45					
8.40	3.55		2.48	6.03	2.41	E 142 W130	55	880	75.18	..WAGNER.....	WA	77.79	D P WC X	7.40	1.16	1.04		8.40	4.00	11.00		11.30					
9.15	4.15		3.02	6.14	2.50	90	54	886	83.04	..DODSON.....	DN	69.93	DNP	7.31	1.05	12.55		8.05	3.22	10.22		10.50					
9.30	4.30		3.10	6.22	2.57	129	4	892	88.73	..HARO.....		64.24	P	7.24	12.56	12.47		7.50	3.10	10.10		10.25					
9.45	4.40		3.19	6.28	3.03	69	28	896	93.15	..COBURG.....		59.82	P	7.18	12.50	12.41		7.40	3.02	10.02		10.15					
10.05	4.55		3.29	6.35	3.09	E 89 W69	26	901	98.36	..SAVOY.....	S	54.61	D P W	7.11	12.40	12.35		7.25	2.52	9.52		9.55					
10.20	5.10		3.38	6.43	3.16	69	3	907	104.61	..MATADOR.....		48.36	P	7.03	12.30	12.28		7.10	2.40	9.40		9.35					
11.40	5.20		3.50	6.51	3.22	E125 W69	62	913	110.19	..HARLEM.....	HM	42.78	DNP	6.51	12.20	12.22		6.51	2.30	9.30		9.20					
12.02Pm	5.35		4.00	6.59	3.29	69	16	919	116.51	..PORT BELKNAP		36.46	P	6.37	12.02Pm	12.15		6.25	2.18	9.18		8.55					
12.20	5.45		4.10	7.07	3.36	87	33	925	122.04	..ZURICH.....	Z	30.93	D P W	6.30	11.54	12.09		6.15	2.08	9.08		8.45					
12.30	6.05		4.16	7.12	3.41	69	20	929	125.71	..NORTH FORK....		27.26	P	6.25	11.47	12.04Am		6.05	2.00	9.00		8.30					
1.30	6.17		4.32	7.20	3.48	E115 W 73	237	935	131.29	..CHINOOK.....	CK	21.68	DNP Y	6.17	11.40	11.57		5.55	1.50	8.50		8.15					
1.42	6.32		4.39	7.26	3.54	68		939	135.73	..ADAMS.....		17.24	P	6.08	11.25	11.52		5.47	1.42	8.42		7.26					
1.55	6.40		4.45	7.31	3.59		19	943	139.31	..LOHMAN..		13.66	I P	6.04	11.20	11.48		5.40	1.35	8.35		7.05					
2.10	7.00		4.56	7.40	4.07			949	146.02	..TOLEDO..		6.95		5.55	11.10	11.39		5.20	1.20	8.20		6.50					
A 2.30Pm	A 7.20Am		A 5.10Pm	A 7.50Am	A 4.20Am	Yard	2011	956	152.97	..HAVRE.....	HV		RKDN WC OX	L 5.45Am	L 11.00Am	L 11.30Pm		L 5.00Am	L 1.00Pm	L 8.00Pm		L 6.30Am					
10.00 15.2	7.19 20.9		4.50 31.6	3.25 44.7	3.20 45.9					Time Over Subdivision Average Speed Per Hour					3.40 41.7	4.40 32.7	3.20 45.9		6.30 23.5	6.00 25.5	6.00 25.5		10.0 15.2				

AUTOMATIC BLOCK SIGNALS

Double Track

SPECIAL RULES.

CONDITIONAL STOPS

No. 1 stop at any station between Williston and Havre to discharge revenue passengers from Grand Forks and east or Fargo and east. Stop on flag at any station between Williston and Havre to pick up revenue passengers for points south of Great Falls, or west of Fort Browning where No. 1 is scheduled to stop; and stop at Chinook to pick up revenue passengers for Great Falls and points south thereof.

No. 2 stop at any station between Havre and Williston to discharge revenue passengers from Spokane and west. Stop on flag at any station between Havre and Williston to pick up revenue passengers for Minot and points east where No. 2 is scheduled to stop; and stop at Chinook to discharge revenue passengers from Great Falls and points south thereof.

Maximum Speed

	Passengers	Freight
Glasgow and Havre.....	60 miles per hour	40 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

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, 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.

4 WESTWARD.

THIRD SUBDIVISION—HAVRE AND GREAT FALLS.

EASTWARD.

THIRD CLASS			FIRST CLASS					Car Capacity		Station Numbers	Distance from Havre	Time Table No. 39			Telegraph Code	Distance from Great Falls	SIGNS	FIRST CLASS					SECOND CLASS				THIRD CLASS	
		657		223	1	235	27					Effective December 13, 1936									28	224	236	2		460	472	428
		Mon., Wed. Fri.		Daily Ex. Sun.	Daily	Daily	Daily	Billings	Other Trucks			STATIONS						Daily	Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily	Daily	Tue., Thur. Sat.	
		L 8-10 ^{am}		L 5-20 ^{pm}	L 8-00 ^{am}	L 8-05 ^{am}	L 4-30 ^{pm}	Yard	2011	956		Double Track	 HAVRE	HV	123.34	DNCKOPRWX	A 5-35 ^{am}	A 10-45 ^{am}	A 10-55 ^{am}	A 11-15 ^{am}		A 7-30 ^{am}	A 12-10 ^{pm}	A 5-05 ^{pm}	A 10-35 ^{pm}	A 4-15 ^{pm}		
		A 8-25 ^{am}		5-27	A 8-07 ^{am}	8-12	A 4-38 ^{pm}			961	4.03		 PACIFIC JUNCTION			119.21	I PY	L 5-27 ^{am}	10-36	10-47	L 11-08 ^{am}		L 7-15 ^{am}	L 11-55 ^{am}	L 4-50 ^{pm}	L 10-20 ^{pm}	L 3-55 ^{pm}	
				f 5-33		8-18		48		Z4	7.53		8 50 ASSINNIBOINE		115.71	P		f 10-30	10-40									
				* 5-44		f 8-29		81	10	Z11	14.91		7 35 LAREDO	DO	108.33	P		* 10-18	10-28									
				* 5-57		f 8-45		80	23	Z20	24.73		9 52 BOX ELDER	BX	95.81	D P		* 10-05	f 10-12									
				* 6-12		* 9-03		49	110	Z31	35.55		10 52 BIG SANDY	BS	87.89	DNPW		* 9-50	* 9-55									
				f 6-21		9-12		80	14	Z37	40.84		5 39 VERONA		82.40	P		f 9-41	9-43									
				* 6-36		f 9-26		80	25	Z45	49.44		5 00 VIRGELLE		73.80	PW		* 9-26	f 9-27									
				f 6-46		9-36		Spur	13	Z51	55.27		5 53 SAYRE		67.97	P		f 9-16	9-16									
				f 6-55		9-45		50	18	Z56	60.29		5 02 LIPPARD		62.95	P		f 9-08	9-07									
				* 7-05		f 9-56		49	17	Z62	66.25		5 55 CHAPPELL	CQ	56.99	D P		* 8-59	f 8-56									
				f 7-13		10-04		50	8	Z67	70.82		4 57 TETON		52.43	PCWX		f 8-52	8-47									
				f 7-19		10-11		Spur	9	Z70	74.17		3 35 LISCUM		49.07	P		f 8-46	8-40									
				* 7-29		* 10-23		47	66	Z75	78.73		4 56 PORT BENTON	BN	44.51	DNP		* 8-39	* 8-31									
				f 7-39		10-32				Z80	83.77		5 04 KERSHAW		39.47	P		f 8-31	8-20									
				f 7-48		10-40		40	8	Z85	88.53		4 76 TUNIS		34.71	PW		f 8-24	8-12									
				* 8-02		f 10-50		51	27	Z91	94.43		5 00 CARTER	CA	25.51	D P		* 8-16	f 8-02									
				f 8-13		f 10-59		33	21	Z96	99.43		5 00 FLOWEREE		22.51	P		* 8-08	f 7-53									
				f 8-27		f 11-13		50	16	Z103	107.00		7 57 PORTAGE	RE	16.34	D P		* 7-56	f 7-40									
				f 8-38		11-23		102	18	Z108	112.89		5 59 GOODALE		10.68	P		f 7-47	7-30									
				f 8-48		11-33		42	30	Z113	117.37		4 78 RAINBOW		5.87	PW		f 7-39	7-21									
				A 9-00 ^{pm}		A 11-45 ^{pm}		Yard	Yard	Z119	123.34		5 57 GREAT FALLS	FD		DNKOPRX		L 7-30 ^{pm}	L 7-10 ^{pm}									
		.15 16.1		3.40 33.6	.07 34.3	3.40 33.6	.08 30.1						Time Over Subdivision Average Speed Per Hour					.08 30.1	3.15 37.9	3.45 32.8	.07 34.5		.15 16.1	.15 16.1	.15 16.1	.15 16.1	.20 12.0	

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.

Maximum Speed

	Passenger	Freight
Havre and Pacific Junction.....	60 miles per hour	35 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour
Pacific Junction and Great Falls.....	45 miles per hour	25 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

WESTWARD.

FOURTH SUBDIVISION—GREAT FALLS AND BUTTE.

EASTWARD. 5

SECOND CLASS.		FIRST CLASS		Car Capacity		Station Numbers		Time Table No. 39		FIRST CLASS		SECOND CLASS	
373	365	235	41					Effective December 13, 1936.		236	42	374	366
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Sidings	Other Tracks	Station Numbers	Distance from Great Falls	STATIONS	Telegraph Call	Distance from Butte	SIGNS	Daily Ex. Sunday	Daily Ex. Sunday
L 2.00Pm	L 7.15Am	L 11.59Am	L 7.00Am	Yard	Yard	Z 119		GREAT FALLS.....	PD	169.74	DNKOPRX	A 6.55Pm	A 11.35Pm
A 2.03Pm	A 7.18Am	12.02Pm	A 7.03Am				0.68	WEST SIDE JUNCTION.....	GF	169.06	DNCKOPRWXY	6.51	L 11.32Pm
		12.10		40		Z 120	4.97	FLOOD.....		164.77	P	6.43	
		12.24		42	32	Z 130	14.11	ULM.....	M	155.63	D PW	6.29	
		12.35		35	6	Z 137	20.91	RIVERDALE.....		148.83	P	6.17	
		*12.49		42	59	Z 145	28.59	CASCADE.....	Q	141.15	D P	* 6.04	
		f 1.03		35	6	Z 153	36.81	HARDY.....		132.93	PW	f 5.49	
		f 1.17		42		Z 160	44.64	MID CANON.....		125.10	P	f 5.35	
		* 1.29		43	39	Z 167	51.54	CRAIG.....	RA	118.20	D PW	f 5.22	
		* 1.42		48	30	Z 175	59.42	WOLF CREEK.....	WC	110.32	DCPWX	* 5.08	
		f 2.00		43	8	Z 184	68.62	SIEBEN.....		101.12	PW	f 4.50	
		f 2.20		42	7	Z 197	81.14	SILVER CITY.....	MN	88.60	D PY	f 4.28	
		2.28		46	4	Z 201	85.18	GEARING.....		84.56	P	4.20	
		2.36		35	5	Z 206	90.16	IRON.....		79.58	P	4.10	
							95.22	N. P. RY. CROSSING.....		74.52	I		
		* 2.50					97.73	HELENA.....	HN	72.02	DNCOPRWXY	* 3.55	
		3.00		Yard		Z 214		FOUR RANGE.....		67.23	P	* 3.45	
		3.12		Spur	15	Z 219	102.51	MONTANA CITY.....		63.11	P	3.30	
		3.23			15	Z 223	106.63	CLANCY.....	W	57.37	DPWX	* 3.23	
		* 3.33		45	43	Z 229	112.37	ALHAMBRA.....		55.59	P	* 3.13	
		* 3.37				Z 230	118.15	JEPPERSON.....		51.81		* 3.10	
		3.49				Z 235	117.93	CORBIN.....		50.22	PW	2.59	
		f 3.53		50	12	Z 236	119.53	WICKES.....		46.45	P	* 2.55	
		4.02			10	Z 240	123.29	PORTAL.....		45.19	P	2.46	
		4.06				Z 242	124.56	AMAZON.....		43.81	PW	2.42	
		4.11		57	7	Z 244	125.93	BOULDER.....	RO	37.51	D P	2.37	
		* 4.25		50	27	Z 250	132.23	FULLER.....		33.31		* 2.24	
		4.35		Spur	16	Z 254	136.43	BASIN.....	SI	29.79	DCPW	2.15	
		* 4.44		43	81	Z 257	139.95	BERNICE.....		25.83	P	* 2.06	
		4.54		36	15	Z 261	143.91	ELK PARK.....		17.79	PWY	1.57	
		f 5.13		42	7	Z 269	151.95	TRASK.....		12.85	P	f 1.40	
		5.22		Spur	7	Z 277	155.86	WOODVILLE.....		9.43	PY X	1.32	
		5.29		45	20	Z 279	160.31	MOUNTAIN JUNCTION.....		4.01	X	1.26	
		5.43		Spur	30	Z 284	165.73	N. P. RY. CROSSING.....		0.64	I	1.10	
							169.10	BUTTE.....	DU		DNCKOPRWXY	L 1.00Pm	
		A 5.55Pm		Yard	Yard	Z 288	169.74	Time Over Subdivision				5.55	
								Average Speed Per Hour				28.6	
												19.5	

Special Rules.

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

6 WESTWARD.

FIFTH SUBDIVISION—MOSSMAIN AND GREAT FALLS.

EASTWARD.

SECOND CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from Mossmain.	Time Table No. 39		Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS	
215		41	239				Effective December 13, 1936	STATIONS				42	240	216	
Mon., Wed. and Sat.		Daily	Daily	Sliding Other Tracks								Daily	Daily	Mon., Wed. and Sat.	
		L 10.45pm		515	ZD 237			BILLINGS.....	BG		DNCKO RWXY	A 6.55Am			
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.															
		L 11.10pm			70	ZD 222	12.07	MOSSMAIN.....		222.74	P XY	A 6.32Am			
							3.95	Northern Pacific Ry. Jct...		218.79					
		*11.20		50	25	ZD 218	4.04	HESPER.....	HS	218.70	P X	s 6.22			
		f11.32		40	25	ZD 213	9.31	RIMROCK.....		213.43	P W	f 6.11			
		f11.43		50		ZD 208	14.23	SHOREY.....		208.51	P	f 6.01			
		*11.59		50	19	ZD 201	21.49	ACTON.....		201.25	P	s 5.45			
		f12.13Am		50	27	ZD 194	27.32	COMANCHE.....		194.92	P	f 5.32			
		*12.32		50	43	ZD 186	36.36	BROADVIEW.....	BW	186.38	DNP W	s 5.14			
		f12.45		40	14	ZD 180	42.38	PAINTED ROBE.....		180.36	P	f 5.02			
		*12.58		40	18	ZD 174	48.42	BELMONT.....	BM	174.32	D P	s 4.50			
		s 1.16		40	25	ZD 166	55.98	CUSHMAN.....	CN	166.76	CP WX	s 4.33			
		s 1.20					57.38	SLAYTON.....	SN	165.36		s 4.30			
		f 1.31		40	18	ZD 159	62.70	VEBAR.....		160.04	P	f 4.21			
		f 1.44		40	18	ZD 153	69.08	FRANKLIN.....		153.66	P	f 4.11			
		f 1.55		40	13	ZD 148	74.09	WALLUM.....		148.05	P	f 4.02			
		s 2.08		40	27	ZD 141	81.67	HEDGESVILLE.....	DG	141.07	DNP W	s 3.51			
		f 2.21		40	13	ZD 133	88.73	NIHILL.....		134.01	P	f 3.39			
		f 2.33		40	13	ZD 127	95.13	OXFORD.....		127.61	P	f 3.28			
		s 2.49		56	135	ZD 120	101.95	JUDITH GAP.....	JU	120.76	DNCPRWXYK	s 3.17			
		f 3.04		50	17	ZD 114	108.61	BARROWS.....		114.13	P	f 3.04			
		s 3.15		51	32	ZD 108	114.30	BUFFALO.....	BO	108.44	D P	s 2.54			
		f 3.25		40	25	ZD 102	120.16	MENDON.....		102.58	P	f 2.44			
		f 3.33		50	15	ZD 97	124.71	HAUCK.....		98.08	P	f 2.36			
		s 3.41		51	35	ZD 92	129.67	HOBSON.....	HO	93.07	D P W	s 2.28			
		s 3.53	L 8.17Am	50	92	ZD 87	134.98	MOCCASIN.....	MC	87.76	DNP XY	s 2.19	A 5.17pm		
		f 4.03	s 8.27	50	45	ZD 82	140.43	BENCLAND.....	BD	83.31	D P	f 2.06	s 5.08		
		f 4.14	s 8.39	58	45	ZD 76	146.54	WINDHAM.....	WD	76.20	D P	f 1.55	s 4.56		
		s 4.26	s 8.52	50	51	ZD 68	153.70	STANFORD.....	SD	69.04	DNCP WX	s 1.43	s 4.43		
		f 4.35	f 9.01	50	13	ZD 63	159.06	DOVER.....		63.68	P	f 1.33	f 4.32		
		f 4.44	s 9.10	50	13	ZD 58	164.40	MERINO.....		58.34	P	f 1.24	s 4.22		
		f 4.56	s 9.22	50	33	ZD 52	170.58	GEYSER.....	GY	53.16	D P W	f 1.14	s 4.10		
		f 5.07	f 9.34	50	20	ZD 45	176.77	SPION KOP.....		45.97	P Y	f 1.04	s 4.00		
		f 5.18	s 9.44	50	17	ZD 39	182.97	RAYNESFORD.....	RF	39.77	D P	f12.53	s 3.47		
		f 5.27	f 9.52	50	24	ZD 34	188.27	BLYTHE.....		34.47	P	f12.43	f 3.35		
		s 5.38	*10.02	70	37	ZA 28	194.24	ARMINGTON.....	RM	28.50	DNP WX	*12.33	s 3.23	A 8.35Am	
		f 5.42	*10.06	45	66	ZA 26	196.20	BELT.....	B	26.54	D P X	f12.29	s 3.19	s 8.30	
		f 5.50	f10.16	40	14	ZA 22	201.13	WAYNE.....		21.61	P	f12.21	f 3.10	f 8.19	
		f 5.56	f10.22	Spur	17	ZA 19	204.26	PIPE.....		18.48		f12.16	f 3.04	f 8.12	
		f 6.02	f10.28	50	13	ZA 14	207.49	SWIFT.....		15.25	P	f12.10	f 2.57	f 8.05	
		f 6.11	f10.37	54	55	ZA 10	212.66	GERBER.....	GR	10.08	P WX	f12.02Am	f 2.47	s 7.53	
		f 6.17	f10.43	57	17	ZA 6	216.23	FIELDS.....		6.81	P	f11.56	f 2.41	f 7.45	
		A 3.20pm	A 6.30Am	A 10.55Am	Yard	Yard	Z 119	222.74	GREAT FALLS.....	PD		DN KOPRX	L 11.45pm	L 2.30pm	L 7.30Am
		1.25	7.20	2.38				Time Over Subdivision							1.05
		20.1	30.3	33.3				Average Speed Per Hour							26.2

Special Rules.

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

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

WESTWARD.

SIXTH SUBDIVISION— WEST SIDE JUNCTION AND SWEET GRASS

EASTWARD. 7

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Great Falls	Time Table No. 39	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS	
681		373	365	41	41	Sidings	Other Tracks							Effective December 13, 1936.	STATIONS	42	42		366	374
Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily									Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		
		L 2.00pm	L 7.15am		L 7.00am	Yard	Yard			GREAT FALLS.....	PD	138 09	DNKOPRX	A 11.35pm		A 1.15pm	A 10.20pm			

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

			L 2.03pm	L 7.18Am			L 7.03Am			Z119	.68	WEST SIDE JUNCTION	GF	137.41	DNCKOPRWXY	A 11.32pm				A 1.12pm	A 10.17pm			
			f 2.20	7.32			f 7.16	32	4	ZB8	7.82	MANCHESTER		130.27	P	f11.21				12.55	f10.05			
			* 2.31	A 7.45Am			* 7.24	54	19	ZB12	12.10	VAUGHN	BY	125.99	DPWXY	f11.14				L 12.45pm	* 9.55			
			f 2.47				f 7.35	51	6	ZB19	18.79	GORDON		119.30	P	f11.03					f 9.30			
			f 2.56				f 7.41	60		ZB23	22.36	REX		115.73	P	f10.57					f 9.22			
			A 3.05pm				* 7.48	51	47	ZB27	26.11	POWER	PO	111.98	DPWXY	f10.51					L 9.15pm			
							* 8.09	51	33	ZB37	36.07	DUTTON	DU	101.42	D P	*10.35								
							f 8.15	60	7	ZB40	39.85	ACME		98.24	P	f10.29								
							* 8.24	60	29	ZB45	44.65	COLLINS	ON	93.44	DPWX	*10.22								
							f 8.34	61	6	ZB50	50.10	PERSHING		87.99	P	f10.13								
							* 8.43	51	23	ZB55	54.61	BRADY	BA	83.48	D P	*10.06								
							f 8.55	50	5	ZB61	61.01	WITHEY		77.08	P	f 9.55								
							* 9.12	W90 E72	223	ZB69	68.00	CONRAD	RD	70.09	DNCWXY	* 9.44								
							9.18				71.23	MONTANA WESTERN JCT.		66.86	P	9.36								
							f 9.23	61	8	ZB74	73.61	BURKE		64.48	P	f 9.32								
							* 9.32	60	20	ZB79	78.87	LEDGER	FA	59.22	D P	* 9.24								
							* 9.41	50	14	ZB84	83.50	POWLER		54.58	P	f 9.17								
							f 9.54	51	6	ZB91	90.02	NAISMITH		48.07	P	f 9.06								
							f10.03	60	5	ZB95	94.65	ANDALE		43.44	P	f 8.58								
	L 8.30Am						L 10.40Am	A 10.15Am	50	Yard	1061	99.24	SHELBY	SJ	38.85	DNCIKPRWXY	L 8.50pm	A 8.20pm					A 12.01pm	

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

L 8.40am				L 10.43am				100.73	SWEET GRASS LINE JCT.		37.36	P		A 8.15pm				A 11.50am			
9.20				f 11.07		31	ZB114	113.07	ALOE		25.02	P		f 7.47				11.07			
10.00				* 11.30		50	113	ZB120	119.31	KEVIN	K	18.78	D P	* 7.32				10.00			
10.45				* 11.54		25	49	ZB130	129.73	SUNBURST	SU	8.36	D P X	* 7.09				9.15			
A 11.15am				A 12.15pm		21	101	ZB139	138.00	SWEET GRASS	G		DNCPRWXY	L 6.50pm				L 8.00am			
1.35 14.4		1.02 25.2	.29 23.5	1.22 24.6					Time Over Subdivision Average Speed Per Hour				2.45 36.0	1.25 36.4		.37 25.3	1.02 25.2	4.01 9.00			

Special Rules.

Westward trains are superior to eastward trains of same class.

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

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

Maximum Speed

	Passenger	Freight
West Side Junction and Shelby	45 miles per hour	25 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

8 Westward		SEVENTH SUBDIVISION—SNOWDEN AND RICHEY																		Eastward		
		THIRD CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Snowden	Time Table No. 39 Effective December 13, 1936				Telegraph Call	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS			
		611	613	291	285	Sidings	Other Tracks										292	286	610	614		
		Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					STATIONS							Daily Ex. Sunday	Daily Ex. Sunday	Tues., Thurs. and Sat.	Daily Ex. Sunday		
			L 7.50Am		L 7.40Am	182	91	676			SNOWDEN.....	BN	74.16	RKONPW YX		A 7.45Pm		A 2.30Pm				
			8.00		* 7.45		14		2.56	2.56	NOHLE.....		71.60	P		* 7.30		2.15				
			8.20		* 7.57		36	VF 9	9.15	6.50	DORB.....	D	65.01	D P		* 7.16		1.50				
		L 10.45Am	8.45 9.45	L 11.50Am	* 8.08		72	VF 14	14.30	5.15	FAIRVIEW.....	F	59.86	R D PW YX	A 9.00Am	* 7.05	A 10.45Am	1.30				
		11.00	9.55	* 11.59	* 8.16		12	VF 18	18.41	4.11	RIDGELAWN.....		55.75		* 8.52	* 6.50	10.30	12.30				
		11.20 12.15Pm	A 10.15Am	A 12.15Pm	* 8.30 12.20Pm		166	VF 25	24.80	6.39	SIDNEY.....	SY	49.36	R D WYX	L 8.40Am	* 6.35Pm	10.15Am	L 12.15Pm				
TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.																						
		12.35Pm			* 12.30 Pm			VF 29	29.08	4.28	NEWLON JCT.....		45.08	R P		* 6.15Pm		8.30Am				
		12.40			* 12.33		5	VF 30	30.28	1.20	JENKS.....		43.88			* 6.10		8.25				
		1.00			* 12.45		5	VF 36	35.78	5.45	EPWORTH.....		38.43			* 6.00		8.10				
		1.25			* 1.03		26	VF 43	43.16	7.43	GETTYSBURG.....		31.00	W		* 5.43		7.50				
		1.50			* 1.23		36	VF 51	50.76	7.00	LAMBERT.....	RT	23.40	D		* 5.25		7.30				
		2.15			* 1.39		41	VF 58	58.23	7.47	ENID.....	ND	18.93			* 5.05		7.00				
		2.35			* 1.49		23	VF 63	62.62	4.39	LANE.....		11.54			* 4.55		6.40				
		2.55			* 2.01		9	VF 67	67.37	4.75	MANROCK.....		6.79			* 4.45		6.25				
		A 3.30Pm			A 2.25Pm		69	VF 74	74.16	6.79	RICHEY.....	RC		R D CY X		L 4.30Pm	L 6.00Am					
		4.45 12.6	2.25 10.2	.25 25.2	2.55 25.4					Time Over Subdivision Average Speed Per Hour							.30 31.5	3.15 22.7	4.45 12.6	2.15 11.0		

Special Rules—Seventh Subdivision.
 Westward trains are superior to eastward trains of the same class.
 Maximum Speed
 Snowden and Richey..... 30 miles per hour
 Engines backing up..... 15 miles per hour
 Freight 25 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 draw bridge No. 12.1, two miles west of Snowden.

Westward				EIGHTH SUBDIVISION—WATFORD CITY AND FAIRVIEW														Eastward				
		THIRD CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Watford City	Time Table No. 39				Telegraph Call	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS			
		611		287		Sidings	Other Tracks			Effective December 13, 1936							288		610			
		Mon., Wed. and Fri.		Daily Ex. Sunday							STATIONS				Daily Ex. Sunday		Tues., Thurs. and Sat.					
		L	7.00Am	L	10.25Am	47	45	VG 37		WATFORD CITY.....				WF	36.29	R D CYX	A	10.20Am		A	2.15Pm	
			7.30		*10.45		38	VG 29	7.40	7.40ARNEQARD.....				NE	28.89	D		*10.00			1.40	
			7.50		*10.55		30	VG 24	12.65	5.26RAWSON.....				RA	23.63	D W		* 9.48			1.15	
			8.10		*11.05		28	VG 19	17.54	4.88ALEXANDER.....				A	18.75	D		* 9.38			12.55	
			8.35		*11.18		33	VG 18	22.45	5.91CHARBONNEAU.....				AU	12.84	D		* 9.26			12.30	
			9.10		*11.35		29	VG 6	31.31	7.56CARTWRIGHT.....				CG	4.98	D		* 9.10			12.05Pm	
		A	9.30Am	A	11.45Am		72	VF 14	36.29	4.98FAIRVIEW.....				F		R DPW YX	L	9.00Am		L	11.45Am	
			2.30 14.5		1.20 27.2					Time Over Subdivision Average Speed Per Hour								1.20 27.2			2.30 14.5	

Special Rules—Eighth Subdivision.
 Eastward trains are superior to westward trains of the same class.
 Maximum Speed
 Fairview and Watford City..... 30 miles per hour
 Engines backing up..... 15 miles per hour
 Freight 25 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 draw bridge No. 3.2, two miles east of Fairview.

Westward		NINTH SUBDIVISION—BAINVILLE AND OPHEIM												Eastward	
SECOND CLASS	225	Car Capacity		STATION NOS.	Distance from Bainville	Time Table No. 39		Telegraph Calls	Distance from Opheim	SIGNS	SECOND CLASS	226	Daily Ex. Sunday		
		Sidings	Other Tracks			Effective December 13, 1936.	STATIONS								
L 8.15Am	E173	104	685				BAINVILLE	B	146.60	RKDN PWC Y X	A	6.45Pm			
* 8.45	40	22	VC11	10.64			McCABE	MC	135.96	D P		* 5.55			
* 8.51		7	VC14	14.35			MOEN		132.25			* 5.37			
* 9.05		34	VC19	19.80			FROID	FD	127.30	D P		* 5.30			
* 9.25		40	VC26	25.66			HOMESTEAD	HO	120.94	D P		* 5.05			
* 9.45		34	VC32	31.62			MEDICINE LAKE	MK	114.98	D PW		* 4.40			
* 10.10		34	VC39	39.12			RESERVE	RS	107.48	D P		* 4.15			
* 10.30		34	VC45	45.40			ANTELOPE	AN	101.20	D P		* 3.55			
* 11.25	40	59	VC53	53.40			PLENTYWOOD	NY	93.20	D PWC Y X		* 3.30			
* 11.45		18	VC61	59.89			MIDBY		86.71			* 2.35			
* 12.05Pm		34	VC66	66.66			ARCHER		79.94	P		* 2.15			
* 12.25		34	VC71	73.42			REDSTONE	RD	73.18	D P		* 1.55			
* 12.45		18	VC78	79.93			NAVAJO		66.67	P		* 1.35			
* 1.15		34	VC85	85.38			FLAXVILLE	FX	61.22	D P		* 1.15			
* 1.35		34	VC91	90.56			MADOC	MD	56.04	P		* 12.45			
* 2.35	35	112	VC98	97.97			SCOBEY	SC	48.63	R D PWC Y X		* 12.20Pm			
* 3.00		34	VC106	106.51			FOUR BUTTES		40.10	P		* 11.20			
* 3.18		34	VC112	112.41			GLUTEN		34.19			* 11.00			
* 3.45		34	VC118	118.01			PEERLESS	PR	28.59	D P		* 10.40			
* 4.20		30	VC129	129.51			RICHLAND	CA	17.09	D P W		* 9.55			
* 4.55		34	VC139	139.88			OLENTANA	G	7.22	D P		* 9.25			
A 5.30Pm	41	35	VC147	146.60			OPHEIM	OM		R D PWC Y X	L	9.00Am			
9.15 15.8							Time Over Subdivision Average Speed Per Hour					9.45 15.0			

Special Rules—Ninth Subdivision
Westward trains are superior to eastward trains of the same class.

Maximum Speed
Bainville and Scobey.....30 miles per hour
Scobey and Opheim.....20 miles per hour
Engines backing up.....15 miles per hour

Passenger
.....20 miles per hour

Freight
.....15 miles per hour

Westward		TENTH SUBDIVISION—SACO AND HOGELAND												Eastward	
SECOND CLASS	333	Car Capacity		STATION NOS.	Distance from Saco	Time Table No. 39		Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS	334	Daily Ex. Sunday		
		Sidings	Other Tracks			Effective December 13, 1936.	STATIONS								
L 8.50Am		118	842				SACO	87	75.72	RKDNPCYX	A	12.45Pm			
* 9.55	65	18	8H9	8.68			COLE	CO	79.04	D PW X		* 11.30			
* 10.25		23	8H15	15.31			TATTNALL		53.41	P		* 10.30			
* 11.25		34	8H26	25.87			WHITEWATER	W	52.88	D P		* 10.00			
* 11.45		19	8H31	31.22			ORDEAN		47.50	P		* 9.30			
* 12.35Pm		34	8H39	38.82			LORING	N	39.96	D P		* 9.00			
* 1.05		18	8H46	45.68			JOSEPH		33.04	P		* 8.35			
* 1.45		27	8H54	54.12			CHAPMAN		24.50	P		* 8.00			
* 2.40		44	8H67	67.14			TURNER	R	11.58	D P		* 7.25			
A 3.20Pm	39	70	8H79	75.72			HOGELAND	X		RD WPCYX	L	6.45Am			
6.30 12.1							Time Over Subdivision Average Speed Per Hour					6.00 13.1			

Special Rules—Tenth Subdivision

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

Saco and Hogeland.....30 miles per hour
Except between Loring and Chapman.....12 miles per hour
Engines backing up.....10 miles per hour

Passenger
.....25 miles per hour

Freight
.....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.

Westward.		ELEVENTH SUBDIVISION—LEWISTOWN AND MOCCASIN.												Eastward.	
SECOND CLASS	367	FIRST CLASS		Car Capacity	STATION NOS.	Distance from Lewistown	Time Table No. 39		Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS	368
		239	240				Effective December 13, 1936.	STATIONS				240	368		
Daily	Daily	Daily	Daily	Sidings	Other Tracks							Daily	Daily	Daily	Daily
L 11.45Pm		L 7.15Am	44	117	ZP 30			LEWISTOWN	WN	29.95	RDPWCKYX	A	6.20Pm		A 5.40Am
* 11.59		* 7.24		16		4.95		SCOTT		25.00		* 6.09			* 5.25
* 12.14Am		* 7.29		22	ZP 22	7.48		HANOVER		22.47	DPI	* 6.03			* 5.15
* 12.24		* 7.33		24	ZP 20	9.63		KINGSTON		20.32	P	* 5.59			* 5.05
* 12.49		* 7.45		34	ZP 14	15.70		ROSSFORK		14.25	PW	* 5.47			* 4.45
* 1.14		* 7.59		34	ZP 8	22.43		KOLIN		7.52	DP	* 5.34			* 4.25
A 1.55Am		A 8.15Am	50	92	ZD 87	29.95		MOCCASIN	MC		RDNPYX	L	5.20Pm		L 4.00Am
2.10 13.8		1.00 29.9						Time Over Subdivision Average Speed Per Hour				1.00 20.9			1.40 18.0

Special Rules—Eleventh Subdivision.
Normal position of junction switch at Moccasin is for Fifth Subdivision.
Speed restriction through Gauntlet over Spring Creek Bridge No. 53 just west of Hanover: Passenger trains 25 miles, freight trains 15 miles per hour.

Maximum Speed
Lewistown and Moccasin.....35 miles per hour
Engines backing up.....15 miles per hour

Passenger
.....20 miles per hour

Freight
.....15 miles per hour

Westward.		TWELFTH SUBDIVISION—NEIHART AND ARMINGTON												Eastward.	
SECOND CLASS	215	Car Capacity		STATION NOS.	Distance from Neihart	Time Table No. 39		Telegraph Calls	Distance from Armington	SIGNS	SECOND CLASS	216	Daily Ex. Sunday		
		Sidings	Other Tracks			Effective December 13, 1936.	STATIONS								
L 11.45Am		43	ZA 60				NEIHART	NT	35.33	D W R		A 11.00Am			
				13.09			ST. JOSEPH LEAD CO. SPUR JCT.		25.24						
* 12.24Pm		48	ZA 53	13.22			MONARCH	MO	25.11	* DY		* 10.20			
* 12.49	Spur	6	ZA 46	20.47			LOGGING CREEK		17.86			* 9.45			
* 12.59		30	ZA 44	22.29			ALBRIGHT		16.04	W		* 9.35			
* 1.14		13	ZA 39	27.14			RICEVILLE		11.10			* 9.20			
A 1.49Pm	70	37	ZA 28	38.33			ARMINGTON	RM		DRWX		L 8.45Am			
2.04 18.57							Time Over Subdivision Average Speed Per Hour					2.15 17.03			

Special Rules—Twelfth Subdivision

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
Armington and Neihart.....20 miles per hour
Engines backing up.....10 miles per hour

Passenger
.....20 miles per hour

Freight
.....10 miles per hour

10 Westward. THIRTEENTH SUBDIVISION—GIFFEN AND GERBER Eastward.

THIRD CLASS		Car Capacity		Station Numbers	Distance from Giffen	Time Table No. 39		Telegraph Calls	Distance from Gerber	SIGNS	THIRD CLASS	
721	722					Effective December 13, 1936					722	
	Tuesday and Friday	Sidings	Other Tracks			STATIONS					Tuesday and Friday	
L 2.00pm		23	76	ZH 22		 GIFFEN.....		12.48	ORCW		A 1.30pm	
2.30				ZH 16	5.86	 5.86 GIFFEN JCT.....		6.62	P		1.00	
2.45				ZA 13	9.37	 3.51 LEWIS JCT.....		3.11			12.45	
A 3.00pm		84	58	ZA 10	12.48	 3.11 GERBER.....	GR		PRW		L 12.30pm	
1.00						Time Over Subdivision					1.00	
12.4						Average Speed Per Hour					12.4	

Special Rules—Thirteenth Subdivision

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—VAUGHN AND AUGUSTA. Eastward.

SECOND CLASS		Car Capacity		Station Numbers	Distance from Vaughn	Time Table No. 39		Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS	
365	Daily Ex. Sunday	Sidings	Other Tracks			Effective December 13, 1936					366	Daily Ex. Sunday
						STATIONS						
L	7.47Am	54	19	ZB-12		 VAUGHN	BY	41.70		DPRWXY	A	12.40Pm
	f 8.10		25	ZE- 9	8.83	8.83SUN RIVER.....		22.87				f12.14Pm
	f 8.25		27	ZE-14	13.35	4.52FORT SHAW.....	FS	28.35		DP		f11.59
	s 8.45		26	ZE-19	18.97	5.52SIMMS.....	8M	22.73		DPW	s	11.40
	f 9.00	Spur	11	ZE-25	22.90	3.93LOWRY.....		18.80				f11.25
	f 9.20		34	ZE-30	29.42	6.52RIEBELINO.....		12.28				f11.05
	f 9.35	Spur	12	ZE-35	34.35	4.93BICKEL.....		7.35				f10.50
	f 9.50			ZE-40	39.54	5.19GILMAN.....		2.16				f10.35
A	10.00Am		51	ZE-42	41.70	2.16AUGUSTA.....	GN			DCPRWY	L	10.25Am
	2.13 18.7					Time Over Subdivision Average Speed Per Hour						2.15 18.5

Special Rules—Fourteenth Subdivision

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

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

Maximum Speed

Passenger

Freight

Vaughn and Augusta	20 miles per hour	15 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

Westward. FIFTEENTH SUBDIVISION—POWER AND PENDROY. Eastward.

SECOND CLASS		Car Capacity		Station Numbers	Distance from Power	Time Table No. 39		Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS		
373		Sidings	Other Tracks			Effective December 13, 1936					374		
Daily Ex. Sunday				STATIONS									
L 3.07 Pm	51	47	ZB27		POWER.....	PO	51.06	DPRWXY	A	9.10 Pm			
f 3.22		18	ZG 6	5.72	5.72CORDOVA.....		45.24		f	8.55			
f 3.37		24	ZG12	11.60	5.85CLEIV.....		39.46		f	8.35			
f 3.52		34	ZG17	17.09	5.49BOLE.....		33.97	P	f	8.10			
f 4.07	Spur	14	ZG22	21.17	4.08PLUME.....		29.89		f	7.56			
s 4.40		55	ZG29	28.65	7.48CHOTEAU.....	CO	22.41	D PW	s	7.35			
f 4.52	Spur	7	ZG33	32.87	4.22CLAUDE.....		18.19		f	7.10			
f 5.10	Spur	8	ZG37	36.52	3.65KOYL.....		14.54		f	7.00			
s 5.30		35	ZG42	42.48	5.96BYNUM.....	BU	8.88	D P W	s	6.45			
A 5.55 Pm	38	37	ZG51	51.06	5.55PENDROY.....	RY		DCP RWY	L	6.20 Pm			
2.48 18.2					Time over Subdivision Average Speed Per Hour					2.50 18.00			

Special Rules—Fifteenth Subdivision

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

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

Maximum Speed

Passenger

Freight

Power and Pendroy	25 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

COMPANY SURGEONS.

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

LOCAL SURGEONS

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

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

11

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.
Hanover.....Gauntlet over Bridge 53, with C. M. St. P. & P. Ry.

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.

BRIDGE 53 JUST WEST OF HANOVER, ELEVENTH SUBDIVISION

Movement through gauntlet over this bridge protected with Automatic Interlocked System Signals. Rules 601 to 685 govern.

COMBINATION TOLL DRAWBRIDGE 12.1, 2 MILES EAST OF SNOWDEN, SEVENTH SUBDIVISION. COMBINATION TOLL 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 tollman from toll cabin located on bridge. When signal indication is PROCEED trains will proceed over bridges at speed of eight miles per hour. Telephones connected with toll cabin located near signals at each end of bridge. In case of signal failure, communicate with tollman 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	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
Second Subdivision:				Eighth Subdivision:			
Saco Stock Yards.....	1.70 miles west of Saco.....	Both Ends	27 Cars	Hardy Beet Siding.....	1.51 miles east of Fairview.....	Both Ends	21 Cars
Malta Stock Yards.....	2.07 miles east of Malta.....	Both Ends	47 Cars	Tenth Subdivision:			
Harlem Stock Yards.....	1.30 miles east of Harlem.....	Both Ends	30 Cars	Hedges Spur.....	2.62 miles east of Cole.....	Both Ends	26 Cars
Sugar Beet Spur.....	3.28 miles west of Harlem.....	West End	16 Cars	Eleventh Subdivision:			
Chinook Stock Yard.....	0.42 miles east of Chinook.....	Wye Conn.	54 Cars	Arro Refinery Spur.....	2.73 Miles West of Lewistown.....	East End	78 Cars
Milk River Const'n Co. Spur.....	2.96 miles west of Chinook.....	East End	4 Cars	Mennonite Spur.....	1.42 Miles West of Kingston.....	West End	6 Cars
Third Subdivision:				Twelfth Subdivision:			
Pacific Junction Quarry.....	0.54 Mile West of Pacific Jct.....	West End	26 Cars	Goodman's Spur No. 2.....	5.80 Miles East of Armington.....	West End	2 Cars
Big Sandy Pit.....	5.56 Miles East of Big Sandy.....	West End	19 Cars	Siegling's Spur.....	6.39 Miles East of Armington.....	West End	4 Cars
Portage Pit.....	1.50 Miles West of Portage.....	East End	120 Cars	Goodman's Spur No. 1.....	3.42 Miles West of Riceville.....	West End	11 Cars
Fourth Subdivision:				Tyler's Spur.....	3.83 Miles West of Monarch.....	West End	2 Cars
Tintinger Spur No. 2.....	2.72 Miles East of Hardy.....	East End	31 Cars	Wellwood Spur.....	5.67 Miles East of Monarch.....	West End	3 Cars
Tintinger Siding No. 1.....	1.97 Miles East of Hardy.....	Both Ends	40 Cars	Benton Spur.....	1.68 Miles West of Neihart.....	East End	5 Cars
Wolf Creek Quarry.....	1.30 Miles West of Wolf Creek.....	East End	60 Cars	Florence Mine Spur.....	0.88 Mile West of Neihart.....	West End	4 Cars
Fair Grounds Spur.....	2.64 Miles East of Helena.....	West End	76 Cars	Thirteenth Subdivision:			
Wood Spur No. 8.....	1.33 Miles West of Elk Park.....	West End	4 Cars	Pearce Spur.....	1.35 Miles East of Gerber.....	West End	71 Cars
Fifth Subdivision:				Brown's Spur.....	4.25 Miles East of Gerber.....	West End	39 Cars
Oxford Pit.....	1.04 Miles East of Oxford.....	West End	70 Cars	A. C. M. Co. Siding.....	4.91 Miles East of Gerber.....	Both Ends	85 Cars
Hobson Pit.....	2.65 Miles West of Hobson.....	East End	62 Cars	Curran's Spur.....	4.91 Miles East of Gerber.....	West End	31 Cars
Sixth Subdivision:				Tiger Butte Spur.....	5.00 Miles East of Gerber.....	West End	2 Cars
Sterling Oil Refining Co. Spur.....	2.40 Miles West of Collins.....	East End	10 Cars	Stainsby Spur.....	5.57 Miles East of Gerber.....	West End	9 Cars
Brady Pit.....	3.01 Miles East of Withey.....	East End	112 Cars	Giffen No. 2 Spur.....	Starts from East End Giffen Yard.....	West End	1 1/4 Miles Long
Pondera Pipe Line Spur.....	2.97 Miles East of Conrad.....	East End	37 Cars	Sand Coulee Spur.....	Starts at Lewis Jct.....	West End	1 Mile Long
Conrad Refining Co.....	1.46 Miles East of Conrad.....	East End	11 Cars	Great Falls Brick and Tile Co. No. 1 Spur.....	Off of Sand Coulee Spur.....	West End	30 Cars
Texas Pipe Line Spur.....	1.76 Miles East of Conrad.....	East End	26 Cars	Great Falls Brick and Tile Co. No. 2 Spur.....	End of Sand Coulee Spur.....	West End	3 Cars
Kevin Pit.....	0.53 Miles East of Kevin.....	East End	80 Cars	Lavin Spur.....	1 Mile East of Lewis Jct.....	West End	6 Cars
Aronow Spur.....	2.00 Miles West of Kevin.....	East End	3 Cars	Fourteenth Subdivision:			
Ohio Oil Co. Siding.....	1.03 Miles East of Sunburst.....	Both Ends	46 Cars	Bradford Spur.....	0.90 Mile East of Sun River.....	East End	42 Cars
International Refinery Siding.....	0.61 Mile East of Sunburst.....	Both Ends	99 Cars	Fifteenth Subdivision:			
Seventh Subdivision:				Hobson Elevator Spur.....	3.92 Miles East of Choteau.....	East End	7 Cars
State Line Beet Spur.....	3.87 miles east of Dore.....	Both Ends	18 Cars				
Cowles Beet Siding.....	2.31 miles west of Dore.....	Both Ends	14 Cars				
Woolley Beet Spur.....	3.90 miles east of Sidney.....	West End	9 Cars				
Ludington Beet Spur.....	2.45 miles east of Ridgela wn.....	Both Ends	10 Cars				

H. SMALL, Chief Dispatcher
P. W. DOLES, Chief Dispatcher

H. M. SHAPLEIGH, Trainmaster

N. F. SEIL, Trainmaster
W. R. MINTON, Asst. Superintendent

J. E. OBRIEN, Trainmaster

