

GREAT NORTHERN RAILWAY LINE

MONTANA CENTRAL RAILWAY

TIME TABLE No. 78.

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

MOUNTAIN STANDARD TIME.

SUNDAY, FEBRUARY 9, 1908.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

P. C. ALLEN, Superintendent.

R. W. BRYAN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				TIME TABLE No. 78.				FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
		433		235					IN EFFECT FEBRUARY 9, 1908			236				434	
		Time Freight		Passenger								Passenger				Local Freight	
		Leave Daily		Leave Daily					STATIONS			Arrive Daily				Arrive Daily	
		9.30pm		10.30pm					HAVRE			6.25Am				12.40pm	
TRAINS BETWEEN PACIFIC JUNCTION AND HAVRE WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.																	
		9.50pm		10.40pm		100			DN R.....PACIFIC JUNCTION.....JN	119.1	Y	6.15Am					12.20pm
		10.10		f 10.50		63	28	3.4	3.4ASSINIBOINE.....NS	115.7	W	f 6.05					12.10pm
		10.35		f 11.10		66		10.7	7.3LAREDO.....	108.4		f 5.51					11.45
									5.9WATER TANK.....	102.5	W						
		11.05		f 11.30		66		20.6	4.0BOX ELDER.....	98.5		f 5.37					11.15
		235 11.50		s 433 11.50		58	112	30.7	10.1 DN.....BIG SANDY.....BS	88.4	WT	s 5.18					10.45
		12.20Am		f 12.05Am		66		37.0	6.3VERONA.....	82.1		f 5.05					10.15
		12.35		f 12.13		66		40.8	3.8CAIRO.....	78.3		f 4.58					9.55
		12.50		f 12.22		64	34	45.3	4.5VIRGELLE.....	73.8	W	f 4.48					9.30
		1.10		f 12.32		63	33	51.1	5.8BERBER.....	68.0		f 4.36					9.00
		1.30		f 12.42		65	33	56.2	5.1LIPPARD.....	62.9	W	f 4.26					8.45
		1.50		f 12.53		66		62.0	5.8LOMA.....	57.1		f 4.15					8.30
		2.25		f 1.05		67	23	66.7	4.7TETON.....	52.4	CW	f 4.05					8.10
		2.45		f 1.13		66		70.1	3.4LISCUM.....	49.0		f 3.55					7.45
		236 3.44		s 1.25		82	53	74.7	4.6 DN.....BENTON.....BN	44.4		s 433 3.44					7.30
		4.15		f 1.38		75	110	79.8	5.1KERSHAW.....	39.3		f 3.31					6.50
		4.45		f 1.48		66		84.4	4.6TUNIS.....	34.7	W	f 3.23					6.30
		5.20		f 2.00		66		90.3	5.9CARTER.....	28.8		f 3.13					6.10
		434 5.45		f 2.13		75		95.4	5.1FLOWEREE.....	23.7		f 3.04					433 5.45
									1.0WATER TANK.....	22.7	W						
		6.30		f 2.30		75		102.9	6.5PORTAGE.....	16.2		f 2.52					5.10
								104.9	2.0WATER TANK.....	14.2							
		7.00		f 236 2.45		75		108.3	5.4GOODALE.....	10.8		f 235 2.45					4.35
		7.25		f 2.55		75		113.1	4.8RAINBOW.....	6.0	W	f 2.35					4.05
		7.30						114.4	1.3GIBSON.....	4.7							4.00
		8.00Am		3.15Am		Yard		119.1	4.7 DN R.....GREAT FALLS.....PD		CW TYO	2.25Am					235 3.35Am
		Arrive Daily		Arrive Daily								Leave Daily					Leave Daily
		433		235								236					434
		10.30 10.1		4.45 23.0					Time Over District. Average Speed Per Hour.			4.00 30.7					9.10 13.5

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock may be found.

Initial Stations:
Pacific Junction for Nos. 235 and 433.
Great Falls for Nos. 236, 434
At Pacific Junction, switch must be set for Montana Division main track and locked.

At Great Falls, East Side, switches at east end of Missouri River Bridge, must be set for east freight yard.
Switch at passenger station must be set for east freight yard.
Yard Limits: At Great Falls, 1500 feet east of 6th Street Bridge.
Between Pacific Junction and Havre, trains are handled by the telegraph block system.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				Capacity of Passing Tracks	Car Capacity of Other Tracks	Distance From Great Falls.	TIME TABLE No. 78. IN EFFECT FEBRUARY 9, 1908.		Distance From Clancy.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS.				THIRD CLASS.			
675	673		433		235	237									238	236				674	434	676
Through Freight	Local Freight		Time Freight		Passenger	Passenger										Passenger	Passenger				Local Freight	Time Freight.
Leave Daily	Leave Daily		Leave Daily		Leave Daily	Leave Daily					STATIONS.					Arrive Daily	Arrive Daily	Arrive Daily				
238 4.35Pm	6.30Am		9.25Am		676 3.35Am	8.10Pm					DN R.....GREAT FALLS.....PD	114.8	W TYOC	675 4.35Pm	2.10Am			3.45Pm	9.10Pm	235 3.35Am		
					3.39	8.13			1.4		1.4 JUNCTION.....	113.4	Y									
5.05	7.00		9.55		674 3.50	8.22	60		5.7		4.3 FLOOD.....	109.1	f	4.20	1.59			237 3.22	8.50	3.20		
5.35	7.30		10.25		4.07	8.39	52	8	15.1		9.4 ULM.....	99.7	W	f 4.04	f 1.42			2.25	8.05	2.35		
6.00	7.50		10.45		4.18	8.51	53	7	22.0		6.9 RIVERDALE.....	92.8	f	237 3.51	1.30			2.05	7.45	2.15		
6.30	8.15		11.10		s 4.30	s 4.03	53	40	29.7	DN.....	7.7 CASCADE.....Q	85.1	s	3.38	s 1.17			1.45	7.25	1.55		
434 6.55	8.40		11.35		f 4.48	f 4.18	53	7	37.9		8.2 HARDY.....	76.9	W	f 3.23	1.03			1.15	675 6.55	1.25		
7.25	9.05		12.00Noon		5.01	4.32	57		45.6		7.7 MID CANON.....	69.2	f	3.09	236 12.48			12.50	6.10	236 12.48		
7.45	9.30		12.25Pm		s 5.16	s 4.46	63	39	52.6	D.....	7.0 CRAIG.....RA	62.2	W	s 2.54	s 12.36			433 12.25Pm	5.40	12.25		
8.20	10.15		1.05		s 5.34	s 5.01	56	49	60.5	DN.....	7.9 WOLF CREEK.....WC	54.3	CW	s 2.39	s 12.20Am			12.00Noon	237 5.01	12.01Am		
8.55	10.40		1.25		5.42	5.09	55	5	64.0		3.5 MANILA.....	50.8		2.27	12.13			11.45	4.50	11.40		
9.30	674 11.25		238 2.16		5.57	5.21	57	3	69.6		5.6 MITCHELL.....	45.2	W	f 433 2.16	f 12.01Am			673 11.25	4.30	11.20		
10.05	12.10Pm		2.55		6.12	5.33	55	5	75.9		6.3 JOHNS.....	38.9	f	2.04	11.50			11.05	4.10	11.00		
									77.4		1.5 WATER TANK.....	37.4	W									
676 10.35	12.55		434 3.45		s 6.27	s 5.46	82	90	82.1	DN.....	4.7 SILVER.....MN	32.7	Y	s 1.53	s 11.38			10.45	433 3.45	675 10.35		
236 11.19	238 1.35		4.10		6.47	6.04	55	5	91.0		8.9 IRON.....	23.8	f	673 1.35	675 11.19			9.50	2.55	9.50		
									96.2		5.2 N. P. CROSSING (Interlocked).....	18.6	X									
									97.0		0.8 H. & R. M. CROSSING.....	17.8	X									
11.37	1.55		4.30		7.00Am	6.19Pm			97.9		0.9 R.....RIMINI JUNCTION.....	16.9	J	1.23Pm	11.07Pm			9.20	2.30	9.20		
11.50	434 2.25		4.45		Runs Via N. P.	Runs Via N. P.		110	98.7	DN R.....	0.8 HELENA.....DE	16.1	W YOC	Runs Via N. P.	Runs Via N. P.			9.15	673 2.25	9.15		
					7.10 7.30	6.25 6.40					DN R.....HELENA (UNION DEPOT).....HY			1.17 1.02	11.00 10.45							
11.59	2.30		4.55		7.35Am	6.45Pm			100.6		1.9 R.....ROBERT JUNCTION.....	14.2	J	12.54Pm	10.38			8.55	2.15	9.05		
12.20Am	2.50		5.15		7.44	6.54	45	15	104.6		4.0 EASTON.....	10.2	f	12.47	10.28			8.45	2.05	8.55		
12.40	3.10		5.35		f 7.52	f 7.02	71	15	108.7		4.1 MONTANA CITY.....	6.1	f	12.40	10.21			8.25	1.50	8.35		
1.15Am	3.50Pm		6.10Pm		674 8.04Am	7.14Pm		386	114.8	DN R.....	6.1 CLANCY.....W		TCW	12.29Pm	10.10Pm			235 8.04Am	1.30Pm	8.15Pm		
Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily		
675	673		433		235	237								238	236			674	434	676		
8.40 13.2	9.20 12.3		8.45 13.1		4.29 25.6	4.04 27.8					Time Over District. Average Speed Per Hour.			4.06 28.0	4.00 27.1			7.36 15.1	7.40 14.9	7.20 15.6		

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Trains will be handled under control and without regard to making schedule time at all points where land or snow slides or falling rock may be found.

Initial Stations:

Great Falls for trains 235, 237, 433, 673 and 675.

Clancy for Nos. 236, 238, 434, 674 and 676.

First class trains will use the Northern Pacific track between Rimini Junction and Robert Junction, and will be governed by special instructions of Northern Pacific Railway.

Trains will obtain clearance before entering Northern Pacific main line at Helena. (See Bulletin).

Trains using Northern Pacific track will register at Rimini Junction and Robert Junction.

Switches at Rimini Junction and Robert Junction must be set for Montana Central main track and locked.

Switches in Northern Pacific main track must be set for Northern Pacific main track and locked.

Switch in Rimini branch of Northern Pacific between Montana Central and Northern Pacific main track, must be set for Montana Central connection and locked.

Gate of H. & R. M. crossing of Northern Pacific and Montana Central Rys. will be set against trains of Northern Pacific, except when trains are about to cross or are crossing Montana Central track gate will be set against Montana Central trains.

Yard Limits:

Great Falls, 60 feet west of Sun River section house.

Helena, 1000 feet east of H. & R. M. crossing to 1000 feet west of Robert Junction.

Clancy, 1000 feet east of east switch.

At Great Falls, West Side, junction switch must be set for Second District and locked.

At Great Falls, East Side, switches at east end of Missouri River Bridge, must be set for east freight yard.

Switch at passenger station must be set for east freight yard.

4 WEST BOUND.

THIRD DISTRICT—CLANCY AND BUTTE.

EAST BOUND

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.				Car Capacity of Side Tracks.	Car Capacity of Side Tracks.	Distance From Clancy.	TIME TABLE No. 78.		Distance From Butte.	Water, Coal, Wyes, Turntables and Scales.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.				
675	671	433		235	237			238				236						238	236				434	672	676
Th'gh Freight	Local Freight	Time Freight		Passenger	Passenger			Passenger				Passenger						Passenger	Passenger				Time Freight	Local Freight	Through Freight
Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily			Arrive Daily				Arrive Daily						Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily
	2.35Am	8.50Am	237 7.25Pm		8.07Am	433 7.18Pm			.0	DN R	CLANCY	W	56.9	CWT	12.26Pm	10.06Pm				5.30Am	11.50Am	6.45Pm			
					f	f		3	0.8		0.8 ALHAMBRA		56.1	f											
	3.05	9.20	8.15		f	8.29	7.34	41	4.1		3.3 MOXON		52.8		12.14	9.54				5.10	11.35	6.30			
						f			5.2		1.1 JEFFERSON		51.7	f											
	3.30	9.45	8.40		f	8.44	7.46	67	12	6.8	D	1.6 CORBIN	BI	50.1	W	f 12.08Pm	f 9.46				5.00	11.25	6.20		
									8.9		2.1 N. P. JUNCTION		48.0												
	4.05	10.25	9.10		f	8.59	8.01	35	7	10.6		1.7 WICKES			f 12.00 NOON	f 9.37				4.50	11.10	6.05			
	4.20	10.40	236 9.33		f	9.04	8.08	56	20	11.7	DN	1.1 PORTAL	NX	45.2	W	f 11.57	433 9.33				4.40	11.00	5.55		
	434 4.30	672 10.50	9.43		f	9.09	8.13	73	14	13.5	DN	1.8 AMAZON	Z	43.4	W	f 11.52	9.28				675 4.30	671 10.50	5.45		
	4.50	238 11.39	10.20		s	9.21	8.29	48	32	19.4	D	5.9 BOULDER	RO	37.5	s	671 11.39	s 9.15				3.50	10.20	5.00		
									19.7		3.3 BOULDER WYE	SI	34.2												
						9.34	f 8.40		21.0		1.3 FULLER		32.9		f 11.30	9.05									
	5.25	12.20Pm	11.00		s	672 9.48	s 236 8.55	46	18	27.1	DN	3.1 BASIN	SI	29.8	W	s 11.22	s 237 8.55				3.15	235 9.48	4.25		
	5.45	12.40	11.20		f	10.01	f 9.15	59	16	31.1		4.0 BERNICE		25.8		f 11.12	f 8.45				3.00	9.15	4.10		
	6.05	1.00	11.40			10.14	9.28	40		34.3		3.2 WILDER		22.6	W	f 11.08	8.35				2.45	9.00	3.55		
	6.40	1.35	12.15Am		f	10.30	f 9.41	46	16	39.1	DN	4.8 ELK PARK	AK	17.8	WY	f 10.51	f 8.24				2.30	8.45	3.40		
	7.00	1.55	12.35			238 10.42	9.52	44		44.1		5.0 TRASK		12.8		f 235 10.42	8.14				2.08	8.28	3.18		
	7.15Am	2.10Pm	1.00Am		f	10.51	f 10.02		412	47.8	DN R	3.7 WOODVILLE	MA	9.1	CWY	f 10.35	f 8.02				2.00Am	8.15Am	3.10Pm		
						11.04	10.20		44	52.7	D	4.9 MOUNTAIN JUNCTION	CN	4.2	W	10.14	7.46								
									56.1	D	3.4 N. P. CROSSING. (Interlocked)		0.8												
						11.20Am	10.45Pm		56.9	DN R	0.8 BUTTE	DU	.0	CWtyo	10.00Am	7.30Pm									
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily									Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily			
	675	671	433		235	237									238	236				434	672	676			
	4.40 10.2	5.20 9.0	5.15 9.1		3.13 17.0	3.27 16.4				Time Over District. Average Speed per Hour.						2.26 23.4	2.36 21.9				3.30 13.7	3.35 13.3	3.35 13.3		

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Trains will be handled under control and without regard to making schedule time at all points where land or snow slides or falling rock may be found.

Initial Stations:

Clancy for Nos. 235, 237, 433, 671 and 675.

Butte for Nos. 236, 238.

Woodville for Nos. 434, 672 and 676.

At Moxon, Corbin, Wickes and Wilder, westbound freight trains will take siding for eastbound freight trains. (See General Rule No. 53).

Trains must not follow each other out of stations less than fifteen minutes apart. Operators will so block trains.

Trains between Portal and Amazon, and between Woodville and Butte, are moved by the train staff and automatic block system. Be governed by special instructions.

Eastbound freight trains will stop at Corbin for inspection of wheels. (See General Rule No. 53).

Yard Limits:

Clancy, 1000 feet west of west switch.

Basin, 1000 feet east of east switch and 1000 feet west of west switch.

Butte, 1000 feet east of east switch, Woodville.

THIRD CLASS.				SECOND CLASS.		FIRST CLASS.		Car Capacity of Passing Trucks	Car Capacity of Sidings	Distance From Great Falls.	TIME TABLE No. 78.		Distance From Sweet Grass	Water, Coal, Cross- ings, Wyes, Turn Tables and Scales	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.			
677		361				239					240				362		678					
Local Freight		Mixed.				Passenger									Passenger.		Mixed		Local Freight.			
Leave Tues. Thurs. and Sat.		Leave Tues. Thurs. and Sat.				Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday		Arrive Tues. Thurs. and Sat.		Arrive Monday Wed. and Fri.			
	4.15Am						12.30Pm			.0	DN R..... GREAT FALLS.....PD.	138.88	T	10.00Pm					3.50Pm			
	4.40					f	12.52		35	8.12	 8.12 MANCHESTER.....Spur	130.76	f	9.37					2.45			
	5.10					s	1.02	40	26	12.28	D..... 4.16 VAUGHN.....BY	126.60	s	9.25					2.25			
	6.10					f	678 1.37	55	9	26.01	 14.03 POWER.....	111.97	W	f 8.48					239 1.37			
	6.50					f	2.00	56	8	37.34	 10.43 DUTTON.....	101.54	f	8.23					12.40			
	7.40					s	2.27	60	26	45.19	D..... 7.85 COLLINS.....ON	93.69	W	s 8.05					12.01Pm			
	8.20					f	2.55	56	8	55.37	 10.18 BRADY.....	83.51	f	7.40					11.20			
	9.45					s	3.25	63	156	68.07	D..... 13.30 CONRAD.....RD	70.21	CY	s 7.09					10.45			
										73.17	 4.50 WATER TANK.....	65.71	W									
	10.40					f	3.50	56	8	83.97	 10.80 FOWLER.....	54.91	f	6.30					9.45			
	11.10					f	4.10	57	7	90.84	 6.87 NAISMITH.....	48.04	W	f 6.10					8.55			
	11.55Am						4.30Pm			99.87	DN R..... 9.03 SHELBY.....SI	39.01	J	5.50Pm					8.10Am			

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

	12.25Pm	6.00Pm				5.00Pm			102.58	DN R..... 2.71 VIRDEN.....VR	36.30	WYJ	5.20Pm		4.00Pm		7.45Am			
		f 6.50					57	7	119.82	 17.24 KEVIN.....	19.06	W			f 3.00					
		7.55Pm						20	138.88	D R..... 19.06 SWEET GRASS.....G	.0	W			2.00Pm					
	Arrive Tues. Thurs. and Sat.	Arrive Tues. Thurs. and Sat.				Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday		Leave Tues., Thurs. & Sat.		Leave Monday Wed. and Fri.			
	677	361				239							240		362		678			
	8.10 12.5	1.55 18.0				4.30 22.8				Time Over District. Average Speed Per Hour			4.40 22.0		2.00 18.1		7.30 14.0			

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Trains will be handled under control and without regard to making schedule time at all points where land or snow slides or falling rock may be found.

Initial Stations:

Great Falls for Nos. 239 and 677.
Virden for Nos. 240, 361 and 678.
Sweet Grass for No. 362.

Junction switches at Shelby and Virden must be set for Montana Division and locked.
Junction switches, West Great Falls Yard, must be set for Second District main track and locked.
Between Shelby and Virden trains are handled under telegraph block system.
Yard Limits: Great Falls—1000 feet west of west stock yards switch.

6 WEST BOUND. FIFTH DISTRICT—STOCKETT, SAND COULEE AND NEIHART. EAST BOUND.

THIRD CLASS.	SECOND CLASS.		Car Capacity of Side Tracks.	Distance from Great Falls.	TIME TABLE No. 78.		Distance from Neihart.	Water, Coal, Wye, Turn Tables, and Scales.	SECOND CLASS.		THIRD CLASS.
367		363			IN EFFECT FEBRUARY 9, 1908.				364		
Mixed		Mixed			STATIONS.				Mixed.		
Leave Daily Ex. Sunday		Leave Mon. Wed. and Fri.							Arrive Tues. Thur. and Sat.		
5.30 AM		10.20Am		.0	DN R.....	GREAT FALLS..... PD	66.3	WCTO	1.00 PM		
6.00	f	10.45	27	6.7	6.7 FIELD.....		59.6		f 12.35		
6.30Am	s	11.05	152	10.4	D R.....	3.7 GERBER..... GR	55.9	WJ	s 12.20		
	f	11.30	27	14.2	3.8 SWIFT.....		52.1		f 12.05 PM		
	f	12.05Pm	57	20.9	6.7 WAYNE.....		45.4		f 11.45		
	s	12.35	300	26.3	D R.....	5.4 BELT..... B	40.0	WCTO	s 11.05		
	s	12.50	29	28.1	D.....	1.8 ARMINGTON..... RM	38.2		s 10.30		
	f	1.30	25	39.0	10.9 RICEVILLE.....		27.3	W	f 9.55		
	s	2.05	72	44.0	5.0 B. & M. SIDING.....		22.3	T	s 9.35		
	f	2.20	14	45.8	1.8 LOGGING CREEK SPUR.....		20.5		f 9.20		
	f		3	49.6	3.5 TYLER'S SPUR.....		17.0		f		
	s	.305	72	53.1	D.....	3.8 MONARCH..... MO	13.2	WY	s 8.50		
		4.25 PM	84	66.3	D R.....	13.2 NEIHART..... NI	.0	CWT	8.00 AM		
6.30 AM				10.4	GERBER.....			WJ			
6.45				13.4	3.0 LEWIS.....			J			
7.15 AM			262	18.2	D R.....	4.8 STOCKETT..... S		T			
				13.4	LEWIS.....			J			
			250	15.0	D.....	1.6 SAND COULEE..... SC					
Arrive Daily Ex. Sunday		Arrive Mon. Wed. and Fri.							Leave Tues. Thur. and Sat.		
367		363							364		
1.45 10.4		6.05 10.8			Time Over District Average Speed Per Hour.				5.00 13.3		

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Trains will be handled under control and without regard to making schedule time at all points where land or snow slides or falling rock may be found.

Initial Stations:
Great Falls for Nos. 363 and 367.
Neihart for No. 364.
Junction switch at Gerber must be set for the Neihart line and locked.
Junction switch at Lewis must be set for Stockett line and locked.
Yard Limits: Great Falls—One mile west of west yard switch. Belt.—One thousand feet east of Neihart Lumber Company Spur and 2,500 feet west of material yard switch near Armington stock yards.

DERAILING SWITCHES.

Benton—East End Wool House Track.
Tunis—West End of Industry Track.
Portage—East End of Industry Track.
Black Eagle—Three on Smelter Sky Line.
Flood—Passing Track.
Helena—East End Track No. 10 and Industry Spur.
Clancy—East Lead 200 feet West of East Switch.
Moxon—East End Passing Track.
Corbin—East End of Passing Track.
Portal—East End Industry Track.
Boulder—West End of House Track.
Basin—East End Industry Track and on High Line Spur.
Bernice—East End Industry Track.
Wilder—East End of Passing Track.
Six O'clock Spur—West End.
Mountain Junction—On Rarus Track.
B. & M. Siding—Both Tracks.
Neihart—Florence Mine Spur.
Trains and Engines using these tracks must always expect to find switches set to derail.

TUNNELS.

No. 1—2½ Miles West of Hardy. Height, 18 ft. 4 in.
No. 2—1 Mile West of Mid Canon. Height, 18 ft. 4 in.
No. 3—2½ Miles East of Craig. Height, 17 ft. 8 1-2 in.
No. 4—3 Miles East of Mitchell. Height, 18 ft. 4 1-2 in.
No. 5—¾ Miles East of Mitchell. Height, 17 ft. 6 in.
No. 6—Between Portal and Amazon. Height, 18 ft. 5 in.
No. 7—2 Miles East of Basin. Height, 18 ft. 7 in.
No. 8—½ Mile West of Wilder. Height, 19 ft. 6 in.
No. 9—1¼ Miles West of Wilder. 17 ft. 4 in.
No. 10—2½ Miles West of Woodville. Height, 17 ft. 7 in.
No. 11—1½ Miles East of B. & M. Siding. Height, 22 ft.
No. 12—2 Miles West of Teton. Height 21 ft.
No. 13—½ Miles East of Benton. Height, 21 ft.

SPECIAL RULES—ALL DISTRICTS.

1. Light engines, and engines with cabooses only, will take siding at meeting and passing points.
2. Trains will date from time scheduled to leave initial stations.
3. Trains must have clearance card (form 219) before leaving initial stations.
4. When a freight train is authorized to carry passengers and is running in sections, the last section only will carry passengers.
5. Empty flat and coal cars must be hauled behind loaded cars and empty box, stock and refrigerator cars. Cars of 100,000 pounds capacity must be kept together and next to engine.
6. Standard clocks are at: Havre, Yard office and Passenger depot telegraph office Great Falls, Clancy and Butte.
7. Bulletin Boards are at Havre, Yard office and Passenger depot telegraph office Great Falls, Clancy and Butte.
8. Conductors will inform enginemen when air is not working on all cars in train.
9. Run carefully through tunnels and around heavy curves. Do not exceed six miles an hour over Missouri River Bridge at Great Falls.
10. Cars must not be set on passing track without order from the Superintendent.
11. Enginemen will keep ash pans closed and will not permit fire to be shaken while crossing wooden bridges.
12. Reference Marks: S—Regular Stop; F—Stop on Signal; D—Day Telegraph Office; N—Night Telegraph Office; W—Water; C—Coal; O—Scales; T—Turntable; Y—Wye; R—Register Station.
13. Conductors will register in person, except at Northern Pacific crossing tower at Butte, when they may register by card, unless displaying signals. Conductors will always, in person, register trains displaying signals.
Under no circumstances are first class trains to exceed a speed of forty miles an hour between Havre and Great Falls; forty-five miles an hour between Great Falls and Hardy; forty miles an hour between Hardy and Butte and thirty-five miles an hour between Great Falls and Virden.
Trains will not exceed speed of ten miles an hour over bridges 107, 108 and 109 in Boulder Canon; Bridges 298 and 299 each side of Collins and Bridge 185 just east of Belt.
Between slow boards trains will so proceed as that derailment will not result if track is obstructed.
No freight train on any district or handled by any class of engines will exceed thirty miles an hour; that is, use at least two minutes to each mile.
Trains in which there are loaded ore cars will use at least 2.5 minutes to each mile, and with dead engines with side rods down and with steam shovls three minutes to each mile.
On First District, Class F8—(1100's) and G5—(800's) engines will use not less than three minutes to each mile on freight trains, on stock trains will use not less than 2.5 minutes to each mile between Great Falls and Pacific Junction.
First class trains will use not less than 5 minutes passing through tunnel No. 6; not less than 2 minutes for each mile between Basin and Elk Park and between Woodville and Butte.
Freight trains will use not less than 8 minutes passing through tunnel No. 6 and not less than 3 minutes to each mile between Woodville and Clancy.
Between Great Falls and Shelby Classes G2 and G3—(700's)—engines will not use not less than 2.5 minutes to each mile; Classes G5—(800's and F8—(1100's) engines will not use less than 3.5 minutes to each mile.
On Fifth District, trains will use not less than 3.5 minutes for each mile between Neihart and 5 miles east of Neihart and between B. & M. Siding and 2 miles west of Riceville; over other track, trains will use not less than 3 minutes to each mile.
Conductors as well as enginemen are responsible for compliance with these instructions.

LIST OF SIDINGS AND SPURS THAT DO NOT APPEAR ON TIME TABLE.

NAME	LOCATION	SPUR OR SIDING	CAR CAPACI'TY	SWITCH OPENS	BILLING STATION.	
					EAST	WEST
FIRST DISTRICT.						
Lippard's.....	2 Miles East of Lippard.....	Spur....	4 Cars..	West....		
Big Sandy Pit.....	3 Miles East of Big Sandy.....	Spur....	40 Cars..	West....	Big Sandy.....	Big Sandy.
Mackton Spur.....	1¼ Miles East of Big Sandy.....	Spur....	3 Cars..	East....	Big Sandy.....	Big Sandy
SECOND DISTRICT.						
Wolf Creek Quarry.....	1 Mile West of Wolf Creek.....	Spur....	31 Cars..	East....	Wolf Creek.....	Wolf Creek.
Helena Fair Grounds.....	½ Mile East of Helena.....	Spur....	106 Cars..	West..	Helena.....	Helena.
Kirkendall.....	1 Mile West of Montana City.....	Spur....	27 Cars..	West....	Helena.....	Clancy.
THIRD DISTRICT.						
Sand Spur.....	3 Miles West of Boulder.....	Spur....	8 Cars..	East....	Boulder.....	Basin.
Blomberg's.....	3 Miles West of Bernice.....	Spur....	6 Cars..	West....	Basin.....	Elk Park.
Spur 5.....	3 Miles East of Elk Park.....	Spur....	15 Cars..	East....	Basin.....	Elk Park.
Spur 8.....	2 Miles West of Elk Park.....	Spur....	4 Cars..	West....	Elk Park.....	Woodville
Six O'clock.....	3 Miles West of Woodville.....	Spur....	5 Cars..	West....	Woodville.....	Butte
FOURTH DISTRICT						
McDonough.....	6 Miles West of Vaughn.....	Siding..	136 Cars..		Vaughn.....	Collins.
Mile Post 19.....	7 Miles West of Vaughn.....	Spur....	2 Cars..	West...	Vaughn.....	Collins.
Brady Pit.....	2½ Miles West of Brady.....	Spur....	230 Cars..	East....		
FIFTH DISTRICT.						
Stock Yards.....	1 Mile West of Armington.....	Siding..	47 Cars..		Armington.....	Monarch.
Goodman.....	3 Miles East of Riceville.....	Spur....	14 Cars..	East....	Armington.....	Monarch.
Wellwood.....	4 Miles West of Monarch.....	Spur....	2 Cars..	East....	Monarch.....	Neihart.
Benton's.....	2 Miles East of Neihart.....	Spur....	3 Cars..	West....	Neihart.....	Neihart.
Stainsby.....	1½ Mile East of Stockett.....	Spur....	4 Cars..	East....		Stockett

STATIONS.	Ruling Grade	Class L 2-1800-1844				Class F 8-1140-1196				Class G 5-800-807				Class G 3-720-769				Class G 2-700-719				Class G 1-600-615				Class F 1-500-565				Class D 5-450-476				Class D 2-300-359			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Havre to Benton.	0.6					1800	1620	1440	1260	1800	1620	1440	1260	1600	1440	1300	1170	1500	1350	1200	1050	1400	1275	1150	1100	1200	1075	1025	900	1150	1050	1025	925	950	875	800	725
Benton to Great Falls.....	0.6					1800	1620	1440	1260	1800	1620	1440	1260	1500	1350	1215	1100	1500	1350	1200	1050	1300	1175	1100	1000	1100	975	900	800	1050	1025	1000	950	950	875	800	725
Great Falls to Havre.....	0.6					2000	1800	1400	1400	2000	1800	1600	1400	1750	1575	1420	1280	1700	1530	1360	1190	1600	1450	1375	1250	1400	1275	1225	1100	1350	1225	1175	1150	1100	1000	950	900
Great Falls to Clancy.	0.8					1225	1100	1050	950	1225	1100	1050	950	1125	1025	970	890	1075	975	925	850	975	875	825	750	900	825	775	700								
Clancy to Helena.....	0.1					2300	2200	2075	1950	2300	2200	2075	1950	2050	1900	1710	1540	1650	1500	1425	1300	1550	1450	1325	1200	1475	1325	1250	1125								
Helena to Silver.....	1.1					1150	1075	1025	975	1150	1075	1025	975	1000	900	810	730	900	825	800	725	775	700	675	600	725	650	625	575								
Silver to Great Falls.	0.6					2175	2050	1975	1875	2175	2050	1975	1875	1925	1725	1560	1400	1600	1450	1375	1250	1500	1375	1240	1175	1325	1200	1150	1050								
Clancy to Woodville.	2.2	700	630	570	575	550	500	475	425	575	525	500	450					450	400	375	350	425	375	350	325												
Woodville to Clancy.....	1.0	1600	1440	1295	1165	1200	1075	1025	950	1200	1075	1025	950					1000	900	975	850	825	775	750	725												
Great Falls to Virden.	1.4																	1075	970	860	750	1000	950	900	825	800	750	700	675				600	550	500	425	
Virden to Sweet Grass.....	1.0																				1200	1150	1075	1025	1000	950	900	850					650	600	550	475	
Virden to Great Falls.	1.0																	1190	1070	950	830	1100	1050	975	925	900	850	800	750				675	625	575	500	
Sweet Grass to Virden.....	0.6																																1200	1125	1050	975	
Great Falls to Belt.....	1.5																	900	810	720	630	800	725	700	650	725	650	625	600	700	625	600	575	550	500	475	450
Belt to Monarch.....	1.5																	675	610	540	475												425	400	375	350	
Monarch to Neihart.....	2.5																																	200	175	150	125
Neihart to Wayne.	1.2																	675	610	540	475					550	495	440	385				425	385	340	300	
Wayne to Great Falls.....	1.0																	1600	1440	1280	1120	1500	1350	1300	1200	1350	1225	1175	1125	1300	1200	1150	1100	1100	900	850	825

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

Chief Train Dispatcher may increase or decrease above rating as necessary.
The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.
Average weights of empty cars will be estimated as follows when not marked:

Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 feet.....	12 Tons
Box Cars, 34 feet.....	13 Tons
Box Cars, 36 foot.....	16 Tons
Box Cars, 40 foot.....	17 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerators.....	20 Tons
Furniture, 30 to 40 foot.....	17 Tons
Furniture, 40 to 50 foot.....	19 Tons
Caboose, 8-wheel.....	17 Tons
Caboose, 4-wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons

Flat Cars, 40 foot.....	12 Tons
Coal Cars.....	12 Tons
Gondola Cars.....	13 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank (empty).....	30 Tons
Standard Engine and Tank.....	81 Tons
Small Mogul Engine and Tank.....	102 Tons
Large Mogul Engine and Tank.....	108 Tons
Consolidation Engine and Tank.....	111 Tons
Mail.....	25 Tons
Baggage.....	30 Tons
Coaches, 8-wheel.....	30 Tons
Coaches, 12-wheel.....	35 Tons
Dining Cars.....	40 Tons
Sleeping Cars.....	41 Tons
Ore Cars, Steel.....	18 Tons
Ore Cars, Wooden.....	15 Tons

Yardmasters will make up trains in accordance with the foregoing instructions.

COMPANY SURGEONS.

J. A. QUINN, Chief Surgeon,	St. Paul
A. F. LONGEWAY, Surgeon,	Great Falls
J. S. ALMAS, Surgeon; D. S. McKINZIE, Surgeon,	Havre
W. C. RIDDELL, Surgeon,	Helena
A. L. WARD, Surgeon,	Boulder
EARLE STRAIN, Oculist,	Great Falls
J. W. CHAMBERLAIN, Ophthalmic Surgeon,	St. Paul
T. J. MURRAY, Surgeon,	Butte
W. F. PATTERSON, Surgeon,	Belt
X. L. ANTHONY, Surgeon,	Stockett
D. E. RAINSVILLE, Surgeon,	Basin

TIME INSPECTORS.

W. E. CHAMBERLAIN, Great Falls.
C. B. JAQUEMAN, Helena.
LEYS, Jewelers, Butte.

J. H. MAYER, Dispatcher.
O. C. NELSON, Dispatcher.
T. J. MURPHY, Asst. Chief Dispatcher.
F. H. EISENHARD, Chief Dispatcher.
C. F. MURPHY, Assistant Superintendent.



**GREAT
NORTHERN
RAILWAY**
and Connections.

DOUBLE TRACK
PROPOSED LINE