

GREAT NORTHERN RAILWAY LINE

BUTTE DIVISION

TIME TABLE No. 3.

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

MOUNTAIN STANDARD TIME.

SUNDAY, FEB. 21, 1909.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

M. NICHOLSON, Superintendent.

R. W. BRYAN, General Superintendent.

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

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

2 WEST BOUND.

FIRST DISTRICT—PACIFIC JUNCTION AND GREAT FALLS.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Capacity of Passing Tracks	Car Capacity of Other Tracks	Distance From Pacific Junction.	TIME TABLE No. 3.		Distance From Great Falls.	Water, Coal, Wyes, Turn Tables and Crossings.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
		371		369					IN EFFECT FEB. 21, 1909.						370		372	
		Mixed		Mixed											Mixed		Mixed	
		Leave Daily		Leave Daily					STATIONS.						Arrive Daily		Arrive Daily	
				7.00Am					HAVRE.....						6.00Pm			
TRAINS BETWEEN PACIFIC JUNCTION AND HAVRE WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.																		
				7.15Am		100			PACIFIC JUNCTION.....JN	119.1	Y					5.48Pm		
				f 7.28		63	28	3.4	D.....ASSINNIBOINE.....NS	115.7	W					s 5.35		
				f 7.55		66		10.7	LAREDO.....	108.4						f 5.05		
									WATER TANK.....	102.5	W							
				f 8.35		66		20.6	BOX ELDER.....	98.5						f 4.25		
				f 9.15		58	112	30.7	D.....BIG SANDY.....BS	88.4	WT					s 3.45		
				f 9.40		66		37.0	VERONA.....	82.1						f 3.20		
				f 9.55		66		40.8	CAIRO.....	78.3						f 3.05		
				f 10.12		64	34	45.3	VIRGELLE.....	73.8	W					f 2.48		
				f 10.32		63	33	51.1	BERBER.....	68.0						f 2.28		
				f 10.55		65	33	56.2	LIPPARD.....	62.9	W					f 2.05		
				f 11.15		66		62.0	LOMA.....	57.1						f 1.45		
				f 11.30Am		67	23	66.7	D.....TETON.....X	52.4	CW					f 1.30Pm		
		3.30Pm				66		70.1	LISCUM.....	49.0						f 1.30Pm		
		s 3.45				82	53	74.7	D.....BENTON.....BN	44.4						s 1.15		
		f 4.05				75	110	79.8	KERSHAW.....	39.3						f 12.55		
		f 4.20				66		84.4	TUNIS.....	34.7	W					f 12.40		
		f 4.45				66		90.3	CARTER.....	28.8						f 12.15Pm		
		f 5.05				75		95.4	FLOWEREE.....	23.7						f 11.55		
									WATER TANK.....	22.7	W							
		f 5.40				75		102.9	N.....PORTAGE.....RE	16.2						f 11.25		
								104.9	WATER TANK.....	14.2								
		f 6.10				75		108.3	GOODALE.....	10.8						f 10.55		
		f 6.30				75		113.1	D.....RAINBOW.....OW	6.0	W					f 10.35		
		f 6.35						114.4	GIBSON.....	4.7						f 10.30		
		f 6.45Pm				Yard		119.1	DN R.....GREAT FALLS.....PD		CW TYO						10.15Am	
		Arrive Daily		Arrive Daily											Leave Daily		Leave Daily	
		371		369											370		372	
		3.15 15.0		4.50 13.0					Time Over District. Average Speed Per Hour.						4.30 15.0		3.15 15.0	

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 No. 369.

Liscum for 371.

Great Falls for No. 372.

Teton for No. 370.

No. 372 has right over No. 371.

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 staff system.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.					Car Capacity of Other Tracks	Distance From Great Falls.	TIME TABLE No. 3. IN EFFECT FEB. 21, 1909.		Distance From Clancy.	Water, Coal, Wyes, Turn, Tables and Scales.	FIRST CLASS.				THIRD CLASS.		
675	673		433		235	237						238			236				674	676	434
Through Freight	Local Freight		Time Freight		Passenger	Passenger						Passenger			Passenger				Local Freight	Through Freight	Time Freight.
Leave Daily	Leave Daily		Leave Daily		Leave Daily	Leave Daily						Arrive Daily			Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily
4.00pm	5.00am		9.55am		9.45am	2.45pm				DN R.....GREAT FALLS.....PD	114.8	W TYOC		11.45pm	8.15pm			3.45pm	10.15pm	1.10am	
					9.50	2.50			1.4	JUNCTION.....	113.4	Y		11.35	8.08						
4.40	5.35		10.25		10.00	⁶⁷⁴ 3.05	60		5.7	FLOOD.....	109.1		f	11.23	7.55			²³⁷ 3.05	9.45	12.45	
5.10	6.10		10.55		10.17	3.32	52	8	15.1	ULM.....	99.7	W	f	11.03	7.40			2.30	9.00	12.01am	
5.40	6.35		11.15		10.35	3.45	53	7	22.0	RIVERDALE.....	92.8		f	10.48	7.22			1.55	8.40	11.35	
6.10	7.05		11.40		10.50	3.59	53	40	29.7	DN.....CASCADE.....Q	85.1		s	10.33	7.05			1.25	8.20	11.10	
²³⁸ 6.50	7.30		12.05pm		11.10	4.17	53	7	37.9	HARDY.....	76.9	W	f	10.17	⁶⁷⁵ 6.50			1.00	7.45	10.40	
⁶⁷⁶ 7.15	7.55		⁶⁷⁴ 12.30		11.23	4.35	57		45.6	MID CANON.....	69.2		f	⁴³⁴ 10.02	6.35			⁴³³ 12.30pm	⁶⁷⁵ 7.15	²³⁸ 10.02	
7.50	8.30		12.55		⁶⁷⁴ 11.40	4.55	63	39	52.6	D.....CRAIG.....RA	62.2	W	s	9.48	⁶⁷⁶ 6.20			²³⁵ 11.40	²³⁶ 6.20	9.20	
⁴³⁴ 8.45	9.13		1.25		11.59	5.15	56	49	60.5	DN.....WOLF CREEK.....WC	54.3	CW	s	9.33	6.05			11.10	5.50	⁶⁷⁵ 8.45	
²³⁸ 9.21	9.45		2.05		12.10pm	⁶⁷⁶ 5.26	55	5	64.0	MANILA.....	50.8			⁶⁷⁵ 9.21	5.53			10.35	²³⁷ 5.26	8.35	
9.50	⁶⁷⁴ 10.15		2.50		12.25	²³⁶ 5.45	57	3	69.6	MITCHELL.....	45.2	W	f	9.10	²³⁷ 5.45			⁶⁷³ 10.15	5.05	8.20	
10.30	10.50		3.30		12.41	6.00	55	5	75.9	JOHNS.....	38.9		f	8.58	5.30			9.50	4.50	8.05	
									77.4	WATER TANK.....	37.4	W									
11.16	11.35		⁶⁷⁶ 4.20		12.59	6.15	82	96	82.1	DN.....SILVER.....MN	32.7	Y	s	8.46	5.17			9.25	⁴³³ 4.20	7.35	
11.45	12.01pm		²³⁶ 4.58		1.15	⁴³⁴ 6.33	55	5	91.0	IRON.....	23.8		f	8.28	⁴³³ 4.58			8.30	3.00	²³⁷ 6.33	
									96.2	N. P. CROSSING (Interlocked).....	18.6	X									
									97.0	H. & R. M. CROSSING.....	17.8	X									
12.10am	12.35		5.05		1.28pm	6.45			97.9	RIMINI JUNCTION.....	16.9	J		8.15	4.45			8.05	2.30	5.35	
12.30	1.25		⁴³⁴ 5.30		Runs Via N. P.	Runs Via N. P.		110	98.7	DN R.....HELENA.....HY	16.1	W YOC		Runs Via N. P.	Runs via N. P.			7.50	2.25	⁴³³ 5.30	
					1.30 1.50	6.50pm 7.05				DN R.....HELENA (UNION DEPOT).....HN				8.10 7.55	4.40 4.20						
12.40	1.30		5.35		1.55	7.10			100.6	ROBERT JUNCTION.....	14.2	J		7.50	4.15			7.30	2.15	5.20	
1.00	⁶⁷⁶⁻²³⁵ 2.05		6.05		⁶⁷⁶⁻⁶⁷³ 2.05	7.20	45	15	104.6	EASTON.....	10.2		f	7.40	4.05			7.10	²³⁵⁻⁶⁷³ 2.05	5.10	
1.20	2.30		6.25		2.15	²³⁸ 7.40	71	15	108.7	MONTANA CITY.....	6.1		f	²³⁷ 7.30	3.55			6.50	1.50	4.50	
1.50am	3.15pm		²³⁷⁻²³⁸ 6.55pm		2.30pm	⁴³³ 7.45pm		386	114.8	DN R.....CLANCY.....W		TCW		⁴³³ 7.10pm	3.40pm			6.30am	1.30pm	4.30pm	
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	676	434	
9.30 12.7	10.40 10.0		8.55 12.8		4.45 24.2	4.42 23.8				Time Over District. Average Speed Per Hour.				4.35 25.0	4.10 27.8			8.30 13.4	9.00 12.5	8.20 13.7	

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. 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 instructions of Northern Pacific Railway.

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

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

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

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.				Car Capacity of Side Tracks.	Car Capacity of Main Tracks.	Distance From Clancy.	TIME TABLE No. 3.			Distance From Butte.	Water, Coal, Wyes, Turntables and Scales.	FIRST CLASS.			FIRST CLASS.		THIRD CLASS.		
675	671	433		235	237			IN EFFECT FEB. 21, 1909.				238	236						676	672	434			
Thru Freight	Local Freight	Time Freight		Passenger	Passenger			STATIONS. |				Passenger	Passenger						Through Freight	Local Freight	Time Freight			
Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily							Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily			
2.35Am	5.00Am	237-238 8.00Pm		2.35Pm	433 7.50Pm			.0	DN R.....CLANCY.....W	56.9	CWT	433 7.05Pm	3.35Pm				6.00Am	12 10Pm	4.00Pm					
							3	0.8	ALHAMBRA.....	56.1														
3.05	676 5.40	8.40		3.00	f 8.15	37		4.1	MOXON.....	52.8		6.54	3.25				671 5.40	11.55	3.35					
								5.2	JEFFERSON.....	51.7	f													
3.30	6.10	9.14		434-236 3.15	f 8.30	68	12	6.8	D.....CORBIN.....BI	50.1	W	f 6.45	f 235-434 3.15				5.00	11.45	235-236 3.15					
								8.9	N. P. JUNCTION.....	48.0														
4.05	6.50	9.47		f 3.33	f 8.48	32	7	10.6	WICKES.....	46.3		f 6.35	f 3.00				4.50	11.17	2.45					
4.20	7.10	10.07		f 3.40	f 8.55	77	26	11.7	D.....PORTAL.....NX	45.2	W	f 6.30	2.55				4.40	11.02	2.35					
676 4.30	7.20	10.17		f 3.45	f 9.00	41	8	13.5	N.....AMAZON.....Z	43.4	W	f 6.25	2.50				675 4.30	10.52	2.25					
4.50	7.55	10.54		s 4.02	s 9.17	67	32	19.4	D.....BOULDER.....RO	37.5		s 6.14	s 2.33				3.50	10.12	1.50					
								22.7	BOULDER WYE.....ON	34.2														
				f 4.12	f 9.27			24.0	FULLER.....	32.9		f 6.04	2.20											
5.25	8.40	11.34		s 4.23	s 9.38	62	85	27.1	DN.....BASIN.....SI	29.8	W	s 5.54	s 2.10				3.15	9.25	1.20					
5.45	672 9.05	11.54		f 4.37	f 9.50	72	17	31.1	BERNICE.....	25.8		f 5.42	f 2.00				3.00	671 9.05	1.10					
6.05	9.25	12.14Am		4.49	10.00	40		34.3	WILDER.....	22.6	W	f 5.32	1.50				2.45	8.45	12.58					
6.40	10.03	12.30		f 5.00	f 10.10	68	8	39.1	ELK PARK.....	17.8	WY	f 5.20	f 1.35				2.30	8.30	12.40					
7.00	10.25	12.50		238 5.03	10.20	41		44.1	TRASK.....	12.8		f 5.03	1.22				2.08	8.15	12.25					
7.15Am	11.00Am	1.15Am		s 5.15	s 10.30		412	47.8	DN R.....WOODVILLE.....MA	9.1	CWY	s 5.00	s 1.10				2.00Am	8.00Am	12.15Pm					
				5.30	10.45		44	52.7	D.....MOUNTAIN JUNCTION.....CN	4.2	W	4.44	12.17											
								56.1	D.....N. P. CROSSING. (Interlocked)...	0.8														
				5.45Pm	11.00Pm			56.9	DN R.....BUTTE.....DU	.0	CWtyo	4.30Pm	12.30Pm											
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				676	672	434					
4.40 10.2	6.00 7.9	5.15 9.1		3.15 17.5	3.10 17.8				Time Over District. Average Speed per Hour.			2.35 22.0	3.05 18.6				3.30 13.7	4.10 11.4	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 and 238.

Woodville for Nos. 434, 672 and 676.

At Moxon, Corbin, Wickes, Bernice and Wilder, westbound freight trains will take siding for eastbound freight trains.

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.

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.				TIME TABLE No. 3.				FIRST CLASS.				SECOND CLASS.				THIRD CLASS.			
		677	361			435			239	Car Capacity of Passing Tracks	Car Capacity of Sidings	Distance From Great Falls.	IN EFFECT FEB. 21, 1909.		Distance From Sweet Grass	Water, Coal, Cross- ings, Wyes, Turn Tables and Scales	240			362			678				
		Local Freight	Mixed.			Time Freight.			Passenger				STATIONS.				Passenger.			Mixed			Local Freight.				
		Leave Tues. Thurs. and Sat.	Leave Tues. Thurs. and Sat.			Leave Daily.			Leave Daily								Arrive Daily			Arrive Tues. Thurs. and Sat.			Arrive Monday Wed. and Fri.				
		4.15Am			10.30Am		8.30Pm				.0	DN R.....	GREAT FALLS.....	PD.	138.88	T	9.25Am					4.10Pm					
		4.40			10.55	f	8.45		35	8.12		.....	MANCHESTER.....	Spur	130.76	f	9.05					3.40					
		5.10			11.15	s	8.55	40	26	12.28		D.....	4.16 VAUGHN.....	BY	126.60	s	8.55					3.00					
		6.10			12.25Pm	f	9.30	55	9	26.91		.....	14.63 POWER.....		111.07	W	f	8.25				2.00					
		6.50			678 1.05	f	9.50	56	8	37.34		.....	10.43 DUTTON.....		101.54	f	8.05					1.05					
		240 7.50			1.40	s	10.15	60	26	45.19		D.....	7.85 COLLINS.....	ON	93.69	W	s	677 7.50				12.01Pm					
		8.20			2.20	f	10.45	56	8	55.37		.....	10.18 BRADY.....		83.51	f	7.15					11.20					
		9.45			3.15	s	11.15	63	156	68.67		D.....	13.30 CONRAD.....	RD	70.21	CY	s	6.50				10.45					
										73.17		.....	4.50 WATER TANK.....		65.71	W											
		10.40			4.25	f	11.45	56	8	83.97		.....	10.80 FOWLER.....		54.91	f	6.20					9.45					
		11.10			5.05	f	12.05Am	57	7	90.84		.....	6.87 NAISMITH.....		48.04	W	f	6.05				8.55					
		11.55Am			5.50Pm		12.30Am			90.87		DN R.....	9.03 SHELBY.....	SJ	39.01	J	5.45Am					8.10Am					
TRAINS BETWEEN SHELBY AND VIRDEN WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.																											
		12.25Pm	7.00Am		6.10Pm		1.00Am			102.58	DN R.....	2.71 VIRDEN.....	VR	36.30	WYJ	5.00Am		4.45Am		7.45Am							
			f 7.50					57	7	119.82		.....	17.24 KEVIN.....		19.06	W		f 3.45									
			8.55Am						20	138.88	D R.....	19.06 SWEET GRASS.....	G	.0	W			2.45Am									
		Arrive Tues. Thurs. and Sat.	Arrive Tues. Thurs. and Sat.		Arrive Daily.		Arrive Daily									Leave Daily		Leave Tues., Thurs. & Sat.		Leave Monday Wed. and Fri.							
		677	361		435		239									240		362		678							
		8.10 12.5	1.55 18.0		7.40 13.04		4.45 21.4				Time Over District. Average Speed Per Hour					4.35 23.0		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, 677 and 435.
Virden for Nos. 240, 361 and 678.
Sweet Grass for No. 362.
Shelby for Nos. 240 and 678.
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.

THIRD CLASS			SECOND CLASS		FIRST CLASS			Capacity of Passing Tracks, Car Capacity of Other Tracks	Distance from Judith Gap.	TIME TABLE NO. 3. IN EFFECT FEB. 21, 1909.		Distance from Great Falls.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	679		363	435		241				242					364		368	680	
	Local Freight		Mixed	Time Freight		Passenger				Passenger					Mixed		Mixed	Local Freight	
	Leave Daily		Leave Tues., Thurs. and Sat	Leave Daily		Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday					Arrive Mon., Wed. and Fri.		Arrive Daily Ex. Sunday	Arrive Daily	
	6.00Am			11.50Pm		2.30Pm		0.0	DR..... JUDITH GAP..... JU	120.2	WCY	2.54Pm			5.00Pm				
	6.25			12.15Am		2.42	72	24	6.5	 BARROWS	113.7	s 2.42			4.25				
	6.50			12.40		2.55	72	29	12.3	 BUFFALO	107.9	W s 2.28			3.50				
	7.10			1.05		3.03	72	28	18.2	 MENDON	102.0	f 2.15			2.41 3.03				
	7.30			1.25		3.19	72	18	22.8	 HAUCK	97.4	f 2.03			2.50				
	8.15			1.50		3.30	72	42	27.7	D..... HOBSON..... HO	92.5	W s 1.52			2.30				
	8.35			2.15		3.41	72	18	33.1	 MOCCASIN	87.1	f 1.40			2.10				
	8.55			2.40		3.52	72	17	38.4	 BENCHLAND..... DW	81.8	W f 1.29			1.45				
	9.40			3.05		4.05	91	78	44.5	D..... WINDHAM	75.7	s 1.16			2.42 1.16				
	10.30			3.35		4.20	72	42	51.7	D..... STANFORD..... SD	68.5	W s 1.02 12.42			12.15Pm				
	10.50			4.00		4.30	72	18	56.9	 DOVER	63.3	f 12.32			11.35				
	680 11.15			4.25		4.42	72	18	62.4	 MERINO	57.8	s 12.20			679 11.15				
	242 12.08Pm			4.50		4.55	72	30	68.6	 GEYSER	51.6	W s 12.08Pm			10.50				
	12.30			5.20		5.08	72	90	74.7	DN..... SPION KOP..... KO	45.5	Y s 11.54			10.20				
	12.55			5.40		5.21	72	18	81.1	 RAYNSFORD	39.1	W s 11.40			9.35				
	1.15			6.00		5.31	72	30	86.2	 BLYTHE	34.0	f 11.26			8.55				
	1.50	Lv 10.30Am		6.15		5.46		29	92.1	D..... ARMINGTON..... RM	28.1	s 11.10		10.10Am	8.20				
	2.30	s 242 11.05		6.30		5.58	50	250	93.9	DNR..... BELT..... B	26.3	WCTO s 11.05		9.50	7.45				
	3.30	f 680 11.45		7.05		6.16	50	7	99.3	 WAYNE	20.9	10.52		9.27	435 7.05				
	4.10	f 12.05Pm		7.30		6.32	27		106.0	 SWIFT	14.2	10.37		8.57	6.10				
	4.35	s 12.20		364 8.37		6.42	65	87	109.8	DNR..... GERBER..... GR	10.4	WJ s 10.26		435 8.37	6.30Am 5.45				
	4.50	f 12.35		8.50		6.52	27		113.5	 FIELD	6.7	10.15		8.20	6.00 5.25				
	5.25Pm	Ar. 1.00Pm		9.25Am		7.15Pm	Yard.		120.2	DNR..... GREAT FALLS..... PD	0.0	WCTO 10.00Am		8.00Am	5.30Am 5.00Am				
	Arrive Daily.		Arrive Tues. Thur. and Sat.	Arrive Daily.		Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday		Leave Mon. Wed. and Fri.	Leave Daily Ex. Sunday Leave Daily.				
	679		363	435		241						242		364	368 680				
	11.25 10.5		2.30 11.2	9.35 12.5		4.45 25.3			Time Over District Average Speed Per Hour			4.54 24.5		2.10 12.9	1.00 10.4 12.00 10.00				

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.

Junction Switch, Billings Line and Neihart Lines east of Armington will be set and locked for Billings Line.

Junction Switch at Gerber must be set and locked for Billings Line.

YARD LIMITS: Great Falls—One mile east of east yard switch.

Belt—1,000 feet west of Neihart Lumber Co.'s Spur to 2,500 feet east of Material yard switch near Armington Stock Yards.

Initial Stations:

Judith Gap for 241, 435 and 679.

Neihart for 363.

Great Falls for 242, 364, 368, 680.

THIRD CLASS			SECOND CLASS		FIRST CLASS			Car Capacity of Passing Tracks	Car Capacity of Other Tracks	Distance from G. N. Jct.	TIME TABLE NO. 3. IN EFFECT FEB. 21, 1909.			Distance from Judith Gap.	Water, Coal, Wyes, Turns & Tables and Scales.	FIRST CLASS			SECOND CLASS		THIRD CLASS					
	681			435			241											242						682		
	Local Freight			Time Freight			Passenger											Passenger						Local Freight		
	Leave Daily			Leave Daily			Leave Daily Ex. Sunday									STATIONS		Arrive Daily Ex. Sunday.						Arrive Daily.		
	6.30Am			2.45Pm			10.00Am			0.0	DNR.....BILLINGS.....BG	114.4	WCTO		7.05Pm						2.25Pm					
	7.00Am			3.30Pm			10.30Am				DNR.....GREAT NORTHERN JCT.....GN	102.7	J		6.35Pm											
								Yard.		0.5	LAUREL JCT.....	102.2	J								1.55Pm					
	7.25			3.55			10.40	67	17	4.8	HESPER.....	97.9		f	6.25						1.25					
	8.00			4.25			10.51	67	17	10.0	DN.....RIMROCK.....RK	92.7	W	s	6.14						1.00					
	8.25			4.50			11.03	67	17	14.9	SHOREY.....	87.8		f	6.04						12.35					
	9.00			5.15			11.18	67	17	22.2	ACTON.....	80.5		f	5.50						12.05Pm					
	9.30			5.38			11.30	67	17	28.6	COMANCHE.....	74.1	W	f	5.38						241 11.30					
	682 10.45			6.10			11.50Am 12.10Pm	67	17	37.3	D.....BROADVIEW.....BW	65.4		s	5.18						681 10.45					
	11.15			6.35			12.22	67	17	43.1	PAINTED ROBE.....	59.6	W	f	5.04						10.20					
	11.45			7.05			12.35	67	17	49.2	BELMONT.....	53.5		f	4.50						9.55					
	241 12.50Pm			7.35			12.50	67	17	56.7	D.....CUSHMAN.....CN	46.0	W	s	4.31						9.20					
	1.30			7.55			1.04	67	17	63.4	VEBAR.....	39.3		f	4.15						8.55					
	2.10			8.20			1.17	67	17	69.6	FRANKLIN.....	33.1	W	s	4.02						8.30					
	2.50			8.55			1.30	67	17	75.3	WALLUM.....	27.4		f	3.49						8.05					
	242 3.35			9.25			1.45	67	17	82.4	D.....HEDGES.....DG	20.3	W	s	681 3.35						7.35					
	4.10			9.55			2.00	67	17	89.4	BERCAL.....	13.3		f	3.22						7.00					
	5.00			10.25			2.13	67	17	95.8	OXFORD.....	6.9	W	f	3.11						6.30					
	5.30Pm			11.05Pm			2.25Pm	Yard.		102.7	DNR.....JUDITH GAP.....JU	0.0	WCY		2.59Pm						6.00Am					
	Arrive Daily			Arrive Daily			Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday.						Leave Daily					
	681			435			241								242						682					
	11.00 11.0			7.25 13.5			4.25 26.0				Time Over District. Average Speed Per Hour.				4.06 28.0						8.25 12.5					

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

TRAINS BETWEEN GREAT NORTHERN JUNCTION AND BILLINGS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

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.

Trains between Great Northern Junction and Billings and between Laurel Junction and Laurel will be governed by Northern Pacific Time Table.

Switches at Great Northern Junction will be set and locked for Northern Pacific.

Initial Stations:

Billings for Nos. 241, 681 and 435.
Judith Gap for No. 682 and 242.

			Car Capacity of Side Tracks.	Miles from Sand Coulee and Stockett.	TIME TABLE No. 3.		Miles from Gerber.	Water, Coal, Wyes, Turn Tables, and Scales.	THIRD CLASS						Car Capacity of Side Tracks.	Miles from Neihart.	TIME TABLE No. 3.		Distance from Armington.	Water, Coal, Wyes, Turn Tables and Scales.	SECOND CLASS			
					IN EFFECT FEB. 21, 1909.												IN EFFECT FEB. 21, 1909.							
					STATIONS												STATIONS							
					Arrive Daily Ex. Sunday												Lv. Tues., Thurs., Sat.				Arrive Mon., Wed., Fri.			
			250	0.0	D.....SAND COULEE.....SC	4.6	W							Lv 8.00Am	84	0.0	DR.....NEIHART.....NI	38.2	CWT	Ar.1.30Pm				
				1.6	LEWIS.....	3.0	J							8.50	72	13.2	D.....MONARCH.....MO	25.0	WY	12.15Pm				
			262	0.0	DR.....STOCKETT.....S	7.8	TW	Ar.7.15Am							3	17.0	TYLER'S SPUR.....	21.2						
				4.8	LEWIS.....	3.0	JH	6.45						9.20	14	20.5	LOGGING CREEK.....	17.7		11.35				
			152	7.8	DNR.....GERBER.....GR	0.0	J	Lv.6.30Am						9.35	72	22.3	B. & M. SIDING.....	15.9	T	11.20				
														9.55	25	27.3	RICEVILLE.....	10.9	W	10.50				
														Ar 10.25Am	29	38.2	D.....ARMINGTON.....RM	0.0		Lv.10.15Am				
								Leave Daily Ex. Sunday						Ar. Tue. Thurs. and Sat.						Lv. Mon. Wed. and Fri.				
								368						363						364				
								0.45 10.2						2.25 15.8						3.15 11.7				
			Time Over District Average Speed Per Hour												Time Over District Average Speed Per Hour									

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:
Great Falls for Nos. 368 and 364.
Neihart for No. 363.

Junction Switch at Gerber must be set for Billings Line and locked.
Junction Switch at Lewis must be set for Stockett Line and locked.

Yard Limits:—GREAT FALLS—One mile east of east yard switch. BELT—One thousand feet west of Neihart Lumber Company Spur and 2,500 feet east of material yard switch near Armington Stock Yard.

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 on each district.
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 pan 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, including last section of a train.

DERAILING SWITCHES.

Trains and engines using these tracks must always expect to find switches set to derail.

Benton—East End of Wool House Track.	Portal—East End Industry Track.
Tunis—West End of Industry Track.	Boulder—West End of House Track.
Portage—East End of Industry Track.	Basin—East End Industry Track and on High Line Spur.
Black Eagle—Three on Smelter Sky Line.	Bernice—East End Industry Track.
Flood—Passing Track.	Wilder—East End of Passing Track.
Helena—East End Track No. 10 and Industry Spur.	Six O'Clock Spur—West End.
Clancy—East Lead 200 feet West of East Switch.	Mountain Junction—On Rarus Track.
Moxon—East End Passng Track.	B. & M. Siding—Both Tracks.
Corbin—East End of Passing Track.	Neihart—Florence Mne Spur.
Blythe—West End Industry Track.	Oxford—East End Industry Track.
Spion Kop—East End Storage Track.	Bercail—East End Industry Track.
Geyser—West End Industry Track.	Hedges—East End Industry Track.
Merino—East End Industry Track.	Wallum—East End Industry Track.
Dover—West End Industry Track.	Franklin—East End Industry Track.
Stanford—West End Industry Track and Coal Chute Track.	Vebar—East End Industry Track.
Windham—East End Storage Track.	Cushman—West End Industry and on Coal Chute Track.
Moccasin—East End Industry Track.	Painted Robe—West End Industry Track.
Buffalo—West End Industry Track.	Broadview—East End Industry Track.
Barros—West End Industry Track.	Shorey—East End Industry Track.
Judith Gap—East End Industry Track.	Rimrock—East End Industry Track.

TUNNELS.

No. 1—2½ Miles West of Hardy. Heighth, 18 ft. 4 in.	No. 8—½ Mile West of Wilder. Heighth 19 ft. 6 in.
No. 2—Mile West of Mid Canon. Heighth 8 ft. 4 in.	No. 9—1¼ Miles West of Wilder. Heighth 17 ft. 4 in.
No. 3—2½ Miles East of Crag. Heighth 7 ft. 8½ in.	No. 10—2½ Miles West of Wodville. Highth 17 ft. 7 in.
No. 4—3 Miles East of Mitchell. Heighth 18 ft. 4½ in.	No. 11—1½ Miles West of B. & M. Siding. Heighth 22 ft.
No. 5—¾ Mile East of Mitchell. Heighth 17 ft. 6 in.	No. 12—2 Miles West of Teton. Heighth 21 ft.
No. 6—Between Portal and Amazon. Heighth 18 ft. 5 in.	No. 13—½ Mile East of Benton. Heighth 21 ft.
No. 7—2 Miles East of Basin. Heighth 18 ft. 7 in.	
No. Q-1—1½ Miles East of Shorey. Heighth 22 ft.	No. Q-3—2½ Miles West of Windham. Heighth 22 ft.
No. Q-2—1½ Miles West of Painted Robe. Heighth 22 ft.	No. Q-4—1 Mile West of Dover. Heighth 22 ft.

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 that derailment will not result if track is obstructed.

No freight train on any district 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 or with steam shovels, 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, and 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 five minutes passing through tunnel No. 6; not less than two minutes for each mile between Basin and Elk Park and between Woodville and Butte.

Freight trains will use not less than eight minutes passing through tunnel No. 6, and not less than three minutes to each mile between Woodville and Clancy.

Between Great Falls and Shelby Classes G2 and G3—(700's)—engines will not use 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 not use less than 3.5 minutes for each mile between Neihart and five miles east of Neihart and between B. & M. Siding and 2 miles west of Riceville; over other track, trains will use not less than three 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.

FIRST DISTRICT

NAME	LOCATION	Spur or Siding	Car Capacity	Switch Opens	BILLING STATION	
					East	West
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 West of Riceville.....	Spur ..	14 Cars..	East	Armington.....	Monarch.....
Wellwood.....	4 Miles East of Monarch.....	Spur ..	2 Cars..	East	Monarch.....	Neihart.....
Benton's.....	2 Miles West of Neihart.....	Spur ..	3 Cars..	West....	Neihart.....	Neihart.....
Stainsby.....	1½ Miles West of Stockett.....	Spur ..	4 Cars..	East ....	.....	Stockett.....
Long's Spur.....	2.7 Miles East of Merino.....	Spur ..	10 Cars..	West....	Stanford.....	Armington.....

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

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	860	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
Belt to Spion Kop.....	1.0	.....	.....	.....	.....	1200	1075	1025	950	.....	.....	.....	.....	.....	.....	.....	.....	1000	600	975	850	.....	.....	.....	.....	725	650	625	575	.....	.....	.....	.....	.....	.....	.....	.....
Spion Kop to G. N. Jet.....	0.6	.....	.....	.....	.....	1800	1620	1440	1260	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1050	.....	.....	.....	.....	1200	1075	1025	900	.....	.....	.....	.....	.....	.....	.....	.....
G. N. Jet. to Belt.....	0.6	.....	.....	.....	.....	1800	1620	1440	1260	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1050	.....	.....	.....	.....	1200	1075	1025	900	.....	.....	.....	.....	.....	.....	.....	.....
.....																																					

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

TIME INSPECTORS.

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

DISPATCHERS.

A. N. BROWN,	O. C. NELSON,
J. H. MAYER,	J. D. POUNDSTONE,
T. J. MURPHY,	F. H. EISENHARD
F. F. SMALL, Asst. Chief Dispatcher,	
J. W. HYNDMAN, Chief Dispatcher.	
J. J. MACKEY, Trainmaster.	
C. F. MURPHY, Assistant Superintendent.	

and Connections

