



COMPANY SURGEONS

Dr. Abbott Skinner, *Chf. Med. Officer* St. Paul, Minn.
*Dr. Charles T. Eginton, *Asst. Chf. Surg.*..... St. Paul, Minn.
*Dr. P. E. Kane Butte, Montana
Dr. Robert H. Leeds Chinook, Montana
*Dr. R. K. West Cut Bank, Montana
Dr. James R. Markette Cut Bank, Montana
*Dr. R. W. Cummings Shelby, Montana
*Dr. R. J. Stanchfield Shelby, Montana
Dr. Porter S. Cannon Conrad, Montana
Dr. R. W. Jensen Culbertson, Montana
Dr. K. Hamilton Dodson, Montana
Dr. Evon L. Anderson Fort Benton, Montana
*Dr. R. B. Richardson, *Gt. Falls Clinic*..... Great Falls, Montana
Dr. J. C. Wolgamot Great Falls, Montana
Dr. L. C. Howard Great Falls, Montana
Dr. David Gregory Glasgow, Montana
*Dr. Phillip A. Smith Glasgow, Montana
*Dr. D. S. MacKenzie, Jr., *Havre Clinic*..... Havre, Montana
Dr. D. J. Almas Havre, Montana
Dr. C. W. Lawson Havre, Montana
*Dr. N. A. Franken Havre, Montana
Dr. R. Wynne Morris Helena, Montana
*Dr. Thos. L. Hawkins Helena, Montana
*Dr. Phillip E. Griffin Billings, Montana
Dr. E. C. Hall Laurel, Montana
*Dr. Paul Gans Lewistown, Montana
Dr. O. A. Swenson Fairview, Montana
*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. W. L. Forster Havre, Montana
Dr. Cecil M. Hall Great Falls, Montana

J. R. McLELLAN, *Chief Dispatcher.*
C. E. EUDY, *Chief Dispatcher.*
M. J. SOMMERS, *Asst. Supt.*
W. H. LITTLE, *Trainmaster.*
V. W. BICE, *Trainmaster.*
D. S. NELSON, *Trainmaster.*
D. D. DAHL, *Asst. Trainmaster.*

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 94

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, April 30, 1961

H. H. HOLMQUIST, *Superintendent.*

C. M. RASMUSSEN, *General Manager.*

A. W. CAMPBELL *General Superintendent Transportation.*

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Bainville	Time Table No. 94 Effective April 30, 1961 STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS			
	Sittings	Other Trains	27	31						28	32		
				Daily	Daily					Daily	Daily		
685	115 174	181		L 9.30pm	L 8.20Am	.....	.....	.....	.....	A 2.10Am	A 4.30pm	.....	.....
699	162	74		s 9.46		14.26	.....	.....	.....	s 1.50		.....	.....
705	162	5				19.76	.....	.....	.....			.....	.....
722	253	46				33.47	.....	.....	.....			.....	.....
733	162	162		s 10.22		47.46	.....	.....	.....	s 1.06		.....	.....
748	162	29				62.24	.....	.....	.....			.....	.....
753	274	341		s 11.00	9.27	68.65	.....	.....	.....	s 12.43Am	3.25	.....	.....
765	162	37				79.95	.....	.....	.....			.....	.....
772	....	146				87.62	.....	.....	.....			.....	.....
777	163					92.66	.....	.....	.....			.....	.....
789	162	82				103.71	.....	.....	.....			.....	.....
803	....	742		s 11.55	10.12	118.22	.....	.....	.....	s 11.45	2.35	.....	.....
815	162	27				129.96	.....	.....	.....			.....	.....
828	257	85		s 12.27Am		144.03	.....	.....	.....	s 11.11		.....	.....
842	197	123		s 12.40		156.79	.....	.....	.....	s 10.55		.....	.....
860	154	34				171.19	.....	.....	.....			.....	.....
869	162	134		s 1.10	11.10	183.80	.....	.....	.....	s 10.24	1.24	.....	.....
880	214	98				193.37	.....	.....	.....			.....	.....
886	139	50				201.24	.....	.....	.....			.....	.....
901	143	23				216.56	.....	.....	.....			.....	.....
913	143	52		s 1.55	11.49	228.38	.....	.....	.....	s 9.35	12.43	.....	.....
925	143	32				240.24	.....	.....	.....			.....	.....
935	143	398		s 2.20		249.49	.....	.....	.....	s 9.18		.....	.....
943	195	16				257.51	.....	.....	.....			.....	.....
956	....	2808		A 2.55Am	A 12.30pm	271.17	.....	.....	.....	L 8.55pm	L 12.01pm	.....	.....
				5.25 50.06	4.10 65.08					5.15 51.65	4.29 60.48		

CONDITIONAL STOPS

Trains 31 and 32 will stop at Wolf Point and Malta to receive or discharge revenue passengers from or to points Spokane and West or Minneapolis and East where these trains are scheduled to Stop. These trains will also stop at Glasgow to receive or discharge revenue passengers from or to points Minot and East or Spokane and West where these trains are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Havre	Time Table No. 94 April 30, 1961 Effective	Telegraph Code	Distance from Cut Bank	SIGNS	FIRST CLASS			SECOND CLASS			
	Sillage	Other Tracts	461	473	31	3	27						32	4	28	462	494		
			Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	
STATIONS																			
956	.....	2808	L 4.00Pm	L 6.00Am	L 12.40Pm	L 3.30Am	L 3.15Am	.....	.....	HV	128.91	BPRKD NWOXZ	A 11.50Am	A 8.10Pm	A 8.30Pm	A 2.30Pm	A 9.50Pm	.....
961	.....	29	4.10	6.10	12.45	A 3.35Am	3.20	4.03	.....	.....	124.88	JPY	11.44	L 8.02Pm	8.25	2.20	9.40	.....
967	127	7	4.20	6.20	12.51	.....	3.26	9.92	.....	.....	118.99	P	11.37	.....	8.18	2.10	9.31	.....
976	127	43	4.40	6.40	1.01	.....	3.36	19.35	.....	.....	109.56	DNP	11.27	.....	8.08	1.56	9.19	.....
986	124	33	5.00	7.00	1.11	.....	3.47	29.47	.....	.....	99.44	DP	11.16	.....	7.58	1.41	9.03	.....
992	58	30	5.10	7.10	1.17	.....	3.53	35.37	.....	.....	93.54	DP	11.10	.....	7.53	1.30	8.53	.....
998	139	35	5.20	7.20	1.23	.....	3.59	41.34	.....	.....	87.57	DP	11.04	.....	7.48	1.23	8.43	.....
1004	125	45	5.30	7.30	1.29	.....	4.06	47.58	.....	.....	81.33	DP	10.57	.....	7.42	1.05	8.32	.....
1008	.....	53	5.35	7.35	1.33	.....	4.10	51.42	.....	.....	77.49	DP	10.53	.....	7.38	12.56	8.26	.....
1013	144	.....	5.40	7.40	1.36	.....	4.13	54.39	.....	.....	74.52	P	10.50	.....	7.35	12.51	8.21	.....
1018	127	153	5.50	7.50	1.43	.....	4.20	61.49	.....	.....	67.42	DNPW	10.41	.....	7.28	12.33	8.03	.....
1024	135	33	5.58	7.58	1.49	.....	4.25	67.03	.....	.....	61.88	P	10.35	.....	7.22	12.24	7.54	.....
1031	115	26	6.08	8.08	1.57	.....	4.32	74.56	.....	.....	54.33	DP	10.27	.....	7.15	12.12	7.42	.....
1037	57	42	6.16	8.16	2.03	.....	4.38	80.54	.....	.....	48.37	DP	10.21	.....	7.09	12.02Pm	7.32	.....
1043	137	24	6.24	8.25	2.09	.....	4.44	86.56	.....	.....	42.33	DNP	10.15	.....	7.03	11.52	7.22	.....
1052	134	74	6.35	8.37	2.18	.....	4.52	95.16	.....	.....	33.75	P	10.06	.....	6.55	11.40	7.10	.....
1061	.....	1332	494-28 6.45	8.50	s 2.30	.....	A 5.01 L 5.11	104.64	.....	.....	24.27	BRKDNP WOYXJ	s 9.55	.....	L 6.45 A 6.37	11.25	28-481 6.45	.....
1063	.....	.....	6.54	8.54	2.33	.....	5.13	106.13	.....	.....	22.78	PKJ	9.49	.....	6.35	11.20	6.40	.....
1074	.....	31	7.10	9.10	2.48	.....	5.25	117.67	.....	.....	11.24	DP	9.37	.....	6.23	11.05	6.25	.....
1087	.....	285	A 7.30Pm	A 9.30Am	A 3.03Pm	.....	A 5.45Am	128.91	.....	.....	.....	BDNIK PRWX	L 9.25Am	.....	L 6.10Pm	L 10.40Am	L 6.15Pm	.....
			3.30 36.83	3.30 36.83	2.23 54.08	.5 48.36	2.30 51.56	Time Over Subdivision Average Speed Per Hour						2.25 53.34	.8 30.23	2.20 55.24	3.50 33.63	3.35 35.15	

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

CONDITIONAL STOPS

Trains 31 and 32 will stop at Chester and Cut Bank to receive or discharge revenue passengers from or to points Williston and East or Spokane and West where these trains are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Number	Car Capacity		FIRST CLASS		Distance from Pacific Jct.	Time Table No. 94 Effective April 30, 1961 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS			
	Siding	Other Tracts	235	3						4	236		
			Daily Ex. Sun.	Daily						Daily	Daily Ex. Sun.		
961						PACIFIC JCT.	256.75	JPY	A	8.02pm			
Z 11	48	10		L 3.35Am	10.88	10.88 LAREDO	245.87	P		7.49			
Z 20	91	38		3.47	20.70	9.82 BOX ELDER	236.05	BX DP		7.39			
Z 31	90	115		s 4.20	31.52	10.82 BIG SANDY ★	225.23	BS DNP	s	7.28			
Z 45	87	25		4.35	45.41	13.89 VIRGELLE	211.34	P		7.09			
Z 62	86	20		4.55	62.21	16.80 CHAPPELL	CQ 194.54	DP		6.47			
Z 75	92	72		s 5.20	74.71	12.50 FORT BENTON ★	BN 182.04	DNP	s	6.28			
Z 91	75	36		5.40	90.40	15.69 CARTER	CA 166.35	DP		6.07			
Z 96	29	20		5.47	95.40	5.00 FLOWEREE	RE 161.35	P		6.01			
Z103	86	29		5.56	102.98	7.58 PORTAGE	RE 153.77	DP		5.52			
Z108	100	19		6.03	108.57	5.59 SHEFFELS	PD 148.18	P		5.45			
Z119				L 7.00Am	L 6.40	10.65 GREAT FALLS ★	PD 137.53	BDNJK PRXW	L	5.30	A	4.50pm	
Z119				A 7.03Am	6.43	.63 W. S. JCT. ★	GS 136.90	BDNJK OPRWXYZ		12.42	L	4.46pm	
					6.48	3.10 EMERSON JCT.	BY 133.80	JP		12.37			
ZB12	153	19		7.01	131.32	8.37 VAUGHN	BY 125.43	DPJXR		12.23			
ZB19	48	6		7.09	138.00	6.68 GORDON	PO 111.42	P		12.13			
ZB27	123	26		7.18	145.33	7.33 POWER	DU 100.86	DPJYR		12.03pm			
ZB37	121	58		s 7.36	155.89	10.56 DUTTON ★	ON 93.46	DNP	s	11.50			
ZB40	58	13		7.41	158.93	3.04 ACME	BA 83.50	P		11.45			
ZB45	58	28		7.47	163.29	4.36 COLLINS	RD 70.10	DP		11.39			
ZB55	96	32		s 8.01	173.25	9.96 BRADY	FA 59.24	DP		11.28			
ZB69	173	274		s 8.20	186.65	13.40 CONRAD ★	SJ 38.85	DNP BWXYR	s	11.10			
				8.25	189.87	3.22 M. W. JCT.		PJ		10.56			
ZB79	131	20		8.37	197.51	7.64 LEDGER		DP		10.46			
ZB84	47	14		8.44	202.15	4.64 FOWLER		P		10.40			
ZB91	121	6		8.54	208.68	6.53 NAISMITH		P		10.30			
1061				A 9.15Am	217.90	9.32 SHELBY ★		DNBJY KORWX	L	10.15Am			

TRAINS BETWEEN SHELBY AND S. G. JCT. WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES

ZB120	47	114			219.39	1.49 S. G. JCT.	K 18.78	XJP					
ZB130	22	64			237.97	18.58 KEVIN	SU 8.36	XDP					
ZB139	18	92			248.39	10.42 SUNBURST	G	BDKPRXY					
					256.75	8.36 SWEET GRASS							
				.03 12.6	5.40 38.45					9.47 22.35	.04 8.21		
						Time Over Subdivision Average Speed Per Hour							

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

FOURTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 94 Effective Apr. 30, 1961	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS
	Sidings	Other Tracks	239					240
			Daily Ex. Sun.	STATIONS				Daily Ex. Sun.
ZD 237				BILLINGS	BG		BDNKNO RWXY	

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

ZD 222	12			12.08 MOSSMAIN		222.72	JPHY	
				3.94 N. P. RY. JCT.		218.78	JX	
ZD 218	47	25		.09 HESPER	HS	218.69	DPX	
ZD 213	121	24		5.27 RIMROCK		213.42	P	
ZD 186	122	57		27.06 BROADVIEW	BW	186.36	DNP	
ZD 174	47	18		12.05 BELMONT		174.31	P	
ZD 166	122	24		7.56 CUSHMAN		166.75		
ZD 153	46	14		13.08 FRANKLIN		153.67	P	
ZD 141	121	28		12.61 HEDGESVILLE		141.06	P	
ZD 127	46			13.46 OXFORD		127.60	P	
ZD 120	127	89		6.85 JUDITH GAP	JU	120.75	DKP WYN	
ZD 108	47	34		12.32 BUFFALO		108.43	P	
ZD 92	58	76		15.37 HOBSON	HO	93.06	DP	
ZD 87	117	52	L 10.50Am	5.31 MOCCASIN	MC	87.75	DJPHYR	A 3.23Am
ZD 82	122	49	s 11.00	5.45 BENCHLAND	BD	82.30	DP	f 3.13
ZD 76	65	46	s 11.10	6.11 WINDHAM	WD	76.19	DP	f 3.03
ZD 68	57	144	s 11.23	7.16 STANFORD	SD	69.03	DNPW	s 2.50
ZD 58	49		s 11.41	10.67 MERINO		58.36	P	f 2.31
ZD 52	47	35	s 11.53	6.21 GEYSER	GY	52.15	DP	s 2.20
ZD 39	47	21	s 12.15Pm	12.39 RAYNESFORD	RF	39.76	DP	f 1.58
ZD 34	24	f 12.25		5.30 BLYTHE		34.46	P	f 1.48
ZA 28	129	40	f 12.35	5.95 ARMINGTON		28.51	P	f 1.38
ZA 26	64	s 12.39		1.98 BELT	B	26.53	DP	s 1.33
ZA 22	123	16	f 12.48	4.93 WAYNE		21.60	P	f 1.24
ZA 19	19	f 12.54		3.13 FIFE		18.47		f 1.18
ZA 10	46	58	f 1.09	8.39 GERBER		10.08	P BDNJKP RXW	f 1.03
Z 119	2539	A 1.30Pm		10.08 GREAT FALLS	PD			L 12.45Am
			2.40 32.9	Time Over Subdivision Average Speed Per Hour				2.38 33.3

FIFTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		FIRST CLASS	Time Table No. 94 Effective April 30, 1961	Telegraph Calls	Distance from Great Falls	SIGNS	FIRST CLASS
	Sidings	Other Tracks	235					236
			Daily Ex. Sun.	STATIONS				Daily Ex. Sun.
Z 119		2539	L 7.00Am	GREAT FALLS	PD	BDNJKP RXW		A 4.50Pm

TRAINS BETWEEN W. S. JCT. AND GREAT FALLS BE GOVERNED BY THIRD SUBDIVISION SCHEDULES.

			L 7.03Am	0.63		0.63	W. S. JCT.	GS	BDNJK OPRW XYZ DP	A 4.46Pm
Z 130	39	38	7.23	14.08			ULM	M		4.26
Z 145	40	102	s 7.40	28.58		14.50	CASCADE	Q	DP	s 4.09
Z 153	32		7.50	36.79		8.21	HARDY		P	s 3.58
Z 160	39		8.03	44.39		7.60	MID CANON		P	s 3.48
Z 167	40	39	f 8.13	51.51		7.12	CRAIG		P	f 3.38
Z 175	44	9	s 8.25	59.39		7.88	WOLF CREEK	WC	DP	s 3.28
Z 184	40	9	8.40	68.59		9.20	SIEBEN		P	s 3.12
Z 197	97	15	s 8.58	81.12		12.53	SILVER CITY		P	s 2.57
Z 214		288	s 9.23	97.79		16.67	HELENA	HN	BDNJKP WXY	s 2.32
Z 229		26	f 9.45	112.37		14.58	CLANCY		P	f 2.00
Z 236	57	12	9.59	119.50		7.13	CORBIN		P	s 1.49
Z 244	47	7	10.14	125.91		6.41	AMAZON		P	s 1.37
Z 250	47	34	s 10.25	132.22		6.31	BOULDER	RO	DP	s 1.26
Z 257	40	15	s 10.40	139.92		7.70	BASIN		P	s 1.10
Z 269	39		11.00	151.94		12.02	ELK PARK		P	s 12.52
Z 279	42	16	11.10	160.38		8.44	WOODVILLE		P	s 12.42
Z 288		546	A 11.40Am	170.90		10.52	BUTTE	DX	BDNJKO PRWXYZ	L 12.20Pm
			4.37 36.88				Time Over Subdivision Average Speed Per Hour			4.06 38.54

SIXTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 94 Effective April 30, 1961	Telegraph Calls	Distance from Saco	SIGNS	SECOND CLASS		
	Sidings	Other Tracks	333					334		
			Mon, Wed. and Fri.	STATIONS				Mon, Wed. and Fri.		
842		287	L 7.30Am				SACO	SF	BDNJK PRY	A 5.40Pm
SH 9	40	51	s 8.00	8.73			COLE		P	s 5.10
SH15		24	f 8.30	15.31		6.58	TATTNALL		P	f 4.45
SH26		34	s 9.15	25.87		10.56	WHITEWATER	W	DP	s 4.00
SH39		35	s 10.00	38.82		12.95	LORING	N	DP	s 3.15
SH54		27	f 10.50	54.12		15.30	CHAPMAN		P	f 2.25
SH67		44	s 11.30	67.14		13.02	TURNER	R	DP	s 1.45
SH79		44	A 12.15Pm	78.72		11.58	HOGELAND	X	DPRY	L 1.00Pm
			4.45 16.57				Time Over Subdivision Average Speed Per Hour			4.40 16.86

Westward trains are superior to eastward trains of the same class on the Fourth, Fifth and Sixth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

6 SEVENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS	Time Table No. 94 Effective April 30, 1961	STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS	SECOND CLASS
		239 Daily Ex. Sunday						240 Daily Ex. Sunday
ZF30		L 7.10Am		LEWISTOWN	WN	30.73	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	9.22	SPRING CREEK JCT.		21.51	JPR	A 4.57Am
ZF20	25	f 7.39	1.19	KINGSTON		20.32		f 4.45
ZF14	34	s 7.58	6.09	ROSSFORK		14.23		s 4.34
ZF 8	34	s 8.19	6.71	KOLIN		7.52	DP	s 4.13
ZD87	83	A 8.42Am	7.52	MOCCASIN	MC		DJPRXY	L 3.50Am
		1.07 19.3		Time Over Subdivision Average Speed Per Hour				1.07 19.3

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

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Vaughn	Time Table No. 94 Effective April 30, 1961	STATIONS	Telegraph Calls	SIGNS	
							ZB12	19			VAUGHN	BY	DJPRXN
		5.44	5.64	DRACUT JCT.		JPR	
ZE 9	22	8.83	3.19	SUN RIVER			
ZE14	27	13.34	4.51	FORT SHAW		P	
ZE19	26	18.97	5.63	SIMMS	SM	DP	
ZE25	26	22.90	3.93	LOWRY			
ZE30	14	29.41	6.51	RIEBELING			
ZE42	34	41.70	12.29	AUGUSTA	GN	DPRY	
				Time Over Subdivision Average Speed Per Hour			

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS	Distance from Power	Time Table No. 94 Effective April 30, 1961	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
		373 Mon., Wed., Fri.						374 Mon., Wed., Fri.
ZB27	26	L 8.12Am			POWER	PO	DJPRXY	A 1.50Pm
ZG 6	10	f 8.27	5.72		CORDOVA			f 1.30
ZG12	24	f 8.48	11.60		CLEIV			f 1.10
ZG22		A 9.14Am	21.22		EASTHAM JCT.		JPR	L 12.30Pm
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.								
		L 9.33Am	28.05		CHOTEAU JCT.		JPR	A 12.10Pm
ZG29	55	s 9.36	28.70		CHOTEAU	CO	DP	s 12.08Pm
			29.55		C.M.St.P. & P.R.R. Cros'g.		U	
ZG42	35	s 10.18	42.53		BYNUM		P	s 11.27
ZG51	67	A 10.47Am	51.11		PENDROY	RY	DPRY	L 11.00Am
		2.35 19.8		Time Over Subdivision Average Speed Per Hour				2.50 18.1

Westward trains are superior to eastward trains of the same class on the Eighth and Ninth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

WATCH INSPECTORS

Butte S & S Jewelers.
Conrad Harold Pyle.
Great Falls Sutherland Jewelry.
Havre Blacks' Jewelry.
Helena S. & M Jewelers.
Laurel Dudis Jewelry.
Lewistown Scheidt Jewelers.
Shelby Stalls Jewelry.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
1	22	43.9	1	24	42.9
1	26	41.9	1	28	40.9
1	30	40.0	1	30	40.0
1	33	38.7	1	33	38.7
1	36	37.5	1	36	37.5
1	39	36.4	1	39	36.4
1	42	35.3	1	42	35.3
1	45	34.3	1	45	34.3
1	50	32.7	1	50	32.7
1	55	31.3	1	55	31.3
1	0	30.0	2	0	30.0
1	1	29.0	2	10	27.7
1	2	28.1	2	20	25.7
1	3	27.1	2	30	24.0
1	4	26.3	2	40	22.5
1	5	25.4	3	0	20.0
1	6	24.5	3	30	17.1
1	7	23.7	4	0	15.0
1	8	22.9	5	0	12.0
1	9	22.2	6	0	10.0
1	10	21.4	7	0	8.6
1	12	20.0	8	0	7.5
1	14	18.6	9	0	6.7
1	16	17.4	10	0	6.0

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.
 35 MPH—Trains or engines on main routes, actuating the point of spring switches; also trains or engines thru No. 20 turnouts at following locations:

- Pacific Jct.
- West end Havre yard, Lead Switch to North Main Track.
- East Havre, 3 miles East of Pass. Station.
- End of Double Track Cut Bank.
- East and West Siding Switches at;

Bainville	Nashua	Buelow
Brockton	Hinsdale	Chester
Poplar	Saco	Tiber
Macon	Bowdoin	Lothair
Wolf Point	Malta	Devon
Oswego	Dodson	Dunkirk
Frazer	Lohman	
Kintyre	Gildford	

- West siding switch at Blair
- East siding switch at Savoy and Harlem
- East switch North No. 1 track Glasgow

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations;
 Culbertson, east siding switch.

Shelby, spring switch east end Shelby yard.

20 MPH—Trains handling the following equipment on Branch lines or on 6 degree or sharper curves of Main lines, scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch lines or on 6 degree or sharper curves of Main lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

15 MPH—Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern Cars 60276 through 60279, 61500 through 61524 and 61000 through 61009 in passenger trains at passenger train speeds.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following engines are equipped with alignment control couplers: 201 thru 203, 205, 206, 208 thru 212, 214 thru 218, 220 thru 225, 227 thru 230; 550 thru 599; 600 thru 699; 700 thru 734; 900 thru 915 and 2000 thru 2035.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than (5) units in a group. Additional such units or groups of units must be separated by not less than (5) cars.

When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car or passenger car. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed.

Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

4. 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.

5. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that cannot be done, they will be blocked not less than thirty minutes apart.

After severe blizzard or dirt storm, 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.

6. 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 except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

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

Cars placarded "Explosives", "Flammable", "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, Flammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 727 and 811.

8. 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 evidence 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.

9. 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.

FIRST SUBDIVISION

(Main Line)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Bainville and Havre	79 MPH	60 MPH
- 2. SPEED RESTRICTIONS.**
 Culbertson, No. 32 to permit proper discharge of mail...60 MPH
- 3. TRAIN REGISTER EXCEPTIONS.**
 Glasgow, First Class Trains need not register.
- 4. CLEARANCE PROVISIONS AND EXCEPTIONS, RULE 83(B).**
 Bainville, Rule 83(B) does not apply. Minot division Clearance Form A received at Havre will clear the train at Bainville.
 Williston, Butte division trains must obtain their Butte division clearance at Williston which will clear the train at Bainville.
- The following signals are located adjacent to the left of the track which they govern.

HAVRE STOCK YARD.

Westward governing home signal for Main track.

Eastward governing home signal for yard track.

SECOND SUBDIVISION

(Main Line)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Havre and Cut Bank	79 MPH	60 MPH
- 2. SPEED RESTRICTIONS.**
 Between home signals of interlocking, Shelby 20 MPH
 Between Depot and MP 1089.8, 1000 feet east of depot at Cut Bank, through crossover 30 MPH
- 3. TRAIN REGISTER EXCEPTIONS.**
 Shelby, all trains, except trains originating or terminating at Shelby, register by ticket.
 Register of regular trains at Havre will cover their arrival at Pacific Jct.
 Cut Bank, first class trains and passenger extras register by ticket.
- 4. CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).**
 Pacific Jct., Rule 83(B) does not apply.
 Clearances received at Sweet Grass will clear eastward trains at S. G. JCT.
- 5. RESTRICTED CLEARANCES.**
 Shelby, turnouts are located so close together at end of double track and crossover east thereof, also turnout at east end South 3 track and west end industry track that engines cannot safely operate on both turnouts at same time and movements of this kind are prohibited.
- Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Third Subdivision and passenger station and will use first track south of main track.
- 7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
 ShelbyEnd of double track
 Cut BankCrossover, 1000 feet east of Depot
 End of double track east and west end Bridge 1090.8.
 Switches are controlled by operator at depot.
 When a yellow indication (normally dark) is displayed below two red indications on governing home signal, it insures route is lined and locked and confers authority (AFTER STOPPING) to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.
- Two main tracks known as NORTH MAIN and SOUTH MAIN extend between Pacific Jct. and crossovers at west end of Havre yard.
 The following signals are located adjacent to the left of the track which they govern:

EASTWARD ON NORTH MAIN TRACK.

Signal 433.2

Eastward governing home signal end of two main tracks Havre.

WESTWARD ON SOUTH MAIN TRACK.

Signal 433.3

Westward governing home signal end of two main tracks Havre.

THIRD SUBDIVISION

(Pacific Jct., Great Falls-Sweet Grass)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Pacific Jct. and Sweet Grass	59 MPH	49 MPH

2. TRAIN REGISTER EXCEPTIONS.

Great Falls, register only for first class trains and passenger extras.

First class trains register by ticket at W. S. Junction except Nos. 235 and 236.

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

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

Pacific Jct. Rule 83(B) does not apply.

Nos. 3 and 4 require clearance at Great Falls.

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

Clearance received at Shelby will clear westward trains at S. G. Jct.

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

(Billings Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Mossmain	59 MPH	49 MPH

2. TRAIN REGISTER EXCEPTIONS.

Great Falls register only for first class trains and passenger extras.

Moccasin, register only for trains originating and terminating.

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

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

Moccasin, Rule 83(B) does not apply providing train order signal indicates proceed.

Eastward GN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct. No. 240 will obtain such clearance at Great Falls.

FIFTH SUBDIVISION

(Butte Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Butte	59 MPH	40 MPH

2. SPEED RESTRICTIONS.

Helena 15 MPH

3. TRAIN REGISTER EXCEPTIONS.

W. S. Junction register for freight trains only.

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

W. S. Jct. Rule 83(B) does not apply to first class trains and passenger extras.

5. Butte, train and engine movements over crossings must be protected by a crew member on the ground at the crossing except during assigned hours of watchmen.**6. AUTOMATIC INTERLOCKINGS.**

Helena, 2.59 miles east of..... N. P. Ry. Crossing
Butte, 1.50 miles east of..... N. P. Ry. Crossing

7. RAILROAD CROSSINGS PROTECTED BY GATES.

Helena, 1.87 miles east of..... N. P. Ry. Industry track
Normal position is clear for Great Northern.

SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS**1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	
Saco and Hogeland	35 MPH
Lewistown and Moccasin	35 MPH
Vaughn and Augusta	20 MPH
Power and Pendroy	20 MPH

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

Moccasin, Vaughn, Power and Saco, Rule 83(B) does not apply providing train order signal indicates proceed.

Eastham Jct., and Choteau Jct., Rule 83(B) does not apply.

Lewistown, westward G.N. trains departing from G.N. passenger station must obtain clearance from G.N. and CMStP&P dispatchers.

Eastward GN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct. No. 240 will obtain such clearance at Great Falls.

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Sprole	6.52 miles east of Poplar.....	40	West end
Chelsea	6.80 miles west of Poplar	17	West end
Glasgow Air Base	20.19 miles north of Glasgow	Yard	East end
Whately	6.73 miles east of Glasgow.....	140	Both ends
Wiota	5.65 miles west of Kintyre	71	West end
Vandalia (2 Tracks).....	8.78 miles east of Hinsdale	94	Both ends
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	47	Both ends
Coburg	5.21 miles east of Savoy	165	Both ends
Harlem Stock Yards	1.29 miles east of Harlem	30	Both ends
Harlem Beet Track	0.78 miles west of Harlem	44	Both ends
Fort Belknap	6.33 miles west of Harlem	53	East end
North Fork Track	3.66 miles west of Zurich.....	23	East end
Second Subdivision			
Fresno	4.70 miles west of Burnham..	15	West end
Union Oil Spur (8 Tracks)	4.66 miles east of Cut Bank....	9-12-17	East end
Third Subdivision			
Verona	5.29 miles west of Big Sandy..	5	East end
Lippard	5.95 miles east of Chappell	19	West end
Kershaw	5.03 miles west of Fort Benton	36	Both ends
Tunis	5.91 miles east of Carter.....	8	West end
Rainbow	4.89 miles west of Sheffels	53	West end
Manchester	7.83 miles west of Grt. Falls..	30	East end
The Texas Co.	0.63 miles east of Sunburst	122	Both ends
Fourth Subdivision			
Baseline Spur	1.90 miles east of Rimrock	25	West end
Acton	12.18 miles west of Rimrock..	23	Both ends
Comanche	8.55 miles east of Broadview..	30	Both ends
Barrows Spur	5.60 miles east of Buffalo	9	West end
Dover	5.31 miles east of Merino	17	Both ends
Bovey's Elevator Spur.....	5.15 miles west of Fife	12	East end
Lavin Spur	At Gerber	Yard	West end
Fields	6.50 miles east of Great Falls	28	Both ends
Fifth Subdivision			
Mortanson's Spur	1.2 miles east of Hardy	129	West end
Gilmore Pit	At Hardy	110	West end
Car-Con Spur	1.84 miles west of Helena	30	East end
Lahey	0.74 miles west of Corbin	9	Both ends
Wickes	8.77 miles west of Corbin	14	West end
Eighth Subdivision			
Beet Track	0.53 miles west of Vaughn	44	Both ends
Ninth Subdivision			
Bole	5.43 miles west of Cleiv.....	10	West end
Flume Spur	9.34 miles west of Cleiv.....	14	East end
Hobson Elevator Spur.....	3.75 miles east of Choteau	16	West end
Koyle Spur	7.87 miles west of Choteau	8	East end

Pages 11 and 12 are blank.