

COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....	Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg.,	Minneapolis, Minn.
*Dr. P. E. Kane	Butte, Montana
*Dr. E. M. Farr	Billings, Montana
Dr. Robert H. Leeds	Chinook, Montana
Dr. H. W. Bateman	Choteau, Montana
Dr. Porter S. Cannon	Conrad, Montana
Dr. J. H. Williams	Culbertson, Montana
Dr. K. Hamilton	Dodson, Montana
Dr. Gordon Merriam	Fairview, Montana
Dr. Evon L. Anderson	Fort Benton, Montana
*Dr. R. B. Richardson	Great Falls, Montana
Dr. J. C. Wolgamot	Great Falls, Montana
Dr. Harry J. McGregor	Great Falls, Montana
Dr. L. L. Howard	Great Falls, Montana
Dr. Philip A. Smith	Glasgow, Montana
*Dr. A. N. Smith	Glasgow, Montana
Dr. H. R. Ellis	Harlem, Montana
Dr. D. S. MacKenzie, Sr.	Havre, Montana
*Dr. D. S. MacKenzie, Jr.	Havre, Montana
Dr. D. J. Almas	Havre, Montana
Dr. C. W. Lawson	Havre, Montana
Dr. R. Wynne Morris	Helena, Montana
*Dr. Thos. L. Hawkins	Helena, Montana
Dr. E. M. Gans	Judith Gap, Montana
Dr. E. C. Hall	Laurel, Montana
*Dr. Robt. H. Dion	Lewistown, Montana
Dr. Paul Gans	Lewistown, Montana
*Dr. G. W. Setzer	Malta, Montana
Dr. V. E. Quitmeyer	Poplar, Montana
*Dr. T. W. Collison	Scobey, Montana
*Dr. L. J. Salan	Shelby, Montana
Dr. R. D. Harper	Sidney, Montana
Dr. P. O. C. Johnson	Watford City, North Dakota
*Dr. J. P. Craven	Williston, North Dakota
Dr. R. D. Knapp	Wolf Point, Montana

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. C. M. Hall	Great Falls, Montana
Dr. W. L. Forster	Havre, Montana
Dr. H. L. Casebeer	Butte, Montana

J. R. McLELLAN, Chief Dispatcher
C. E. EUDY, Chief Dispatcher
M. J. SOMMERS, Trainmaster
W. P. COLITON, Trainmaster
W. H. LITTLE, Trainmaster
G. W. NOFFSINGER, Trainmaster
C. T. DALZIEL, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 69

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Sunday, September 16, 1951

H. M. SHAPLEIGH, Superintendent.
I. E. MANION, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS				FIRST CLASS						Distance from Williston	Time Table No. 69		Telegraph Call
	Siding	Other Tracks	663	613	459	473	461	371	27	289	285	223	1	3		Effective September 16, 1951	STATIONS	
			Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Streamliner	Daily					Daily
647	.....	Yard	285-371 L 7.10Am	4-461 L 5.00Am	27 L 9.30Pm	L 1.30Pm	4-462-613 L 5.30Am	285-663 L 7.00Am	459 L 9.25Pm	223-28 L 8.00Am	1-663-371 L 6.30Am	280-28 L 8.30Am	* 285 L 6.20Am	L 12.55Am	.....	.....	WN	
659	.....	29	7.35	5.20	9.50	2.00	6.00	7.25	9.38	8.15	6.55	8.50	6.34	11.99	11.99	.....	ON	
668	.....	86	7.50	5.35	10.05	2.17	6.11	7.40	9.47	8.25	7.10	9.00	6.44	12.22	20.56	.....	.....	
676	180	91	28 8.05	A 5.50Am	10.15	2.30	6.20	28 7.50	9.53	8.32	A 28 7.20Am	9.07	6.50	11.29	25.92	.....	SN	
681	130	8	8.15	.....	10.25	2.40	6.27	8.00	9.59	8.40	.....	9.15	6.56	11.36	31.68	.....	.....	
688	E118 W174	164	289 8.30	.....	10.35	2.55	6.45	A 8.15Am	10.06	A 663 8.50Am	.....	470 9.40	7.03	11.44	38.10	.....	B	
692	109	4	8.50	.....	10.50	3.10	6.55	.....	10.13	.....	.....	9.47	7.10	11.53	44.91	.....	.....	
699	120	58	470 9.05	.....	11.05	3.20	7.18	.....	10.21	.....	.....	9.55	7.18	12.03	52.37	.....	CU	
705	109	5	223 10.01	.....	11.15	3.28	7.30	.....	10.27	.....	.....	10.01	7.24	11.40	57.87	.....	.....	
708	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.07	.....	.....	62.00	.....	.....	
714	72 E130	5	10.40	.....	11.30	3.41	7.45	.....	10.37	.....	.....	10.13	7.34	11.53	66.81	.....	.....	
722	W118	74	11.05	.....	11.45	3.46	8.15	.....	10.42	.....	.....	10.25	7.39	12.02	71.68	.....	BR	
729	127	11	11.20	.....	12.01Am	4.00	8.25	.....	10.50	.....	.....	10.35	7.47	12.05	79.10	.....	.....	
738	130	58	604 11.55	.....	12.15	4.10	8.33	.....	10.57	.....	.....	10.45	7.54	12.08	86.57	.....	PO	
741	180	17	12.10Pm	.....	12.25	4.28	8.41	.....	11.04	.....	.....	10.55	8.01	12.30	92.51	.....	.....	
748	130 E185	24	12.30	.....	12.40	4.45	8.50	.....	11.12	.....	.....	11.05	8.08	12.33	100.84	.....	.....	
758	W185	820	486 1.25	.....	12.50	5.00	9.00	.....	11.20	.....	.....	11.30	8.14	12.36	106.76	.....	WO	
759	70	.....	1.37	.....	1.00	5.15	9.20	.....	11.27	.....	.....	11.40	8.20	12.39	112.74	.....	.....	
765	108 E90	87	224 2.05	.....	1.10	5.25	9.30	.....	11.33	.....	.....	11.50	8.26	12.42	118.04	.....	GO	
772	W70	20	2.20	.....	1.25	5.40	9.45	.....	11.42	.....	.....	12.05Pm	8.35	12.45	125.83	.....	FR	
777	130 W71	11	2.35	.....	1.35	5.55	10.05	.....	11.48	.....	.....	12.15	8.40	12.48	130.86	.....	.....	
788	E89	.....	2.50	.....	1.45	6.15	10.20	.....	11.55	.....	.....	12.25	8.46	12.51	136.48	.....	F	
789	129	82	3.13	.....	2.08	6.50	10.30	.....	12.01Am	.....	.....	12.35	8.52	12.54	141.91	.....	NA	
797	130	13	3.32	.....	2.20	7.05	10.45	.....	12.10	.....	.....	12.45	9.01	12.57	149.70	.....	.....	
803	Yard	740	A 4.10Pm	.....	A 2.30Am	A 7.20Pm	A 11.00Am	.....	A 12.20Am	.....	.....	A 12.55Pm	9.10Am	A 4.25Am	156.41	.....	GW	
			9.00 17.4	.50 31.1	5.00 31.3	5.50 26.0	5.30 28.4	1.15 30.5	2.55 53.6	.50 46.7	.50 31.1	4.25 35.4	2.50 55.2	3.30 44.7	Time Over Subdivision Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 1 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 1 is scheduled to stop.

No. 3 stops at Bainville, Culbertson, Brockton, Frazer and Nashua to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and south thereof and west of Havre where No. 3 is scheduled to stop.

Wolf Point, No. 4 stops on Sunday to unload mail.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 69

Effective
September 16, 1951

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

STATIONS

Distance from
Glasgow

4

28

224

2

290

286

372

470

486

458

462

664

614

Daily

Daily

Daily
Ex. Sun.

Daily
Ex. Sun.

Daily
Ex. Sun.

Daily
Ex. Sun.

Daily
Ex. Sun.

Daily

Daily

Daily

Daily

Daily
Ex. Sat.

Daily
Ex. Sun.

156.41

144.42

138.85

130.49

124.78

118.31

111.50

104.04

98.54

94.41

89.60

84.83

77.27

11.99

8.57

5.38

5.78

6.42

6.81

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4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS			FIRST CLASS				Distance from Glasgow	Time Table No. 69		Telegraph Call
	Sittings	Other Tracks		665	473	461	459	223	1	3	27		Effective September 16, 1951		
				Daily Ex. Mon.	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily		Daily	STATIONS	
803	Yard	740	.....	L 8-28 4.35Am	L 7.30Pm	L 11-10Am	L 2.40Am	L 1.00Pm	9.10Am	L 665 4.30Am	L 12.25Am	.....	.....	GLASGOW.....	GW
808	70	70	.....	4.45	7.40	11.20	2.50	f 1.05	9.16	4.45	12.32	4.78	.....	PAISLEY.....	.....
815	125	27	.....	5.05	7.55	11.35	3.02	s 1.15	9.24	4.46	12.40	11.76	.....	TAMPICO.....	MA
820	71	26	.....	5.15	8.05	11.45	3.12	s 1.25	9.30	4.53	12.46	17.04	.....	VANDALIA.....	.....
828	E 137 W 114	85	.....	5.43	8.20	12.01Pm	3.31	s 1.40	9.40	5.04	12.59	25.88	.....	HINSDALE.....	HD
837	71	15	.....	5.55	8.35	12.14	3.50	f 1.55	9.49	5.14	1.07	84.04	.....	BEAVERTON.....	.....
842	W 93 E 166	121	.....	6.30	8.45	12.20	4.00	s 2.05	9.54	5.20	1.12	88.58	.....	SACO.....	SF
852	71	8	.....	6.55	9.00	12.30	4.15	f 2.15	10.01	5.30	1.19	45.46	.....	ASHFIELD.....	.....
860	E 89	110	.....	7.10	9.15	12.44	4.25	s 2.30	10.09	5.40	1.27	52.99	.....	BOWDOIN.....	BO
868	70	16	.....	7.25	9.25	12.55	4.35	f 2.40	10.16	5.47	1.34	59.74	.....	STRATER.....	.....
869	133	145	.....	8.00	9.35	1.05	4.46	s 2.55	10.22	5.55	1.40	65.60	.....	MALTA.....	MF
874	71	14	.....	8.15	9.45	1.15	4.58	f 3.05	10.27	6.04	1.45	70.39	.....	EXETER.....	.....
880	E 142 W 130	98	.....	8.40	10.00	1.25	5.05	s 3.15	10.32	6.12	1.50	75.18	.....	WAGNER.....	WA
886	123	55	.....	9.15	10.25	2.00	5.25	s 3.30	10.40	6.22	1.58	83.04	.....	DODSON.....	DN
892	124	5	.....	9.30	10.40	2.13	5.35	f 3.40	10.46	6.30	2.04	88.78	.....	SURVANT.....	.....
896	130 E 92	32	.....	9.45	10.50	2.20	5.45	f 3.50	10.52	6.36	2.10	93.15	.....	COBURG.....	.....
901	W 130	26	.....	10.00	10.58	2.30	6.00	s 4.00	10.57	6.43	2.15	98.86	.....	SAVOY.....	S
907	76	4	.....	10.30	11.07	2.45	6.10	f 4.10	11.04	6.51	2.22	104.61	.....	MATADOR.....	.....
918	E 126 W 70	70	.....	11.10	11.27	3.00	6.20	s 4.25	11.10	7.00	2.28	110.19	.....	HARLEM.....	HM
919	76	45	.....	12.10Pm	11.42	3.15	6.30	f 4.35	11.17	7.08	2.35	116.51	.....	FORT BELKNAP.....	.....
925	96	82	.....	12.35	11.47	3.25	6.40	s 4.45	11.23	7.15	2.41	122.04	.....	ZURICH.....	Z
929	70	21	.....	12.55	11.55	3.35	6.50	f 4.50	11.27	7.20	2.45	125.71	.....	NORTH FORK.....	.....
935	W 74	342	.....	1.10	12.08Am	3.55	7.00	s 5.00	11.33	7.27	2.51	131.29	.....	CHINOOK.....	CK
939	69	.....	.....	1.42	12.15	4.05	7.10	f 5.05	11.38	7.35	2.56	135.73	.....	ADAMS.....	.....
943	.....	19	.....	1.55	12.25	4.15	7.20	s 5.10	11.42	7.38	3.00	139.81	.....	LOHMAN.....	.....
949	.....	.....	.....	2.10	12.40	4.25	7.30	f 5.25	11.50	7.47	3.09	146.02	.....	TOLEDO.....	.....
956	Yard	2182	.....	A 2.35Pm	A 1.00Am	A 4.40Pm	A 7.45Am	A 5.40Pm	A 12.05Pm	A 8.00Am	A 3.20Am	152.97	.....	HAVRE.....	HV
				10.00 15.3	5.30 27.8	5.30 27.8	5.05 30.1	4.40 32.7	30.25 52.5	8.30 43.7	2.55 52.5	Time Over Subdivision Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 1 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 1 is scheduled to stop.

No. 3 stops at Hinsdale, Dodson and Harlem to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and south thereof and west of Havre where No. 3 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 69

Effective September 16, 1951

Time Table No. 69		Distance from Havre	FIRST CLASS					SECOND CLASS				THIRD CLASS		SIGNS
Effective September 16, 1951			28	224	2	4	4	486	458	462	470	666		
STATIONS			Daily	Daily Ex. Sun.	Streamliner Daily	Daily	Am	Daily	Daily	Daily	Daily	Daily Ex. Sun.		
GLASGOW.....		152.97	A 4.05Am	A 12.55Pm	A 3.25Pm	A 1.45Am	340	A 11.10Am	A 5.00Pm	A 11.00Pm	A 5.30Am	A 4.30Pm	BDNKO PRWXY	
PAISLEY.....		148.24	3.56	f 12.45	3.19	1.35	331	11.00	4.50	10.50	5.20	4.20	P	
TAMICO.....		141.21	3.48	s 12.30	3.01	1.25	321	10.45	4.35	10.35	5.05	4.00	DP	
VANDALIA.....		135.93	3.42	s 12.20	3.07	1.15	311	10.35	4.25	10.25	4.53	3.50	P	
HINSDALE.....		127.14	3.31	s 12.01Pm	2.57	12.59	310	10.20	4.10	10.10	4.30	3.30	DNPW	
BEAVERTON.....		118.98	3.20	f 11.50	2.49	12.48	300	10.05	3.55	9.55	4.10	2.49	P	
SACO.....		114.39	s 3.15	s 11.40	2.44	12.43	295	9.54	3.45	9.45	4.00	2.30	DNJK PXY	
ASHFIELD.....		107.51	3.06	f 11.25	2.37	12.36	288	9.24	3.30	9.30	3.45	2.15	P	
BOWDOIN.....		99.98	2.58	s 11.15	2.30	12.28	280	9.13	3.15	9.15	3.25	1.35	DPY	
STRATER.....		93.23	2.51	f 11.00	2.24	12.21	271	9.05	3.02	9.02	3.10	12.55	P	
MALTA.....		87.87	s 2.45	s 10.50	2.18	12.15	265	8.57	2.55	8.50	2.55	12.30Pm	DNPW	
EXETER.....		82.58	2.38	f 10.40	2.13	12.10	258	8.50	2.46	8.40	2.40	11.45	P	
WAGNER.....		77.79	2.33	s 10.32	2.08	12.05Am	250	8.40	2.40	8.30	2.33	11.30	DP	
DODSON.....		69.93	2.25	s 10.20	2.00	11.57	242	8.20	2.30	8.10	1.58	11.00	DNP	
SURVANT.....		64.24	2.18	f 10.11	1.54	11.51	235	8.10	2.13	7.55	1.42	10.46	P	
COBURG.....		59.82	2.10	f 10.06	1.48	11.46	228	8.02	2.08	7.48	1.32	10.15	P	
SAVOY.....		54.61	2.04	s 10.00	1.43	11.40	220	7.55	1.33	7.40	1.20	10.00	DPW	
MATADOR.....		48.86	1.57	f 9.50	1.36	11.33	212	7.45	1.25	7.30	1.05	9.35	P	
HARLEM.....		42.78	s 1.50	s 9.40	1.30	11.27	205	7.35	1.18	7.20	12.55	9.20	DNP	
FORT BELKNAP.....		36.46	1.43	f 9.32	1.24	11.20	198	7.25	1.10	7.10	12.45	8.25	P	
ZURICH.....		30.93	1.37	s 9.25	1.19	11.14	190	7.15	1.03	7.02	12.37	8.15	DPW	
NORTH FORK.....		27.26	1.33	f 9.20	1.15	11.10	182	6.50	1.00	6.55	12.30	7.45	P	
CHINOOK.....		21.68	s 1.27	s 9.10	1.10	11.04	175	6.35	12.47	6.45	12.22	7.27	DNPY	
ADAMS.....		17.24	1.20	f 8.55	1.05	10.59	168	6.28	12.40	6.38	12.15	7.10	P	
LOHMAN.....		13.66	1.15	s 8.50	1.01	10.55	160	6.22	12.35	6.32	12.07Am	6.50	IP	
TOLEDO.....		6.95	1.08	f 8.40	1.23	10.48	152	6.10	12.25	6.20	11.55	6.35	BDNK OPRWX	
HAVRE.....			L 1.00Am	L 8.30Am	L 12.45Pm	L 10.40Pm	L 5.50Am	L 12.05Pm	L 6.00Pm	L 11.35Pm	L 6.15Am			
Time Over Subdivision			8.05	4.25	2.40	3.05	3.00	5.20	4.55	5.00	5.55	10.15		
Average Speed Per Hour			49.7	38.6	67.3	49.7	51.0	28.7	31.1	30.0	26.9	14.9		

Westward trains are superior to eastward trains of the same class, except as follows:

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No. 2 is superior to all trains except No. 1.

CONDITIONAL STOPS

No. 2 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 2 is scheduled to stop.

No. 4 stops at Harlem, Dodson and Hinsdale to receive revenue passengers for the Twin Cities and beyond and to discharge revenue passengers from Great Falls and points south thereof and from west of Havre.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS							Distance from Havre	Time Table No. 69 Effective September 16, 1951		Telegraph Calls			
	Sittings	Other Tracks	657	237	1 Streamliner	235	3	221	27	STATIONS								
											Mon., Wed Fri.		Daily	Daily		Daily	Daily	Daily
956	Yard	2132	L 6.15Am	L 1.00Pm	L 12.05Pm	L 8.20Am	L 8.10Am	L 3.45Am	L 2.21Am	4.03	Double Track HAVRE..... 4.03. PACIFIC JCT..... 3.50 ASSINNIBOINE..... 7.38 LAREDO..... 9.82 BOX ELDER.....	HV						
961			A 6.30Am		A 12.12Pm	8.27	A 8.17Am	3.52	A 3.47Am	7.53								
Z4	49					8.32	5.02	3.57		14.91								
Z11	50	10				8.42	5.14	4.07		24.73								
Z20	51	22				8.55	5.26	4.20										
Z31	76	96				9.09	5.39	4.34		35.55	10.82 BIG SANDY..... 5.29 VERONA..... 8.60 VIRGELLE..... 5.83 STRANAHAN..... 5.02 LIPPARD.....	BS						
Z37	50	14				9.16	5.46	4.42		40.84								
Z45	90	25 Spur 12				9.30	5.58	4.54		49.44								
Z51						9.38	6.07	5.02		55.27								
Z56	56	13				9.47	6.16	5.09		60.29								
Z62	90	18				9.58	6.24	5.17		66.25	5.98 CHAPPELL..... 4.57 TETON..... 7.91 FORT BENTON..... 5.04 KERSHAW..... 4.76 TUNIS.....	CQ						
Z67	50					10.10	6.31	5.24		70.82								
Z75	94	66				10.23	6.46	5.36		78.78								
Z80		36				10.31	6.57	5.46		83.77								
Z85	41	8				10.38	7.01	5.55		88.53								
Z91	78	36				10.46	7.08	6.05		94.43	5.90 CARTER..... 5.00 FLOWEREE..... 7.57 PORTAGE..... 5.59 SHEFFELS..... 4.78 RAINBOW.....	CA						
Z96	82	20				10.53	7.14	6.14		99.43								
Z103	89	29				11.02	7.24	6.29		107.00								
Z108	103	19				11.09	7.35	6.39		112.59								
Z113	42	16				11.17	7.38	6.48		117.87								
Z119	Yard	4031	A 3.45Pm	A 11.30Am	A 7.00Am	123.24												
											Time Over Subdivision Average Speed Per Hour							
											15 16.1		2.45 44.8	.07 34.5	8.10 38.9	.07 34.5	8.15 37.9	.07 34.5

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

EASTWARD 7

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Great Falls	Time Table No. 69		Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS		SECOND CLASS				
	Siding	Other Tracks	373	365	235	43		Effective September 16, 1951					236	42	366	374			
			Daily	Daily	830	3		STATIONS					Daily	Daily	Daily	Daily			
			Ex. Sunday	Ex. Sunday	Daily	Daily		Daily	Daily				Ex. Sunday	Ex. Sunday					
Z 119	Yard	4081	L 1.10pm	L 7.15Am	L 11.45Am	L 8.05Am	0.68	GREAT FALLS	PD	169.74	BDNJKPRX	A 6.25pm	A 11.40pm	A 12.32pm	A 8.25pm				
		Yard	A 1.13pm	A 7.17Am	11.48	A 8.08Am	0.68	WEST SIDE JCT.	GF	169.06	BCDNJKOP	6.17	L 11.32pm	L 12.30pm	L 8.23pm				
Z 120	40				11.55		4.97	FLOOD		164.77	P	6.08							
Z 130	42	88			12.08pm		14.11	ULM	M	155.63	DP	5.52							
Z 137	42				12.18		20.91	RIVERDALE		148.83	P	5.39							
Z 145	43	58			12.31		28.59	CASCADE	Q	141.15	DNP	5.25							
Z 153	35	6			12.44		36.81	HARDY		132.93	P	5.10							
Z 160	42				12.56		44.64	MID CANON		125.10	P	4.55							
Z 167	43	39			1.08		51.54	CRAIG	RA	118.20	DP	4.42							
Z 175	47	28			1.22		59.42	WOLF CREEK	WC	110.32	DP	4.28							
Z 184	43	9			1.44		68.62	SIEBEN		101.12	P	4.06							
Z 197	43	18			2.04		81.14	SILVER CITY	MN	88.60	DPY	3.44							
Z 201	46	4			2.11		85.18	GEARING		84.50	P	3.36							
Z 208	35	6			2.20		90.16	IRON		79.58	P	3.27							
							95.22	N. P. RY. CROSSING		74.52	I								
							95.95	N. P. RY. CROSSING		78.79	M								
Z 214	42	247 Spur			2.35		97.72	HELENA	HN	72.02	BDNKP XY	3.10							
Z 219		15			3.02		102.51	FOUR RANGE		67.28	P	2.37							
Z 223		15			3.11		106.63	MONTANA CITY		63.11	P	2.30							
Z 229	45	43			3.20		112.87	CLANCY	W	57.87	DP	2.22							
Z 230					3.22		118.15	ALHAMBRA		56.59		2.20							
Z 235					3.33		117.93	JEFFERSON		51.81		2.11							
Z 236	60	12 Spur			3.37		119.52	CORBIN		50.22	P	2.08							
Z 240		9			3.46		123.29	WICKES		46.45	P	1.59							
Z 242					3.49		124.55	PORTAL		45.19	P	1.56							
Z 244	50	7			3.54		125.93	AMAZON		43.81	P	1.51							
Z 250	50	34 Spur			4.05		132.23	BOULDER	RO	37.51	DP	1.39							
Z 254		21			4.13		136.43	FULLER		33.81		1.31							
Z 257	44	28			4.20		139.95	BASIN	SI	29.79	DP	1.25							
Z 261	36	33			4.27		143.91	BERNICE		25.83	P	1.18							
Z 269	42				4.44		151.95	ELK PARK		17.79	P	1.04							
Z 277		Spur 7			4.52		156.86	TRASK		12.88	P	12.56							
Z 279	45	16 Spur			4.58		160.31	WOODVILLE		9.42	PXY	12.50							
Z 284		8			5.08		165.73	MOUNTAIN SPUR		4.01	PX	12.35							
							169.10	N. P. RY. CROSSING		0.64	I								
Z 288	Yard	624			5.20pm		169.74	BUTTE	DU		BDNJKO PRWXY	L 12.25pm							
			.08	.02	5.35	.03		Time Over Subdivision					6.00	.08	.02	.02			
			13.6	20.4	30.4	13.6		Average Speed Per Hour					28.2	5.10	20.4	20.4			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

FIFTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Moosemain	Time Table No. 69 Effective September 16, 1951		Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	495	43	239	240		42								
			Daily	Daily	Daily Ex. Sun.			STATIONS				Daily Ex. Sat.	Daily			
ZD 237	Yard			L 11.30Pm				BILLINGS	BG		BCDNKO RWXY	A 7.00Am				

TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.

ZD 222	12		L 10.00Am	L 11.50Pm			12.07 MOSSMAIN	222.74	JPXY		A 6.35Am					
						3.95	N. P. RY. JCT.	218.79	J							
ZD 218	50	28	10.10	f 11.57		4.04	HESPER	218.70	DNPX		f 6.22					
ZD 213	125	24	10.22	f 12.06Am		9.81	RIMROCK	218.43	P		f 6.12					
ZD 208	50		10.33	f 12.15		14.23	SHOREY	208.51	P		f 6.00					
ZD 201	50	19	10.46	f 12.28		21.49	ACTON	201.28	P		f 5.47					
ZD 194	50	27	10.59	f 12.39		27.82	COMANCHE	194.92	P		f 5.35					
ZD 186	62	57	11.20	s 12.54		36.36	BROADVIEW	186.38	DNP		s 5.20					
ZD 180	49		11.32	f 1.05		42.38	PAINTED ROBE	180.36	P		f 5.05					
ZD 174	50	18	11.44	s 1.15		48.42	BELMONT	174.32	P		s 4.55					
ZD 166	125	24	11.59	s 1.29		55.98	CUSHMAN	166.76	P		s 4.40					
			12.02Pm	s 1.32		57.38	SLAYTON	165.36	P		s 4.36					
ZD 169	49		12.13	f 1.42		62.70	VEBAR	160.04	P		f 4.28					
ZD 163	49	14	12.25	f 1.52		69.08	FRANKLIN	153.66	P		f 4.20					
ZD 148	49		12.37	f 2.02		74.69	WALLUM	148.06	P		f 4.12					
ZD 141	50	28	12.51	s 2.13		81.67	HEDGESVILLE	141.07	DNP		s 4.02					
ZD 133	49		1.04	2.23		88.73	NIHILL	134.01	P		f 3.52					
ZD 127	49		1.17	f 2.31		95.13	OXFORD	127.61	P		f 3.44					
ZD 120	86	137	1.45	s 2.41		101.98	JUDITH GAP	120.76	BDNKOP WXY		s 3.35					
ZD 114	50	18	1.58	f 2.50		108.61	BARROWS	114.13	P		f 3.23					
ZD 108	50	34	2.10	s 2.57		114.80	BUFFALO	108.44	DNP		s 3.15					
ZD 102	50	3	2.22	f 3.05		120.16	MENDON	102.58	P		f 3.05					
ZD 97	50		2.34	f 3.15		124.71	HAUCK	98.03	P		f 2.55					
ZD 92	61	76	2.45	s 3.25		129.67	HOBSON	92.07	DP		s 2.45					
ZD 87	50	94	2.57	s 3.37	L 8.50Am	134.98	MOCCASIN	87.76	DNJXPY	A 10.38Pm	s 2.35					
ZD 82	125	49	3.10	f 3.47	s 9.00	140.43	BENCHLAND	82.81	DP	s 10.28	f 2.21					
ZD 76	68	46	3.22	f 3.57	s 9.10	146.54	WINDHAM	76.20	DP	s 10.18	f 2.12					
ZD 68	60	98	3.45	s 4.10	s 9.23	153.70	STANFORD	69.04	DNPW	s 10.05	s 2.02					
ZD 63	50	15	3.56	f 4.22	s 9.31	159.06	DOVER	63.68	P	s 9.55	f 1.52					
ZD 58	50	15	4.18	f 4.34	s 9.41	164.40	MERINO	58.34	P	s 9.46	f 1.45					
ZD 52	50	35	4.30	f 4.46	s 9.53	170.58	GEYSER	52.16	DNP	s 9.35	f 1.36					
ZD 45	50	25	4.43	f 5.01	f 10.04	176.77	SPION KOP	45.97	PY	s 9.24	f 1.27					
ZD 39	50	18	4.55	f 5.13	s 10.15	182.97	RAYNESFORD	39.77	DP	s 9.13	f 1.18					
ZD 34	51	24	5.06	f 5.23	f 10.25	188.27	BLTYE	34.47	P	f 9.03	f 1.10					
ZA 28	132	46	5.18	f 5.34	s 10.35	194.24	ARMINGTON	28.50	P	s 8.53	f 1.01					
ZA 26	64		5.21	s 5.38	s 10.39	196.20	BELT	26.54	DNP	s 8.48	s 12.58					
ZA 22	125	14	5.32	f 5.50	f 10.48	201.13	WAYNE	21.61	P	f 8.39	f 12.48					
ZA 19	19		5.37	f 5.55	f 10.54	204.26	FIFE	18.48		f 8.33	f 12.43					
ZA 14	50	14	5.44	f 6.01	f 11.00	207.49	SWIFT	15.25	P	f 8.27	f 12.38					
ZA 10	84	58	5.55	f 6.12	f 11.09	212.66	GERBER	10.08	DNJP	f 8.18	f 12.30					
ZA 6	67	17	6.02	f 6.20	f 11.16	216.23	FIELDS	6.51	P	f 8.11	f 12.25					
Z 119	Yard	4031	A 6.20Pm	A 6.35Am	A 11.30Am	222.74	GREAT FALLS		PD		L 8.00Pm	L 12.15Am				
			8.20 27.1	7.05 33.1	2.40 33.0		Time Over Subdivision Average Speed Per Hour				2.38 33.3	0.45 34.7				

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

10 WESTWARD

SIXTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS					FIRST CLASS			Distance from Great Falls	Time Table No. 69		Telegraph Calls
	Siding	Other Tracks		681	495	373	403 C.M. St. P. & P. R. R.	365	3	41	43	Effective September 16, 1951				
				Daily Ex. Sun.	Daily	Daily Ex. Sun.	Mon., Wed., Fri.	Daily Ex. Sun.		Daily Ex. Sun.	Daily	STATIONS				
Yard		4031												GREAT FALLS		PD

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

Z119	Yard			L 8.35Pm	L 1.13Pm		L 7.17Am	8.08		L 7.08Am	.68	WEST SIDE JCT.	GF
ZB8	82	6		8.45	1.19	L 9.10Am	7.22	8.14		7.14	8.78	EMERSON JCT.	
ZB12	54	19		8.55	1.28	9.20	7.30	8.21		7.21	7.82	MANCHESTER	
ZB19	51	6		9.05	1.37	A 9.30Am	A 7.40Am	8.29		7.29	12.10	VAUGHN	BY
ZB27	126	26		9.19	1.51			8.40		7.40	18.79	GORDON	
				9.34	A 2.09Pm			8.53		7.53	26.11	POWER	PO
ZB37	51	43		9.55				8.10		8.10	36.07	DUTTON	DU
ZB40	61	13		10.03				8.15		8.15	39.85	ACME	
ZB45	60	23		10.17				8.23		8.23	44.07	COLLINS	ON
ZB55	99	33		10.36				8.40		8.40	54.03	BRADY	BA
ZB61	51			10.48				8.51		8.51	60.43	WITHEY	
ZB69	164	265		11.12				9.07		9.07	67.43	CONRAD	RD
				11.20				9.13		9.13	70.65	MONTANA WESTERN JCT.	
ZB79	60	20		11.35				9.26		9.26	78.39	LEDGER	YA
ZB84	50	14		11.45				9.34		9.34	83.93	FOWLER	
ZB91	51	6		11.58				9.45		9.45	89.44	NAISMITH	
ZB95	60	6		12.08Am				9.53		9.53	94.07	ANDALE	
1061	Yard	260		L 8.45Am	A 12.20Am			10.05Am		A 10.05Am	98.66	SHELBY	SJ

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

ZB114	30			L 8.55Am				L 10.53Am		100.15	SWEET GRASS LINE JCT.	
ZB120	50	114		9.35				11.19		112.49	ALOE	
ZB180	25	48		10.15				11.35		118.73	KEVIN	K
ZB189	21	92		10.45				11.59		129.15	SUNBURST	SU
				A 11.15Am				A 12.20Pm		137.51	SWEET GRASS	G
				2.20	3.45	.59	.30	1.27	2.57		Time Over Subdivision	
				10.0	26.3	26.5	25.1	25.7	25.3		Average Speed Per Hour	

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

SIXTH SUBDIVISION

EASTWARD 11

Time Table No. 69 Effective September 16, 1951		Distance from Sweet Grass	FIRST CLASS				SECOND CLASS				THIRD CLASS			SIGNS
			42	40	4		366	374			682			
			Daily	Daily Ex. Sun.			Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.			
GREAT FALLS		137.51	A 11.40Pm		920P		A 12.32Pm	A 8.25Pm						BDNJK PRX
TRAINS BETWEEN WEST SIDE JUNCTION AND GREAT FALLS BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.														
WEST SIDE JCT.	136.83	A 11.32Pm			915		A 12.30Pm	A 8.23Pm						BCDNJK OPRWXY
EMERSON JCT.	133.78	11.26			910		12.25	8.17						JP
MANCHESTER	130.00	11.19			904		12.17	8.07						P
VAUGHN	125.41	11.11			858		L 12.07Pm	7.59						DNJPK
GORDON	118.72	11.00			848			7.46						P
POWER	111.40	10.47			838			L 7.32Pm						DNJPK
DUTTON	100.84	10.30			821									DP
ACME	97.66	10.25			816									P
COLLINS	93.44	10.17			810									DP
BRADY	88.48	10.00			803									DP
WITHEY	77.08	9.49			743									P
CONRAD	70.09	9.33			732									DNF WXY
MONTANA WESTERN JCT.	66.86	9.27			720									JP
LEDGER	59.22	9.14			712									DP
FOWLER	54.58	9.06			705									P
NAISMITH	48.07	8.55			654									P
ANDALE	43.44	8.47			647									P
SHELBY	38.85	L 8.40Pm	A 7.50Pm		640						A 10.25Am			BDNJKO PRWXY
TRAINS BETWEEN SHELBY AND SWEET GRASS LINE JCT. BE GOVERNED BY KALISPELL DIVISION TIME TABLE.														
SWEET GRASS LINE JCT.	37.36	A 7.45Pm									A 10.15Am			XJP
ALOE	25.02	7.17									9.35			P
KEVIN	18.78	7.02									9.15			XDP
SUNBURST	8.86	6.39									8.30			XDP
SWEET GRASS		L 6.20Pm									L 7.00Am			BDKPRW YX
Time Over Subdivision		3.00	1.25	240			.25	.53			3.15			
Average Speed Per Hour		35.8	26.4	37.0			29.04	20.5			11.5			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

12 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 69 Effective September 16, 1951		STATIONS	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	611	613	291	285								292	286	610	614
			Tue. and Thur.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.								Daily Ex. Sun.	Daily Ex. Sun.	Tue. and Thur.	Daily Ex. Sun.
676	130	91		L 5.50Am		L 7.20Am				SNOWDEN	SN	74.16	BDNJP XY	A 5.00Pm		A 12.05Pm	
				5.55		7.35	2.00			SNOWDEN BRIDGE	SB	72.16	DNPR	4.55		11.45	
		14		6.00		7.40	2.56			NOBLE		71.60	P	4.50		11.40	
VF 9		41		6.20		7.50	9.15			DORE	D	65.01	DP	4.40		11.20	
VF 14		72		6.50	L 11.35Am	8.11	14.30			FAIRVIEW	FA	59.86	BDJKPR WXY	A 9.00Am	4.30	11.00	
VF 18		12		7.00	f 11.45	f 8.20	18.41			RIDGELAWN		55.75	P	f 8.51	f 4.10		9.45
VF 25		166	L 8.10Am	A 7.30Am	A 11.59Am	L 12.05Pm	24.80			SIDNEY	SY	49.36	DJPRW XY	L 8.40Am	L 3.55Pm	L 12.25Pm	L 9.30Am

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

VF 29			L 8.20Am			L 12.15Pm	29.08			NEWLON JCT.		48.08	JRP	A 3.35Pm	A 12.15Pm		
VF 30		5	8.23			f 12.18	30.28			JENKS		43.88		f 3.32	12.12Pm		
VF 36		5	8.36			f 12.29	35.73			EPWORTH		38.43		f 3.21	11.58		
VF 43		27	8.55			f 12.44	43.16			GETTYSBURG		31.00		f 3.06	11.39		
VF 51	37	35	9.14			s 1.00	50.76			LAMBERT	RT	23.40	D	s 2.50	11.20		
VF 58		42	9.33			s 1.15	58.28			END		15.93		s 2.35	11.01		
VF 63		10	9.44			s 1.25	62.62			LANE		11.54		s 2.25	10.50		
VF 74	54	34	A 10.15Am			A 1.50Pm	74.16			RICHEY	RC		DRXY	L 2.00Pm	L 10.20Am		
			2.05	1.40	.24	2.35				Time Over Subdivision				.20	3.00	2.05	2.35
			23.5	14.8	36.2	28.7				Average Speed Per Hour				31.5	24.7	23.5	9.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 69 Effective September 16, 1951		STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks		615		287								288		616	
				Mon., Wed. and Fri.		Daily Ex. Sun.								Daily Ex. Sun.		Mon., Wed. and Fri.	
VG37	48	43		L 12.15Pm		L 10.20Am				WATFORD CITY	WF	80.29	DRXY	A 10.15Am		A 11.40Am	
VG29		40		12.35		s 10.35	7.40			ARNEGARD	NE	28.89	D	s 10.00		11.25	
VG24		30		12.50		s 10.46	12.66			RAWSON	RA	23.63	D	s 9.48		11.10	
VG19		39		1.05		s 10.56	17.54			ALEXANDER	A	18.75	D	s 9.36		10.56	
VG18		33		1.25		s 11.08	23.45			CHARBONNEAU	AU	12.84	D	s 9.26		10.25	
VG 6		30		1.50		s 11.24	31.31			CARTWRIGHT	CG	4.98	D	s 9.10		9.55	
VF14		72		A 2.15Pm		A 11.35Am	36.29			FAIRVIEW	FA		BDJPR XY	L 9.00Am		L 9.40Am	
				2.00		1.15				Time Over Subdivision				1.15		2.00	
				18.1		29.0				Average Speed Per Hour				29.0		18.1	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

NINTH SUBDIVISION

EASTWARD 13

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Bainville	Time Table No. 69		Telegraph Calls	Distance from Opheim	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	371		289			Effective September 16, 1951					290		372	
			Daily Ex. Sunday		Daily Ex. Sunday			STATIONS					Daily Ex. Sunday		Daily Ex. Sunday	
685	E175 W115	184		L 8.20Am		L 9.10Am		BAINVILLE	B	146.60	BDNJK PRWXY	A	4.40Pm		A 4.00Pm	
				8.25		9.12	1.17	OPHEIM LINE JCT.		145.43	JPX		4.35		3.50	
VC11	41	22	s	8.55		9.31	10.84	McCABE	MC	185.96	DP	s	4.16		3.25	
VC19		30	s	9.22		9.49	19.30	FROID	FD	127.30	DP	s	3.58		2.55	
VC26		36	s	9.42		10.02	25.66	HOMESTEAD	HO	120.94	DP	s	3.45		2.35	
VC32		31	s	10.00		10.14	31.62	MEDICINE LAKE	MK	114.98	DP	s	3.30		2.20	
VC39		22	s	10.23		10.30	39.12	RESERVE	RS	107.48	DP	s	3.15		1.55	
VC45		22	s	10.43		10.43	45.40	ANTELOPE	AN	101.20	DP	s	3.02		1.40	
VC53	40	60	s	11.10		11.01	53.40	PLENTYWOOD	NY	92.20	DP XY	s	2.50		1.15	
VC61		15	f	11.29		11.14	59.89	MIDBY		86.71		f	2.38		12.52	
VC66		21	s	11.50		11.28	66.66	ARCHER		79.94	P	s	2.24		12.31	
VC71		31	s	12.10Pm		11.42	73.42	REDSTONE	RD	78.18	DP	s	2.10		12.10Pm	
VC78		15	s	12.30		11.58	79.93	NAVAJO		66.67	P	s	1.57		11.17	
VC85		35	s	1.00		12.17Pm	85.38	FLAXVILLE	FX	61.22	DP	s	1.46		10.59	
VC91		25	s	1.35		12.27	90.56	MADOC	MD	56.04	P DP	s	1.35		10.43	
VC98	37	114	s	2.00		12.45Pm	97.97	SCOBEE	SC	48.63	XY	L	1.20Pm		10.20	
VC106		24	s	2.35			106.51	FOUR BUTTES	FO	40.10	DP				9.40	
VC112		23	s	2.55			112.41	GLUTEN		34.19					9.17	
VC118		35	s	3.15			118.01	PEERLESS	PR	28.59	DP				8.55	
VC129		30	s	3.50			129.51	RICHLAND	CA	17.09	DP				8.10	
VC139		34	s	4.25			139.88	GLENTANA	G	7.22	DP				7.30	
VC147	42	75	A	5.00Pm			146.60	OPHEIM	OM		DP PR XY			L	7.00Am	
				8.40 16.9		3.35 27.3		Time Over Subdivision Average Speed Per Hour					3.20 26.7		9.00 16.0	

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity					SECOND CLASS	Distance from Saco	Time Table No. 69		Telegraph Calls	Distance from Hogeland	SIGNS	SECOND CLASS				
	Sidings	Other Tracks				333		Effective September 16, 1951]					334				
						Mon., Wed. and Fri.		STATIONS					Tues., Thu. and Sat.				
842	W93	287				L 8.50Am		SACO	SF	78.72	BDNJK PRXY	A 12.45Pm					
						9.01	1.77	HOGELAND LINE JCT.		76.95	JPX	12.20Pm					
SH 9	40	51				s 9.55	8.68	COLE		70.04	PY	s 11.30					
SH15		24				f 10.25	15.31	TATTNALL		63.41	P	f 10.30					
SH26		34				s 11.25	25.87	WHITEWATER	W	52.85	DP	s 9.40					
SH39		35				s 12.25Pm	38.76	LORING	N	39.96	DP	s 9.05					
SH54		37				f 1.45	54.12	CHAPMAN		24.60	P	f 7.45					
SH67		44				s 2.40	67.14	TURNER	B	11.58	DP	s 7.13					
SH79		74				A 3.20Pm	78.72	HOGELAND	X		DPRXY	L 6.45Am					
						6.30 12.1		Time Over Subdivision Average Speed Per Hour						6.00 13.1			

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

14 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Lewistown	Time Table No. 69 Effective September 16, 1951	STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS	FIRST CLASS			
	Sidings	Other Trucks												
				239										
				Daily Ex. Sun.										

ZF30	Yard			L 7.10Am		LEWISTOWN	WN	30.71	BDJKP RXY	A	12.20Am			
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TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES

ZF20	25			L 7.35Am	9.21	SPRING CREEK JCT.		21.50	JPR	A	11.52Pm			
ZF14	34			f 7.39	10.39	KINGSTON		20.32		f	11.40			
ZF 8	34			s 7.58	16.46	ROSSFORK		14.25	P	s	11.29			
ZD87	50	94		s 8.19	23.19	KOLIN	KO	7.52	DP DNJP RXY	s	11.08			
				A 8.42Am	30.71	MOCCASIN	MC			L	10.45Pm			
				1.32 20.0		Time Over Subdivision Average Speed Per Hour					1.35 19.4			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity				Distance from Giffen	Time Table No. 69 Effective September 16, 1951	STATIONS	Telegraph Calls	Distance from Gerber	SIGNS				
	Sidings	Other Trucks												

ZH 22	Yard					GIFFEN		12.48	PX					
ZH 20	Spur 3				5.86	GIFFEN JCT.		6.62						
ZH 12	Spur 8				9.37	LEWIS JCT.		3.11	P					
ZA 10	84	58			12.48	GERBER			DNJPR					
						Time Over Subdivision Average Speed Per Hour								

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 15

Station Numbers	Car Capacity		SECOND CLASS				Distance from Vaughn	Time Table No. 69		Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS			
	Sittings	Other Tracks			403	365		Effective September 16, 1951	STATIONS				366	404		
					C. M. St. P. & P. R. R.								C. M. St. P. & P. R. R.			
					Mon., Wed., Fri.	Daily Ex. Sunday							Daily Ex. Sunday	Mon., Wed., Fri.		
ZB12	54	19			L 9.30Am	L 7.43Am		VAUGHN	BY	41.70	DJPRX	A 12.06Pm	A 3.20Pm			
					A 9.45Am	7.58	5.62	5.6 DRACUT JCT.		36.98	JPR	11.47	L 3.05Pm			
ZE 9		22				f 8.08	8.83	3.21 SUN RIVER		32.87		f 11.35				
ZE14		27				f 8.22	13.35	4.52 FORT SHAW	FS	28.35	DP	f 11.21				
ZE19		26				s 8.40	18.97	5.62 SIMMS	SM	22.73	DPW	s 11.09				
ZE25		26				f 8.51	22.90	3.93 LOWRY		18.80		f 10.58				
ZE30		14				f 9.09	29.42	6.52 RIEBELING		12.28		f 10.40				
ZE35		Spur 12				f 9.24	34.35	4.93 BICKEL		7.35		f 10.26				
ZE42		34				A 9.49Am	41.70	7.35 AUGUSTA	GN		DPRWY	L 10.00Am				
					.15	2.06		Time Over Subdivision				2.06	.15			
					22.4	20.0		Average Speed Per Hour				20.0	22.4			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Power	Time Table No. 69		Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS			
	Sittings	Other Tracks				373		Effective September 16, 1951					374			
						Daily Ex. Sunday		STATIONS					Daily Ex. Sunday			
ZB27	126	26				L 2.10Pm			POWER	PO	51.30	DNJPR XY	A 7.30Pm			
ZG 6		10				f 2.25	5.72		5.72	CORDOVA		45.67	f 7.15			
ZG12		24				f 2.46	11.60		5.88	CLEIV		39.79	f 6.58			
ZG17		34				f 3.01	17.09		5.49	BOLE		34.30	f 6.41			
ZG22						A 3.12Pm	21.24		4.15	EASTHAM JCT.		30.15	JPR	L 6.20Pm		
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES																
						L 3.31Pm	28.54		7.30	CHOTEAU JCT.		22.85	JPR	A 6.05Pm		
ZG29		55				s 3.34	28.98		.44	CHOTEAU	CO	22.41	DPW	s 6.03		
							29.81		0.83	C. M. ST. P. & P. R. CROS'G.		21.58				
ZG37		Spur 8				f 3.58	36.85		7.04	KOYL		14.54	f 5.39			
ZG42		35				s 4.16	42.81		5.96	BYNUM	BU	8.58	s 5.22			
ZG61	21	42				A 4.45Pm	51.39		8.58	PENDROY	RY		DPRY	L 4.55Pm		
						2.35 19.9			Time Over Subdivision Average Speed Per Hour				2.35 19.9			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 24.

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first-class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first-class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first-class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first-class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

MAXIMUM SPEED OF STREAMLINERS

Maximum speed of Streamliner trains, consisting of Streamliner cars hauled by Diesel engines, will be designated by distinctive reflectorized roadway signs in the shape of the letter "D".

Except as directly affected by speed restrictions under Items 1 and 2, All Subdivisions, the "D" signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone is reached.

Where the movement is from a higher to a lower speed zone the zone sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed zone, the zone sign is located at the point where speed may be increased. Zone territories are listed herein for the convenience of employees.

MAXIMUM SPEED EXCEPTIONS:

When a Streamliner is detoured over Great Northern tracks outside of regular Streamliner territory, the Streamliner must not exceed the maximum permissible speed for other passenger trains in the territory operated.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains. This does not modify Rule 93.

When Streamliner is handled by steam engine, or when other passenger trains are operated on Streamliner schedule, or when train consists of mixed Streamliner and conventional type equipment, the train must not exceed maximum permissible speed for other passenger trains in territory operated.

ELECTRIC BRAKES

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric air brakes being handled in the train, the automatic air brake will be used.

Between terminals if engineer finds electric brakes not operating properly he shall immediately change brake valve over to automatic air brake operation and open circuit breaker to electric brake circuits. After changing from electric straight air brake operation to automatic air brake operation the train will be handled with automatic air to the next terminal where standing terminal air brake test can be made by carmen. Terminal brake tests should then be made with electric straight air and with automatic air and train may be handled with electric straight air if the brakes function properly during terminal test.

ZONE TERRITORIES AND MAXIMUM SPEED FOR STREAMLINERS

Stations	Zone Territories Between Mile Posts	Maximum Speed MPH	
		Westward	Eastward
Williston	121.0 and 123.1	50	50
	123.1 "	60	65
Trenton	134.8 "	60	70
	136.6 "	65	70
Snowden	147.0 "	60	40
Lakeside	147.1 "	60	60
Bainville	155.9 "	65	65
	159.4 "	75	75
Culbertson	176.1 "	60	60
Fort Kipp	178.8 "	75	75
Calais	186.4 "	60	60
Brockton	186.9 "	75	75
	209.5 "	60	60
	213.5 "	75	75
Wolf Point	227.4 "	35	35
	227.5 "	75	75
	243.7 "	60	60
Frazer	244.3 "	75	75
Wiota	256.9 "	65	65
Nashua	264.8 "	60	60
	265.9 "	75	75
	273.0 "	65	65
Glasgow	275.8 "	30	30
	278.3 "	70	70
Tampico	279.6 "	75	75
	296.1 "	60	60
Hinsdale	300.7 "	65	65
	321.1 "	75	75
Exeter	348.6 "	60	60
	350.3 "	75	75
Survant	363.3 "	70	70
	367.1 "	45	45
Savoy	369.0 "	65	65
Harlem	378.8 "	75	75
Lohman	416.5 "	65	40
	416.6 "	65	60
Havre	430.0 "	45	45
	431.9 "	60	60
Pacific Jct.	964.9 "	40	60
	965.0 "	60	60

2. SPEED RESTRICTIONS GENERAL.

(a) Where Automatic block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory, the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

When the 45 degree sign has two sets of figures, the numerals preceded with letter "P" apply to passenger trains, except Streamliners, and letter "F" to freight trains.

(c) When passenger trains are handled by steam freight engines, or when freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(d) Speed shown on Speed Limit Plate on engines must not be exceeded.

(e) Trains entering or departing yards where carmen employed not to exceed.....	8 MPH
Steam engines backing up	20 MPH
Steam engines in forward motion running light or with caboose only	35 MPH
Diesel and Electric engines light or with caboose only....	50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc., on Main Lines..	25 MPH
except on 6 degree curves or sharper, and on Branch Lines	15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines....	30 MPH
except on 6 degree curves or sharper, and on Branch Lines	20 MPH
All trains passing "19" order board	25 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings.....	15 MPH
Trains or engines moving on main routes actuating points of spring switches	35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock	25 MPH
Trains or engines through No. 20 turnouts at:	35 MPH
End of double track at:	
Snowden, Lohman, Pacific Jct.	
Bainville, west switch westward siding.	
Blair, west siding switch.	
Brockton, east switch eastward siding,	
west switch westward siding.	
Saco, west switch eastward siding.	
Malta, east siding switch.	
Dodson, east and west siding switch.	
Survant, east and west siding switch.	
Havre, west lead switch.	
Trains or engines through No. 15 turnouts at:	25 MPH
Culbertson, east siding switch.	
Sprole, east and west siding switch.	
Wolf Point, east switch westward siding.	
Glasgow, east switch eastward siding.	
Hinsdale, east switch westward siding,	
west switch eastward siding.	
Trains or engines through all other turnouts	15 MPH
All trains moving on sidings	15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engine will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed ten MPH. Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 23-75 to 170-253 to 258 262 to 264-272 to 277	
301 to 310-400-456	50 MPH
50	35 MPH
175 to 227-600 to 653	65 MPH
250, 251, 260, 261, 266 to 270, 350 to 365-500 to 512....	75 MPH
252 and 259-265-300	45 MPH
2300 to 2324	50 MPH
2325 to 2341	60 MPH
5000 to 5008-B	45 MPH
5010 to 5019	55 MPH

- Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
- Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.
- When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that cannot be done, they will be blocked not less than thirty minutes apart.
- After severe blizzard or dirt storm, employees on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a backup movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employee.
- Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
- Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 feet of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
- Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.

11. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
12. Due to limited overhead clearance at tunnels and structures, employees are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
13. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.
14. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading that is liable to shift.
Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains.
Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew.
Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.
15. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
16. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.
Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.
During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

INDICATORS AT SPRING SWITCHES.

A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main

track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when the switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

17. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify superintendent from first available point of communication.
18. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
19. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.
20. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.
21. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
22. Before leaving any engine terminal enginemen will make proper tests and inspections of water glass, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.
Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the first must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.
Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.
23. ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYEES WILL BE GOVERNED AS FOLLOWS:
Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If

the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stenciled name, "GREAT NORTHERN" and "TIMKIN ROLLER BEARINGS" stenciled in black across center of white stripe. Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

24. **OSCILLATING EMERGENCY RED HEADLIGHT** will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employees to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17B. In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

25. Rule D-97 is in effect on this division.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other Than Streamliner	Passenger	Freight
Williston and Glasgow	65 MPH		40 MPH

2. SPEED RESTRICTIONS.

Wolf Point, No. 27 passing depot	25 MPH
Nashua, Poplar and Brockton, No. 28 passing depot....	25 MPH

3. TRAIN REGISTER EXCEPTIONS.

Glasgow, Nos. 1 and 2 will register by ticket.

4. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 125 and 127 approximately 3 miles west of Williston.	
Eastward—Between MP 270 and 268 approximately one mile east of Whately.	

5. CROSSOVERS ON DOUBLE TRACK.

Facing point,	Trailing point,
Snowden.	Fort Buford.
	Trenton.

6. SPRING SWITCHES WITH FACING POINT LOCK.

Bainville, west switch westward siding.
Culbertson, east siding switch.
Blair, west siding switch.
Brockton, east switch westward siding and west switch eastward siding.
Sprole, east and west siding switch.
Poplar, east and west siding switch.
Wolf Point, east switch westward siding and west switch eastward siding.
Glasgow, east and west switch eastward siding.
Normal position is for main track.

7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Snowden.....end of double track and east siding switch
These switches are electrically controlled by operator at depot.

8. SWITCH INDICATORS.

Snowden, Wiota.
Push buttons and instructions for their operation are in the iron box locked with a switch lock.
The member of the crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switch or fouling main track.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other Than Streamliner	Passenger	Freight
Glasgow and Havre	65 MPH		40 MPH

2. SPEED RESTRICTIONS.

Havre, passenger trains over lead and crossover switches westward main track opposite freight house platform.....	8 MPH
Zurich, Dodson and Hinsdale, No. 28 passing depot.....	25 MPH
Malta, No. 27 passing depot	25 MPH

3. TRAIN REGISTER EXCEPTIONS.

Glasgow, Nos. 1 and 2 will register by ticket.

4. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 283 and 285 approximately one mile west of Paisley.

Eastward—Between MP 412 and 411 approximately one mile east of Adams.

5. CROSSOVERS ON DOUBLE TRACK.

Facing point,
Lohman, 1 mile west of end of double track.

6. SPRING SWITCHES WITH FACING POINT LOCK.

Glasgow, east and west switch to north #1.

Hinsdale, east switch westward siding,
west switch eastward siding.

Saco, west switch eastward siding.

Malta, east and west siding switch.

Dodson, east and west siding switch.

Survant, east and west siding switch.

Havre, west lead switch to westward main track.

Normal position is for main track.

7. AUTOMATIC INTERLOCKINGS.

Lohmanend of double track

Instructions for operating electric switch lock on industry track posted in box.

THIRD SUBDIVISION

(Havre Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other Passenger	Freight
Havre and Pacific Jct.	60 MPH	40 MPH
Pacific Jct. and MP 40	55 MPH	35 MPH
MP 40 and MP 70	50 MPH	35 MPH
MP 70 and Great Falls	55 MPH	35 MPH

2. SPEED RESTRICTIONS.

Great Falls, all trains on curve at passenger station.... 10 MPH

3. TRAIN REGISTER EXCEPTIONS.

Great Falls, Register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Pacific Jct., eastward Kalispell Division trains will not require clearance and may proceed to Havre with the current of traffic when signals indicate proceed.

5. Great Falls, normal position of switch east end Missouri River bridge No. 119.4, is for Fifth Subdivision.**6. SPEED TEST BOARDS.**

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 4 and MP 6 approximately one mile west of Assiniboine.

Eastward—Between MP 107 and MP 105 approximately one mile east of Sheffels.

7. EMERGENCY TELEPHONES.

Big Sandy Pit switch	Booth
2600 feet west MP 71	Watchman Cabin
265 feet west MP 74	Watchman Cabin
1000 feet west MP 118	Booth

8. SPRING SWITCHES WITH FACING POINT LOCK.

Havre, west lead switch to westward main track.

Normal position is for main track.

9. SEMI-AUTOMATIC INTERLOCKINGS.

Pacific Jct.Junction with Kalispell Division
Interlocking operated automatically for all movements with the current of traffic and for westward Kalispell division trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre. Switches must be operated by hand for other movements. See further instructions posted in iron box.

FOURTH SUBDIVISION

(Butte Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Clancy	45 MPH	30 MPH
Clancy and Butte	40 MPH	25 MPH

2. SPEED RESTRICTIONS.

Bridge 162.1 Midcanon, M, O	10 MPH
Bridge 180.5 Wolf Creek, M, O	10 MPH
Bridge 228.1 Clancy, M	20 MPH
Bridge 236.2 Corbin, M	10 MPH
Bridge 283.3 Butte, M	10 MPH
Bridge 284.1 Butte, M, O	10 MPH
Helena, through city limits, all trains	15 MPH
Helena, trains backing in or out of passenger station....	10 MPH
Butte, through city limits, Passenger	8 MPH
Freight	6 MPH
Tunnel No. 1, Hardy, through tunnel, freight trains....	10 MPH
Tunnel No. 6, between Portal and Amazon, through tunnel, Passenger	25 MPH
Freight	15 MPH
Between Home Signals of interlocking at: Butte	20 MPH

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Butte, Largey Spur and track leading to passenger station, 0-4 engines prohibited account No. 7 turnout.

4. TRAIN REGISTER EXCEPTIONS.

West Side Junction first and second class trains will register by ticket and passenger extras will not register.

Helena register only for trains originating and terminating.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At West Side Jct., first and second class trains and passenger extras for which this point is initial station may proceed on authority of clearance under which such trains arrive.

6. Cars loaded with poles, pipe or similar lading that might shift must be handled second behind engine. Crews must closely observe such lading to see if safe before passing through tunnels.**7. Great Falls, normal position of switch east end Missouri River bridge 119.4 is for Fifth Subdivision.****8. West Side Jct., normal position of junction switch located in front of yard office is for Fourth Subdivision.****9. Tunnel No. 6 between Amazon and Portal, when signal displays Stop-indication Rule 509(A) governs.****10. Mountain Spur, switch is protected for westward movements by automatic block signal 281.5 located approximately 1600 feet east.****11. Butte, between bridge 284.1 and N. P. Ry. crossing, automatic block signals govern westward movements.****12. Butte, train and engine movements over Garden and Warren Avenues will be protected by assigned watchmen between the hours of 8:00 AM and 11:59 PM daily. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of movement outside of assigned hours of watchmen.**

13. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 137 and MP 139 approximately one mile west of Riverdale.

Eastward—Between MP 276 and MP 274 approximately one mile east of Woodville.

14. EMERGENCY TELEPHONES.

Hardy, 500 feet west tunnel No. 1.....Watchman Cabin
Boulder, 3 mi. west ofWatchman Cabin
Butte, Tramway MineBooth

15. MANUAL INTERLOCKINGS.

Butte, 0.64 miles east ofN. P. Ry. crossing
Whistle signals for routes:
Main track1 long
N. P. Ry. transfer track4 short

16. AUTOMATIC INTERLOCKINGS.

Helena, 2.50 miles east of.....N. P. Ry. crossing

17. RAILROAD CROSSINGS PROTECTED BY GATES.

Helena, 1.77 miles east ofN. P. Ry. Industry track
Normal position is clear for Great Northern.

FIFTH SUBDIVISION

(Billings Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Mossmain	50 MPH	35 MPH

2. SPEED RESTRICTIONS.

Great Falls, passenger station, all trains on curve of
Billings line 10 MPH

3. TRAIN REGISTER EXCEPTIONS.

Great Falls, register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.

Judith Gap, Moccasin, Gerber, register only for trains originating and terminating.

Mossmain, register for trains originating and terminating at Billings.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Great Northern clearance received at Billings and Laurel will clear trains at Mossmain.

5. Great Falls, normal position of switch east end Missouri River bridge No. 119.4, is for Fifth Subdivision.**6. Gerber, normal position of junction switch is for Fifth Subdivision.****7. Moccasin, normal position of junction switch is for Fifth Subdivision.****8. Tunnel Q-1, between Shorey and Rimrock, automatic block signals govern movement of trains.****9. SPEED TEST BOARDS.**

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 6 and MP 8 approximately two miles west of Hesper.

Eastward—Between MP 217 and MP 215 approximately one-half mile east of Fields.

10. EMERGENCY TELEPHONES.

Tunnel Q-1, east endWatchman Cabin

11. MOSSMAIN, ELECTRIC SWITCH LOCKS.

Automatic signal 12.8 located 1000 feet west of west wye switch governs eastward train movements on east leg of wye. Normal position of junction switches at Mossmain is for Northern Pacific main track.

The following switches and derails are equipped with electric switch locks:

Derail near signal 118 on east leg of wye.

Derail near signal 123 on west leg of wye.

Both switches of crossover between main tracks leading to west leg of wye.

West switch of crossover from yard to eastward main track near signal 124.

East switch of crossover east of Laurel Yard office.

Trainmen will be governed as follows in the operation of these electric switch locks:

Open door of Electric switch lock and if indicator shows Proceed, move lock lever to the left which will unlock switch. If indicator shows Stop and no conflicting train movement is evident, open door of release box and operate push button. This will start operation of clockwork release. After time interval of three minutes indicator will show Proceed and switch can be unlocked by moving lock lever to the left. Westward trains making crossover movement at signal 121 to the yard and eastward trains making crossover movement at signal 122 to west leg of wye must stop within 200 feet of the signal in order to unlock electric lock at far end of crossover. If stop is made more than 200 feet from signal, electric locks cannot be operated without use of the clockwork release.

After movement is completed, restore switches and lock levers to normal position locking door of electric locks and release boxes.

SIXTH SUBDIVISION

(Shelby Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
West Side Jct. and Shelby	45 MPH	30 MPH
Sweet Grass Line Jct. and Sweet Grass	35 MPH	20 MPH

2. SPEED RESTRICTIONS.

Sweet Grass Line Jct. to Sweet Grass,
steam engines backing up 15 MPH

3. TRAIN REGISTER EXCEPTIONS.

Great Falls, Register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.

First and second class trains register by ticket at West Side Junction.

Emerson Jct., Vaughn, Power, Conrad register only for trains originating and terminating.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

- (a) Butte Division clearance received at Shelby will clear westward trains at Sweet Grass Line Jct.
 (b) Kalispell Division clearance received at Sweet Grass will clear eastward trains at Sweet Grass Line Jct.
 (c) Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station will obtain clearance from G. N. dispatcher.

5. Shelby, Trains 42 and 43 must proceed at restricted speed between end of Sixth Subdivision and passenger station and will use first track south of main track.
6. West Side Jct., normal position of junction switch located in front of yard office is for Fourth Subdivision.
7. Emerson Jct., normal position of junction switch is for Great Northern.

8. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward—Between MP 9 and MP 11 approximately one mile west of Manchester.

Eastward—Between MP 98 and MP 96 approximately one and one-fourth miles east of Shelby.

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Shelby (Kalispell Division)end of double track

Whistle signals for interlocking routes:

Westward main track2 long, 1 short
 Eastward main track2 long, 2 short
 Westward siding2 short, 1 long
 Eastward siding2 short, 2 long
 Single track4 short

10. SWITCH INDICATORS.

Sweet Grass Line Jct., separate indicators are provided for eastward and westward main tracks.

Push buttons and instructions for their operation are in the iron box locked with a switch lock. The member of the crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switch or fouling main track.

SEVENTH SUBDIVISION

(Richey Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Steam		
	Passenger	Passenger	Freight
Snowden and Richey	30 MPH	25 MPH	25 MPH

2. SPEED RESTRICTIONS.

O-1 Class or Larger Engines 20 MPH
 Steam engines backing up 15 MPH

3. Snowden, normal position of Seventh Subdivision switch is for east leg of wye.

4. MANUAL INTERLOCKINGS.

Snowden, 2 miles west ofdrawbridge 12.1
 Interlocking signals at east and west approach govern train movements over bridge. Electric gates operated by tollman from cabin control vehicular traffic over bridge. Telephones located near interlocking signals are connected with tollman cabin.

EIGHTH SUBDIVISION

(Watford City Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Steam		
	Passenger	Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH	25 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up 15 MPH

3. MANUAL INTERLOCKINGS.

Fairview, 3 miles east ofdrawbridge 3.2
 Interlocking signals at east end of tunnel and west approach govern train movements over bridge. Electric gates operated by tollman from cabin control vehicular traffic over bridge. Telephones located near interlocking signals are connected with tollman cabin.

NINTH SUBDIVISION

(Opheim Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Steam		
	Passenger	Passenger	Freight
Bainville and Redstone	35 MPH	30 MPH	25 MPH
Redstone and Scobey	35 MPH	25 MPH	20 MPH
Scobey and Opheim	25 MPH	25 MPH	20 MPH

2. SPEED RESTRICTIONS.

Steam engines backing 15 MPH

TENTH SUBDIVISION

(Hogeland Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger		Freight
	Passenger	Passenger	Freight
Saco and Loring	30 MPH	25 MPH	25 MPH
Loring and Chapman	12 MPH	12 MPH	12 MPH
Chapman and Hogeland	30 MPH	25 MPH	25 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up 10 MPH

ELEVENTH SUBDIVISION

(Lewistown Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
 Between Lewistown and Moccasin Passenger 35 MPH Freight 20 MPH
2. **SPEED RESTRICTIONS.**
 Steam engines backing up 15 MPH
3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
 Spring Creek Jct., Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
 Lewistown, westward Great Northern trains departing from Great Northern passenger station will obtain clearance from G. N. and CMStP&P dispatchers.
4. Moccasin, normal position of junction switch is for Fifth Subdivision.
5. Spring Creek Jct., normal position of junction switch is for CMStP&P RR.
6. Lewistown, transfer track will be used as a main track by Great Northern trains moving to and from CMStP&P main track and must be kept clear.
7. Lewistown and Moccasin, CMStP&P RR. bulletin boards located in depot.

TWELFTH SUBDIVISION

(Giffen Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
 Between Gerber and Giffen Passenger 20 MPH Freight 15 MPH
2. **SPEED RESTRICTIONS.**
 Steam engines backing up 15 MPH
3. Gerber, normal position of junction switch is for Fifth Subdivision.

THIRTEENTH SUBDIVISION

(Augusta Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
 Between Vaughn and Augusta Passenger 25 MPH Freight 20 MPH
2. **SPEED RESTRICTIONS.**
 Steam engines backing up 15 MPH
3. Vaughn, normal position of junction switch is for Sixth Subdivision.
4. Dracut Jct., normal position of junction switch is for Great Northern.

FOURTEENTH SUBDIVISION

(Pendroy Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
 Between Power and Pendroy Passenger 25 MPH Freight 20 MPH
2. **SPEED RESTRICTIONS.**
 Steam engines backing up 15 MPH
3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
 At Eastham Jct., Choteau Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.
4. Power, normal position of junction switch is for Sixth Subdivision.
5. Eastham Jct., Choteau Jct., normal position of junction switch is for CMStP&P RR.
6. Power and Pendroy, CMStP&P RR. bulletin boards located in depot.

WATCH INSPECTORS

Butte	S & S Jewelers.
Conrad	Harold Pyle.
Fairview	Agent—Comparison only.
Glasgow	Bowles Jewelry. R. E. StClair.
Great Falls	W. H. Barnes. Sutherland Jewelry.
Havre	Blacks' Jewelry.
Helena	E. C. Miles. Julius Stoner.
Judith Gap	Agent—Comparison only.
Laurel	Dudis Jewelry.
Lewistown	Scheldt Jewelers.
Plentywood	Catherine C. Lynch.
Saco	Agent—Comparison only.
Shelby	Stulls Jewelry.
Sidney	Lisle Hawkins.
Whitefish	Dr. Leon Reed.
Williston	R. M. Gross.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	0	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	0	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	0	15.0
1	5	55.3	5	0	12.0
1	6	54.5	6	0	10.0
1	7	53.7	7	0	8.5
1	8	52.9	8	0	7.5
1	9	52.1	9	0	6.7
1	10	51.4	10	0	6.0

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capac- ity Cars	SWITCH OPENS
First Subdivision			
Marley Beet Track	4.50 miles east of Ft. Buford..	34	East end
Second Subdivision			
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	47	Both ends
Harlem Stock Yards	1.30 miles east of Harlem	30	Both ends
Harlem Beet Track	0.25 miles west of Harlem	44	Both ends
Third Subdivision			
Big Sandy Pit Spur	5.88 miles east of Big Sandy ..	22	East end
Portage Pit	2.02 miles west of Portage....	48	Both ends
Fourth Subdivision			
Tintinger Spur No. 2	2.72 miles east of Hardy	73	East end
Cascade Stock Yard	0.50 miles east of Cascade	42	Both ends
Fifth Subdivision			
Baseline Spur	1.90 miles east of Rimrock	25	West end
Sixth Subdivision			
Pondera Pipe Line Spur..	2.97 miles east of Conrad	37	East end
Conrad Refining Co. Spur	1.46 miles east of Conrad	11	East end
Burke Pit	5.70 miles west of Conrad	50	Both ends
Aronow Spur	2.00 miles west of Kevin	8	East end
Superior Spur	4.00 miles west of Kevin	2	East end
Ohio Oil Co.	1.08 miles east of Sunburst...	46	Both ends
International Refining Co.	0.61 miles east of Sunburst	99	Both ends
Seventh Subdivision			
State Line Beet Spur	3.87 miles east of Dore	21	Both ends
Cowles Beet Track	2.31 miles west of Dore	19	Both ends
Ludington Beet Track	2.45 miles east of Ridgelawn..	19	Both ends
Wooley Beet Track	3.90 miles east of Sidney	33	Both ends
Eighth Subdivision			
Hardy Beet Track	1.51 miles east of Fairview	61	Both ends
Ninth Subdivision			
Plentywood Pit Track....	4.6 miles west of Plentywood..	32	Both ends
Twelfth Subdivision			
Lavin Spur	0.84 miles east of Lewis Jct...	4	West end
Brown's Spur	1.14 miles east of Lewis Jct...	8	West end
Thirteenth Subdivision			
Beet Track	0.70 miles west of Vaughn	44	Both ends
Fourteenth Subdivision			
Flume Spur	4.08 miles west of Bole	14	East end
Hobson Elevator Spur ..	3.50 miles east of Choteau	16	West end



