

COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. Officer.....	St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to Chief Medical Officer	St. Paul, Minn.
Dr. R. D. Knapp	Wolf Point, Montana
*Dr. David Gregory	Glasgow, Montana
*Dr. B. P. Little	Glasgow, Montana
Dr. Robert H. Leeds	Chinook, 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. Richard S. Buker, Jr.....	Chester, Montana
*Dr. Michael Barton	Shelby, Montana
*Dr. R. J. Stanchfield	Shelby, Montana
*Dr. R. K. West.....	Cut Bank, Montana
*Dr. James R. Markette	Cut Bank, 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. R. Wynne Morris	Helena, Montana
*Dr. Thos. L. Hawkins	Helena, Montana
*Dr. Geo. M. Gilboy.....	Butte, Montana
*Dr. F. W. Ford.....	Billings, Montana
Dr. E. C. Hall	Laurel, Montana
*Dr. Paul Gans	Lewistown, Montana
Dr. Robert S. Hamilton	Conrad, Montana

*Designates also Examining Surgeon

OPHTHALMOLOGISTS (Eye Doctors)

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.
A. R. McKEEN, Trainmaster.
J. H. SAFRANSKY, Trav. Engr.
G. L. SOLEM, Trav. Engr.
A. L. VINING, Trav. Engr.
P. A. JEROME, Trav. Engr.

GREAT NORTHERN RAILWAY COMPANY

MONTANA DIVISION

TIME TABLE 3

EFFECTIVE 2:00 A. M.

MOUNTAIN STANDARD TIME

Sunday, June 30, 1968

T. W. MACKENROTH, 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. 3 Effective June 30, 1968 STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	27	31						32	28
			Daily	Daily						Daily	Daily
01075	161	280		8.50Pm	7.20Am		B	271.07	OJKPTQ	A 4.45Pm	A 1.30Am
01089	162	73		s 9.05		14.26	CU	256.81	OPWQ		s 1.10
01095	160	5			7.38	19.76		251.31	P	4.27	
01108	253	45				33.47	BR	237.60	OP		
01122	162	152		s 9.35	8.03	47.46	PO	223.61	OPWQ	3.59	s 12.30
01138	162	41				62.81		208.26	P		
01144	274	328		s 10.15	8.23	68.64	WO	202.43	OPWQ	3.38	s 12.05Am
01155	162	37				79.91	GO	191.16	OP		
01162		152				87.16	FR	183.91	OPQ		
01167	163				8.45	92.34		178.73	P	3.15	
01179	162	81				103.70	NA	167.37	OP BOKFP		
01192		743		s 11.10	9.10	118.17	GW	152.90	RWTQ	2.50	s 11.10
01205	162	26				129.92		141.15	P		
01219	257	84		f 11.40	9.30	143.99	HD	127.08	OPQ	2.20	f 10.35
01232	197	153		s 12.01Am		156.73	SF	114.34	OJKWPQ		s 10.20
01245	154	50				170.43		100.64	P		
01259	162	146		s 12.40	10.10	183.76	MF	87.31	OPWQ	1.45	s 9.55
01268	214	83				193.35	WA	77.72	OP		
01276	139	50			10.27	201.19	DN	69.36	OPQ	1.28	
01291	143	23				216.45		54.62	P		
01803	143	60		s 1.25	10.50	223.28	HM	42.79	OPWQ	1.03	s 9.10
01815	200	32				240.08		30.99	P		
01824	143	470		s 1.50	11.08	249.38	CK	21.69	OPWTQ	12.42	s 8.50
01832	195	16				257.51		13.56	P		
01845		2488		A 2.15Am	A 11.35Am	271.07	HV		BCKFP RWZTQ	12.20Pm	8.25Pm
				5.25	4.15					4.25	5.05
				50.0	65.5					61.5	53.3

CTC

Time Over Subdivision
Average Speed Per Hour

NINTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 3 Effective June 30, 1968 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333						334	
			Mon., Wed. and Fri.						Mon., Wed. and Fri.	
01232		350		7.30Am			SF	OJK WPQ	A 3.15Pm	
61107	41	74	s	7.55	8.73			P	s 3.00	
61113		24	f	8.10	15.31			P	f 2.45	
61124		34	s	8.50	25.37		W	OP	s 2.10	
61137		34	s	9.35	38.82		N	OP	s 1.40	
61152		27	f	10.25	54.30			P	f 1.10	
61165		44	s	11.15	67.14		R	OP	s 12.40	
61177		44	A	11.50Am	78.72		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 9.

On First Subdivision eastward trains are superior to westward trains of the same class except in CTC territory.

On Ninth Subdivision westward trains are superior to eastward trains of the same class.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 3 Effective June 30, 1968	STATIONS	Telegraph Calls	Distance from Conkley	SIGNS	FIRST CLASS					
	Siding	Other Tracks	31	3	27							32	4	28			
			Daily	Daily	Daily							Daily	Daily	Daily				Daily
01845	.....	2488	11.50Am	3.00Am	2.40Am	.....	HAVRE	HV	244.21	BCKFPR WZTQ	A12.05Pm	A 7.40Pm	A 8.05Pm	.....	.....	.....
01850	.....	29	.....	A 3.05Am	.....	4.04	PACIFIC JCT.	.....	240.17	PJT	.....	7.32Pm	.....	.....	.....	.....
01856	165	7	.....	.....	.....	9.71	BURNHAM	.....	234.50	P	.....	.....	.....	.....	.....	.....
01865	165	43	12.09Pm	.....	.....	19.35	KREMLIN	KN	224.86	OPQ	11.41	.....	.....	.....	.....	.....
01875	165	84	.....	.....	.....	29.46	GILDFORD	GR	214.75	OP	.....	.....	.....	.....	.....	.....
01881	.....	88	.....	.....	.....	35.37	HINGHAM	HG	208.84	OP	.....	.....	.....	.....	.....	.....
01887	165	86	12.30	.....	.....	41.34	RUDYARD	RU	202.87	OPQ	11.19	.....	.....	.....	.....	.....
01894	.....	170	.....	.....	.....	47.58	INVERNESS	RN	196.63	OP	.....	.....	.....	.....	.....	.....
01897	.....	82	.....	.....	.....	51.41	JOPLIN	JO	192.80	OP	.....	.....	.....	.....	.....	.....
01400	144	.....	.....	.....	.....	54.38	BUELOW	.....	189.83	P	.....	.....	.....	.....	.....	.....
01407	165	154	f 2.50	.....	3.40	61.43	CHESTER	CH	182.78	OPWQ	f 0.59	.....	7.05	.....	.....	.....
01420	165	26	.....	.....	.....	74.50	LOTHAIR	AR	169.71	OP	.....	.....	.....	.....	.....	.....
01426	.....	104	.....	.....	.....	80.47	GALATA	GA	163.74	OP	.....	.....	.....	.....	.....	.....
01432	165	29	1.11	.....	.....	86.49	DEVON	CD	157.72	OPQ	10.45	.....	.....	.....	.....	.....
01441	175	14	.....	.....	.....	95.10	DUNKIRK	.....	149.11	P	.....	.....	.....	.....	.....	.....
01451	303	1152	s 1.40	.....	s 4.40	104.56	SHELBY	SJ	139.65	BRKCP WFTJQ	s 10.17	.....	s 6.20	.....	.....	.....
01464	.....	81	1.55	.....	4.55	117.59	ETHRIDGE	DG	126.62	P	9.52	.....	5.57	.....	.....	.....
01475	244	340	2.17	.....	s 5.18	128.84	CUT BANK	CT	115.37	BRCIK PWQYX	9.40	.....	s 5.45	.....	.....	.....
01501	E100 W112	272	2.44	.....	5.45	155.08	BLACKFOOT	BF	89.13	PT	9.10	.....	5.12	.....	.....	.....
01508	217	98	2.55	.....	s 6.00	162.37	BROWNING	BG	81.84	OPQ	9.01	.....	s 5.03	.....	.....	.....
01517	177	32	.....	.....	.....	170.66	SPOTTED ROBE	.....	73.55	P	.....	.....	.....	.....	.....	.....
01522	86	47	3.25	.....	f 6.34	175.71	GLACIER PARK	MD	68.50	OPWTQ	8.40	.....	f 4.37	.....	.....	.....
01527	184	6	.....	.....	.....	180.78	BISON	.....	63.43	P	.....	.....	.....	.....	.....	.....
01534	.....	32	3.50	.....	6.51	187.28	SUMMIT	SM	56.93	OPTIYQX	8.13	.....	4.12	.....	.....	.....
01540	.....	58	4.01	.....	7.05	194.32	BLACKTAIL	.....	49.89	PX	7.58	.....	3.57	.....	.....	.....
01548	.....	36	4.17	.....	7.20	201.59	NIMROD	.....	42.62	IP	7.41	.....	3.38	.....	.....	.....
01552	E 128 W 134	93	4.27	.....	f 7.30	205.49	ESSEX	SX	38.72	OPWFTK YXQ	7.35	.....	f 3.32	.....	.....	.....
01558	.....	.....	4.37	.....	7.39	211.14	PINNACLE	.....	33.07	IP	7.25	.....	3.21	.....	.....	.....
01568	W 95	12	4.55	.....	7.56	221.34	RED EAGLE	.....	22.87	IPT	7.07	.....	3.05	.....	.....	.....
01578	199	91	5.25	.....	f 8.16	231.96	BELTON	BE	12.25	OPWQ	6.50	.....	f 2.50	.....	.....	.....
01586	218	56	5.37	.....	f 8.26	239.83	CORAM	.....	4.38	P	6.30	.....	f 2.38	.....	.....	.....
01590	.....	122	A 5.46Pm	.....	A 8.32Am	244.21	CONKLEY	.....	.....	P	6.23Am	.....	2.28Pm	.....	.....	.....
			5.56 41.2	.05 48.5	5.52 41.6	Time Over Subdivision Average Speed Per Hour						5.42 42.8	.08 30.3	5.37 43.5			

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

CONDITIONAL STOPS

Trains 81 and 82 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 9.

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THIRD SUBDIVISION

EASTWARD

WESTWARD

Station Numbers	Car Capacity		FIRST CLASS	Distance from Pacific Jct.	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS
	Siding	Other Tracks								3	4
			Daily		STATIONS				Daily
01850			3.05Am		PACIFIC JCT.		256.74	JPT	A 7.32pm
11011	48	10	3.24	10.87	LAREDO		245.87	P	7.20
11021	91	88	3.35	20.69	BOX ELDER	BX	236.05	OP	7.10
11032	90	114	s 3.50	31.51	BIG SANDY	BS	225.28	OPQ	s 6.56
11045	77	25	4.10	45.37	VIRGELLE		211.37	P	6.40
11062	86	20	4.29	62.20	CHAPPELL	CQ	194.54	OP	6.17
11075	90	69	s 4.53	74.70	FORT BENTON	BN	182.04	OPQ	s 5.56
11090	75	45	5.16	90.39	CARTER	CA	166.35	OP	5.34
11103	86	28	5.32	102.97	PORTAGE	RE	153.77	OP	5.20
11109	100	18	5.41	108.56	SHEFFELS		148.18	P	5.13
11118			A 6.00Am	119.21	GREAT FALLS	PD	137.53	CBKP RWY	5.00pm
11123				119.94	W. S. JCT.	GS	136.80	BWPZ FJTQYK	
				122.94	EMERSON JCT.		133.80	JPY	
32788	153	19		131.31	VAUGHN	BY	125.43	OPJR	
32802	123	25		145.32	POWER	PO	111.42	OPJT	
32818	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	83.50	OP	
32848	173	287		186.64	CONRAD	RD	70.10	OPWTYQ	
				189.86	M. W. JCT.		66.88	PJ	
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		43.09	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	SU	8.86	OP	
61236	21	108		256.74	SWEET GRASS	G		BOPK TYR	
			2.55 40.9		Time Over Subdivision Average Speed Per Hour				2.32 47.1

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

FOURTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Capacity of Tracks	Distance from Moccasin	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	SIGNS
61331	123		LEWISTOWN	WN	80.73 OJPYTR

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 Moccasin	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	SIGNS
			9.22 13.99 KOLIN		21.51 JPR
61808	34		7.51		OP
32688	153		MOCCASIN	MC	OJPRTY

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Vaughn	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	SIGNS
32788	19		VAUGHN	BY	OJTRY
		5.64	DRACUT JCT.		JR
61413	26	13.33	FORT SHAW		
61419	25	18.97	SIMMS	SM	O
61442	33	41.70	22.73 AUGUSTA	GN	OT

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	SIGNS
32802	148		POWER	PO	OJPRTY
61521		21.22	EASTHAM JCT.		JR

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 Power	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	SIGNS
		28.05	6.83 CHOTEAU JCT.		JR
61529	54	28.70	0.65 CHOTEAU	CO	OM
61542	34	42.41	13.71 BYNUM		
61551	62	51.11	8.70 PENDROY	BY	OT

SEVENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS 79	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS 78
	Sidings	Other Tracks							Daily	Daily
80841				.....BILLINGS.....	BG		BOKF RWYT	

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

82553	.....	12	12.01 ^{Am}	12.07 MOSSMAIN		222.73	JPYT	A	2.55 ^{Am}
82557	47	25	12.10	4.04 HESPER		218.69	PJ		2.47
82563	121	24	12.28	5.33 RIMROCK		213.36	P		2.28
82590	122	55	1.03	26.99 BROADVIEW	BW	186.37	OP		1.55
82609	121	24	⁷⁸ 1.26	19.61 CUSHMAN		166.76			⁷⁹ 1.26
82685	122	28	2.08	25.70 HEDGESVILLE		141.06	P		12.45
82655	127	97	2.42	20.31 JUDITH GAP	JU	120.75	PW		12.27 ^{Am}
82668	47	83	3.02	12.33 BUFFALO		108.42	P		11.55
82683	59	78	3.27	15.37 HOBSON	HO	93.05	OP		11.29
82688	119	34	3.36	5.30 MOCCASIN	MC	87.75	OJPRT		11.22
82694	122	49	3.58	5.45 BENCHLAND	BD	82.30	OP		11.15
82700	65	45	4.08	6.10 WINDHAM	WD	76.20	OP		11.05
82707	57	145	4.20	7.17 STANFORD	SD	69.03	OPW		10.54
82724	47	84	4.48	16.88 GEYSER	GY	52.15	OP		10.24
82786	47	21	5.18	12.38 RAYNESFORD	RF	39.77	OP		9.58
82748	128	41	5.35	11.25 ARMINGTON		28.51	P		9.28
82760	.....	66	5.38	1.98 BELT	B	26.53	OP		9.25
82764	128	14	5.50	4.92 WAYNE		21.61	P		9.15
82766	46	60	6.05	11.52 GERBER		10.08	P		8.55
11118	.....	4508	A 6.25 ^{Am}	10.08 GREAT FALLS	PD		CBJKP RWY		8.30 ^{Pm}
			6.24	Time Over Subdivision					6.25
			34.8	Average Speed Per Hour					34.7

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

EIGHTH SUBDIVISION
WESTWARD EASTWARD **5**

Station Numbers	Car Capacity		Distance from W. S. Jct.	Time Table No. 3 Effective June 30, 1968	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
11133	39	87	13.49	W. S. JCT. 13.49 ULM 14.49	GS	BWPZ FJTQYK P
11148	40	98	27.98	CASCADE	Q	OP
11156	32		36.20	8.22 HARDY		P
11164		89	43.80	7.60 MID CANON		P
11171	40	10	50.39	7.09 CRAIG		P
11179		44	58.80	7.91 WOLF CREEK	WC	OP
11188	40	8	68.02	9.22 SIEBEN		P
11200	97	15	80.54	12.52 SILVER CITY		P
11216		317	97.20	16.66 HELENA	HN	BMKOP RTWYZ
11232		27	111.78	14.58 CLANCY		P
11239	57	11	118.91	7.13 CORBIN		P
11246	47	7	125.67	6.76 AMAZON		P
11252	47	33	131.63	5.96 BOULDER	RO	OP
11259	40	15	139.33	7.70 BASIN		P
11271	39		151.35	12.02 ELK PARK		P
11280	42	15	159.78	8.43 WOODVILLE		P
11291		408	170.31	10.53 BUTTE	DX	BOMKT FPRWYZ

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
46		78.8	1	18	46.2
47		76.6	1	20	45.0
48		75.0	1	22	43.9
49		73.5	1	24	42.9
50		72.0	1	26	41.9
51		70.6	1	28	40.9
52		69.2	1	30	40.0
53		67.9	1	33	38.7
54		66.7	1	36	37.5
55		65.5	1	39	36.4
56		64.3	1	42	35.3
57		63.2	1	45	34.3
58		62.1	1	50	32.7
59		61.0	1	55	31.3
1		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

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. Helper engines must be cut in ahead of this series of cars in train.

35 MPH—When handling Derrick X-1743; 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.

End of Double Track Blackfoot

End of Double Track Summit.

End of Double Track Red Eagle.

End of Double Track Conkelley.

East and West Siding Switches at;

Bainville	Kintyre	Lohman	Dunkirk
Brockton	Nashua	Burnham	Browning
Poplar	Hinadale	Gildford	Spotted Rocke
Macon	Saco	Buelow	Belton
Wolf Point	Bowdoin	Chester	Bison
Oswego	Malta	Lothair	Coram
Frazer	Dodson	Devon	

West siding switch at Blair and Cut Bank

East siding switch at Culbertson, Savoy, Harlem and Shelby

West and East switch North No. 1 track Glasgow

East switch eastward siding Essex.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, except X-1743, 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.

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 426, 500 through 512, 679-680, 2350, 2500 through 2538, 3017 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 evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

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 18/0 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. In making Terminal Air Brake tests on passenger trains we will be governed by Rule 11 (c) of Rules & Instructions Governing Operation, Inspection and Maintenance of Air Brake and Air Signal Equipment Handling Locomotives, Dynamic Braking, Train Handling General Rules which reads as follows:
"When making terminal air tests the signal to apply or release brakes on passenger or freight trains will be given by radio or hand signals. On passenger trains before or after the air test has been completed, an air signal will be given from the last car and then determine that the signal was received on the locomotive."
Accordingly, hand signals or radio instructions will be used in performance of terminal air brake tests for passenger trains. Communicating whistle signal 16(m) may be used for the final release only on completion of test.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Bainville and Havre 79 MPH 65 MPH
2. **TRAIN REGISTER EXCEPTIONS.**
Glasgow, First Class Trains need not register.
3. **CLEARANCE PROVISIONS AND EXCEPTIONS, RULE 83(B).**
Williston, Montana division trains must obtain their Montana division clearance at Williston which will clear the train at Bainville.
4. Main track switch to Petrofuels Refining Co. Spur track at Macon is not equipped with electric locks. Rule 268(A) applies.
5. 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.
6. 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 Conkelley 79 MPH 65 MPH
2. **SPEED RESTRICTIONS.**
Between Depot and MP 1089.8, 1000 feet east of depot at Cut Bank, through crossover 30 MPH
Cut Bank, over Bridge 1090.8 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 register by ticket.

Register of regular trains at Whitefish will cover their arrival at Conkelley.

4. CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).

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

Eastward Montana Division trains will receive their clearance Form A at Whitefish.

5. When cutting in helper engines for movement between Essex, Montana and Summit, Montana under no circumstances should the helper locomotive be immediately behind any 85 foot or longer flat car when shoving on the train. When 85 foot or longer flat cars are on the rear of the train the helper should be cut in a substantial distance from the rear of the train. When outfit cars or passenger equipment handled on rear of freight trains or when stockmen messengers, etc., are carried in the caboose helper engines must be cut into train.

6. CROSSOVERS ON DOUBLE TRACK.

FACING POINT TRAILING POINT

Cut Bank

MP 1100

MP 1110

Blacktail

Essex, east crossover

Essex, west crossover

Ethridge

Baltic MP 1086.8

7. 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

8. Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Shelby and Blackfoot, between Summit and Red Eagle. Running orders are not required for movements with the current of traffic on double track.

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Cut Bank Crossover, west of M.P. 1088
End of double track east and west end Bridge 1090.8.
Switches are controlled by operator at depot.

10. 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.

11. 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.

12. MANUAL INTERLOCKINGS WITH SPRING SWITCHES.

Nimrod Single Track Bridge 1165.8
Pinnacle Single Track MP 1173.2 to 1177.6

Nimrod and Pinnacle Interlockings:

Spring switches with signals remotely controlled by train dispatcher Havre.

Trains or engines stopped by a stop indication on the absolute signal at entrance to either Nimrod or Pinnacle interlocking will be governed as follows:

A member of the crew must immediately communicate with train dispatcher and be governed by his instructions which must

be repeated back to him by employe receiving them. When the dispatcher knows there is no opposing train or engine movement between the opposing controlled absolute signals at these locations he may authorize the train or engine to proceed at restricted speed to the next signal. When the train dispatcher does not positively know that there is no opposing train or engine movement between these signals he may authorize the train or engine to proceed as follows; "Proceed under flag protection to the next clear or approach signal." When flagging from the stop signal train must wait ten minutes after flagman has started. When communication cannot be made with the train dispatcher no further movement may be made except on signal indication or authority is received from train dispatcher or proper officer.

Pinnacle, signals located to left of track to govern movements against current of traffic to single track at each end of interlocking.

13. The following spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104 (H) of the Consolidated Code of Operating Rules.

Cut BankEast End Yard
 NimrodEast and West End Single Track
 EssexEastward Track Just West of Depot
 PinnacleEast and West End Single Track.

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		30 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.

Power, Conrad, Moccasin register for trains originating and terminating.

Vaughn, Fifth Subdivision register only for trains originating and terminating.

Vaughn, Third Subdivision register is only for trains which directed by train order.

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.

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

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

8. RAILROAD CROSSINGS PROTECTED BY GATES.

N. P. Ry. Industry track, 1.87 miles east of Helena.

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 Subdivisionbetween 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
First Subdivision			
01116	Sprole	44	West end
01129	Chelsea	19	West end
61018	Glasgow Air Base	Yard	East end
01186	Whately	146	Both ends
01210	Vandalia (2 Tracks).....	100	Both ends
01233	Saco Stock Yards.....	26	Both ends
01257	Malta Stock Yards.....	46	Both ends
01286	Coburg	165	Both ends
01302	Harlem Stock Yards.....	38	Both ends
01304	Harlem Beet Track	44	Both ends
01309	Fort Belknap	54	East end
01319	North Fork Track.....	22	East end
Second Subdivision			
01361	Fresno	15	West end
01413	Tiber	135-32	Both ends
01470	Union Oil Spur (3 Tracks).....	8-11-17	East e w trk
01481	Gunsight Storage Track	8	West w w trk
01484	Sundance Storage Track.....	30	Both e w trk
01486	Pardue Sammons Spur.....	11	East e w trk
01495	Meriwether—storage track.....	8	East e w trk
01555	Essex Pit	50	East w w trk
Third Subdivision			
11056	Lippard	20	West end
11080	Kershaw		
	Benton	39	Both ends
11085	Tunis	8	West end
11095	Flowerree	37	Both ends
11113	Rainbow	50	West end
32784	Manchester	30	East end
32817	Acme	9	East end
Fourth Subdivision			
61320	Kingston		
	1.19 miles west of Spring Creek Jct.	24	Both ends
61314	Rossfork		
	7.28 miles west of Spring Creek Jct.	34	Both ends
Fifth Subdivision			
61401	Beet Track	43	Both ends
61409	Sun River	26	Both ends
61423	Lowry	26	Both ends
61430	Riebeling	34	Both ends
Sixth Subdivision			
61506	Cordova	9	Both ends
61512	Cleiv	23	Both ends
61517	Bole	15	West end
61520	Flume Spur	13	East end
61525	Hobson Elevator Spur.....	15	West end
61536	Koyle Spur	7	East end
Seventh Subdivision			
32561	Baseline Spur	26	West end
32575	Acton	18	Both ends
32581	Comanche	30	Both ends
32602	Belmont	18	Both ends
32622	Franklin	18	Both ends
32648	Oxford	10	East end
32712	Dover	18	Both ends
32758	Fife	19	Both ends
32763	Bovey's Elevator Spur.....	15	East end
32767	Lavin Spur	Yard	West end
32770	Fields	30	Both ends
Eighth Subdivision			
11155	Mortenson's Spur	143	West end
11180	Wolf Creek Quarry	18	Both ends
11225	Montana City	117	Both ends
11240	Lahey	8	Both ends
11243	Wickes	13	West end
11257	Pacific Silica	25	Both ends

Pages 10, 11 and 12 are blank.