



COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. Officer St. Paul, Minn.
 *Dr. Hugo F. Schroeckenstein, Asst. to
 Chief Medical Officer St. Paul, Minn.
 *Dr. W. 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. Richard W. Beighle Shelby, Montana
 *Dr. R. J. Stanchfield Shelby, Montana
 Dr. Richard S. Buker, Jr. Chester, Montana
 Dr. Porter S. Cannon Conrad, Montana
 Dr. John Margariz 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. B. P. Little 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. F. W. Ford Billings, Montana
 Dr. E. C. Hall Laurel, Montana
 *Dr. Paul Gans Lewistown, Montana
 *Dr. J. P. Craven Williston, North Dakota
 Dr. J. D. Craven Williston, North Dakota
 Dr. Edward J. Hagan Williston, North Dakota
 Dr. R. D. Knapp Wolf Point, Montana

*Designates also Examining Surgeon.

OPHTHALMOLOGISTS (Eye Doctors)

Dr. W. L. Forster Havre, Montana
 Dr. Cecil M. Hall Great Falls, Montana

M. J. SOMMERS, Asst. Supt.
 A. T. WALKER, Master Mechanic.
 C. E. EUDY, Chief Dispatcher.
 J. R. McLELLAN, Chief Dispatcher.
 W. H. LITTLE, Trainmaster.
 J. M. ANDERSON, Trainmaster.
 R. A. HARRIS, Trainmaster.
 D. H. BURNS, Trainmaster.
 G. W. McELHINNY, Trav. Engr.
 G. T. LITTON, Trav. Engr.
 A. L. VINING, Trav. Engr.

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GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

RECEIVED

APR 22 1966

Name of
Commissioners -

TIME TABLE 106

EFFECTIVE 12:01 A. M.
MOUNTAIN STANDARD TIME

Sunday, April 24, 1966

E. C. COAN, Superintendent.
 C. M. RASMUSSEN, General Manager.
 H. J. SURLS,
 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. 106 Effective April 24, 1966 STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS		
	Sidings	Other Tracks		27	31						28	32	
				Daily	Daily								
01075	161	280		L 8.50 ^{pm}	L 8.45 ^{am}		BAINVILLE.....★	B	271.17	DJKPY	A 1.25 ^{am}	A 4.50 ^{pm}	
01089	162	73		s 9.11		14.26	CULBERTSON.....★	CU	256.91	DNPW	s 1.03		
01095	162	5			9.01	19.76	BLAIR.....★		251.41	P		4.25	
01108	283	45				33.47	BROCKTON.....★	BR	237.70	DP			
01122	162	150		s 9.42	9.25	47.46	POPLAR.....★	PO	223.71	DNPW	s 12.27	3.55	
01138	162	42				62.24	MACON.....★		208.93	P			
01144	274	328		s 10.13	9.45	68.65	WOLF POINT.....★	WO	202.52	DNPW	s 12.05 ^{am}	3.35	
01155	162	37				79.93	OSWEGO.....★	GO	191.24	DP			
01162		152				87.62	FRAZER.....★	FR	183.55	DP			
01167	163				10.06	92.66	KINTYRE.....★		178.51	P		3.09	
01179	162	81				103.71	NASHUA.....★	NA	167.46	DP			
01192		742		s 11.06	10.40	118.22	GLASGOW.....★	GW	152.95	BDNKO PRWY	s 11.00	2.41	
01205	162	26				129.96	TAMPICO.....★		141.21	P			
01219	257	84		f 11.45	11.05	144.03	HINSDALE.....★	HD	127.14	DP	f 10.23	2.10	
01232	197	155		s 12.05 ^{am}		156.79	SACO.....★	SF	114.38	DJKWP	s 10.10		
01245	154	50				171.19	BOWDOIN.....★		99.98	P			
01259	162	147		s 12.55	11 40	183.80	MALTA.....★	MF	87.37	DNPW	s 9.45	1.25	
01268	214	33				193.37	WAGNER.....★	WA	77.80	DP			
01276	139	50			11.55	201.24	DODSON.....★	DN	69.93	DP		1.07	
01291	143	23				216.56	SAVOY.....★		54.61	P			
01303	143	60		s 1.40	12.16 ^{pm}	228.38	HARLEM.....★	HM	42.79	DNPW	s 9.03	12.40	
01315	143	32				240.24	ZURICH.....★		30.93	P			
01324	143	470		s 2.05	12.35	249.49	CHINOOK.....★	CK	21.68	DNPYW	s 8.45	12.15 ^{pm}	
01332	195	16				257.51	LOHMAN.....★		13.66	P			
01345		2808		A 2.40 ^{am}	A 12.55 ^{pm}	271.17	HAVRE.....★	HV		BDNKO PRWZ	L 8.20 ^{pm}	L 11.55 ^{am}	
				5.50	4.10						5.05	4.55	
				46.48	65.08						53.34	55.10	

OTC

Time Over Subdivision
Average Speed Per Hour

NINTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS			Distance from Saco	Time Table No. 106 Effective April 24, 1966 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333		Mon., Wed. and Fri.						334
			Mon., Wed. and Fri.	Mon., Wed. and Fri.							
01232	287	L	7.30 ^{am}				SACO.....★	SF	DJKP	A 5.00 ^{pm}	
61107	40	72	s 8.00		8.73		COLE.....★		P	s 4.30	
61113	24	f	8.30		15.31		TATTNALL.....★		P	f 4.10	
61124	34	s	9.15		25.37		WHITWATER.....★	W	DP	s 3.30	
61137	34	s	10.00		38.32		LORING.....★	N	DP	s 3.00	
61152	27	f	10.50		54.12		CHAPMAN.....★		P	f 2.25	
61165	44	s	11.30		67.14		TURNER.....★	R	DP	s 1.45	
61177	44	A	12.15 ^{pm}		78.72		HOGELAND.....★	X	DPY	L 1.00 ^{pm}	
			4.45							4.00	
			16.57							19.68	

Time Over Subdivision
Average Speed Per Hour

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 6 THROUGH 8.

Westward trains are superior to eastward trains of the same class on the Ninth Subdivision.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 106 Effective April 24, 1966 STATIONS	Telegraph Calls	Distance from Cut Bank	SIGNS	FIRST CLASS		
	Siding	Other Tracks	31	3	27						32	4	28
			Daily	Daily	Daily						Daily	Daily	Daily
01345		2808	L 1.05pm	L 3.15Am	L 3.00Am		HAVRE.....★	HV	128.91	BPRKD NWOZ	A 11.45Am	A 7.40Pm	A 8.00Pm
01350		29	1.10	A 3.20Am	3.05	4.03	PACIFIC JCT.....		124.88	JPY	11.40	L 7.32Pm	7.52
01356	165	7				9.92	BURNHAM.....		118.99	P			
01365	165	44	1.25			19.35	KREMLIN.....★	KN	109.56	DP	11.27		
01375	165	33				29.47	GILDFORD.....	GR	99.44	DP			
01381		88				35.37	HINGHAM.....	HG	98.54	DP			
01387	165	36	1.45			41.34	RUDYARD.....★	RU	87.57	DP	11.03		
01394		170				47.58	INVERNESS.....	RN	81.33	DP			
01397		52				51.42	JOPLIN.....	JO	77.49	DP			
01400	144					54.39	BUELOW.....		74.52	P			
01407	165	156	f 2.05		4.00	61.49	CHESTER.....★	CH	67.42	DPW	f 10.41		7.01
01420	165	26				74.56	LOTHAIR.....	AR	54.35	DP			
01426		99				80.54	GALATA.....	GA	48.37	DP			
01432	165	29	2.26			86.56	DEVON.....★	CD	42.35	DP	10.15		
01441	175	9				95.16	DUNKIRK.....		33.75	P			
01451	302	1332	s 2.50		A 4.45 L 5.05	104.64	SHELBY.....★	SJ	24.27	BRKDNP WOIYJ	s 9.55		L 6.24 A 6.14
01464		31	3.10		5.20	117.67	ETHRIDGE.....	DG	11.24	DP	9.37		5.56
01475		467	A 3.25Pm		A 5.35Am	128.91	CUT BANK.....★	CT		BDNIK PRWX	L 9.25Am		L 5.45Pm
			2.20 58.14	.05 48.36	2.35 49.9		Time Over Subdivision Average Speed Per Hour				2.20 58.14	.08 30.23	2.15 57.29

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

CONDITIONAL STOPS

Trains 31 and 32 will stop at 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 6 THROUGH 8.

4 **THIRD SUBDIVISION**
WESTWARD **EASTWARD**

Station Numbers	Car Capacity		FIRST CLASS 3	Distance from Pacific Jct.	Time Table No. 106 Effective April 24, 1966 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS 4
	Siding	Other Tracks							
01350			L 3.20Am		PACIFIC JCT.		256.75	JPY	A 7.32Pm
11011	48	10	3.35	10.88	LAREDO		245.87	P	7.19
11021	91	38	3.47	20.70	BOX ELDER	BX	236.05	DP	7.09
11032	90	114	s 4.03	31.52	BIG SANDY★	BS	225.23	DNP	s 6.58
11045	77	24	4.22	45.41	VIRGELLE		211.34	P	6.39
11062	86	20	4.44	62.21	CHAPPELL	CQ	194.54	DP	6.17
11075	90	69	s 5.09	74.71	FORT BENTON★	BN	182.04	DNP	s 5.58
11090	75	44	5.32	90.40	CARTER	CA	166.35	DP	5.37
11103	86	27	5.48	102.98	PORTAGE	RE	153.77	DP	5.22
11109	100	18	5.57	108.57	SHEFFELS		148.18	P	5.15
11118			A 6.20Am	119.22	GREAT FALLS★	PD	137.53	BDNJK PRXW BJKO PWXYZ	L 5.00Pm
11123				119.85	W. S. JCT.★	GS	136.90		
				122.95	EMERSON JCT.		133.80	JPX	
32788	153	19		181.32	VAUGHN	BY	125.43	DPJR	
32802	123	25		145.33	POWER	PO	111.42	DPJYR	
32813	121	58		155.89	DUTTON★	DU	100.86	DP	
32820	58	29		163.29	COLLINS	ON	93.46	DP	
32830	96	42		173.25	BRADY	BA	83.50	DP DNP	
32843	173	284		186.65	CONRAD★	RD	70.10	WXY	
				189.87	M. W. JCT.		66.88	PJ	
32854	131	19		197.51	LEDGER	FA	59.24	DP	
32859	47	13		202.15	FOWLER		54.60	P	
32865	121	6		208.68	NAISMITH		48.07	P DNPBJY	
01451				217.90	SHELBY★	SJ	38.85	KORWX	
61217	47	111		237.97	KEVIN	K	18.78	DP	
61228	22	63		248.39	SUNBURST	SU	8.86	DP BDKP	
61236	18	115		256.75	SWEET GRASS	G		XYR	
			3.00 39.74						2.32 41.59

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

FOURTH SUBDIVISION
WESTWARD **EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Lewistown	Time Table No. 106 Effective April 24, 1966 STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS
61331	246		LEWISTOWN	WN	80.73	DJP XYR
TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.						
			9.22 1.19 KINGSTON		21.51	JPR
61320	24		6.09 ROSSFORK		20.32	
61314	34		6.71 KOLIN		14.23	
61308	34		7.52 MOCCASIN	MC	7.52	DP DJPRY
32688	61					
			Time Over Subdivision Average Speed Per Hour			

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

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Vaughn	Time Table No. 106 Effective April 24, 1966 STATIONS	Telegraph Calls	SIGNS
32788	19		VAUGHN	BY	DJPRN
		5.64	DRACUT JCT.		JPR
61409	21	8.83	SUN RIVER		
61413	26	13.34	FORT SHAW		P
61419	26	18.97	SIMMS	SM	DP
61430	13	29.41	RIEBELING		
61442	34	41.70	AUGUSTA	GN	DPY

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 106 Effective April 24, 1966 STATIONS	Telegraph Calls	SIGNS
32802	25		POWER	PO	DJPRY
61506	9	5.72	CORDOVA		
61512	23	11.60	CLEIV		
61521		21.22	EASTHAM JCT.		JPR

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

		28.05	6.33 0.85 CHOTEAU JCT.		JPR
61529	55	28.70	13.83 CHOTEAU	CO	DPU
61542	33	42.53	8.58 BYNUM		P
61551	60	51.11	3.58 PENDROY	RY	DPY

Westward trains are superior to eastward trains of the same class on the Fifth and Sixth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

SEVENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		Time Table No. 106 Effective April 24, 1966	Telegraph Calls	Distance from Great Falls	SIGNS
	Sidings	Other Tracks				
30841			BILLINGS	BG		BCDNK ORWXY

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

32553	60		12.08 MOSSMAIN		222.72	JPXY
32557	47	25	4.03 HESPER	HS	218.69	PJ
32563	121	23	5.27 RIMROCK		213.42	P
32590	122	55	27.06 BROADVIEW	BW	186.36	DNP
32609	122	24	19.61 CUSHMAN		166.75	
32635	121	28	25.69 HEDGESVILLE		141.06	P DKP
32655	127	99	20.31 JUDITH GAP	JU	120.75	WN
32668	47	33	12.32 BUFFALO		108.43	P
32683	58	78	15.37 HOBSON	HO	93.06	DP
32688	117	32	5.31 MOCCASIN	MC	87.75	DJPYR
32694	122	48	5.45 BENGLAND	BD	82.30	DP
32700	65	44	6.11 WINDHAM	WD	76.19	DP
32707	57	145	7.16 STANFORD	SD	69.03	DPW
32724	47	34	16.88 GEYSER	GY	52.15	DP
32736	47	21	12.39 RAYNESFORD	RF	39.76	DP
32742		23	5.30 BLYTHE		34.46	P
32748	129	41	5.95 ARMINGTON		28.51	P
32750		65	1.98 BELT	B	26.53	DP
32754	123	13	4.93 WAYNE		21.60	P
32758		19	3.13 FIFE		18.47	
32766	46	60	8.39 GERBER		10.08	P
11118	2539		10.08 GREAT FALLS★	PD		BDNJK PRXW
			Time Over Subdivision Average Speed Per Hr.			

EIGHTH SUBDIVISION
WESTWARD EASTWARD 5

Station Numbers	Car Capacity		Distance from W. S. Jct.	Time Table No. 106 Effective April 24, 1966	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
11133	39	37	13.45	W. S. JCT.★	GS	BJK OPW XYZ P
11148	40	98	27.95	ULM	M	P
11156	32		36.16	CASCADE	Q	DP
11164	39		43.76	HARDY		P
				MID CANON		P
11171	40	10	50.88	7.12 CRAIG		P
11179	44	9	58.76	7.85 WOLF CREEK	WC	DP
11188	40	9	67.96	9.20 SIEBEN		P
11200	97	15	80.49	12.53 SILVER CITY		P
11216		208	97.16	16.67 HELENA	HN	BMKN PWXY
11232		27	111.74	14.58 CLANCY		P
11239	57	11	118.87	7.13 CORBIN		P
11246	47	7	125.28	6.43 AMAZON		P
11252	47	33	131.59	8.31 BOULDER	RO	DP
11259	40	14	139.29	7.70 BASIN		P
11271	39		151.31	12.02 ELK PARK		P
11280	42	15	159.75	8.44 WOODVILLE		P
11291		546	170.27	10.52 BUTTE	DX	BDMK OPRW XYZ
			Time Over Subdivision Average Speed Per Hour			

SPEED TABLE

Time Per Mile			Time Per Mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles Per Hour
		46	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.3
		57	1	45	34.3
		58	1	50	32.7
		59	1	55	31.3
		60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

Westward trains are superior to eastward trains of the same class on the Seventh and Eighth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

SPECIAL INSTRUCTIONS

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.

40 MPH—Ore cars, series 80,000 through 95,039 loaded with zinc concentrates.

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 3 miles West of Shelby.

End of Double Track Cut Bank.

East and West Siding Switches at;

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

West siding switch at Blair

East siding switch at Savoy, Harlem and Shelby

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 turnout at following locations;
Culbertson, east siding switch.

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 95039, 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 DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains. Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

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

MAXIMUM SPEED

50 MPH 1 through 195.

79 MPH 350 through 375, 500 through 512,
679, 680, 2350, 2509 through 2523,
3026 through 3040.

65 MPH All other diesel engine units.

ENGINE NUMBER

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 or another unprotected car containing commodities which might be subject to damage. 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.

Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

- 3(a). Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH passing over through-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgement of the conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a track is fouled, take prompt action to protect trains.

On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

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

In double track territory, logs must be secured to cars by chains or cables.

4. Brakemen with less than one year of experience should not be used as a flagman except in emergency, and then Superintendent will be notified by wire.
5. Due to limited overhead clearance at tunnels and structures, employees are warned to keep off top of cars of extreme height and width when handled in trains and yards except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

6. 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 refined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

7. 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.

8. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of employes will be inspected by Division Officers, Rules Examiners and other designated officers.
Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows:
Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.
Approved type wrist watches are:
Elgin, B. W. Raymond model 13/0 size, 23 jewels.
Ball, 1604B, stainless steel, 13/0 Ligne, 21 jewels.
Bulova Accutron, Railroad approved model, also Bulova 23J.
Hamilton, 505 R.R. Electric Special.
9. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—In the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.
10. Employes are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.
11. Supplementing Rules 7 (A) and 12 of the Consolidated Code of Operating Rules. When movement being made is controlled by hand, flag or lantern signals, the employes involved will give or relay such signals directly to the engineer.
When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe.

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.
5. Main track switch to Petrofuels Refining Co. Spur track at Macon is not equipped with electric locks. Trains or engines using this track must keep main track switch open unless main track is occupied by engine or cars. In addition this track must not be used to get into the clear for trains or engines.
6. 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.
7. Yard engine or light engine movements on main track at Glasgow and Havre must be made at restricted speed.

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 Depot and MP 1089.8, 1000 feet east of depot at Cut Bank, through crossover 30 MPH
Shelby—20 MPH over Foot walk to Depot and over Crossing east of Depot.
3. **TRAIN REGISTER EXCEPTIONS.**
Shelby, register only for trains originating or terminating.
Cut Bank, first class trains and passenger extras register by ticket.
4. **CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).**
Pacific Jct., 83(B) does not apply.
5. Main track switches to tracks shown below are not equipped with electric locks. Trains or engines using these tracks must keep main track switch open unless main track is occupied by engine or cars; in addition these tracks must not be used to get into the clear for other trains or engines.
Fresno Industry track Spur
Joplin Elevator Spur north of Main Line
6. Consolidated Code Rules 251, 251(A), 253 and 254 are in effect on the double track between Shelby and Cut Bank. This does not modify Rule 99. Running orders are not required for movements with the current of traffic.
7. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Cut Bank Crossover, 1000 feet east of Depot
End of double track east and west end Bridge 1090.8.
Switches are controlled by operator at depot.
8. Two main tracks known as NORTH MAIN and SOUTH MAIN extend between P.C.F. 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.
9. Yard engine or light engine movements on main track at Havre and Shelby not being made by signal indication must be made at restricted speed.
10. The eastward approach signal No. 1070.8 at end of double track Shelby, Montana may display an aspect not covered by the Book of Rules. When the eastward home signal on the south track is properly clear for movement to single track this signal may display aspect of yellow over green. This aspect is named "approach diverging route," and indication is "approach next signal prepared to proceed on diverging route." This signal aspect is covered in CMSTP&PRR block and interlocking rule 240-E Figure 1, and this rule will apply to and govern Great Northern train and engine movements at this location.

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Pacific Jct. and Sweet Grass 59 MPH 49 MPH
Great Falls and Mossmain 59 MPH 49 MPH
Great Falls and Butte 59 MPH 40 MPH
Saco and Hogeland 35 MPH
Lewistown and Moccasin 35 MPH
Vaughn and Augusta 20 MPH
Power and Pendroy 25 MPH
2. **SPEED RESTRICTIONS.**
Helena 15 MPH
Shelby—20 MPH over Foot walk to Depot and over Crossing east of Depot.
3. **TRAIN REGISTER EXCEPTIONS.**
Vaughn, Power, Conrad, Moccasin register only for trains originating and terminating.

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

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

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

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

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

Eastward GN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct.

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

5. Great Falls, normal position of Third and Seventh Subdivision Jct. Switch is lined for the Seventh Subdivision.

6. 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.

7. AUTOMATIC INTERLOCKINGS.

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

8. RAILROAD CROSSINGS PROTECTED BY GATES.
Helena, 1.87 miles east of...N. P. Ry. Industry track
Normal position is clear for Great Northern.

9. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on:

Third Subdivisionbetween Shelby and Sweet Grass

Ninth Subdivision.....between Saco and Hogeland

Fourth Subdivision.....between Spring Creek Jct. and Moccasin

Fifth Subdivision.....between Dracut Jct. and Augusta

Sixth Subdivision.....between Power and Eastham Jct. and between Choteau Jct. and Pendroy.

Form Z Train Order is not required as specified above on these Subdivisions.

If it becomes necessary to operate a following train when there is still a train on these Subdivisions, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Sprole	6.52 miles east of Poplar	43	West end
Chelsea	6.80 miles west of Poplar	19	West end
Glasgow Air Base.....	20.19 miles north of Glasgow.....	Yard	East end
Whately	6.73 miles east of Glasgow.....	146	Both ends
Vandalia (2 Tracks).....	8.78 miles east of Hinsdale	100	Both ends
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta.....	46	Both ends
Coburg	5.21 miles east of Savoy.....	165	Both ends
Harlem Stock Yards.....	1.29 miles east of Harlem.....	38	Both ends
Harlem Beet Track.....	0.76 miles west of Harlem.....	43	Both ends
Fort Belknap	6.33 miles west of Harlem.....	54	East end
North Fork Track.....	3.66 miles west of Zurich.....	22	East end
Second Subdivision			
Fresno	4.70 miles west of Burnham.....	15	West end
Union Oil Spur (3 Tracks).....	4.66 miles east of Cut Bank.....	8-11-17	East end
Tiber	5.54 miles west of Chester.....	135-32	Both ends
Third Subdivision			
Verona	5.29 miles west of Big Sandy.....	5	East end
Lippard	5.95 miles east of Chappell.....	20	West end
Kershaw	5.03 miles west of Fort Benton	38	Both ends
Tunis	5.91 miles east of Carter	8	West end
Flowree	7.58 miles east of Portage	29	Both ends
Rainbow	4.89 miles west of Sheffels.....	50	West end
Manchester	7.83 miles west of Great Falls.....	30	East end
Acme	3.04 miles west of Dutton	8	East end
The Texas Co.....	0.63 miles east of Sunburst	16	Both ends
Fifth Subdivision			
Beet Track	0.53 miles west of Vaughn.....	44	Both ends
Lowry	3.93 miles west of Simms.....	26	Both ends
Sixth Subdivision			
Bole	5.48 miles west of Cleiv.....	15	West end
Flume Spur	9.34 miles west of Cleiv.....	13	East end
Hobson Elevator Spur	3.75 miles east of Choteau.....	15	West end
Koyle Spur	7.87 miles west of Choteau	7	East end
Seventh Subdivision			
Baseline Spur	1.90 miles east of Rimrock.....	28	West End
Acton	12.18 miles west of Rimrock	18	Both ends
Comanche	8.55 miles east of Broadview.....	30	Both ends
Belmont	7.56 miles east of Cushman.....	18	Both ends
Franklin	12.61 miles east of Hedgesville.....	16	Both ends
Oxford	6.85 miles east of Judith Gap.....	10	East end
Dover	5.36 miles west of Stanford.....	18	Both ends
Bovey's Elevator Spur	5.15 miles west of Fife.....	15	East end
Lavin Spur	At Gerber	Yard	West end
Fields	6.50 miles east of Great Falls	30	Both ends
Eighth Subdivision			
Mortenson's Spur	1.2 miles east of Hardy	129	West end
Gilmore Pit	At Hardy	105	West end
Associated Petroleum			
Products Spur	1.72 miles west of Helena.....	19	East end
Car-Con Spur	1.84 miles west of Helena.....	31	East end
Montana City	8.16 miles west of Helena.....	92	Both ends
Lahey	0.74 miles west of Corbin.....	8	Both ends
Wickes	3.77 miles west of Corbin.....	13	West end
Pacific Silica	1.50 miles east of Basin	23	Both ends