

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 Margaris 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. Philip A. Smith Glasgow, Montana
*Dr. D. S. MacKenzie, Jr., Havre Clinic... Havre, Montana
Dr. D. J. Almas Havre, Montana
Dr. C. W. Lawson Havre, Montana
*Dr. N. A. Franken Havre, Montana
Dr. R. Wynne Morris Helena, Montana
*Dr. Thos. L. Hawkins Helena, Montana
*Dr. F. W. Ford Billings, Montana
Dr. E. C. Hall Laurel, Montana
*Dr. Paul Gans Lewistown, Montana
*Dr. J. P. Craven Williston, North Dakota
Dr. Edward J. Hagan Williston, North Dakota
Dr. R. D. Knapp Wolf Point, Montana

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

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

M. J. SOMMERS, Asst. Supt.
E. C. COAN, Master Mechanic.
C. E. EUDY, Chief Dispatcher.
J. R. McLELLAN, Chief Dispatcher.
W. H. LITTLE, Trainmaster.
V. W. BICE, Trainmaster.
D. S. NELSON, Trainmaster.
G. W. McELHINNY, Trav. Engr.
G. T. LITTON, Trav. Engr.
A. L. VINING, Trav. Engr.
D. D. DAHL, Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 100

EFFECTIVE 12:01 A. M.
MOUNTAIN STANDARD TIME

Sunday, October 27, 1963

H. H. HOLMQUIST, 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. 100 Effective October 27, 1963	STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS			
	Sidings	Other Tracks	27		31								28	32		
			Daily	Daily	Daily	Daily										
685	161	280			L 9.30Pm	L 9.10Am		BAINVILLE.....★	B	271.17	DJKPY	A 1.40Am	A 4.50Pm			
699	162	73			s 9.46		14.26	CULBERTSON.....★	CU	266.91	DNPW	s 1.21				
705	162	5				9.27	16.76	BLAIR.....		251.41	P		4.30			
722	253	45					33.47	BROCKTON.....	BR	237.70	DP					
733	162	159			s 10.22	9.51	47.46	POPLAR.....★	PO	223.71	DNPW	s 12.44	3.57			
748	162	42					62.24	MACON.....		208.93	P					
755	274	328			s 10.57	10.10	68.65	WOLF POINT.....★	WO	202.52	DNPW	s 12.21Am	3.38			
765	162	87					79.93	OSWEGO.....	GO	191.24	DP					
772		152					87.62	FRAZER.....★	FR	183.55	DP					
777	162					10.30	92.66	KINTYRE.....		178.51	P		3.12			
789	162	81					103.71	NASHUA.....	NA	167.45	DP					
803		742			s 11.55	10.55	118.22	GLASGOW.....★	GW	152.95	BDNKO PRWY	s 11.26	2.46			
815	162	26					129.96	TAMPICO.....		141.21	P					
828	287	84			s 12.27Am	11.20	144.03	HINSDALE.....★	HD	127.14	DP	s 10.46	2.15			
842	197	155			s 12.40		156.79	SACO.....★	SF	114.38	DNJKW PY	s 10.32				
860	154	50					171.19	BOWDOIN.....		99.93	P					
869	162	147			s 1.10	11.53	183.80	MALTA.....★	MF	87.37	DNPW	s 10.05	1.31			
880	214	83					193.37	WAGNER.....	WA	77.80	DP					
886	139	50				12.08Pm	201.24	DODSON.....★	DN	69.93	DP		1.13			
901	143	23					216.58	SAVDY.....		54.61	P					
918	143	60			s 1.55	12.31	228.38	HARLEM.....★	HM	42.76	DNPW	s 9.19	12.46			
925	143	52					240.24	ZURICH.....		30.93	P					
935	143	470			s 2.20	12.50	249.49	CHINOOK.....★	CK	21.68	DNPYW	s 8.59	12.26			
948	195	16					257.51	LOHMAN.....		13.66	P					
956		2808			A 2.55Am	A 1.10Pm	271.17	HAVRE.....★	HV		BDNKO PRWZ	L 8.35Pm	L 12.01Pm			
					5.25	4.00						5.05	4.49			
					50.06	67.70						53.34	56.29			

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

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 100 Effective October 27, 1963 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
956		2808	L 1.20Pm	L 3.20Am	L 3.15Am		HAVRE...★	HV	128.91	BPRKD	A 11.50Am	A 7.50Pm	A 8.15Pm
961		29	1.25	A 3.25Am	3.20	4.03	P. C. F. JCT.		124.88	JPY	11.44	L 7.42Pm	8.10
967	165	7				9.92	BURNHAM		118.99	P			
976	165	44	1.35			19.35	KREMLIN...★	KN	109.56	DP	11.27		
986	165	38				29.47	GILDFORD	GR	99.44	DP			
992		88				35.37	HINGHAM	HG	93.54	DP			
998	165	36	1.58			41.34	RUDYARD...★	RU	87.57	DP	11.03		
1004		170				47.58	INVERNESS	RN	81.33	DP			
1008		52				51.42	JOPLIN	JO	77.49	DP			
1013	144					54.39	BUELOW		74.62	F			
1018	165	156	2.18		4.20	61.49	CHESTER...★	CH	67.42	DPW	10.41		7.17
1031	165	26	2.31		4.32	74.66	LOTHAIR	AR	54.35	DP	10.27		7.05
1037		99				80.54	GALATA	GA	48.37	DP			
1043	165	29	2.43		4.44	86.56	DEVON...★	CD	42.35	DP	10.15		6.53
1052	175	9	2.52		4.52	95.16	DUNKIRK		33.75	P	10.06		6.45
1061		1332	s 3.05		A 5.01	104.64	SHELBY...★	SJ	24.27	BRKDNP	s 9.55		L 6.35
1074		31	3.23		L 5.16	117.67	ETHRIDGE	DG	11.24	WOIYJ			A 6.28
1087		467	A 3.38Pm		A 5.45Am	128.91	CUT BANK...★	CT		DP	L 9.25Am		L 6.12
			2.18	.5	2.30								L 6.00Pm
			56.00	48.36	51.56						2.25	.8	2.15
							Time Over Subdivision				53.34	30.23	57.29
							Average Speed Per Hour						

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5 THROUGH 8.

4

THIRD SUBDIVISION

WESTWARD

EASTWARD

Station Number	Car Capacity		FIRST CLASS 3 Daily	Distance from Pacific Jct.	Time Table No. 100 Effective October 27, 1963 STATIONS			SIGNALS	FIRST CLASS 4 Daily
	Siding	Other Tracks			Telegraph Calls	Distance from Sweet Grass	STATIONS		
961			L 3.25 ^{Am}		P. C. F. JCT.	256.75	JPY	A 7.42 ^{pm}	
Z 11	48	10	3.38	10.88	LAREDO	245.87	P	7.29	
Z 20	91	38	3.49	20.70	BOX ELDER	236.05	DP	7.19	
Z 31	90	114	s 4.03	31.52	BIG SANDY ★	225.23	DNP	s 7.08	
Z 45	77	24	4.22	45.41	VIRGELLE	211.34	P	6.49	
Z 62	56	20	4.44	62.21	CHAPPELL	194.54	DP	6.27	
Z 75	90	69	s 5.09	74.71	FORT BENTON ★	182.04	DNP	s 6.08	
Z 91	75	44	5.32	90.40	CARTER	166.35	DP	5.47	
Z108	86	27	5.48	102.98	PORTAGE	153.77	DP	5.32	
Z108	100	18	5.57	108.57	SHEFFELS	148.18	P	5.25	
Z119			A 6.20 L 7.20	119.22	GREAT FALLS ★	137.53	BDNIK PRXW BDNJRO PRWXYZ	L 5.10 A 2.30	
Z119			7.23	119.85	W. S. JCT. ★	136.90	GS	12.27	
			7.27	122.95	EMERSON JCT.	133.80	JP	12.23	
ZB12	153	19	7.37	131.32	VAUGHN	125.43	DPJR	12.13 ^{pm}	
ZB27	123	25	7.54	145.33	POWER	111.42	DPJYR	11.55	
ZB37	121	58	s 8.08	165.89	DUTTON ★	100.86	DNP	s 11.40	
ZB45	58	29	8.18	163.29	COLLINS	93.46	DP	11.30	
ZB55	96	42	f 8.31	173.25	BRADY	83.50	DP DNP	11.17	
ZB60	173	284	s 8.48	186.05	CONRAD ★	70.10	WXY	s 11.00	
			8.53	189.87	M. W. JCT.	66.88	PJ	10.55	
ZB79	131	19	9.04	197.51	LEDGER	59.24	DP	10.44	
ZB84	47	13	9.12	202.15	FOWLER	54.60	P	10.37	
ZB91	121	6	9.21	208.68	NAISMITH	48.07	P DNPBJY KORWX	10.27	
1061			A 9.35 ^{Am}	217.90	SHELBY ★	38.85	SJ	L 10.15 ^{Am}	

SHELBY TRAINS WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES

ZB120	47	111		237.97	KEVIN	18.78	XDP	
ZB130	22	63		246.30	SUNBURST	8.36	XDP BDKP XYR	
ZB139	18	115		256.75	SWEET GRASS			
			0.10 25.34					9.27 23.06

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

FOURTH SUBDIVISION

WESTWARD

EASTWARD

Station Number	Capacity of Tracks	SECOND CLASS 239 Daily Ex. Sun.	Time Table No. 100 Effective October 27, 1963 STATIONS			SIGNALS	SECOND CLASS 240 Daily Ex. Sun.
			Telegraph Calls	Distance from Moccasin	STATIONS		
ZF 20	246	L 7.10 ^{Am}	LEWISTOWN	WN	30.73	DJKP XYR	A 5.25 ^{Am}
TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.							
		L 7.35 ^{Am}	SPRING CREEK JCT.		21.51	JPR	A 4.57 ^{Am}
ZF 20	24	f 7.39	KINGSTON		20.32		f 4.45
ZF 14	34	s 7.58	ROSSFORK		14.23		s 4.34
ZF 8	34	s 8.19	KOLIN		7.52	DP	s 4.13
ZD 37	61	A 8.42 ^{Am}	MOCCASIN	MC		DJPRY	L 3.50 ^{Am}
		1.07 19.3	Time Over Subdivision Average Speed Per Hour				1.07 19.3

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

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Number	Capacity of Tracks	Distance from Vaughn	Time Table No. 100 Effective October 27, 1963 STATIONS			SIGNALS
			Telegraph Calls	STATIONS		
ZB 12	19		VAUGHN	BY	DJPRN	
		5.64	DRACUT JCT.		JPR	
ZE 9	21	8.83	SUN RIVER			
ZE 14	26	13.34	FORT SHAW		P	
ZE 19	26	18.97	SIMMS	SM	DP	
ZE 30	13	29.41	RIEBELING			
ZE 42	34	41.70	AUGUSTA	GN	DPY	

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Number	Capacity of Tracks	Distance from Power	Time Table No. 100 Effective October 27, 1963 STATIONS			SIGNALS
			Telegraph Calls	STATIONS		
ZB 27	25		POWER	PO	DJPRY	
ZG 6	9	5.72	CORDOVA			
ZG 12	23	11.60	CLEIV			
ZG 22		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	CHOTEAU JCT.		JPR	
ZG 29	55	28.70	CHOTEAU	CO	DPY	
ZG 42	33	42.53	BYNUM		P	
ZG 51	60	51.11	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

EIGHTH SUBDIVISION 5
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS 239 Daily Ex. Sun.	Time Table No. 100 Effective October 27, 1963 STATIONS	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS 240 Daily Ex. Sun.
	Sidings	Other Tracks						
ZD 287				BILLINGS	BG		BCDNK ORWXY	

Station Numbers	Car Capacity		Distance from W. S. Jct.	Time Table No. 100 Effective October 27, 1963 STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
Z 130	39	37	18.45	W. S. JCT. ★ 13.45 ULM	GS	BDNJK OPRW XYZ DP
Z 145	40	98	27.95	14.50 CASCADE 8.21	Q	DP
Z 163	32		36.16	HARDY 7.80		P
Z 160	39		43.76	MID CANON		P
Z 167	40	37	50.88	7.12 CRAIG		P
Z 175	44	9	58.76	7.58 WOLF CREEK	WC	DP
Z 184	40	9	67.96	9.20 SIEBEN		P
Z 197	97	15	80.49	12.53 SILVER CITY		P
Z 214		268	97.16	16.67 HELENA	HN	BMK FWXY
Z 229		27	111.74	14.58 CLANCY		P
Z 236	57	11	118.87	7.13 CORBIN		P
Z 244	47	7	125.28	6.41 AMAZON		P
Z 250	47	33	131.59	6.31 BOULDER	RO	DP
Z 257	40	14	139.29	BASIN		P
Z 269	39		151.31	12.02 ELK PARK		P
Z 279	42	16	159.75	8.44 WOODVILLE		P
Z 288		546	170.27	10.52 BUTTE	DX	BDMK OPRW XYZ
				Time Over Subdivision Average Speed Per Hour		

TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY.

ZD 222		60		12.08 MOSSMAIN		222.72	JPXY	
ZD 218	47	25		4.03 HESPER	HS	218.69	DPXJ	
ZD 213	121	23		5.27 RIMROCK		213.42	P	
ZD 186	122	55		27.09 BROADVIEW	BW	186.36	DNP	
ZD 166	122	24		19.61 CUSHMAN		166.75		
ZD 141	121	28		20.31 HEDGESVILLE		141.06	P DKP WYN	
ZD 120	127	61		12.32 JUDITH GAP	JU	120.75		
ZD 108	47	83		BUFFALO		108.43	P	
ZD 92	58	73		15.37 HOBSON	HO	93.06	DP	
ZD 87	117	61	L 10.50Am	5.31 MOCCASIN	MC	87.75	DJPYR	A 3.23Am
ZD 82	122	48	s 11.00	5.45 BENCHLAND	BD	82.30	DP	f 3.13
ZD 76	65	44	s 11.10	6.11 WINDHAM	WD	76.19	DP	f 3.03
ZD 68	57	145	s 11.23	7.16 STANFORD	SD	69.03	DNPW	s 2.50
ZD 52	47	34	s 11.53	16.88 GEYSER	GY	52.15	DP	s 2.20
ZD 39	47	21	s 12.15Pm	12.39 RAYNESFORD	RF	39.76	DP	f 1.58
ZD 34		23	f 12.25	5.30 BLYTHE		34.46	P	f 1.48
ZA 28	129	41	f 12.35	5.95 ARMINGTON		28.51	P	f 1.38
ZA 26		65	s 12.39	1.98 BELT	B	26.53	DP	s 1.33
ZA 22	123	13	f 12.48	4.93 WAYNE		21.60	P	f 1.24
ZA 19		19	f 12.54	3.13 FIFE		18.47		f 1.18
ZA 10	46	60	f 1.09	8.39 GERBER		10.08	P	f 1.03
Z 119		2539	A 1.30Pm	10.08 GREAT FALLS ★	PD		BDNJK PRXW	L 12.45Am
			2.40 32.9	Time Over Subdivision Average Speed Per Hr.				2.38 33.3

NINTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS 333 Mon., Wed. and Fri.	Distance from Saco	Time Table No. 100 Effective October 27, 1963 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 334 Mon., Wed. and Fri.
	Sidings	Other Tracks						
842		287	L 7.30Am		SACO ★	SF	DNJK PY	A 5.40Pm
SH 9	40	72	s 8.00	8.73	COLE		P	s 5.10
SH 15		24	f 8.30	15.31	TATTNALL		P	f 4.45
SH 26		34	s 9.15	25.87	WHITWATER	W	DP	s 4.00
SH 39		34	s 10.00	38.82	LORING	N	DP	s 3.15
SH 54		27	f 10.50	54.12	15.30 CHAPMAN		P	f 2.25
SH 67		44	s 11.30	67.14	13.02 TURNER	R	DP	s 1.45
SH 79		44	A 12.15Pm	78.72	11.58 HOGELAND	X	DPY	L 1.00Pm
			4.45 16.57		Time Over Subdivision Average Speed Per Hour			4.40 16.88

Westward trains are superior to eastward trains of the same class on the Seventh, Eighth and Ninth 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.
 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:
 P.C.F. 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	Lehman
Brockton	Nashua	Gildford
Poplar	Hinsdale	Buelow
Macon	Saco	Chester
Wolf Point	Bowdoin	Lothair
Oswego	Malta	Devon
Frazer	Dodson	Dunkirk
		Shelby

West siding switch at Blair

East siding switch at Savoy and Harlem

East switch North No. 1 track Glasgow

- 30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 8000 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 8000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.
- 15 MPH—Trains handling the following equipment on Branch lines or on 6 degree or sharper curves of Main lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.
- 15 MPH—Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

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

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

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

Following road switchers are equipped with alignment control couplers: 202 through 230; 550 through 599 (lock blocks); 600 through 699; 700 through 734; 900 through 915; 2000 through 2035; 3000 through 3016.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than

fifteen (15) cars behind the road engine. There should not be more than (5) units in a group. Additional such units or groups of units must be separated by not less than (5) cars.

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

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

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car or passenger car 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.

- 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, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
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. 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 employees 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:
Employees 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.
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. Employees 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.

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 80 MPH

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).**
P.C.F. 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.
FresnoIndustry track Spur
JoplinElevator 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. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Third Subdivision and passenger station and will use first track south of main track.
8. **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.
9. 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 433.8
Westward governing home signal end of two main tracks Havre.
10. Yard engine or light engine movements on main track at Havre and Shelby must be made at restricted speed.

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

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

Passenger	Freight
-----------	---------

P.C.F. 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
3. **TRAIN REGISTER EXCEPTIONS.**
Great Falls, register only for first class trains and passenger extras.
First class trains register by ticket at W. S. Jct.
Vaughn, Power, Conrad, Moccasin register only for trains originating and terminating.
4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
P. C. F. 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.
Nos. 3 and 4 require clearance at Great Falls.
Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station must obtain clearance from G.N. dispatcher.

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. No. 240 will obtain such clearance at W. S. 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. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Third Subdivision and passenger station and will use first track south of main track.
7. 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.

8. AUTOMATIC INTERLOCKINGS.

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

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

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

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.

SPEED TABLE

Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
	46	78.3	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

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	6.83 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	120	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	26	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
Barrows Spur	5.60 miles east of Buffalo	9	West 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	120	West end
Gilmore Pit	At Hardy	105	West end
Associated Petroleum Products Spur			
Car-Con Spur	1.72 miles west of Helena	19	East end
Montana City	1.84 miles west of Helena	31	East end
Lahey	8.16 miles west of Helena	92	Both ends
Wickes	0.74 miles west of Corbin	8	Both ends
Wickes	3.77 miles west of Corbin	13	West end