



### 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. Michael Barton .....	Shelby, Montana
*Dr. R. J. Stanchfield .....	Shelby, Montana
Dr. Richard S. Buker, Jr.....	Chester, Montana
Dr. Robert S. Hamilton .....	Conrad, Montana
Dr. John Margaris .....	Fort Benton, Montana
*Dr. R. B. Richardson (Great Falls Clinic).....	Great Falls, Montana
*Dr. John Ross .....	Great Falls, Montana
*Dr. Lee R. Swan .....	Great Falls, Montana
*Dr. Robert F. Morgan .....	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, Montana
Dr. D. J. Almas .....	Havre, Montana
Dr. C. W. Lawson .....	Havre, Montana
*Dr. James E. Elliott .....	Havre, Montana
*Dr. G. A. Jestrab .....	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. Robert M. Skinner.....	Great Falls, Montana
Dr. Thomas F. Bivins .....	Great Falls, Montana

M. J. SOMMERS, Asst. Supt.  
 E. N. ROBERSON, Master Mechanic.  
 C. E. EUDY, Chief Dispatcher.  
 W. H. LITTLE, Trainmaster.  
 J. H. WOOLFORD, Trainmaster.  
 R. A. HARRIS, Trainmaster.  
 D. CARLSON, Trainmaster.  
 G. W. McELHINNY, Trav. Engr.  
 G. L. SOLEM, Trav. Engr.  
 A. L. VINING, Trav. Engr.

# GREAT NORTHERN RAILWAY COMPANY

## BUTTE DIVISION

# TIME TABLE 108

EFFECTIVE 12:01 A. M.

MOUNTAIN STANDARD TIME

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Thursday, June 1, 1967

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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. 108 Effective June 1, 1967	STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS				
	Siding	Other Tracks		27	31	32							28				
																Daily	Daily
01075	161	280			8.50Pm	8.05Am		BAINVILLE	B	271.07	OJKPTQ	A	4.35Pm	A	2.10Am		
01089	162	73			s 9.10		14.26	CULBERTSON	CU	256.81	OPWQ		s	1.50			
01095	160	5				8.23	19.76	BLAIR		251.31	P		4.15				
01108	253	45					33.47	BROCKTON	BR	237.60	OP						
01122	162	152			s 9.40	8.48	47.46	POPLAR	PO	223.61	OPWQ		3.44	s	1.10		
01138	162	41					62.81	MACON		208.26	P						
01144	274	328			s 10.10	9.08	68.64	WOLF POINT	WO	202.43	OPWQ		3.23	s	12.45Am		
01155	162	37					79.91	OSWEGO	GO	191.16	OP						
01182		182					87.16	FRAZER	FR	183.91	OPQ						
01187	163					9.30	92.34	KINTYRE		178.73	P		3.00				
01179	162	81					103.70	NASHUA	NA	167.37	OP						
01192		743			s 11.05	9.55	118.17	GLASGOW	GW	152.90	BOKFP RWTQ		2.35	s	11.50		
01205	162	26					129.92	TAMPICO		141.15	P						
01219	257	84			f 11.40	10.20	143.99	HINSDALE	HD	127.08	OPQ		2.05	f	11.15		
01232	197	153			s 12.01Am		156.73	SACO	SF	114.34	OJKWPQ			s	11.01		
01245	154	50					170.43	BOWDOIN		100.64	P						
01259	162	146			s 12.45	10.55	183.76	MALTA	MF	87.31	OPWQ		1.26	s	10.35		
01268	214	83					193.35	WAGNER	WA	77.72	OP						
01276	139	50				11.10	201.19	DODSON	DN	69.86	OPQ		1.10				
01291	143	23					216.45	SAVOY		54.62	P						
01303	143	60			s 1.30	11.34	228.28	HARLEM	HM	42.79	OPWQ		12.45	s	9.50		
01315	200	32					240.08	ZURICH		30.99	P						
01324	143	470			s 2.01	11.53	249.38	CHINOOK	CK	21.69	OPWTQ		12.25	s	9.30		
01332	195	16					257.51	LOHMAN		13.56	P						
01345		2488			A 2.30Am	A 12.15Pm	271.07	HAVRE	HV		BCKFP RWZTQ		12.01Pm		9.05Pm		
					5.40	4.10							4.34		5.05		
					47.9	65.1							59.4		53.3		

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Time Over Subdivision  
Average Speed Per Hour

**WESTWARD**

**NINTH SUBDIVISION**

**EASTWARD**

Station Numbers	Car Capacity		SECOND CLASS				Distance from Saco	Time Table No. 108 Effective June 1, 1967	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
	Siding	Other Tracks	333		333	Mon., Wed. and Fri.							
			Mon., Wed. and Fri.										
01232		350			7.30Am			SACO	SF	OJK WPQ	A	3.15Pm	
61107	41	74	s		7.55	8.73		COLE		P	s	3.00	
61113		24	f		8.10	15.31		TATTNALL		P	f	2.45	
61124		34	s		8.50	25.87		WHITEWATER	W	OP	s	2.10	
61137		34	s		9.35	38.82		LORING	N	OP	s	1.40	
61152		27	f		10.25	54.30		CHAPMAN		P	f	1.10	
61165		44	s		11.15	67.14		TURNER	R	OP	s	12.40	
61177		44	A		11.50Am	78.73		HOGELAND	X	OPT		12.15Pm	
					4.20							3.00	
					18.1							26.2	

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. 108 Effective June 1, 1967 <b>STATIONS</b>	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	2488		12.25 <sup>Pm</sup>	3.10 <sup>Am</sup>	2.55 <sup>Am</sup>		HAVRE	HV	128.84	BCKFPR WZTQ	A 11.50 <sup>Am</sup>	A 8.15 <sup>Pm</sup>	A 8.45 <sup>Pm</sup>
01350	29		12.30	A 3.15 <sup>Am</sup>	3.00	4.04	PACIFIC JCT.		124.80	PJT	11.40	8.07 <sup>Pm</sup>	8.37
01356	165	7				9.71	BURNHAM		119.13	P			
01365	165	43	12.44			19.35	KREMLIN	KN	109.49	OPQ	11.26		
01375	185	34				29.46	GILDFORD	GR	99.38	OP			
01381		88				35.37	HINGHAM	HG	93.47	OP			
01387	165	36	1.05			41.34	RUDYARD	RU	87.50	OPQ	11.04		
01394		170				47.58	INVERNESS	RN	81.26	OP			
01397		52				51.41	JOPLIN	JO	77.43	OP			
01400	144					54.38	BUELOW		74.46	P			
01407	165	154	f 1.25		3.55	61.43	CHESTER	CH	67.41	OPWQ	f 10.44		7.45
01420	165	26				74.50	LOTHAIR	AR	54.34	OP			
01426		104				80.47	GALATA	GA	48.37	OP			
01432	165	29	1.46			86.49	DEVON	CD	42.35	OPQ	10.20		
01441	175	14				95.10	DUNKIRK		33.74	P			
01451	303	1152	s 2.10		4.40 5.00	104.56	SHELBY	SJ	24.28	BRKCP WFTJQ	s 10.02		7.05 6.55
01464		31	2.25		5.17	117.59	ETHRIDGE	DG	11.25	OP	9.42		6.42
01475		467	A 2.48 <sup>Pm</sup>		A 5.35 <sup>Am</sup>	128.84	CUT BANK	CT		BRCK PWQY	9.30 <sup>Am</sup>		6.30 <sup>Pm</sup>
			2.23 51.1	.05 48.5	2.40 48.3		Time Over Subdivision Average Speed Per Hour				2.20 55.2	.08 30.8	2.15 57.2

Westward trains are superior to eastward trains of the same class except on DOUBLE TRACK or in CTC TERRITORY.

**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 Daily	Distance from Pacific Jct.	Time Table No. 108 Effective June 1, 1967 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS 4 Daily
	Siding	Other Tracks							
01350			3.15 <sup>Am</sup>		PACIFIC JCT.		256.74	JPT	A 8.07 <sup>Pm</sup>
11011	48	10	3.34	10.87	LAREDO		245.87	P	7.55
11021	91	38	3.45	20.69	BOX ELDER	B X	236.05	OP	7.44
11032	90	114	s 4.00	31.51	BIG SANDY	BS	225.23	OPQ	s 7.30
11045	77	25	4.18	45.37	VIRGELLE		211.37	P	7.10
11062	86	20	4.39	62.20	CHAPPELL	C Q	194.54	OP	6.47
11075	90	69	s 5.03	74.70	FORT BENTON	BN	182.04	OPQ	s 6.26
11090	75	45	5.26	90.39	CARTER	CA	166.35	OP	6.04
11103	86	28	5.42	102.97	PORTAGE	RE	153.77	OP	5.50
11109	100	18	5.51	108.56	SHEFFELS		148.18	P	5.43
11118			A 6.10 <sup>Am</sup>	119.21	GREAT FALLS	PD	137.53	CBKP RWY	5.30 <sup>Pm</sup>
11123				119.94	W. S. JCT.	G S	136.80	BWPZ FJTQYK	
				122.94	EMERSON JCT.		133.80	JPY	
32788	153	19		131.31	VAUGHN	BY	125.43	OPJ	
32802	123	25		145.32	POWER	PO	111.42	OPJT	
32813	121	58		155.88	DUTTON	DU	100.86	OPQ	
32820	58	29		163.28	COLLINS	ON	93.46	OP	
32830	96	42		173.24	BRADY	BA	88.50	OP	
32843	173	287		186.64	CONRAD	RD	70.10	OPWT YQ PJ	
				189.86	M. W. JCT.		66.88		
32854	131	19		197.50	LEDGER	FA	59.24	OP	
32859	47	13		202.16	FOWLER		54.58	P	
32866	121	6		208.65	NAISMITH		48.09	P	
01451				217.90	SHELBY	SJ	38.84	BRKCPY WFTJQ	
61217	50	116		237.97	KEVIN	K	18.78	OP	
61228	22	66		248.38	SUNBURST	S U	8.36	OP	
61236	21	108		256.74	SWEET GRASS	G		BOPK TYR	
			2.45 43.3		Time Over Subdivision Average Speed Per Hour				2.37 45.5

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 Moccasin	Time Table No. 108 Effective June 1, 1967 STATIONS	Telegraph Calls	SIGNS	
						61331

TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.

Station Numbers	Capacity of Tracks	Distance from Spring Creek Jct.	Time Table No. 108 Effective June 1, 1967 STATIONS	Telegraph Calls	SIGNS
61308	84	9.22	SPRING CREEK JCT.		JPR
32688	153	13.99	KOLIN		OP
		7.51	MOCCASIN	MC	OJPRTY
			Time Over Subdivision Average Speed Per Hour		

**WESTWARD FIFTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Vaughn	Time Table No. 108 Effective June 1, 1967 STATIONS	Telegraph Calls	SIGNS
		5.64	DRACUT JCT.		JPR
61413	26	18.33	FORT SHAW		P
61419	25	18.97	SIMMS	SM	OP
61442	33	41.70	AUGUSTA	GN	OPT

**WESTWARD SIXTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 108 Effective June 1, 1967 STATIONS	Telegraph Calls	SIGNS
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.

Station Numbers	Capacity of Tracks	Distance from Choteau Jct.	Time Table No. 108 Effective June 1, 1967 STATIONS	Telegraph Calls	SIGNS
61529	54	28.05	CHOTEAU JCT.		JPR
		0.65	CHOTEAU	CO	OPM
61542	34	42.41	BYNUM		P
61551	62	51.11	PENDROY	RY	OPT

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

**SEVENTH SUBDIVISION**  
**WESTWARD EASTWARD**

Station Numbers	Car Capacity		Time Table No. 108 Effective June 1, 1967	Telegraph Calls	Distance from Great Falls	SIGNS
	Sidings	Other Tracks				
30841			<b>BILLINGS</b>	BG		BOKF RWYT

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

Station Numbers	Sidings	Other Tracks	Time Table No. 108 Effective June 1, 1967	Telegraph Calls	Distance from Great Falls	SIGNS
32553		12	12.07 <b>MOSSMAIN</b>		222.73	JPYT
32557	47	25	4.04 <b>HESPER</b>		218.69	PJ
32563	121	24	5.33 <b>RIMROCK</b>		213.36	P
32590	122	55	26.99 <b>BROADVIEW</b>	BW	186.37	OP
32609	121	24	19.61 <b>CUSHMAN</b>		166.76	
32635	122	28	25.70 <b>HEDGESVILLE</b>		141.06	P
32655	127	97	20.31 <b>JUDITH GAP</b>	JU	120.75	OPW
32668	47	33	12.33 <b>BUFFALO</b>		108.42	P
32683	59	73	15.37 <b>HOBSON</b>	HO	93.05	OP
32688	119	34	5.30 <b>MOCCASIN</b>	MC	87.75	OJPRT
32694	122	49	5.45 <b>BENCLAND</b>	BD	82.30	OP
32700	65	45	6.10 <b>WINDHAM</b>	WD	76.20	OP
32707	57	145	7.17 <b>STANFORD</b>	SD	69.03	OPW
32724	47	34	16.88 <b>GEYSER</b>	GY	52.15	OP
32736	47	21	12.38 <b>RAYNESFORD</b>	RF	39.77	OP
32748	128	41	11.25 <b>ARMINGTON</b>		28.51	P
32750		66	1.93 <b>BELT</b>	B	26.53	OP
32754	123	14	4.92 <b>WAYNE</b>		21.61	P
32766	46	60	11.52 <b>GERBER</b>		10.08	P
11118		4506	10.08 <b>GREAT FALLS</b>	PD		CBJKP RWY
Time Over Subdivision Average Speed Per Hr.						

**EIGHTH SUBDIVISION**  
**WESTWARD EASTWARD** 5

Station Numbers	Car Capacity		Distance from W. S. Jct.	Time Table No. 108 Effective June 1, 1967	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
11133	39	37	13.49	W. S. JCT. 13.49 ULM	GS	BWPZ FJTQYK
11148	40	98	27.98	14.49 <b>CASCADE</b>	Q	OP
11156	32		36.20	8.22 <b>HARDY</b>		P
11164	39		43.80	7.00 <b>MID CANON</b>		P
11171	40	10	50.89	7.09 <b>CRAIG</b>		P
11179	44	9	58.80	7.91 <b>WOLF CREEK</b>	WC	OP
11188	40	8	68.02	9.22 <b>SIEBEN</b>		P
11200	97	15	80.54	12.52 <b>SILVER CITY</b>		P
11216		267	97.20	16.66 <b>HELENA</b>	HN	BMKO PRWYT
11232		27	111.78	14.58 <b>CLANCY</b>		P
11239	57	11	118.91	7.13 <b>CORBIN</b>		P
11246	47	7	125.67	6.76 <b>AMAZON</b>		P
11252	47	33	131.63	5.96 <b>BOULDER</b>	RO	OP
11259	40	15	139.33	7.70 <b>BASIN</b>		P
11271	39		151.35	12.02 <b>ELK PARK</b>		P
11280	42	15	159.78	8.43 <b>WOODVILLE</b>		P
11291		408	170.31	10.53 <b>BUTTE</b>	DX	BOMKT FPRWYZ
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		59.0	2	10	27.7
1	1	58.1	2	20	25.7
1	2	57.1	2	30	24.0
1	3	56.3	2	40	22.5
1	4	55.4	3	—	20.0
1	5	54.5	3	30	17.1
1	6	53.7	4	—	15.0
1	7	52.9	5	—	12.0
1	8	52.3	6	—	10.0
1	9	51.4	7	—	8.6
1	10	50.0	8	—	7.5
1	12	48.6	9	—	6.7
1	14	47.4	10	—	6.0

## 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

West and East switch North No. 1 track Glasgow

80 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 95039 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 on flat cars except cars with permanent steel side stakes 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

## ENGINE NUMBER

50 MPH	1 through 195.
79 MPH	320 through 333, 350 through 375, 400 through 417, 500 through 512, 679-680, 2350, 2500 through 2529, 3026 through 3040.

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 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 reduced 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 cars loaded with logs except cars with permanent steel side stakes 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 judgment 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 reduced 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. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

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 relined 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. Regarding Rule 2 of the Consolidated Code of Operating Rules. 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.

## FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
Between **Passenger** **Freight**  
Bainville and Havre ..... 79 MPH 60 MPH
2. **SPEED RESTRICTION.**  
Culbertson No. 32 to permit discharge of mail daily except Sunday ..... 60 MPH
3. **TRAIN REGISTER EXCEPTIONS.**  
Glasgow, First Class Trains need not register.
4. **CLEARANCE PROVISIONS AND EXCEPTIONS, RULE 83(B).**  
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. Rule 268(A) applies.
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 reduced 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 ..... 80 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. Rule 268(A) applies.  
Fresno ..... Industry track Spur  
Joplin ..... Elevator Spur north of Main Line
6. Consolidated Code Rules 251, 252, 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 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.

9. Yard engine or light engine movements on main track at Havre and Shelby not being made by signal indication must be made at reduced speed.

## 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 ..... 85 MPH  
Lewistown and Moccasin ..... 85 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.  
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 Subdivision ..... between 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. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

## Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
<b>First Subdivision</b>			
Sprole .....	6.52 miles east of Poplar .....	44	West end
Chelsea .....	6.81 miles west of Poplar .....	19	West end
Glasgow Air Base .....	18.83 miles north of Glasgow .....	Yard	East end
Whately .....	6.73 miles east of Glasgow .....	146	Both ends
Vandalia (2 Tracks) .....	8.79 miles east of Hinsdale .....	100	Both ends
Saco Stock Yards .....	1.71 miles west of Saco .....	26	Both ends
Malta Stock Yards .....	2.08 miles east of Malta .....	46	Both ends
Coburg .....	4.98 miles east of Savoy .....	165	Both ends
Harlem Stock Yards .....	1.34 miles east of Harlem .....	38	Both ends
Harlem Beet Track .....	0.76 miles west of Harlem .....	44	Both ends
Fort Belknap .....	6.32 miles west of Harlem .....	54	East end
North Fork Track .....	3.71 miles west of Zurich .....	22	East end
<b>Second Subdivision</b>			
Fresno .....	5.21 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 .....	5.53 miles west of Chester .....	135-32	Both ends
<b>Third Subdivision</b>			
Verona .....	5.28 miles west of Big Sandy .....	5	East end
Lippard .....	5.92 miles east of Chappell .....	20	West end
Kershaw .....	5.03 miles west of Fort Benton .....	39	Both ends
Tunis .....	5.61 miles east of Carter .....	8	West end
Flowree .....	7.58 miles east of Portage .....	37	Both ends
Rainbow .....	4.89 miles west of Sheffels .....	50	West end
Manchester .....	7.81 miles west of Great Falls .....	30	East end
Acme .....	3.98 miles west of Dutton .....	9	East end
The Texas Co. ....	0.37 miles east of Sunburst .....	18	Both ends
<b>Fourth Subdivision</b>			
Kingston .....	1.19 miles west of Spring Creek Jct. ....	24	Both ends
Rosfork .....	7.28 miles west of Spring Creek Jct. ....	34	Both ends
<b>Fifth Subdivision</b>			
Beet Track .....	0.43 miles west of Vaughn .....	43	Both ends
Sun River .....	4.51 miles east of Fort Shaw .....	26	Both ends
Lowry .....	3.93 miles west of Simms .....	26	Both ends
Riebeling .....	12.29 miles east of Augusta .....	34	Both ends
<b>Sixth Subdivision</b>			
Cordova .....	5.72 miles west of Power .....	9	Both ends
Cleiv .....	17.32 miles west of Power .....	23	Both ends
Bole .....	11.62 miles east of Choteau .....	15	West end
Flume Spur .....	7.76 miles east of Choteau .....	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
<b>Seventh Subdivision</b>			
Baseline Spur .....	1.96 miles east of Rimrock .....	26	West end
Acton .....	12.09 miles west of Rimrock .....	18	Both ends
Comanche .....	8.52 miles east of Broadview .....	30	Both ends
Belmont .....	7.66 miles east of Cushman .....	18	Both ends
Franklin .....	12.62 miles east of Hedgesville .....	18	Both ends
Oxford .....	6.85 miles east of Judith Gap .....	10	East end
Dover .....	5.35 miles west of Stanford .....	18	Both ends
Blythe .....	5.95 miles east of Armington .....	23	Both ends
Fife .....	3.13 miles west of Wayne .....	19	Both ends
Bovey's Elevator Spur .....	8.29 miles west of Wayne .....	15	East end
Lavin Spur .....	0.16 miles west of Gerber .....	Yard	West end
Fields .....	0.16 miles west of Great Falls .....	30	Both ends
<b>Eighth Subdivision</b>			
Mortenson's Spur .....	1.12 miles east of Hardy .....	143	West end
Wolf Creek Quarry .....	1.11 miles west of Wolf Creek .....	32	Both ends
Associated Petroleum Products Spur .....	1.72 miles west of Helena .....	19	East end
Car-Con Spur .....	1.83 miles west of Helena .....	31	East end
Montana City .....	8.16 miles west of Helena .....	117	Both ends
Lahey .....	0.74 miles west of Corbin .....	8	Both ends
Wickes .....	3.77 miles west of Corbin .....	13	West end
Pacific Silica .....	1.43 miles east of Basin .....	25	Both ends