

COMPANY SURGEONS.

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

LOCAL SURGEONS.

Dr. P. H. O'Malley	Chinook
Dr. C. J. Munch	Culbertson
Dr. K. Hamilton	Dodson
Dr. Carroll M. Lund	Fairview
Dr. Chas. Houtz	Havre
Dr. W. N. Deatherage	Harlem
Dr. George W. Setzer	Malta
Dr. M. B. Sherrard	Opheim
Dr. J. C. Storkan	Plentywood
Dr. C. A. Swanson	Poplar
Dr. R. P. Minnick	Saco
Dr. T. W. Collinson	Scobey
Dr. R. A. Morrill	Sidney
Dr. W. A. McCannel	Turner
Dr. P. O. C. Johnson	Watford City
Dr. C. S. Jones	Williston
Dr. H. B. Cloud	Wolf Point
Dr. A. W. Deal	Lewistown
Dr. Fred F. Attix	Lewistown
Dr. H. W. Bateman	Choteau
Dr. H. W. Power	Conrad
Dr. W. F. Paterson	Conrad
Dr. M. D. Riddle	Shelby
Dr. C. F. Bassow	Fort Benton
Dr. Enon L. Anderson	Fort Benton
Dr. C. J. Bresee	Great Falls
Dr. A. M. McCauley	Great Falls
Dr. Thomas L. Hawkins	Helena
Dr. R. Wayne Morris	Helena
Dr. Eri M. Farr	Billings
Dr. E. C. Hall	Laurel
Dr. E. M. Gans	Judith Gap

H. SMALL, Chief Dispatcher
P. W. DOLES, Chief Dispatcher
H. M. SHAPLEIGH, Trainmaster
N. F. SEIL, Trainmaster
J. E. OBRIEN, Trainmaster
W. R. MINTON, Asst. Superintendent

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BUTTE DIVISION TIME TABLE 46

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, February 6, 1938.

T. F. DIXON, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS					Distance from Williston	Time Table No. 46		Telegraph Call
	Siding	Other Tracks			461	663			27	223	1		Effective February 6, 1938		
					Daily	Mon., Wed. and Fri.			Daily	Daily Ex. Sun.	Daily			STATIONS	
647	Yard	1754			L 4.00Pm	L 4.30Am			L 9.05Pm	L 6.40Am	L 12.55Am		 WILLISTON.....	WN	
650	W129	16			4.30	5.00			9.20	s 7.05	1.11	11.99	 TRENTON.....	Double Track	
668		35			4.50	5.20			9.30	s 7.20	1.22	20.56	 FT. BUFORD.....		
676	132	91			5.15	5.58			9.36	s 7.35	1.29	25.92	 SNOWDEN.....		SN
681	128	8			5.30	6.15			9.43	f 7.45	1.36	31.68	 LAKESIDE.....		
685	E175	164			5.50	7.00			9.50	s 8.10	1.44	38.10	 BAINVILLE.....	B	
692	108	12			6.05	7.20			9.58	f 8.20	1.53	44.91	 LANARK.....		
699	106	58			6.25	7.50			10.07	s 8.42	2.03	52.37	 CULBERTSON.....	CU	
705	109	4			6.40	8.33			10.13	f 8.50	2.09	57.87	 BLAIR.....		
708										f 8.57		62.00	 FORT KIPP.....		
714	72	5			7.15	8.50			10.23	f 9.04	2.20	66.81	 CALAIS.....		
722	E130 W118	75			7.45	9.12			10.29	s 9.12	2.26	71.58	 BROCKTON.....	BR	
729	70	10			8.05	9.40			10.38	f 9.22	2.35	79.14	 SPROLE.....		
733	E72 W72	55			8.20	10.15			10.45	s 9.35	f 2.42	85.57	 POPLAR.....	PO	
741	129	17			8.35	10.30			10.53	f 9.45	2.50	92.51	 CHELSEA.....		
748	129	24			8.55	10.49			11.02	f 9.55	3.00	100.34	 MACON.....		
758	E136 W138	298			9.25	11.40			11.10	s 10.15	f 3.08	106.76	 WOLF POINT.....	WO	
759	70	3			9.40	11.55			11.18	f 10.29	3.16	112.74	 LOHMILLER.....		
765	103	36			9.50	12.15Pm			11.24	s 10.42	3.23	118.04	 OSWEGO.....	GO	
772	E90 W69	21			10.10	12.40			11.33	s 10.58	3.35	125.88	 FRAZER.....	FR	
777	130	11			10.20	1.00			11.39	f 11.07	3.43	130.86	 KINTYRE.....		
783	89	71			10.40	1.30			11.46	s 11.20	3.51	136.48	 WIOTA.....	F	
789	128	50			10.55	2.15			11.52	s 11.32	3.59	141.91	 NASHUA.....	NA	
797	129	13			11.15	2.40			12.01Am	f 11.43	4.10	149.70	 WHATELY.....		
803	E249 W140	357			A 11.30Pm	A 3.00Pm			A 12.10Am	A 11.55Am	A 4.20Am	156.41	 GLASGOW.....	GW	
					7.30 20.8	10.30 14.8			3.05 50.7	5.15 29.7	3.25 46.7		Time Over Subdivision Average Speed 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.

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 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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 46

Effective February 6, 1938

STATIONS

Distance from Glasgow	FIRST CLASS					SECOND CLASS				THIRD CLASS		SIGNS
	2	28	224			470	446	462		664		
	Daily	Daily	Daily Ex. Sun.			Daily	Daily	Daily		Tues., Thur. and Sat.		
WILLISTON	156.41	A 6.35Am	A 1.05Pm	A 8.50Pm		A 8.45Am	A 6.25Pm	A 2.00Am		A 5.30Pm		RKDN WCXP
TRENTON	144.42	6.17	12.47	s 8.30		8.15	5.55	1.30		5.00		P
FT. BUFORD	135.85	6.06	12.36	s 8.15		7.55	5.30	1.12		4.40		P
SNOWDEN	130.49	5.58	12.29	s 8.05		7.35	5.15	1.00		4.25		KDNP WYX
LAKESEA	124.73	5.49	12.21	f 7.43		7.15	5.00	12.45		3.50		P
BAINVILLE	118.31	5.40	s 12.12	s 7.33		7.00	4.45	12.30		3.30		KDNP WCYX
LANARK	111.50	5.29	12.02Pm	f 7.04		6.45	4.30	12.15Am		2.35		P
CULBERTSON	104.04	5.18	s 11.52	s 6.53		6.30	4.15	11.59		2.15		DNP
BLAIR	98.54	5.10	11.43	f 6.40		6.20	4.00	11.45		1.45		PW
FORT KIPP	94.41			f 6.34								
CALAIS	89.60	4.59	11.32	f 6.27		6.05	3.45	11.27		1.15		P
BROCKTON	84.83	4.53	11.26	s 6.20		5.55	3.35	11.15		1.00		DNP WCX
SPROLE	77.27	4.43	11.17	f 6.05		5.25	3.00	10.38		12.15Pm		P
POPLAR	70.84	f 4.33	11.09	s 5.55		5.10	2.45	10.15		11.55		DNP
CHELSEA	63.90	4.23	10.59	f 5.40		4.55	2.30	10.00		11.10		P
MACON	56.07	4.13	10.49	f 5.30		4.35	2.10	9.40		10.49		P
WOLF POINT	49.65	f 4.04	s 10.40	s 5.20		4.20	1.55	9.25		10.15		DN PWX
LOHMILLER	43.67	3.54	10.29	f 5.03		4.07	1.40	9.10		9.15		P
OSWEGO	38.37	3.46	10.22	s 4.54		3.55	1.30	9.00		9.00		DP
FRAZER	30.58	3.35	10.12	s 4.43		3.35	1.10	8.42		8.40		DPW
KINTYRE	25.55	3.28	10.05	f 4.33		3.10	1.00	8.25		8.20		P
WIOTA	19.93	3.21	9.58	s 4.25		2.57	12.42	8.12		8.05		DNPYX W
NASHUA	14.50	3.14	9.50	s 4.13		2.47	12.32	8.02		7.40		DNP
WHATELY	6.71	3.04	9.40	f 4.00		2.30	12.15Pm	7.45		7.20		P
GLASGOW		L 2.55Am	L 9.30Am	L 3.50Pm		L 2.15Am	L 11.55Am	L 7.30Pm		L 7.00Am		RKDN WCYX
Time Over Subdivision		3.40	3.35	5.00		6.30	6.30	6.30		10.30		
Average Speed Per Hour		42.6	43.6	31.2		24.0	24.0	24.0		14.8		

Special Rules—Continued.

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

Conditional Stops.

No. 1 stop at any station between Williston and Havre to pick up revenue passengers for points south of Great Falls and west of Havre, and to discharge revenue passengers from Twin Cities and beyond.

No. 2 stop at any station between Havre and Williston to discharge revenue passengers from Great Falls and south thereof, and from west of Havre, and to pick up revenue passengers for Twin Cities and beyond.

Maximum Speed

	Passenger	Freight
Williston and Glasgow.....	60 miles per hour	40 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				FIRST CLASS				Distance from Glasgow	Time Table No. 46		Telegraph Call
	Siding	Other Tracks			665	461			223	1		27	Effective February 6, 1938	
					Tue., Thur. and Sat.	Daily			Daily Ex. Sunday	Daily		Daily		
STATIONS														
803	E 249 W 140	357			L 4.30Am	L 12.20Am			L 12.20Pm	L 4.25Am	L 12.15Am		GLASGOW	GW
808	70	9			4.40	12.30			f 12.28	4.32	12.22	4.73	PAISLEY	
815	125	15			4.55	12.50			s 12.40	4.41	12.31	11.76	TAMPICO	MA
820	71	26			5.10	1.20			s 12.48	4.48	12.37	17.04	VANDALIA	
828	E 137 W 115	30			5.35	1.40			s 1.05	4.59	12.48	25.83	HINSDALE	HD
837	71	15			5.55	2.05			s 1.20	5.09	12.58	34.04	BEAVERTON	
842	W 93	113			6.40	2.20			s 1.38	f 5.15	1.04	38.58	SACO	SF
852	71	3			6.55	2.35			f 1.48	5.25	1.12	45.46	ASHFIELD	
860	E 166 W 89	115			7.10	2.50			s 2.01	5.35	1.21	52.99	BOWDOIN	BO
863	70	10			7.25	3.05			f 2.11	5.43	1.29	59.74	STRATER	
869	88	120			7.57	3.15			s 2.32	f 5.51	1.36	65.60	MALTA	MF
874	70	14			8.15	3.25			f 2.40	5.57	1.42	70.39	EXETER	
880	E 142 W 130	55			8.40	4.11			s 2.48	6.03	1.48	75.18	WAGNER	WA
886	90	54			9.15	4.25			s 3.02	6.14	1.57	83.04	DODSON	DN
892	129	4			9.30	4.35			f 3.10	6.22	2.04	88.73	HARO	
896	E 69 W 69	28			9.45	4.45			f 3.16	6.28	2.09	93.15	COBURG	
901	75	26			10.05	4.55			s 3.24	6.35	2.15	98.36	SAVOY	S
907	E 125 W 69	3			10.20	5.10			f 3.33	6.43	2.22	104.61	MATADOR	
913	75	62			11.40	5.20			s 3.47	6.51	2.28	110.19	HARLEM	HM
919	75	16			12.19Pm	5.35			f 3.56	6.59	2.35	116.51	FORT BELKNAP	
925	87	33			12.35	5.45			s 4.05	7.07	2.41	122.04	ZURICH	Z
929	E 69 W 73	20			12.45	6.05			f 4.10	7.12	2.45	125.71	NORTH FORK	
935	120	237			1.30	6.17			s 4.25	f 7.20	2.51	131.29	CHINOOK	CK
939	68				1.42	6.32			f 4.31	7.26	2.56	135.73	ADAMS	
943		19			1.55	6.40			s 4.36	7.31	3.00	139.31	LOHMAN	
949					2.10	7.00			f 4.47	7.40	3.09	146.02	TOLEDO	
956	Yard	2011			A 2.30Pm	A 7.20Am			A 5.00Pm	A 7.50Am	A 3.20Am	152.97	HAVRE	HV
					10.00 15.2	7.00 21.8			4.40 32.7	3.25 44.7	3.05 49.6		Time Over Subdivision Average Speed 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, 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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 46

Effective February 6, 1938

STATIONS	Distance from Havre	FIRST CLASS					SECOND CLASS				THIRD CLASS		SIGNS
		28	224	2			446	462	470		666		
		Daily	Daily Ex. Sunday	Daily			Daily	Daily	Daily		Mon., Wed. and Fri.		
GLASGOW.....	152.97	A 9.25Am	A 3.40Pm	A 2.50Am			A 11.30Am	A 7.00Pm	A 2.00Am		A 4.30Pm		RKDN YWCX
PAISLEY.....	148.24	9.18	f 3.30	2.42			11.15	6.40	1.50		4.20		P
TAMPICO.....	141.21	9.09	s 3.16	2.33			10.55	6.25	1.36		4.00		DNP
VANDALIA.....	135.93	9.03	s 3.06	2.26			10.45	6.15	1.20		3.50		P
HINSDALE.....	127.14	8.52	s 2.51	2.15			10.25	5.55	12.48		3.30		DNPW
BEAVERTON.....	118.93	8.41	s 2.37	2.05			10.05	5.35	12.28		3.05		P
SACO.....	114.39	s 8.35	s 2.30	f 1.58			9.55	5.25	12.18		2.55		KDNP CYX
ASHFIELD.....	107.51	8.24	f 2.15	1.49			9.40	5.10	12.02Am		2.20		P
BOWDOIN.....	99.98	8.14	s 2.01	1.39			9.25	4.55	11.45		2.01		DPWY
STRATER.....	93.23	8.05	f 1.52	1.29			9.12	4.40	11.31		1.30		P
MALTA.....	87.37	s 7.57	s 1.45	f 1.20			9.00	4.25	11.18		1.15Pm		DNPW
EXETER.....	82.58	7.46	f 1.25	1.11			8.50	4.12	10.56		11.45		P
WAGNER.....	77.79	7.40	s 1.19	1.05			8.40	4.00	10.45		11.30		DPWCX
DODSON.....	69.93	7.31	s 1.09	12.55			8.05	3.22	10.15		10.50		DNP
HARO.....	64.24	7.24	f 1.01	12.48			7.50	3.10	10.05		10.25		P
COBURG.....	59.82	7.18	f 12.55	12.42			7.40	3.02	9.57		10.15		P
SAVOY.....	54.61	7.11	s 12.48	12.35			7.25	2.52	9.48		9.55		DPW
MATADOR.....	48.36	7.03	f 12.40	12.28			7.10	2.40	9.37		9.35		P
HARLEM.....	42.78	f 6.51	s 12.33	12.22			6.51	2.30	9.28		9.20		DNP
FORT BELKNAP.....	36.46	6.37	f 12.19	12.15			6.25	2.18	9.16		8.55		P
ZURICH.....	30.93	6.30	s 12.11	12.09			6.15	2.08	9.06		8.45		DPW
NORTH FORK.....	27.26	6.25	f 12.06Pm	12.04Am			6.05	2.00	9.00		8.30		P
CHINOOK.....	21.68	s 6.17	s 11.59	f 11.57			5.55	1.50	8.50		8.15		DNPY
ADAMS.....	17.24	6.08	f 11.45	11.52			5.47	1.42	8.42		7.26		P
LOHMAN.....	13.66	6.04	s 11.40	11.48			5.40	1.35	8.35		7.05		IP
TOLEDO.....	6.95	5.55	f 11.30	11.39			5.20	1.20	8.20		6.50		RKDN WCOX
HAVRE.....		L 5.45Am	L 11.20Am	L 11.30Pm			L 5.00Am	L 1.00Pm	L 8.00Pm		L 6.30Am		
Time Over Subdivision		3.40	4.20	3.20			6.30	6.00	6.00		10.0		
Average Speed Per Hour		41.7	35.3	45.9			23.5	25.5	25.5		15.2		

Special Rules—Continued.

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

Conditional Stops.

No. 1 stop at any station between Williston and Havre to pick up revenue passengers for points south of Great Falls and west of Havre, and to discharge revenue passengers from Twin Cities and beyond.

No. 2 stop at any station between Havre and Williston to discharge revenue passengers from Great Falls and south thereof, and from west of Havre, and to pick up revenue passengers for Twin Cities and beyond.

Maximum Speed

	Passenger	Freight
Glasgow and Havre.....	60 miles per hour	40 miles per hour
Engines backing up.....	20 miles per hour	20 miles per hour

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS					Distance from Havre	Time Table No. 46		Telegraph Calls
	Sidings	Other Tracks			657			235	1	221		27	Effective February 6, 1938	
					Mon., Wed Fri.			Daily	Daily	Daily		Daily			STATIONS
956	Yard	2011			L 8.10Am			L 8.05Am	L 8.00Am	L 3.45Am	L 3.30Am		Double Track { HAVRE..... 4.03. PACIFIC JUNCTION..... 3.50 ASSINIBOINE..... 7.38 LAREDO..... 9.52 BOX ELDER.....	HV
961					A 8.25Am			8.12	A 8.07Am	3.52	A 3.38Am	4.03		
Z4	48							8.18		f 3.58		7.53		
Z11	51	10						f 8.29		f 4.09		14.91			DO
Z20	50	23						s 8.45		f 4.22		24.73		BX
Z31	49	110						s 9.03		s 4.37		35.55		BS
Z37	50	14						9.12		f 4.45		40.84		
Z45	50	25						f 9.26		f 4.59		49.44		
Z51	Spur	12						9.36		f 5.08		55.27		
Z56	50	13						9.45		f 5.16		60.29		
Z62	49	17						f 9.56		f 5.25		66.25		CQ
Z67	50	3						10.04		f 5.32		70.82		
Z70	Spur	9						10.11		f 5.37		74.17		
Z75	47	66						s 10.23		s 5.45		78.73		BN
Z80		38						10.32		f 5.53		83.77		
Z85	40	8						10.40		f 6.01		88.53		
Z91	51	27						f 10.50		f 6.10		94.43		CA
Z96	32	21						f 10.59		f 6.18		99.43		
Z103	50	19						f 11.13		f 6.31		107.00		RE
Z108	102	18						11.23		f 6.40		112.59		
Z113	42	30						11.33		6.48		117.37		
Z119	Yard	Yard						A 11.45Am		A 7.00Am		123.24		PD
					.15 16.1			3.40 33.6	.07 34.5	3.15 37.9	.08 30.1		Time Over Subdivision Average Speed Per Hour	

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 automatically electrically controlled.

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.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 46

Effective February 6, 1938

STATIONS	Distance from Great Falls	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		28	222	236	2	446	460	472	428	658		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. Sat.		
Double Track												
HAVRE.....	123.24	A 5.35Am	A 11.15Am	A 10.55Pm	A 11.15Pm	A 1.00Am	A 7.10Am	A 12.25Pm	A 5.30Pm	A 4.15Pm		DNCKO PRWX
PACIFIC JUNCTION.....	119.21	L 5.27Am	11.07	10.47	L 11.08Pm	L 12.45Am	L 6.55Am	L 12.10Pm	L 5.15Pm	L 3.55Pm		IPY
ASSINNIBOINE.....	115.71		f 11.02	10.40								P
LAREDO.....	108.33		f 10.52	10.28								P
BOX ELDER.....	98.51		f 10.39	10.12								DP
BIG SANDY.....	87.69		s 10.25	s 9.55								DNPW
VERONA.....	82.40		f 10.16	9.43								P
VIRGELLE.....	78.80		f 10.02	f 9.27								PW
STRANAHAN.....	67.97		f 9.53	9.16								P
LIPPARD.....	62.95		f 9.45	9.07								P
CHAPPELL.....	56.99		f 9.33	f 8.56								DP
TETON.....	52.42		f 9.24	8.47								PCWX
LISCUM.....	49.07		f 9.17	8.40								P
FORT BENTON.....	44.51		s 9.08	s 8.31								DNP
KERSHAW.....	39.47		f 8.57	8.20								P
TUNIS.....	34.71		f 8.48	8.12								PW
CARTER.....	28.81		f 8.38	f 8.02								DP
FLOWEREE.....	23.81		f 8.28	f 7.53								P
PORTAGE.....	16.24		f 8.15	f 7.40								DP
GOODALE.....	10.65		f 8.05	7.30								P
RAINBOW.....	5.87		7.56	7.21								P
GREAT FALLS.....		L 7.45Am	L 7.10Pm									DNKO PRX
Time Over Subdivision		.08	3.30	3.45	.07	.15	.15	.15	.15	.20		
Average Speed Per Hour		30.1	35.2	32.8	34.5	16.1	16.1	16.1	16.1	12.0		

Special Rules—Continued.

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

Maximum Speed

	Passenger Steam	Passenger Gas Electric	Freight
Havre and Pacific Junction.....	60 miles per hour	60 miles per hour	35 miles per hour
Engines backing up	20 miles per hour		20 miles per hour
Pacific Jct. and Great Falls.....	45 miles per hour	50 miles per hour	25 miles per hour
Engines backing up	15 miles per hour		15 miles per hour

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 46		Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	373	365	235	43		Effective February 6, 1938					236	42	366	374
			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		STATIONS					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
Z 119	Yard	Yard	L 1.10Pm	L 7.05Am	L 11.59Am	L 7.15Am		GREAT FALLS	PD	169.74	DNKOP RX DNCKOP	A 6.55Pm	A 11.35Pm	A 12.25Pm	A 8.35Pm	
			A 1.13Pm	A 7.07Am	12.02Pm	A 7.18Am	0.68	WEST SIDE JUNCTION	GF	169.06	RWXY	6.51	L 11.32Pm	L 12.22Pm	L 8.32Pm	
Z 120	40				12.10		4.97	FLOOD		164.77	P	6.43				
Z 130	42	32			12.24		14.11	ULM	M	155.63	DP	6.29				
Z 137	41				12.35		20.91	RIVERDALE		148.83	P	6.17				
Z 145	42	59			12.49		28.59	CASCADE	Q	141.15	DPW	6.04				
Z 153	35	6			1.03		36.81	HARDY		132.93	P	5.49				
Z 160	42				1.17		44.64	MID CANON		125.10	P	5.35				
Z 167	43	39			1.29		51.54	CRAIG	RA	118.20	DPW	5.22				
Z 175	48	30			1.42		59.42	WOLF CREEK	WC	110.32	DCPWX	5.08				
Z 184	43	8			2.00		68.02	SIEBEN		101.12	PW	4.50				
Z 197	42	7			2.20		81.14	SILVER CITY	MN	88.60	DPY	4.28				
Z 201	46	4			2.28		85.18	GEARING		84.56	P	4.20				
Z 206	35	5			2.36		90.16	IRON		79.58	P	4.10				
							95.22	N. P. RY. CROSSING		74.52	I					
Z 214		Yard			2.50		97.72	HELENA	HN	72.02	DNCOP WXY	3.55				
Z 219	Spur	15			3.00		102.51	FOUR RANGE		67.23	P	3.45				
Z 223		15			3.12		106.63	MONTANA CITY		63.11	P	3.30				
Z 229	45	43			3.23		112.37	CLANCY	W	57.37	DPWX	3.23				
Z 230					3.33		113.15	ALHAMBRA		56.59	P	3.13				
					3.37							3.10				
Z 235					3.49		117.93	JEFFERSON		51.81		2.59				
Z 236	50	12			3.53		119.52	CORBIN		50.22	PW	2.55				
Z 240		10			4.02		123.29	WICKES		46.45	P	2.46				
Z 242					4.06		124.55	PORTAL		45.19	P	2.42				
Z 244	57	7			4.11		125.93	AMAZON		43.81	PW	2.37				
Z 250	50	27			4.25		132.23	BOULDER	RO	37.51	DP	2.24				
Z 254	Spur	16			4.35		136.43	FULLER		33.31		2.15				
Z 257	43	81			4.44		139.95	BASIN	SI	29.79	DCP	2.06				
Z 261	36	15			4.54		143.91	BERNICE		25.83	P	1.57				
Z 269	42	7			5.13		151.95	ELK PARK		17.79	PWY	1.40				
Z 277	Spur	7			5.22		156.86	TRASK		12.88	P	1.32				
Z 279	45	20			5.29		160.31	WOODVILLE		9.43	PYX	1.26				
Z 284	Spur	30			5.43		165.73	MOUNTAIN JUNCTION		4.01	X	1.10				
							169.10	N. P. RY. CROSSING		0.64						
Z 288	Yard	Yard			5.55Pm		169.74	BUTTE	DU		DNCOP RWXY	L 1.00Pm				
			.03 13.5	.02 20.4	5.56 28.3	.03 13.5		Time Over Subdivision				5.55 28.6	.03 13.5	.03 13.5	.03 13.5	
								Average Speed Per Hour								

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

Special Rules, Page 17.

EASTWARD 9

Westward trains are superior to eastward trains of the same class.
Special Rules, Page 17.

10 WESTWARD

SIXTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS				FIRST CLASS				Distance from Great Falls	Time Table No. 46 Effective February 6, 1938		Telegraph Calls
	Sidings	Other Tracks	681	373	403 C. M. St. P. & P. R. R.	365	41	43	STATIONS							
									Daily Ex. Sun.	Daily Ex. Sun.	Mon., Wed., Fri. & Sat.	Daily Ex. Sun.		Daily Ex. Sun.	Daily	
.....	Yard	Yard	.....	L 1.10Pm	.....	L 7.05Am	.....	.....	.....	L 7.15Am	.....	.....	GREAT FALLS	PD		
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.																
Z119	.....	.....	.....	L 1.13Pm	.....	L 7.07Am	.....	.....	.....	L 7.18Am	.68	.....	WEST SIDE JUNCTION	GF		
.....	.....	.....	.....	1.21	.....	L 9.10Am	7.13	.....	.....	7.24	3.73	.....	EMERSON JUNCTION	.....		
ZB8	32	4	.....	f 1.30	.....	9.22	7.21	.....	.....	f 7.31	7.82	.....	MANCHESTER	.....		
ZB12	54	19	.....	s 1.41	.....	A 9.35Am	A 7.29Am	.....	.....	s 7.39	12.10	.....	VAUGHN	BY		
ZB19	51	6	.....	f 1.57	.....	.....	.....	.....	.....	f 7.51	18.79	.....	GORDON	.....		
ZB23	60	.....	.....	f 2.06	.....	.....	.....	.....	.....	f 7.57	22.36	.....	REX	.....		
.....																
ZB27	51	47	.....	A 2.15Pm	.....	.....	.....	.....	.....	s 8.04	26.11	.....	POWER	PO		
ZB37	51	33	.....	.....	.....	.....	.....	.....	.....	s 8.23	36.67	.....	DUTTON	DU		
ZB40	60	7	.....	.....	.....	.....	.....	.....	.....	f 8.29	39.85	.....	ACME	.....		
ZB45	60	29	.....	.....	.....	.....	.....	.....	.....	s 8.38	44.65	.....	COLLINS	ON		
ZB50	61	6	.....	.....	.....	.....	.....	.....	.....	f 8.48	50.10	.....	PERSHING	.....		
.....																
ZB55	51	23	.....	.....	.....	.....	.....	.....	.....	s 8.57	54.61	.....	BRADY	BA		
ZB61	50	5	.....	.....	.....	.....	.....	.....	.....	f 9.09	61.01	.....	WITHEY	.....		
ZB69	W90 E72	223	.....	.....	.....	.....	.....	.....	.....	s 9.25	68.00	.....	CONRAD	RD		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.31	71.23	.....	MONTANA WESTERN JCT.	.....		
ZB74	61	8	.....	.....	.....	.....	.....	.....	.....	f 9.36	78.61	.....	BURKE	.....		
.....																
ZB79	60	20	.....	.....	.....	.....	.....	.....	.....	s 9.45	78.87	.....	LEDGER	FA		
ZB84	50	14	.....	.....	.....	.....	.....	.....	.....	s 9.53	88.50	.....	FOWLER	.....		
ZB91	51	6	.....	.....	.....	.....	.....	.....	.....	f 10.05	90.02	.....	NAISMITH	.....		
ZB95	60	5	.....	.....	.....	.....	.....	.....	.....	f 10.13	94.65	.....	ANDALE	.....		
1061	50	Yard	.....	L 8.30Am	.....	.....	.....	.....	.....	L 10.50Am	A 10.25Am	99.24	SHELBY	SJ		
TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.																
.....	.....	.....	.....	L 8.40Am	.....	.....	.....	.....	.....	L 10.53Am	.....	100.73	SWEET GRASS LINE JCT.	.....		
ZB114	31	.....	.....	9.20	.....	.....	.....	.....	.....	f 11.19	.....	113.07	ALOE	.....		
ZB120	50	113	.....	10.00	.....	.....	.....	.....	.....	s 11.35	.....	119.31	KEVIN	K		
ZB130	25	49	.....	10.45	.....	.....	.....	.....	.....	s 11.59	.....	129.73	SUNBURST	SU		
ZB139	21	101	.....	A 11.15Am	.....	.....	.....	.....	.....	A 12.20Pm	.....	138.09	SWEET GRASS	G		
.....	.....	.....	.....	2.35 14.4	1.02 25.2	25 19.8	.22 31.1	.....	.....	1.27 25.7	3.10 31.3	.....	Time Over Subdivision Average Speed Per Hour			

Special Rules.

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

Register at Emerson Jct., Vaughn, Power and Conrad for trains originating or terminating at these stations.

Normal position of junction switch at Emerson Jct. is for G. N. main line.

All trains run carefully at points where slides or falling rock likely to be encountered.

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 46 Effective February 6, 1938		FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS
		42	40			366	404 C. M. St. P. & P. R. R.	374		682		
STATIONS		Daily	Daily Ex. Sun.			Daily Ex. Sun.	Mon., Wed. Fri. & Sat.	Daily Ex. Sun.		Daily Ex. Sun.		
GREAT FALLS		138.09	A 11.35pm			A 12.25pm		A 8.35pm				DNK OPRX
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.												
WEST SIDE JUNCTION	187.41	A 11.32pm				A 12.22pm		A 8.32pm				DNKOP RWXY
EMERSON JUNCTION	184.36	11.27				12.15	A 4.10pm	8.25				P
MANCHESTER	180.27	f 11.21				12.07pm	4.00	f 8.18				P
VAUGHN	125.99	f 11.14				L 11.57am	L 3.50pm	s 8.09				DPWXY
GORDON	119.30	f 11.03						f 7.54				P
REX	115.73	f 10.57						f 7.47				P
POWER	111.98	f 10.51						L 7.40pm				DPWXY
DUTTON	101.42	s 10.35										DP
ACME	98.24	f 10.29										P
COLLINS	93.44	s 10.22										DPWX
PERSHING	87.99	f 10.13										P
BRADY	83.48	s 10.06										DP
WITHEY	77.08	f 9.55										P
CONRAD	70.09	s 9.44										DNCWXY
MONTANA WESTERN JCT.	66.86	9.36										P
BURKE	64.48	f 9.32										P
LEDGER	59.22	s 9.24										DP
FOWLER	54.53	f 9.17										P
NAISMITH	48.07	f 9.06										P
ANDALE	43.44	f 8.58										P
SHELBY	38.85	L 8.50pm	A 8.20pm						A 12.10pm			DNCIK PRWXY
TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.												
SWEET GRASS LINE JCT.	37.36	A 8.15pm							A 12.01pm			P
ALOE	25.02	f 7.47							11.19			P
KEVIN	18.78	s 7.32							10.00			DP
SUNBURST	8.36	s 7.09							9.15			DPX DNCPR WXY
SWEET GRASS		L 6.50pm							L 8.00am			
Time Over Subdivision		2.45	1.25			.25	.20	.52	4.10			
Average Speed Per Hour		36.0	26.3			27.4	24.7	29.4	9.3			

Special Rules—Continued.

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

Maximum Speed

	Passenger	Freight
West Side Junction and Shelby	45 miles per hour	35 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

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 46 Effective February 6, 1938	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	611	613	291	285						292	286	610	614
			Mon., Wed. and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Tue., Thur. and Sat.	Daily Ex. Sun.
676	132	91		L 7.50Am		L 7.40Am		SNOWDEN	SN	74.16	RKDNP WYX		A 7.30Pm		A 2.30Pm
		14		8.00		s 7.45	2.56	2.56 NOBLE		71.60	P		s 7.15		2.15
VF 9		36		8.20		s 7.57	9.15	6.59 DORE	D	65.01	DP		s 7.00		1.50
VF 14		72	L 10.45Am	8.45		s 8.08	14.30	5.15 FAIRVIEW	FA	59.86	RDWPYX	A 9.00Am	s 6.45	A 10.45Am	1.30
VF 18		12	11.00	9.55	f 11.59	f 8.16	18.41	4.11 RIDGELAWN		55.75		f 8.52	f 6.30	10.30	12.30
VF 25		166	A 11.20 L 12.20Pm	A 10.15Am	A 12.15Pm	A 8.30 L 12.20Pm	24.80	6.39 SIDNEY	SY	49.36	RDWYX	L 8.40Am	L 6.15Pm	L 10.15Am	L 12.15Pm

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

VF 29			L 12.45Pm			Lf 12.30Pm	29.08	NEWLON JCT.		45.08	RP		Af 5.50Pm	A 8.30Am	
VF 30		5	12.50			f 12.33	30.28	JENKS		43.88			f 5.45	8.25	
VF 36		5	1.10			f 12.45	35.73	EPWORTH		38.43			f 5.32	8.10	
VF 43		26	1.35			f 1.03	43.16	GETTYSBURG		31.00	W		f 5.15	7.50	
VF 51	36	34	2.00			s 1.23	50.76	LAMBERT	RT	23.40	D		s 4.55	7.30	
VF 58		41	2.25			s 1.39	58.23	ENID		15.93			s 4.35	7.00	
VF 68		23	2.45			s 1.49	62.62	LANE		11.54			s 4.25	6.40	
VF 67		9	3.05			f 2.01	67.37	MANROCK		6.79			f 4.15	6.25	
VF 74	69	34	A 3.30Pm			A 2.25Pm	74.16	RICHEY	RC		RDCYX		L 4.00Pm	L 6.00Am	
			4.45 12.6	2.25 10.2	25.2	2.55 25.4		Time Over Subdivision Average Speed Per Hour				20 31.5	8.30 21.1	4.45 12.6	2.15 11.0

Special Rules

Westward trains are superior to eastward trains of the same class.		
Maximum Speed	Passenger	Freight
Snowden and Richey	30 miles per hour	25 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

All trains reduce speed to 8 miles per hour over approaches and draw span of combination toll and drawbridge No. 12.1, two miles west of Snowden.

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 46 Effective February 6, 1938	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS		
	Sidings	Other Tracks		611		287							288		610	
				Mon., Wed and Fri.		Daily Ex. Sun.							Daily Ex. Sun.		Tue., Thur. and Sat.	
VG37	47	45	L	7.00Am		L 10.25Am		WATFORD CITY 7.40	WF	36.29	RDCYX	A 10.20Am		A 2.15Pm		
VG29		38		7.30		s 10.45	7.40	ARNEGARD 5.26	NE	28.89	D	s 10.00		1.40		
VG24		30		7.50		s 10.55	12.06	RAWSON 4.88		23.63	W	s 9.48		1.15		
VG19		38		8.10		s 11.05	17.54	ALEXANDER 5.91	A	18.75	D	s 9.38		12.55		
VG13		33		8.35		s 11.18	23.45	CHARBONNEAU	AU	12.84	D	s 9.26		12.30		
VG 6		29		9.10		s 11.35	31.31	CARTWRIGHT 4.88	CG	4.98	D	s 9.10		12.05Pm		
VF14		72	A	9.30Am		A 11.45Am	36.29	FAIRVIEW	FA		RDPWY X	L 9.00Am		L 11.45Am		
				2.80 14.5		27.2		Time Over Subdivision Average Speed Per Hour				1.20 27.2		2.80 14.5		

Special Rules

Special Rates		
Eastward trains are superior to westward trains of the same class.		
Maximum Speed	Passenger	Freight
Fairview and Watford City	30 miles per hour	25 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

All trains reduce speed to 8 miles per hour over approaches and draw span of combination drawbridge No. 32, two miles east of Fairview.

WESTWARD					NINTH SUBDIVISION										EASTWARD 13				
Station Numbers	Car Capacity		SECOND CLASS		Distance from Bainville	Time Table No. 46			Telegraph Calls	Distance from Opheim	SIGNS	SECOND CLASS							
	Sidings	Other Tracks	225			Effective February 6, 1938						226							
			Daily Ex. Sunday			STATIONS						Daily Ex. Sunday							
685	E175	164	L	8.15Am	.....	.....	BAINVILLE	B	146.00	RKDNP WCYX	A	6.45Pm							
VC11	40	22	s	8.45	10.64	.....	MCCABE	MC	135.96	DP	s	5.55							
VC14	.....	7	f	8.51	14.35	.....	MOEN	.....	132.25	.....	f	5.37							
VC19	.....	34	s	9.05	19.30	.....	FROID	FD	127.30	DP	s	5.30							
VC26	.....	40	s	9.25	25.66	.....	HOMESTEAD	HO	120.94	DP	s	5.05							
VC32	.....	34	s	9.45	31.62	.....	MEDICINE LAKE	MK	114.98	DPW	s	4.40							
VC39	.....	24	s	10.10	39.12	.....	RESERVE	RS	107.48	DP	s	4.15							
VC45	.....	24	s	10.30	45.40	.....	ANTELOPE	AN	101.20	DP	s	3.55							
VC53	40	59	s	11.25	53.40	.....	PLENTYWOOD	NY	93.20	DPW CYX	s	3.30							
VC61	.....	18	f	11.45	59.89	.....	MIDBY	.....	86.71	.....	f	2.35							
VC66	.....	24	s	12.05Pm	66.66	.....	ARCHER	.....	79.94	P	s	2.15							
VC71	.....	34	s	12.25	73.42	.....	REDSTONE	RD	73.18	DP	s	1.55							
VC78	.....	18	s	12.45	79.93	.....	NAVAJO	.....	66.67	P	s	1.35							
VC85	.....	34	s	1.15	85.38	.....	FLAXVILLE	FX	61.22	DP	s	1.15							
VC91	.....	24	s	1.35	90.56	.....	MADOC	MD	56.04	P	s	12.45							
VC98	35	112	s	2.35	97.97	.....	SCOBEE	SC	48.63	RDP WCYX	s	12.20Pm							
VC106	.....	24	s	3.00	106.51	.....	FOUR BUTTES	.....	40.10	P	s	11.20							
VC112	.....	24	f	3.18	112.41	.....	GLUTEN	.....	34.19	.....	f	11.00							
VC118	.....	34	s	3.45	118.01	.....	PEERLESS	PR	28.59	DP	s	10.40							
VC129	.....	30	s	4.20	129.51	.....	RICHLAND	CA	17.09	DPW	s	9.55							
VC139	.....	34	s	4.55	139.38	.....	GLENTANA	G	7.22	DP RDP	s	9.25							
VC147	41	35	A	5.30Pm	146.60	.....	OPHEIM	OM	.....	CYX	L	9.00Am							
				9.15 15.8			Time Over Subdivision Average Speed Per Hour					9.45 15.0							

Special Rules.

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

Maximum Speed.

Passenger Freight

Bainville and Scobey..30 miles per hour 20 miles per hour
Scobey and Opheim..20 miles per hour 15 miles per hour
Engines backing up..15 miles per hour 15 miles per hour

WESTWARD					TENTH SUBDIVISION										EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 46			Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS							
	Sidings	Other Tracks	333			Effective February 6, 1938						334							
			Mon., Wed. and Fri.			STATIONS						Tues., Thu. and Sat.							
842	.....	113	L	8.50Am	.....	.....	SACO	SF	78.72	RKDNP CYX	A	12.45Pm							
SH 9	65	18	s	9.55	8.68	.....	COLE	CO	70.04	DPWX	s	11.30							
SH15	.....	23	f	10.25	16.31	.....	TATTNALL	.....	63.41	P	f	10.30							
SH26	.....	34	s	11.25	25.87	.....	WHITEWATER	W	52.85	DP	s	10.00							
SH31	.....	19	f	11.45	31.22	.....	ORDEAN	.....	47.50	P	f	9.30							
SH39	.....	34	s	12.35Pm	38.82	.....	LORING	N	39.96	DP	s	9.00							
SH46	.....	18	f	1.05	45.68	.....	JOSEPH	.....	33.04	P	f	8.35							
SH54	.....	27	f	1.45	54.12	.....	CHAPMAN	.....	24.60	P	f	8.00							
SH67	.....	44	s	2.40	67.14	.....	TURNER	R	11.58	DP RDWP	s	7.25							
SH79	39	70	A	3.20Pm	78.72	.....	HOGELAND	X	.....	CYX	L	6.45Am							
				6.30 12.1			Time Over Subdivision Average Speed Per Hour					6.00 13.1							

Special Rules.

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

Maximum Speed.

Passenger Freight

Saco and Hogeland..30 miles per hour 25 miles per hour
Except between Loring and Chapman..12 miles per hour 12 miles per hour
Engines backing up..10 miles per hour 10 miles per hour

Q-1 and Q-2 engines will not exceed 15 miles per hour between Saco and Cole.
These engines not permitted between west yard limit board Cole and Hogeland.

Special Rules.

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

Maximum Speed.

Passenger **Freight**

Saco and Hogeland...30 miles per hour 25 miles per hour

Except between Loring and Chapman...12 miles per hour 12 miles per hour

Engines backing up...10 miles per hour 10 miles per hour

Q-1 and Q-2 engines will not exceed 15 miles per hour between Saco and Cole.

These engines not permitted between west yard limit board Cole and Hogeland.

14 WESTWARD				ELEVENTH SUBDIVISION										EASTWARD			
Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Lewistown	Time Table No. 46		Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS		SECOND CLASS		
	Sidings	Other Tracks		367		239		Effective February 6, 1938					240		368		
			Daily		Daily			STATIONS					Daily		Daily		
ZF30	44	117	.....	L 11.30Pm	.....	L 7.15Am	.....	LEWISTOWN		WN	30.50	RDPW CKYX	A 6.20Pm	.....	A 5.55Am	.....	
TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES																	
ZF20	.....	24	.....	L 12.08Am	.....	L 7.31Am	9.0	9.00 SPRING CREEK JUNCTION .....		.....	21.50	RP	A 6.01Pm	.....	A 5.23Am	.....	
ZF14	.....	34	.....	f 12.12	.....	f 7.34	10.18	1.18 KINGSTON .....		.....	20.32	P	f 5.58	.....	f 5.19	.....	
ZF 8	.....	34	.....	s 12.36	.....	s 7.45	16.25	6.07 ROSSFORK .....		.....	14.25	PW	s 5.46	.....	f 5.00	.....	
ZF 8	.....	34	.....	s 1.01	.....	s 7.59	22.98	6.73 KOLIN .....		.....	7.52	DP	s 5.34	.....	f 4.39	.....	
ZD87	50	92	.....	A 1.45Am	.....	A 8.15Am	30.50	7.52 MOCCASIN		MC	.....	RDNPYX	L 5.20Pm	.....	L 4.15Am	.....	
				2.15 13.5		1.00 30.5		Time Over Subdivision Average Speed Per Hour					1.00 30.5		1.40 18.3		

Special Rules.

Westward trains are superior to eastward trains of the same class.
Normal position of junction switch at Spring Creek Jct. is for C. M. St. P. & P. R. R.
Normal position of junction switch at Moccasin is for Fifth Subdivision.
G. N. trains enter C. M. St. P. & P. R. R. main line at Lewistown at switch leading from transfer track located .27 mile east of G. N. Ry. depot.

Maximum Speed

	Passenger	Freight
Lewistown and Moccasin	35 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

WESTWARD					TWELFTH SUBDIVISION										EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS				Distance from Neihart	Time Table No. 46			Telegraph Calls	Distance from Armington	SIGNS	SECOND CLASS					
	Sidings	Other Tracks				215		Effective February 6, 1938						216					
						Mon., Wed. Sat.		STATIONS						Mon., Wed. Sat.					
ZA66		43				L 11.45Am				NI	38.33	DWR	A 11.00Am						
							13.09												
ZA53		48				s 12.24Pm	13.22												
ZA46	Spur	6				f 12.49	20.47			MO	25.11	DY	s 10.20						
ZA44		30				f 12.59	22.29												
ZA39		13				f 1.14	27.14												
ZA28	70	37				A 1.49Pm	38.33												

Special Rules.

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

	Passenger	Freight
Armington and Neihart	20 miles per hour	20 miles per hour
Engines backing up	10 miles per hour	10 miles per hour

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		THIRD CLASS				Distance from Giffen	Time Table No. 46		Telegraph Calls	Distance from Gerber	SIGNS	THIRD CLASS					
	Sidings	Other Tracks				721		Effective February 6, 1938					722					
								STATIONS										
								Tuesday and Friday										
ZH 22	23	76				L 2.00pm		GIFFEN	5.86		12.48	PORCW	A 1.30pm					
ZH 20						2.30	5.86	GIFFEN JCT.	3.51		6.62	P	1.00					
ZH 12						2.45	9.37	LEWIS JCT.	8.11		3.11		12.45					
ZA 10	84	58				A 3.00pm	12.48	GERBER		GR		PRW	L 12.30pm					
						1.00 12.4		Time Over Subdivision Average Speed Per Hour						1.00 12.4				

Special Rules.

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

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

Derail 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

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Vaughn	Time Table No. 46				Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS			
	Siding	Other Tracks	403		365	Effective February 6, 1938				366	404							
			C. M. St. P. & P. R. R.															
				Mon. Wed. Fri. & Sat.	Daily Ex. Sunday		STATIONS						Daily Ex. Sunday	Mon. Wed. Fri. & Sat.				
ZB12	54	19		L 9.35Am	L 7.31Am		VAUGHN	5.62	BY	41.70	DPRWXY	A 11.55Am	A 3.50pm					
				A 9.50Am	7.45	5.62	DRACUT JUNCTION	3.21		36.08	PR	11.38	L 3.35pm					
ZE 9		35			f 7.55	8.83	SUN RIVER	4.52		32.87		f 11.27						
ZE14		27			f 8.09	13.35	FORT SHAW	5.62	FS	28.35	DP	f 11.14						
ZE19		26			s 8.26	18.97	SIMMS	3.93	SM	22.73	DPW	s 10.56						
ZE25	Spur	11			f 8.39	22.90	LOWRY	6.52		18.80		f 10.42						
ZE30		34			f 8.56	29.42	RIEBELING	4.93		12.28		f 10.24						
ZE35	Spur	12			f 9.09	34.35	BICKEL	5.19		7.35		f 10.09						
ZE40					f 9.24	39.54	GILMAN	2.16		2.16		f 9.56						
ZE42		51			A 9.35Am	41.70	AUGUSTA		GN		DOPRWY	L 9.50Am						
				.15 22.9	2.04 20.41		Time Over Subdivision Average Speed Per Hour					2.05 20.0	.15 22.9					

Special Rules.

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

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

Normal position of junction switch at Dracut Jct. is for G. N. main line.

Maximum Speed

	Passenger and Mixed Trains Steam or Gas Electric	Freight Steam
Vaughn and Augusta	25 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

16 WESTWARD				FIFTEENTH SUBDIVISION										EASTWARD							
Station Numbers	Car Capacity		SECOND CLASS				Distance from Power	Time Table No. 46				Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS						
	Sidings	Other Tracks				373		Effective February 6, 1933							374						
						Daily Ex. Sunday		STATIONS							Daily Ex. Sunday						
ZB27	51	47				L 2.17Pm			POWER	PO	51.89	DPRWXY	A 7.35Pm								
ZG 6		18				f 2.32	5.72		5.72 CORDOVA		45.67		f 7.19								
ZG12		24				f 2.47	11.60		5.88 CLEIV		39.79		f 7.03								
ZG17		34				f 3.02	17.09		4.15 BOLE		34.80	P	f 6.48								
ZG22	Spur	14				A f 3.14Pm	21.24		4.15 EASTHAM JUNCTION		30.15	RP	L 6.37Pm								
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES																					
						L 3.42Pm	28.54		7.30 CHOTEAU JUNCTION		22.85	RP	A 6.19Pm								
ZG29		55				s 3.44	28.98		4.22 CHOTEAU	CO	22.41	DPW	s 6.17								
ZG33	Spur	7				f 3.56	33.20		8.65 CLAUDE		18.19		f 5.57								
ZG37	Spur	8				f 4.14	36.85		5.96 KOYL		14.54		f 5.47								
ZG42		35				s 4.34	42.81		8.58 BYNUM	BU	8.58	DPW	s 5.32								
ZG51	38	37				A 5.00Pm	51.39		8.58 PENDROY	RY		DCPRWY	L 5.10Pm								
						2.43			Time Over Subdivision				2.25								
						18.9			Average Speed Per Hour				21.2								

Special Rules.

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

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

Normal position of switch at Eastham Jct. and Choteau Jct. is for C. M. St. P. & P. R. R. main line.

Maximum Speed

	Passenger and Mixed Trains Steam or Gas Electric	Freight Steam
Power and Pendroy	25 miles per hour	20 miles per hour
Engines backing up	15 miles per hour	15 miles per hour

SPECIAL RULES.

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Fourth Subdivision.

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 of trains through Tunnel No. 6 governed by automatic block signals. Rules 501 to 517 govern. First class trains will use not less than five, freight trains not less than eight minutes through this tunnel.

Speed restriction over bridges: M, N, O and P engines 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 166 near Butte.

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

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.

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

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

Fifth Subdivision.

Register at Judith Gap, Moccasin, Armington and Gerber for trains originating or terminating at these stations. Mossmain is register Station for trains originating and terminating at Billings.

Eleventh Subdivision junction switch 1000 feet east of Moccasin.

Normal position of junction switch at Mossmain is for Northern Pacific main line. Junction switch east of Moccasin, 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 Mossmain.....	45 miles per hour	35 miles per hour
Engines backing up.....	15 miles per hour	15 miles per hour

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.

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

COMBINATION TOLL DRAWBRIDGE 12.1, 2 MILES EAST OF SNOWDEN, SEVENTH SUBDIVISION. COMBINATION 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 operator from cabin located on bridge. When signal indication is PROCEED trains will proceed over bridges at speed of eight miles per hour. Telephones (connected with cabin) located near signals at each end of bridge. In case of signal failure, communicate with operator 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	Capac- ity Cars	NAME	LOCATION	Capac- ity Cars
Second Subdivision:			Tenth Subdivision:		
Saco Stock Yards	1.70 Miles West of Saco	27	Hedges Spur	2.62 Miles East of Cole.....	26
Malta Stock Yards	2.07 Miles East of Malta	47	Eleventh Subdivision:		
Harlem Stock Yards.....	1.30 Miles East of Harlem.....	30	Arro Refinery Spur	2.73 Miles West of Lewis- town	78
Sugar Beet Spur	3.28 Miles West of Harlem.....	16	Mennonite Spur	1.42 Miles West of Kingston..	6
Chinook Stock Yard	0.42 Mile East of Chinook.....	54	Twelfth Subdivision:		
Milk River Const'n Co. Spur	2.96 Miles West of Chinook..	4	Goodman's Spur No. 2	5.80 Miles East of Arming- ton	2
Third Subdivision:			Siegling's Spur	6.39 Miles East of Arming- ton	4
Pacific Junction Quarry....	0.54 Mile West of Pacific Jct.	26	Goodman's Spur No. 1.....	3.42 Miles West of Riceville..	11
Big Sandy Pit.....	5.56 Miles East of Big Sandy..	19	Tyler's Spur	3.83 Miles West of Monarch..	2
Portage Pit	1.50 Miles West of Portage....	120	Wellwood Spur	5.67 Miles East of Monarch....	3
Fourth Subdivision:			Benton Spur	1.68 Miles West of Neihart....	5
Tintinger Spur No. 2.....	2.72 Miles East of Hardy	31	Florence Mine Spur	0.88 Mile West of Neihart.....	4
Tintinger Siding No. 1.....	1.97 Miles East of Hardy.....	40	Thirteenth Subdivision:		
Wolf Creek Quarry	1.30 Miles West of Wolf Creek	60	Pearce Spur	1.35 Miles East of Gerber.....	71
Fair Grounds Spur	2.64 Miles East of Helena.....	76	Brown's Spur	4.25 Miles East of Gerber.....	39
Wood Spur No. 8	1.33 Miles West of Elk Park..	4	A. C. M. Co. Siding	4.91 Miles East of Gerber.....	85
Fifth Subdivision:			Curran's Spur	4.91 Miles East of Gerber.....	31
Oxford Pit	1.04 Miles East of Oxford.....	70	Tiger Butte Spur	5.00 Miles East of Gerber.....	2
Hobson Pit	2.65 Miles West of Hobson.....	62	Stainsby Spur	5.57 Miles East of Gerber.....	9
Sixth Subdivision:			Giffen No. 2 Spur	Starts from East end Giffen Yard	1 1/4 Miles Long
Brady Pit	3.01 Miles East of Withey.....	112	Sand Coulee Spur	Starts at Lewis Jct.	1 Mile Long
Pondera Pipe Line Spur....	2.97 Miles East of Conrad.....	37	Great Falls Brick and Tile Co. No. 1 Spur	Off of Sand Coulee Spur.....	30
Conrad Refining Co.	1.46 Miles East of Conrad.....	11	Great Falls Brick and Tile Co. No. 2 Spur	End of Sand Coulee Spur.....	3
Texas Pipe Line Spur	1.76 Miles East of Conrad.....	26	Lavin Spur	1 Mile East of Lewis Jct.	6
Kevin Pit	0.53 Mile East of Kevin.....	80	Fourteenth Subdivision:		
Aronow Spur	2.00 Miles West of Kevin.....	3	Bradford Spur	0.90 Mile East of Sun River..	42
Ohio Oil Co. Siding	1.03 Miles East of Sunburst..	46	Fifteenth Subdivision:		
International Refinery Siding	0.61 Mile East of Sunburst.....	99	Hobson Elevator Spur	3.92 Miles East of Choteau....	7
Seventh Subdivision:			Flume	4.08 Miles West of Bole.....	14
State Line Beet Spur	3.87 Miles East of Dore	18			
Cowles Beet Siding	2.31 Miles West of Dore	14			
Wooley Beet Spur	3.90 Miles East of Sidney.....	9			
Ludington Beet Spur	2.45 Miles East of Ridgelaun	10			
Eighth Subdivision:					
Hardy Beet Siding	1.51 Miles East of Fairview....	21			