



BUTTE DIVISION

TIME TABLE No. 33

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

SUNDAY, JANUARY 7, 1934.

T. F. DIXON, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD				FIRST SUBDIVISION—WILLISTON AND GLASGOW														EASTWARD												
THIRD CLASS		SECOND CLASS				FIRST CLASS			Car Capacity		Station Numbers		Time Table No. 33		SIGNALS.		FIRST CLASS			THIRD CLASS										
663		461		459		447		27		223		1		Effective January 7, 1934				2		28		224		664						
Local		Freight		Freight		Freight		Fast Mail		Passenger		Passenger		STATIONS		Telegraph Call		Passenger		Fast Mail		Passenger		Local						
Mon., Wed. and Fri.		Daily		Daily		Daily		Daily		Ex. Sunday		Daily				Distance from Chicago		Daily		Daily		Daily Ex. Sunday		Tues., Thurs. and Sat.						
L	4.00am	L	4.30am	L	9.00am	L	1.00am	L	10.05am	L	6.20am	L	12.55am	Yard	1754	647	WILLISTON.....	WN	166.41	RKDN	WCX	A	223 6.15am	A	10.10am	A	9.50am	A	6.00am	
	4.20		4.50		9.20		1.20		10.15		6.32		1.05				7.25 TODD.....		149.19				6.04		9.59		9.25		5.30	
	4.40		5.10		9.30		1.35		10.21		6.42		1.11	W129	16	659	6.27 TRENTON.....	ON	144.42	D	P		5.57		9.52		9.14		5.15	
	5.00		5.30		9.50		2.00		10.32		6.57		1.22		35	668	6.37 FT. BUFORD.....	BU	135.55		P		5.46		9.40		8.56		4.50	
	5.39		5.50		10.05		2.20		10.39		7.10		1.29		133	91	676	6.55 SNOWDEN.....	SN	130.49	DN	PWYX	6.39		9.32		8.44		4.30	
	6.00		6.10		10.20		2.35		10.46		7.18		1.36		128	8	681	6.56 LAKESIDE.....		124.78		P		5.31		9.24		8.23		3.50
	7.00		6.30		10.38		2.50		10.54		7.40		1.44		175	164	685	6.57 BAINVILLE.....	B	118.31	KDN	PWCYX	5.23		9.15		8.13		3.30	
	7.20		6.55		11.00		3.35		11.02		7.50		1.53		168	12	692	6.58 LANARK.....		111.50		P		5.15		9.05		7.48		2.35
	7.50		7.38		11.40		4.00		11.12		8.05		2.03		106	86	699	6.59 CULBERTSON.....	CU	104.04	D	P		5.06		8.55		7.38		2.15
	8.15		8.00		12.10am		4.15		11.18		8.15		2.09		109	4	705	7.00 BLAIR.....		98.54		PW		4.59		8.46		7.24		1.45
	8.41		8.10		12.25		4.30		11.23		8.22		2.14		70		708	7.01 FORT KIPP.....		94.41		P		4.54		8.41		7.17		1.30
	8.55		8.20		12.40		4.48		11.29		8.35		2.20		72	5	714	7.02 CALAIS.....		89.50		P		4.48		8.35		7.10		1.15
	9.30		8.35		12.55		5.05		11.35		8.46		2.26		75	723	71.55	7.03 BROCKTON.....	BR	84.32	DN	PWCX	4.42		8.28		7.02		12.55	
	9.50		9.00		1.10		5.25		11.44		8.58		2.35		70	10	729	7.04 SPROLE.....		77.37		P		4.33		8.19		6.47		12.05am
	10.30		9.30		1.25		5.45		11.51		9.20		2.42		85	733	84.57	7.05 POPLAR.....	PO	70.84	D	P		4.25		8.10		6.37		11.45
	10.50		9.55		1.40		6.13		11.59		9.34		2.50		129	17	741	7.06 CHELSEA.....		82.90		P		4.16		8.00		6.19		10.50
	11.05		10.20		2.00		6.30		12.08am		9.50		3.00		129	24	748	7.07 MACON.....		85.07		P		4.06		7.49		6.09		10.30
	11.50		10.40		2.15		6.45		12.16		10.10		3.08		129	293	753	7.08 WOLF POINT.....	WO	49.56	DN	PWX	3.58		7.40		6.00		10.10	
	12.10am		11.00		2.35		7.05		12.23		10.18		3.16		70	8	759	7.09 LOHMEYER.....		48.57		P		3.50		7.29		5.42		9.15
	12.30		11.20		2.50		7.22		12.30		10.29		3.23		103	38	765	7.10 OSWEGO.....	GO	38.27	D	P		3.43		7.22		5.35		9.00
	1.00		11.40		3.30		7.40		12.39		10.45		3.34		129	21	772	7.11 FRAZER.....	FR	30.58	D	PW		3.34		7.12		5.23		8.40
	1.15		11.59		3.55		8.10		12.45		10.53		3.43		130	11	777	7.12 KINTYRE.....		28.55		P		3.28		7.05		5.11		8.10
	1.30		12.15am		4.15		8.35		12.52		11.02		3.51		129	8	783	7.13 WHOTA.....		19.92		P		3.21		6.58		5.03		7.55
	2.15		12.35		4.55		8.50		12.58		11.20		3.59		129	50	789	7.14 NAWAUA.....	NA	14.20	D	P		3.14		6.50		4.55		7.40
	2.40		12.55		5.35		9.25		1.09		11.30		4.10		129	18	797	7.15 WHATELY.....		6.71		P		3.04		6.40		4.40		7.20
A	3.00am	A	1.15am	A	6.00am	A	10.00am	A	1.20am	A	11.40am	A	4.20am		129	357	803	7.16 GLASGOW.....	GW		RKDN	PWCYX	L	2.55am	L	6.30am	L	4.30am	L	7.00am
11.0		8.45		9.00		9.00		3.15		5.20		3.25		Time Over Subdivision									3.20		3.40		5.20			11.00
14.2		17.9		17.4		17.4		48.0		29.3		45.7		Average Speed Per Hour									46.8		42.7		29.3			14.2

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.

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.

Supplementing Rule 509 (b), when stopped by a STOP AND PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end and under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block.

Nos. 1 and 2 stop on flag at Wolf Point to pick up or discharge passengers to or from Great Falls and points south thereof.

Maximum Speed		Passenger	Freight
Williston and Glasgow.....	60 miles per hour	35 miles per hour	20 miles per hour
Engines backing up.....	20 miles per hour		

WESTWARD					SECOND SUBDIVISION—GLASGOW AND HAVRE														EASTWARD 3				
THIRD CLASS		SECOND CLASS.			FIRST CLASS.			Car Capacity	Ridge Other Tracks	Station Numbers	Distance from Glasgow	Time Table No. 33 Effective January 7, 1934	Telegraph Call	Distance from Havre	SIGNS	FIRST CLASS.			THIRD CLASS				
665	459	447	461	223	1	27	28									224	2	666					
Local	Freight	Freight	Freight	Passenger	Passenger	Fast Mail	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Fast Mail	Passenger	Passenger	Local	Mon. Wed. and Fri.							
Tues., Thurs. and Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
L 4.30am	L 4.40pm	L 10.15am	L 1.40pm	L 12.05pm	L 4.25pm	L 1.25pm	665 W122	461 W122	461 W122	249 W122	857	803	GLASGOW.....	GW	152.97	RKONP Y WCX A	6.25am	6.25am	2.50am	A 3.50pm			
4.40	5.00	10.25	1.55	12.12	4.32	1.31	70	9	806	4.78	4.78	PAISLEY.....	MA	148.24	P	6.18	f 3.51	2.43	3.35				
5.00	5.20	10.50	2.34	12.24	4.41	1.40	88	15	815	11.76	7.03 TAMPICO.....	MA	141.31	D P	6.09	s 3.37	2.34	461 2.34	3.20				
5.15	5.35	11.00	2.50	12.32	4.48	1.46	71	28	820	17.04	5.29 VANDALIA.....	VA	135.93	P	6.03	s 3.25	2.28	461 2.28	3.05				
5.52	5.55	11.39	3.23	12.47	4.59	1.57	127 W115	30	833	25.52	8.79 HINDSDALE.....	HD	127.14	DNP W	6.52	s 3.10	2.17	665 2.17	2.45				
6.15	6.15	12.10pm	3.40	1.00	5.09	2.07	71	15	837	24.04	8.31 BEAVERTON.....		118.98	P	5.42	s 2.53	2.07	27 2.07	2.25				
6.45	6.30	12.30	3.50	1.15	5.15	2.13	W 93	112	842	38.58	8.56 ASHFIELD.....	BF	116.30	KDNP CYX	5.35	s 2.45	1.54	665 1.54	2.10				
7.00	6.50	12.40	4.02	1.27	5.25	2.22	71	3	853	45.46	8.59 ASHFIELD.....		107.81	P	5.25	f 2.22	1.45	223 1.27	2.23				
7.20	7.15	1.00	4.15	1.42	5.35	2.31	1100 W 89	115	850	52.90	8.75 BOWDOIN.....	BO	99.08	KD P Y	5.13	s 2.12	1.35	447 1.00	2.25				
7.35	7.35	1.30	4.30	1.58	5.43	2.40	70	10	853	50.74	8.75 STRATYER.....		93.28	P	5.05	f 1.58	1.27	223 1.27	12.35				
8.15	7.55	1.49	4.57	2.20	5.51	2.47	88	120	859	55.60	8.36 MALTA.....	MF	87.87	DNP W	4.57	s 1.49	1.20	461 1.20	12.20pm				
8.30	8.10	2.05	5.30	2.28	5.57	2.53	70	14	874	70.39	4.79 EXETER.....		82.58	P	4.50	f 1.27	1.14	447 1.14	11.45				
9.15	8.45	2.38	6.03	2.38	6.03	2.59	142 W130	55	880	75.18	4.79 WAGNER.....	WA	77.79	D P WC X	4.44	s 1.21	1.08	447 1.08	11.30				
9.45	9.05	2.50	6.20	2.50	6.14	3.09	90	84	886	83.04	7.59 DOBSON.....	DN	69.02	DNP	4.35	s 1.10	12.59	7.59 12.59	10.50				
10.00	9.30	3.15	6.35	2.58	6.22	3.15	129	4	892	88.78	5.69 HARO.....		64.24	P	4.28	f12.56	12.52	6.69 12.52	10.25				
10.15	9.55	3.30	6.45	3.07	6.28	3.21	89	28	896	93.18	4.42 COBURG.....		59.83	P	4.22	*12.50	12.46	4.42 12.46	10.15				
10.30	10.15	3.52	6.56	3.17	6.35	3.27	89 W 99	26	901	96.85	4.31 SAVOY.....	S	54.61	D P W	4.15	*12.40	12.39	4.31 12.39	9.55				
10.45	10.35	4.30	7.10	3.26	6.43	3.35	89	8	907	104.61	4.35 MATADOR.....		48.80	P	4.07	f12.30	12.31	4.35 12.31	9.35				
11.30	11.00	4.55	7.22	3.50	6.51	3.42	89 W 99	62	913	110.19	4.55 HARLEM.....	HM	43.78	D P	4.00	*12.20	12.24	4.55 12.24	9.20				
12.03pm	11.25	5.15	7.35	4.00	6.59	3.50	89	16	919	116.51	4.52 PORT BELKNAP.....		39.46	P	3.50	f12.03pm	12.16	4.52 12.16	8.50				
12.20	11.40	5.35	7.50	4.10	7.07	3.57	87	27	925	122.04	4.53 ZURICH.....	Z	30.98	D P W	3.34	*11.56	12.09	4.53 12.09	8.35				
12.30	12.04am	5.50	8.15	4.16	7.12	4.02	89	20	929	125.71	4.57 NORTH FORK.....		27.35	P	3.27	f11.48	12.04am	4.59 12.04am	8.15				
1.30	12.35	6.05	8.40	4.35	7.20	4.09	1115 W 72	227	935	131.29	4.59 CHINOOK.....	CK	21.68	DNP Y	3.18	*11.40	11.57	4.59 11.57	7.20				
1.40	12.45	6.15	8.58	4.41	7.26	4.15	68		939	135.78	4.44 ADAMS.....		17.24	P	3.08	f11.24	11.52	4.44 11.52	6.45				
1.50	12.55	6.30	9.20	4.50	7.31	4.20	19		943	139.31	4.55 LOHMAN.....		13.66	I P	3.02	*11.19	11.48	4.55 11.48	6.35				
2.05	1.10	6.50	9.40	5.00	7.40	4.29			949	145.02	4.71 TOLEDO.....		6.95		2.52	11.10	11.39	4.71 11.39	6.20				
A 2.30pm	A 1.40am	A 7.15pm	A 10.00am	A 5.15pm	A 7.50am	A 4.40am	Yard	2011	955	152.97	4.55 HAVRE.....	HV		RKDN WC OX L	2.40am	L 11.00am	L 11.30pm	4.55 11.30pm	L 6.00am				
10.00 15.2	9.00 17.0	9.00 17.0	8.20 18.8	5.10 29.5	3.25 44.7	3.15 47.0											3.45 40.7	5.05 30.0	3.20 45.8	9.50 15.5			

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, S-1, S-2, Q-1, and Q-2 engines will not exceed 20 miles per hour and Class R engines 5 miles per hour over Bridge 469 just West of Malta.

Tenth Subdivision main track parallels Second Subdivision main track on north side for 9320 feet West of Saco Station. Crossover at each end. Second Subdivision trains may use Tenth Subdivision parallel main track as an Eastward Siding, protecting against Tenth Subdivision trains.

Supplementing Rule 509 (b), when stopped by a STOP AND PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block.

Nos. 1 and 2 stop on flag at Malta and Chinook to pick up or discharge passengers to or from Great Falls and points south thereof.

Maximum Speed

Glasgow and Havre..... 60 miles per hour

Engines backing up..... 20 miles per hour

Passengers 60 miles per hour

Freight 35 miles per hour

20 miles per hour

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, S-1, S-2, Q-1, and Q-2 engines will not exceed 20 miles per hour and Class R engines 5 miles per hour over Bridge 469 just West of Malta.

Tenth Subdivision main track parallels Second Subdivision main track on north side for 9320 feet West of Saco Station. Crossover at each end. Second Subdivision trains may use Tenth Subdivision parallel main track as an Eastward Siding, protecting against Tenth Subdivision trains.

Supplementing Rule 509 (b), when stopped by a STOP AND PROCEED signal, engineers and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL indication, Rule 601 (b), and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block.

Nos. 1 and 2 stop on flag at Malta and Chinook to pick up or discharge passengers to or from Great Falls and points south thereof.

Maximum Speed

	Passengers	Freight
Glasgow and Havre.....	60 miles per hour	35 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

4 WESTWARD.										THIRD SUBDIVISION—HAVRE AND GREAT FALLS.										EASTWARD.									
THIRD CLASS		FIRST CLASS					Car Capacity		Time Table No. 33 Effective January 7, 1934	STATIONS	Telegraph Code	Distance from Great Falls	SIGNS	FIRST CLASS					SECOND CLASS				THIRD CLASS						
	657		223	1	235	27	Siding	Other Tracks						Station Numbers	Distance from Havre	28	224	236	2		460	472	428	446	658				
	Local	Passenger	Passenger	Passenger	Fast Mail											Freight	Freight	Freight	Freight	Local									
	Mon., Wed. Fri.	Daily Ex. Sun.	Daily	Daily	Daily									Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Tue., Thur. Sat.									
	L 6:00am	L 5:30am	L 235 8:00am	L 1 8:05am	L 235 4:50am	Yard	2011	956		Double Track	 HAVRE.....	Auto's Ahead Signal	HV	123.24	DNCKOPRWX	A 2:30am	A 10:45am	A 11:00am	A 11:15pm		A 7:30am	A 12:10pm	A 5:05pm	A 10:35pm	A 4:15pm				
	A 6:15am	5:37	A 8:07am	8:12	A 4:57am			961	4.03		 PACIFIC JUNCTION.....			119.21	I PY	L 2:22am	10:38	10:52	L 11:08pm		L 7:15am	L 11:55am	L 4:50pm	10:20pm	L 3:55pm				
		f 5:43		8:18		48		24	7.53		 ASSINNIBOINE.....			115.71	P		f 10:32	10:46											
		s 5:58		f 8:29		51	10	211	14.91		 LAREDO.....		DO	108.33	P		s 10:21	10:34											
		s 6:15		f 8:44		50	23	230	24.73		 BOX ELDER.....		BX	96.61	D P		s 10:05	f 10:18											
		s 6:34		s 9:02		49	110	231	35.55		 BIG SANDY.....		BS	87.69	DPW		s 9:45	s 10:02											
		f 6:44		9:10		50	14	237	40.84		 VERTONA.....			82.40	P		f 9:35	9:50											
		s 7:00		f 9:24		50	25	245	49.44		 VIOUELLE.....			73.80	PW		s 9:24	9:36											
		f 7:12		9:34		Spur	12	251	55.27		 SAYRE.....			67.97	P		f 9:13	9:24											
		f 7:23		9:44		50	13	256	60.29		 LIPPARD.....			62.95	P		f 9:03	9:14											
		s 7:36		f 9:55		49	17	262	66.25		 CHAPPELL.....		CQ	56.99	D P		s 8:52	f 9:02											
		f 7:46		10:03		50	3	267	70.82		 TETON.....			52.43	PCWX		f 8:42	8:52											
		f 7:55		10:11		Spur	9	270	74.17		 LISCUM.....			49.07	P		f 8:35	8:44											
		s 8:07		s 10:23		47	66	275	78.73		 PORT BENTON.....		BN	44.61	DNP		s 8:25	s 8:35											
		f 8:24		10:32				280	83.77		 KERSHAW.....			39.47	P		f 8:14	8:24											
		f 8:35		10:40		40	8	285	88.63		 TUNIS.....			34.71	PW		f 8:05	8:16											
		s 8:47		f 10:50		51	27	291	94.43		 CARTER.....		CA	28.51	D P		s 7:54	f 8:06											
		s 8:58		f 10:59		32	21	296	99.43		 FLOWEREE.....			33.31	P		s 7:45	f 7:57											
		s 9:13		f 11:13		50	16	2103	107.00		 PORTAGE.....		RE	16.34	D P		s 7:31	f 7:43											
		f 9:25		11:23		102	18	2108	113.89		 GOODALE.....			10.66	P		f 7:21	7:32											
		f 9:36		11:33		42	30	2113	117.37		 RAINBOW.....			5.87	PW		f 7:12	7:22											
		A 9:50pm		A 11:45pm		Yard	Yard	2119	123.24		 GREAT FALLS.....		PD		DNKOPRX		L 7:00am	L 7:10pm											
	15 16.1	4.20 28.4	34.07 34.5	3.40 33.9	34.07 34.5						Time Over Subdivision Average Speed Per Hour					30.1	34.5	32.8	34.6	16.1	16.1	16.1	16.1	12.0					

Special Rules.

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

Westward extra trains may use double track in direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

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

Crossover and junction switches at Pacific Junction for Westward trains to Kalispell Division and Westward trains to Third Subdivision electrically controlled from Telegraph Office Havre.

Junction switches at Pacific Junction for Eastward trains from Kalispell Division and from Third Subdivision electrically controlled, operating by contact.

Normal position of switch at East end of Missouri River Bridge No. 755 at Great Falls is for Fifth Subdivision. All trains run carefully through tunnels and points where slides and falling rocks are liable to be encountered.

Maximum Speed

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

WESTWARD.

FOURTH SUBDIVISION—GREAT FALLS AND BUTTE.

EASTWARD. 5

SECOND CLASS.		FIRST CLASS				Car Capacity		Station Number.	Distance from Great Falls	Time Table No. 33		Signs	FIRST CLASS			SECOND CLASS	
373	365	237	235	41		Stations	Other			Effective January 7, 1934	Telegraph Code		238	236	42	374	366
Mixed	Mixed	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Mixed	Mixed
Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily
Ex. Sunday	Ex. Sunday															Ex. Sunday	Ex. Sunday
L 2:15 ³⁵ m	L 7:15 ⁴¹ m	L 5:00 ³⁵ m	L 11:59 ³⁵ m	L 7:05 ³⁵ m	Yard	Yard	Z 110			GREAT FALLS.....	PD 180.74	DNKOPRX	A 2:10 ³⁷³ m	A 6:55 ³⁷³ m	A 11:55 ³⁷³ m	A 10:30 ³⁷⁴ m	A 1:15 ³⁷⁴ m
A 2:18 ³⁵ m	A 7:18 ⁴¹ m	5:03	12:02 ³⁵ m	A 7:08 ³⁵ m					0.68	WEST SIDE JUNCTION.....	GF 169.06	DNCKOPRWXY	2:07	6:51	L 11:52 ³⁷³ m	L 10:27 ³⁷⁴ m	L 1:12 ³⁷⁴ m
		f 5:13	12:10		40		Z 120	4.97	4.20	FLOOD.....	164.77	P	f 1:59	6:43			
		* 5:31	11:24		42	39	Z 130	14.11	9.14	ULM.....	M 155.65	D PW	* 1:43	6:29			
		f 5:44	12:35		35	6	Z 137	20.91	6.80	RIVERDALE.....	148.83	P	f 1:31	6:17			
		* 5:44	12:49		42	59	Z 145	38.59	7.53	CASCADE.....	Q 141.15	D P	* 1:18	5:58			
		f 6:04	1:03		35	6	Z 153	36.81	8.22	HARDY.....	132.93	PW	f 1:03	5:49			
		f 6:19	1:17		42		Z 160	44.64	7.53	MID CANON.....	135.10	P	12:45	5:35			
		* 6:45	1:29		43	39	Z 167	61.64	6.90	CRAIG.....	RA 118.20	D PW	* 12:31	5:22			
		* 6:59	1:43		48	30	Z 175	59.42	8.25	WOLF CREEK.....	WC 110.32	DCPW	* 12:15	5:08			
		f 7:16	1:59		43	8	Z 184	68.62	0.20	SIFREN.....	101.15	PW	11:57	4:50			
		* 7:39	2:19		42	7	Z 197	81.14	12.50	SILVER CITY.....	MN 88.60	D PY	* 11:32	4:28			
		f 7:47	2:27		46	4	Z 201	85.18	4.04	GEARING.....	84.56	P	11:24	4:20			
		f 7:56	2:35		35	8	Z 208	90.16	4.98	IRON.....	79.84	P	11:15	4:10			
								95.23	5.06	N. P. RY. CROSSING.....	74.52	I					
		* 8:10	2:49				Yard	Z 214	97.72	5.80			11:00	3:55			
		f 8:30	3:12						4.70	HELENA.....	HN 73.02	DNCKOPRWXY	* 10:50	3:48			
		f 8:38	3:29				Spur	Z 219	102.51	4.13			10:38	3:30			
		* 8:49	3:33					Z 223	106.63	4.13			10:30	3:23			
		* 8:52	3:37					Z 230	113.15	0.75			* 10:20	3:13			
		f 9:04	3:49					Z 235	117.98	0.75			* 10:17	3:09			
		f 9:09	3:53				80	Z 236	119.03	4.78			10:06	2:58			
		f 9:20	4:02					Z 240	123.39	1.50			* 10:03	2:55			
		f 9:25	4:06					Z 242	124.58	8.77			f 9:53	2:46			
		f 9:30	4:11					Z 244	125.93	1.30			f 9:49	2:42			
		* 9:43	4:25				57	Z 244	125.93	1.30			f 9:44	2:37			
		f 9:55	4:35				80	Z 250	129.32	6.80			* 9:30	2:24			
		* 10:05	4:44				Spur	Z 254	136.43	4.20			f 9:18	2:15			
		10:15	4:54				48	Z 257	139.95	3.53			* 9:09	2:06			
		10:35	5:13				36	Z 261	143.91	3.95			f 8:59	1:57			
		10:43	5:22				42	Z 269	151.95	8.04			f 8:41	1:40			
		10:50	5:29				Spur	Z 277	156.86	4.91			f 8:33	1:32			
		11:02	5:43				45	Z 279	160.31	3.45			f 8:27	1:26			
							Spur	Z 284	165.73	8.42			f 8:11	1:10			
									169.10	3.37							
							Yard	Yard	Z 288	169.74	0.64						
		A 11:15 ³⁵ m	A 5:55 ³⁵ m						0.64	BUTTE.....	DU	DNCKOPRWXY	L 8:00 ³⁷³ m	L 1:00 ³⁷³ m			
10.5	10.5	27.1	28.3	19.5						Time Over Subdivision			27.5	28.6	19.5	19.5	19.5
										Average Speed Per Hour							

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

West Side Junction, located 330 feet West of Great Falls Yard Office. Sixth Subdivision trains departing and arriving Great Falls must approach West Side Junction at restricted speed. Normal position of switch at West Side Junction is for Fourth Subdivision.

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

Whistle signals for tracks with switches controlled from Tower, Northern Pacific Crossing, Helena: Main Line, one long.

Main Street overhead Bridge Helena has restricted clearance for man on top of train.

Register at Helena for trains originating or terminating there.

Passenger trains backing in or out of Helena passenger station will not exceed 10 miles per hour.

Speed restriction within city limits of Helena, 15 miles per hour.

Movement through Tunnel No. 6 governed by automatic block signals. First class trains will use not less than five, freight trains not less than eight minutes through this tunnel.

Special Rules.

Speed restriction over bridges: M, N, O and P engines 20 miles per hour over bridge 754 Great Falls, bridges 21 near Mid Canon and 90 near Clancy; 10 miles per hour over bridges 23 near Mid Canon, 98 near Corbin, 135, near Elk Park, 164 and 186 near Butte.

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

All trains run carefully through tunnels and points where slides and falling rock likely to be encountered.

Maximum Speed

	Passenger	Freight
Great Falls and Clancy.....	45 miles per hour	25 miles per hour
Clancy and Butte.....	40 miles per hour	20 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

6 WESTWARD.

FIFTH SUBDIVISION—MOSSMAIN AND GREAT FALLS.

EASTWARD.

SECOND CLASS		FIRST CLASS		Car Capacity	Stations	Time Table No. 33 Effective January 7, 1934	STATIONS	Signs	FIRST CLASS		SECOND CLASS	
215	41	237							42	238	216	
Mixed	Passenger	Passenger							Passenger	Passenger	Mixed	
Mon., Wed. and Sat.	Daily	Daily							Daily	Daily	Mon., Wed. and Sat.	
L 10:00m				515	2D 237		BILLINGS	BG	DNCKO RWXYIA	7:25m		
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.												
	L 10:38m			70	2D 222		MOSSMAIN	229.74	P R XYA	7:00m		
							Northern Pacific Ry. Jct.	218.79				
	*10:47			50	2D 218	4.04	HBSPER	218.70	P X	* 6:51		
	*10:59			40	2D 213	9.31	RIMROCK	213.43	P W	* 6:41		
	*11:10			60	2D 208	14.23	SHORBY	208.51	P	* 6:33		
	*11:25			80	2D 201	21.40	ACTON	201.28	P	* 6:20		
	*11:37			60	2D 194	27.23	COMANCHE	194.92	P	* 6:09		
	*11:53			50	2D 186	34.34	BRODVIEW	186.35	DNP W	* 5:54		
	*12:05m			40	2D 180	42.38	PAINTED ROBB	180.26	P	* 5:42		
	*12:17			40	2D 174	48.42	BELMONT	174.22	D P	* 5:30		
	*12:32			40	2D 168	55.08	CUSHMAN	168.75	CP WX	* 5:15		
	*12:35					57.28	SLAYTON	165.35		* 5:12		
	*12:46			40	2D 160	58.70	VEBAR	160.04	P	* 5:03		
	*12:59			40	2D 153	59.08	FRANKLIN	153.06	P	* 4:52		
	* 1:11			40	2D 145	74.06	WALLUM	145.05	P	* 4:43		
	* 1:24			40	2D 141	81.07	HEDGESVILLE	141.07	D P W	* 4:33		
	* 1:38			40	2D 135	88.78	NIHILL	135.01	P	* 4:20		
	* 1:51			40	2D 127	95.13	OXFORD	127.41	P	* 4:09		
	* 2:06			50	2D 120	101.95	JUDITH GAP	120.76	DNCPRWXYK	* 3:57		
	* 2:19			50	2D 114	106.01	BARROWS	114.13	P	* 3:44		
	* 2:30			51	2D 108	114.80	BUFFALO	108.44	D P	* 3:34		
	* 2:42			40	2D 102	120.19	MENDON	102.68	P	* 3:24		
	* 2:52			50	2D 97	124.71	HAUCK	97.08	P	* 3:15		
	* 3:05			51	2D 92	129.07	HOBBSON	92.07	D P W	* 3:05		
	* 3:19	L 8:10m		50	2D 87	134.08	MOCCASIN	87.76	DNP XY	* 2:55	A 6:30m	
	* 3:31	* 8:20		50	2D 82	140.43	BENCLAND	82.31	D P	* 2:41	* 6:17	
	* 3:43	* 8:32		50	2D 76	146.54	WINDHAM	76.30	D P	* 2:29	* 6:05	
	* 3:58	* 8:45		50	2D 68	152.70	STANFORD	68.04	D CP WX	* 2:15	* 5:51	
	* 4:09	* 8:54		50	2D 63	159.06	DOVER	63.68	P	* 2:03	* 5:38	
	* 4:20	* 9:03		50	2D 58	164.40	MERINO	58.34	P	* 1:53	* 5:28	
	* 4:32	* 9:15		50	2D 53	170.56	GEYER	53.16	D P W	* 1:42	* 5:16	
	* 4:45	* 9:27		50	2D 45	178.77	SPION KOP	45.07	P Y	* 1:31	* 5:04	
	* 4:58	* 9:39		50	2D 38	182.97	RAYNESFORD	38.77	D P	* 1:19	* 4:51	
	* 5:11	* 9:49		50	2D 34	188.27	BLITHE	34.47	P	* 1:08	* 4:39	
	* 5:23	*10:00		70	2A 28	194.34	ARMINGTON	28.50	D P WX	*12:57	* 4:27	A 8:35m
	* 5:27	*10:03		45	2A 26	196.90	BELT	26.54	D P X	*12:53	* 4:23	* 8:30
	* 5:37	*10:13		40	2A 23	201.13	WAYNE	21.51	P	*12:44	* 4:13	* 8:19
	* 5:44	*10:19	Spur	17	2A 19	204.36	PIPE	19.45		*12:38	* 4:07	* 8:12
	* 5:51	*10:25		50	2A 14	207.40	SWIFT	14.35	P	*12:32	* 4:00	* 8:05
	* 6:02	*10:34		54	2A 10	213.55	GERBER	10.08	P WX	*12:23	* 3:50	* 7:53
	* 6:09	*10:41		57	2A 6	216.33	FIELDS	6.51	P	*12:17	* 3:43	* 7:45
A 3:20m	A 6:25m	A 10:55m	Yard	5	110	223.74	GREAT FALLS	PD	DN KOPRX	L 12:05m	L 2:30m	L 7:30m
1.35	2.45	2.45					Time Over Subdivision					
20.1	28.7	21.9					Average Speed Per Hour					

Special Rules.

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

Register at Judith Gap, Moosmain, Armington and Gerber for trains originating or terminating at these stations.
 Eleventh Subdivision junction switch 1000 feet east of Moosmain.
 Normal position of junction switch at Moosmain is for Northern Pacific main line. Junction switch east of Moosmain, junction switch east of Armington and junction switch at Gerber for Fifth Subdivision.
 All trains run carefully through tunnels and points where slides or falling rocks likely to be encountered.

Maximum Speed.

Passenger	30 miles per hour	Freight	15 miles per hour
Great Falls and Moosmain	45 miles per hour	Engines backing up	15 miles per hour

WESTWARD.

SIXTH SUBDIVISION— WEST SIDE JUNCTION AND SWEET GRASS

EASTWARD. 7

THIRD CLASS			SECOND CLASS			FIRST CLASS			Car Capacity			STATIONS			FIRST CLASS			SECOND CLASS			THIRD CLASS			
681			373		365		41		41		Station Numbers		Time Table No. 33			42			366			682		
Local			Mixed		Mixed		Passenger		Passenger		Distance from Great Falls		Effective January 7, 1934			Passenger			Mixed			Local		
Daily Ex. Sunday			Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday		Daily		Siding		STATIONS			Daily			Daily Ex. Sunday			Daily Ex. Sunday		
			L 2:15pm	L 7:18am			L 7:06am	Yard	Yard			GREAT FALLS.....			PD	138.09	DNKOPRX	A 11:55pm	A 1:16pm	A 10:30pm				
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.																								
			L 2:18pm	L 7:18am			L 7:08am			Z119	.68	WEST SIDE JUNCTION.....			GP	137.41	DNCKOPRWXY	A 11:52pm		A 1:12pm	A 10:27pm			
			f 2:34	7:32			f 7:21	32	4	ZB8	7.82	MANCHESTER.....				130.27	P	f 11:38		12:55	f 10:15			
			* 2:45	A 7:45am			* 7:29	54	19	ZB12	12.10	VAUGHN.....			BY	125.99	DPWXY	* 11:30		L 12:45pm	* 10:05			
			f 3:00				f 7:40	51	6	ZB19	18.79	GORDON.....				119.30	P	f 11:17			f 9:40			
			f 3:08				f 7:46	60		ZB23	22.36	KEX.....				115.78	P	f 11:10			f 9:32			
			A 3:18pm				* 7:53	61	47	ZB27	26.11	POWER.....			PO	111.98	DNWXY	* 11:04		L 9:25pm				
							* 8:14	51	38	ZB37	36.67	DUTTON.....			DU	101.42	D P	* 10:44						
							f 8:20	60	7	ZB40	39.85	ACME.....				98.24	P	f 10:37						
							* 8:29	60	29	ZB43	44.65	COLLINS.....			ON	93.44	DPWX	* 10:29						
							f 8:39	61	6	ZB50	50.10	PERSHING.....				87.99	P	f 10:19						
							* 8:48	51	28	ZB55	54.61	BRADY.....			BA	83.48	D P	* 10:11						
							f 9:00	60	8	ZB61	61.01	WITHEY.....				77.08	P	f 9:59						
							* 9:17	W79	220	ZB69	68.00	CONRAD.....			RD	70.09	DNWXY	* 9:46						
							9:23			71.26		MONTANA WESTERN JCT.....				66.86	P	9:36						
							f 9:28	61	8	ZB74	78.61	BURKE.....				64.48	P	f 9:32						
							* 9:37	60	30	ZB79	78.87	LEDGER.....			FA	59.22	D P	* 9:22						
							* 9:46	60	14	ZB84	83.80	FOWLER.....				54.58	P	* 9:13						
							f 9:59	51	6	ZB91	90.02	NAISMITH.....				48.07	P	f 9:01						
							f 10:08	60	5	ZB95	94.65	ANDALE.....				43.44	P	f 8:53						
L 8:30am							L 10:45am	A 10:20am	60	Yard	1081	90.24	SHELBY.....			SJ	38.85	DNCKOPRWXY	L 8:45pm	A 8:20pm			A 12:01pm	
TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.																								
L 8:40am							L 10:48am				100.73	SWEET GRASS LINE JCT.....				37.36	P		A 8:15pm			A 11:50am		
9:20							11:12	51		ZB114	113.07	ALOE.....				25.02	P		7:47			11:12		
10:00							* 11:35	80	113	ZB120	119.81	KEVIN.....			K	18.78	D P	* 7:32			10:00			
10:45							* 11:59	25	49	ZB130	129.73	SUNBURST.....			SU	8.36	D P X	* 7:09			9:15			
A 11:15am							A 12:20pm	21	101	ZB136	138.09	SWEET GRASS.....			G		DNCPRWXY		L 6:50pm			L 8:00am		
3:35				1:00		20	1:32	3:12				Time Over Subdivision							3:10	1:26	27	1:02	4:01	
14.4				26.1		22.5	24.0	30.7				Average Speed Per Hour							31.6	26.4	25.3	25.2	9.00	

Special Rules—Sixth Subdivision.

Westward trains are superior to eastward trains of same class.
 Register at Vaughn, Power and Conrad for trains originating or terminating at these stations.
 All trains run carefully at points where slides or falling rock likely to be encountered.

Maximum Speed

	Passenger	Freight
West Side Junction and Shelby	40 miles per hour	25 miles per hour
Sweet Grass Line Junction and Sweet Grass	35 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

8 Westward										SEVENTH SUBDIVISION—SNOWDEN AND RICHEY										Eastward									
THIRD CLASS				FIRST CLASS				Car Capacity		Station Numbers	Distance from Snowden	Time Table No. 33				Telegraph Call	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS								
611		613		291		285		Sidings	Other Tracks			Effective January 7, 1934							292	286	610	614							
Local		Local		Passenger		Passenger												Passenger		Passenger		Local		Local					
Wed. and Fri.		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday												Daily Ex. Sunday		Daily Ex. Sunday		Tues. and Thurs.		Daily Ex. Sunday					
		L 7:15am		L 7:20am	189	91	676			SNOWDEN				BN	74.16	R DNPW YX		A 5:20pm		A 3:30pm									
		7:25		7:26		14		2.56		2:56 NOWLE					71.50	P		5:05		2:15									
		7:55		7:35		26	VF 9	9.15		6:59 DOES				D	65.01	D P		4:51		1:50									
	L 11:10am	9:45	L 11:40am	7:45		72	VF 14	14.30		3:15 FAIRVIEW				F	59.86	R D PW CYX	A 8:35am	4:40	A 10:45am	1:00									
	11:21	9:56	11:49	7:53		12	VF 18	18.41		4:11 RIDGELAWN					55.75		8:26	4:26	10:30	12:20									
	614-285 11:49 12:30pm	610 10:15am	614 12:05pm	292-610-614-285 8:05 12:10pm		166	VF 25	24.90		6:39 SIDNEY				SD	49.26	RKD PWYX	L 2:55 8:15pm	4:15pm	2:55-613 10:15am	611-285-291 12:05pm									
TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.																													
	12:55pm		12:20 pm		VF 28	29.08				4:28 NEWLON JCT.					45.08	R P		4:01pm	8:40am										
	1:05		12:23		5	VF 30	30.28			1:20 JENKS					43.88			3:56	8:25										
	1:25		12:35		5	VF 36	35.73			5:45 EPWORTH					38.43			3:45	8:10										
	2:13		12:53		26	VF 42	43.16			7:43 OETTVSBURG					21.00	W		3:29	7:50										
	2:58 3:11		1:13		36	VF 51	50.75			7:50 LAMBERT				RT	23.40	D		3:11	7:30										
	3:40		1:29		41	VF 58	58.23			7:47 ENID				ND	15.93			2:54	7:00										
	4:04		1:39		25	VF 63	63.63			4:39 LANE					11.54			2:44	6:40										
	4:20		1:51		9	VF 67	67.37			4:75 MANROCK					6.79			2:34	6:25										
A 4:40pm			A 2:15pm		69	VF 74	74.16			6:79 RICHEY				RC		R D CY X		L 2:20pm	L 6:00am										
4:40 15.8	3:00 24.4	2:25 25.2	3:00 24.4							Time Over Subdivision Average Speed Per Hour					30 31.3		3:00 24.4	4:45 18.9	2:39 10.9										

Westward										EIGHTH SUBDIVISION—WATFORD CITY AND FAIRVIEW														Eastward			
		THIRD CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Watford City	Time Table No. 33				Telegraph Call	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS								
		611	287	Local	Passenger	Effective January 7, 1934				288	610																
		Local	Passenger	Sideage	Other Trucks			STATIONS							Daily Ex. Sunday	Local	Tues. and Thurs.										
Wed. and Fri.		Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday																		
		L 7:00 ²⁸⁸ am	L 10:10 ²⁸⁷ am	47	45	VG 27				WATFORD CITY	WF	26.29	R D	CYX	A 10:10 ²⁸⁷ am	A 2:50 ²⁸⁸ pm											
		7:40	#10:30		38	VG 29	7.40			ARNEGARD	NE	28.89	D		# 9:50	2:20											
		8:05	#10:43		20	VG 24	12.56			RAWSON	RA	23.63	D W		# 9:39	1:40											
		8:30	#10:55		28	VG 19	17.54			ALEXANDER	A	18.75	D		# 9:27	1:00											
		²⁸⁸ 9:14	#11:08		33	VG 13	23.45			CHARBONNEAU	AU	13.84	D		⁶¹¹ # 9:14	12:28 ⁶¹¹ pm											
		10:05	#11:25		29	VG 6	31.31			CARTWRIGHT	CG	4.98	D		# 8:55	11:55											
		A 10:35 ⁶¹⁰ am	A 11:35 ⁶¹⁰ am		72	VF 14	36.29			FAIRVIEW	F		R DPW	CYX	L 8:40 ²⁸⁷ am	L 11:35 ²⁸⁷ am											
		3:35 10.1	1:25 23.5							Time Over Subdivision Average Speed Per Hour					1:30 24.1	3:15 11.1											

NINTH SUBDIVISION—BAINVILLE AND OPHEIM										Westward	Eastward
SECOND CLASS	225	Car Capacity	Station No.	Time Table No. 33	STATIONS	Telegraph Call	Distance from Opheim	SIGNS	SECOND CLASS	226	
Mixed	Daily Ex. Sunday			Effective January 7, 1934					Mixed	Daily Ex. Sunday	
L 7:50am	E178	164	685		BAINVILLE	B	149.00	RKDNFWC Y X	A 4:46pm		
					10.04 McCABE	MC	185.06	D P			
* 8:40	40	22	VC11	10.04	MOEN		133.35		* 3:55		
* 8:51		7	VC14	14.35	PROID	PD	127.30	D P	* 3:37		
* 9:05		34	VC19	19.30	HOMESTRAD	HO	120.94	D P	* 3:30		
* 9:25		40	VC26	25.05	MEDICINE LAKE	ME	114.98	D PW	* 3:05		
* 9:45		34	VC32	31.02	RBSRYE	RS	107.48	D P	* 2:40		
*10:10		34	VC39	39.12	ANTELOPE	AN	101.30	D P	* 2:15		
*10:35		34	VC45	45.40	PLENTYWOOD	PD	95.30	D PWC Y X	* 1:55		
*11:25	40	59	VC53	53.40	MIDY		86.71		* 1:30		
*11:45		18	VC61	59.50	ARCHER		79.94	P	*12:25		
*12:05pm		24	VC66	65.00	REDSTONE	RD	73.18	D P	*12:05pm		
*12:25		34	VC71	73.42	NAVIO		65.67	P	*11:47		
*12:45		18	VC78	79.03	FLAXVILLE	FX	61.22	D P	*11:25		
* 1:15		34	VC85	85.38	MADOC	MD	56.04	P	*10:45		
* 1:35		34	VC91	90.56	SCOEY	SC	48.63	R D PWC Y X	*10:20		
* 2:35	36	112	VC98	97.97	FOUR BUTTES		40.10	P	* 9:20		
* 3:00		24	VC106	105.51	GLUTEN		34.19		* 9:00		
* 3:18		34	VC112	112.41	PEERLESS	PR	28.50	D P	* 8:40		
* 3:45		34	VC118	118.01	RICHLAND	CA	17.09	D P W	* 7:55		
* 4:20		30	VC129	129.61	GLENTANA	G	7.22	D P	* 7:25		
* 4:55		34	VC139	139.88	OPHEIM	OM		R D PWC Y X	L 7:00am		
A 5:30pm	41	77	VC147	146.00							
9.40 15.1					Time Over Subdivision Average Speed Per Hour				9.45 15.0		

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

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

Passenger
.....20 miles per hour
.....15 miles per hour

Freight
.....20 miles per hour
.....15 miles per hour

TENTH SUBDIVISION—SACO AND HOGELAND										Westward	Eastward
SECOND CLASS	333	Car Capacity	Station No.	Time Table No. 33	STATIONS	Telegraph Call	Distance from Hogeland	SIGNS	SECOND CLASS	334	
Mixed	Tues., Thur. and Sat.			Effective January 7, 1934					Mixed	Tues., Thur. and Sat.	
L 3:00pm		118	842		SACO	SP	78.73	RKDNPCYX	A 11:20am		
* 3:30		18	SH9	8.08	COLE		70.04	PW	*10:30		
* 3:55		23	SH15	15.31	TATTNALL		63.41	P	*10:10		
* 4:35		24	SH26	25.57	WHITEWATER	W	52.88	D P	* 9:40		
* 5:00		19	SH31	31.22	ORDEAN		47.50	P	* 9:15		
* 5:35		34	SH39	39.82	LORING	N	39.90	D P	* 8:50		
* 5:55		18	SH46	45.05	JOSEPH		33.04	P	* 8:30		
* 6:20		27	SH54	54.12	CHAPMAN		24.60	PW	* 8:05		
* 7:05		44	SH67	67.14	TURNER	R	11.58	D P	* 7:25		
A 7:45pm	39	70	SH78	78.72	HOGELAND	X		RD WPCYX	L 6:45am		
4.45 16.5					Time Over Subdivision Average Speed Per Hour				4.35 17.1		

Special Rules—Tenth Subdivision
Westward trains are superior to eastward trains of the same class.
Maximum Speed

Saco and Hogeland.....30 miles per hour
Except between Loring and Chapman.....20 miles per hour
Engines backing up.....15 miles per hour

Passenger
.....20 miles per hour
.....15 miles per hour

Freight
.....25 miles per hour
.....15 miles per hour

ELEVENTH SUBDIVISION—LEWISTOWN AND MOCCASIN.										Westward.	Eastward.			
SECOND CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from Lewistown	Time Table No. 33		Telegraph Calls	Distance from Moccasin	FIRST CLASS		SECOND CLASS	
367		237					Effective January 7, 1934				SIGNS		238	
Mixed		Passenger									Passenger		Mixed	
Daily		Daily					STATIONS				Daily		Daily	
L 12.01 ^{am}		L 7.00 ^{am}	44	117	2F 30		LEWISTOWN	WN	39.95	RDPWCYX	A 6.40 ^{pm}		A 5.25 ^{am}	
*12.15		* 7.10		16	4.55		SCOTT		25.00		* 6.30		* 5.10	
*12.30		* 7.16	22	2F 22	7.48		HANOVER		22.47	DP I	* 6.24		* 5.00	
*12.40		* 7.21	24	2F 20	9.58		KINGSTON		20.82	P	* 6.19		* 4.50	
* 1.05		* 7.34	24	2F 14	15.70		ROSSFORK		14.25	PW	* 6.06		* 4.30	
* 1.30		* 7.48	24	2F 8	22.48		KOLIN		7.43	DP	* 5.52		* 4.10	
A 2.15 ^{am}		A 8.05 ^{am}	50	2Z 2D	27 29.95		MOCCASIN	MC		RDNPYXK	L 6.35 ^{pm}		L 3.45 ^{am}	
2.14 13.4		1.05 27.90					Time Over Subdivision Average Speed Per Hour				1.05 27.90		1.40 18.0	

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.
Speed restriction through Gauntlet over Spring Creek Bridge No. 53 just west of Hanover: Passenger trains 25 miles, freight trains 15 miles per hour.

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

Passenger
.....20 miles per hour
.....15 miles per hour

Freight
.....20 miles per hour
.....15 miles per hour

TWELFTH SUBDIVISION—NEIHART AND ARMINGTON										Westward	Eastward
SECOND CLASS	215	Car Capacity	Station Numbers	Time Table No. 33	STATIONS	Telegraph Call	Distance from Armington	SIGNS	SECOND CLASS	216	
Mixed	Mon., Wed. Sat.			Effective January 7, 1934					Mixed	Mon., Wed. Sat.	
L 11:45am		43	ZA 66		NEIHART	NI	38.88	DTW R	A 11:00am		
					13.09 ST. JOSEPH LEAD CO. SPUR JCT.		25.24				
* 12:24pm		48	ZA 63	13.22	MONARCH	MO	25.11	DY	*10:20		
* 12:49	Spur	6	ZA 46	20.47	LOGGING CREEK		17.86		* 9:45		
* 12:59		30	ZA 44	22.29	ALBRIGHT		16.04	W	* 9:35		
* 1:14		18	ZA 39	27.14	RICEVILLE		11.19		* 9:20		
A 1:49pm	70	37	ZA 28	38.23	ARMINGTON	RM		DRWX	L 8:45am		
2.04 18.37					Time Over Subdivision Average Speed Per Hour				2.15 17.68		

Special Rules—Twelfth Subdivision
Eastward trains are superior to westward trains of the same class.
Normal position of junction switch east of Armington is for Fifth Subdivision.

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

Passenger
.....20 miles per hour
.....10 miles per hour

Freight
.....20 miles per hour
.....10 miles per hour

10 Westward. THIRTEENTH SUBDIVISION—GIFFEN AND GERBER Eastward.

THIRD CLASS		Car Capacity		Station Numbers	Distance from Giffen	Time Table No. 33		Telegraph Code	Distance from Giffen	SIGNS	THIRD CLASS	
721	722					Effective January 7, 1934						
Local Freight		Sidings	Other Tracks			STATIONS					Local Freight	
Tuesday and Friday											Tuesday and Friday	
L 2:00pm	23	76	ZH 22			GIFFEN.....		12.48	ORCW		A 1:30pm	
2:30			ZB 16	5.86		GIFFEN JCT.....		6.03	P		1:00	
2:45			ZA 13	9.37		LEWIS JCT.....		3.11			12:45	
A 3:00pm	84	58	ZA 10	12.48		GERBER.....			PRWX		L 12:30pm	
1.00 12.4						Time Over Subdivision Average Speed Per Hour					1.00 12.4	

Special Rules—Thirteenth Subdivision

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

Normal position of junction switch at Gerber is for Fifth Subdivision.

Deraill switch in main line near west switch Giffen. Normal position open for derail.

Maximum Speed

	Passenger	Freight
Gerber and Giffen.....	20 miles per hour	15 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

Westward. FOURTEENTH SUBDIVISION—VAUGHN AND AUGUSTA. Eastward.

SECOND CLASS				Car Capacity	Station Numbers	Distance from Vaughn	Time Table No. 33			Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS	
	365						Effective January 7, 1934						366	
	Mixed	Daily Ex. Sunday	Sidings				Other Tracks	STATIONS					Mixed	Daily Ex. Sunday
	L 7-47Am	54	10	ZB-13		VAUGHN.....	BY	41.70	DPRWXY	A 12-40Pm				
	f 8-10		35	ZE-9	8.83	SUN RIVER.....		33.87		f 12-14Pm				
	f 8-25		27	ZE-14	13.35	FORT SHAW.....	FS	28.35	DP	f 11-59				
	s 8-45		26	ZE-19	18.97	SIMMS.....	SM	22.73	DPW	*11-40				
	f 9-00	Spur	11	ZE-25	22.90	LOWRY.....		18.80		f 11-25				
	f 9-20		34	ZE-30	29.43	RIEBELING.....		13.28		f 11-05				
	f 9-35	Spur	12	ZE-36	34.35	BICKEL.....		7.35		f 10-50				
	f 9-50			ZE-40	39.54	OILMAN.....		3.16		f 10-35				
	A 10-00Am		51	ZE-42	41.70	AUGUSTA.....	GN		DCPRWY	L 10-25Am				
	2.13 18.7					Time Over Subdivision Average Speed Per Hour				2.15 18.5				

Special Rules—Fourteenth Subdivision

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

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

Maximum Speed

	Passenger	Freight
Vaughn and Augusta.....	20 miles per hour	20 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

Westward. FIFTEENTH SUBDIVISION—POWER AND PENDROY. Eastward.

SECOND CLASS		Car Capacity		Station Numbers	Distance from Power	Time Table No. 33 Effective January 7, 1934		Telegraph Cella	Distance from Pendroy	SIGNS	SECOND CLASS	
373		Sittings	Other Trucks			STATIONS					374	
Mixed				Daily Ex. Sunday								
		Daily Ex. Sunday										
L	3:20pm	51	47	ZB27		POWER.....	PO	51.06	DPRWXY	A	9:20pm	
f	3:35		18	ZG 6	5.72	CORDOVA.....		45.34		f	9:05	
f	3:50		24	ZG12	11.00	CLEIV.....		39.48		f	8:45	
f	4:05		34	ZG17	17.09	SOLE.....		33.97	P	f	8:20	
f	4:20	Spur	14	ZG25	21.17	PLUMB.....		29.89		f	8:06	
*	4:50		55	ZG29	28.65	CHOTEAU.....	CO	22.41	D PW	*	7:45	
f	5:02	Spur	7	ZG35	32.87	CLAUDE.....		18.19		f	7:20	
f	5:20	Spur	8	ZG37	36.83	KOVL.....		14.54		f	7:10	
*	5:40		35	ZG42	42.48	BYNUM.....	BU	8.58	D P W	*	6:55	
A	6:05pm	38	27	ZG51	51.06	PENDROY.....	RY		DCP RWYL	A	6:30pm	
2.45 18.5						Time over Subdivision Average Speed Per Hour				2.50 18.00		

Special Rules—Fifteenth Subdivision

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

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

Maximum Speed

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

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7508, House Colfax 4101.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	1849 Medical Arts Bldg., 9th St. & Nicollet Ave., Minneapolis, Minn.
Dr. J. G. Cunningham.....	Assistant Chief Surgeon.....	Minneapolis, Minn.
Dr. R. B. Richardson.....	Division Surgeon.....	Spokane, Wash.
Dr. Earl Strain.....	Opthalmic Surgeon.....	Great Falls, Mont.
Dr. J. S. Almas.....	Assistant Division Surgeon.....	Havre, Mont.
Dr. D. S. MacKenzie.....	Assistant Division Surgeon.....	Havre, Mont.
Dr. P. W. Briggs.....	Opthalmic Surgeon.....	Havre, Mont.
Dr. P. E. Kane.....	Assistant Division Surgeon.....	Butte, Mont.
Dr. A. W. Morse.....	Opthalmic Surgeon.....	Butte, Mont.
Dr. M. D. Hoyt.....	Assistant Division Surgeon.....	Glasgow, Mont.
Dr. A. N. Smith.....	Alternate Surgeon.....	Glasgow, Mont.

LOCAL SURGEONS

Dr. P. H. O'Malley.....	Chinook	Dr. H. B. Cloud.....	Wolf Point
Dr. C. J. Munch.....	Culbertson	Dr. A. W. Deal.....	Lewistown
Dr. K. Hamilton.....	Dodson	Dr. Fred F. Attix.....	Lewistown
Dr. Carroll M. Lund.....	Fairview	Dr. A. B. Dinmore.....	Stanford
Dr. Chas. Houks.....	Havre	Dr. W. T. Williams.....	Sand Coulee
Dr. W. N. Deatherage.....	Harlem	Dr. H. W. Bateman.....	Choteau
Dr. George W. Setzer.....	Malta	Dr. H. W. Power.....	Conrad
Dr. M. B. Sherrard.....	Opheim	Dr. W. F. Patterson.....	Conrad
Dr. J. C. Storkan.....	Plentywood	Dr. M. D. Riddle.....	Shelby
Dr. C. A. Swanson.....	Poplar	Dr. C. F. Bassov.....	Fort Benton
Dr. E. P. Minnick.....	Saco	Dr. C. J. Brane.....	Great Falls
Dr. T. W. Collinson.....	Scobey	Dr. A. M. McCauley.....	Great Falls
Dr. R. D. Furnish.....	Scobey	Dr. Thomas L. Hawkins.....	Helena
Dr. R. A. Morrill.....	Sidney	Dr. J. L. Tracey.....	Helena
Dr. W. A. McCannell.....	Turner	Dr. C. F. Watkins.....	Billings
Dr. P. O. C. Johnson.....	Wadford City	Dr. E. C. Wal.....	Laurel
Dr. Stephen Adaskavich.....	Wainville	Dr. E. M. Gans.....	Judith Gap
Dr. C. S. Jones.....	Williston		

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

11

MANUAL INTERLOCKING.

Helena.....(gates, one mile east) with N. P. Ry.
Helena.....(tower, 2.5 miles east) with N. P. Ry.
Butte.....(in yard limits) with N. P. Ry.
Shelby.....(in yard limits). See Kallispell Division time table.
Snowden.....2 miles east of on Seventh Subdivision, Drawbridge 12.1.
Fairview.....3 miles east of on Eighth Subdivision, Drawbridge 3.2.

AUTOMATIC INTERLOCKING.

Lohman.....End of double track.
Hanover.....Gauntlet over Bridge 53, with C. M. St. P. & P. Ry.

SEMI-AUTOMATIC INTERLOCKING.

Pacific Junction.

SPECIAL RULES GOVERNING OPERATION OF INTERLOCKING PLANTS.

Rules 671 to 671 (f), inclusive, amended as follows:
Speed of trains through APPROACH and Home Signal and HOME signal zones of an interlocking plant shall not exceed thirty miles per hour. Trains moving against current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour. Conditions may require a further restriction for all trains per special rules. At drawbridges speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.
STANDARD INTERLOCKING RULES 601 to 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING, SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a Home Signal and no immediate conflicting train movement is evident, trainmen shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of one to two minutes. Under ordinary conditions the completion of the return movement should cause HOME signal to indicate "PROCEED." If Home Signal desired does not indicate "PROCEED" and no smash boards are in use, trainmen may flag over the crossing after making certain that conflicting Home Signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of hand release does not clear the proper Home Signal, trainman shall signal his train to proceed over the crossing, after making certain that Home Signals and smash boards on conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper Home Signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if Home Signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that Home Signals and smash boards on conflicting route are in the "NORMAL" position.

TO OPERATE SMASH BOARD MECHANISM BY HAND

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at crossing.

Crank must be inserted in shaft on back of smash board mechanism after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed, small cover must be locked and crank returned to the "RELEASE" box.

TO OPERATE HAND RELEASE

(Lohman, Automatic Interlocking, Second Subdivision).

(Pacific Junction, Semi-Automatic Interlocking, Third Subdivision).

When necessary to hand operate interlocked switches the following will govern:
First—place hand throw lever in position corresponding with switch point. Second—throw selector lever to hand throw position as indicated by arrow on selector cover using reasonable amount of force to complete stroke. Third—when stroke of selector lever completed switch becomes a main line hand throw switch and must be handled accordingly by means of hand throw lever. Fourth—when train movement over hand operated switches completed, switch points and selector lever must be returned to the switch machine position and lever locked.

BRIDGE 53 JUST WEST OF HANOVER, ELEVENTH SUBDIVISION

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

COMBINATION TOLL DRAWBRIDGE 12.1, 2 MILES EAST OF SNOWDEN, SEVENTH SUBDIVISION. COMBINATION TOLL DRAWBRIDGE 3.2, 3 MILES EAST OF FAIRVIEW, EIGHTH SUBDIVISION.

Movement of trains and vehicular traffic over both bridges controlled by signals. Light Type Electric Signals (Rule 501-A) govern train movements. Gates govern vehicular movements. Both operated by electric current handled by tollman from toll cabin located on bridge. When signal indication is PROCEED trains will proceed over bridges at speed of eight miles per hour. Telephones connected with toll cabin located near signals at each end of bridge. In case of signal failure, communicate with tollman and be governed by Rule 509-A.

FOURTH SUBDIVISION, GATE CROSSING WITH N. P. INDUSTRY SPUR, ONE MILE EAST OF HELENA.

Crossing over N. P. industry spur protected with gates. Normal position of gates CLEAR for G. N. trains. When CLEAR trains may proceed over crossing without stopping, but will restrict speed to ten miles per hour from within 500 feet of crossing until passing over same. Gates across G. N. tracks indicate N. P. crew is using the crossing, in which case come to FULL STOP and do not pass over until N. P. crew has restored gates to CLEAR.

FIFTH SUBDIVISION, MOSSMAIN.

G. N. trains entering or leaving Laurel Yard via the N. P. tracks or entering or leaving Mossmain for movement to or from Billings via the connection East of Mossmain Depot will be governed by N. P. Time Table and Special Rules or Instructions thereon.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
Second Subdivision:				Eighth Subdivision:			
Saco Stock Yards.....	1.70 miles west of Saco.....	Both Ends	27 Cars	Hardy Beet Siding.....	1.51 miles east of Fairview.....	Both Ends	21 Cars
Malta Stock Yards.....	2.07 miles east of Malta.....	Both Ends	47 Cars	Ludington Beet Siding.....	2.45 miles east of Ridgelaawn.....	Both Ends	10 Cars
Harlem Stock Yards.....	1.30 miles east of Harlem.....	Both Ends	30 Cars	Tenth Subdivision:			
Sugar Beet Spur.....	3.28 miles west of Harlem.....	West End	16 Cars	Hedges Spur.....	2.62 miles east of Cole.....	West End	2 Cars
Chinook Stock Yard.....	0.42 miles east of Chinook.....	Wye Conn.	54 Cars	Eleventh Subdivision:			
Milk River Const'n Co. Spur.....	2.96 miles west of Chinook.....	East End	4 Cars	Arro Refinery Spur.....	2.73 Miles West of Lewistown.....	East End	78 Cars
Third Subdivision:				Mennonite Spur.....	1.42 Miles West of Kingston.....	West End	6 Cars
Pacific Junction Quarry.....	0.54 Mile West of Pacific Jet.....	West End	26 Cars	Twelfth Subdivision:			
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	2 Cars
Portage Pit.....	1.50 Miles West of Portage.....	East End	120 Cars	Siegling's Spur.....	6.39 Miles East of Armington.....	West End	4 Cars
Fourth Subdivision:				Goodman's Spur No. 1.....	3.42 Miles West of Riceville.....	West End	11 Cars
Tintinger Spur No. 2.....	2.72 Miles East of Hardy.....	East End	31 Cars	Tyler's Spur.....	3.83 Miles West of Monarch.....	West End	2 Cars
Tintinger Siding No. 1.....	1.97 Miles East of Hardy.....	Both Ends	40 Cars	Wellwood Spur.....	5.67 Miles East of Monarch.....	West End	3 Cars
Wolf Creek Quarry.....	1.30 Miles West of Wolf Creek.....	East End	60 Cars	Benton Spur.....	1.68 Miles West of Nehart.....	East End	5 Cars
Fair Grounds Spur.....	2.64 Miles East of Helena.....	West End	76 Cars	Florence Mine Spur.....	0.88 Mile West of Nehart.....	West End	4 Cars
Wood Spur No. 8.....	1.33 Miles West of Elk Park.....	West End	4 Cars	Thirteenth Subdivision:			
Fifth Subdivision:				Pearce Spur.....	1.35 Miles East of Gerber.....	West End	71 Cars
Oxford Pit.....	1.04 Miles East of Oxford.....	West End	70 Cars	Brown's Spur.....	4.25 Miles East of Gerber.....	West End	39 Cars
Rocky Spur.....	2.24 Miles West of Buffalo.....	West End	6 Cars	A. C. M. Co. Siding.....	4.91 Miles East of Gerber.....	Both Ends	85 Cars
Hobson Pit.....	2.65 Miles West of Hobson.....	East End	62 Cars	Curran's Spur.....	4.91 Miles East of Gerber.....	West End	21 Cars
Sixth Subdivision:				Tiger Butte Spur.....	5.00 Miles East of Gerber.....	West End	2 Cars
Sterling Oil Refining Co. Spur.....	2.40 Miles West of Collins.....	East End	10 Cars	Stainsby Spur.....	5.57 Miles East of Gerber.....	West End	9 Cars
Brady Pit.....	3.01 Miles East of Withey.....	East End	112 Cars	Giffen No. 2 Spur.....	Starts from East End Giffen Yard.....	West End	1 1/2 Miles Long
Pondara Pipe Line Spur.....	2.97 Miles East of Conrad.....	East End	37 Cars	Sand Coulee Spur.....	Starts at Lewis Jet.....	West End	1 Mile Long
Conrad Refining Co.....	1.45 Miles East of Conrad.....	East End	11 Cars	Great Falls Brick and Tile Co. No. 1 Spur.....	Off of Sand Coulee Spur.....	West End	30 Cars
Texas Pipe Line Spur.....	1.76 Miles East of Conrad.....	East End	26 Cars	Great Falls Brick and Tile Co. No. 2 Spur.....	End of Sand Coulee Spur.....	West End	3 Cars
Kevin Pit.....	0.53 Miles East of Kevin.....	East End	80 Cars	Lavin Spur.....	1 Mile East of Lewis Jet.....	West End	6 Cars
Ohio Oil Co. Siding.....	1.03 Miles East of Sunburst.....	Both Ends	48 Cars	Fourteenth Subdivision:			
International Refinery Siding.....	0.61 Mile East of Sunburst.....	Both Ends	99 Cars	Bradford Spur.....	0.80 Mile East of Sun River.....	East End	42 Cars
Seventh Subdivision:				Fifteenth Subdivision:			
State Line Beet Spur.....	3.87 miles east of Dore.....	West End	3 Cars	Hobson Elevator Spur.....	3.92 Miles East of Choteau.....	East End	7 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
P. W. DOLES, Chief Dispatcher

H. M. SHAPLEIGH, Trainmaster

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

C. E. DICKINSON, Trainmaster

J. E. OBRIEN, Trainmaster



