



**BUTTE DIVISION**

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**TIME TABLE No. 34**

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

**SUNDAY, OCTOBER 14, 1934.**

T. F. DIXON, SuperIntendent.

J. B. SMITH, General SuperIntendent Transportation.

J. H. O'NEILL, General Man

2 WESTWARD

FIRST SUBDIVISION—WILLISTON AND GLASGOW

EASTWARD

THIRD CLASS				SECOND CLASS			FIRST CLASS			Time Table No. 34 Effective October 14, 1934				FIRST CLASS			THIRD CLASS						
663				461	459	447	27	223	1	STATIONS				2	28	224	664						
Mon., Wed. and Fri.				Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	SIGNALS				Daily	Daily	Daily Ex. Sunday	Tues., Thurs. and Sat.						
L.	L.	L.	L.	L.	L.	L.	L.	L.	Yard	1754	647	Williston	WN	186.61	RKDN WCX	A	6.15	A	2.10	A	9.40	A	6.00
4.40	5.10	9.30	1.35	10.21	6.45	1.11	10.21	6.45	1.11	10.21	6.45	1.11	ON	144.42	D P	5.57	1.52	9.14	5.15				
5.00	5.30	9.50	2.00	10.32	7.01	1.22	10.32	7.01	1.22	10.32	7.01	1.22	BU	155.55	P	5.46	1.40	8.56	4.50				
5.39	5.50	10.05	2.20	10.39	7.18	1.29	10.39	7.18	1.29	10.39	7.18	1.29	SN	130.48	DN PWX	5.39	1.32	8.44	4.30				
6.00	6.10	10.20	2.35	10.46	7.27	1.36	10.46	7.27	1.36	10.46	7.27	1.36		124.78	P	5.31	1.24	8.23	3.50				
7.00	6.30	10.38	2.50	10.54	7.52	1.44	10.54	7.52	1.44	10.54	7.52	1.44	B	118.81	XDN PW CYX	6.23	1.16	8.13	3.30				
7.20	6.55	11.00	3.35	11.02	8.02	1.53	11.02	8.02	1.53	11.02	8.02	1.53		111.80	P	6.15	1.05	7.48	2.35				
7.50	7.38	11.40	4.00	11.12	8.22	2.03	11.12	8.22	2.03	11.12	8.22	2.03	CU	104.04	D P	6.06	12.55	7.38	2.15				
8.30	8.00	12.10	4.15	11.18	8.30	2.09	11.18	8.30	2.09	11.18	8.30	2.09		98.54	PW	5.59	12.46	7.24	1.45				
9.05	8.20	12.35	4.48	11.29	8.47	2.20	11.29	8.47	2.20	11.29	8.47	2.20		89.60	P	4.48	12.35	7.10	1.15				
9.30	8.35	12.55	5.05	11.35	8.58	2.26	11.35	8.58	2.26	11.35	8.58	2.26	BB	84.58	DN PW CX	4.43	12.28	7.02	12.55				
9.50	9.00	1.10	5.25	11.44	9.09	2.35	11.44	9.09	2.35	11.44	9.09	2.35		77.27	P	4.33	12.18	6.47	12.19				
10.30	9.30	1.25	5.45	11.51	9.32	2.42	11.51	9.32	2.42	11.51	9.32	2.42	PO	70.84	D P	4.26	12.10	6.37	11.45				
10.50	9.55	1.40	6.13	11.59	9.42	2.50	11.59	9.42	2.50	11.59	9.42	2.50		68.00	P	4.16	11.59	6.19	11.00				
11.05	10.15	2.00	6.30	12.08	9.52	3.00	12.08	9.52	3.00	12.08	9.52	3.00		59.07	P	4.05	11.49	6.09	10.40				
11.40	10.30	2.15	6.45	12.16	10.20	3.08	12.16	10.20	3.08	12.16	10.20	3.08	WD	49.45	DN PWX	3.58	11.40	6.00	10.20				
12.10	10.45	2.35	7.05	12.22	10.28	3.16	12.22	10.28	3.16	12.22	10.28	3.16		43.67	P	3.50	11.29	5.42	9.15				
12.30	11.00	2.50	7.20	12.29	10.38	3.23	12.29	10.38	3.23	12.29	10.38	3.23	GO	38.87	D P	3.43	11.22	5.35	9.00				
1.00	11.20	3.30	7.40	12.37	10.50	3.34	12.37	10.50	3.34	12.37	10.50	3.34	FR	30.58	D PW	3.34	11.12	5.23	8.40				
1.15	11.35	3.55	8.10	12.43	11.05	3.43	12.43	11.05	3.43	12.43	11.05	3.43		25.50	P	3.28	11.05	5.11	8.10				
1.30	11.55	4.15	8.35	12.50	11.20	3.51	12.50	11.20	3.51	12.50	11.20	3.51	F	19.92	DN PY	3.21	10.58	5.03	7.55				
2.15	12.10	4.55	8.50	12.56	11.32	3.59	12.56	11.32	3.59	12.56	11.32	3.59	NA	16.50	D P	3.14	10.50	4.55	7.40				
2.40	12.30	5.35	9.25	1.05	11.45	4.10	1.05	11.45	4.10	1.05	11.45	4.10		8.71	P	3.04	10.40	4.40	7.20				
3.00	1.00	6.00	10.00	1.15	11.55	4.20	1.15	11.55	4.20	1.15	11.55	4.20	GW		RKDN PW CYX	2.55	10.30	4.30	7.00				
11.0 14.2	8.30 13.4	9.00 17.4	9.00 17.4	3.10 49.3	5.35 28.0	3.25 45.7	Time Over Subdivision Average Speed 1 1/2 Hour	3.20 46.8	3.20 42.7	5.10 36.2	11.00 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.

CONDITIONAL STOPS.

Nos. 1 and 2 stop on flag at Wolf Point and Poplar to pick up and discharge revenue passengers to and from points Shelby and west and Minot and east where these trains are scheduled to stop, also at Wolf Point to pick up and discharge revenue passengers to and from Great Falls and points south thereof.

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

Maximum Speed

Williston and Glasgow	Passenger	35 miles per hour
Engines backing up	Freight	20 miles per hour

WESTWARD

SECOND SUBDIVISION—GLASGOW AND HAVRE

EASTWARD 3

THIRD CLASS				SECOND CLASS.				FIRST CLASS.			Car Capacity Sliding Other Trucks	Station Numbers	Distance from Glasgow	Time Table No. 34 Effective October 14, 1914	STATIONS.	Telegraph Call	Distance from Havre	SIGNALS	FIRST CLASS.			THIRD CLASS	
665	459	447	461	223	1	27	28	224	2	666									666	666			
Time, Thurs and Sat.	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Mon., Wed. and Fri.												
L 4:30am	C 4:40am	L 10:25am	L 1:40am	L 12:30pm	L 4:25am	L 1:20am	E 249 W 122	857	803	102.97	..GLASGOW.....	OW	102.97	RKDN P Y WCX	A 4:47am	A 10:25am	A 4:05pm	A 2:50am	A 3:50pm				
4:40	5:00	10:40	1:55	12:28	4:32	1:26	70	9	808	4.73	..PAISLEY.....		148.24	P	10:17	4:35	2:40		3:35				
5:00	5:20	11:00	2:31	12:40	4:41	1:34	88	15	815	11.76	..TAMPICCO.....	MA	141.21	D P	10:07	4:43	2:31		3:20				
5:15	5:35	11:15	2:50	12:48	4:48	1:40	71	26	820	17.04	..VANDALIA.....	VA	135.93	P	10:01	4:33	2:24		3:05				
5:50	5:55	11:40	3:23	1:03	4:59	1:51	E 137 W 115	80	828	23.53	..HJNSDALE.....	HD	127.14	DNP W	9:49	4:18	2:13		2:45				
6:15	6:15	12:10pm	3:40	1:18	5:09	2:01	71	18	837	34.04	..BEAVERTON.....		118.98	P	9:38	4:03	2:01		2:25				
6:45	6:30	12:30	3:50	1:33	5:15	2:09	W 08	113	842	35.58	..SACO.....	8F	114.89	KDNP CYX	9:32	4:55	1:53		2:10				
7:00	6:50	12:40	4:02	1:43	5:25	2:19	71	8	852	43.48	..ASHFIELD.....		107.61	P	9:21	4:35	1:45		1:43				
7:20	7:15	1:00	4:15	1:55	5:35	2:29	E 106 W 89	118	850	52.99	..BOWDOIN.....	BO	99.98	KD P Y	9:11	4:25	1:35		1:00				
7:35	7:35	1:30	4:30	2:14	5:43	2:38	70	10	863	59.74	..STRATER.....		93.23	P	9:03	4:14	1:27		12:35				
8:15	7:55	2:05	4:55	2:35	5:51	2:47	88	120	869	65.60	..MALTA.....	MF	87.87	DNP W	8:55	4:05	1:20		12:20pm				
8:45	8:10	2:20	5:30	2:43	5:57	2:53	70	14	874	70.89	..EXETER.....		83.88	P	8:45	4:11	1:14		11:45				
9:15	8:45	2:51	6:03	2:51	6:03	2:59	E 142 W 130	55	880	75.18	..WAGNER.....	WA	77.79	D P WC X	8:39	4:34	1:08		11:30				
9:45	9:05	3:15	6:20	3:03	6:14	3:09	90	84	886	83.04	..DODSON.....	DN	69.93	DNP	8:30	4:23	12:59		10:50				
10:00	9:30	3:30	6:35	3:11	6:22	3:16	129	4	892	88.73	..HARO.....		64.24	P	8:22	4:11	12:52		10:25				
10:15	9:55	3:45	6:45	3:19	6:28	3:21	69	28	896	93.13	..COBURG.....		59.82	P	8:16	4:05	12:46		10:15				
10:30	10:15	4:00	6:55	3:28	6:35	3:27	E 89 W 69	28	901	98.36	..SAVOY.....	S	54.61	D P W	8:10	4:55	12:39		9:55				
10:45	10:35	4:30	7:10	3:37	6:43	3:35	69	3	907	104.61	..MATADOR.....		48.96	P	8:02	4:45	12:31		9:35				
11:30	11:00	4:55	7:22	3:50	6:51	3:42	E 59 W 69	62	913	110.19	..HARLEM.....	HM	43.78	DNP	7:55	4:35	12:24		9:20				
12:18pm	11:25	5:15	7:46	4:00	6:59	3:50	69	16	919	118.51	..PORT BELKNAP		35.46	P	7:46	4:18	12:16		8:50				
12:35	11:40	5:35	8:00	4:10	7:07	3:57	87	27	925	122.04	..ZURICH.....	Z	80.98	D P W	7:38	4:10	12:09		8:35				
12:50	12:04pm	5:50	8:15	4:16	7:12	4:02	60	20	929	123.71	..NORTH FORK...		27.26	P	7:30	4:03pm	12:04pm		8:15				
1:30	12:35	6:05	8:40	4:35	7:20	4:09	E 118 W 73	237	935	131.29	..CHINOOK.....	CK	21.68	DNP Y	7:20	4:55	11:57		7:20				
1:40	12:45	6:15	8:58	4:41	7:26	4:15	68		939	135.73	..ADAMS.....		17.24	P	7:04	4:35	11:52		6:45				
1:50	12:55	6:30	9:20	4:50	7:31	4:20		19	943	139.31	..LOHMAN.....		18.66	I P	6:59	4:30	11:48		6:35				
2:05	1:10	6:50	9:40	5:00	7:40	4:29			949	146.02	..TOLEDO.....		6.95		6:50	4:20	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	956	152.97	..HAVRE.....	HV		RKDN WC OX	L 6:40am	L 11:10am	L 11:30pm		6:00am				
10:00 15.2	9:00 17.0	8:50 17.3	8:20 18.3	4:55 31.1	3:25 44.7	3:20 45.9					Time Over Subdivision Average Speed Per Hour				3:45 40.7	4:55 31.1	5:20 45.9		8:50 15.3				

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 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.

CONDITIONAL STOPS

Nos. 1 and 2 stop on flag at Saco and Malta to pick up and discharge revenue passengers to and from points Shelby and west and Minot and east where these trains are scheduled to stop, also at Malta and Chinook to pick up and discharge revenue passengers to and from Great Falls and points south thereof.

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

4 WESTWARD.

THIRD SUBDIVISION—HAVRE AND GREAT FALLS.

EASTWARD.

THIRD CLASS		FIRST CLASS				Car Capacity		STATIONS		FIRST CLASS				SECOND CLASS				THIRD CLASS		
	657	223	1	235	27	Billing	Other Trains	Station Number	Distance from Elvire	28	224	236	2	480	472	428	448	658		
Mon., Wed. Fri.		Daily Ex. Sun.	Daily	Daily	Daily					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Thu., Thur. Sat.		
L 1:35 8:10		L 6:30	L 8:00	L 8:05	L 4:50	Yard 2011	954			HV 123.24	DNCKOPRX	A 6:30	A 10:55	A 10:55	A 11:15	A 7:30	A 12:10	A 6:06	A 10:36	A 4:15
A 8:25		5:37	A 8:07	8:12	A 4:57		961	4.03		119.22	I PY	L 6:22	10:46	10:47	L 11:08	L 7:15	L 11:56	L 4:50	L 10:20	L 3:55
		5:43		8:18		48	24	7.53	3 30	115.71	P		10:40	10:41						
		5:58		8:29		41	16	14.01	7 35	108.23	P		10:26	10:29						
		6:15		8:44		50	23	22.00	9 42	98.51	D P		10:09	10:13						
		6:34		9:02		49	110	38.55	10 52	87.09	DPW		9:50	9:57						
		6:44		9:10		20	14	40.84	5 20	82.40	P		9:40	9:46						
		7:00		9:24		80	28	49.44	5 40	73.80	PW		8:24	9:30						
		7:12		9:34		Spur 12	251	55.27	5 53	67.07	P		9:13	9:20						
		7:23		9:44		50	18	60.29	5 03	62.95	P		9:03	9:11						
		7:36		9:56		49	17	68.28	5 09	56.99	D P		8:52	9:00						
		7:46		10:03		20	3	70.89	4 57	52.43	PCWX		8:42	8:51						
		7:56		10:11		Spur 9	270	74.17	8 33	40.07	P		8:35	8:44						
		8:07		10:23		47	60	78.73	4 58	44.51	DNP		8:26	8:35						
		8:24		10:32		38	280	83.77	5 04	39.47	P		8:14	8:24						
		8:35		10:40		40	8	88.53	4 76	34.71	PW		8:05	8:16						
		8:47		10:50		51	27	94.43	5 09	28.81	D P		7:54	8:05						
		8:58		10:59		22	21	99.43	5 00	23.81	P		7:45	7:57						
		9:13		11:13		50	16	107.00	7 57	16.24	D P		7:31	7:43						
		9:25		11:23		102	18	112.59	5 39	10.65	P		7:21	7:32						
		9:36		11:33		42	30	117.37	4 78	5.87	PW		7:12	7:22						
		A 9:50		A 11:45		Yard Yard	2119	123.24	5 57		BNKOPRX		L 7:00	L 7:10						
16 16.1		4:20 28.4	34.5	3:40 33.6	24.5							30.1	3:55 31.4	3:45 32.5	34.5	16.1	16.1	16.1	16.1	20 12.0

Special Rules.

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

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

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

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

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

Class O-1 and O-4 engines will not exceed 20 miles per hour over bridge No. 659 at Chappell.

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	50 miles per hour	35 miles per hour	35 miles per hour
Engines backing up	20 miles per hour	20 miles per hour	20 miles per hour
Pacific Junction and Great Falls	45 miles per hour	25 miles per hour	25 miles per hour
Engines backing up	15 miles per hour	15 miles per hour	15 miles per hour

WESTWARD.

FOURTH SUBDIVISION - GREAT FALLS AND BUTTE.

EASTWARD. 5

SECOND CLASS.		FIRST CLASS			Ca Capacity	Station Numbers	Distance from Great Falls	Time Table No. 34 Effective October 14, 1914	SIGN	FIRST CLASS			SECOND CLASS			
373	365	237	235	41						238	236	42	374	366		
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday						
L 2:15pm	L 7:15pm	L 5:00pm	L 11:59am	L 7:00am	Yard	Yard	Z 119	..... GREAT FALLS .....	PD	169.74	DNKOPRX	A 2:10pm	A 6:55pm	A 11:55pm	A 10:30pm	A 1:16pm
A 7:10pm	A 7:10pm	5:03	12:02pm	A 7:03am				..... WEST SIDE JUNCTION .....	GP	169.06	DNCKOPRXY	2:07	6:51	L 11:52pm	L 10:27pm	L 1:12pm
		f 5:13	12:10		40	Z 129	4.97	..... FLOOD .....		164.77	P	f 1:59	6:43			
		f 5:31	12:24		42	Z 130	14.11	..... ULM .....	M	155.63	D PW	f 1:43	6:29			
		f 5:44	12:35		35	Z 137	20.91	..... RIVERDALE .....		148.83	P	f 1:31	6:17			
		f 6:04	12:49		42	Z 145	28.59	..... CARCADE .....	Q	141.15	D P	f 1:18	6:04			
		f 6:19	1:03		33	Z 153	36.81	..... HARDY .....		132.93	PW	f 1:03	5:49			
		f 6:33	1:17		42	Z 150	44.04	..... MID CANYON .....		125.10	P	12:45	5:35			
		f 6:45	1:29		43	Z 167	51.54	..... CRAIG .....	RA	118.20	D PW	12:31	5:22			
		f 6:59	1:42		48	Z 175	59.42	..... WOLF CREEK .....	WC	110.32	DCPWX	12:15pm	5:08			
		f 7:16	1:50		48	Z 184	68.63	..... SIEBEN .....		101.12	PW	11:57	4:50			
		f 7:39	2:00		42	Z 197	81.14	..... SILVER CITY .....	MN	88.00	D PY	11:32	4:28			
		f 7:47	2:28		46	Z 201	85.18	..... GEARING .....		84.86	P	11:24	4:20			
		f 7:55	2:36		28	Z 206	90.16	..... IRON .....		79.58	P	11:15	4:10			
		f 8:10	2:50					..... N. P. RY. CROSSING .....		74.58	I					
		8:20	3:00					..... HELENA .....	HN	72.02	DNCOPRWXY	11:00	3:55			
		f 8:30	3:12		Spur	Z 210	102.51	..... FOUR RANGE .....		67.23	P	10:38	3:30			
		f 8:38	3:23			Z 223	106.63	..... MONTANA CITY .....		63.11	P	10:30	3:23			
		f 8:49	3:33		43	Z 229	112.37	..... CLANCY .....	W	57.37	DPW	10:20	3:13			
		f 8:52	3:37			Z 230	113.16	..... ALHAMBRA .....		56.60		10:17	3:09			
		f 9:04	3:49			Z 235	117.03	..... JEFFERSON .....		51.81		10:06	2:58			
		f 9:09	3:53		50	Z 236	119.32	..... CORBIN .....		50.22	PW	10:03	2:55			
		f 9:20	4:02		10	Z 240	123.20	..... WICKES .....		46.45	P	9:53	2:46			
		f 9:25	4:06			Z 242	124.50	..... PORTAL .....		45.19	P	9:49	2:42			
		f 9:30	4:11		57	Z 244	125.23	..... AMAZON .....		43.81	PW	9:44	2:37			
		f 9:43	4:25		50	Z 250	132.33	..... BOULDER .....	RO	37.51	D P	9:30	2:24			
		f 9:55	4:35		Spur	Z 264	136.43	..... FULLER .....		33.31		9:18	2:15			
		10:05	4:44		48	Z 257	139.95	..... BASIN .....	SI	29.79	DCPW	9:09	2:06			
		10:15	4:54		26	Z 261	143.01	..... BERNICE .....		25.83	P	8:59	1:57			
		10:35	5:13		42	Z 260	151.95	..... ELK PARK .....		17.79	PWY	8:41	1:40			
		10:43	5:22		Spur	Z 277	150.89	..... TRASK .....		12.88	P	8:33	1:32			
		10:50	5:29		43	Z 270	160.31	..... WOODVILLE .....		9.42	FY X	8:27	1:25			
		11:02	5:43		Spur	Z 284	153.73	..... MOUNTAIN JUNCTION .....		4.01	X	8:11	1:10			
							160.10	..... N. P. RY. CROSSING .....		0.24	I					
		A 11:15pm	A 5:55pm		Yard	Z 288	159.74	..... BUTTE .....	DE		DNCKOPRWXY	L 8:00am	L 1:00pm			
								..... TIME OVER SUBDIVISION .....				5:10	3:54	19:5	19:5	
								..... AVERAGE SPEED PER HOUR .....				27.5	28.0	19.5	19.5	

Special Rules.

Westward trains are superior to eastward trains of the same class.  
 West Side Junction, located 330 feet West of Great Falls Yard Office. Sixth Subdivision trains departing and arriving Great Falls must approach West Side Junction at restricted speed. Normal position of switch at West Side Junction is for Fourth Subdivision.  
 Normal position of switch at east end of Missouri River Bridge No. 755 Great Falls is for Fifth Subdivision.  
 Whistle signals for tracks with switches controlled from Tower, Northern Pacific Crossing, Helena: Main Line, one long, Main Street overhead Bridge Helena has restricted clearance for man on top of train.  
 Register at Helena for trains originating or terminating there.  
 Passenger trains backing in or out of Helena passenger station will not exceed 10 miles per hour.  
 Speed restriction within city limits of Helena, 15 miles per hour.  
 Movement 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.

Movement of trains through Tunnel No. 6 governed by automatic block signals. Rules 501 to 517 govern.  
 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, 93 near Corbin, 135, near Elk Park, 194 and 166 near Butte.  
 Speed restrictions within Butte city limits: Passenger trains eight, freight trains six miles per hour.  
 All trains run carefully through tunnels and points where slides and falling rock likely to be encountered.

Maximum Speed

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

6 WESTWARD.

FIFTH SUBDIVISION—MOSSMAIN AND GREAT FALLS.

EASTWARD.

SECOND CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from Mossmain	STATIONS	Distance from Great Falls	SIGNALS	FIRST CLASS		SECOND CLASS	
215	41	239	42							240	216		
Mon., Wed. and Sat.	Daily	Daily	Daily	Daily	Daily	Mon., Wed. and Sat.							
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RAILWAY TIME TABLE.													
L 10:00am				518	ZD 237		BILLINGS	BG	DNCKO RWXY		7:25am		
	L 10:38am				70	ZD 222	MOSSMAIN						A 7:00am
							Northern Pacific Ry. Jct.						
	*10:47			50	28	ZD 218	HESPER	HR		P	X		* 6:51
	*10:59			49	26	ZD 213	RIMROCK			P	W		* 6:41
	*11:10			50		ZD 208	SHOREY			P			* 6:33
	*11:25			80	19	ZD 201	ACTON			P			* 6:20
	*11:37			80	27	ZD 194	COMANCHE			P			* 6:09
	*11:53			80	43	ZD 186	BROADVIEW	BW		DNP	W		* 5:54
	*12:05am			49	14	ZD 180	PAINTED ROBE			P			* 5:43
	*12:17			49	18	ZD 174	BELMONT	BM		D	P		* 5:30
	*12:33			49	23	ZD 166	CUSHMAN	CN		CP	WX		* 5:15
	*12:35						SLAYTON	SN					* 5:12
	*12:46			49	13	ZD 159	VEBAR			P			* 5:03
	*12:59			49	18	ZD 153	FRANKLIN			P			* 4:52
	* 1:11			49	18	ZD 148	WALLUM			P			* 4:43
	* 1:24			49	27	ZD 141	HRDOESVILLE	DG		D	P	W	* 4:33
	* 1:38			49	13	ZD 133	NIHILL			P			* 4:20
	* 1:51			49	13	ZD 127	OXFORD			P			* 4:09
	* 2:06			56	185	ZD 120	JUDITH GAP	JU		DNCPRWXYK			* 3:57
	* 2:19			50	17	ZD 114	BARROWS			P			* 3:44
	* 2:30			81	32	ZD 108	BUFFALO	BO		D	P		* 3:34
	* 2:42			49	25	ZD 102	MENDON			P			* 3:24
	* 2:52			80	16	ZD 97	HAUCK			P			* 3:15
	* 3:05			61	85	ZD 92	HOBSON	HO		D	P	W	* 3:05
	* 3:19	L 8:10am		80	92	ZD 87	MOCASIN	MC		DNP	XY		* 2:55
	* 3:31	* 8:20		50	45	ZD 82	BENCHLAND	BD		D	P		* 2:41
	* 3:43	* 8:32		68	44	ZD 76	WINDHAM	WD		D	P		* 2:29
	* 3:58	* 8:45		80	81	ZD 68	STANFORD	SD		D	CP	WX	* 2:15
	* 4:09	* 8:54		80	12	ZD 63	DOVER			P			* 2:03
	* 4:20	* 9:03		80	13	ZD 58	MERINGO			P			* 1:53
	* 4:32	* 9:15		50	33	ZD 53	OEYSER	OY		D	P	W	* 1:42
	* 4:45	* 9:27		80	20	ZD 45	SPION KOP			P		Y	* 1:31
	* 4:58	* 9:39		80	17	ZD 39	RAYNESFORD	RF		D	P		* 1:19
	* 5:11	* 9:49		80	21	ZD 34	BLYTHE			P			* 1:08
	* 5:23	* 10:00		70	37	ZA 28	ARMINGTON	RM		D	P	WX	* 12:57
	* 5:37	* 10:03		46	46	ZA 16	BELT	B		D	P	X	* 12:53
	* 5:51	* 10:13		49	14	ZA 23	WAYNE			P			* 12:44
	* 6:04	* 10:19		Spur	17	ZA 19	PIFE						* 12:38
	* 6:17	* 10:25		50	18	ZA 14	SWIFT			P			* 12:32
	* 6:30	* 10:34		84	58	ZA 10	GERBER	GR		P	WX		* 12:23
	* 6:43	* 10:41		87	17	ZA 6	FIELDS			P			* 12:17
A 3:30pm	A 6:25am	A 10:55am		Yard	Yard	Z 119	GREAT FALLS	FD		DY	KOPRX	L 12:05am	L 2:30pm
1:43	7:47	2:45					Time Over Subdivision					1:05	25.2
20.1	28.7	31.9					Average Speed Per Hour					33.1	29.1

Special Rules.

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

Register at Judith Gap, Mocasin, Armington and Gerber for trains originating or terminating at these stations.

Eleventh Subdivision junction switch 1000 feet east of Mocasin

Normal position of junction switch at Mossmain is for Northern Pacific main line. Junction switch east of Mocasin, junction switch east of Armington and junction switch at Gerber for Fifth Subdivision.

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

Maximum Speed.

	Passenger	Freight
Great Falls and Mocasin	45 miles per hour	35 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

SIXTH SUBDIVISION— WEST SIDE JUNCTION AND SWEET GRASS											
WESTWARD.					EASTWARD. 7						
THIRD CLASS		SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS		THIRD CLASS	
681		373 365		41 41		42 42		366 374		682	
Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday	
		L 2:15pm L 7:15am		L 7:00am		L 11:56am		A 1:16pm A 10:40pm			

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

Time Table No. 34 Effective October 14, 1934												
STATIONS												
		GREAT FALLS		PD		138.09		DNCKOPRWXY		A 11:56am		
	L 2:18pm	L 7:18am		L 7:03am		4119	65	WEST SIDE JUNCTION	GP	137.41	DNCKOPRWXY	A 11:52pm
	f 2:34	7:32		f 7:16		32	4	ZD18 7.32		130.27	P	#11:38
	* 2:45	A 7:45am		* 7:24		54	19	ZB12 12.10	BY	125.99	DPWXY	#11:30
	f 3:00			f 7:35		81	6	ZD19 18.79		119.30	P	#11:17
	f 3:08			f 7:41		60		ZB23 22.36		115.73	P	#11:10
	A 3:18pm			* 7:48		51	47	ZD27 26.11	PO	111.98	DNPWXY	#11:04
				* 8:09		81	38	ZB37 36.67	DU	101.42	D P	#10:44
				f 8:16		60	7	ZB40 39.85		98.24	P	#10:37
				* 8:24		60	29	ZB45 44.05	ON	93.44	DPWX	#10:29
				f 8:34		61	6	ZB50 50.10		87.99	P	#10:19
				* 8:43		81	28	ZB55 54.61	BA	83.48	D P	#10:11
				f 8:55		80	8	ZB61 61.01		77.08	P	f 9:59
				* 9:12		W90 K72	223	ZB69 68.00	RD	70.09	DN CWXY	# 9:46
				9:18				71.23		66.86	P	9:36
				f 9:23		61	8	ZB74 73.61		64.48	P	f 9:32
				* 9:32		60	20	ZB79 78.87	FA	59.22	D P	* 9:28
				f 9:41		60	14	ZB84 83.50		54.58	P	* 9:13
				f 9:54		51	6	ZB91 90.02		48.07	P	f 9:01
				#10:03		60	8	ZB95 94.65		43.44	P	f 8:53
L 8:30am				L 10:40am	A 10:15am	80	Yard	1061 99.24	SJ	38.85	DNCKPRWXY	L 8:45pm A 8:30pm

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

L 8:40am				L 10:43am				100.73	SWEET GRASS LINE JCT.	37.86	P	A 8:15pm			A 11:50am
9:20				#11:07		31		ZB114 113.07	A LOE	25.02	P	7:47			#11:07
#10:00				*11:30		80	113	ZB120 119.31	KEVIN	18.78	D P	* 7:32			#10:00
10:45				*11:54		25	40	ZB130 129.73	SUNBURST	8.36	D P X	* 7:09			9:15
A 11:15am				A 12:15pm		21	101	ZB139 138.09	SWEET GRASS		G	L 6:50pm			L 8:00am
3.35 14.4				1.32 24.8				3.12 30.7	Time Over Subdivision Average Speed Per Hour			3.10 31.6			4.01 9.00

**Special Rules.**

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

**Maximum Speed**

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

8 Westward

SEVENTH SUBDIVISION—SNOWDEN AND RICHEY

Eastward

THIRD CLASS		FIRST CLASS		Car Capacity		Stations Numbers	Distance from Snowden	Time Table No. 34			Telegraph Call	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
611	613	291	285	Sliding	Other Tracks			Effective October 14, 1934	292	288				610	614	STATIONS	Daily Ex. Sunday
	L 7.40 <sup>285</sup> am		L 7.30 <sup>613</sup> am	122	91	676											
		7.50			14		2.55										
		8.10			80	VF 9	0.15										
	L 11.10 <sup>285</sup> am	9.45	L 11.50 <sup>613</sup> am		72	VF 14	14.30										
	11.21	9.55	11.59		12	VF 18	18.41										
	12.30 <sup>614-288</sup> pm	A 10.15 <sup>610</sup> am	A 12.15 <sup>614</sup> pm		168	VF 26	24.80										

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

	12.55 <sup>288</sup> pm		12.30 <sup>610</sup> pm		VF 29	29.08											
	1.05		12.33		5	VF 30	30.28										
	1.26		12.45		5	VF 36	35.78										
	2.13		1.03		20	VF 48	42.16										
	3.21		1.23		86	VF 51	50.76										
	3.40		1.39		41	VF 58	58.28										
	4.04		1.49		28	VF 63	63.62										
	4.20		2.01		0	VF 67	67.27										
	A 4.40 <sup>288</sup> pm		A 2.25 <sup>610</sup> pm		00	VF 74	74.18										

Special Rules—Seventh Subdivision.

Westward trains are superior to eastward trains of the same class.  
 Maximum Speed  
 Passenger 30 miles per hour  
 Freight 25 miles per hour  
 Engines backing up 15 miles per hour  
 All trains reduce speed to 8 miles per hour over approaches and draw span of combination toll and draw bridge No. 12.1, two miles west of Snowden.

Westward

EIGHTH SUBDIVISION—WATFORD CITY AND FAIRVIEW

Eastward

THIRD CLASS		FIRST CLASS		Car Capacity		Stations Numbers	Distance from Watford City	Time Table No. 34			Telegraph Call	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
611	613	287	285	Sliding	Other Tracks			Effective October 14, 1934	288	288				610	STATIONS	Daily Ex. Sunday	Daily Ex. Sunday
	L 7.00 <sup>288</sup> am		L 10.20 <sup>610</sup> am	47	45	VO 37											
	7.40		10.40		38	VG 20	7.40										
	8.05		10.53		30	VO 24	13.58										
	8.30		11.05		38	VO 10	17.54										
	8.24 <sup>288</sup>		11.18		33	VO 18	23.43										
	10.05		11.35		20	VO 6	31.31										
	A 10.35 <sup>610</sup> am		A 11.45 <sup>610</sup> am		72	VF 14	36.29										

Special Rules—Eighth Subdivision.

Eastward trains are superior to westward trains of the same class.  
 Maximum Speed  
 Passenger 30 miles per hour  
 Freight 25 miles per hour  
 Engines backing up 15 miles per hour  
 All trains reduce speed to 8 miles per hour over approaches and draw span of combination toll and draw bridge No. 3.2, two miles east of Fairview.



Westward		NINTH SUBDIVISION—BAINVILLE AND OPEHEIM										Eastward	
SECOND CLASS	225	Car Capacity		Station No.	Distance from Bainville	Time Table No. 34 Effective October 14, 1934		Signs	SECOND CLASS	226	Daily Ex. Holiday		
		Sidecar	Other Trucks			STATIONS	Telegraph Calls					Distance from Opeheim	
		Stations	Telegraph Calls			Distance from Opeheim							
	8:00am	173	184	955	BAINVILLE	11	146.00	RKDNPCYX	X	A	4:45pm		
	8:40	40	33	VC01	10.64	MC	136.96	D P			3:55		
	9:15		7	VC04	14.35		132.25				3:37		
	9:55		14	VC10	19.30	FD	127.30	D P			3:30		
	10:25		40	VC26	28.56	HO	120.94	D P			3:05		
	10:45		34	VC32	31.62	ME	114.98	D PW			2:40		
	10:10		24	VC39	39.12	RS	107.48	D P			2:15		
	10:30		24	VC45	43.40	AN	101.20	D P			1:55		
	11:25		40	VC53	63.40	NY	93.20	D PWC Y X			1:30		
	11:45		18	VC61	83.89		85.71				12:25		
	12:05pm		24	VC68	86.65		79.94	P			12:05pm		
	12:25		34	VC71	73.42	RD	73.18	D P			11:47		
	12:45		18	VC78	79.93		66.67	P			11:25		
	1:15		34	VC85	85.38	FX	61.22	D P			11:05		
	1:35		24	VC91	90.59	MD	56.04	P			10:45		
	2:35		35	VC98	97.97	SC	48.63	R D PWC Y X			10:20		
	3:00		24	VC108	106.51		40.10	P			9:20		
	3:18		24	VC112	112.41		34.19				9:00		
	3:45		34	VC118	118.01	PR	28.59	D P			8:40		
	4:20		30	VC129	129.81	CA	17.09	D P W			7:55		
	4:55		34	VC138	139.35	O	7.23	D P			7:25		
	5:30pm		41	VC147	146.00	OM		R D PWC Y X		L	7:00pm		
		Time Over Subdivision Average Speed Per Hour				Passenger 19.45 Freight 15.0							

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

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

Westward		TENTH SUBDIVISION—SACO AND HOGELAND										Eastward	
SECOND CLASS	333	Car Capacity		Station No.	Distance from Saco	Time Table No. 34 Effective October 14, 1934		Signs	SECOND CLASS	334	Daily Ex. Holiday		
		Sidecar	Other Trucks			STATIONS	Telegraph Calls					Distance from Hogeland	
		Stations	Telegraph Calls			Distance from Hogeland							
	9:40am	113	842		SACO	11	78.72	RKDNPCYX	X	A	12:45pm		
	10:40	18	810	4.68	COLE	CO	70.04	D P W X			11:30		
	11:10	33	8116	18.81	TATTNALL		53.41	P			10:40		
	12:10pm	34	8126	26.87	WHITEWATER	W	32.88	D P			10:10		
	12:30	19	8131	31.22	ORDEAN		47.60	P			9:45		
	1:10	34	8139	39.82	LORING	N	39.90	D P			9:20		
	1:45	18	8146	48.68	JOSEPH		33.04	P			8:45		
	2:30	37	8154	54.12	CHAPMAN		24.50	P			8:00		
	3:25	44	8167	67.14	TURNER	R	11.88	D P			7:25		
	4:10pm	39	8170	78.72	HOGELAND	X		RD WPCYX		L	6:45pm		
		Time Over Subdivision Average Speed Per Hour				Passenger 13.1 Freight 8.09							

**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 . . . . . 25 miles per hour  
 Engines backing up . . . . . 10 miles per hour  
 Q-1 and Q-2 engines will not exceed 15 miles per hour between Saco and Cole, and not exceed 10 miles per hour over Beaver Creek bridge No. 2.1 about three miles west of Saco and over Milk River bridge No. 5.6 about one mile east of Cole.  
 These engines not permitted between west yard limit board Cole and Hogeland.

Westward		ELEVENTH SUBDIVISION—LEWISTOWN AND MOCCASIN										Eastward	
SECOND CLASS	367	FIRST CLASS		Car Capacity	Station No.	Distance from Lewistown	Time Table No. 34 Effective October 14, 1934		Signs	FIRST CLASS	SECOND CLASS		
		239	240				368						
		Daily	Daily				Daily	Daily					
	12:01am		7:00am	44	117	ZP 30		LEWISTOWN	WN	29.85	RDPWCKYX	A	6:40pm
	12:16		7:10		16		4.95	SCOTT		28.00			6:10
	12:30		7:16		22	ZP 22	7.48	HANOVER		22.47	DP I		5:00
	12:40		7:21		24	ZP 30	9.93	KINGSTON		20.32	P		4:50
	1:05		7:34		34	ZP 14	15.70	ROSSFORK		14.26	PW		4:30
	1:30		7:48		34	ZP 8	23.43	KOLIN		7.53	DP		4:10
	2:15am		8:05am	40	53	ZD 87	29.04	MOCCASIN	MC		RDPYX	L	3:45pm
		Time Over Subdivision Average Speed Per Hour				Passenger 1.40 Freight 3.16							

**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

Westward		TWELFTH SUBDIVISION—NEIHART AND ARMINGTON										Eastward	
SECOND CLASS	215	Car Capacity		Station No.	Distance from Neihart	Time Table No. 34 Effective October 14, 1934		Signs	SECOND CLASS	216	Daily Ex. Holiday		
		Sidecar	Other Trucks			STATIONS	Telegraph Calls					Distance from Armington	
		Stations	Telegraph Calls			Distance from Armington							
	11:45am		83	2A 66		NEIHART	NT	35.33	D W R		11:00am		
	12:24pm		48	2A 53	13.09	ST. JOSEPH LEAD CO. SPUR JCT.		25.24			10:20		
	12:49	Spor	5	2A 45	26.47	MONARCH	MO	25.31	D Y		9:45		
	1:59		30	2A 44	22.29	LOGGING CREEK		17.88			9:35		
	3:13		13	2A 39	27.14	ALRIGHT		16.04	W		9:30		
	4:49pm		70	3T 2A 25	38.33	RICEVILLE		11.19			9:20		
	5:35pm		70	3T 2A 25	38.33	ARMINGTON	RM		DRWX		8:45pm		
		Time Over Subdivision Average Speed Per Hour				Passenger 3.16 Freight 17.03							

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

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

10 Westward. THIRTEENTH SUBDIVISION—GIFFEN AND GERBER Eastward.

THIRD CLASS		Car Capacity		Station Numbers		Distance from Giffen		Time Table No. 34 Effective October 14, 1934		Distance from Gerber		THIRD CLASS	
721		Sidings	Other Tracks	Station Numbers	Distance from Giffen	Stations	Telegraph Calls	Distance from Gerber	SIGNS	722	Telegraph Calls	Distance from Gerber	722
Tuesday and Friday													
L	2:00pm	23	76	ZF 22		GIFFEN		12.48	ORCW	A	1:30pm		
	2:30			ZH 16	5.86	GIFFEN JCT.		8.62	P		1:00		
	2:45			ZA 13	9.37	LEWIS JCT.		3.11			12:45		
A	3:00pm	84	58	ZA 16	12.48	GERBER	GR		PRWX		12:30pm		
	1:00 12.4										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.

Deraul switch in main line near west switch Giffen. Normal position open for deraul.

Maximum Speed

Gerber and Giffen	Passenger	Freight
Engines backing up	20 miles per hour	15 miles per hour
	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. 34 Effective October 14, 1934		Distance from Pendroy		SECOND CLASS	
373		Sidings	Other Tracks	Station Numbers	Distance from Power	Stations	Telegraph Calls	Distance from Pendroy	SIGNS	374	Telegraph Calls	Distance from Pendroy	374
Daily Ex. Sunday													
L	3:20pm	61	47	ZB27		POWER	PO	61.06	DPRWXY	A	9:20pm		
	3:35			ZC 6	5.72	CORDOVA		45.34			9:05		
	3:50			ZC12	11.00	CLEIV.		30.46			8:45		
	4:05			ZC17	17.09	BOLB		33.97	P		8:20		
	4:20	spur	14	ZC22	21.17	PLUME		29.89			8:05		
	4:40		55	ZC29	28.65	CHOTEAU	CO	22.41	D PW		7:45		
	5:02	spur	7	ZC34	33.67	CLAUDE		15.19			7:20		
	5:20	spur	8	ZC37	36.52	KOYL		14.54			7:10		
	5:40		35	ZC42	42.48	BYNUM	BU	8.68	D P W		6:55		
A	6:05pm	39	37	ZC51	51.06	PENDROY	RY		DCP RWY	L	6:30pm		
	2:45 18.5										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

Power and Pendroy	Passenger	Freight
Engines backing up	25 miles per hour	20 miles per hour
	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. 34 Effective October 14, 1934		Distance from Augusta		SECOND CLASS	
365		Sidings	Other Tracks	Station Numbers	Distance from Vaughn	Stations	Telegraph Calls	Distance from Augusta	SIGNS	366	Telegraph Calls	Distance from Augusta	366
Daily Ex. Sunday													
L	7:47am	64	19	ZB-12		VAUGHN	BY	41.70	DPRWXY	A	12:40pm		
	8:10			ZB-9	8.83	SUN RIVER		39.87			12:14pm		
	8:25			ZB-14	13.35	FORT SHAW	FB	28.26	DP		11:59		
	8:45			ZB-19	18.97	SIMMS	SM	22.73	DPW		11:40		
	9:00	spur	11	ZB-25	22.90	LOWRY		18.80			11:25		
	9:20			ZB-30	29.42	RIEBELING		12.28			11:05		
	9:35	spur	12	ZB-36	34.95	BICKEL		7.25			10:50		
	9:50			ZB-40	39.54	GILMAN		2.16			10:35		
A	10:00am			ZB-42	41.70	AUGUSTA	GN		DCPRWY		10:26am		
	2:13 14.7										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

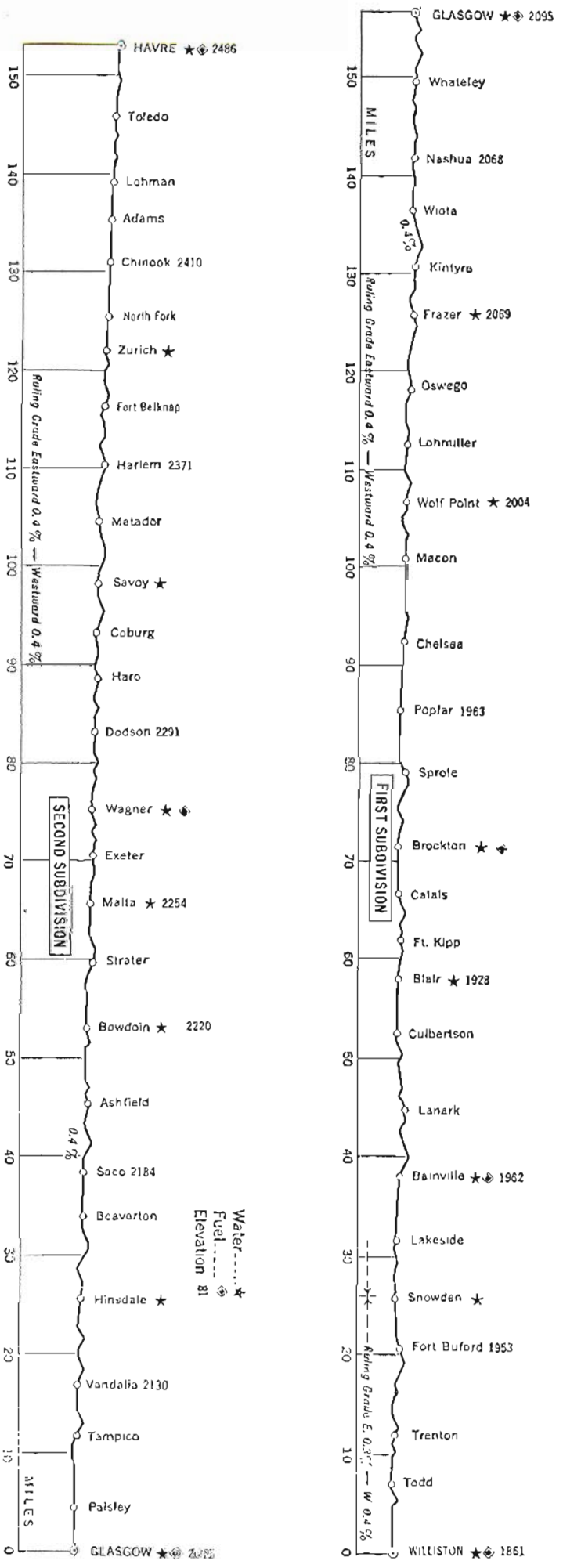
Vaughn and Augusta	Passenger	Freight
Engines backing up	20 miles per hour	20 miles per hour
	15 miles per hour	15 miles per hour

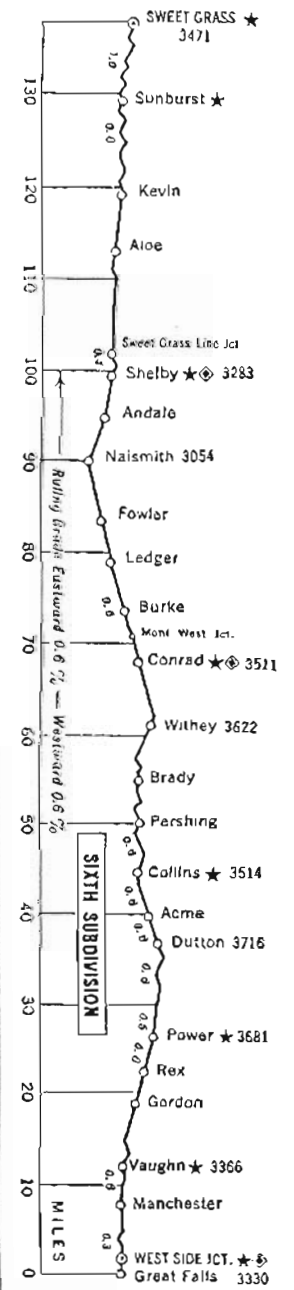
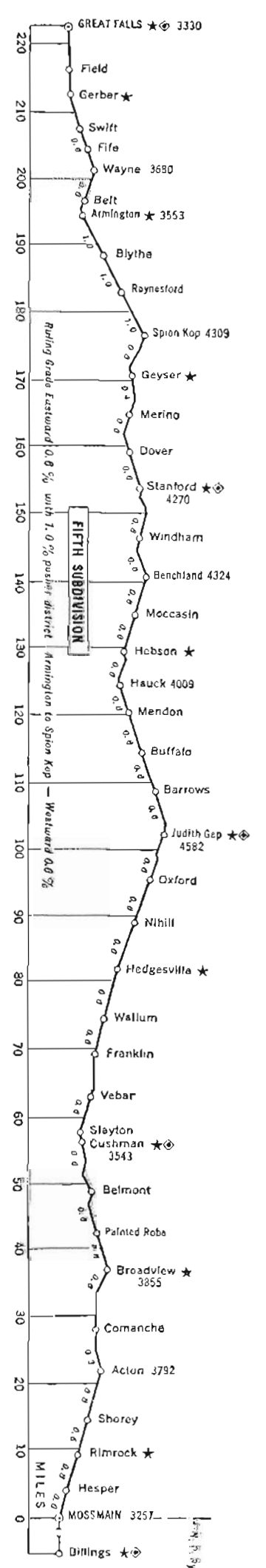
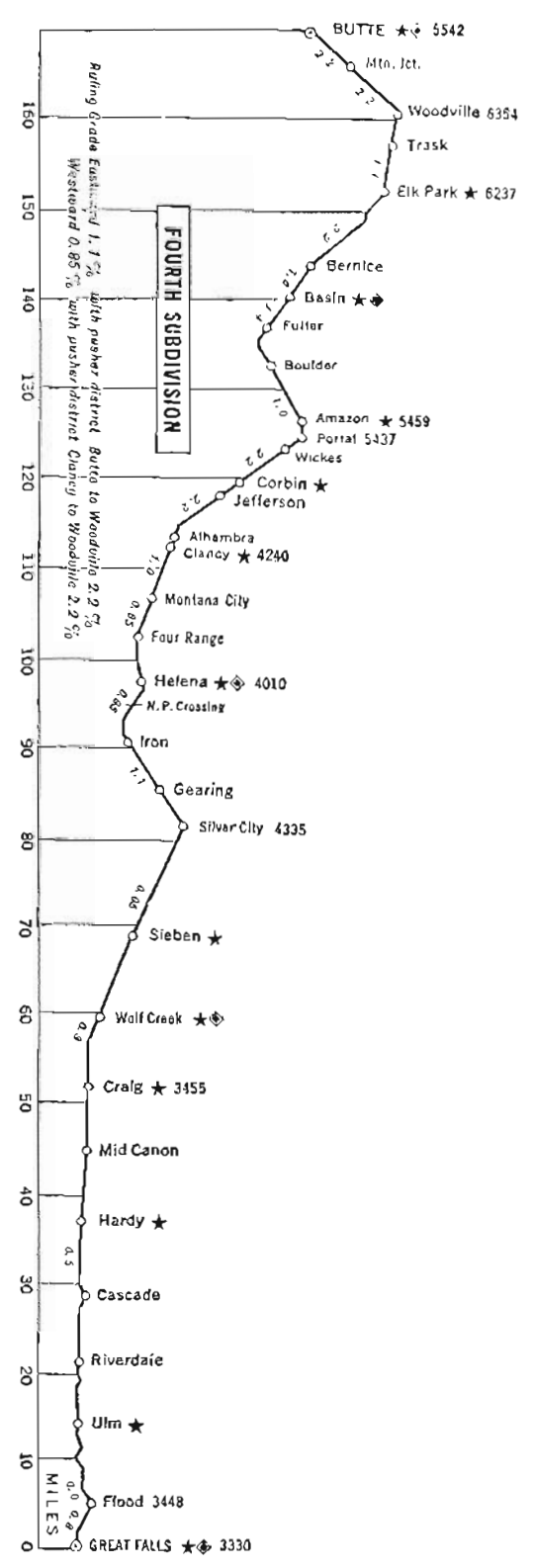
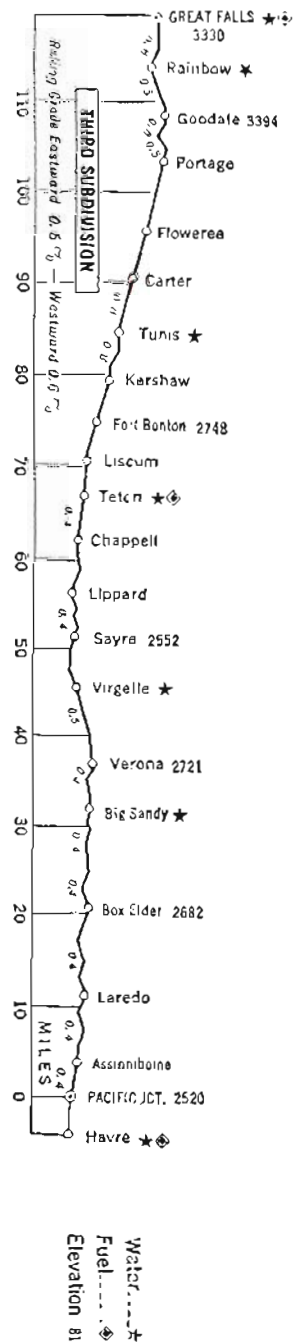
COMPANY SURGEONS.

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

LOCAL SURGEONS

Dr. P. H. O'Malley	Chiaook	Wolf Point
Dr. C. J. Munch	Culbertson	Lewistown
Dr. K. Hamilton	Dodson	Lewistown
Dr. Carroll M. Lund	Fairview	Stanford
Dr. Chas. Houts	Ha vre	Sand Coulee
Dr. W. N. Deatherage	Harlem	Choteau
Dr. George W. Setzer	Malta	Conrad
Dr. M. B. Sherrard	Opheim	Conrad
Dr. J. C. Storkan	Plentywood	Shelby
Dr. C. A. Swanson	Poplar	Fort Benton
Dr. R. P. Minnick	Saco	Great Falls
Dr. T. W. Collins	Scobey	Great Falls
Dr. R. D. Furnish	Scobey	Helena
Dr. R. A. Morrill	Sidney	Helena
Dr. W. A. McCannel	Turner	Billings
Dr. P. O. C. Johnson	Watford City	Laurel
Dr. C. S. Jones	Williston	Judith Gap





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

MANUAL INTERLOCKING.

Helena (gates, one mile east) with N. P. Ry.  
 Helena (tower, 2.5 miles east) with N. P. Ry.  
 Butte (in yard limits) with N. P. Ry.  
 Shelby (in yard limits). See Kalispell Division time table.  
 Snowden, 2 miles east of on Seventh Subdivision, Drawbridge 12 1  
 Fairview, 3 miles east of on Eighth Subdivision, Drawbridge 3.2

AUTOMATIC INTERLOCKING.

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

SEMI-AUTOMATIC INTERLOCKING.

Pacific Junction.

SPECIAL RULES GOVERNING OPERATION OF INTERLOCKING PLANTS.

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

The letter "I" in column headed "SIGNS" indicates interlocking plant.  
 STANDARD INTERLOCKING RULES 601 to 635, 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, trainman 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 635 govern.

COMBINATION TOLL DRAWBRIDGE 13.1, 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 531-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 bridge 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 500-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
<b>Second Subdivision:</b>				<b>Eighth Subdivision:</b>			
Baco Stock Yards	1.70 Miles west of Saco	Both Ends	27 Cars	Hardy Best Siding	1.51 Miles east of Fairview	Both Ends	21 Cars
Malta Stock Yards	3.07 Miles east of Malta	Both Ends	47 Cars	Ludington Best Siding	2.45 Miles east of Ridgeland	Both Ends	10 Cars
Harlem Stock Yards	1.30 Miles east of Harlem	Both Ends	30 Cars	<b>Tenth Subdivision:</b>			
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	<b>Eleventh Subdivision:</b>			
Milk River Const'n Co. Spur	2.00 Miles west of Chinook	East End	4 Cars	Arro Refinery Spur	2.73 Miles West of Lewistown	East End	78 Cars
<b>Third Subdivision:</b>				Mannette Spur	1.42 Miles West of Kingstoo	West End	6 Cars
Pacific Junction Quarry	0.54 Mile West of Pacific Jet	West End	26 Cars	<b>Twelfth Subdivision:</b>			
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	Stegling's Spur	6.39 Miles East of Armington	West End	4 Cars
<b>Fourth Subdivision:</b>				Goodman's Spur No. 1	3.42 Miles West of Riceville	West End	11 Cars
Tindager 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
Tindager Siding No. 1	1.37 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	Banton Spur	1.08 Miles West of Neibart	East End	5 Cars
Fair Grounds Spur	2.04 Miles East of Helena	West End	78 Cars	Plorance Mine Spur	0.88 Mile West of Neibart	West End	4 Cars
Wood Spur No. 8	1.33 Miles West of Elk Park	West End	4 Cars	<b>Thirteenth Subdivision:</b>			
<b>Fifth Subdivision:</b>				Pearee Spur	1.36 Miles East of Gerber	West End	71 Cars
Oxford Pit	1.04 Miles East of Oxford	West End	70 Cars	Brown's Spur	4.28 Miles East of Gerber	West End	30 Cars
Rocky Spur	2.24 Miles West of Buffalo	West End	8 Cars	A. C. M. Co. Siding	4.91 Miles East of Gerber	Both Ends	85 Cars
Hobson Pit	1.65 Miles West of Hobson	East End	62 Cars	Curran's Spur	4.91 Miles East of Gerber	West End	31 Cars
<b>Sixth Subdivision:</b>				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	Steenby Spur	5.67 Miles East of Gerber	West End	4 Cars
Brady Pit	4.01 Miles East of Withey	East End	112 Cars	Gillean No. 2 Spur	Starts from East End Gillean Yard	West End	1 1/2 Miles Long
Possard 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.	1.44 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
Terra Pipe Line Spur	1.70 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	4.53 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	46 Cars	<b>Fourteenth Subdivision:</b>			
International Refinery Siding	0.61 Mile East of Sunburst	Both Ends	99 Cars	Bradford Spur	0.90 Mile East of Sun River	East End	42 Cars
<b>Seventh Subdivision:</b>				<b>Fifteenth Subdivision:</b>			
State Line Best Spur	3.87 miles east of Dora	West End	3 Cars	Hobson Elevator Spur	8.92 Miles East of Choteau	East End	7 Cars
Cowles Best Siding	2.31 miles west of Dora	Both Ends	14 Cars				
Wooley Best 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. P. BELL, Trainmaster  
 W. R. MINTON, Asst. Superintendent

C. E. DICKINSON, Trainmaster

J. E. O'BRIEN, Trainmaster