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. John A. March	Shelby, 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. 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. Edward J. Hagan	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. H. LITTLE, Trainmaster
G. W. NOFFSINGER, Trainmaster
A. E. CARR, Trainmaster
W. L. DORCY, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 74

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Tuesday, June 15, 1954

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

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		SECOND CLASS: 289 Daily Ex. Sun.	371 Daily Ex. Sun.	285 Daily Ex. Sun.	613 Daily Ex. Sun.	473 Daily	461 Daily		FIRST CLASS: 3 Daily	27 Daily	1 Streamliner Daily	Distance from Williston	Time Table No. 74 Effective June 15, 1954 — STATIONS	Telegraph Call
647	.....	Yard	.....	L 28 8.00Am	L 4-285 7.00Am	L 1-4 6.45Am	L 5.00Am	L 5.40Pm	L 6.30Am	.....	L 10.10Pm	L 9.25Pm	L 4-285-462 6.20Am	.....	...WILLISTON. ★	WN
659	.....	29	.....	f 8.15	f 7.25	f 7.00	5.20	6.00	6.50	.....	10.23	9.38	6.34	11.99	11.99 .....TRENTON..	ON
668	.....	86	.....	f 8.25	f 7.40	f 7.10	5.35	6.15	7.05	.....	10.31	9.47	6.44	20.56	8.57 ....FT. BUFORD.	.....
676	130	91	.....	f 8.32	s 28 7.50	A 28 7.20Am	A 4 5.50Am	2-470 6.22	4-28 7.20	.....	10.41	9.53	6.50	25.92	5.36 .....SNOWDEN★	SN
681	130	8	.....	f 8.40	f 8.00	.....	.....	6.30	7.30	.....	10.48	9.59	6.56	31.68	5.76 .....LAKESIDE.....	.....
685	E115 W174	164	.....	A 8.50Am	A 8.15Am	.....	.....	6.45	7.40	.....	10.56	10.06	28 7.03	38.10	6.42 .....BAINVILLE. ★.	B
692	109	4	.....	.....	.....	.....	.....	6.55	7.50	.....	11.04	10.13	7.10	44.91	6.81 .....LANARK.....	.....
699	130	58	.....	.....	.....	.....	.....	7.07	8.05	.....	s 11.12	10.21	7.18	52.87	7.46 ....CULBERTSON....	CU
705	107	5	.....	.....	.....	.....	.....	7.17	8.12	.....	11.18	10.27	7.24	57.87	5.50 .....BLAIR.....	.....
714	72	5	.....	.....	.....	.....	.....	7.37	8.30	.....	11.28	10.37	7.34	66.81	8.94 .....CALAIS.....	.....
722	E130 W118	74	.....	.....	.....	.....	.....	7.45	8.36	.....	11.33	10.42	7.39	71.58	4.77 .....BROCKTON. ★	BR
729	127	23	.....	.....	.....	.....	.....	7.57	8.50	.....	11.40	10.50	7.47	79.16	7.58 .....SPROLE.....	.....
735	130	83	.....	.....	.....	.....	.....	8.07	8.59	.....	s 11.49	10.57	7.54	85.57	6.43 .....POPLAR.....	PO
741	130	17	.....	.....	.....	.....	.....	8.19	9.07	.....	11.57	11.04	8.01	93.51	6.94 .....CHELSEA....	.....
748	138	24	.....	.....	.....	.....	.....	8.31	9.20	.....	12.05Am	11.12	8.08	100.34	7.83 .....MACON.....	.....
753	E135 W135	327	.....	.....	.....	.....	.....	8.42	9.28	.....	s 12.14	s 11.20	8.14	106.76	6.42 ....WOLF POINT. ★	WO
759	70	.....	.....	.....	.....	.....	.....	8.51	9.36	.....	12.22	11.27	8.20	112.74	5.98 ....LOHMILLER....	.....
765	108	37	.....	.....	.....	.....	.....	9.00	9.42	.....	12.28	11.33	8.26	118.04	5.30 .....OSWEGO.....	GO
772	E90 W70	20	.....	.....	.....	.....	.....	9.12	9.55	.....	12.37	11.42	8.35	125.83	7.79 .....FRAZER. ★...	FR
777	130	11	.....	.....	.....	.....	.....	9.20	10.02	.....	12.43	11.48	8.40	130.86	5.03 .....KINTYRE.....	.....
783	W71 E89	.....	.....	.....	.....	.....	.....	9.28	10.10	.....	12.49	11.55	8.46	136.45	5.62 .....WIOTA.....	.....
789	129	82	.....	.....	.....	.....	.....	9.36	10.17	.....	12.55	12.01Am	8.52	141.91	5.43 .....NASHUA.....	NA
797	130	13	.....	.....	.....	.....	.....	9.50	10.33	.....	1.03	12.10	9.01	149.70	7.79 .....WHATELY....	.....
803	Yard	740	.....	.....	.....	.....	.....	A 10.10Pm	A 10.45Am	.....	A 1.15Am	A 12.20Am	A 9.10Am	156.41	6.71 .....GLASGOW. ★.	GW
				.50 45.7	1.15 30.5	.35 44.4	.50 31.1	4.30 34.8	4.15 36.8		3.05 50.7	2.55 53.6	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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Time Table No. 74
Effective June 15, 1954

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Glasgow	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 Streamliner Daily			SECOND CLASS 462 Daily	SECOND CLASS 470 Daily	SECOND CLASS 290 Daily Ex. Sun.	SECOND CLASS 286 Daily Ex. Sun.	SECOND CLASS 372 Daily Ex. Sun.	SECOND CLASS 614 Daily Ex. Sun.		SIGNS
WILLISTON ★	156.41	A 6.40Am (1-285)	A 7.55Am (289)	A 6.00Pm			A 6.30Am	A 7.00Pm	A 5.35Pm	A 5.30Pm	A 5.15Pm	A 1.00Pm		BCDNK OPRWX
11.99														
TRENTON..	144.42	6.25	7.42	5.45			6.10	6.35	f 5.19	f 5.11	f 4.50	12.35		DP
8.57														
FT. BUFORD. (Double Track)	135.85	6.16	7.30	5.36			5.55	6.20	f 5.06	f 4.58	f 4.35	12.20		P
5.36		(461-613)	(285-461)				(1)	(473)						DNJ
SNOWDEN ★	130.49	6.10	7.20	5.30			5.45	6.10	f 4.58	L 4.50Pm	f 4.25	L12.10Pm		PXYI
5.76														
LAKESIDE.....	124.73	6.02	7.10	5.24			5.38	6.00	f 4.49	.....	f 4.10	.....		P
6.42														DNJK
BAINVILLE ★..	118.31	5.55	s 7.03 (1)	5.17			5.30	5.50	L 4.40Pm	.....	L 4.00Pm	.....		PXY
6.81														
LANARK.....	111.50	5.48	6.50	5.10			5.20	5.42	.....	.....	.....	.....		P
7.46														
CULBERTSON....	104.04	s 5.40	f 6.42	5.02			5.05	5.27	.....	.....	.....	.....		DNP
5.50														
BLAIR.....	98.54	5.34	6.36	4.56			4.55	5.20	.....	.....	.....	.....		P
8.94														
CALAIS.....	89.60	5.25	6.26	4.48			4.38	5.03	.....	.....	.....	.....		P
4.77														
BROCKTON ★..	84.83	5.20	6.21	4.43			4.30	4.57	.....	.....	.....	.....		DNP
7.56														
SPROLE.....	77.27	5.10	6.11	4.36			4.18	4.42	.....	.....	.....	.....		P
6.43				(470)										
POPLAR.....	70.84	s 5.03	6.04	4.30			4.09	(2) 4.30	.....	.....	.....	.....		DNPW
6.94														
CHELSEA.....	63.90	4.55	5.57	4.24			3.58	4.13	.....	.....	.....	.....		P
7.83														
MACON.....	56.07	4.47	5.47	4.17			3.43	3.58	.....	.....	.....	.....		P
6.42														
WOLF POINT ★.	49.65	s 4.40	s 5.40	4.11			3.38	3.48	.....	.....	.....	.....		DNP
5.98														
LOHMILLER....	43.67	4.31	5.30	4.05			3.29	3.39	.....	.....	.....	.....		P
5.30														
OSWEGO.....	38.37	4.25	5.23	4.00			3.20	3.32	.....	.....	.....	.....		DP
7.79														
FRAZER ★....	30.58	4.18	5.13	3.52			3.04	3.17	.....	.....	.....	.....		DPN
5.03														
KINTYRE.....	25.55	4.12	5.05	3.47			2.57	3.10	.....	.....	.....	.....		P
5.62														
WIOTA.....	19.93	4.06	4.58	3.41			2.50	3.02	.....	.....	.....	.....		P
5.43														
NASHUA.....	14.50	4.00	4.50	3.35			2.40	2.55	.....	.....	.....	.....		DNP
7.79														
WHATELY.....	6.71	3.52	4.40	3.27			2.25	2.40	.....	.....	.....	.....		P
6.71														BDNKO
GLASGOW ★	.....	L 3.45Am	L 4.30Am	L 3.20Pm			L 2.15Am	L 2.30Pm	.....	.....	.....	.....		FRWXY
Time Over Subdivision		2.55	3.25	2.40			4.15	4.30	.55	.40	1.15	.50		
Average Speed Per Hour		53.6	45.7	58.6			36.8	30.3	41.5	39.0	30.5	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. 28 stops at Snowden daily except Sunday to make transfer unless otherwise instructed.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

4 WESTWARD — SECOND SUBDIVISION — EASTWARD

Time Table No. 74 — Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 473 Daily	WESTWARD SECOND CLASS 461 Daily	WESTWARD FIRST CLASS 1 Streamliner Daily	WESTWARD FIRST CLASS 3 Daily	WESTWARD FIRST CLASS 27 Daily	Distance from Glasgow	STATIONS	Telegraph Calls	Distance from Havre	EASTWARD FIRST CLASS 4 Daily	EASTWARD FIRST CLASS 28 Daily	EASTWARD FIRST CLASS 2 Streamliner Daily	EASTWARD SECOND CLASS 462 Daily	EASTWARD SECOND CLASS 470 Daily	SIGNS
803	Yard	740	L 10.15Pm	L 10.55Am	L 9.10Am	L 1.20Am	L 12.25Am	.....	....GLASGOW.★.	GW	152.97	A 3.40Am	A 4.25Am	A 3.20Pm	A 2.15Pm	A 2.10Am	BDNKO PRWXY
								4.73									
808	70	70	10.22	11.05	9.15	1.26	12.32	4.73	.....PAISLEY.....	.....	148.24	3.35	4.18	3.10	2.08	2.00	P
								7.03									
815	125	27	10.35	11.15	9.22	1.34	12 40	11.76	....TAMPICO....	MA	141.21	3.27	4.10	3.01	1.58	1.50	DPN
						470		5.28								3	
820	71	26	10.45	11.22	9.28	**1.40**	12.46	17.04	....VANDALIA....	.....	135.93	3.21	4.03	2.55	1.50	**1.40**	P
	E137							8.79									
828	W114	85	11.02	11.35	9.38	f 1.51	12.59	25.83	....HINSDALE.★.	HD	127.14	f 3.10	3.48	2.45	1.35	1.27	DNP
								8.21									
837	71	15	11.17	11.45	9.45	2.01	1.07	34.04	...BEAVERTON...	.....	118.93	3.00	3.34	2.37	1.20	1.18	P
	W93						470	4.54								27	
842	E166	121	11.23	11.51	9.50	f 2.06	**1.12**	38.58	.....SACO.★...	SF	114.39	f 2.55	s 3.24	2.32	1.13	**1.12**	DNJK PXY
								6.88									
852	71	3	11.33	12.01Pm	9.57	2.13	1.19	45.46	....ASHFIELD....	.....	107.51	2.48	3.12	2.25	1.03	12.58	P
	W166							7.53									
860	E 89	110	11.47	12.10	10.04	2.21	1.27	52.99	....BOWDOIN....	BO	99.98	2.40	3.01	2.18	12.52	12.48	DPYN
						4		6.75				3					
863	70	16	11.57	12.20	10.10	**2.31**	1.34	59.74	....STRATER....	.....	93.23	**2.31**	2.53	2.11	12.42	12.39	P
				462				5.86							461		
869	133	145	12.05Am	**12.32**	10.16	s 2.37	1.40	65.60	.....MALTA.★..	MF	87.37	s 2.25	s 2.47	2.05	**12.32**	12.31	DNPW
						28		4.79					3				
874	71	14	12.11	12.40	10.22	**2.42**	1.45	70.39	.....EXETER.....	.....	82.58	2.13	**2.42**	2.00	12.26	12.24	P
	E142		4.70					4.79								473	
880	W130	98	**12.17**	12.50	10.27	2.47	1.50	75.18	....WAGNER....	WA	77.79	2.08	2.33	1.55	12.20	**12.17**	DP
							4	7.86				27					
886	123	55	12.35	1.06	10.35	2.55	**1.58**	83.04	.....DODSON.★..	DN	69.93	**1.58**	2.25	1.46	12.08Pm	12.05Am	DNP
								5.69									
892	124	5	12.45	1.15	10.42	3.02	2.04	88.73	....SURVANT....	.....	64.24	1.52	2.18	1.40	11.59	11.56	P
				2			28	4.42					27	461			
896	130	32	12.51	**1.34**	10.48	3.08	**2.10**	93.15	.....COBURG.....	.....	59.82	1.44	**2.10**	**1.34**	11.53	11.48	P
	E 92							5.21									
901	W130	26	12.58	1.42	10.53	3.14	2.15	98.36	.....SAVOY.....	S	54.61	1.38	2.03	1.28	11.45	11.38	DPN
								6.25									
907	76	4	1.08	1.50	11.01	3.21	2.22	104.61	....MATADOR....	.....	48.36	1.32	1.55	1.21	11.36	11.27	P
	E126		4					5.58				473					
913	W 70	70	**1.27**	1.59	11.08	f 3.28	2.28	110.19	....HARLEM.★..	HM	42.78	f **1.27**	s 1.48	1.15	11.27	11.18	DNP
			28		462			6.32						473		1	
919	76	45	**1.40**	2.08	**11.14**	3.35	2.35	116.51	.FORT BELKNAP.	.....	36.46	1.20	**1.40**	1.09	**11.14**	11.07	P
								5.53									
925	125	32	1.50	2.15	11.19	3.41	2.41	122.04	.....ZURICH.....	Z	30.93	1.14	1.33	1.03	10.50	10.59	DP
								3.67									
929	70	21	1.55	2.20	11.23	3.46	2.45	125.71	..NORTH FORK..	.....	27.26	1.09	1.29	12.59	10.45	10.54	P
	E121							5.58									
935	W 74	342	2.02	2.30	11.29	s 3.53	2.51	131.29	....CHINOOK.★.	CK	21.68	s 1.05	s 1.23	12.54	10.36	10.45	DNPY
								8.02									
943	.....	19	2.13	2.45	11.37	4.02	3.00	139.31	...LOHMAN.	.....	13.66	12.56	1.10	12.46	10.25	10.30	IP
								6.71									
949	.....	.....	2.25	2.55	11.45	4.09	3.09	146.02	.....TOLEDO	.....	6.95	12.48	1.03	12.38	L 10.13	L 10.15	.....
								6.95				28					
956	Yard	2132	A 2.45Am	A 3.10Pm	A 11.59Am	A 4.20Am	A 3.20Am	152.97	....HAVRE★	HV	....	L **12.40Am**	L 12.55Am	L 12.30Pm	L 10.00Am	L 10.00Pm	BDNK OPRWX
			4.30	4.15	2.49	**3.00**	**2.55**		Time Over Subdivision			**3.00**	**3.30**	**2.50**	4.15	4.10	
			33.9	35.9	54.5	**50.9**	**52.5**		Average Speed Per Hour			**50.9**	**43.7**	**53.9**	35.9	36.7	

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.

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

SIGNS	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD FIRST CLASS 1 Streamliner Daily	WESTWARD FIRST CLASS 3 Daily	WESTWARD FIRST CLASS 27 Daily	Distance from Havre	Time Table No. 74 Effective June 15, 1954 STATIONS	Distance from Great Falls	Telegraph Calls	EASTWARD FIRST CLASS 2 Streamliner Daily	EASTWARD FIRST CLASS 28 Daily	EASTWARD FIRST CLASS 4 Daily	EASTWARD SECOND CLASS 490 Daily	EASTWARD SECOND CLASS 492 Daily	EASTWARD SECOND CLASS 494 Daily
BDNK OPRWX	956	Yard	2391	L 12.10Pm	L 4.40Am	L 3.40Am	.....	Double Track HAVRE★ Auto Block Signals	123.24	HV	A 12.20Pm	A 11.55Pm	A 12.22Am	A 7.50Am	A 4.40Pm	A 8.50Pm
IJPY	961	.....	.....	A 12.18Pm	4.47	Af 3.47Am	4.03	4.03 Pacific Jct.	119.21	.....	L 12.12Pm	L 11.45Pm	12.15	L 7.35Am	L 4.25Pm	L 8.35Pm
P	Z11	50	10	.....	5.03	.....	14.91	10.88 LAREDO	108.33	.....	.....	.....	12.03Am	.....	.....	.....
DP	Z20	51	22	.....	5.15	.....	24.73	9.82 BOX ELDER	98.51	BX	.....	.....	11.52	.....	.....	.....
DNP	Z31	76	98	.....	s 5.29	.....	35.55	10.82 BIG SANDY	87.69	BS	.....	.....	s 11.39	.....	.....	.....
P	Z37	50	14	.....	5.37	.....	40.84	5.29 VERONA	82.40	.....	.....	.....	11.30	.....	.....	.....
P	Z45	90	25	.....	5.48	.....	49.44	8.60 VIRGELLE	73.80	.....	.....	.....	11.17	.....	.....	.....
P	Z56	56	13	.....	6.04	.....	60.29	10.85 LIPPARD	62.95	.....	.....	.....	11.04	.....	.....	.....
DP	Z62	90	18	.....	6.13	.....	66.25	5.96 CHAPPELL	56.99	CQ	.....	.....	10.56	.....	.....	.....
P	Z67	50	.....	.....	6.19	.....	70.82	4.57 TETON	52.42	.....	.....	.....	10.50	.....	.....	.....
DNP	Z75	94	66	.....	s 6.39	.....	78.73	7.91 FORT BENTON	44.51	BN	.....	.....	s 10.35	.....	.....	.....
P	Z80	.....	36	.....	6.48	.....	83.77	5.04 KERSHAW	39.47	.....	.....	.....	10.26	.....	.....	.....
P	Z85	41	8	.....	6.54	.....	88.53	4.76 TUNIS	34.71	.....	.....	.....	10.20	.....	.....	.....
DP	Z91	78	36	.....	7.01	.....	94.43	5.90 CARTER	28.81	CA	.....	.....	10.13	.....	.....	.....
P	Z96	32	20	.....	7.08	.....	99.43	5.00 FLOWEREE	23.81	.....	.....	.....	10.07	.....	.....	.....
DP	Z103	89	29	.....	7.18	.....	107.00	7.57 PORTAGE	16.24	RE	.....	.....	9.58	.....	.....	.....
P	Z108	103	19	.....	7.26	.....	112.59	5.59 SHEFFELS	10.65	.....	.....	.....	9.51	.....	.....	.....
P	Z113	.....	46	.....	7.33	.....	117.37	4.78 RAINBOW	5.87	.....	.....	.....	9.45	.....	.....	.....
BDNJK PRX	Z119	Yard	4082	.....	A 7.45Am	.....	123.24	5.87 GREAT FALLS	.....	PD	.....	.....	L 9.35Pm	.....	.....	.....
				.08 30.2	3.05 39.9	.07 34.5		Time Over Subdivision Average Speed Per Hour			.08 30.02	.10 24.1	2.47 44.6	.15 16.1	.15 16.1	.15 16.1

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Station Numbers	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	Time Table No. 74 Effective June 15, 1954	Telegraph Calls	Distance from Shelby	FIRST CLASS 4 Daily	FIRST CLASS 236 Daily	SECOND CLASS 366 Daily Ex. Sun.	SECOND CLASS 374 Daily Ex. Sun.	Car Capacity Sidings	Car Capacity Other Tracks	SIGNS
.....	.....	L 2.10Pm	.....	L 8.15Am (2-235)	L 8.30Am (365)	L 8.00Am (365)	.....	GREAT FALLS	PD	98.66	A 9.20Pm	A 8.50Pm	A 1.32Pm	A 9.53Pm	Yard	4082	BDNJK PRX
							.68										
Z119	L 8.45Am	2.13	.....	8.17	A 8.33Am	8.03	.68	WEST SIDE JCT.	GF	97.98	9.14	L 8.47Pm	1.30	9.51	.....	.....	BDNJKO PRWXY
							3.05										
.....	8.55	2.19	L 9.10Am	8.22	.....	8.08	3.73	EMERSON JCT.	.....	94.93	9.09	.....	1.25	9.45	.....	.....	JP
							4.09										
ZB 8	9.05	f 2.28	9.20	f 8.30	.....	8.15	7.82	MANCHESTER	.....	90.84	9.01	.....	f 1.17	f 9.35	32	6	P
							4.28										
ZB12	9.15	s 2.37	A 9.30Am	A 8.40Am	.....	8.22	12.10	VAUGHN	BY	86.56	8.55	.....	L 1.07Pm	s 9.27	54	19	DNJPX
							6.69										
ZB19	9.29	f 2.51	.....	.....	.....	8.32	18.79	GORDON	.....	79.87	8.45	.....	.....	f 9.14	51	6	P
							7.32										
ZB27	9.44	A 3.09Pm	.....	.....	.....	8.44	26.11	POWER	PO	72.55	8.34	.....	.....	L 9.00Pm	126	26	DNJPXY
							10.56										
ZB37	10.05	.....	.....	.....	..	s 9.02	36.67	DUTTON	DU	61.99	s 8.17	.....	.....	.....	51	43	DP
							3.18										
ZB40	10.13	.....	.....	.....	..	9.08	39.85	ACME	.....	58.81	8.12	.....	.....	.....	61	13	P
							4.22										
ZB45	10.22	.....	.....	.....	....	9.15	44.07	COLLINS	ON	54.59	8.06	.....	.....	.....	60	28	DP
							9.96										
ZB55	10.41	.....	.....	.....	....	9.30	54.03	BRADY	BA	44.63	7.51	.....	.....	.....	99	32	DP
							6.40										
ZB61	10.53	.....	.....	.....	.....	9.37	60.43	WITHEY	.....	38.23	7.43	.....	.....	.....	51	.....	P
							6.99										DNP
ZB69	11.17	.....	.....	.....	....	s 9.55	67.42	CONRAD	RD	31.24	s 7.32	.....	.....	.....	164	265	WXY
							3.23										
.....	11.25	.....	.....	.....	....	10.01	70.65	MONTANA WESTERN JCT	.....	28.01	7 20	.....	.....	.....	.....	.....	.....
							7.64										
ZB79	11.40	.....	.....	.....	..	10.14	78.29	LEDGER	FA	20.37	7.12	.....	.....	.....	60	20	DP
							4.64										
ZB84	11.50	.....	.....	.....	....	10.23	82.93	FOWLER	.....	15.73	7.05	.....	.....	.....	50	14	P
							6.51										
ZB91	12.03Pm	.....	.....	.....	.	10.36	89.44	NAISMITH	.....	9.22	6.54	.....	.....	.....	125	6	P
							4.63										
ZB95	12.13	.....	.....	.....	.....	10.45	94.07	ANDALE	.....	4.59	6.47	.....	.....	.....	60	6	P
							4.59										PBDNJY
1061	A 12.25Pm	.....	.....	.....	.....	A 10.55Am	98.66	SHELBY	SJ	.....	L 6.40Pm	.....	.....	.....	Yard	260	KOPRW X
	3.40	.59	.20	.25	.03	2.55		Time Over Subdivision			2.40	.03	.25	.53			
	26.9	26.5	25.1	29.04	13.6	33.7		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 12 THROUGH 21.

Time Table No. 74

Effective June 15, 1954

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

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 239 Daily Ex. Sun.	SECOND CLASS 495 Daily	FIRST CLASS	FIRST CLASS 43 Daily	Distance from Mossmain	STATIONS	Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS 42 Daily	FIRST CLASS	SECOND CLASS 240 Daily Ex. Sun.	SECOND CLASS 496 Daily
ZD 237	.....	Yard	.....	.....		L 11.45Pm	.....	BILLINGS	BG	.....	BCDNKO RWXY	A 6.30Am	.....	.....	.....
ZD 222	.....	12	.....	L 10.00Pm	.....	L 12.07Am	.....	12.07 MOSSMAIN	.....	222.74	JPXY	A 6.02Am	.....	.....	A 5.00Am
.....	.....	.....	.....	.....	.....	.....	3.95	3.95 N. P. RY. JCT.	.....	218.79	J	.....	.....	.....	.....
ZD 218	50	25	.....	10.10	.....	f 12.17	4.04	.09 HESPER	HS	218.70	DNPX	f 5.54	.....	.....	4.40
ZD 213	125	24	.....	10.22	.....	f 12.26	8.31	5.27 RIMROCK	.....	213.43	P	f 5.45	.....	.....	4.30
ZD 201	50	19	.....	10.42	.....	f 12.46	21.49	12.18 ACTON	.....	201.25	P	f 5.25	.....	.....	4.00
ZD 194	50	27	.....	10.55	.....	f 12.54	27.82	6.33 COMANCHE	.....	194.92	P	f 5.17	.....	.....	3.50
ZD 186	125	57	.....	11.15	.....	s 1.04	36.36	8.54 BROADVIEW	BW	186.38	DNP	s 5.07	.....	.....	3.38
ZD 180	49	.....	.....	11.27	.....	f 1.14	42.38	6.02 PAINTED ROBE	.....	180.36	P	f 4.57	.....	.....	3.24
ZD 174	50	18	.....	11.39	.....	s 1.23	48.42	6.04 BELMONT	.....	174.32	P	s 4.50	.....	.....	3.12
ZD 166	125	24	.....	11.54	.....	s 1.33	55.98	7.56 CUSHMAN	CN	166.76	P	s 4.40	.....	.....	3.01
.....	.....	.....	.....	11.57	.....	s 1.39	57.38	1.40 SLAYTON	.....	165.36	P	s 4.34	.....	.....	2.55
ZD 153	49	14	.....	12.20Am	.....	f 1.59	69.08	11.70 FRANKLIN	.....	153.66	P	f 4.16	.....	.....	2.37
ZD 148	49	.....	.....	12.32	.....	f 2.07	74.69	5.61 WALLUM	.....	148.05	P	f 4.08	.....	.....	2.29
ZD 141	125	28	.....	12.45	.....	s 496 2.17	81.67	6.98 HEDGESVILLE	DG	141.07	DNP	s 3.57	.....	.....	43 2.17
ZD 133	49	.....	.....	12.58	.....	2.27	88.73	7.06 NIHILL	.....	134.01	P	f 3.46	.....	.....	2.03
ZD 127	49	.....	.....	1.11	.....	f 2.36	95.13	6.40 OXFORD	.....	127.61	P	f 3.37	.....	.....	1.50
ZD 120	86	122	.....	496 1.36	.....	s 2.47	101.98	6.85 JUDITH GAP	JU	120.76	BDKP WY	s 3.27	.....	.....	495 1.36
ZD 114	50	18	.....	1.51	.....	f 2.57	108.61	6.63 BARROWS	.....	114.13	P	f 3.14	.....	.....	1.10
ZD 108	50	34	.....	2.03	.....	s 42 3.05	114.30	5.69 BUFFALO	BO	108.44	DNP	s 43 3.05	.....	.....	12.57
ZD 102	50	8	.....	2.15	.....	f 3.15	120.16	5.86 MENDON	.....	102.58	P	f 2.56	.....	.....	12.47
ZD 97	50	.....	.....	2.27	.....	f 3.23	124.71	4.55 HAUCK	.....	98.03	P	f 2.50	.....	.....	12.38
ZD 92	61	76	.....	42 2.40	.....	s 3.32	129.67	4.96 HOBSON	HO	93.07	DP	s 495 2.40	.....	.....	12.29
ZD 87	50	83	L 8.50Am	2.52	.....	s 3.44	134.98	5.31 MOCCASIN	MC	87.76	DNJPXY	s 2.30	.....	A 3.23Am	12.20
ZD 82	125	49	s 9.00	240 3.13	.....	f 3.54	140.43	5.45 BENCHLAND	BD	82.31	DP	s 2.17	.....	f 495 3.13	12.01Am
ZD 76	68	46	s 9.10	3.23	.....	f 4.04	146.54	6.11 WINDHAM	WD	76.20	DP	s 2.09	.....	f 3.03	11.50
ZD 68	60	98	s 9.23	3.35	.....	s 4.14	153.70	7.16 STANFORD	SD	69.04	DNPW	s 1.59	.....	s 2.50	11.40
ZD 63	50	15	f 9.31	3.44	.....	f 4.24	159.06	5.36 DOVER	.....	63.68	P	f 1.50	.....	f 2.40	11.30
ZD 58	50	15	s 9.41	3.53	.....	f 4.34	164.40	5.34 MERINO	.....	58.34	P	f 1.43	.....	f 2.31	11.20
ZD 52	50	35	s 9.53	4.03	.....	s 4.44	170.58	6.18 GEYSER	GY	52.16	DNP	f 1.35	.....	s 2.20	11.10
ZD 45	50	25	f 10.04	4.15	.....	f 4.54	176.77	6.19 SPION KOP	.....	45.97	PY	f 1.27	.....	f 2.09	10.55
ZD 39	50	18	s 10.15	4.30	.....	s 5.05	182.97	6.20 RAYNESFORD	RF	39.77	DP	f 1.18	.....	f 1.58	10.40
ZD 34	51	24	f 10.25	4.41	.....	f 5.13	188.27	5.30 BLYTHE	.....	34.47	P	f 1.10	.....	f 1.48	10.25
ZA 28	132	40	f 10.35	4.53	.....	f 5.20	194.24	5.97 ARMINGTON	RM	28.50	P	f 1.01	.....	f 1.38	10.10
ZA 26	.....	64	s 10.39	4.56	.....	s 5.24	196.20	1.96 BELT	B	26.54	DNP	s 12.58	.....	s 1.33	10.05
ZA 22	125	14	f 10.48	5.07	.....	f 5.32	201.13	4.93 WAYNE	.....	21.61	P	f 12.48	.....	f 1.24	9.55
ZA 19	.....	19	f 10.54	5.12	.....	f 5.37	204.26	3.13 FIFE	.....	18.48	.....	f 12.43	.....	f 1.18	9.42
ZA 14	.....	14	f 11.00	5.19	.....	f 5.42	207.49	3.23 SWIFT	.....	15.25	P	f 12.38	.....	f 1.12	9.35
ZA 10	84	58	f 11.09	5.30	.....	f 5.52	212.66	5.17 GERBER	.....	10.08	P	f 12.30	.....	f 1.03	9.25
ZA 6	67	17	f 11.16	5.37	.....	f 6.00	216.23	3.57 FIELDS	.....	6.51	P	f 12.25	.....	f 12.56	9.18
Z 119	Yard	4082	A 11.30Am	A 5.55Am	.....	A 6.15Am	222.74	6.51 GREAT FALLS	PD	.....	BDNJKP RX	L 12.15Am	.....	L 12.45Am	L 9.00Pm
			2.40 32.9	7.55 28.2		6.30 36.1		Time Over Subdivision / Average Speed Per Hour				6.15 37.6		2.38 33.3	8.00 27.84

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Time Table No. 74

Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 235 Daily	Distance from Great Falls	STATIONS	Telegraph Call	Distance from Butte	SIGNS	FIRST CLASS 236 Daily
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 FOURTH SUBDIVISION									
	Yard		L 8.33Am	0.68	WEST SIDE JCT.	GF	169.06	BDNJKOP RWXY	A 8.47Pm
Z 120	40		8.42	4.97	4.29 FLOOD		164.77	P	8.35
Z 130	42	38	f 8.56	14.11	9.14 ULM	M	155.63	DP	8.20
Z 137	42		9.06	20.91	6.80 RIVERDALE		148.83	P	8.08
Z 145	43	58	s 9.15	28.59	7.68 CASCADE	Q	141.15	DNP	s 7.58
Z 153	42		f 9.27	36.81	8.22 HARDY		132.93	P	f 7.45
Z 160	42		f 9.38	44.64	7.83 MID CANON		125.10	P	f 7.33
Z 167	43	39	s 9.50	51.54	6.90 CRAIG	RA	118.20	P	s 7.23
Z 175	47	28	s 10.04	59.42	7.88 WOLF CREEK	WC	110.32	DP	s 7.08
Z 184	43	9	f 10.24	68.62	9.20 SIEBEN		101.12	P	f 6.48
Z 197	43	18	s 10.44	81.14	12.52 SILVER CITY	MN	88.60	DPY	s 6.29
				95.22	14.08 N. P. RY. CROSSING		76.52	I	
				95.95	0.73 N. P. RY. CROSSING		73.79	M	
Z 214	42	247	s 11.12 11.27	97.72	1.77 HELENA	HN	72.02	BDNKP XY	5.55 s 5.40
Z 223		15	11.47	106.63	8.91 MONTANA CITY		63.11	P	5.25
Z 229	45	43	s 11.55	112.37	5.74 CLANCY	W	57.37	P	s 5.17
Z 235			f 12.07Pm	117.93	5.56 JEFFERSON		51.81		f 5.06
Z 236	60	12	f 12.11	119.52	1.59 CORBIN		50.22	P	f 5.03
Z 244	50	7	f 12.28	125.93	6.41 AMAZON		43.81	P	f 4.46
Z 250	50	34	s 12.38	132.23	6.30 BOULDER	RO	37.51	DP	s 4.34
Z 257	44	28	s 12.51	139.95	7.72 BASIN	SI	29.79	DP	s 4.20
Z 261	36	33	12.58	143.91	3.96 BERNICE		25.83	P	4.13
Z 269	42		f 1.15	151.95	8.04 ELK PARK		17.79	P	f 3.57
Z 279	45	16	1.27	160.31	8.36 WOODVILLE		9.43	PX	3.45
				169.10	8.79 N. P. RY. CROSSING		0.64	I	
Z 288	Yard	722	A 1.50Pm	169.74	0.64 BUTTE	DU		BDNJKO PRWXY	L 3.20Pm
			5.20 31.9		Time Over Subdivision Average Speed Per Hour				5.30 30.8

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 611 Tue. and Thur.	SECOND CLASS 613 Daily Ex. Sun.	SECOND CLASS 291 Daily Ex. Sun.	SECOND CLASS 285 Daily Ex. Sun.	Distance from Snowden	Time Table No. 74 Effective June 15, 1954 — STATIONS	Telegraph Calls	Distance from Richey	SIGNS	SECOND CLASS 292 Daily Ex. Sun.	SECOND CLASS 286 Daily Ex. Sun.	SECOND CLASS 610 Tue. and Thur	SECOND CLASS 614 Daily Ex. Sun.
676	130	91	.....	L 5.50Am	.....	L 7.20Am	.....	..... SNOWDEN ★	SN	74.16	BDNJP XY	.....	A 4.50Pm	.....	A 12.05Pm
.....	.....	.....	.....	5.55	.....	7.25	2.00	..... SNOWDEN BRIDGE	SB	72.16	DNPR	.....	4.46	.....	11.45
.....	.....	14	.....	6.00	.....	s 7.30	.56 2.56	..... NOHLE	.....	71.60	P	.....	s 4.41	.....	11.40
VF 9	.....	41	.....	6.20	.....	s 7.40	6.59 9.15	..... DORE	D	65.01	DP	.....	s 4.28	.....	11.20
VF 14	.....	72	.....	6.50	L 11.59Am	s 8.00	5.15 14.30	..... FAIRVIEW	FA	59.86	BDJKPR XY	A 8.50Am	s 4.18	.....	11.00
VF 18	.....	12	.....	7.00	f 12.07Pm	f 8.10	4.11 18.41	..... RIDGELAWN	.....	55.75	P	f 8.40	f 4.10	.....	9.45
VF 25	.....	166	L 8.10Am	285-292 A 7.30Am	285-292 A 12.21Pm	A 8.20Am 291-610-613-292-611-614 L 12.21Pm	24.80	6.39 ..... SIDNEY	SY	49.36	DJPRW XY	285-613 L 8.25Am	L 3.57Pm	291 A 12.25Pm	L 9.30Am

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

VF 29	.....	.....	L 8.20Am	.....	.....	L 12.27Pm	29.08	4.28 ..... NEWLON JCT	.....	45.08	JRP	.....	A 3.48Pm	A 12.15Pm	.....
VF 30	.....	5	8.23	.....	.....	f 12.33	30.28	1.20 ..... JENKS	.....	43.88	.....	.....	f 3.44	12.13Pm	.....
VF 36	.....	5	8.36	.....	.....	f 12.44	35.73	5.45 ..... EPWORTH	.....	38.43	.....	.....	f 3.34	11.58	.....
VF 43	.....	27	8.55	.....	.....	f 12.59	43.16	7.43 ..... GETTYSBURG	.....	31.00	.....	.....	f 3.19	11.39	.....
VF 51	37	35	9.14	.....	.....	s 1.14	50.76	7.60 ..... LAMBERT	RT	23.40	D	.....	s 3.04	11.20	.....
VF 58	.....	42	9.33	.....	.....	s 1.29	58.23	7.47 ..... ENID	.....	15.93	.....	.....	s 2.49	11.01	.....
VF 63	.....	10	9.44	.....	.....	s 1.38	62.62	4.39 ..... LANE	.....	11.54	.....	.....	s 2.40	10.50	.....
VF 74	54	34	610 A 10.15Am	.....	.....	A 2.03Pm	74.16	11.54 ..... RICHEY	RC	.....	DRXY	.....	L 2.15Pm	611 L 10.20Am	.....
			2.05 23.6	1.40 14.9	.22 28.6	2.42 27.5		Time Over Subdivision Average Speed Per Hour				.25 25.2	2.35 28.7	2.05 23.6	2.35 9.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 615 Mon., Wed. and Fri.	SECOND CLASS 287 Daily Ex. Sun.	Distance from Watford City	Time Table No. 74 Effective June 15, 1954 — STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	SECOND CLASS 288 Daily Ex. Sun.	SECOND CLASS 616 Mon., Wed. and Fri.
VG37	45	70	..... 616 L 1.30Pm	..... 288 L 10.29Am	.....	..... WATFORD CITY	WF	36.29	DRXY	287 A 10.20Am	..... 615 A 12.50Pm
VG29	.....	40	..... 1.50	..... s 10.47	7.40	7.40 ..... ARNEGARD	NE	28.89	D	s 10.01	..... 12.30
VG24	.....	30	..... 2.05	..... s 11.01	12.66	5.26 ..... RAWSON	RA	23.63	D	s 9.48	..... 12.15Pm
VG19	.....	39	..... 2.20	..... s 11.14	17.54	4.88 ..... ALEXANDER	A	18.75	D	s 9.36	..... 11.59
VG13	.....	33	..... 2.38	..... s 616 11.30	23.45	5.91 ..... CHARBONNEAU	AU	12.84	D	s 9.21	..... 287 11.30
VG 6	.....	30	..... 2.59	..... s 11.47	31.31	7.86 ..... CARTWRIGHT	CG	4.98	D	s 9.02	..... 11.05
VF14	.....	72	..... A 3.20Pm	..... A 11.59Am	36.29	4.98 ..... FAIRVIEW	FA	.....	BDJPR XY	L 8.50Am	..... L 10.50Am
			1.50 19.8	1.30 24.2		Time Over Subdivision Average Speed Per Hour				1.30 24.2	2.00 18.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

WESTWARD — NINTH SUBDIVISION — EASTWARD

Time Table No. 74 — Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 371 Daily Ex. Sunday	FIRST CLASS 289 Daily Ex. Sunday	Distance from Bainville	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
						10.64					
VC11	41	22	s 8.55	s 9.31	10.64	McCABE	MC	135.96	DP	s 4.16	s 3.25
						8.66					
VC19		30	s 9.22	s 9.49	19.30	FROID	FD	127.30	DP	s 3.58	s 2.55
						6.36					
VC26		36	s 9.42	s 10.02	25.66	HOMESTEAD	HO	120.94	DP	s 3.45	s 2.35
						5.96					
VC32		31	s 10.00	s 10.14	31.62	MEDICINE LAKE	MK	114.98	DP	s 3.30	s 2.20
						7.50					
VC39		22	s 10.23	s 10.30	39.12	RESERVE	RS	107.48	DP	s 3.15	s 1.55
			289	371		6.28					
VC45		22	s **10.43**	s **10.43**	45.40	ANTELOPE	AN	101.20	DP	s 3.02	s 1.40
						8.00			DP		
VC53	40	60	s 11.10	s 11.01	53.40	PLENTYWOOD	NY	93.20	XY	s 2.50	s 1.15
						6.49					
VC61		15	f 11.29	f 11.14	59.89	MIDBY		86.71		f 2.38	f 12.52
						6.77					
VC66		21	s 11.50	s 11.28	66.66	ARCHER		79.94	P	s 2.24	s 12.31
			372	372		6.76					289-371
VC71		31	s **12.10Pm**	s **11.42**	73.42	REDSTONE	RD	73.18	DP	s 2.10	s **12.10Pm**
						6.51					
VC78		15	s 12.30	s 11.58	79.93	NAVAJO		66.67	P	s 1.57	s 11.17
						5.45					
VC85		35	s 1.00	s 12.17Pm	85.38	FLAXVILLE	FX	61.22	DP	s 1.46	s 10.59
						5.18					
VC91		25	s **1.35**	s 12.27	90.56	MADOC		56.04	P	s **1.35**	s 10.43
			290			7.41			DP	371	
VC98	37	114	s 2.00	A 12.45Pm	97.97	SCOBEY	SC	48.63	XY	L 1.20Pm	s 10.20
						8.54					
VC106		24	s 2.35		106.51	FOUR BUTTES	FO	40.10	DP		s 9.40
						5.90					
VC112		28	s 2.55		112.41	GLUTEN		34.19			s 9.17
						5.60					
VC118		35	s 3.15		118.01	PEERLESS	PR	28.59	DP		s 8.55
			s 3.50			11.50					s 8.10
VC129		30			129.51	RICHLAND	CA	17.09	DP		
			s 4.25			9.87			DP		s 7.30
VC139		34			139.38	GLENTANA	G	7.22			
			A 5.00Pm			7.22			DPR		L 7.00Am
VC147	42	75			146.60	OPHEIM	OM		XY		
			8.40	3.35		Time Over Subdivision				3.20	9.00
			16.9	27.3		Average Speed Per Hour				29.4	16.3

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

WESTWARD — TENTH SUBDIVISION — EASTWARD

Time Table No. 74 — Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 333 Mon., Wed. and Fri.	Distance from Saco	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
					8.14				
SH 9	40	51	s 9.55	8.68	COLE		70.04	P	s 11.30
					6.63				
SH15		24	f 10.25	15.31	TATTNALL		63.41	P	f 10.30
					10.56				
SH26		34	s 11.25	25.87	WHITEWATER	W	52.85	DP	s 9.40
					12.89				
SH39		35	s 12.25Pm	38.76	LORING	N	39.96	DP	s 9.05
					15.36				
SH54		27	f 1.45	54.12	CHAPMAN		24.60	P	f 7.45
					13.02				
SH67		44	s 2.40	67.14	TURNER	R	11.58	DP	s 7.13
					11.58				
SH79		74	A 3.20Pm	78.72	HOGELAND	X		DPRXY	L 6.45Am
			6.30		Time Over Subdivision				6.00
			12.1		Average Speed Per Hour				13.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD 11

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD: SECOND CLASS 239 Daily Ex. Sun.	Distance from Lewistown	Time Table No. 74 Effective June 15, 1954 — STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS	EASTWARD: SECOND CLASS 240 Daily Ex. Sun.
ZF30	.....	Yard	L 7.10Am	.....	.....LEWISTOWN.....	WN	30.71	BDJKP RXY	A 5.25Am
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.....	.....	21.50	JPR	A 4.57Am
ZF20	.....	25	f 7.39	10.39	1.18 .....KINGSTON.....	.....	20.32	.....	f 4.45
ZF14	.....	34	s 7.58	16.46	6.07 .....ROSSFORK.....	.....	14.25	P	s 4.34
ZF 8	.....	34	s 8.19	23.19	6.73 .....KOLIN.....	KO	7.52	DP	s 4.13
ZD87	50	94	A 8.42Am	30.71	7.52 .....MOCCASIN.....	MC	.....	DNJP RXY	L 3.50Am
			1.32 20.0		Time Over Subdivision Average Speed Per Hour				1.35 19.4

WESTWARD — TWELFTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD: SECOND CLASS 403 C. M. St. P. & P. R. R. Mon., Wed., Fri.	365 Daily Ex. Sunday	Distance from Vaughn	Time Table No. 74 Effective June 15, 1954 — STATIONS	Telegraph Calls	Distance from Augusta	SIGNS	EASTWARD: SECOND CLASS 366 Daily Ex. Sunday	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 — THIRTEENTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD: SECOND CLASS 373 Daily Ex. Sunday	Distance from Power	Time Table No. 74 Effective June 15, 1954 — STATIONS	Telegraph Calls	Distance from Peadroy	SIGNS	EASTWARD: SECOND CLASS 374 Daily Ex. Sunday
ZB27	126	26	L 3.10Pm	.....	.....POWER.....	PO	51.39	DNJPR XY	A 8.45Pm
ZG 6	.....	10	f 3.25	5.72	5.72 .....CORDOVA.....	.....	45.67	.....	f 8.25
ZG12	.....	24	f 3.46	11.60	5.88 .....CLEIV.....	.....	39.79	.....	f 8.05
ZG17	.....	34	f 4.01	17.09	5.49 .....BOLE.....	.....	34.30	P	f 7.40
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	28.84	7.30 CHOTEAU JCT.	.....	22.85	JPR	A 7.05Pm
ZG29	.....	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
ZG42	.....	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.....	RY	.....	DPRY	L 5.55Pm
			2.35 19.9		Time Over Subdivision Average Speed Per Hour				2.50 18.14

Westward trains are superior to eastward trains of the same class on Eleventh, Twelfth and Thirteenth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

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	30
Blair	147.1	"	178.8	60	60
Calais	178.8	"	186.4	79	79
Brockton	186.4	"	186.9	60	60
	186.9	"	213.0	79	79
Chelsea	213.0	"	213.5	60	60
Macon	213.5	"	222.5	79	79
Glasgow	222.5	"	275.8	60	60
	275.8	"	278.3	30	30
Paisley	278.3	"	282.0	55	55
Vandalia	282.0	"	296.1	75	75
Hinsdale	296.1	"	300.7	60	60
Beaverton	300.7	"	311.8	75	75
Malta	311.8	"	342.0	70	70
Exeter	342.0	"	348.6	65	65
	348.6	"	350.3	60	60
Survant	350.3	"	366.9	65	65
	366.9	"	369.0	55	55
Coburg	369.0	"	383.0	65	65
Harlem	383.0	"	407.5	79	79
Chinook	407.5	"	416.5	60	60
Lohman	416.5	"	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	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	25	25
Manchester	7.6	"	20.8	45	45
Gordon	20.8	"	21.1	35	35
	21.1	"	44.3	45	45
Collins	44.3	"	46.4	40	40
	46.4	"	49.0	59	59
	49.0	"	49.6	35	35
	49.6	"	63.6	59	59
	63.6	"	63.8	45	45
Conrad	63.8	"	66.5	59	59
	66.5	"	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	25	25
	81.4	"	85.4	45	45
Fowler	85.4	"	86.0	30	30
	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

FIFTH SUBDIVISION

Stations	Zone Territories Between Mile Posts			Maximum speed MPH Westward	Maximum speed MPH 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	"	44.0	59	59
Broadview	44.0	"	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	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

SEVENTH SUBDIVISION

Stations	Zone Territories Between Mile Posts			Maximum speed MPH Westward	Maximum speed MPH 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 or Electric 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) Diesel and Electric engines light or with caboose only ..... 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc.
On Main Lines ..... 30 MPH
Except on six degree curves or sharper and on Branch Lines ..... 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines.... 30 MPH
Except on 6 degree curves or sharper, and on Branch Lines ..... 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches ..... 35 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock ..... 25 MPH

Trains or engines through No. 20 turnouts at: ..... **35 MPH**
End of double track at:
Snowden, Lohman, Pacific Jct.
Bainville, west switch westward siding.
Blair, west siding switch.
Brockton, east switch eastward siding,
west switch westward siding.
Saco, west switch eastward siding.
Malta, east siding switch.
Dodson, east and west siding switch.
Survant, east and west siding switch.
Havre, west lead switch.

Trains or engines through No. 15 turnouts at: ..... **25 MPH**
Culbertson, east siding switch.
Sprole, east and west siding switch.
Wolf Point, east switch westward siding.
Glasgow, east switch eastward siding.
Hinsdale, east switch westward siding,
west switch eastward siding.

Trains or engines through No. 11 turnouts at: ..... 15 MPH
Pacific Jct., to and from Great Falls line.

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 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.

Diesel and Gas-Electric engines 2302-2341 must be handled on rear of train.

Not more than four adjacent diesel units are to be towed dead in a train in a single grouping. Additional groups should be separated by not less than five cars.

Trains handling 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, 247 to 249, 253 to 259, 262, 263, 307 to 317, 400 to 474	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 578, 600 to 678	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2302 to 2324	50 MPH
2325 to 2339	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. 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.

6. 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.

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

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

9. **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.

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

FIRST SUBDIVISION

GLASGOW: .....Both at Depot.
POPLAR:..... Cooling Water at Depot.

SECOND SUBDIVISION

GLASGOW: .....Both at Depot.
MALTA: .....At Depot.

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

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

TENTH SUBDIVISION

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

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

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

22. 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.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast 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.

23. 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.

24. 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.

25. 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.

26. 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.

27. 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 3 miles west of Williston.

Eastward—Between MP 270 and 268 approximately one mile east of Whately.

5. CROSSOVERS ON DOUBLE TRACK.

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

6. SPRING SWITCHES WITH FACING POINT LOCK.

Bainville, west switch westward siding.
Culbertson, east siding switch.
Blair, west siding switch.
Brockton, east switch westward siding and west switch eastward siding.
Sprole, east and west siding switch.
Poplar, east and west siding switch.
Macon, both ends of siding.
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 283 and 285 approximately one mile west of Paisley.
Eastward—Between MP 412 and 411 approximately one mile east of Adams.

5. **CROSSOVERS ON DOUBLE TRACK.**
Facing point,
Lohman, 1 mile west of end of double track.

6. **SPRING SWITCHES WITH FACING POINT LOCK.**
Glasgow, east and west switch to north #1.
Hinsdale, east switch westward siding,
west switch eastward siding.
Saco, west switch eastward siding.
Malta, east and west siding switch.
Dodson, east and west siding switch.
Survant, east and west siding switch.
Havre, west lead switch to westward main track.
Normal position is for main track.

7. **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:
311.8, 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 Fourth 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

(Shelby Line)

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

Between	Passenger	Freight
West Side Jct. and Collins	45 MPH	40 MPH
Collins and Withey	59 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 Fourth Subdivision.

First and second class trains register by ticket at West Side Junction except trains Nos. 235-236.

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

Shelby, trains Nos. 3 and 4 will register by ticket.

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, normal position of the switch at the end of the Fourth Subdivision will be for the Butte Division main track.

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

6. West Side Jct., normal position of junction switch is for Fourth Subdivision.

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

8. **SPEED TEST BOARDS.**

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

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

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

FIFTH SUBDIVISION

(Billings Line)

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

Between	Passenger	Freight
Great Falls and East End Painted Robe Tunnel Q-2	50 MPH	40 MPH
East End Painted Robe Tunnel Q-2 and East Switch Acton	59 MPH	50 MPH
East Switch 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 Fourth Subdivision.

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

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

7. **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.

8. **EMERGENCY TELEPHONES.**

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

9. **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

(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.**

Helena, trains backing in or out of Passenger station.... 10 MPH
Between Home Signals of interlocking at:
Butte ..... 20 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

West Side Junction first and second class trains except trains Nos. 235-236 will register by ticket and passenger extras will not register.

Helena register only for trains originating and terminating.

4. **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.

5. 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.

6. Great Falls, normal position of switch east end Missouri River bridge 119.4 is for Third Subdivision.

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

8. Tunnel No. 6 between Amazon and Portal, when signal displays **Stop-indication Rule 509(A) governs.**

9. Mountain Spur, switch is protected for westward movements by **automatic block signal 281.5 located approximately 1600 feet east.**

10. Butte, between bridge 284.1 and N. P. Ry. crossing, **automatic block signals govern westward movements.**

11. 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.**

12. **SPEED TEST BOARDS.**

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

Westward—Between MP 139 and MP 141 approximately three miles west of Riverdale.

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

13. **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
Trask .....Booth
Portal .....Booth

14. **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

15. **AUTOMATIC INTERLOCKINGS.**

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

16. **RAILROAD CROSSINGS PROTECTED BY GATES.**

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

SEVENTH SUBDIVISION

(Richey Line)

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

Between	Passenger	Freight
Snowden and Richey	30 MPH	25 MPH

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

3. **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	Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH

2. **MANUAL INTERLOCKINGS.**

Fairview, 3 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	Passenger	Freight
Bainville and Redstone	35 MPH	25 MPH
Redstone and Scobey	35 MPH	20 MPH
Scobey and Opheim	25 MPH	20 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

ELEVENTH SUBDIVISION

(Lewistown Line)

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

Between	Passenger	Freight
Lewistown and Moccasin	35 MPH	20 MPH

2. **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.
3. Moccasin, normal position of junction switch is for Fifth Subdivision.
4. Spring Creek Jct., normal position of junction switch is for CMStP&P RR.
5. 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.
6. Lewistown and Moccasin, CMStP&P RR. bulletin boards located in depot.

TWELFTH SUBDIVISION

(Augusta Line)

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

Between	Passenger	Freight
Vaughn and Augusta	25 MPH	20 MPH

2. Vaughn, normal position of junction switch is for Fourth Subdivision.
3. Dracut Jct., normal position of junction switch is for Great Northern.

THIRTEENTH SUBDIVISION

(Pendroy Line)

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

Between	Passenger	Freight
Power and Pendroy	25 MPH	20 MPH

2. **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.
3. Power, normal position of junction switch is for Fourth Subdivision.
4. Eastham Jct., Choteau Jct., normal position of junction switch is for CMStP&P RR.
5. Power and Pendroy, CMStP&P RR. bulletin boards located in depot.

WATCH INSPECTORS

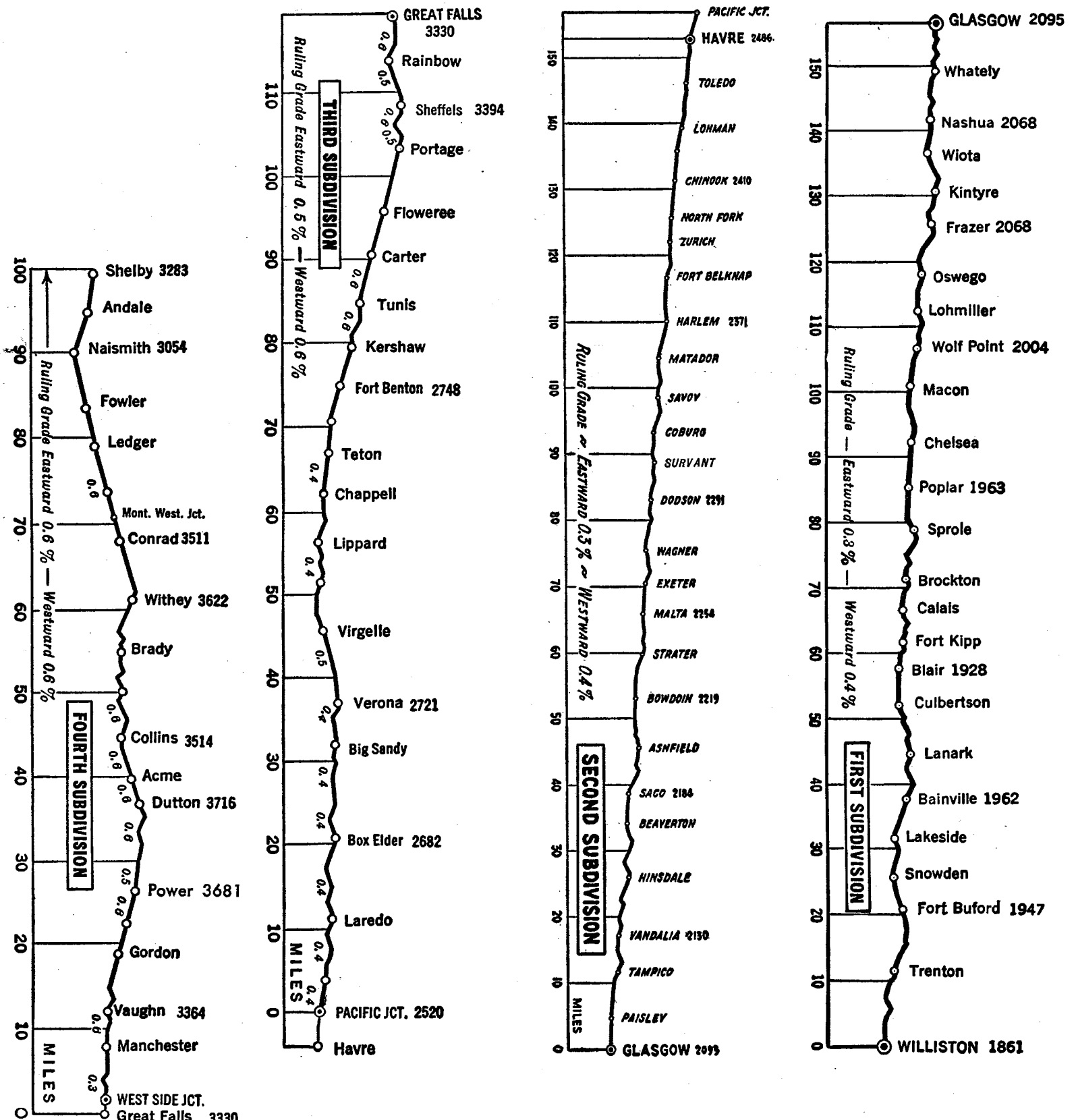
Butte	S & S Jewelers.
Conrad	Harold Pyle.
Cut Bank	M. S. Bush
Fairview	Agent—Comparison only.
Glasgow	Bowles Jewelry. R. E. StClair.
Great Falls	Jim Kovich Sutherland Jewelry. Russell's Jewelry.
Havre	Blacks' Jewelry.
Helena	S and M Jewelers.
Judith Gap	Agent—Comparison only.
Laurel	Dudis Jewelry.
Lewistown	Scheldt Jewelers.
Plentywood	Catherine C. Lynch.
Saco	Agent—Comparison only.
Shelby	Stulls Jewelry.
Sidney	Lisle Hawkins.
Whitefish	Dr. Leon Reed.
Williston	R. M. Gross.

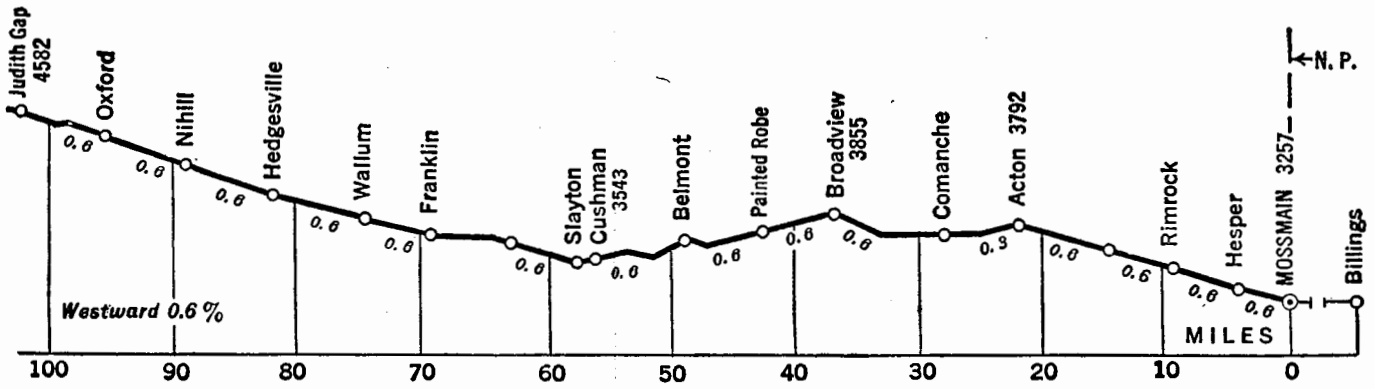
SPEED TABLE

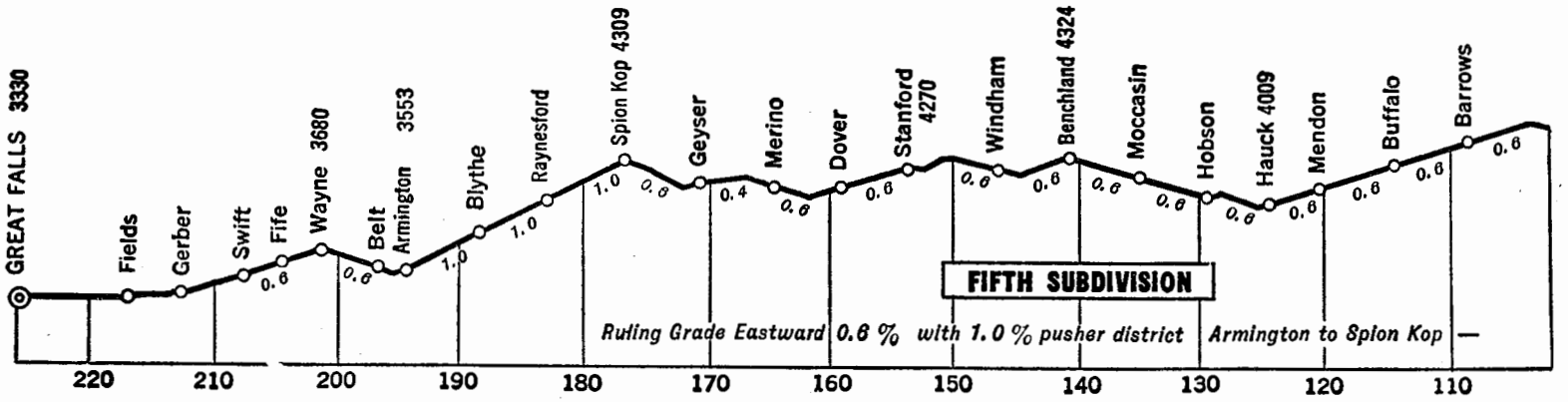
Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	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

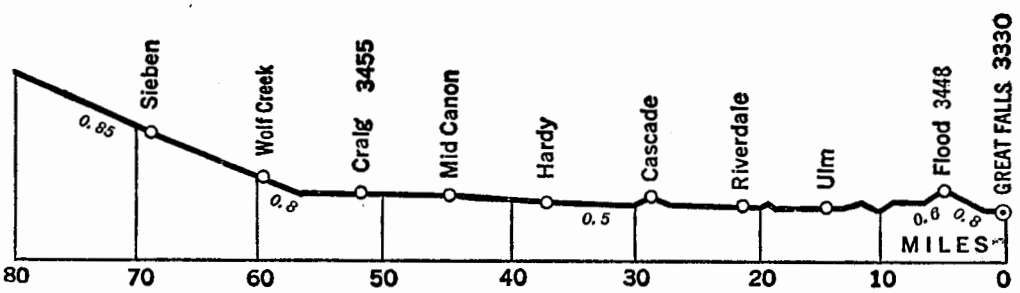
Business Tracks not Shown as Stations on Time Table.

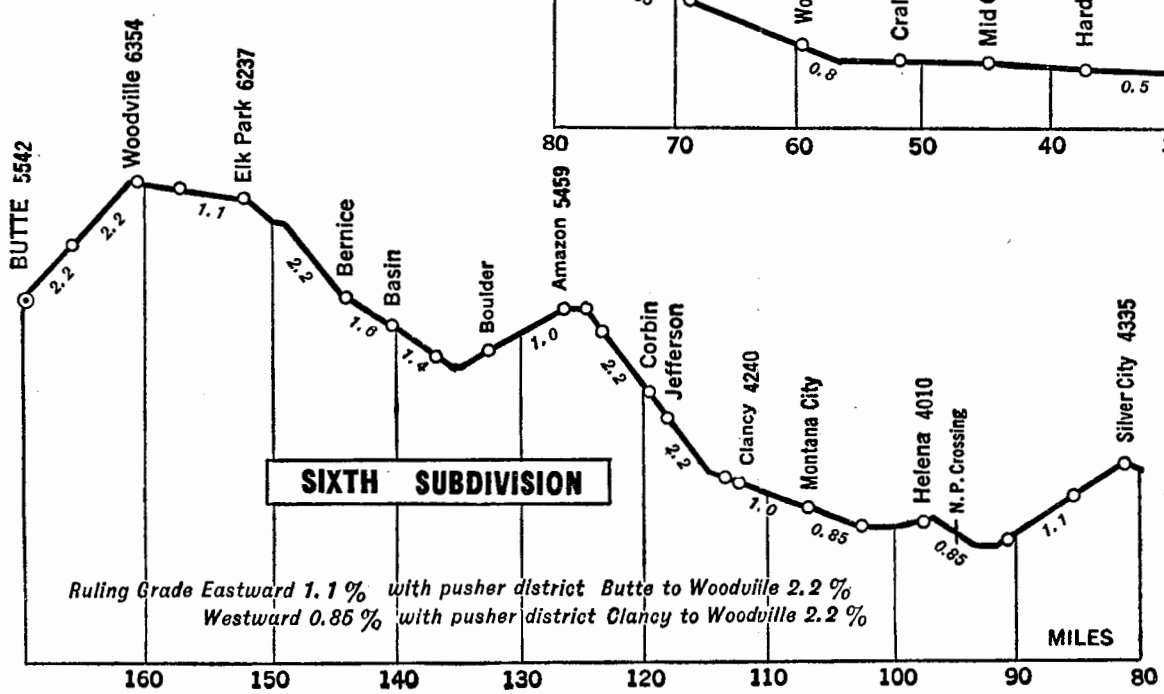
NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Farmer Union Oil Spur	2 miles west of Williston	10	West end
Marley Beet Track	4.50 miles east of Ft. Buford	84	East end
Second Subdivision			
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	47	Both ends
Harlem Stock Yards	1.30 miles east of Harlem	80	Both ends
Harlem Beet Track	0.25 miles west of Harlem	44	Both ends
Third Subdivision			
Stranahan	5.83 miles east of Virgelle	12	East end
Fourth Subdivision			
Pondera Pipe Line Spur	2.97 miles east of Conrad	37	East end
Burke Pit	5.70 miles west of Conrad	50	West end
Fifth Subdivision			
Baseline Spur	1.90 miles east of Rimrock	25	West end
Lavin Spur	At Gerber	Yard	West end
Sixth Subdivision			
Cascade Stock Yard	0.50 miles east of Cascade	42	Both ends
Tintinger Spur No. 2	2.72 miles east of Hardy	73	East end
Hardy Pit	1 mile east of Hardy	118	West end
Car-Con Spur	3.03 miles west of Helena	5	East end
Four Range	4.79 miles west of Helena	12	East end
Wickes	3.77 miles west of Corbin	9	West end
Fuller	4.20 miles west of Boulder	21	West end
Trask	4.9 miles west of Elk Park	7	West end
Mountain Spur	5.42 miles west of Woodville	8	East end
Seventh Subdivision			
State Line Beet Spur	3.87 miles east of Dore	21	Both ends
Cowles Beet Track	2.31 miles west of Dore	19	Both ends
Ludington Beet Track	2.45 miles east of Ridgelawn	19	Both ends
Wooley Beet Track	3.90 miles east of Sidney	33	Both ends
Eighth Subdivision			
Hardy Beet Track	1.51 miles east of Fairview	61	Both ends
Ninth Subdivision			
Plentywood Pit Track	4.6 miles west of Plentywood	32	Both ends
Twelfth Subdivision			
Beet Track	0.70 miles west of Vaughn	44	Both ends
Thirteenth Subdivision			
Flume Spur	4.08 miles west of Bole	14	East end
Hobson Elevator Spur	3.50 miles east of Choteau	16	West end
Koyle Spur	7.87 miles west of Choteau	8	East end


FOURTH 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
Virgelle
Verona 2721
Big Sandy
Box Elder 2682
Laredo
PACIFIC JCT. 2520
Havre
MILES
SECOND SUBDIVISION
Ruling Grade — Eastward 0.3 % — Westward 0.4 %
PACIFIC JCT.
HAVRE 2486
TOLEDO
LOHMAN
CHINOOK 2410
NORTH FORK
ZURICH
FORT BELKNAP
HARLEM 2371
MATADOR
SAVOY
COBURG
SURVANT
DODSON 2291
WAGNER
EXETER
MALTA 2254
STRATER
BOWDOIN 2219
ASHFIELD
SACO 2184
BEAVERTON
HINSDALE
VANDALIA 2130
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


Judith Gap 4582
Oxford
Nihill
Hedgesville
Wallum
Franklin
Slayton
Cushman 3543
Belmont
Painted Robe
Broadview 3855
Comanche
Acton 3792
Rimrock
Hesper
MOSSMAIN 3257
N. P.
Billings
0.6
0.9
Westward 0.6 %
MILES
100
90
80
70
60
50
40
30
20
10
0


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
0.6
1.0
0.4
FIFTH SUBDIVISION
Ruling Grade Eastward 0.6 % with 1.0 % pusher district Armington to Spion Kop
220
210
200
190
180
170
160
150
140
130
120
110


Sieben
Wolf Creek
Craig 3455
Mid Canon
Hardy
Cascade
Riverdale
Ulm
Flood 3448
GREAT FALLS 3330
0.85
0.8
0.5
0.6
MILES
80
70
60
50
40
30
20
10
0


BUTTE 5542
Woodville 6354
Elk Park 6237
Bernice
Basin
Boulder
Amazon 5459
Corbin
Jefferson
Clancy 4240
Montana City
Helena 4010
N.P. Crossing
Silver City 4335
2.2
1.1
1.6
1.4
1.0
0.85
SIXTH 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
160
150
140
130
120
110
100
90
80

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