



BUTTE DIVISION

TIME TABLE No. 28

**EFFECTIVE 12:01 A. M.
MOUNTAIN TIME.**

TUESDAY, MARCH 1, 1932.

J. A. FROGNER, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—WILLISTON AND GLASGOW

EASTWARD

THIRD CLASS		SECOND CLASS				FIRST CLASS			Car Capacity	Siding	Other Tracks	Station Numbers	Distance from Williston	Time Table No. 28 Effective March 1, 1932	Telegraph Code	Distance from Glasgow	SIGNS.	FIRST CLASS			SECOND CLASS		THIRD CLASS	
663	665	461	459	225	447	1	27	3										Passenger	Fast Mail	Passenger	2	4	28	226
Local Freight	Local Freight	Time Freight	Time Freight	Mixed	Time Freight	Passenger	Fast Mail	Passenger	Daily	Daily	Daily	Passenger	Passenger	Fast Mail	Mixed	Local Freight	Local Freight	Local Freight						
Mon., Wed., Fri.	Tue., Thur., Sat.	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Tue., Thur., Sat.	Tue., Thur., Sat.	Tue., Thur., Sat.						
L 5:00a		L 4:30pm	L 9:00a	L 7:00a	L 1:00a	L 11:25pm	L 10:05pm	L 7:05pm	1754	647			7:22	WN 156.41	RKDN WCYX	A 6:15a	A 9:00a	A 11:40a	A 7:45pm		A 2:00pm			
5:15		4:55	9:20	f 7:20	1:20	11:37	10:15	7:17		663	7.22		7:22			6:04	8:45	11:27	f 7:30		1:35			
5:30		5:10	9:30	* 7:35	1:35	11:44	10:21	7:25	W129	16	650	11.99	4:77	ON 144.42	D P	5:57	f 8:36	11:20	* 7:18		1:15			
6:00		5:45	9:50	* 7:55	2:00	11:59	10:32	f 7:39		35	668	20.56	5:57	BU 138.85	P	5:46	f 8:20	11:06	* 7:00		12:25			
6:45		6:05	10:05	* 8:11	2:20	12:07a	10:39	* 7:50	123	91	676	25.92	5:30	RN 130.49	DNPWYX	5:39	* 8:11	10:58	* 6:45		12:10pm			
7:10		6:28	10:20	f 8:30	2:35	12:14	10:46	7:58	128	8	681	31.65	5:15		P	5:31	f 8:00	10:48	f 5:45		11:55			
7:50		6:50	10:38	A 8:45a	2:50	12:22	10:54	* 8:11	175	104	685	33.10	5:42	B 118.31	KDNPWYX	5:23	* 7:50	* 10:38	L 5:30pm		11:40			
8:30		7:15	11:00		3:35	12:30	11:02	f 8:21	168	12	692	44.91	5:31		P	5:15	f 7:34	10:22			11:00			
9:15		7:40	11:40		4:00	12:41	11:12	* 8:33	106	55	699	52.37	7:45	CU 104.04	D P	5:06	* 7:20	* 10:11			10:35			
10:00		8:00	12:10pm		4:15	12:48	11:18	f 8:42	109	4	705	57.37	5:50		PW	4:59	f 7:09	6:53-6:54	10:00		10:00			
10:40		8:10	12:25		4:30	12:53	11:23	f 8:49	70		708	62.00	4:13		P	4:54	f 7:03	9:54			9:40			
11:10		8:20	12:40		4:48	12:59	11:29	f 8:56	73	5	714	65.81	4:51		P	4:48	f 6:57	9:47			9:05			
11:40		8:35	12:55		5:05	1:06	11:35	* 9:05	E180				4:77	BR 84.53	DNPWC	4:42	* 6:50	9:40			8:40			
12:01pm		9:00	1:10		5:25	1:16	11:44	f 9:17	70	10	720	79.14	7:35		P	4:33	f 6:37	9:29			7:25			
12:40		9:30	1:25		5:45	1:25	11:51	* 9:30	E72				6:43	PO 70.84	D P	4:25	* 6:27	9:19			6:45			
1:00		9:55	1:40		6:13	1:34	11:59	f 9:41	129	17	741	92.31	6:04		P	4:16	f 6:13	9:08			6:13			
1:40		10:20	2:00		6:30	1:44	12:08pm	f 9:53	129	24	748	100.34	7:53		P	4:06	f 6:01	8:56			5:20			
A 2:00pm	L 5:00a	10:40	2:15		6:45	1:53	12:16	* 10:05	E195				5:49	WO 49.55	DNPWX	3:58	* 5:50	* 8:47			L 5:00a			
	5:35	11:00	2:35		7:05	2:02	12:23	f 10:14	70	2	750	112.74	5:35		P	3:50	f 5:35	8:37						
	6:00	11:20	2:50		7:20	2:10	12:30	f 10:23	103	35	756	118.04	5:30	GO 35.37	D P	3:43	f 5:28	8:30						
	6:30	11:40	3:30		7:40	2:22	12:39	f 10:35	E90				7:79	FB 30.58	D PW	3:34	f 5:15	8:19						
	7:00	11:59	3:55		8:12	2:29	12:45	f 10:43	180	11	777	130.65	5:03		P	3:28	f 5:04	8:12						
	7:30	12:15pm	4:30		8:35	2:38	12:52	f 10:51	E99				5:52		P	3:21	f 4:55	8:04						
	7:55	12:35	5:00		8:50	2:47	12:58	* 11:00	128	50	780	141.91	5:43	NA 14.00	D P	3:14	* 4:45	7:56						
	8:35	12:55	5:35		9:25	3:04	1:09	f 11:11	129	13	797	149.70	7:79		P	3:04	f 4:31	7:45						
	A 9:00a	A 1:15a	A 6:00pm		A 10:00a	A 3:15a	A 1:20a	A 11:25pm	E249				5:71	GW	RKDNPWYX	L 2:55a	L 4:20a	L 7:35a						
9:09	4:00	8:45	9:50	1:45	9:00	3:50	3:15	4:20	W122	357	803	150.41				3:30	4:40	4:05	3:15		9:00			
11:8	12:4	17:9	17:4	21:3	17:4	40:8	45:0	35:0								45:9	35:2	35:3	15:9		11:8			

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.

WESTWARD

SECOND SUBDIVISION - GLASGOW AND HAVRE

EASTWARD 3

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.			Car Capacity	Station Numbers	Distance from Glasgow	Time Table No. 28 Effective March 1, 1932.	STATIONS.	Telegraph Code	Distance from Havre	SIGNS	FIRST CLASS.				THIRD CLASS.			
665	459	447	461	3	1	27	Passenger	Passenger	Fast Mail	28									2	4	668					
Local Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Fast Mail				Fast Mail	Passenger	Passenger	Local Freight													
Time, Thur., Sat.	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Time, Thur., Sat.													
L 9:25 ⁴⁶¹ am	L 4:40 ⁴⁶¹ pm	L 10:15 ⁴⁶¹ am	L 1:40 ⁴⁶¹ pm	L 11:30 ⁴⁶¹ pm	L 3:20 ⁴⁶¹ am	L 1:25 ⁴⁶¹ am	W 122 240	857	803				GLASGOW.....	GW	152.97	RKDNP	Y	WCX	A	7:30 ⁴⁶¹ am	A	2:50 ⁴⁶¹ am	A	4:15 ⁴⁶¹ am		
9:35	5:00	10:25	1:55	f 11:39	3:28	1:31	70	9	808	4.73			PAISLEY.....		145.24	P				7:20		2:43		f 4:05		
9:55	5:20	10:45	2:34	f 11:50	3:38	1:40	88	18	813	11.78			TAMPICO.....	MA	141.21	D	P			7:09		2:34 ⁴⁶¹		f 3:55		
10:25	5:35	11:00	2:50	f 11:59	3:46	1:46	71	26	820	17.54			VANDALIA.....	VA	135.93	D	P			7:01		2:28		f 3:46		
11:10	5:55	11:25	3:23	* 12:13 ⁴⁶¹ am	3:57	1:57	E 137 W 115	80	828	25.83			HINSDALE.....	HD	127.14	DNP	W			6:48		2:17		f 3:23 ⁴⁶¹		
12:10 ⁴⁶⁷ pm	6:15	12:10 ⁴⁶⁵ pm	3:40	f 12:24	4:07	2:07	71	15	837	34.04			BEAVERTON.....		119.93	P				6:35		2:07 ²⁷		f 3:07		
1:10	6:30	12:30	3:50	* 12:33	4:15	2:13	W 93	113	843	35.58			SACO.....	BF	114.35	RKDNP		CYX		6:28		1:54		* 2:59		
1:50	6:50	12:40	4:02	f 12:43	4:25	2:22	71	3	853	45.46			ASHFIELD.....		107.81	P				6:16		1:45		f 2:45		
A 2:20 ⁴⁶⁷ pm	7:15	1:00	4:15	f 12:56	4:35	2:31	E 136 W 89	113	860	52.99			BOWDOIN.....	BO	99.93	KD	P	W	Y		6:05		1:35		f 2:31 ²⁷	A 3:25 ⁴⁶¹ pm
	7:35	1:30	4:44	f 1:05	4:44	2:40	70	10	863	59.74			STRATER.....		93.23	P				5:55		1:27		f 2:17	3:10	
	7:55	1:45	5:10	* 1:20	4:54	2:47	88	120	869	65.50			MALTA.....	MF	87.37	DNP	W			* 5:47		1:20 ³		* 2:09	2:55	
	8:10	2:10 ⁴⁶⁸	5:37	f 1:39	5:01	2:53	70	14	874	70.89			EXETER.....		83.54	P				5:37 ⁴⁶¹		1:14		f 1:58	4:47 2:10	
	8:45	2:35	6:55	f 1:50	5:08	2:59	E 142 W 130	83	886	75.18			WAGNER.....	WA	77.79	D	P	WC			5:30		1:08		f 1:50 ⁵	1:25
	9:05	3:00	7:20	* 2:03	5:19 ²⁸	3:09	90	54	895	83.04			DODSON.....	DN	69.93	DNP				5:19 ¹		12:59		* 1:32	12:30 ⁴⁶¹ pm	
	9:30	3:15	7:35	f 2:13	5:27	3:15	129	4	893	88.73			HARO.....		54.24	P				5:05		12:52		f 1:22	11:30	
	9:55	3:30	7:45	f 2:22	5:34	3:21	89	28	894	93.13			COBURG.....		59.82	P				4:59		12:46		f 1:16	11:05	
	10:15	3:52	7:56	f 2:32	5:41	3:27	E 89 W 80	26	901	98.35			SAVOY.....	S	54.81	D	P	W			4:53		12:39		f 1:07	10:50
	10:35	4:30	8:10	f 2:42	5:50	3:35	89	3	907	104.61			MATADOR.....		45.86	P				4:46		12:31		f 12:57	10:00	
	11:00	4:55	8:22	* 2:56	5:59	3:42	E 89 W 80	62	913	110.19			HARLEM.....	HM	42.75	D	P			4:38		12:24		* 12:48	9:25	
	11:25	5:15	8:35	f 3:07	6:08	3:50	89	14	919	116.51			FORT BELKNAP.....		35.45	P				4:30		12:16		f 12:36	8:55	
	11:40	5:35	8:50	f 3:18	6:16	3:57	87	27	923	122.04			ZURICH.....	Z	30.93	D	P	W		4:23		12:09		f 12:27	8:40	
	12:20 ³⁻⁴ pm	5:50	9:15 ⁴⁶⁸	f 3:26	6:21	4:02	89	20	929	125.71			NORTH FORK.....		27.26	P				4:18		12:04 ⁴²⁰ am		f 12:20 ⁴²⁰	8:15 ⁴⁶¹	
	12:35	6:05	9:40	* 3:39	6:29	4:09	E 113 W 73	227	935	131.29			CHINOOK.....	CK	21.61	DNP	Y			* 4:09 ²⁷		11:57		* 12:11	7:35	
	12:45	6:15	9:58	f 3:46 ²⁵	6:36	4:15	68		939	135.73			ADAMS.....		17.34	P				3:46 ³		11:52		f 12:01 ⁴⁶¹ am	6:45	
	12:55	6:30	10:10	f 3:55	6:41 ⁴⁶⁸	4:20		19	943	139.31			LOHMAN.....		13.56	P				3:33		11:48		f 11:56	6:41 ¹	
	1:10	6:50	10:20	f 4:06	6:50	4:29			949	143.02			TOLEDO.....		6.95	P				3:22		11:39		f 11:45	6:20	
	A 1:40 ⁴⁶¹ pm	A 7:15 ⁴⁶¹ pm	A 10:00 ⁴⁶¹ pm	A 4:20 ⁴⁶¹ pm	A 7:00 ⁴⁶¹ am	A 4:40 ⁴⁶¹ am	Yard	2011	956	152.97			HAVRE.....	HV		RKDN	WC	OXL		3:10 ⁴⁶¹ am	L	11:30 ⁴⁶¹ am	L	11:35 ⁴⁶¹ am	6:00 ⁴⁶¹ am	
4:55 10.5	9:00 17.0	9:00 17.0	8:20 18.3	4:20 31.5	8:40 41.7	8:10 47.0														4:20 25.3	3:30 45.9	4:40 27.7		8:30 15.2		

SPECIAL RULES.

Westward trains are superior to eastward trains of the same class.
 Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.
 Class O-7 and S-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 8320 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.

4 WESTWARD.

THIRD SUBDIVISION—HAVRE AND GREAT FALLS.

EASTWARD.

THIRD CLASS		FIRST CLASS				Car Capacity		Station Number	Distance from Havre	Time Table No. 28			Distance from Great Falls	SIGNS	FIRST CLASS				SECOND CLASS		THIRD CLASS	
657	669	223	1	235	27	Yard	Other Tracks			Effective March 1, 1932	STATIONS	28			224	236	2	460	472	428	446	670
Local Freight	Local Freight	Motor	Passenger	Passenger	Fast Mail			Double Track		Fast Mail	Motor	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight			
Mon, Wed, Fri	Daily Ex. Mon.	Daily Ex. Sun.	Daily	Daily	Daily					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Tue, Thur, Sat			
L 7:35am	L 5:40am	L 1:00pm	L 7:15am	L 7:05am	L 4:50am	Yard 2011	966		HAVRE	A 3:00am	A 11:59am	A 11:00pm	A 11:15pm	A 7:30am	A 12:10pm	A 5:05pm	A 10:35pm	A 1:45pm	A 4:15pm			
A 7:50am	5:55	1:07	A 7:22am	7:12	A 4:57am		961	4.03	PACIFIC JUNCTION	L 2:52am	472 11:50	10:52	L 11:08pm	L 1:20pm	L 11:55am	L 4:50pm	L 10:20pm	1:30	L 3:55pm			
	f 6:05	f 1:13		f 7:18		48	24	7.53	ASSINNIBOINE		f 11:43	10:46						f 1:13				
	f 6:25	* 1:27		f 7:39		51	16	Z11 14.91	LAREDO		f 11:29	10:34						f 12:45				
	* 6:55	* 1:43		f 7:44		50	23	Z20 24.73	BOX ELDER		* 11:12	f 10:18						* 12:30pm				
	* 7:30	* 2:01		* 8:02		49	110	Z31 35.55	BIG SANDY		* 10:53	* 10:02						* 11:40				
	f 7:50	f 2:11		8:10		80	14	Z37 40.84	VERONA		f 10:41	9:50						f 11:15				
	335 f 8:23	* 2:26		f 8:23		80	25	Z45 49.44	VIRGELLE		* 10:26	9:36						f 10:50				
	f 8:50	f 2:37		8:33		Spur 12	Z51	55.27	SAYRE		f 10:15	9:24						f 10:30				
	f 9:10	f 2:47		8:43		50	13	Z56 60.29	LIPPARD		f 10:04	9:14						f 10:04				
	234-670 f 9:30	* 2:59		f 8:54		49	17	Z62 66.25	CHAPPELL		* 9:52	f 9:02						* 9:30				
	f 10:20	f 3:09		9:03		50	8	Z67 70.82	TETON		f 9:42	8:52						* 9:03				
	* 10:40	f 3:17		9:11		Spur 9	Z70	74.17	LISCUM		f 9:34	8:44						f 8:40				
	* 11:05	* 3:28		9:23		47	66	Z75 78.73	PORT BENTON		* 9:23	* 8:35						* 8:20				
	f 11:25	f 3:37		9:32		38	Z80	83.77	KERSHAW		f 9:12	8:24						f 7:50				
	f 11:45	f 3:45		9:40		40	8	Z85 88.53	TUNIS		f 9:04	8:16						f 7:30				
	* 12:05pm	* 3:56		f 9:50		51	27	Z91 94.43	CARTER		* 8:54	f 8:06						* 7:05				
	f 12:25	f 4:06		f 9:59		32	31	Z96 99.43	FLOWEREE		* 8:45	f 7:57						f 6:45				
	f 12:50	* 4:20		10:13		50	16	Z103 107.60	PORTAGE		* 8:31	f 7:43						* 6:20				
	f 1:15	f 4:31		10:23		102	18	Z108 112.89	GOODALE		f 8:21	7:32						f 5:55				
	f 1:35	f 4:42		10:33		42	30	Z113 117.37	RAINBOW		f 8:12	7:22						f 5:35				
	A 2:00pm	A 4:55pm		A 10:45am		Yard Yard	Z119	123.24	GREAT FALLS		L 8:00am	L 7:10pm						L 5:15am				
13 16.1	8.25 14.7	3.55 31.5	07 34.5	1.40 33.8	07 34.5				Time Over Subdivision	08 30.1	3.50 27.9	3.50 32.3	07 34.5	15 16.1	15 16.1	15 16.1	15 16.1	8.30 14.5	20 12.0			
									Average Speed Per Hour													

Special Rules.

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

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

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

WESTWARD.

FOURTH SUBDIVISION - GREAT FALLS AND BUTTE.

EASTWARD. 5

THIRD CLASS				SECOND CLASS.		FIRST CLASS			Time Table No. 28				FIRST CLASS			SECOND CLASS		THIRD CLASS		
673	671	373	365	237	235	41	Car Capacity		STATIONS	Effective March 1, 1932	Telegraph Code	Distance from Butte	SIGNS	238	236	42	374	366	672	674
Local Freight	Local Freight	Mixed	Mixed	Passenger	Passenger	Passenger	Rolling Stock	Other Trains						Passenger	Passenger	Passenger	Mixed	Mixed	Local Freight	Local Freight
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Yard	Yard	STATIONS				Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
		L 2:10 ^{PM}	L 7:15 ^{AM}	L 5:00 ^{PM}	L 11:00 ^{PM}	L 6:45 ^{AM}	Yard	Yard	0.00	GREAT FALLS	PD	150.74	DNKOPRX	A 2:00 ^{PM}	A 6:55 ^{PM}	A 11:55 ^{PM}	A 11:30 ^{AM}	A 1:15 ^{PM}		
	L 7:00 ^{AM}	A 2:10 ^{PM}	A 7:15 ^{AM}	5:03	11:03	A 6:45 ^{AM}			0.40	WEST SIDE JUNCTION	GF	100.00	DNCKOPRWXY	2:02	6:51	L 11:52 ^{PM}	L 11:07 ^{AM}	L 1:10 ^{PM}	A 2:40 ^{PM}	
	f 7:15			f 5:13	11:11		40	2 120	4.97	FLOOD		154.77	P	f 1:54	6:43				f 2:15	
	f 7:40			* 5:31	11:25		42	2 130	14.11	OLM	M	155.63	D PW	f 1:38	6:29				f 1:38	
	f 8:00			f 5:44	11:36		35	2 137	20.91	RIVERDALE		145.83	P	f 1:26	6:17				f 1:00	
	* 8:40			* 6:04	11:50		42	2 145	25.59	CASCADE	Q	141.18	D P	* 1:12	* 6:04				* 12:35	
	f 9:10			f 6:19	12:05 ^{PM}		35	2 153	35.51	HARDY		132.93	PW	12:57	f 5:49				12:05 ^{PM}	
	f 9:35			f 6:33	12:19		42	2 160	44.94	MID CANON		125.10	P	12:43	f 5:36				11:40	
	* 10:00			* 6:45	12:31		43	2 167	51.24	CRAIG	RA	118.20	D PW	* 12:31	f 5:24				* 11:20	
	* 10:47			* 6:59	12:45		45	2 175	59.42	WOLF CREEK	WC	110.22	DCPWX	* 12:14 ^{PM}	* 5:11				* 10:47	
	11:55			f 7:16	f 1:01		43	2 184	65.92	SIBER		101.12	PW	11:55	f 4:54				f 9:45	
	12:15 ^{PM}			f 7:28	1:13		19	2 190	75.22	JOHNS		94.32	P	11:42	4:43				f 9:20	
	12:35			* 7:39	* 1:24		42	2 197	81.14	SILVER CITY	MN	85.60	D PY	* 11:30	f 4:32				* 9:00	
	12:50			f 7:47	1:32		48	2 205	85.18	GEARING		84.96	P	11:20	4:24				f 8:40	
	f 1:10			f 7:56	1:40		35	2 205	90.18	IRON		79.68	P	11:10	4:15				f 8:20	
									95.22	N. P. RY. CROSSING		74.32	I							
				* 8:10	* 1:54		Yard	2 214	97.72	HELENA	HN	72.02	DNCKOPRWXY	10:55	4:00				L 8:00 ^{AM}	A 2:15 ^{PM}
	f 6:15			f 8:30	2:15		Spur	2 219	109.51	FOUR RANGE		67.23	P	10:22	3:36				f 1:45	
	f 6:30			f 8:38	2:23		18	2 220	106.43	MONTANA CITY		63.11	P	10:21	3:28				f 1:30	
	* 6:55			* 8:49	* 2:34		45	2 226	113.37	CLANCY	W	57.27	DPWX	* 10:10	* 3:18				* 1:10	
				* 8:52	* 2:37			2 230	119.15	ALHAMBRA		55.55		* 10:06	* 3:14					
	f 7:20			f 9:04	2:51			2 235	117.93	JEFFERSON		51.83		f 9:55	3:01				12:45	
	* 7:40			f 9:09	f 2:57		50	2 235	119.02	CORBIN		50.32	PW	* 9:52	* 2:57				* 12:35	
	f 8:05			f 9:20	3:10		15	2 240	123.20	WICKES		46.42	P	f 9:41	2:47				12:15	
	f 8:15			f 9:25	3:14			2 242	124.05	PORTAL		45.17	P	f 9:37	2:43				12:05 ^{PM}	
	f 8:25			f 9:30	3:19		27	2 244	125.33	AMAZON		43.87	PW	f 9:32	2:38				11:55	
	* 8:55			* 9:43	* 3:33		80	2 250	133.23	BOULDER	RO	37.21	D P	* 9:18	* 2:25				* 11:35	
	f 9:25			f 9:55	3:46		Spur	2 254	136.43	FULLER		33.37		f 9:06	2:15				11:00	
	* 9:45			* 10:06	* 3:58		43	2 257	139.95	BASIN	BI	29.70	DCPW	* 8:57	* 2:06				* 10:40	
	10:18			10:18	4:11		35	2 261	143.91	BERNICE		25.32	P	f 8:47	1:57				10:18	
	11:00			11:03	f 4:30		42	2 269	151.35	ELK PARK		17.70	PWY	f 8:39	f 1:40				f 9:40	
	11:20			11:05	4:40		Spur	2 277	154.81	TRASK		13.55	P	f 8:20	1:32				f 9:20	
	* 11:35			11:05	4:48		48	2 279	159.21	WOODVILLE		9.45	PY X	f 8:13	1:26				* 9:05	
	12:05 ^{AM}			11:05	5:01		Spur	2 284	165.75	MOUNTAIN JUNCTION		4.01	X	f 7:57	1:10				f 8:35	
									169.20	N. P. RY. CROSSING		0.54	I							
	A 12:30 ^{AM}			A 11:15 ^{PM}	A 5:15 ^{PM}		Yard	2 285	169.74	BUTTE	DC		DNCKOPRWXY	L 7:45 ^{AM}	L 1:00 ^{PM}				L 8:15 ^{PM}	
	5:30	5:40	5:50	5:15	5:15	5:25								5:20	5:25	5:30	5:40	5:50	6:00	6:00
	11.1	14.3	19.5	27.1	27.1	19.5								26.7	28.6	19.5	19.5	19.5	14.9	12.0

Special Rules.

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

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

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

Crossing over Northern Pacific industry spur one mile east of Helena protected with gates. Normal position of gates CLEAR for Great Northern. When CLEAR trains may pass over without stopping but will restrict speed to ten miles per hour from within 500 feet of crossing until passing over same. Gates ACROSS Great Northern tracks indicate Northern Pacific crew is using the crossing, in which case come to FULL STOP and do not pass over until Northern Pacific crew have restored gates to CLEAR.

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

Main Street overhead bridge, Helena, has restricted clearance for man on top of train. Register at Helena for trains originating or terminating there.

Movement through Tunnel No. 6 governed by automatic block signals. First class trains 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 10 miles per hour over bridges 21 and 23 near Mid Canon, 90 near Clancy, 98 near Corbin, 124 near Basin, 128, 129 and 130 near Bernice, 135, 137, 138, 140, 142 and 144 near Elk Park, 164 and 166 near Butte.

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

6 WESTWARD.

FIFTH SUBDIVISION—MOSSMAIN AND GREAT FALLS.

EASTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from Mossmain.	Time Table No. 28 Effective March 1, 1912	Telegraph Code	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
677	675	215	435	41	237								42	238	216	676	678	
Local Freight	Local Freight	Mixed	Time Freight	Passenger	Motor	Billings	Other Trains	Stations	STATIONS	Passenger	Motor	Mixed	Local Freight	Local Freight				
Tue., Thur. and Sat.	Mon., Wed. and Fri.	Mon., Wed. and Sat.	Daily	Daily	Daily	Billings	Other Trains	Stations	STATIONS	Daily	Daily	Mon., Wed. and Sat.	Tue., Thur. and Sat.	Mon., Wed. and Fri.				
						610	ZD 237	BILLINGS	EG	DNCKO RWXY	A 7:55 ⁴⁶							
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.																		
	L 6:30 ⁴⁶		L 8:30 ⁴⁶		L 11:35 ⁴⁶		70	ZD 232	12 01	MOSSMAIN	222.74	P R XY	A 7:30 ⁴⁶				A 11:50 ⁴⁶	
									3 25	Northern Pacific Ry. Jct.	215.70							
	* 6:45		8:50		* 11:43		80	ZD 216	4 04	HESPER	215.70	D P X	* 7:20				* 11:35	
	f 7:09		9:15		f 11:53		49	ZD 213	9 31	RIMROCK	218.43	P W	f 7:09				f 11:16	
	f 7:25		9:35		f 12:01 ⁴⁶		80	ZD 205	14 23	SHOREY	206.51	P	f 6:59				f 11:00	
	* 7:45		10:00		* 12:15		80	ZD 201	21 49	ACTON	201.25	P	* 6:46				f 10:35	
	f 8:05		10:15		f 12:26		80	ZD 194	27 53	COMANCHE	194.92	P	f 6:34				f 10:15	
	* 8:30		10:40		* 12:42		80	ZD 185	36 36	BROADVIEW	186.24	DNP W	* 6:19				* 9:40	
	f 8:50		10:55		f 12:53		43	ZD 180	42 33	PAINTED ROBE	180.36	P	f 6:07				f 9:20	
	f 9:10		11:10		* 1:03		49	ZD 174	45 42	BELMONT	174.32	D P	* 5:55				* 9:00	
	* 9:35		11:40		* 1:17		49	ZD 166	45 45	CUSHMAN	166.76	DCP WX	* 5:42				* 8:35	
	f 9:45				* 1:20				57 24	SLAYTON	145.36		* 5:39				f 8:25	
	f 10:00		12:01 ⁴⁶		f 1:30		49	ZD 159	52 70	YEBAR	150.04	P	f 5:29				f 8:00	
	f 10:20		12:20		f 1:42		49	ZD 153	59 06	FRANKLIN	133.66	P	f 5:17				f 7:40	
	f 10:35		12:40		f 1:53		49	ZD 145	74 20	WALLUM	145.05	P	f 5:07				f 7:20	
	* 10:55		1:00		* 2:07		49	ZD 141	81 47	HEDGESVILLE	141.07	D P W	* 4:55				* 7:01	
	f 11:15		1:20		f 2:21		49	ZD 133	85 73	NIHILL	134.01	P	f 4:42				f 6:40	
	f 11:35		1:40		f 2:34		49	ZD 127	95 13	OXFORD	127.41	P	f 4:30				f 6:20	
L 7:00 ⁴⁶	* 11:59 ⁴⁶		2:50		* 2:49		80	ZD 120	101 49	JUDITH GAP	120.76	DNCP RWXYK	* 4:17				L 6:00 ⁴⁶ * 3:15 ⁴⁶	
f 7:20			2:50		f 3:01		80	ZD 114	105 51	BARROWS	114.15	P	f 4:02				f 2:50	
* 7:40			3:10		* 3:12		81	ZD 108	114 30	BUFFALO	105.44	D P	* 3:51				* 2:35	
f 8:00			3:30		f 3:22		49	ZD 109	120 13	MENDON	102.55	P	f 3:40				f 2:00	
f 8:20			3:45		f 3:30		80	ZD 97	124 71	HAUCK	98.02	P	f 3:30				f 1:40	
* 8:45			4:05		* 3:39		81	ZD 93	129 67	NOBSON	93.07	D P W	* 3:16				* 1:20	
* 9:25			4:25		* 3:51	L 10:30 ⁴⁶	80	ZD 87	134 63	MOCCASIN	87.76	DNP XY	* 3:04	A 5:30 ⁴⁶			* 1:00	
* 9:45			4:40		f 4:01	* 10:41	80	ZD 82	140 43	BRNCHLAND	83.31	D P	f 2:49	* 5:17			* 12:35	
* 10:05			5:05		f 4:12	* 10:53	66	ZD 76	146 54	WINDHAM	76.20	D P	f 2:37	* 5:05			* 12:10 ⁴⁶	
* 10:35			5:40		* 4:27	* 11:07	90	ZD 64	153 70	STANFORD	60.04	DNCP WX	* 2:23	* 4:51			* 11:45	
f 10:55			6:00		f 4:36	f 11:16	90	ZD 63	159 05	DOVER	63.55	P	f 2:10	f 4:38			f 11:15	
f 11:25			6:20		f 4:45	* 11:25	90	ZD 61	164 40	MERING	55.34	P	f 2:00	* 4:28			f 10:50	
* 12:01 ⁴⁶			6:40		f 4:56	* 11:37	90	ZD 52	170 65	GEYSER	52.16	D P W	f 1:48	* 4:16			* 10:30	
f 12:20			7:05		f 5:07	f 11:49	90	ZD 45	176 77	SPION KOP	45.07	P Y	f 1:36	* 4:04			f 10:05	
* 12:45			7:25		f 5:19	* 12:01 ⁴⁶	90	ZD 39	182 97	RAYNESFORD	39.77	D P	f 1:24	* 3:51			* 9:45	
f 1:05			7:45		f 5:29	f 12:11	90	ZD 34	188 27	BLVTHE	34.47	P	f 1:12	f 3:39			f 9:20	
* 1:30		L 1:50 ⁴⁶	8:05		* 5:40	* 12:23	70	ZD 28	194 24	ARMINGTON	28.50	D P WX	* 1:00	* 3:27			* 9:00	
* 1:40		* 2:00	8:15		f 5:43	* 12:27	45	ZD 26	195 20	BELT	26.54	D P X	f 12:55	* 3:23			* 8:40	
f 2:13		f 2:13	8:30		f 5:50	f 12:37	49	ZD 22	201 15	WAYNE	21.61	P	f 12:46	f 3:13			f 8:15	
f 2:40		f 2:20	8:42		f 5:55	f 12:43	Spur	ZD 19	204 26	FIFE	19.48		f 12:40	f 3:07			f 8:00	
f 3:00		f 2:30	8:52		f 6:00	f 12:49	80	ZD 14	207 40	SWIFT	15.25	P	f 12:34	f 3:00			f 7:45	
* 3:20		* 2:50	9:08		f 6:09	f 12:59	94	ZD 10	212 80	GERBER	10.05	D P WX	f 12:25	* 2:50			* 7:25	
f 3:35		f 3:05	9:20		f 6:15	f 1:06	87	ZD 6	215 23	FIELDS	6.61	P	f 12:18	f 2:43			f 7:05	
A 4:00 ⁴⁶		A 3:50 ⁴⁶ A 9:45 ⁴⁶			A 6:30 ⁴⁶ A 1:20 ⁴⁶		Yard Yard Z	119 225 74	5 31	GREAT FALLS		DN KOPRX	L 12:05 ⁴⁶ L 9:30 ⁴⁶				L 6:45 ⁴⁶	
6:30 12.4	8:30 14.5	1:25 20.1	12:15 14.5		5:50 21.1	2:50 31.1						7:25 30.2	8:00 30.1		1:05 29.2	8:30 17.4	8:30 14.3	

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.
Lewistown Line Junction Switch 1000 feet East of Moccasin.

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

WESTWARD.

SIXTH SUBDIVISION— WEST SIDE JUNCTION AND SWEET GRASS

EASTWARD. 7

THIRD CLASS				SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS				THIRD CLASS																															
681				435				373				41				41				42				42				366				374				682															
Local Freight				Time Freight				Mixed				Mixed				Passenger				Passenger				Passenger				Passenger				Mixed				Mixed				Local Freight											
Daily Ex. Sunday				Daily				Daily Ex. Sunday				Daily Ex. Sunday				Daily				Daily				Daily Ex. Sunday				Daily Ex. Sunday				Daily Ex. Sunday				Daily Ex. Sunday				Daily Ex. Sunday											
				L 2-15h				L 7-15h								L 6-45h																																			

Time Table No. 28
Effective March 1, 1932.
STATIONS

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

L 11-55h				L 2-10h				L 7-18h				L 6-48h				L 11-52h				L 1-12h				L 10-27h							
12-20h				f 2-34				7-32				f 7-01				f 11-38				12-55				f 10-18							
12-35				* 2-45				A 7-45h				* 7-09				* 11-30				L 12-45h				* 10-05							
12-55				f 3-00								f 7-30				f 11-17								f 9-40							
1-10				f 3-08								f 7-36				f 11-10								f 9-32							
1-25				A 3-18h								* 7-33				* 11-04								L 9-25h							
1-40												f 7-43				f 10-54															
2-00												* 7-51				* 10-44															
2-10												f 8-00				f 10-37															
2-25												* 8-09				* 10-29															
2-45												f 8-19				f 10-19															
3-05												* 8-28				* 10-11															
3-35												f 8-40				f 9-59															
4-40												* 8-57				* 9-46															
4-48												9-03				9-36															
4-55												f 9-08				f 9-32															
5-15												* 9-17				* 9-22															
5-30												* 9-26				* 9-13															
5-50												f 9-39				f 9-01															
6-15												f 9-48				f 8-53															
L 8-30h				* 6-45h								L 10-20h				A 10-00h				L 8-45h				A 8-20h				* 11-40h			

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

L 8-40h				L 10-23h				L 10-23h				L 8-15h				L 11-30h							
f 9-20				10-47				10-47				7-47				10-47							
* 10-00				* 11-10				* 11-10				* 7-32				* 9-15							
* 10-45				* 11-38				* 11-38				* 7-09				* 8-55							
A 11-15h				A 11-55h				A 11-55h				L 6-50h				L 8-00h							
2-35				6-50				1-00				29				1-32				3-13			
14.4				14.9				30.1				35.5				24.5				30.7			

Special Rules—Sixth Subdivision.

Westward trains are superior to eastward trains of the same class.
Register at Vaughn, Power and Conrad for trains originating or terminating at these stations.

8 Westward

SEVENTH SUBDIVISION - SNOWDEN AND RICHEY

Eastward

THIRD CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Snowden	STATIONS	Telegraph Call	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
611	613	291	285	Seating	Other Trucks							292	286	610	614
Local Freight Wed. and Fri.	Local Freight Daily Ex. Sunday	Motor Daily Ex. Sunday	Motor Daily Ex. Sunday									Motor Daily Ex. Sunday	Motor Daily Ex. Sunday	Local Freight Tues. and Thurs.	Local Freight Daily Ex. Sunday
	L. 7:10Am		L. 8:20Am	132	91	670		SNOWDEN	SN	71.15	R DNPW VY		A 6:40Pm		A 2:30Pm
	7:25		* 8:27				2.35	2.38 NOBLE		71.80	P		f 6:25		2:15
	7:55		* 8:39		36	VF 9	8.15	8.30 DORE	D	65.01	D P		* 6:11		1:50
L. 11:10Am	9:45	L. 1:00Pm	* 8:54		72	VF 14	14.30	8.15 FAIRVIEW	F	50.58	R D PW CYX	A 8:45Am	* 6:00	A 10:45Am	291 1:00
	11:21	f 1:09	f 9:03		12	VF 18	18.41	4.11 RIDDELAWN		55.75		f 9:36	f 5:46	10:30	12:20
L. 11:40 12:30Pm	10:15Am	A 1:25Pm	* 9:15 * 1:30Pm		155	VF 25	24.30	5.25 SIDNEY	SD	40.28	RKD PWYX	f 9:25Am	* 5:35Pm	10:15Am	L. 12:01Pm

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

Time	Class	Station Numbers	Distance from Newlon Jct.	STATIONS	Telegraph Call	Distance from Richey	SIGNS	Time	Class
12:55Pm		VF 28	29.08	NEWLON JCT		45.05	R P		f 5:21Pm
1:05		5	VF 30	JENKS		45.28			f 5:16
1:25		3	VF 35	EPWORTH		58.43			f 5:05
2:13		26	VF 43	GETTYSBURG		81.00	W		f 4:49
3:05		30	VF 51	LAMBERT	RT	93.40	D		* 4:31
3:40		41	VF 56	ENID	ND	15.83			* 4:14
4:04		18	VF 61	LANE		11.34			f 4:04
4:20		9	VF 67	MANROCK		6.79			f 3:54
A 4:40Pm		10	VF 71	RICHEY	RC		R D CY X		L. 3:40Pm

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

Westward

EIGHTH SUBDIVISION - WATFORD CITY AND FAIRVIEW

Eastward

THIRD CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Watford City	STATIONS	Telegraph Call	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
611		287		Seating	Other Trucks							288		610	
Local Freight Wed. and Fri.		Motor Daily Ex. Sunday										Motor Daily Ex. Sunday		Local Freight Tues. and Thurs.	
	L. 7:00Am		L. 11:30Am	47	45	VO 37		WATFORD CITY	WF	35.29	R D CYX	A 11:20Am		A 9:50Pm	
	7:40		* 11:50				7.40	7.40 ARNEGARD	NE	38.89	D	* 11:00		2:20	
	8:05		* 12:03Pm		30	VO 34	12.55	8.35 RAWSON	RA	33.63	D W	* 10:49		1:40	
	8:30		* 12:16		35	VO 19	17.54	4.55 ALEXANDER	A	18.75	D	* 10:37		1:00	
	9:35		* 12:28		33	VO 13	23.45	8.01 CHARBONNEAU	AC	13.84	D	* 10:24		12:28Pm	
	10:05		* 12:45		29	VO 8	31.31	7.35 CARTWRIGHT	CO	4.95	D	* 10:05		11:55	
A 10:35Am		A 12:55Pm			72	VF 14	36.19	4.35 FAIRVIEW	F		R D PW CYX	L. 9:50Am		L. 11:30Am	

Special Rules—Eighth Subdivision.
Eastward trains are superior to westward trains of the same class.

Westward		NINTH SUBDIVISION—BAINVILLE AND OPHEIM										Eastward	
SECOND CLASS	225	Car Capacity		Station No.	Distance from Bainville	Time Table No. 28 Effective March 1, 1932.	Telegraph Code	Distance from Opheim	SIGNS	SECOND CLASS	226		
		Mixed	Daily Ex. Number									Mixed	Daily Ex. Number
STATIONS													
L	9:00am	E175	154	885		BAINVILLE	B	146.00	RKDN PWC Y X	A	5:00pm		
	+ 9:55	40	22	VC11	10.44	10 64 McCARR	MC	135.96	D P		+ 4:25		
	+10:05		7	VC14	14.85	3 71 MOEN		132.23			+ 4:10		
	+10:30		24	VC19	19.30	4 05 FROID	FD	127.80	D P		+ 3:50		
	+10:55		40	VC16	23.66	6 24 HOMESTEAD	HO	120.94	D P		+ 3:30		
	+11:15		24	VC21	28.62	8 26 MEDICINE LAKE	ME	114.98	D P		+ 3:10		
	+11:40		24	VC29	33.19	7 50 RESERVE	RS	107.45	D P		+ 2:45		
	+12:05pm		24	VC43	43.40	8 24 ANTELOPE	AN	101.20	D P		+ 2:20		
	+ 1:20	40	59	VC22	52.45	5 00 PLENTYWOOD	PD	93.20	D PWC Y X		+ 1:20		
	+ 1:40		15	VC61	59.40	0 42 MIDBY		85.71			+ 1:05		
	+ 1:55		24	VC26	64.46	4 77 ARCHER		79.94	P		+12:50		
	+ 2:15		24	VC71	73.43	5 75 REDSTONE	RD	73.18	D P		+12:30		
	+ 2:40		15	VC78	79.93	6 51 NAVAJO		66.67	P		+12:10pm		
	+ 3:05		24	VC25	85.28	5 45 FLAXVILLE	FX	61.22	D P		+11:55		
	+ 3:25		24	VC91	90.64	5 18 MADOC	MD	56.04	D P		+11:40		
	+ 4:10	15	112	VC98	97.97	7 41 SCOREY	SC	48.62	R D PWC Y X		+11:15		
	+ 4:35		24	VC106	104.41	5 14 FOUR BUTTES		40.10	P		+10:25		
	+ 4:50		24	VC112	112.41	5 20 GLUTEN		34.19			+10:05		
	+ 5:15		24	VC118	118.91	6 50 PEERLESS	PR	28.50	D P		+ 9:45		
	+ 5:50		20	VC129	129.81	11 30 RICHLAND	CA	17.00	D P		+ 9:10		
	+ 6:30		24	VC139	139.30	6 57 GLENTANA	G	7.22	D P		+ 8:35		
A	7:00pm	41	77	VC147	146.80	7 32 OPHEIM	OM		R D PWC Y X L		8:00pm		
	10.0					Time Over Subdivision					9.00		
	14.5					Average Speed Per Hour					14.2		

Westward		TENTH SUBDIVISION—SACO AND HOGELAND										Eastward	
SECOND CLASS	333	Car Capacity		Station No.	Distance from Saco	Time Table No. 28 Effective March 1, 1932.	Telegraph Code	Distance from Hogeland	SIGNS	SECOND CLASS	334		
		Mixed	Daily Ex. Number									Mixed	Daily Ex. Number
STATIONS													
L	8:00am			113	842	SACO	ST	75.72	RKDN PWC Y X	A	2:00pm		
	+ 8:30			11	819	6 65 COLE		70.04	PW		+12:50		
	+ 9:00			28	8113	6 42 TATNALL		63.41	P		+12:10pm		
	+10:00			24	8126	10 36 WHITEWATER	W	52.82	D P		+11:20		
	+10:40			19	8121	5 25 ORDEAN		47.30	P		+10:40		
	+11:10			24	8130	7 30 LORING	L	38.90	D P		+ 9:55		
	+11:40			18	8146	6 36 JOSEPH		32.04	P		+ 9:30		
	+12:15pm			27	8124	8 44 CHAPMAN		24.50	PW		+ 9:00		
	+ 1:35			44	8167	12 02 TURNER	T	11.38	D P		+ 8:15		
A	3:00pm	20	70	8170	11 38 HOGELAND	H			RD PWC Y X L		7:00pm		
	7.00					Time Over Subdivision					7.00		
	11.3					Average Speed Per Hour					11.3		

Special Rules—Ninth and Tenth Subdivisions.
 Westward trains are superior to eastward trains of the same class.
 Trains Nos. 225 and 226 proceed at restricted speed within yard limits Bainville.

Westward.		ELEVENTH SUBDIVISION—LEWISTOWN AND MOCCASIN.										Eastward.	
SECOND CLASS	367	FIRST CLASS		Car Capacity	Station Numbers	Time Table No. 28 Effective March 1, 1932.	Telegraph Code	Distance from Lewistown	SIGNS	FIRST CLASS	SECOND CLASS		
		237	238									368	
STATIONS													
L	12:01am	L	9:20am	44	117	ZP 30		LEWISTOWN	WN	20.95	RDPWCYX	A	6:40pm
	+12:15		+ 9:30		16		4.85	4 23 SCOTT		33.00			+ 6:30
	+12:30		+ 9:36		22	ZF 22	7.48	2 32 HANOVER		39.47	DP		+ 6:24
	+12:40		+ 9:41		24	ZP 20	9.63	2 15 KINGSTON		30.82	P		+ 6:19
	+ 1:05		+ 9:54		34	ZP 14	13.70	6 07 ROSSFORK		14.28	DPW		+ 6:06
	+ 1:30		+10:08		24	ZP 8	22.43	6 23 KOLIN		7.15	DP		+ 5:52
A	2:15am	A	10:25am	20	52	ZD 47	28.85	7 33 MOCCASIN	MO		RDPYX	L	5:35pm
	1.14		1.01					Time Over Subdivision					1.30
	13.4		27.90					Average Speed Per Hour					27.60

Westward.		TWELFTH SUBDIVISION—NEIHART AND ARMINGTON										Eastward.	
SECOND CLASS	215	Car Capacity		Station Numbers	Distance from Neihart	Time Table No. 28 Effective March 1, 1932.	Telegraph Code	Distance from Armington	SIGNS	SECOND CLASS	216		
		Mixed	Daily Ex. Number									Mixed	Daily Ex. Number
STATIONS													
L	11:45am			48	2A 40			NEIHART	NI	39.30	DPW S		11:00am
	+12:24pm			41	2A 53	13.00		ST. JOSEPH LEAD CO. SPUR JCT.		39.24			+10:20
	+ 12:49			4	2A 46	20.47		7 25 MONARCH	MO	28.11	DP		+10:20
	+ 12:59			20	2A 44	23.25		1 30 LOGGING CREEK		17.30			+ 9:55
	+ 1:14			13	2A 39	27.14		1 30 ALBRIGHT		18.24	W		+ 9:30
	+ 1:49pm			70	2A 10	31.33		4 25 RICEVILLE		11.10			+ 9:20
								11 15 ARMINGTON	AR		DPW S		8:45am
								Time Over Subdivision					1.14
								Average Speed Per Hour					17.40

Special Rules—Eleventh Subdivision.
 Westward trains are superior to eastward trains of the same class.
 Normal position of junction switch at Moccasin is for Fifth subdivision.
 Movement through gauntlet over Spring Creek Bridge No. 53 just west of Hanover governed by automatic block signals.
 Speed restriction through gauntlet—Passenger 25, freight 15 miles per hour.

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.

10 Westward. THIRTEENTH SUBDIVISION—GIFFEN AND GERBER Eastward.

THIRD CLASS		Car Capacity		Station Numbers		Distance from Giffen		Time Table No. 28 Effective March 1, 1932.		Telegraph Calls	Distance from Giffen	SIGNS	THIRD CLASS	
721													722	
Local Freight													Local Freight	
Tuesday and Friday													Tuesday and Friday	
L	2:00pm	18	76	23	22						12.45	ORCW	A	1:50pm
	2:30			23	18	5.00					6.02	P		1:00
	3:00			24	13	9.27					3.11			12:45
A	3:00pm	84	82	24	10	12.45				GR		DPWX	L	12:30pm
	1:30													1:20
	9:20													9:35
Time Over Subdivision Average Speed Per Hour														

Westward. FOURTEENTH SUBDIVISION—LEWIS JCT. AND SAND COULEE Eastward.

THIRD CLASS		Car Capacity		Station Numbers		Distance from Sand Coulee		Time Table No. 28 Effective March 1, 1932.		Telegraph Calls	Distance from Lewis Jct.	SIGNS	THIRD CLASS	
731													732	
Local Freight													Local Freight	
Tuesday and Friday													Tuesday and Friday	
L	3:00pm		105	2A	18					SC	1.52	D P	A	2:50pm
	3:05pm			2A	13	1.52							L	2:45pm
	05													05
	15.12													15.12
Time Over Subdivision Average Speed Per Hour														

Westward. FIFTEENTH SUBDIVISION—STOCKETT AND GIFFEN JCT. Eastward.

THIRD CLASS		Car Capacity		Station Numbers		Distance from Stockett		Time Table No. 28 Effective March 1, 1932.		Telegraph Calls	Distance from Giffen Jct.	SIGNS	THIRD CLASS	
741													742	
Local Freight													Local Freight	
Tuesday and Friday													Tuesday and Friday	
L	1:15pm		111	2A	18						1.52	RP	A	1:05pm
	1:20pm					1.32						P	L	1:00pm
	05													05
	15.44													15.44
Time Over Subdivision Average Speed Per Hour														

Special Rules—Thirteenth, Fourteenth and Fifteenth Subdivisions.

Eastward trains are superior to westward trains of the same class.
Normal position of junction switch at Gerber is for Fifth subdivision, junction switch at Lewis Jct. and Giffen Jct. for Thirteenth subdivision.
Derail switch in main line near West switch at Giffen. Normal position, open for derail.

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7508, House Colfax 0499, 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. A. P. Longway.....	Division Surgeon.....	Great Falls, Mont.
Dr. R. B. Richardson.....	Assistant Division Surgeon.....	Great Falls, Mont.
Dr. Earl Strain.....	Ophthalmic Surgeon.....	Great Falls, Mont.
Dr. J. S. Alms.....	Division Surgeon.....	Havre, Mont.
Dr. D. S. MacKenzie.....	Division Surgeon.....	Havre, Mont.
Dr. V. 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.....	Alternate Surgeon.....	Glasgow, Mont.

LOCAL SURGEONS

Dr. F. H. O'Malley.....	Chinook	Dr. J. C. DeWane.....	Wolf Point
Dr. C. J. Munch.....	Culbertson	Dr. A. W. Deal.....	Lewistown.
Dr. K. Hamilton.....	Dodson	Dr. A. B. Dinmore.....	Stanford.
Dr. A. M. Treat.....	Fairview	Dr. W. T. Williams.....	Sand Coulee.
Dr. Chas. Houts.....	Havre	Dr. H. W. Bateman.....	Choteau.
Dr. W. N. Deatherage.....	Harlem	Dr. H. W. Power.....	Conrad.
Dr. George W. Setzer.....	Malta	Dr. W. P. Patterson.....	Conrad.
Dr. M. B. Sherrard.....	Opheim	Dr. M. D. Riddle.....	Shelby.
Dr. J. C. Storkan.....	Plentywood	Dr. C. P. Bassow.....	Fort Benton.
Dr. C. A. Swanson.....	Poplar	Dr. C. J. Breese.....	Great Falls.
Dr. R. P. Minsick.....	Saco	Dr. A. M. McCauley.....	Great Falls.
Dr. T. W. Collins.....	Scobey	Dr. Thomas L. Hawkins.....	Helena.
Dr. R. A. Merrill.....	Sidney	Dr. J. L. Tracey.....	Helena.
Dr. W. A. McCannel.....	Turner	Dr. C. P. Watkins.....	Billings.
Dr. P. O. C. Johnson.....	Watford City	Dr. E. C. Hall.....	Laurel.
Dr. C. S. Jones.....	Williston	Dr. E. M. Gatz.....	Judith Gap.

Westward. SIXTEENTH SUBDIVISION—VAUGHN AND AUGUSTA. Eastward.

SECOND CLASS		Car Capacity		Station Numbers		Distance from Vaughn		Time Table No. 28 Effective March 1, 1932.		Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS	
365													366	
Mixed													Mixed	
Daily Ex. Sunday													Daily Ex. Sunday	
L	7:47am	84	39	2B-12						BY	41.70	DPKWX	A	12:40pm
	8:10			35	2E-9	8.63					32.87			11:2-14pm
	8:25			27	2E-14	12.38				PS	28.35	DP		11:1-59
	8:45			26	2E-19	15.97				SM	22.73	DPW		11:1-40
	9:00	Spur	11	2E-25	22.95						18.80			11:1-25
	9:20			34	2E-30	29.42					12.25			11:1-05
	9:35	Spur	12	2E-32	24.33						7.32			11:0-50
	9:50				2E-40	39.54					3.14			11:0-35
A	10:00am			61	2E-42	41.70				GN		DCPRWY	L	10:25am
	2:15													2:15
	15.7													15.7
Time Over Subdivision Average Speed Per Hour														

Special Rules—Sixteenth Subdivision

Westward trains are superior to eastward trains of the same class.
Normal position of junction switch at Vaughn is for Sixth subdivision.

Westward. SEVENTEENTH SUBDIVISION—POWER AND PENDROY. Eastward.

SECOND CLASS		Car Capacity		Station Numbers		Distance from Power		Time Table No. 28 Effective March 1, 1932.		Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS	
373													374	
Mixed													Mixed	
Daily Ex. Sunday													Daily Ex. Sunday	
L	3:20pm	51	47	2E-27						PO	31.00	DPKWX	A	9:20pm
	3:35			18	2G-6	3.72					45.34			1:9-05
	3:50			24	2G-12	11.00					39.48			1:8-45
	4:05			34	2G-17	17.09					32.97	P		1:8-20
	4:20	Spur	14	2G-22	21.17						29.39			1:8-06
	4:50			33	2G-29	18.63				CO	22.41	D PW		1:7-45
	5:02	Spur	7	2G-33	22.57						18.19			1:7-20
	5:20	Spur	8	2G-37	26.52						14.54			1:7-10
	5:40			38	2G-42	42.48					8.08	D P W		1:6-55
A	6:05pm			38	2G-51	31.05				BY		DCP RWY	L	6:30pm
	2:45													2:30
	15.2													15.09
Time Over Subdivision Average Speed Per Hour														

Special Rules—Seventeenth Subdivisions

Westward trains are superior to eastward trains of the same class.
Normal position of junction switch at Power is for Sixth Subdivision.

THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS.
BASED ON TRAINS AVERAGING 50 TONS PER CAR.

CLASS LOCO- MOTIVE	R-2		R-1		Q-2		Q-1	N-2	O-7	O-6	O-5	O-4	O-3 and O-1	Add For Booster
	2034-2043	2030-2033	30x32	29x32	28x32	27x32	26x32	25x32	24x32	23x32	22x32	21x32	20x32	
	RATING													
Rating Grade	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5600	7220	6710	6710	1300
0.3%	12200	11350	10620	7120	6600	7640	8700	6250	5900	4380	5600	5260	5260	1000
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3500	4630	4310	4310	850
0.5%	8460	7870	7350	4930	4500	5300	6060	4310	4060	3030	3910	3640	3640	750
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	3140	650
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940	2940	600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760	2760	550
0.8%	5720	5310	4950	3310	3050	3550	4080	2880	2730	2030	2620	2450	2450	500
1.0%	4660	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000	2000	400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	1820	400
1.8%	2370	2270	2200	1400	1330	1580	1810	1250	1200	880	1150	1080	1080	250
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960	960	200
2.2%	2060	1900	1740	1160	1050	1260	1440	1000	940	700	910	860	860	200

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.
 Make 10% reduction, when temperature 5° to 25° above.
 " 20% " " " 5° above to 10° below.
 " 30% " " " 10° below or colder.

Between	Passenger Miles per Hour	Freight Miles per Hour
Williston and Havre	60	35
Branch Lines, East of Havre	30	25
Great Falls and Pacific Junction	45	35
Great Falls and Clancy	45	35
Clancy and Butte	40	30
Great Falls and Billings	45	35
West Side Junction and Shelby	40	30
Sweet Grass Line Junction and Sweet Grass	25	20
Lewistown and Moccasin	35	30
Neihart and Armington	35	30
Augusta and Vaughn	20	20
Fendroy and Power	25	20
Passenger trains backing in or out of Helena Depot	15	20
Engines backing up with or without cars	15	15

SPECIAL RULES COVERING OPERATION OF INTERLOCKING PLANTS.

Rule 671 to 671 (f), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour. Trains moving against the 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 speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.

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

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman 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 from 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, trainman may flag train 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 the 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 the conflicting route are in the "NORMAL" position.

TO OPERATE SMASHBOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the 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.
 Automatic interlocking at:
 Lehman,
 Pacific Junction.
 The letter "I" in column headed "SIGNS" indicates interlocking plant.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
Second Subdivisions:				Eighth Subdivisions:			
Saco Stock Yards	1.70 miles west of Saco	Both Ends	27 Cars	Hardy Beet Siding	4.20 miles east of Cartwright	Both Ends	21 Cars
Malta Stock Yards	2.07 miles east of Malta	Both Ends	47 Cars	Ludington Beet Siding	8.84 miles east of Sidney	Both Ends	19 Cars
Harlem Stock Yards	1.30 miles east of Harlem	Both Ends	30 Cars	Tenth Subdivisions:			
Sugar Beet Spur	3.28 miles west of Harlem	West End	15 Cars	Hedges Spur	2.62 miles east of Cole	West End	3 Cars
Chinook Stock Yard	0.42 miles east of Chinook	Wye Conn.	64 Cars	Eleventh Subdivisions:			
Milk River Const's Co. Spur	2.96 miles west of Chinook	East End	4 Cars	Arro Refinery Spur	2.73 Miles West of Lewistown	East End	75 Cars
Third Subdivisions:				Mannonite Spur	1.42 Miles West of Kingston	West End	5 Cars
Pacific Junction Quarry	0.54 Mile West of Pacific Jet	West End	26 Cars	Twelfth Subdivisions:			
Big Sandy Pit	5.56 Miles East of Big Sandy	West End	19 Cars	Goodman's Spur No. 2	5.80 Miles East of Armington	West End	3 Cars
Portage Pit	1.50 Miles West of Portage	East End	120 Cars	Segling's Spur	4.39 Miles East of Armington	West End	4 Cars
Fourth Subdivisions:				Goodman's Spur No. 1	3.42 Miles West of Riceville	West End	11 Cars
Grover & Leuchray Spur	2.83 Miles West of Flood	East End	7 Cars	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	4 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	2.04 Miles East of Helena	West End	76 Cars	Thirteenth Subdivisions:			
Wood Spur No. 5	2.89 Miles East of Elk Park	East End	12 Cars	Pascoe Spur	1.25 Miles East of Garber	West End	71 Cars
Wood Spur No. 8	1.33 Miles West of Elk Park	West End	4 Cars	Brown's Spur	4.25 Miles East of Garber	West End	24 Cars
Fifth Subdivisions:				A. C. M. Co. Siding	4.91 Miles East of Garber	Both Ends	45 Cars
Oxford Pit	1.04 Miles East of Oxford	West End	70 Cars	Curran's Spur	4.91 Miles East of Garber	West End	21 Cars
Rocky Spur	2.24 Miles West of Buffalo	West End	6 Cars	Tiger Butte Spur	5.00 Miles East of Garber	West End	2 Cars
Hobson Pit	2.05 Miles West of Hobson	East End	62 Cars	Stainsby Spur	5.57 Miles East of Garber	West End	1 Car
Sixth Subdivisions:				Giffen No. 2 Spur	Starts from East End Giffen Yard	West End	1 1/2 Miles Long
Steering Oil Refining Co. Spur	2.40 Miles West of Collins	East End	10 Cars	Fourteenth Subdivisions:			
Brady Pit	3.01 Miles East of Withey	East End	112 Cars	Nelson No. 2 Spur	1.00 Mile West of Sand Coulee	West End	20 Cars
Fenders Pipe Line Spur	2.97 Miles East of Conrad	East End	37 Cars	Great Falls Brick and Tile Co.	4.04 Miles East of Garber	West End	3 Cars
Conrad Refining Co.	1.46 Miles East of Conrad	East End	11 Cars	Sixteenth Subdivisions:			
Texas Pipe Line Spur	1.76 Miles East of Conrad	East End	26 Cars	Bradford Spur	0.90 Mile East of Sun River	East End	42 Cars
Ohio Oil Co Siding	1.03 Miles East of Sunburst	Both Ends	46 Cars	Seventeenth Subdivisions:			
International Refinery Siding	0.61 Mile East of Sunburst	Both Ends	99 Cars	Hobson Elevator Spur	3.92 Miles West of Choteau	East End	7 Cars
Seventh Subdivisions:							
State Line Beet Spur	3.87 miles east of Dore	West End	3 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				

H. SMALL, Chief Dispatcher

N. F. SEIL, Trainmaster

W. R. MINTON, Trainmaster

C. E. DICKINSON, Trainmaster

J. E. O'BRIEN, Trainmaster

