## 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. 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. T. W. Collison | Scobey, 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
A. E. CARR, Trainmaster

# GREAT NORTHERN RAILWAY COMPANY

# BUTTE DIVISION

# TIME TABLE 72

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

## Sunday, November 16, 1952

C. M. RASMUSSEN, Superintendent.
T. A. JERROW, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

| Station Numbers | Car Capacity Sidings | Car Capacity Other Tracks | THIRD CLASS 663 Daily Ex. Sun. | THIRD CLASS 613 Daily Ex. Sun. | SECOND CLASS 473 Daily | SECOND CLASS 461 Daily | SECOND CLASS 371 Daily Ex. Sun. | SECOND CLASS 459 Daily | FIRST CLASS 3 Daily | FIRST CLASS 27 Daily | FIRST CLASS 223 Daily Ex. Sun. | FIRST CLASS 289 Daily Ex. Sun. | FIRST CLASS 285 Daily Ex. Sun. | FIRST CLASS 1 Streamliner Daily | Distance from Williston | Time Table No. 72 Effective November 16, 1952 STATIONS | Telegraph Call |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 647 | ..... | Yard | L 6.55Am | L 5.00Am | L 5.40Pm | L 9.00Am | L 7.00Am | L12.30Am | L 10.10Pm | L 9.25Pm | L 8.30Am | L 8.00Am | L 6.45Am | L 6.20Am | ..... | .....WILLISTON | WN |
| 659 | ..... | 29 | 7.15 | 5.20 | 6.00 | 9.20 | f 7.25 | 12.50 | 10.23 | 9.38 | s 8.48 | f 8.15 | f 7 00 | 6.34 | 11 99 | 11.99 ..... TRENTON | ON |
| 668 | ..... | 36 | 7.30 | 5.35 | 6.15 | 9.35 | f 7.40 | 1 05 | 10.31 | 9.47 | s 9.00 | f 8 25 | f 7.10 | 6.44 | 20 56 | 8.57 ....FT. BUFORD | ..... |
| 676 | 130 | 91 | 7.40 | A 5.50Am | 6.22 | 9.42 | s 7.50 | 1.12 | 10.41 | 9.53 | s 9.07 | f 8.32 | A 7.20Am | 6.50 | 25 92 | 5.36 .....SNOWDEN | SN |
| 681 | 130 | 8 | 7.50 | ..... | 6.30 | 9.50 | f 8 00 | 1.20 | 10.48 | 9.59 | f 9.15 | f 8.40 | .... ..... | 6.56 | 31 65 | 5.76 .....LAKESIDE | ..... |
| 685 | E115 W174 | 164 | 8.30 | ..... | 6.45 | 10.00 | A 8.15Am | 1.30 | 10.56 | 10.06 | s 9.30 | A 8.50Am | ..... | 7.03 | 38 10 | 5.42 .....BAINVILLE | B |
| 692 | 109 | 4 | 8.45 | ..... | 6.55 | 10.10 | ..... | 1.40 | 11.04 | 10.13 | f 9.40 | ..... | ..... | 7.10 | 44 91 | 5.81 .....LANARK | ..... |
| 699 | 120 | 58 | 9.15 | ..... | 7.07 | 10.22 | ..... | 1.52 | 11.12 | 10.21 | s 9.50 | ..... | ..... | 7.18 | 53.57 | 7.46 ....CULBERTSON | CU |
| 705 | 107 | 5 | 9.25 | ..... | 7.17 | 10.31 | ..... | 2.05 | 11.18 | 10.27 | f 10.01 | ..... | ..... | 7.24 | 57.87 | 5.50 ..... BLAIR | ..... |
| 708 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f 10.07 | ..... | ..... | ..... | 63.00 | 4.13 .....FORT KIPP | ..... |
| 714 | 72 | 5 | 9.45 | ..... | 7 37 | 10.50 | ..... | 2.20 | 11.31 | 10.37 | f 10.13 | ..... | ..... | 7.34 | 66 81 | 4.81 .....CALAIS | .... |
| 722 | E130 W118 | 74 | 10.25 | ..... | 7.45 | 11.00 | ..... | 2.28 | 11.39 | 10.42 | s 10.25 | ..... | ..... | 7.39 | 71 58 | 4.77 .....BROCKTON | BR |
| 729 | 127 | 23 | 11.12 | ..... | 7.57 | 11.12 | ..... | 2.40 | 11.49 | 10.50 | f 10.35 | ..... | ..... | 7.47 | 79 16 | 7.66 .....SPROLE | .... |
| 733 | 130 | 83 | 11.30 | ..... | 8.07 | 11.22 | ..... | 2.50 | f 11.59 | 10.57 | s 10.45 | ..... | ..... | 7.54 | 85.87 | 5.43 .....POPLAR | PO |
| 741 | 130 | 17 | 11.40 | ..... | 8.19 | 11.32 | ..... | 3.00 | 12.07Am | 11.04 | f 10.55 | ..... | ..... | 8.01 | 92.61 | 6.94 .....CHELSEA | ..... |
| 748 | 130 | 24 | 11.50 | ..... | 8.31 | 11.46 | ..... | 3.12 | 12.15 | 11.12 | f 11.10 | ..... | ..... | 8.08 | 100.34 | 7.88 .....MACON | .... |
| 758 | E135 W125 | 227 | 12.50Pm | ..... | 8.42 | 11.56 | ..... | 3.20 | f 12.24 | 11.20 | s 11.20 | ..... | ..... | 8.14 | 106.76 | 6.42 ....WOLF POINT | WO |
| 759 | 70 | ..... | 1.00 | ..... | 8.51 | 12.05Pm | ..... | 3.28 | 12.31 | 11 27 | f 11.30 | ..... | ..... | 8.20 | 113.74 | 5.98 ....LOHMILLER | .... |
| 768 | 105 | 87 | 1.10 | ..... | 9.00 | 12.13 | ..... | 3.35 | 12.37 | 11.33 | s 11.40 | ..... | ..... | 8.26 | 118 04 | 5.30 .....OSWEGO | GO |
| 772 | E90 W70 | 30 | 1.50 | ..... | 9.12 | 12.25 | ..... | 3.50 | 12.45 | 11.42 | s 11.55 | ..... | ..... | 8.35 | 125.83 | 7 79 .....FRAZER | FR |
| 777 | 130 | 11 | 2.00 | ..... | 9.20 | 12.35 | ..... | 4.12 | 12.50 | 11.48 | f 12.05Pm | ..... | ..... | 8.40 | 130 86 | 5.03 .....KINTYRE | ..... |
| 783 | W71 E89 | ..... | 2.10 | ..... | 9.28 | 12.45 | ..... | 4.19 | 12.55 | 11.55 | f 12.15 | ..... | ..... | 8.46 | 136.48 | 5.62 .....WIOTA | ..... |
| 789 | 129 | 83 | 2.30 | ..... | 9.36 | 12.55 | ..... | 4.26 | 1.00 | 12.01Am | s 12.25 | ..... | ..... | 8.52 | 141 91 | 5.43 .....NASHUA | NA |
| 797 | 130 | 13 | 2.45 | ..... | 9.50 | 1.10 | ..... | 4.40 | 1.08 | 12.10 | f 12.35 | ..... | ..... | 9.01 | 149 70 | 7 79 .....WHATELY | .... |
| 803 | Yard | 740 | A 3.00Pm | ..... | A10.10Pm | A 1.30Pm | ..... | A 5.05Am | A 1.15Am | A 12.20Am | A 12.45Pm | ..... | ..... | A 9.10Am | 156.41 | 6.71 .....GLASGOW | GW |
| | | | 8.05 19.4 | .50 31.1 | 4.30 34.8 | 4.30 34.8 | 1.15 30.5 | 4.35 34.1 | 3.05 50.7 | 2.55 53.6 | 4.15 36.8 | .50 55.7 | .35 44.4 | 2.50 55.2 | | Time Over Subdivision Average Speed Per Hour | |

AUTOMATIC BLOCK SIGNALS

Double Track

**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 Culbertson to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and West where No. 3 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 28.

| Time Table No. 72 Effective November 16, 1952 — STATIONS | Distance from Glasgow | FIRST CLASS 4 Daily | 28 Daily | 224 Daily Ex. Sun. | 2 Streamliner Daily | 290 Daily Ex. Sun. | 286 Daily Ex. Sun. | SECOND CLASS 372 Daily Ex. Sun. | 458 Daily | 462 Daily | 470 Daily | | THIRD CLASS 664 Daily Ex. Sat. | 614 Daily Ex. Sun. | SIGNS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOMATIC BLOCK SIGNALS | | | | | | | | | | | | | | | |
| WILLISTON.. | 156.41 | A 6.40Am (1-285) | A 7.55Am (289) | A 5.20Pm | A 6.10Pm | A 5.35Pm | A 5.25Pm | A 5.15Pm | A 12.50Pm | A 8.00Pm | A 3.45Am | ..... | A 3.00Pm | A 1.00Pm | BCDNK OPRWX |
| 11.59 TRENTON.. (Double Track) | 144.42 | 6.25 | 7.42 | s 5.01 | 5.45 | f 5.19 | f 5.08 | f 4.50 | 12.30 | 7.35 | 3.25 | ..... | 2.30 | 12.35 | DP |
| 8.57 FT. BUFORD. | 135.85 | 6.16 | 7.30 | s 4.49 | 5.35 | f 5.06 | f 4.54 | f 4.35 | 12.15 | 7.15 | 3.10 | ..... | 2.10 | 12.20 | P |
| 5.36 SNOWDEN.. | 130.49 | 6.10 (813) | 7.20 (285) | s 4.41 | 5.28 | f 4.58 | L 4.45Pm | f 4.25 | 12.05Pm | 7.05 | 3.00 | ..... | 2.00 | L12.10Pm | DNJ PXY |
| 5.76 LAKESIDE..... | 124.73 | 6.02 | 7.10 | f 4.33 | 5.21 | f 4.49 | ..... | f 4.10 | 11.55 | 6.55 | 2.52 | ..... | 1.45 | ..... | P |
| 6.42 BAINVILLE..... | 118.31 | 5.55 | f 7.03 (1) | s 4.28 | 5.13 | L 4.40Pm | ..... | L 4.00Pm | 11.45 | 6.45 (478) | 2.41 | ..... | 1.30 | ..... | DNJK PWXY |
| 6.81 LANARK..... | 111.50 | 5.48 | 6.50 | f 4.15 | 5.06 | ..... | ..... | ..... | 11.35 | 6.35 | 2.30 | ..... | 1.05 | ..... | P |
| 7.46 CULBERTSON.... | 104.04 | 5.40 | f 6.42 | s 4.05 | 4.58 | ..... | ..... | ..... | 11.20 | 6.20 | 2.15 | ..... | 12.50 | ..... | DNP |
| 5.50 BLAIR..... | 98.54 | 5.34 | 6.36 | f 3.53 | 4.53 | ..... | ..... | ..... | 11.10 | 6.10 | 2.05 (459) | ..... | 12.20 | ..... | P |
| 4.18 FORT KIPP..... | 94.41 | ..... | ..... | f 3.46 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4.81 CALAIS..... | 89.60 | 5.25 | 6.26 | f 3.38 | 4.45 | ..... | ..... | ..... | 10.50 (461) | 5.54 | 1.52 | ..... | 12.01Pm | ..... | P |
| 4.77 BROCKTON..... | 84.83 | 5.20 | 6.21 | s 3.30 | 4.40 | ..... | ..... | ..... | 10.25 (223-663) | 5.48 | 1.45 | ..... | 11.50 | ..... | DNPW |
| 7.56 SPROLE..... | 77.27 | 5.10 | 6.11 | f 3.15 | 4.33 | ..... | ..... | ..... | 10.12 | 5.33 | 1.32 | ..... | 11.12 (461-663) | ..... | P |
| 6.43 POPLAR..... | 70.84 | f 5.03 | 6.04 | s 3.05 | 4.27 | ..... | ..... | ..... | 10.02 | 5.23 | 1.22 | ..... | 10.45 (223) | ..... | DNP |
| 6.94 CHELSEA..... | 63.90 | 4.55 | 5.57 | f 2.50 | 4.20 | ..... | ..... | ..... | 9.52 | 5.13 | 1.14 | ..... | 10.25 | ..... | P |
| 7.83 MACON..... | 56.07 | 4.47 | 5.47 | f 2.40 | 4.13 | ..... | ..... | ..... | 9.37 | 4.58 | 1.03 | ..... | 10.05 | ..... | P |
| 6.42 WOLF POINT.... | 49.65 | f 4.40 | s 5.40 | s 2.30 | 4.07 | ..... | ..... | ..... | 9.25 | 4.48 | 12.52 | ..... | 9.50 | ..... | DNPW |
| 5.98 LOHMILLER.... | 43.67 | 4.31 | 5.30 | s 2.15 | 4.02 | ..... | ..... | ..... | 9.15 | 4.39 | 12.44 | ..... | 9.00 | ..... | P |
| 5.30 OSWEGO..... | 38.37 | 4.25 | 5.23 | s 2.05 | 3.57 | ..... | ..... | ..... | 9.05 | 4.32 | 12.37 (8) | ..... | 8.50 | ..... | DP |
| 7.79 FRAZER..... | 30.58 | 4.18 | 5.13 | s 1.50 (663) | 3.50 | ..... | ..... | ..... | 8.50 | 4.17 | 12.15 | ..... | 8.35 (1) | ..... | DPWN |
| 5.03 KINTYRE..... | 25.55 | 4.12 (459) | 5.05 | f 1.40 | 3.45 | ..... | ..... | ..... | 8.40 (1) | 4.10 | 12.05Am | ..... | 8.05 | ..... | P |
| 5.62 WIOTA..... | 19.93 | 4.06 | 4.58 | f 1.30 | 3.40 | ..... | ..... | ..... | 8.25 | 4.02 | 11.55 (27) | ..... | 7.55 | ..... | P |
| 5.43 NASHUA..... | 14.50 | 4.00 | 4.50 | s 1.20 | 3.35 | ..... | ..... | ..... | 8.15 | 3.55 | 11.42 | ..... | 7.35 | ..... | DNP |
| 7.79 WHATELY | 6.71 | 3.52 | 4.40 (450) | f 1.10 (461) | 3.27 | ..... | ..... | ..... | 8.00 | 3.40 | 11.27 | ..... | 7.15 | ..... | P |
| 6.71 GLASGOW | ..... | L 3.45Am | L 4.30Am | L 1.00Pm | L 3.20Pm | ..... | ..... | ..... | L 7.45Am | L 3.30Pm | L11.15Pm | ..... | L 7.00Am | ..... | BDNKO PRWXY |
| Time Over Subdivision | | 2.55 | 3.25 | 4.20 | 2.50 | .55 | .40 | 1.15 | 5.05 | 4.30 | 4.30 | | 8.00 | .50 | |
| Average Speed Per Hour | | 53.6 | 45.7 | 36.1 | 55.2 | 41.5 | 39.0 | 30.5 | 30.8 | 34.8 | 34.8 | | 19.6 | 31.1 | |

**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. 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 Culbertson to receive revenue passengers for Twin Cities and beyond and to discharge revenue passengers from Great Falls and West.

No. 28 stops at Snowden daily except Sunday to make transfer unless otherwise instructed.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

| Station Numbers | Car Capacity: Siding | Car Capacity: Other Tracks | | THIRD CLASS 665 | SECOND CLASS 473 | SECOND CLASS 461 | SECOND CLASS 459 | FIRST CLASS 223 | FIRST CLASS 1 Streamliner | FIRST CLASS 3 | FIRST CLASS 27 | Distance from Glasgow | Time Table No. 72 Effective November 16, 1952 — STATIONS | Telegraph Call |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily Ex. Mon. | Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | Daily | | | |
| 803 | Yard | 740 | | L 28 4.35Am | L 10.15Pm | L 1.45Pm | L 5.15Am | L 224 1.00Pm | L 9.10Am | L 1.20Am | L 12.25Am | | GLASGOW | GW |
| 806 | 70 | 70 | | 4.45 | 10.22 | 1.52 | 5.22 | f 666 1.10 | 9.16 | 1.26 | 12.32 | 4.73 | PAISLEY | |
| 815 | 125 | 27 | | 5.05 | 470 10.35 | 2.05 | 5.37 | s 1.25 | 9.24 | 1.34 | 12.40 | 7.08 11.76 | TAMPICO | MA |
| 820 | 71 E 137 | 26 | | 5.15 | 10.45 | 462 2.12 | 5.44 | s 1.35 | 9.30 | 1.40 | 12.46 | 5.28 17.04 | VANDALIA | |
| 828 | W 114 | 35 | | 5.43 | 11.02 | 2 2.45 | 6.00 | s 462 1.50 | 9.40 | 1.51 | 12.59 | 8.79 25.83 | HINSDALE | HD |
| 837 | 71 | 15 | | 5.55 | 11.17 | 3.00 | 6.15 | f 2.01 | 9.49 | 2.01 | 1.07 | 8.21 34.04 | BEAVERTON | |
| 843 | W 93 E 166 | 121 | | 458 6.21 | 11.23 | 3.07 | 458 6.21 | s 2.06 | 9.54 | f 2.06 | 1.12 | 4.54 38.58 | SACO | SF |
| 852 | 71 W 166 | 3 | | 6.55 | 11.33 | 3.17 | 6.32 | f 2 2.25 | 10.01 | 2.13 | 1.19 | 6.88 45.46 | ASHFIELD | |
| 860 | E 89 | 110 | | 7.30 | 11.47 | 3.29 | 6.48 | s 2.35 | 10.09 | 2.21 | 1.27 | 7.58 52.99 | BOWDOIN | BO |
| 863 | 70 | 16 | | 7.45 | 11.57 | 3.40 | 7.00 | f 2.43 | 10.16 | 4 2.31 | 1.34 | 6.75 59.74 | STRATER | |
| 869 | 123 | 145 | | 8.00 | 12.05Am | 3.48 | 7.08 | s 2.55 | 666 10.22 | f 2.37 | 1.40 | 5.86 65.60 | MALTA | MF |
| 874 | 71 E 142 | 14 | | 8.15 | 12.11 | 3.54 | 7.15 | f 3.05 | 10.27 | 28 2.42 | 1.45 | 4.79 70.39 | EXETER | |
| 880 | W 130 | 98 | | 8.40 | 12.17 | 4.00 | 7.22 | s 3.15 | 234 10.32 | 2.47 | 1.50 | 4.79 75.18 | WAGNER | WA |
| 886 | 123 | 55 | | 666 9.15 | 12.35 | 4.15 | 7.37 | s 3.30 | 10.40 | 2.55 | 4 1.58 | 7.86 83.04 | DODSON | DN |
| 892 | 124 | 5 | | 9.30 | 12.45 | 4.25 | 7.45 | f 3.40 | 10.46 | 3.02 | 2.04 | 5.69 88.73 | SURVANT | |
| 896 | 130 E 92 | 32 | | 9.45 | 12.51 | 4.32 | 7.51 | f 3.50 | 10.52 | 3.08 | 28 2.10 | 4.42 93.15 | COBURG | |
| 901 | W 126 | 26 | | 224 9.55 | 12.58 | 4.40 | 8.00 | s 4.00 | 10.57 | 3.14 | 2.15 | 5.21 98.36 | SAVOY | S |
| 907 | 76 E 126 | 4 | | 10.15 | 1.08 | 4.50 | 8.15 | f 4.10 | 11.04 | 3.21 | 2.22 | 6.25 104.61 | MATADOR | |
| 913 | W 70 | 70 | | 10.40 | 4 1.27 | 4.57 | 666 8.23 | s 4.25 | 11.10 | 3.28 | 2.28 | 5.58 110.19 | HARLEM | HM |
| 919 | 76 | 45 | | 1-462 11.17 | 28 1.40 | 5.05 | 8.34 | f 4.35 | 462-665 11.17 | 3.35 | 2.35 | 6.82 116.51 | FORT BELKNAP | |
| 925 | 90 | 32 | | 11.27 | 1.50 | 5.12 | 8.42 | s 4.45 | 11.23 | 3.41 | 2.41 | 5.58 122.04 | ZURICH | S |
| 929 | 70 | 21 | | 11.35 | 1.55 | 5.17 | 8.48 | f 4.50 | 11.27 | 458 3.46 | 2.45 | 3.67 125.71 | NORTH FORK | |
| 935 | E 121 W 74 | 342 | | 2 12.55Pm | 2.02 | 5.25 | 224 9.05 | s 5.00 | 11.34 | f 3.53 | 2.51 | 5.58 131.29 | CHINOOK | CK |
| 939 | 60 | | | 1.05 | 2.08 | 5.32 | 9.11 | f 5.05 | 11.39 | 3.58 | 2.56 | 4.44 135.73 | ADAMS | |
| 943 | | 10 | | 1.15 | 2.13 | 5.37 | 9.16 | s 5.10 | 11.44 | 4.02 | 3.00 | 3.58 139.31 | LOHMAN | |
| 949 | | | | 1.30 | 2.25 | 5.50 | 9.30 | f 5.20 | 11.52 | 4.09 | 3.09 | 6.71 146.02 | TOLEDO | |
| 956 | Yard | 2183 | | A 2.00Pm | A 2.45Am | A 6.15Pm | A 9.45Am | A 5.30Pm | A 12.10Pm | A 4.30Am | A 458 3.20Am | 6.95 152.97 | HAVRE | HV |
| | | | | 9.25 16.2 | 4.30 33.9 | 4.30 33.9 | 4.30 33.9 | 4.30 33.9 | 3.00 50.9 | 3.10 48.2 | 2.55 52.5 | | Time Over Subdivision Average Speed Per Hour | |

AUTOMATIC BLOCK SIGNALS — Double Track

**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 Harlem to discharge revenue passengers from Twin Cities and beyond and to receive revenue passengers for Great Falls and west where No. 3 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

**Time Table No. 72**
Effective November 16, 1952

AUTOMATIC BLOCK SIGNALS

| STATIONS | Distance from Havre | FIRST CLASS 4 Daily | 28 Daily | 224 Daily Ex. Sun. | 2 Streamliner Daily | SECOND CLASS 458 Daily | 462 Daily | 470 Daily | THIRD CLASS 666 Daily Ex. Sun. | SIGNS |
|---|---|---|---|---|---|---|---|---|---|---|
| GLASGOW | 152.97 | A 3.40Am | A 4.25Am | A 12.45Pm | A 3.20Pm | A 7.30Am | A 2.40Pm | A 11.00Pm | A 1.30Pm | BDNKO PRWXY |
| 4.73 PAISLEY | 148.24 | 3.35 | 4.18 | f 12.35 | 3.10 | 7.20 | 2.30 | 10.50 | 1.10 | P |
| 7.03 TAMPICO | 141.21 | 3.27 | 4.10 | s 12.25 | 3.01 | 7.07 | 2.20 | 10.35 | 12.55 | DPN |
| 5.28 VANDALIA | 135.93 | 3.21 | 4.03 | s 12.15 | 2.55 | 7.00 | 2.12 | 10.25 | 12.45 | P |
| 8.79 HINSDALE | 127.14 | 3.10 | 3.48 | s 12.01Pm | 2.45 | 6.42 | 1.50 | 10.05 | 12.30 | DNPW |
| 8.21 BEAVERTON | 118.93 | 3.00 | 3.34 | f 11.50 | 2.37 | 6.26 | 1.38 | 9.45 | 12.10 | P |
| 4.54 SACO | 114.39 | f 2.55 | s 3.24 | s 11.40 | 2.32 | 6.21 | 1.32 | 9.35 | 12.01Pm | DNJK PXY |
| 6.88 ASHFIELD | 107.51 | 2.48 | 3.12 | f 11.25 | 2.25 | 6.05 | 1.22 | 9.22 | 11.30 | P |
| 7.58 BOWDOIN | 99.93 | 2.40 | 3.01 | s 11.15 | 2.18 | 5.49 | 1.10 | 9.07 | 11.15 | DPYN |
| 6.75 STRATER | 93.23 | 2.31 | 2.53 | f 11.00 | 2.11 | 5.37 | 1.01 | 8.56 | 10.32 | P |
| 5.86 MALTA | 87.37 | f 2.25 | s 2.47 | s 10.50 | 2.05 | 5.27 | 12.32 | 8.47 | 10.22 | DNPW |
| 4.79 EXETER | 82.58 | 2.13 | 2.42 | f 10.40 | 2.00 | 5.21 | 12.26 | 8.38 | 9.42 | P |
| 4.79 WAGNER | 77.79 | 2.08 | 2.33 | s 10.32 | 1.55 | 5.15 | 12.20 | 8.32 | 9.35 | DP |
| 7.86 DODSON | 69.93 | 1.58 | 2.25 | s 10.17 | 1.47 | 4.59 | 12.08Pm | 8.26 | 9.15 | DNP |
| 5.69 SURVANT | 64.24 | 1.52 | 2.18 | f 10.10 | 1.41 | 4.49 | 11.59 | 8.18 | 9.07 | P |
| 4.43 COBURG | 59.82 | 1.44 | 2.10 | f 10.03 | 1.35 | 4.42 | 11.53 | 8.12 | 9.00 | P |
| 5.21 SAVOY | 54.61 | 1.38 | 2.03 | s 9.55 | 1.30 | 4.34 | 11.45 | 8.05 | 8.50 | DPWN |
| 6.25 MATADOR | 48.36 | 1.32 | 1.55 | f 9.47 | 1.24 | 4.23 | 11.36 | 7.53 | 8.33 | P |
| 5.58 HARLEM | 42.78 | 1.27 | s 1.48 | s 9.40 | 1.18 | 4.16 | 11.27 | 7.45 | 8.23 | DNP |
| 6.32 FORT BELKNAP | 36.46 | 1.20 | 1.40 | f 9.28 | 1.11 | 4.05 | 11.17 | 7.34 | 7.50 | P |
| 5.53 ZURICH | 30.93 | 1.14 | 1.33 | s 9.20 | 1.05 | 3.58 | 10.50 | 7.25 | 7.40 | DPW |
| 3.67 NORTH FORK | 27.26 | 1.09 | 1.29 | f 9.13 | 1.01 | 3.46 | 10.45 | 7.20 | 7.30 | P |
| 5.58 CHINOOK | 21.68 | f 1.05 | s 1.23 | s 9.05 | 12.55 | 3.36 | 10.36 | 7.11 | 7.20 | DNPY |
| 4.44 ADAMS | 17.24 | 1.00 | 1.15 | f 8.55 | 12.50 | 3.30 | 10.30 | 7.05 | 6.10 | P |
| 8.58 LOHMAN | 13.66 | 12.56 | 1.10 | s 8.50 | 12.46 | 3.25 | 10.25 | 7.00 | 5.55 | IP |
| 6.71 TOLEDO (Double Track) | 6.95 | 12.48 | 1.03 | f 8.40 | 12.38 | 3.13 | 10.13 | 6.45 | 5.40 | |
| 6.95 HAVRE | | L 12.40Am | L 12.55Am | L 8.30Am | L 12.30Pm | L 3.00Am | L 10.00Am | L 6.30Pm | L 5.15Am | BDNK OPRWX |
| Time Over Subdivision | | 8.00 | 8.30 | 4.15 | 2.50 | 4.30 | 4.40 | 4.30 | 8.15 | |
| Average Speed Per Hour | | 50.9 | 48.7 | 55.9 | 53.9 | 53.9 | 52.8 | 53.9 | 15.5 | |

**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.**

## 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 to receive revenue passengers for the Twin Cities and beyond and to discharge revenue passengers from Great Falls and West.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS 657 Mon., Wed Fri | FIRST CLASS 1 Streamliner Daily | FIRST CLASS 3 Daily | FIRST CLASS 27 Daily | Distance from Havre | Time Table No. 72 Effective November 16, 1952 STATIONS | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|
| 956 | Yard | 2391 | L 6.15Am | L 12.10Pm | L 4.40Am | L 3.40Am | | Double Track HAVRE Auto Block Signals | HV |
| 961 | | | A 6.30Am | A 12.18Pm | 4.47 | Af 3.47Am | 4.08 | 4.08 PACIFIC JCT. | |
| Z11 | 50 | 10 | | | 5.01 | | 14.91 | 10.88 LAREDO | |
| Z20 | 51 | 22 | | | 5.12 | | 24.73 | 9.82 BOX ELDER | BX |
| Z31 | 76 | 96 | | | s 5.26 | | 35.55 | 10.82 BIG SANDY | BS |
| Z37 | 50 | 14 | | | 5.33 | | 40.84 | 5.29 VERONA | |
| Z45 | 90 | 25 Spur | | | 5.44 | | 49.44 | 8.60 VIRGELLE | |
| Z51 | | 12 | | | 5.52 | | 55.27 | 5.83 STRANAHAN | |
| Z56 | 56 | 18 | | | 6.00 | | 60.29 | 5.02 LIPPARD | |
| Z62 | 90 | 18 | | | 6.09 | | 66.25 | 5.96 CHAPPELL | CQ |
| Z67 | 50 | | | | 6.15 | | 70.82 | 4.57 TETON | |
| Z75 | 94 | 66 | | | s 6.35 | | 78.73 | 7.91 FORT BENTON | BN |
| Z80 | | 36 | | | 6.44 | | 83.77 | 5.04 KERSHAW | |
| Z85 | 41 | 8 | | | 6.50 | | 88.53 | 4.76 TUNIS | |
| Z91 | 78 | 36 | | | 6.57 | | 94.43 | 5.90 CARTER | CA |
| Z96 | 32 | 26 | | | 7.04 | | 99.43 | 5.00 FLOWEREE | |
| Z103 | 89 | 29 | | | 7.13 | | 107.00 | 7.57 PORTAGE | RE |
| Z108 | 103 | 19 | | | 7.20 | | 112.59 | 5.59 SHEFFELS | |
| Z113 | 42 | 16 | | | 7.27 | | 117.37 | 4.78 RAINBOW | |
| Z119 | Yard | 4082 | | | A 7.45Am | | 123.24 | 5.87 GREAT FALLS | PD |
| | | | .15 16.1 | .08 30.2 | 3.05 39.9 | .07 34.5 | | Time Over Subdivision Average Speed Per Hour | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

| Time Table No. 72<br>Effective November 16, 1952<br>STATIONS | Distance from Great Falls | FIRST CLASS<br>2 Streamliner<br>Daily | FIRST CLASS<br>28<br>Daily | FIRST CLASS<br>4<br>Daily | | | | | SECOND CLASS<br>460<br>Daily | SECOND CLASS<br>472<br>Daily | SECOND CLASS<br>486<br>Daily | THIRD CLASS<br>658<br>Tue., Thur. Sat. | SIGNS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Double Track — Auto Block Signals | | | | | | | | | | | | | |
| HAVRE | 123.24 | A 12.30Pm | A 12.05Am | A 12.30Am | | | | | A 8.00Am | A 4.40Pm | A 11.30Pm | A 3.45Pm | BDNK OPRWX |
| 4.03. | | | | | | | | | | | | | |
| PACIFIC JCT. | 119.21 | L 12.12Pm | L 11.55Pm | 12.14 | | | | | L 7.45Am | L 4.25Pm | L 11.15Pm | L 3.30Pm | IJPY |
| 10.88 | | | | | | | | | | | | | |
| LAREDO | 108.33 | | | 11.59 | | | | | | | | | P |
| 9.82 | | | | | | | | | | | | | |
| BOX ELDER | 98.51 | | | 11.47 | | | | | | | | | DP |
| 10.82 | | | | | | | | | | | | | |
| BIG SANDY | 87.69 | | | s 11.34 | | | | | | | | | DNP |
| 5.29 | | | | | | | | | | | | | |
| VERONA | 82.40 | | | 11.25 | | | | | | | | | P |
| 8.60 | | | | | | | | | | | | | |
| VIRGELLE | 73.80 | | | 11.13 | | | | | | | | | P |
| 5.83 | | | | | | | | | | | | | |
| STRANAHAN | 67.97 | | | 11.05 | | | | | | | | | P |
| 5.02 | | | | | | | | | | | | | |
| LIPPARD | 62.95 | | | 10.58 | | | | | | | | | P |
| 5.96 | | | | | | | | | | | | | |
| CHAPPELL | 56.99 | | | 10.50 | | | | | | | | | DP |
| 4.57 | | | | | | | | | | | | | |
| TETON | 52.42 | | | 10.44 | | | | | | | | | P |
| 7.91 | | | | | | | | | | | | | |
| FORT BENTON | 44.51 | | | s 10.32 | | | | | | | | | DNP |
| 5.04 | | | | | | | | | | | | | |
| KERSHAW | 39.47 | | | 10.25 | | | | | | | | | P |
| 4.76 | | | | | | | | | | | | | |
| TUNIS | 34.71 | | | 10.19 | | | | | | | | | P |
| 5.90 | | | | | | | | | | | | | |
| CARTER | 28.81 | | | 10.12 | | | | | | | | | DP |
| 5.00 | | | | | | | | | | | | | |
| FLOWEREE | 23.81 | | | 10.06 | | | | | | | | | P |
| 7.57 | | | | | | | | | | | | | |
| PORTAGE | 16.24 | | | 9.57 | | | | | | | | | DP |
| 5.59 | | | | | | | | | | | | | |
| SHEFFELS | 10.65 | | | 9.51 | | | | | | | | | P |
| 4.78 | | | | | | | | | | | | | |
| RAINBOW | 5.87 | | | 9.45 | | | | | | | | | P |
| 5.87 | | | | | | | | | | | | | |
| GREAT FALLS | | | | L 9.35Pm | | | | | | | | | BDNJK PRX |
| Time Over Subdivision | | .18 | .10 | 2.55 | | | | | .15 | .15 | .15 | .15 | |
| Average Speed Per Hour | | 18.4 | 24.1 | 42.8 | | | | | 16.1 | 16.1 | 16.1 | 16.1 | |

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

# Time Table No. 72

Effective November 16, 1952

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS | FIRST CLASS 235 Daily | Distance from Great Falls | STATIONS | Telegraph Call | Distance from Butte | SIGNS | FIRST CLASS 236 Daily | SECOND CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Z 119 | Yard | 4082 | | L 8.30Am | . | GREAT FALLS . | PD | 169.74 | BDNJKPRX | A 8.50Pm | |
| **TRAINS BETWEEN WEST SIDE JCT. AND GREAT FALLS BE GOVERNED BY SIXTH SUBDIVISION** | | | | | | | | | | | |
| | | Yard | | L 8.33Am | 0.68 | WEST SIDE JCT. | GF | 169.06 | BDNJKOP RWXY | A 8.47Pm | |
| | | | | | 0.68 | | | | | | |
| Z 120 | 40 | | | 8.42 | 4.29<br>4.97 | FLOOD | | 164.77 | P | 8.35 | |
| Z 130 | 42 | 38 | | f 8.56 | 9.14<br>14.11 | ULM | M | 155.63 | DP | 8.20 | |
| Z 137 | 42 | | | 9.06 | 6.80<br>20.91 | RIVERDALE | | 148.83 | P | 8.08 | |
| Z 145 | 43 | 56 | | s 9.15 | 7.68<br>28.59 | CASCADE | Q | 141.15 | DNP | s 7.58 | |
| Z 153 | 35 | 6 | | f 9.27 | 8.22<br>36.81 | HARDY | | 132.93 | P | f 7.45 | |
| Z 160 | 42 | | | f 9.38 | 7.83<br>44.64 | MID CANON | | 125.10 | P | f 7.33 | |
| Z 167 | 43 | 39 | | s 9.50 | 6.90<br>51.54 | CRAIG | RA | 118.20 | DP | f 7.23 | |
| Z 175 | 47 | 28 | | s 10.04 | 7.88<br>59.42 | WOLF CREEK | WC | 110.32 | DP | s 7.08 | |
| Z 184 | 43 | 9 | | f 10.24 | 9.20<br>68.62 | SIEBEN | | 101.12 | P | f 6.48 | |
| Z 197 | 43 | 18 | | s 10.44 | 12.52<br>81.14 | SILVER CITY | MN | 88.60 | DPY | s 6.29 | |
| Z 201 | 46 | 4 | | 10.50 | 4.04<br>85.18 | GEARING | | 84.56 | P | 6.21 | |
| Z 206 | 35 | 6 | | 10.57 | 4.98<br>90.16 | IRON | | 79.58 | P | 6.12 | |
| | | | | | 5.06<br>95.22 | N. P. RY. CROSSING | | 74.52 | I | | |
| | | | | | 0.73<br>95.95 | N. P. RY. CROSSING | | 73.79 | M | | |
| Z 214 | 42 | 247 | | s 11.12 | 1.77<br>97.72 | HELENA | HN | 72.02 | BDNKP XY | 5.55 | |
| | | Spur | | 11.27 | | | | | | s 5.40 | |
| Z 219 | | 18 | | 11.39 | 4.79<br>102.51 | FOUR RANGE | | 67.23 | P | 5.32 | |
| Z 223 | | 15 | | 11.47 | 4.12<br>106.63 | MONTANA CITY | | 63.11 | P | 5.25 | |
| Z 229 | 45 | 43 | | s 11.55 | 5.74<br>112.37 | CLANCY | W | 57.37 | DP | s 5.17 | |
| Z 235 | | | | f 12.07Pm | 5.56<br>117.93 | JEFFERSON | | 51.81 | | f 5.06 | |
| Z 236 | 60 | 12 | | f 12.11 | 1.59<br>119.52 | CORBIN | | 50.22 | P | f 5.03 | |
| | | Spur | | | | | | | | | |
| Z 240 | | 9 | | f 12.20 | 8.77<br>128.29 | WICKES | | 46.45 | P | f 4.54 | |
| Z 242 | | | | 12.23 | 1.26<br>124.55 | PORTAL | | 45.19 | P | 4.51 | |
| Z 244 | 50 | 7 | | f 12.28 | 1.38<br>125.93 | AMAZON | | 43.81 | P | f 4.46 | |
| Z 250 | 50 | 34 | | s 12.38 | 6.30<br>132.23 | BOULDER | RO | 37.51 | DP | s 4.34 | |
| | | Spur | | | | | | | | | |
| Z 254 | | 21 | | 12.45 | 4.20<br>136.43 | FULLER | | 33.31 | | 4.26 | |
| Z 257 | 44 | 28 | | s 12.51 | 3.52<br>139.95 | BASIN | SI | 29.79 | DP | s 4.20 | |
| Z 261 | 36 | 33 | | 12.58 | 3.96<br>143.91 | BERNICE | | 25.83 | P | 4.13 | |
| Z 269 | 42 | | | f 1.15 | 8.04<br>151.95 | ELK PARK | | 17.79 | P | f 3.57 | |
| | | Spur | | | 4.91 | | | | | | |
| Z 277 | | 7 | | 1.22 | 156.86 | TRASK | | 12.88 | P | 3.51 | |
| Z 279 | 45 | 16 | | 1.27 | 3.45<br>160.31 | WOODVILLE | | 9.43 | PXY | 3.45 | |
| | | Spur | | | | | | | | | |
| Z 284 | | 8 | | 1.37 | 5.42<br>165.73 | MOUNTAIN SPUR | | 4.01 | PX | 3.30 | |
| | | | | | 3.37<br>169.10 | N. P. RY. CROSSING | | 0.64 | I | | |
| Z 288 | Yard | 722 | | A 1.50Pm | 0.64<br>169.74 | BUTTE | DU | | BDNJKO PRWXY | L 3.20Pm | |
| | | | | 5.20 | | Time Over Subdivision | | | | 5.30 | |
| | | | | 31.9 | | Average Speed Per Hour | | | | 30.8 | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

# Time Table No. 72

Effective November 16, 1952

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 495 Daily | FIRST CLASS 43 Daily | FIRST CLASS 239 Daily Ex. Sun. | Distance from Mossmain | STATIONS | Telegraph Calls | Distance from Great Falls | SIGNS | FIRST CLASS 240 Daily Ex. Sat. | FIRST CLASS 42 Daily | SECOND CLASS | SECOND CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 10.00Pm | L 11.50Pm | ..... | 12.07 MOSSMAIN | ..... | 222.74 | JPXY | ..... | A 6.35Am | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 3.95 | 8.95 N. P. RY. JCT. | ..... | 218.79 | J | ..... | ..... | ..... | ..... |
| ZD 218 | 50 | 25 | ..... | 10.10 | f 11.57 | ..... | .09 4.04 HESPER | H8 | 218.70 | DNPX | ..... | f 6.22 | ..... | ..... |
| ZD 213 | 125 | 24 | ..... | 10.22 | f 12.06Am | ..... | 5.27 9.31 RIMROCK | ..... | 213.43 | P | ..... | f 6.12 | ..... | ..... |
| ZD 201 | 50 | 19 | ..... | 10.42 | f 12.28 | ..... | 12.18 21.49 ACTON | ..... | 201.25 | P | ..... | f 5.47 | ..... | ..... |
| ZD 194 | 50 | 27 | ..... | 10.55 | f 12.39 | ..... | 6.33 27.82 COMANCHE | ..... | 194.92 | P | ..... | f 5.35 | ..... | ..... |
| ZD 186 | 125 | 57 | ..... | 11.15 | s 12.54 | ..... | 8.54 36.86 BROADVIEW | BW | 186.38 | DNP | ..... | s 5.20 | ..... | ..... |
| ZD 180 | 49 | ..... | ..... | 11.27 | f 1.05 | ..... | 6.02 42.38 PAINTED ROBE | ..... | 180.36 | P | ..... | f 5 05 | ..... | ..... |
| ZD 174 | 50 | 18 | ..... | 11.39 | s 1.15 | ..... | 6.04 48.42 BELMONT | ..... | 174.32 | P | ..... | s 4.55 | ..... | ..... |
| ZD 166 | 125 | 24 | ..... | 11.54 | s 1.29 | ..... | 7.56 55.98 CUSHMAN | CN | 166.76 | P | ..... | s 4.40 | ..... | ..... |
| ..... | ..... | ..... | ..... | 11.57 | s 1.32 | ..... | 1.40 57.38 SLAYTON | ..... | 165.36 | P | ..... | s 4.34 | ..... | ..... |
| ZD 153 | 49 | 14 | ..... | 12.20Am | f 1.52 | ..... | 11.70 69.08 FRANKLIN | ..... | 153.66 | P | ..... | f 4.16 | ..... | ..... |
| ZD 148 | 49 | ..... | ..... | 12.32 | f 2.02 | ..... | 5.61 74.69 WALLUM | ..... | 148.05 | P | ..... | f 4.08 | ..... | ..... |
| ZD 141 | 50 | 28 | ..... | 12.45 | s 2.13 | ..... | 6.98 81.67 HEDGESVILLE | DG | 141.07 | DNP | ..... | s 3.57 | ..... | ..... |
| ZD 133 | 49 | ..... | ..... | 12.58 | 2.24 | ..... | 7.06 88.73 NIHILL | ..... | 134.01 | P | ..... | f 3.46 | ..... | ..... |
| ZD 127 | 49 | ..... | ..... | 1.11 | f 2.33 | ..... | 6.40 95.13 OXFORD | ..... | 127.61 | P | ..... | f 3.37 | ..... | ..... |
| ZD 120 | 86 | 122 | ..... | 1.36 | s 2.44 | ..... | 6.85 101.98 JUDITH GAP | JU | 120.76 | BDNKOP WXY | ..... | s 3.27 | ..... | ..... |
| ZD 114 | 50 | 18 | ..... | 1.51 | f 2.54 | ..... | 6.63 108.61 BARROWS | ..... | 114.13 | P | ..... | f 3.14 | ..... | ..... |
| ZD 108 | 50 | 34 | ..... | 2.03 | s 42 3.05 | ..... | 5.69 114.30 BUFFALO | BO | 108.44 | DNP | ..... | s 43 3.05 | ..... | ..... |
| ZD 102 | 50 | 3 | ..... | 2.15 | f 3.13 | ..... | 5.86 120.16 MENDON | ..... | 102.58 | P | ..... | f 2.56 | ..... | ..... |
| ZD 97 | 50 | .... | ..... | 2.27 | f 3.21 | ..... | 4.55 124.71 HAUCK | ..... | 98.03 | P | ..... | f 2.50 | ..... | ..... |
| ZD 92 | 61 | 76 | ..... | 42 2.40 | s 3.29 | ..... | 4.96 129.67 HOBSON | HO | 93.07 | DP | ..... | s 405 2.40 | ..... | ..... |
| ZD 87 | 50 | 83 | ..... | 2.52 | s 3.41 | L 8.50Am | 5.31 134.98 MOCCASIN | MO | 87.76 | DNJPXY | A 1.53Am | s 2.30 | ..... | ..... |
| ZD 82 | 125 | 49 | ..... | 3.05 | f 3.51 | s 9.00 | 5.45 140.43 BENCHLAND | BD | 82.31 | DP | f 1.43 | s 2.17 | ..... | ..... |
| ZD 76 | 68 | 46 | ..... | 3.17 | f 4.01 | s 9.10 | 6.11 146.54 WINDHAM | WD | 76.20 | DP | f 1.33 | s 2.09 | ..... | ..... |
| ZD 68 | 60 | 98 | ..... | 3.40 | s 4.14 | s 9.23 | 7.16 153.70 STANFORD | SD | 69.04 | DNPW | s 1.20 | s 1.59 | ..... | ..... |
| ZD 63 | 50 | 15 | ..... | 3.51 | f 4.26 | f 9.31 | 5.36 159.06 DOVER | ..... | 63.68 | P | f 1.10 | f 1.50 | ..... | ..... |
| ZD 58 | 50 | 15 | ..... | 4.13 | f 4.37 | s 9.41 | 5.34 164.40 MERINO | ... | 58.34 | P | f 1.01 | s 1.43 | ..... | ..... |
| ZD 52 | 50 | 85 | ..... | 4.25 | f 4.48 | s 9.53 | 6.18 170.58 GEYSER | GY | 52.16 | DNP | s 12.50 | f 1.35 | ..... | ..... |
| ZD 45 | 50 | 25 | ..... | 4.38 | f 5.01 | f 10.04 | 6.19 176.77 SPION KOP | ..... | 45.97 | PY | f 12.39 | f 1.27 | ..... | ..... |
| ZD 39 | 50 | 18 | ..... | 4.50 | f 5.13 | s 10.15 | 6.20 182.97 RAYNESFORD | BF | 39.77 | DP | f 12.28 | s 1.18 | ..... | ..... |
| ZD 34 | 51 | 24 | ..... | 5.01 | f 5.23 | f 10.25 | 5.30 188.27 BLYTHE | ..... | 34.47 | P | f 12.18 | f 1.10 | ..... | ..... |
| ZA 28 | 132 | 40 | ..... | 5.13 | f 5.34 | f 10.35 | 5.97 194.24 ARMINGTON | BM | 28.50 | P | f 12.08 | f 1.01 | ..... | ..... |
| ZA 26 | ..... | 64 | ..... | 5.16 | s 5.38 | s 10.39 | 1.96 196.20 BELT | B | 26.54 | DNP | s 12.03Am | s 12.58 | ..... | ..... |
| ZA 22 | 125 | 14 | ..... | 5.27 | f 5.50 | f 10.48 | 4.93 201.13 WAYNE | ..... | 21.61 | P | f 11.54 | f 12.48 | ..... | ..... |
| ZA 19 | ..... | 19 | ..... | 5.32 | f 5.55 | f 10.54 | 3.13 204.26 FIFE | ..... | 18.48 | ..... | f 11.48 | f 12.43 | ..... | ..... |
| ZA 14 | ..... | 14 | ..... | 5.39 | f 6.01 | f 11.00 | 3.23 207.49 SWIFT | ..... | 15.25 | P | f 11.42 | f 12.38 | ..... | ..... |
| ZA 10 | 84 | 58 | ..... | 5.50 | f 6.12 | f 11.09 | 5.17 212.66 GERBER | GR | 10.08 | DNJP | f 11.33 | f 12.30 | ..... | ..... |
| ZA 6 | 67 | 17 | ..... | 5.57 | f 6.20 | f 11.16 | 3.57 216.23 FIELDS | ..... | 6.51 | P | f 11.26 | f 12.25 | ..... | ..... |
| Z 110 | Yard | 4082 | ..... | A 6.15Am | A 6.35Am | A 11.30Am | 6.51 222.74 GREAT FALLS | PD | ..... | BDNJKP RX | L 11.15Pm | L 12.15Am | ..... | ..... |
| | | | | 8.15 26.0 | 7.05 33.1 | 2.40 32.9 | Time Over Subdivision Average Speed Per Hour | | | | 2.38 33.3 | 6.45 34.7 | | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

# Time Table No. 72

Effective November 16, 1952

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | | | SECOND CLASS 495 Daily | SECOND CLASS 373 Daily Ex. Sun. | SECOND CLASS 403 C. M. St. P. & P. R. R. Mon., Wed., Fri. | SECOND CLASS 365 Daily Ex. Sun. | FIRST CLASS 235 Daily | FIRST CLASS 3 Daily | Distance from Great Falls | STATIONS | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ..... | Yard | 4082 | ..... | ..... | ..... | L 2.10Pm | ..... | L 3-235 8.15Am | ..... | L 365 8.30Am | L 365 8.00Am | ..... | .....GREAT FALLS..... | PD |
| Z119 | ..... | Yard | ..... | ..... | L 8.45Am | 2.13 | ..... | 8.17 | ..... | A 8.33Am | 8.03 | .68 | .....WEST SIDE JCT..... | GF |
| ..... | ..... | ..... | ..... | ..... | 8.55 | 2.19 | L 9.10Am | 8.22 | ..... | ..... | 8.09 | 3.05 3.73 | .....EMERSON JCT..... | ..... |
| ZB8 | 32 | 6 | ..... | ..... | 9.05 | f 2.28 | 9.20 | f 8.30 | ..... | ..... | 8.17 | 4.09 7.82 | .....MANCHESTER..... | ..... |
| ZB12 | 54 | 19 | ..... | ..... | 9.15 | s 2.37 | A 9.30Am | A 8.40Am | ..... | ..... | 8.25 | 4.28 12.10 | .....VAUGHN..... | BY |
| ZB19 | 51 | 6 | ..... | ..... | 9.29 | f 2.51 | ..... | ..... | ..... | ..... | 8.36 | 6.69 18.79 | .....GORDON..... | ..... |
| ZB27 | 126 | 26 | ..... | ..... | 9.44 | A 3.09Pm | ..... | ..... | ..... | ..... | 8.49 | 7.32 26.11 | .....POWER..... | PO |
| ZB37 | 51 | 63 | ..... | ..... | 10.05 | ..... | ..... | ..... | ..... | ..... | s 9.07 | 10.56 36.67 | .....DUTTON..... | DU |
| ZB40 | 61 | 13 | ..... | ..... | 10.13 | ..... | ..... | ..... | ..... | ..... | 9.13 | 3.18 39.85 | .....ACME..... | ..... |
| ZB45 | 60 | 28 | ..... | ..... | 10.22 | ..... | ..... | ..... | ..... | ..... | 9.20 | 4.22 44.07 | .....COLLINS..... | ON |
| ZB55 | 99 | 32 | ..... | ..... | 10.41 | ..... | ..... | ..... | ..... | ..... | 9.35 | 9.96 54.03 | .....BRADY..... | BA |
| ZB61 | 51 | ..... | ..... | ..... | 10.53 | ..... | ..... | ..... | ..... | ..... | 9.42 | 6.40 60.43 | .....WITHEY..... | ..... |
| ZB69 | 164 | 365 | ..... | ..... | 11.17 | ..... | ..... | ..... | ..... | ..... | s 9.59 | 6.99 67.42 | .....CONRAD..... | RD |
| ..... | ..... | ..... | ..... | ..... | 11.25 | ..... | ..... | ..... | ..... | ..... | 10.05 | 8.23 70.65 | ...MONTANA WESTERN JCT.... | ..... |
| ZB79 | 60 | 20 | ..... | ..... | 11.40 | ..... | ..... | ..... | ..... | ..... | 10.18 | 7.64 78.29 | .....LEDGER..... | FA |
| ZB84 | 50 | 14 | ..... | ..... | 11.50 | ..... | ..... | ..... | ..... | ..... | 10.27 | 4.64 82.93 | .....FOWLER..... | ..... |
| ZB91 | 51 | 6 | ..... | ..... | 12.03Pm | ..... | ..... | ..... | ..... | ..... | 10.39 | 6.51 89.44 | .....NAISMITH..... | ..... |
| ZB95 | 60 | 6 | ..... | ..... | 12.13 | ..... | ..... | ..... | ..... | ..... | 10.47 | 4.63 94.07 | .....ANDALE..... | ..... |
| 1061 | Yard | 260 | ..... | ..... | A 12.25Pm | ..... | ..... | ..... | ..... | ..... | A 11.05Am | 4.59 98.66 | .....SHELBY..... | SJ |
| | | | | | 3.40 26.9 | .59 26.5 | .20 25.1 | .25 29.04 | .03 13.6 | 8.05 31.9 | | | Time Over Subdivision Average Speed Per Hour | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

**Time Table No. 72**
Effective November 16, 1952

| STATIONS | Distance from Shelby | FIRST CLASS 4 Daily | FIRST CLASS 236 Daily | | | SECOND CLASS 366 Daily Ex. Sun. | SECOND CLASS 374 Daily Ex. Sun. | | | | | | SIGNS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GREAT FALLS | 98.66 | A 9.20Pm | A 8.50Pm | | | A 1.32Pm | A 9.53Pm | | | | | | BDNJK PRX |
| .68 | | | | | | | | | | | | | |
| WEST SIDE JCT. | 97.98 | 9.14 | L 8.47Pm | | | 1.30Pm | 9.51 | | | | | | BCDNJK OPRWXY |
| 3.05 | | | | | | | | | | | | | |
| EMERSON JCT. | 94.93 | 9.09 | | | | 1.25 | 9.45 | | | | | | JP |
| 4.09 | | | | | | | | | | | | | |
| MANCHESTER | 90.84 | 9.01 | | | | f 1.17 | f 9.35 | | | | | | P |
| 4.28 | | | | | | | | | | | | | |
| VAUGHN | 86.56 | 8.55 | | | | L 1.07Pm | s 9.27 | | | | | | DNJPX |
| 6.69 | | | | | | | | | | | | | |
| GORDON | 79.87 | 8.45 | | | | | f 9.14 | | | | | | P |
| 7.32 | | | | | | | | | | | | | |
| POWER | 72.55 | 8.34 | | | | | L 9.00Pm | | | | | | DNJPXY |
| 10.56 | | | | | | | | | | | | | |
| DUTTON | 61.99 | s 8.17 | | | | | | | | | | | DP |
| 3.18 | | | | | | | | | | | | | |
| ACME | 58.81 | 8.12 | | | | | | | | | | | P |
| 4.32 | | | | | | | | | | | | | |
| COLLINS | 54.59 | 8.06 | | | | | | | | | | | DP |
| 9.96 | | | | | | | | | | | | | |
| BRADY | 44.63 | 7.51 | | | | | | | | | | | DP |
| 6.40 | | | | | | | | | | | | | |
| WITHEY | 38.23 | 7.43 | | | | | | | | | | | P |
| 6.99 | | | | | | | | | | | | | |
| CONRAD | 31.24 | s 7.32 | | | | | | | | | | | DNP WXY |
| 3.23 | | | | | | | | | | | | | |
| MONTANA WESTERN JCT. | 28.01 | 7 20 | | | | | | | | | | | JP |
| 7.64 | | | | | | | | | | | | | |
| LEDGER | 20.37 | 7.12 | | | | | | | | | | | DP |
| 4.64 | | | | | | | | | | | | | |
| FOWLER | 15.73 | 7.05 | | | | | | | | | | | P |
| 6.51 | | | | | | | | | | | | | |
| NAISMITH | 9.22 | 6.54 | | | | | | | | | | | P |
| 4.63 | | | | | | | | | | | | | |
| ANDALE | 4.59 | 6.47 | | | | | | | | | | | P |
| 4.59 | | | | | | | | | | | | | BDNJKO PRWXY |
| SHELBY | | L 6.40Pm | | | | | | | | | | | |
| Time Over Subdivision | | 2.40 | .03 | | | .25 | .53 | | | | | | |
| Average Speed Per Hour | | 37.0 | 13.6 | | | 29.04 | 29.5 | | | | | | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 28.

## WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 72
Effective November 16, 1952

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS 611 Tue. and Thur. | THIRD CLASS 613 Daily Ex. Sun. | FIRST CLASS 291 Daily Ex. Sun. | FIRST CLASS 285 Daily Ex. Sun. | Distance from Snowden | STATIONS | Telegraph Calls | Distance from Blobey | SIGNS | FIRST CLASS 292 Daily Ex. Sun. | FIRST CLASS 286 Daily Ex. Sun. | THIRD CLASS 610 Tue. and Thur | THIRD CLASS 614 Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 676 | 130 | 91 | | L 5.50Am | | L 7.20Am | | SNOWDEN | SN | 74.16 | BDNJP XY | | A 4.45Pm | | A 12.05Pm |
| | | | | 5.55 | | 7.25 | 2.00 | SNOWDEN BRIDGE | SB | 72.16 | DNPR | | 4.40 | | 11.45 |
| | | 14 | | 6.00 | | s 7.30 | 2.56 | NOHLE | | 71.60 | P | | s 4.35 | | 11.40 |
| VF 9 | | 41 | | 6.20 | | s 7.40 | 9.15 | DORE | D | 65.01 | DP BDJKPR | | s 4.20 | | 11.20 |
| VF 14 | | 72 | | 6.50 | L 11.35Am | s 8.00 | 14.30 | FAIRVIEW | FA | 59.86 | XY | A 8.50Am | s 4.11 | | 11.00 |
| VF 18 | | 12 | | 7.00 | f 11.45 | f 8.10 | 18.61 | RIDGELAWN | | 55.75 | P | f 8.40 | f 4.00 | | 9.45 |
| VF 25 | | 166 | L 8.10Am | A 7.30Am (285-292) | A 11.59Am (285-610) | A 8.20Am (291-610-618-292-611-614) L 12.01Pm | 24.80 | SIDNEY | SY | 49.86 | DJPRW XY | L 8.25Am (285-618) | L 3.45Pm | A 12.25Pm (201) | 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 12.10Pm | 29.08 | NEWLON JCT (4.28) | | 45.08 | JRP | | A 3.30Pm | A 12.15Pm | |
| VF 30 | | 5 | 8.23 | | | f 12.13 (610) | 30.28 | JENKS (1.20) | | 43.88 | | | f 3.25 | 12.13Pm (285) | |
| VF 36 | | 5 | 8.36 | | | f 12.24 | 35.73 | EPWORTH (5.45) | | 38.43 | | | f 3.15 | 11.58 | |
| VF 43 | | 27 | 8.55 | | | f 12.40 | 43.16 | GETTYSBURG (7.43) | | 31.00 | | | f 3.00 | 11.39 | |
| VF 51 | 87 | 35 | 9.14 | | | s 12.53 | 50.76 | LAMBERT (7.60) | RT | 23.40 | D | | s 2.45 | 11.20 | |
| VF 58 | | 42 | 9.33 | | | s 1.10 | 58.23 | ENID (7.47) | | 15.93 | | | s 2.35 | 11.01 | |
| VF 63 | | 10 | 9.44 | | | s 1.20 | 62.62 | LANE (4.39) | | 11.54 | | | s 2.25 | 10.50 | |
| VF 74 | 54 | 34 | A 10.15Am (610) | | | A 1.45Pm (286) | 74.16 | RICHEY (11.54) | RC | | DRXY | | L 1.55Pm (285) | L 10.20Am (611) | |
| | | | 2.05<br>23.6 | 1.40<br>14.9 | .24<br>26.2 | 2.44<br>27.1 | | Time Over Subdivision<br>Average Speed Per Hour | | | | .25<br>25.2 | 2.50<br>26.2 | 2.05<br>23.6 | 2.35<br>9.0 |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

## WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Time Table No. 72
Effective November 16, 1952

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS 615 Mon., Wed. and Fri. | FIRST CLASS 287 Daily Ex. Sun. | Distance from Watford City | STATIONS | Telegraph Calls | Distance from Fairview | SIGNS | FIRST CLASS 288 Daily Ex. Sun. | THIRD CLASS 616 Mon., Wed. and Fri. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| VG87 | 48 | 48 | L 12.15Pm (616) | L 10.15Am (288) | | WATFORD CITY | WF | 36.29 | DRXY | A 10.10Am (287) | A 11.40Am (615) |
| VG29 | | 40 | 12.35 | s 10.31 | 7.40 | ARNEGARD (7.40) | NE | 28.89 | D | s 9.53 | 11.25 |
| VG24 | | 30 | 12.50 | s 10.43 | 12.66 | RAWSON (5.26) | RA | 23.63 | D | s 9.42 | 11.10 |
| VG19 | | 39 | 1.05 | s 10.54 (616) | 17.54 | ALEXANDER (4.88) | A | 18.75 | D | s 9.32 | 10.54 (287) |
| VG18 | | 33 | 1.25 | s 11.07 | 23.45 | CHARBONNEAU (5.91) | AU | 12.84 | D | s 9.18 | 10.25 |
| VG 6 | | 30 | 1.50 | s 11.24 | 31.31 | CARTWRIGHT (7.86) | CG | 4.98 | D | s 9.00 | 9.55 |
| VF14 | | 72 | A 2.15Pm | A 11.35Am | 36.29 | FAIRVIEW (4.98) | FA | | BDJPR XY | L 8.50Am | L 9.40Am |
| | | | 2.00<br>18.1 | 1.20<br>27.2 | | Time Over Subdivision<br>Average Speed Per Hour | | | | 1.20<br>27.2 | 2.00<br>18.1 |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 371 Daily Ex. Sunday | FIRST CLASS 289 Daily Ex. Sunday | Distance from Bainville | Time Table No. 72 Effective November 16, 1952 STATIONS | Telegraph Calls | Distance from Opheim | SIGNS | FIRST CLASS 290 Daily Ex. Sunday | SECOND CLASS 372 Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 685 | E175 W115 | 164 | 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 | s 9.31 | 9.47 10.64 | McCABE | MC | 135.96 | DP | s 4.16 | s 3.25 |
| VC19 | | 30 | s 9.22 | s 9.49 | 8.66 19.30 | FROID | FD | 127.30 | DP | s 3.58 | s 2.55 |
| VC26 | | 38 | s 9.42 | s 10.02 | 6.36 25.66 | HOMESTEAD | HO | 120.94 | DP | s 3.45 | s 2.35 |
| VC32 | | 31 | s 10.00 | s 10.14 | 5.96 31.62 | MEDICINE LAKE | MK | 114.98 | DP | s 3.30 | s 2.20 |
| VC39 | | 22 | s 10.23 | s 10.30 | 7.50 39.12 | RESERVE | RS | 107.48 | DP | s 3.15 | s 1.55 |
| VC45 | | 22 | 289 s 10.43 | 371 s 10.43 | 6.28 45.40 | ANTELOPE | AN | 101.20 | DP | s 3.02 | s 1.40 |
| VC53 | 40 | 60 | s 11.10 | s 11.01 | 8.00 53.40 | PLENTYWOOD | NY | 93.20 | DP XY | s 2.50 | s 1.15 |
| VC61 | | 15 | f 11.29 | f 11.14 | 6.49 59.89 | MIDBY | | 86.71 | | f 2.38 | f 12.52 |
| VC66 | | 21 | s 11.50 | s 11.28 | 6.77 66.66 | ARCHER | | 79.94 | P | s 2.24 | s 12.31 |
| VC71 | | 31 | 372 s 12.10Pm | 372 s 11.42 | 6.76 73.42 | REDSTONE | RD | 73.18 | DP | s 2.10 | 289-371 s 12.10Pm |
| VC78 | | 15 | s 12.30 | s 11.58 | 6.51 79.93 | NAVAJO | | 66.67 | P | s 1.57 | s 11.17 |
| VC85 | | 35 | s 1.00 | s 12.17Pm | 5.45 85.38 | FLAXVILLE | FX | 61.22 | DP | s 1.46 | s 10.59 |
| VC91 | | 25 | 290 s 1.35 | s 12.27 | 5.18 90.56 | MADOC | | 56.04 | P | 371 s 1.35 | s 10.43 |
| VC98 | 37 | 114 | s 2.00 | A 12.45Pm | 7.41 97.97 | SCOBEY | SC | 48.63 | DP XY | L 1.20Pm | s 10.20 |
| VC106 | | 24 | s 2.35 | | 8.54 106.51 | FOUR BUTTES | FO | 40.10 | DP | | s 9.40 |
| VC112 | | 28 | s 2.55 | | 5.90 112.41 | GLUTEN | | 34.19 | | | s 9.17 |
| VC118 | | 35 | s 3.15 | | 5.60 118.01 | PEERLESS | PR | 28.59 | DP | | s 8.55 |
| VC129 | | 30 | s 3.50 | | 11.50 129.51 | RICHLAND | CA | 17.09 | DP | | s 8.10 |
| VC139 | | 34 | s 4.25 | | 9.87 139.38 | GLENTANA | G | 7.22 | DP | | s 7.30 |
| VC147 | 42 | 75 | A 5.00Pm | | 7.22 146.60 | OPHEIM | OM | | DPR XY | | L 7.00Am |
| | | | 8.40 16.9 | 8.35 27.3 | | Time Over Subdivision Average Speed Per Hour | | | | 8.20 29.4 | 9.00 16.3 |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.



| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 333 Mon., Wed. and Fri. | Distance from Saco | Time Table No. 72 Effective November 16, 1952 STATIONS | Telegraph Calls | Distance from Hogeland | SIGNS | SECOND CLASS 334 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 | 6.91 8.68 | COLE | | 70.04 | P | s 11.30 |
| SH15 | | 24 | f 10.25 | 6.63 15.31 | TATTNALL | | 63.41 | P | f 10.30 |
| SH26 | | 34 | s 11.25 | 10.56 25.87 | WHITEWATER | W | 52.85 | DP | s 9.40 |
| SH39 | | 35 | s 12.25Pm | 12.89 38.76 | LORING | N | 39.96 | DP | s 9.05 |
| SH54 | | 37 | f 1.45 | 15.36 54.12 | CHAPMAN | | 24.60 | P | f 7.45 |
| SH67 | | 44 | s 2.40 | 13.02 67.14 | TURNER | R | 11.58 | DP | s 7.13 |
| SH79 | | 74 | A 3.20Pm | 11.58 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 25.

## 14 WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | WESTWARD: FIRST CLASS 239 Daily Ex. Sun. | Distance from Lewistown | Time Table No. 72 Effective November 16, 1952 — STATIONS | Telegraph Calls | Distance from Moccasin | SIGNS | EASTWARD: FIRST CLASS 240 Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|
| ZF80 | | Yard | L 7.10Am | | LEWISTOWN | WN | 30.71 | BDJKP RXY | A 3.35Am |
| **TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES** | | | | | | | | | |
| | | | L 7.35Am | 9.21 | 9.00 SPRING CREEK JCT. 1.18 | | 21.50 | JPR | A 3.07Am |
| ZF20 | | 25 | f 7.39 | 10.39 | KINGSTON 6.07 | | 20.32 | | f 2.55 |
| ZF14 | | 34 | s 7.58 | 16.46 | ROSSFORK 6.78 | | 14.25 | P | s 2.44 |
| ZF 8 | | 34 | s 8.19 | 23.19 | KOLIN 7.52 | KO | 7.52 | DP DNJP | s 2.23 |
| ZD87 | 50 | 94 | A 8.42Am | 30.71 | MOCCASIN | MC | | RXY | L 2.00Am |
| | | | 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 25.

## WESTWARD — TWELFTH SUBDIVISION — EASTWARD

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Giffen | Time Table No. 72 Effective November 16, 1952 — STATIONS | Telegraph Calls | Distance from Gerber | SIGNS |
|---|---|---|---|---|---|---|---|
| ZH 22 | | Yard | | GIFFEN 5.86 | | 12.48 | PX |
| ZH 20 | | Spur 8 | 5.86 | GIFFEN JCT. 3.51 | | 6.62 | |
| ZH 12 | | Spur 8 | 9.37 | LEWIS JCT. 3.11 | | 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 25.

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 403 C. M. St. P. & P. R. R. Mon., Wed., Fri. | SECOND CLASS 365 Daily Ex. Sunday | Distance from Vaughn | Time Table No. 72 Effective November 16, 1952 STATIONS | Telegraph Calls | Distance from Augusta | SIGNS | SECOND CLASS 366 Daily Ex. Sunday | SECOND CLASS 404 C. M. St. P. & P. R. R. Mon., Wed., Fri. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ZB12 | 54 | 19 | L 9.30Am | L 8.43Am | | VAUGHN | BY | 41.70 | DJPRX | A 1.06Pm | A 3.20Pm |
| | | | A 9.45Am | 8.58 | 5.62 | 5.6 DRACUT JCT. | | 36.08 | JPR | 12.47 | L 3.05Pm |
| ZE 9 | | 22 | | f 9.08 | 8.83 | 3.21 SUN RIVER | | 32.87 | | f 12.35 | |
| ZE14 | | 27 | | f 9.22 | 13.35 | 4.52 FORT SHAW | FS | 28.35 | DP | f 12.21 | |
| ZE19 | | 26 | | s 9.40 | 18.97 | 5.62 SIMMS | SM | 22.73 | DPW | s 12.09Pm | |
| ZE25 | | 26 | | f 9.51 | 22.90 | 3.93 LOWRY | | 18.80 | | f 11.58 | |
| ZE30 | | 14 | | f 10.09 | 29.42 | 6.52 RIEBELING | | 12.28 | | f 11.40 | |
| ZE42 | | 34 | | A 10.49Am | 41.70 | 12.28 AUGUSTA | GN | | DPRWY | L 11.00Am | |
| | | | .15 22.5 | 2.06 19.8 | | Time Over Subdivision Average Speed Per Hour | | | | 2.06 19.8 | .15 22.5 |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 25.

## WESTWARD FOURTEENTH SUBDIVISION EASTWARD

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 373 Daily Ex. Sunday | Distance from Power | Time Table No. 72 Effective November 16, 1952 STATIONS | Telegraph Calls | Distance from Pendroy | SIGNS | SECOND CLASS 374 Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|---|---|
| ZB27 | 126 | 26 | L 3.10Pm | | POWER | PO | 51.39 | DNJPR XY | A 8.30Pm |
| ZG 6 | | 10 | f 3.25 | 5.72 | 5.72 CORDOVA | | 45.67 | | f 8.15 |
| ZG12 | | 24 | f 3.46 | 11.60 | 5.88 CLEIV | | 39.79 | | f 7.58 |
| ZG17 | | 34 | f 4.01 | 17.09 | 5.49 BOLE | | 34.30 | P | f 7.41 |
| ZG22 | | | A 4.12Pm | 21.24 | 4.15 EASTHAM JCT. | | 30.15 | JPR | L 7.20Pm |

**TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L 4.31Pm | 28.54 | 7.30 CHOTEAU JCT. | | 22.85 | JPR | A 7.05Pm | | |
| ZG39 | | 55 | s 4.34 | 28.98 | .44 CHOTEAU | CO | 22.41 | DPW | s 7.03 | | |
| | | | | 29.81 | 0.83 C. M. St. P. & P. R. R. CROS'G. | | 21.58 | | | | |
| ZG37 | | Spur 8 | f 4.58 | 36.85 | 7.04 KOYL | | 14.54 | | f 6.39 | | |
| ZG43 | | 35 | s 5.16 | 42.81 | 5.96 BYNUM | BU | 8.58 | DP | s 6.22 | | |
| ZG51 | 21 | 42 | A 5.45Pm | 51.39 | 8.58 PENDROY | BY | | DPBY | L 5.55Pm | | |
| | | | 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 25.

## 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 PERMISSIBLE SPEED OF STREAMLINERS

Streamliner trains will be so designated in column with schedule number.

Maximum permissible speed of Streamliner trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees as prescribed in Item 2(b)—SPEED RESTRICTIONS GENERAL—ALL SUBDIVISIONS.

2. SPEED RESTRICTIONS GENERAL.

ZONE TERRITORIES AND MAXIMUM PERMISSIBLE SPEED OF PASSENGER TRAINS, INCLUDING STREAMLINERS, OPERATING VIA ROUTES INDICATED BELOW:

### FIRST AND SECOND SUBDIVISIONS

| Stations | Zone Territories Between Mile Posts | | | Maximum speed MPH Westward | Maximum speed MPH Eastward |
|---|---|---|---|---|---|
| Williston | 121.0 | and | 123.1 | 50 | 50 |
| | 123.1 | " | 134.8 | 60 | 65 |
| Trenton | 134.8 | " | 147.0 | 75 | 75 |
| Snowden | 147.0 | " | 147.1 | 60 | 35 |
| Lakeside | 147.1 | " | 155.9 | 60 | 60 |
| Bainville | 155.9 | " | 159.4 | 65 | 65 |
| | 159.4 | " | 176.1 | 75 | 75 |
| Culbertson | 176.1 | " | 178.8 | 60 | 60 |
| Fort Kipp | 178.8 | " | 186.4 | 75 | 75 |
| Calais | 186.4 | " | 186.9 | 60 | 60 |
| Brockton | 186.9 | " | 209.5 | 75 | 75 |
| | 209.5 | " | 213.5 | 60 | 60 |
| | 213.5 | " | 227.4 | 75 | 75 |
| Wolf Point | 227.4 | " | 227.5 | 35 | 35 |
| | 227.5 | " | 256.9 | 75 | 75 |
| Wiota | 256.9 | " | 264.8 | 65 | 65 |
| Nashua | 264.8 | " | 265.9 | 60 | 60 |
| | 265.9 | " | 273.0 | 75 | 75 |
| | 273.0 | " | 275.8 | 65 | 65 |
| Glasgow | 275.8 | " | 278.3 | 30 | 30 |
| | 278.3 | " | 279.6 | 70 | 70 |
| Tampico | 279.6 | " | 296.1 | 75 | 75 |
| | 296.1 | " | 300.7 | 60 | 60 |
| Hinsdale | 300.7 | " | 343.2 | 75 | 75 |
| Malta | 343.2 | " | 343.4 | 40 | 40 |
| | 343.4 | " | 348.6 | 75 | 75 |
| Exeter | 348.6 | " | 350.3 | 60 | 60 |
| | 350.3 | " | 363.3 | 75 | 75 |
| Survant | 363.3 | " | 367.1 | 70 | 70 |
| | 367.1 | " | 369.0 | 55 | 55 |
| Savoy | 369.0 | " | 378.8 | 65 | 65 |
| Harlem | 378.8 | " | 416.5 | 75 | 75 |
| Lohman | 416.5 | and | 416.6 | 65 | 35 |
| | 416.6 | " | 430.0 | 65 | 65 |
| Havre | 430.0 | " | 431.9 | 45 | 45 |
| | 431.9 | " | 964.9 | 60 | 60 |
| Pacific Jct. | 964.9 | " | 965.0 | 35 | 60 |
| | 965.0 | " | 965.4 | 60 | 60 |

### THIRD SUBDIVISION

| Stations | Zone Territories Between Mile Posts | | | Maximum speed MPH Westward | Maximum speed MPH Eastward |
|---|---|---|---|---|---|
| Pacific Jct. | 0.0 | and | 0.7 | 40 | 40 |
| Box Elder | 0.7 | " | 40.7 | 55 | 55 |
| Verona | 40.7 | " | 43.0 | 50 | 55 |
| | 43.0 | " | 43.9 | 30 | 30 |
| Virgelle | 43.9 | " | 45.8 | 50 | 50 |
| | 45.8 | " | 46.5 | 30 | 30 |
| Chappell | 46.5 | " | 68.8 | 50 | 50 |
| Teton | 68.8 | " | 70.3 | 40 | 40 |
| | 70.3 | " | 70.8 | 25 | 25 |
| Fort Benton | 70.8 | " | 74.4 | 30 | 30 |
| | 74.4 | " | 77.4 | 55 | 55 |
| | 77.4 | " | 78.4 | 40 | 40 |
| Floweree | 78.4 | " | 112.8 | 55 | 55 |
| Rainbow | 112.8 | " | 113.5 | 40 | 40 |
| | 113.5 | " | 115.6 | 55 | 55 |
| | 115.6 | " | 117.0 | 25 | 25 |
| | 117.0 | " | 119.0 | 55 | 55 |
| Great Falls | 119.0 | " | 119.4 | 10 | 10 |

### FOURTH SUBDIVISION

| Stations | Zone Territories Between Mile Posts | | | Maximum speed MPH Westward | Maximum speed MPH Eastward |
|---|---|---|---|---|---|
| Great Falls | 115.6 | and | 116.5 | 10 | 10 |
| | 116.5 | " | 117.8 | 30 | 30 |
| | 117.8 | " | 119.8 | 45 | 45 |
| Flood | 119.8 | " | 125.1 | 35 | 35 |
| Ulm | 125.1 | " | 137.0 | 45 | 45 |
| Riverdale | 137.0 | " | 137.7 | 35 | 35 |
| Cascade | 137.7 | " | 146.0 | 45 | 45 |
| | 146.0 | " | 146.7 | 35 | 35 |
| | 146.7 | " | 148.7 | 45 | 45 |
| | 148.7 | " | 149.3 | 35 | 35 |
| Hardy | 149.3 | " | 151.9 | 45 | 45 |
| | 151.9 | " | 163.7 | 35 | 35 |
| | 163.7 | " | 164.6 | 45 | 45 |
| Craig | 164.6 | " | 168.0 | 30 | 30 |
| | 168.0 | " | 170.7 | 45 | 45 |
| | 170.7 | " | 172.0 | 30 | 30 |
| | 172.0 | " | 175.7 | 45 | 45 |
| Wolf Creek | 175.7 | " | 180.0 | 30 | 30 |
| | 180.0 | " | 184.6 | 25 | 25 |
| Sieben | 184.6 | " | 186.1 | 45 | 45 |
| | 186.1 | " | 186.3 | 30 | 30 |
| | 186.3 | " | 189.0 | 45 | 45 |
| | 189.0 | " | 190.8 | 30 | 30 |
| Silver City | 190.8 | " | 198.5 | 45 | 45 |
| | 198.5 | " | 204.9 | 35 | 35 |
| Gearing | 204.9 | " | 210.7 | 45 | 45 |
| Iron | 210.7 | " | 211.0 | 20 | 20 |
| | 211.0 | " | 211.9 | 45 | 45 |
| Helena | 211.9 | " | 215.3 | 15 | 15 |
| Four Range | 215.3 | " | 241.0 | 30 | 30 |
| Portal | 241.0 | " | 243.0 | 25 | 25 |
| Amazon | 243.0 | " | 248.1 | 30 | 30 |
| | 248.1 | " | 249.4 | 35 | 35 |
| Boulder | 249.4 | " | 251.5 | 25 | 25 |
| | 251.5 | " | 253.8 | 35 | 35 |
| Fuller | 253.8 | " | 255.1 | 30 | 30 |
| | 255.1 | " | 257.5 | 35 | 35 |
| Basin | 257.5 | " | 259.2 | 30 | 30 |
| | 259.2 | " | 260.5 | 35 | 35 |
| Bernice | 260.5 | " | 265.6 | 30 | 30 |
| | 265.6 | " | 267.0 | 35 | 35 |
| Elk Park | 267.0 | " | 268.2 | 30 | 30 |
| Trask | 268.2 | " | 278.0 | 40 | 40 |
| Woodville | 278.0 | " | 284.1 | 25 | 25 |
| Mountain Spur | 284.1 | " | 284.7 | 10 | 10 |
| Butte | 284.7 | " | 286.1 | 8 | 8 |

## FIFTH SUBDIVISION

| Stations | Zone Territories Between Mile Posts | | | Maximum speed MPH Westward | Eastward |
|---|---|---|---|---|---|
| Mossmain | 0.0 | and | 0.5 | 15 | 15 |
| | 0.5 | " | 11.5 | 50 | 50 |
| Rimrock | 11.5 | " | 12.5 | 20 | 20 |
| | 12.5 | " | 15.0 | 50 | 50 |
| | 15.0 | " | 16.0 | 25 | 25 |
| | 16.0 | " | 18.0 | 50 | 50 |
| | 18.0 | " | 20.0 | 25 | 25 |
| | 20.0 | " | 21.0 | 50 | 50 |
| Acton | 21.0 | " | 36.0 | 60 | 60 |
| Broadview | 36.0 | " | 59.0 | 50 | 50 |
| Slayton | 59.0 | " | 60.5 | 20 | 20 |
| Franklin | 60.5 | " | 160.5 | 50 | 50 |
| Dover | 160.5 | " | 162.0 | 25 | 25 |
| Merino | 162.0 | " | 181.6 | 50 | 50 |
| Spion Kop | 181.6 | " | 182.5 | 40 | 40 |
| Raynesford | 182.5 | " | 199.0 | 50 | 50 |
| Wayne Tunnel | 199.0 | " | 200.0 | 10 | 10 |
| Swift | 200.0 | " | 208.2 | 50 | 50 |
| | 208.2 | " | 209.0 | 25 | 25 |
| Gerber | 209.0 | " | 219.0 | 50 | 50 |
| | 219.0 | " | 221.5 | 30 | 30 |
| Fields | 221.5 | " | 224.0 | 35 | 35 |
| Great Falls | 224.0 | " | 225.3 | 10 | 10 |

## SIXTH SUBDIVISION

| Stations | Zone Territories Between Mile Posts | | | Maximum speed MPH Westward | Eastward |
|---|---|---|---|---|---|
| Great Falls | 0.0 | and | 0.8 | 10 | 10 |
| West Side Jct. | 0.8 | " | 2.1 | 30 | 30 |
| Emerson Jct. | 2.1 | " | 7.1 | 45 | 45 |
| | 7.1 | " | 7.6 | 15 | 15 |
| Manchester | 7.6 | " | 20.8 | 45 | 45 |
| Gordon | 20.8 | " | 21.1 | 20 | 20 |
| | 21.1 | " | 39.2 | 45 | 45 |
| Acme | 39.2 | " | 39.3 | 35 | 35 |
| | 39.3 | " | 44.3 | 45 | 45 |
| Collins | 44.3 | " | 46.4 | 30 | 30 |
| | 46.4 | " | 49.0 | 50 | 50 |
| | 49.0 | " | 49.6 | 35 | 35 |
| | 49.6 | " | 56.0 | 50 | 50 |
| Withey | 49.6 | " | 61.0 | 64 | 64 |
| Brady | 61.0 | " | 63.6 | 45 | 45 |
| | 63.6 | " | 63.8 | 35 | 35 |
| Conrad | 63.8 | " | 71.2 | 45 | 45 |
| | 71.2 | " | 75.8 | 35 | 35 |
| | 75.8 | " | 78.3 | 45 | 45 |
| | 78.3 | " | 78.6 | 35 | 35 |
| Ledger | 78.6 | " | 81.3 | 45 | 45 |
| | 81.3 | " | 81.4 | 10 | 10 |
| | 81.4 | " | 85.4 | 45 | 45 |
| Fowler | 85.4 | " | 86.0 | 25 | 25 |
| | 86.0 | " | 88.3 | 45 | 45 |
| | 88.3 | " | 89.1 | 35 | 35 |
| | 89.1 | " | 91.2 | 45 | 45 |
| Naismith | 91.2 | " | 92.3 | 35 | 35 |
| Shelby | 92.3 | " | 99.8 | 45 | 45 |

## SEVENTH SUBDIVISION

| Stations | Zone Territories Between Mile Posts | | | Maximum speed MPH Westward | Eastward |
|---|---|---|---|---|---|
| Snowden Wye | 14.0 | and | 13.5 | 10 | 10 |
| | 13.5 | " | 12.1 | 30 | 30 |
| Snowden Br. | 12.1 | " | 11.8 | 10 | 10 |
| Nohle | 11.8 | " | 8.0 | 30 | 30 |
| | 8.0 | " | 7.7 | 10 | 10 |
| Fairview | 7.7 | " | 0.0 | 30 | 30 |
| Sidney | 0.0 | " | 10.3 | 30 | 30 |

**(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, freight and mixed trains, including 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 in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree 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 sign is reached.**

**When 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. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.**

**When the movement is from a lower to a higher speed zone, 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.**

**The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains, including Streamliners, and letter "F" to freight and mixed trains.**

**(c) When passenger trains, including Streamliners, are handled by Diesel engines, Electric engines, passenger or freight steam engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.**

**When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, including Streamliners, 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) Steam engines backing up | 20 MPH |
| Steam engines in forward motion running light or with caboose only | 85 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 | 80 MPH |
| except on 6 degree curves or sharper, and on Branch Lines | 20 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 | 85 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

(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.

8. **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 2302-2841 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 28, 75 to 170, 253 to 258, 262 to 264, 301 to 317, 400 to 458 | 50 MPH |
| 175 to 227, 271 to 279, 550 to 564, 600 to 653 | 65 MPH |
| 250, 251, 260, 261, 266 to 270, 280, 281, 350 to 365, 500 to 512 | 75 MPH |
| 252, 259, 265, 300 | 45 MPH |
| 2302 to 2324 | 50 MPH |
| 2325 to 2341 | 60 MPH |
| 5000 to 5008 | 45 MPH |
| 5010 to 5019 | 55 MPH |

4. **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.

5. 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 fire 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.

6. 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.

7. When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.

The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

8. Gas-Electric engines must not be fueled while occupied by passengers or coupled to cars occupied by passengers.

9. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

10. **EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:**

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. 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. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. 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 and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARING" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

11. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

**FIRST SUBDIVISION**

BROCKTON: .....Both at Treating Plant.
GLASGOW: .....Both at Depot.

**SECOND SUBDIVISION**

GLASGOW: .....Both at Depot.
MALTA: .....Both at Treating Plant.

**FOURTH SUBDIVISION**

HELENA: .....Both at Yard Office.

**FIFTH SUBDIVISION**

STANFORD: .....Both in Box at Water Tank.
JUDITH GAP: .....Both in Box near Standpipe.

**TENTH SUBDIVISION**

HOGELAND: .....Both at Engine House.

12. 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.

13. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

14. 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.

15. 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.

16. After severe blizzard or dirt storm, employes 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 employe.

17. 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.

18. 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.

19. 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.

20. Due to limited overhead clearance at tunnels and structures, employes 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.

21. 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.

22. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engines, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car 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.

Terminal 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.

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.

23. 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.

24. 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.

25. **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.

26. 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, 27, 28, 29, 30 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

27. 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 employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN 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.

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

## FIRST SUBDIVISION

**(Main Line)**

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Williston and Glasgow | 75 MPH | 50 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.

Register of regular trains at Williston will cover their arrival at Snowden.

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 8 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 to north #1.
Normal position is for main track.

7. DRAGGING EQUIPMENT DETECTOR INDICATORS.
Westward, on signal:
177.5, one mile east of east switch Blair.
Westward, on Cable Post:
One-fourth mile east of Poplar depot.
Eastward, on signal:
208.4, one and one-fourth miles west of west switch Poplar.
Eastward, on signal:
179.8, at west switch Blair.

8. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.
Snowden.....end of double track and east siding switch
These switches are electrically controlled by operator at depot.

9. 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.

10. Freight trains will make running inspection at Glasgow.

## SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Passenger | Freight |
|---|---|---|
| Glasgow and Havre | 75 MPH | 50 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.
Register of regular trains at Havre will cover their arrival at Lohman.

4. SPEED TEST BOARDS.
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 288 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. DRAGGING EQUIPMENT DETECTOR INDICATORS.
Westward, on signal:
309.7, one and one-half miles east of east switch Beaverton.
Westward, on Cable Post:
Three-fourths mile east of Malta depot.
Eastward, on Cable Post:
One and one-half miles west of west switch Malta.
Eastward, on signal:
811.8, at west switch Beaverton.
Eastward, on signal:
280.6, one and one-fourth miles east of east switch Paisley.

8. AUTOMATIC INTERLOCKINGS.
Lohman .....end of double track
Instructions for operating electric switch lock on industry track posted in box.

9. Freight trains will make running inspection at Glasgow.

## THIRD SUBDIVISION

(Havre Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | 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. TRAIN REGISTER EXCEPTIONS.
Great Falls, Register only for first class trains, passenger extras and second class trains to and from Sixth Subdivision.
Register of regular trains at Havre will cover their arrival at Pacific Jct.

3. 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.

4. Great Falls, normal position of switch east end Missouri River bridge No. 119.4, is for Third Subdivision.

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

6. EMERGENCY TELEPHONES.
175 feet east MP 71 .....Watchman Cabin
265 feet west MP 74 .....Watchman Cabin
1000 feet west MP 118 .....Booth

7. SPRING SWITCHES WITH FACING POINT LOCK.
Havre, west lead switch to westward main track.
Normal position is for main track.

8. 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 | 50 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 286.2 Corbin, M | 10 MPH |
| Bridge 288.8 Butte, M | 10 MPH |
| Bridge 284.1 Butte, M, O | 10 MPH |
| Helena, trains backing in or out of Passenger station | 10 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, O-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 Third Subdivision.

8. West Side Jct., normal position of junction switch located in front of yard office is for Sixth 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 187 and MP 189 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 of | Watchman Cabin |
| Butte, Tramway Mine | Booth |
| Tintinger Pit, 300 feet west main line switch | Booth |

15. MANUAL INTERLOCKINGS.
Butte, 0.64 miles east of ____ N. P. Ry. crossing
Whistle signals for routes:
Main track ____ 1 long
N. P. Ry. transfer track ____ 4 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 of ____ N. 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 Broadview | 50 MPH | 40 MPH |
| Broadview and Acton | 60 MPH | 40 MPH |
| Acton and Mossmain | 50 MPH | 40 MPH |

2. 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.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
Great Northern clearance received at Billings and Laurel will clear trains at Mossmain.

4. Great Falls, normal position of switch east end Missouri River bridge No. 119.4, is for Third Subdivision.

5. Gerber, normal position of junction switch is for Fifth Subdivision.

6. Moccasin, normal position of junction switch is for Fifth Subdivision.

7. Tunnel Q-1, between Shorey and Rimrock, automatic block signals govern movement of trains.

8. 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.

9. EMERGENCY TELEPHONES.

| | |
|---|---|
| Tunnel Q-1, East End | Watchman's Cabin. |
| Baseline Spur | West End. |
| Cushman | East End. |

10. 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 Collins | 45 MPH | 40 MPH |
| Collins and Withey | 64 MPH | 45 MPH |
| Withey and Shelby | 45 MPH | 40 MPH |

2. 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.

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

Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station will obtain clearance from G. N. dispatcher.

4. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Sixth Subdivision and passenger station and will use first track south of main track.

5. West Side Jct., normal position of junction switch located in front of yard office is for Sixth Subdivision.

6. Emerson Jct., normal position of junction switch is for Great Northern.

7. 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.

## SEVENTH SUBDIVISION

(Richey Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Diesel or Gas-Electric Passenger | Steam 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 of ..... drawbridge 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 Passenger | Steam 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, 8 miles east of ..... drawbridge 8.2
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 Passenger | Steam 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 |
|---|---|---|
| Saco and Loring | 30 MPH | 25 MPH |
| Loring and Chapman | 12 MPH | 12 MPH |
| Chapman and Hogeland | 30 MPH | 25 MPH |

2. SPEED RESTRICTIONS.
Steam engines backing up ..... 10 MPH

## ELEVENTH SUBDIVISION

(Lewistown Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Passenger | Freight |
|---|---|---|
| Lewistown and Moccasin | 35 MPH | 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 | Passenger | Freight |
|---|---|---|
| Gerber and Giffen | 20 MPH | 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 | Passenger | Freight |
|---|---|---|
| Vaughn and Augusta | 25 MPH | 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 | Passenger | Freight |
|---|---|---|
| Power and Pendroy | 25 MPH | 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

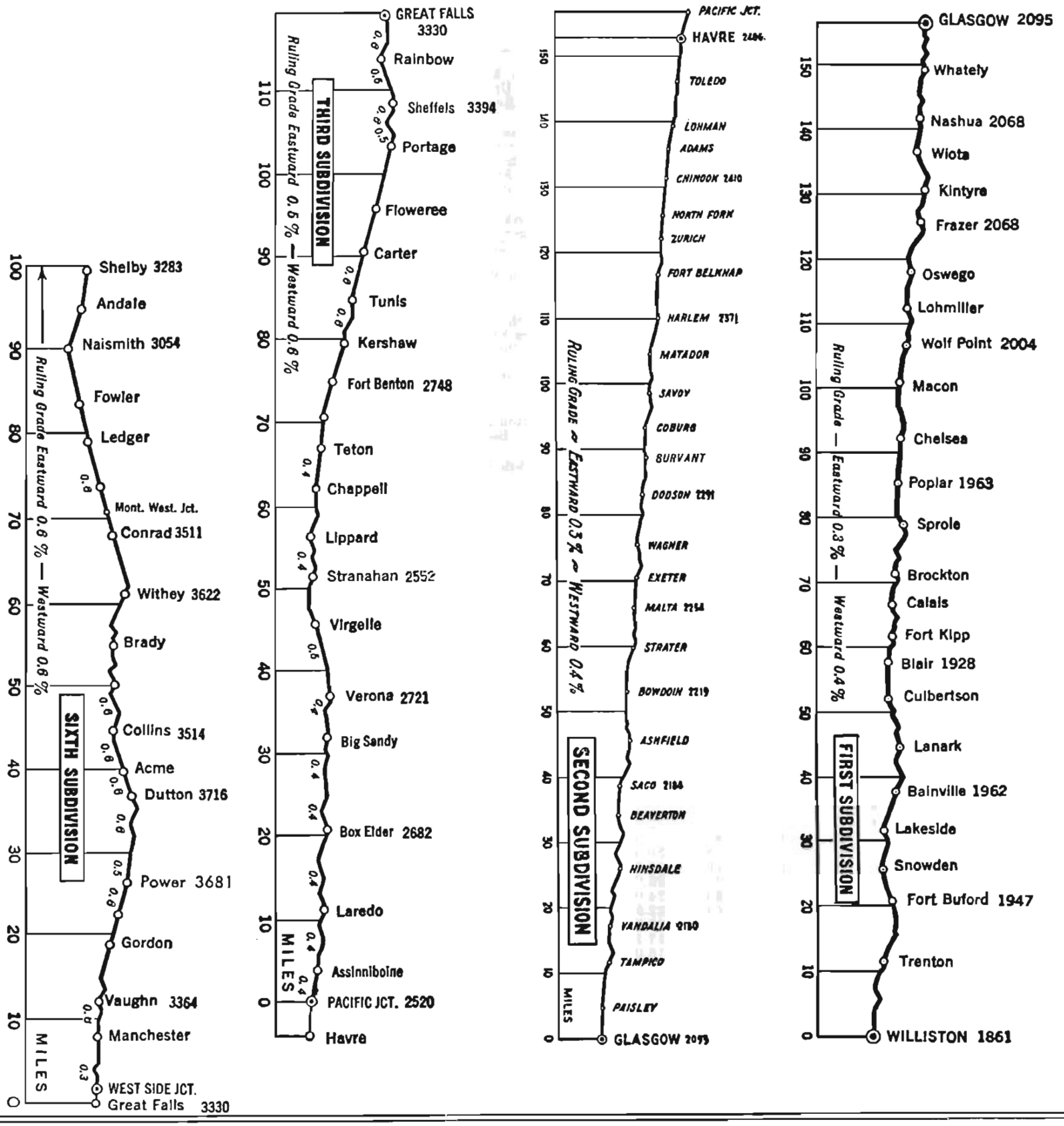
| | |
|---|---|
| Butte | S & S Jewelers. |
| Conrad | Harold Pyle. |
| Fairview | Agent—Comparison only. |
| Glasgow | Bowles Jewelry.<br>R. E. StClair. |
| Great Falls | W. H. Barnes.<br>Sutherland Jewelry.<br>Russell's Jewelry. |
| Havre | Blacks' Jewelry. |
| Helena | E. C. Miles.<br>Julius Stoner. |
| 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. |

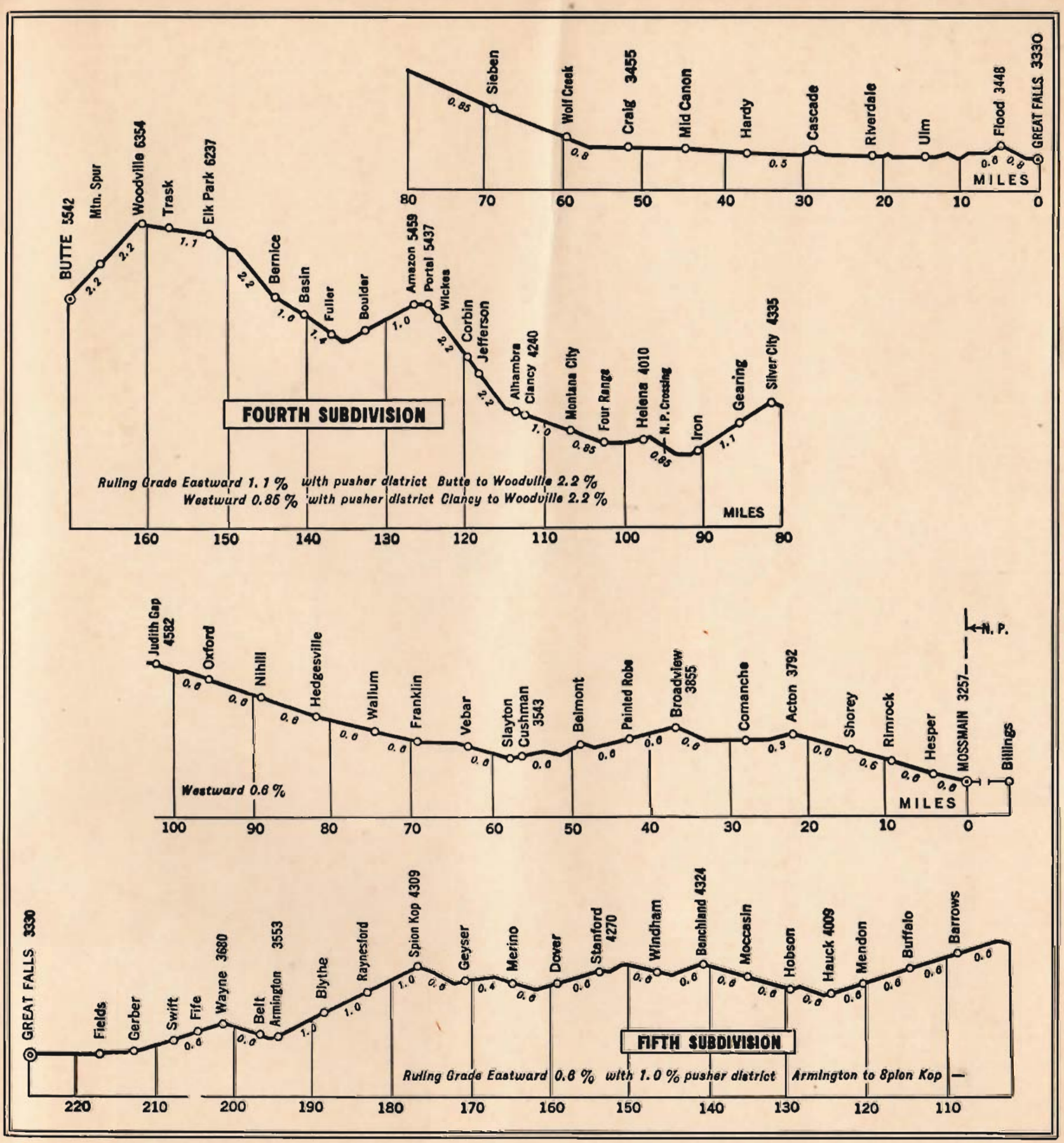
## SPEED TABLE

| 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 | Capacity Cars | SWITCH OPENS |
|---|---|---|---|
| **First Subdivision** | | | |
| Farmer Union Oil Spur | 2 miles west of Williston | 10 | West end |
| Marley Beet Track | 4.50 miles east of Ft. Buford | 84 | 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 | 1.80 miles east of Harlem | 80 | Both ends |
| Harlem Beet Track | 0.25 miles west of Harlem | 44 | Both ends |
| **Fourth Subdivision** | | | |
| Tintinger Spur No. 2 | 2.72 miles east of Hardy | 78 | 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 | 87 | East end |
| Burke Pit | 5.70 miles west of Conrad | 50 | West end |
| **Seventh Subdivision** | | | |
| State Line Beet Spur | 3.87 miles east of Dore | 21 | Both ends |
| Cowles Beet Track | 2.81 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 | 88 | 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 | 82 | 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 | 8.50 miles east of Choteau | 16 | West end |


SIXTH SUBDIVISION
Ruling Grade Eastward 0.6 % — Westward 0.6 %
Shelby 3283
Andale
Naismith 3054
Fowler
Ledger
Mont. West. Jct.
Conrad 3511
Withey 3622
Brady
Collins 3514
Acme
Dutton 3716
Power 3681
Gordon
Vaughn 3364
Manchester
WEST SIDE JCT.
Great Falls 3330
MILES
THIRD SUBDIVISION
Ruling Grade Eastward 0.5 % — Westward 0.6 %
GREAT FALLS 3330
Rainbow
Sheffels 3394
Portage
Floweree
Carter
Tunis
Kershaw
Fort Benton 2748
Teton
Chappell
Lippard
Stranahan 2552
Virgelle
Verona 2721
Big Sandy
Box Elder 2682
Laredo
Assiniboine
PACIFIC JCT. 2520
Havre
MILES
SECOND SUBDIVISION
Ruling Grade — Eastward 0.3 % — Westward 0.4 %
PACIFIC JCT.
HAVRE 2486
TOLEDO
LOHMAN
ADAMS
CHINOOK 2410
NORTH FORK
ZURICH
FORT BELKNAP
HARLEM 2371
MATADOR
SAVOY
COBURG
BURVANT
DODSON 2291
WAGNER
EXETER
MALTA 2254
STRATER
BOWDOIN 2219
ASHFIELD
SACO 2184
BEAVERTON
HINSDALE
VANDALIA 2110
TAMPICO
PAISLEY
GLASGOW 2095
MILES
FIRST SUBDIVISION
Ruling Grade — Eastward 0.3 % — Westward 0.4 %
GLASGOW 2095
Whately
Nashua 2068
Wiota
Kintyre
Frazer 2068
Oswego
Lohmiller
Wolf Point 2004
Macon
Chelsea
Poplar 1963
Sprole
Brockton
Calais
Fort Kipp
Blair 1928
Culbertson
Lanark
Bainville 1962
Lakeside
Snowden
Fort Buford 1947
Trenton
WILLISTON 1861


BUTTE 5542
Mtn. Spur
Woodville 6354
Trask
Elk Park 6237
Bernice
Basin
Fuller
Boulder
Amazon 5459
Portal 5437
Wickes
Corbin
Jefferson
Alhambra
Clancy 4240
Montana City
Four Range
Helena 4010
N. P. Crossing
Iron
Gearing
Silver City 4335
FOURTH SUBDIVISION
Ruling Grade Eastward 1.1 % with pusher district Butte to Woodville 2.2 %
Westward 0.85 % with pusher district Clancy to Woodville 2.2 %
MILES
Sieben
Wolf Creek
Craig 3455
Mid Canon
Hardy
Cascade
Riverdale
Ulm
Flood 3448
GREAT FALLS 3330
MILES
Judith Gap 4582
Oxford
Nihill
Hedgesville
Wallum
Franklin
Vebar
Slayton
Cushman 3543
Belmont
Painted Robe
Broadview 3855
Comanche
Acton 3792
Shorey
Rimrock
Hesper
MOSSMAIN 3257
N. P.
Billings
Westward 0.6 %
MILES
GREAT FALLS 3330
Fields
Gerber
Swift
Fife
Wayne 3680
Belt
Armington 3553
Blythe
Raynesford
Spion Kop 4309
Geyser
Merino
Dover
Stanford 4270
Windham
Benchland 4324
Moccasin
Hobson
Hauck 4009
Mendon
Buffalo
Barrows
FIFTH SUBDIVISION
Ruling Grade Eastward 0.6 % with 1.0 % pusher district Armington to Spion Kop