



COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. OfficerSt. Paul, Minn.
 *Dr. Charles T. Eginton, Asst. Chf. Surg.....St. Paul, Minn.
 Dr. David A. Burlingame, Roentgenologist...St. Paul, Minn.
 *Dr. P. E. KaneButte, Montana
 Dr. Robert H. LeedsChinook, Montana
 *Dr. R. K. WestCut Bank, Montana
 Dr. James R. MarketteCut Bank, Montana
 *Dr. R. W. CummingsShelby, Montana
 Dr. Porter S. CannonConrad, Montana
 Dr. R. W. JensenCulbertson, Montana
 Dr. K. HamiltonDodson, Montana
 Dr. Evon L. AndersonFort Benton, Montana
 *Dr. R. B. Richardson, Gt. Falls Clinic...Great Falls, Montana
 Dr. J. C. WolgamotGreat Falls, Montana
 Dr. L. C. HowardGreat Falls, Montana
 Dr. David GregoryGlasgow, Montana
 *Dr. Philip A. SmithGlasgow, Montana
 *Dr. D. S. MacKenzie, Jr., Havre Clinic.....Havre, Montana
 Dr. D. J. AlmasHavre, Montana
 Dr. C. W. LawsonHavre, Montana
 *Dr. N. A. Franken.....Havre, Montana
 Dr. R. Wynne MorrisHelena, Montana
 *Dr. Thos. L. HawkinsHelena, Montana
 *Dr. Phillip E. GriffinBillings, Montana
 Dr. E. C. HallLaurel, Montana
 *Dr. Paul GansLewistown, Montana
 Dr. O. A. SwensonFairview, Montana
 *Dr. J. P. CravenWilliston, North Dakota
 Dr. Edward J. HaganWilliston, North Dakota
 Dr. R. D. KnappWolf Point, Montana

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. W. L. ForsterHavre, Montana
 Dr. Cecil M. HallGreat Falls, Montana

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

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 91

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

Tuesday, Sept. 6, 1960

H. H. HOLMQUIST, Superintendent.
 C. M. RASMUSSEN, General Manager.
 A. W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Bainville	Time Table		Telegraph Call.	Distance from Havre	SIGNS	FIRST CLASS			SECOND CLASS					
	Sittings	Other Trains	461		27	31	No. 91		Effective	28				32	462	470						
			Daily	Daily	Daily	Daily											Daily	Daily				
685	115	181	L	12.01 ^{Am}	L	9.30 ^{Pm}	L	8.10 ^{Am}	.....	.....	B	271.17	DNJK PRX	A	2.10 ^{Am}	A	4.31 ^{Pm}	.....	A	12.43 ^{Pm}	A	5.55 ^{Am}
699	173	63		12.20	s	9.46		8.26	14.26	14.26	CU	256.91	DNPW	s	1.50		4.14	.....		12.23		5.27
705	167	5		12.28		9.52		8.32	19.76	19.76	.....	251.41	P		1.41		4.07	.....		12.15 ^{Pm}		5.20
722	248	46		12.45		10.06		8.46	33.47	33.47	BR	237.70	DP		1.25		3.54	.....		11.56		4.57
733	177	162		1.06 ²⁸	s	10.22		9.01	47.46	47.46	PO	223.71	DNPW	s	1.06 ⁴⁶¹		3.43	.....		11.35		4.30
748	167	24		1.25		10.42		9.15	62.24	62.24	.....	208.93	P		12.52		3.31	.....		11.14		4.04
753	267	341		1.35	s	10.50		9.21	68.65	68.65	WO	202.52	DNPW	s	12.43		3.25	.....		11.05		3.54
765	170	37		1.50		11.05		9.32	79.93	79.93	GO	191.24	DP		12.32		3.14	.....		10.50		3.38
772	129	19		2.01		11.15		9.39	87.62	87.62	FR	183.55	DP		12.25		3.07	.....		10.40		3.27
777	170	11		2.07		11.21		9.44	92.66	92.66	.....	178.51	P		12.21		3.03	.....		10.33		3.20
789	170	82		2.21		11.34		9.54	103.71	103.71	MA	167.46	DP		12.11		2.52	.....		10.17		3.05
797	130	13		2.31		11.40		10.01 ⁴⁶²	111.49	111.49	.....	159.68	P		12.03 ^{Am}		2.43	.....		10.01 ³¹		2.53
803	.....	742		2.40 ⁴⁷⁰	s	11.55 ²⁸		10.08	118.22	118.22	GW	152.95	BDNKO PRWXY	s	11.55 ²⁷		2.35	.....		9.45		2.40 ⁴⁶¹
815	171	27		2.58		12.11 ^{Am}		10.19	129.96	129.96	MA	141.21	DP		11.40		2.18	.....		9.22		2.10
820	71	26		3.06		12.17		10.24	135.25	135.25	.....	135.92	P		11.33		2.13	.....		9.12		2.01
828	251	85		3.17	s	12.27		10.33	144.03	144.03	HD	127.14	DP	s	11.23		2.02	.....		8.58		1.45
842	166	144		3.30	s	12.40		10.45	156.79	156.79	SF	114.38	DNJKW PRX	s	11.07		1.50	.....		8.41		1.16
860	163	34		.....		.....		.....	171.19	171.19	.....	99.98	P		.....		.....	.....		.....		.....
869	165	154		.....	s	1.10		11.10	183.80	183.80	MF	87.37	DNPW	s	10.34		1.24	.....		.....		.....
880	204	98		.....		.....		.....	193.37	193.37	WA	77.80	DP		.....		.....	.....		.....		.....
886	143	50		.....		.....		.....	201.24	201.24	DN	69.93	DP		.....		.....	.....		.....		.....
901	145	22		.....		.....		.....	216.56	216.56	.....	54.61	P		.....		.....	.....		.....		.....
913	145	70		.....	s	1.55		11.53	228.38	228.38	HM	42.79	DNP	s	9.42		12.43	.....		.....		.....
925	145	32		.....		.....		.....	240.24	240.24	Z	30.93	DP		.....		.....	.....		.....		.....
935	146	391		.....	s	2.20		12.11 ^{Pm}	249.49	249.49	CK	21.68	DNPY	s	9.20		12.25	.....		.....		.....
943	198	16		.....		.....		.....	257.51	257.51	.....	13.66	P		.....		.....	.....		.....		.....
956	.....	2808		A 6.20 ^{Am}	A	2.55 ^{Am}	A	12.35 ^{Pm}	271.17	271.17	NV	.....	BDNKO PRWXZ	L	8.55 ^{Pm}	L	12.01 ^{Pm}	.....	L	6.00 ^{Am}	L	10.00 ^{Pm}
				6.19 42.92		5.25 50.06		4.25 60.90							5.15 51.65		4.30 60.26			6.43 40.37		7.55 34.25

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

CONDITIONAL STOPS

No. 31 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 31 is scheduled to stop.

No. 32 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 32 is scheduled to stop.

No. 31 and No. 32 will stop at Wolf Point and Malta for revenue passengers originating or terminating at points Spokane and West thereof, and for passengers originating or terminating at points Minneapolis and East thereof where these trains are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Havre	Time Table No. 91 Effective Sept. 6, 1960 STATIONS	Telegraph Calls	Distance from Cut Bank	SIGNS	FIRST CLASS			SECOND CLASS		
	Sittings	Other Tracks	461	473	31	3	27						32	4	28	462	494	
			Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily
956	2808	L	4.00Pm	L 6.00Am	L 12.45Pm	L 3.30Am	L 3.15Am		HAVRE...★	HV	128.91	BPRKD NWOXZ	A 11.50Am	A 8.10Pm	A 8.30Pm	A 2.30Pm	A 9.50Pm	
961	29		4.10	6.10	12.50	A 3.35Am	3.20	4.03	PACIFIC JCT.		124.88	JPY	11.44	L 8.02Pm	8.25	2.20	9.40	
967	130	7	4.20	6.20	12.56		3.26	9.92	BURNHAM		118.99	P	11.37		8.18	2.10	9.31	
976	130	44	4.40	6.40	1.06		3.36	19.35	KREMLIN...★	KN	109.56	DNP	11.27		8.08	1.56	9.19	
986	126	33	5.00	7.00	1.16		3.47	29.47	GILDFORD	GR	99.44	DP	11.16		7.58	1.42	9.03	
992	61	30	5.10	7.10	1.22		3.53	35.37	HINGHAM	HG	93.54	DP	11.10		7.53	1.35	8.53	
998	142	35	5.20	7.20	1.28		3.59	41.34	RUDYARD...★	RU	87.57	DP	11.04		7.48	1.28	8.43	
1004	128	45	5.30	7.30	1.34		4.06	47.58	INVERNESS	RN	81.33	DP	10.57		7.42	1.14	8.32	
1008		51	5.35	7.35	1.38		4.10	51.42	JOPLIN	JO	77.49	DP	10.53		7.38	12.56	8.26	
1013	145		5.40	7.40	1.41		4.13	54.39	BUELOW		74.52	P	10.50		7.35	12.51	8.21	
1018	128	153	5.50	7.50	1.48		4.20	61.49	CHESTER...★	CH	67.42	DNPW	10.41		7.28	12.33	8.03	
1024	140	33	5.58	7.58	1.54		4.25	67.03	TIBER		61.88	P	10.35		7.22	12.24	7.54	
1031	113	26	6.08	8.08	2.02		4.32	74.56	LOTHAIR	AR	54.35	DP	10.27		7.15	12.12	7.42	
1037	60	42	6.16	8.16	2.08		4.38	80.54	GALATA	GA	48.37	DP	10.21		7.09	12.02Pm	7.32	
1043	136	24	6.24	8.25	2.14		4.44	86.56	DEVON...★	CD	42.35	DNP	10.15		7.03	11.52	7.22	
1052	137	74	6.35	8.37	2.23		4.52	95.16	DUNKIRK		33.75	P	10.06		6.55	11.40	7.10	
1061		401	494-28 6.45	8.50	s 2.35		A 5.01 L 5.11	104.64	SHELBY...★	SJ	24.27	BRKDNP WOIYXJ	s 9.55		L 6.45 A 6.37	11.25	461 6.45	
1063			6.54	8.54	2.38		5.13	106.13	S. G. JCT.		22.78	PXJ	9.49		6.35	11.20	6.40	
1074		31	7.10	9.10	2.53		5.25	117.67	ETHRIDGE	DG	11.24	DP	9.37		6.23	11.05	6.25	
1087		285	A 7.30Pm	A 9.30Am	A 3.08Pm		A 5.45Am	128.91	CUT BANK...★	CT		BDNIK PRWX	L 9.25Am		L 6.10Pm	L 10.40Am	L 6.15Pm	
			3.30 36.83	3.30 36.83	2.23 54.08	.5 41.00	2.30 51.56		Time Over Subdivision Average Speed Per Hour				2.25 53.34	.8 41.56	2.20 55.24	3.50 33.63	3.35 35.15	

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

CONDITIONAL STOPS

No. 31 Chester and Cut Bank to discharge revenue passengers from Williston and east, and to receive revenue passengers for Spokane and west where No. 31 is scheduled to stop.

CONDITIONAL STOPS

No. 32 Chester and Cut Bank to discharge revenue passengers from Spokane and west and to receive revenue passengers for Williston and east where No. 32 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Number	Car Capacity		FIRST CLASS		Distance from Pacific Jct.	Time Table No. 91 Effective Sept. 6, 1960 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS	
	Siding	Other Tracks	235	3						4	236
			Daily Ex. Sun.	Daily						Daily	Daily Ex. Sun.
961											
Z 11	50	10		L 3.35Am	10.88	PACIFIC JCT.	256.75	JPY	A 8.02Pm		
Z 20	94	38		3.47	20.70	LAREDO	245.87	P	7.49		
				3.59		BOX ELDER	BX 236.05	DP	7.39		
Z 31	93	115		s 4.20	31.52	BIG SANDY ★	BS 225.23	DNP	s 7.28		
Z 45	90	25		4.35	45.41	VIRGELLE	211.34	P	7.09		
Z 62	90	20		4.55	62.21	CHAPPELL	CQ 194.54	DP	6.47		
Z 75	93	72		s 5.20	74.71	FORT BENTON ★	BN 182.04	DNP	s 6.28		
Z 91	78	36		5.40	90.40	CARTER	CA 166.35	DP	6.07		
Z 96	32	20		5.47	95.40	FLOWEREE	161.35	P	6.01		
Z103	89	29		5.56	102.98	PORTAGE	RE 153.77	DP	5.52		
Z108	103	19		6.03	108.57	SHEFFELS	148.18	P	5.45		
Z119				L 7.00Am	119.22	GREAT FALLS ★	PD 137.53	(BDNUK) PRXW	L 5.30	A 4.50Pm	
Z119				A 7.03Am	119.85	W. S. JCT... ★	GS 136.90	BDNUK OPRWXYZ	12.42	L 4.46Pm	
				6.48	122.95	EMERSON JCT.	133.80	JP	12.37		
ZB12	54	19		7.01	131.32	VAUGHN	BY 125.43	DNPJXR	12.23		
ZB19	51	6		7.09	138.00	GORDON	118.75	P	12.13		
ZB27	126	26		7.18	145.33	POWER	PO 111.42	DPJXR	12.03Pm		
ZB37	124	58		s 7.36	155.89	DUTTON ★	DU 100.86	DNP	s 11.50		
ZB40	61	13		7.41	158.93	ACME	97.82	P	11.45		
ZB45	60	28		7.47	163.29	COLLINS	ON 93.46	DP	11.39		
ZB55	99	32		s 8.01	173.25	BRADY	BA 83.50	DP	11.28		
ZB69	164	274		s 8.20	186.65	CONRAD ★	RD 70.10	DNP BWXYR	s 11.10		
				8.25	189.87	M. W. JCT.	66.88	PJ	10.56		
ZB79	134	20		8.37	197.51	LEDGER	FA 59.24	DP	10.46		
ZB84	50	14		8.44	202.15	FOWLER	54.60	P	10.40		
ZB91	124	6		8.54	208.68	NAISMITH	48.07	P	10.30		
1061				A 9.15Am	217.90	SHELBY ★	SJ 38.85	DNPBJY KORWX	L 10.15Am		

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

ZB120	50	114			219.39	S. G. JCT.	37.36	XJP			
ZB130	25	64			237.97	KEVIN	K 18.78	XDP			
ZB139	21	92			248.39	SUNBURST	SU 8.36	XDP			
					256.75	SWEET GRASS	G	BDKPRXY			
				.03	5.40				9.47	.04	
				12.6	38.45				22.35	8.21	
						Time Over Subdivision					
						Average Speed Per Hour					

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

FOURTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 91 Effective Sept. 6, 1960 STATIONS	Telegraph Call	Distance from Great Falls	SIGNS	SECOND CLASS
	Sidings	Other Tracts	239					240
			Daily Ex. Sun.					Daily Ex. Sun.
ZD 237				BILLINGS	BG		BCDNKO RWXY	
TRAINS BETWEEN MOSSMAN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.								
ZD 222	12			12.08 MOSSMAN 3.94 N. P. RY. JCT.		222.72	JPXY	
ZD 218	50	25		5.09 HESPER	HS	218.69	DPX	
ZD 213	125	24		5.27 RIMROCK		213.42	P	
ZD 186	125	57		27.06 BROADVIEW	BW	186.36	DNP	
ZD 174	50	18		12.05 BELMONT 7.56		174.31	P	
ZD 166	124	24		13.08 CUSHMAN		166.75		
ZD 153	49	14		12.61 FRANKLIN		153.67	P	
ZD 141	125	28		13.46 HEDGESVILLE		141.06	P	
ZD 127	49			6.85 OXFORD		127.60	P	
ZD 120	130	89		12.32 JUDITH GAP	JU	120.75	DKP WYN	
ZD 108	50	34		15.37 BUFFALO		108.43	P	
ZD 92	50	76		5.31 HOBSON	HO	93.06	DP	
ZD 87	120	52	L 8.50Am	5.45 MOCCASIN	MC	87.75	DJPXYR	A 3.23Am
ZD 82	125	49	s 9.00	6.11 BENCHLAND	BD	82.30	DP	f 3.13
ZD 76	68	46	s 9.10	7.16 WINDHAM	WD	76.19	DP	f 3.03
ZD 68	60	144	s 9.23	10.67 STANFORD	SD	69.03	DNPW	s 2.50
ZD 58	50		s 9.41	6.21 MERINO		58.36	P	f 2.31
ZD 52	50	35	s 9.53	12.39 GEYSER	GY	52.15	DP	s 2.20
ZD 39	50	21	s 10.15	3.13 RAYNESFORD	RF	39.76	DP	f 1.58
ZD 34	24		f 10.25	5.30 BLYTHE		34.46	P	f 1.48
ZA 28	132	40	f 10.35	1.98 ARMINGTON		28.51	P	f 1.38
ZA 26	64		s 10.39	4.93 BELT	B	26.53	DP	s 1.33
ZA 22	125	16	f 10.48	3.13 WAYNE		21.60	P	f 1.24
ZA 19	19		f 10.54	8.39 FIFE		18.47		f 1.18
ZA 10	84	58	f 11.09	10.08 GERBER		10.08	P BDNJKP RXW	f 1.03
Z 119	2539	A	11.30Am	10.08 GREAT FALLS.★	PD			L 12.45Am
			2.40 32.9	Time Over Subdivision Average Speed Per Hour				2.38 33.3

FIFTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		FIRST CLASS	Time Table No. 91 Effective Sept. 6, 1960 STATIONS	Telegraph Call	Distance from Great Falls	SIGNS	FIRST CLASS
	Sidings	Other Tracts	235					236
			Daily Ex. Sun.					Daily Ex. Sun.
Z 119	2539	L	7.00Am	GREAT FALLS.★	PD	BDNJKP RXW	A	4.50Pm
TRAINS BETWEEN W. S. JCT. AND GREAT FALLS BE GOVERNED BY THIRD SUBDIVISION SCHEDULES.								
Z 130	42	38	L 7.03Am 7.23	0.63 W. S. JCT.★ 13.45 ULM	GS	BDNJK OPRW XYZ DP	A	4.46Pm 4.26
Z 145	43	102	s 7.40	14.50 CASCADE	Q	DNP	s	4.09
Z 153	35		7.50	8.21 HARDY	P			3.58
Z 160	42		8.03	7.60 MID CANON	P			3.48
Z 167	43	39	f 8.13	7.12 CRAIG	P		f	3.38
Z 175	47	9	s 8.25	7.88 WOLF CREEK	WC	DP	s	3.28
Z 184	43	9	8.40	9.20 SIEBEN	P			3.12
Z 197	100	15	s 8.58	12.53 SILVER CITY	P		s	2.57
Z 214		288	s 9.23	16.67 HELENA	HN	BDNJKP WXY	s	2.32
Z 229		26	f 9.45	14.58 CLANCY	P		f	2.00
Z 236	60	12	9.59	7.13 CORBIN	P			1.49
Z 244	50	7	10.14	6.41 AMAZON	P			1.37
Z 250	50	34	s 10.25	6.31 BOULDER	RO	DP	s	1.26
Z 257	44	15	s 10.40	7.70 BASIN	SI	DP	s	1.10
Z 269	42		11.00	12.02 ELK PARK	P			12.52
Z 279	45	16	11.10	8.44 WOODVILLE	P			12.42
Z 288		546	A 11.40Am	10.52 BUTTE	DX	BDNJKO PRWXY	L	12.20Pm
			4.37 36.88	Time Over Subdivision Average Speed Per Hour				4.06 38.54

SIXTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 91 Effective Sept. 6, 1960 STATIONS	Telegraph Call	Distance from Saco	SIGNS	SECOND CLASS
	Sidings	Other Tracts	333					334
			Mon., Wed. and Fri.					Mon., Wed. and Fri.
842	287	L	7.30Am	SACO.★	SF	BDNJK PRXY	A	5.40Pm
SH 9	40	51	s 8.00	8.73 COLE	P		s	5.10
SH15	24	f	8.30	6.58 TATTNALL	P		f	4.45
SH26	34	s	9.15	10.56 WHITewater	W	DP	s	4.00
SH39	35	s	10.00	12.95 LORING	N	DP	s	3.15
SH54	27	f	10.50	15.30 CHAPMAN	P		f	2.25
SH67	44	s	11.30	13.02 TURNER	R	DP	s	1.45
SH79	44	A	12.15Pm	11.58 HOGELAND	X	DPRXY	L	1.00Pm
			4.45 16.57	Time Over Subdivision Average Speed Per Hour				4.40 16.86

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

6 SEVENTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 91	Telegraph Calls	Distance from Moccasin	SIGNS	SECOND CLASS
	Sidings	Other Tracks						
			239	Effective Sept. 6, 1960				240
			Daily Ex. Sunday	STATIONS				Daily Ex. Sunday
ZF30	L 7.10Am	LEWISTOWN	WN	30.73	BDJKP RXY	A 5.25Am
TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.								
.....	L 7.35Am	9.22 SPRING CREEK JCT.	.....	21.51	JPR	A 4.57Am
ZF20	25	f 7.39	1.19 KINGSTON	.....	20.32	.....	f 4.45
ZF14	34	s 7.58	6.09 ROSSFORK	.....	14.23	.....	s 4.34
ZF 8	34	s 8.19	6.71 KOLIN	.....	7.52	DP	s 4.13
ZDB7	83	A 8.42Am	7.52 MOCCASIN	MC	.....	DJPRXY	L 3.50Am
			1.07 19.3	Time Over Subdivision Average Speed Per Hour				1.07 19.3

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

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 91	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks					
			365	Effective Sept. 6, 1960			366
			Tue., Thur.	STATIONS			Tue., Thur.
ZB12	19	L 7.31Am	..... VAUGHN	BY	DJPRXN	A 11.56Am
.....	7.46	5.64 DRACUT JCT.	.....	JPR	11.37
ZE 9	22	f 7.56	3.19 SUN RIVER	.....	.....	f 11.25
ZE14	27	f 8.10	4.51 FORT SHAW	.....	P	f 11.11
ZE19	26	s 8.28	5.63 SIMMS	SM	DP	s 10.59
ZE25	26	f 8.39	3.93 LOWRY	.....	.....	f 10.48
ZE30	14	f 8.57	6.51 RIEBELING	.....	.....	f 10.30
ZE42	34	A 9.37Am	12.29 AUGUSTA	GN	DPRY	L 9.50Am
			2.06 19.9	Time Over Subdivision Average Speed Per Hour			2.06 19.9

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 91	Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks						
			373	Effective Sept. 6, 1960			374	
			Mon., Wed., Fri.	STATIONS			Mon., Wed., Fri.	
ZB27	26	L 8.12Am	..... POWER	PO	DJPRXY	A 1.50Pm	
ZG 6	10	f 8.27	5.72 CORDOVA	.....	.....	f 1.30	
ZG12	24	f 8.48	5.88 CLEIV	.....	.....	f 1.10	
ZG22	A	9.14Am	9.62 EASTHAM JCT.	.....	JPR	L 12.30Pm	
TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.								
.....	L 9.33Am	6.83 CHOTEAU JCT.	.....	JPR	A 12.10Pm	
ZG29	55	s 9.36	0.65 CHOTEAU	CO	DP	s 12.08Pm	
.....	29.55	0.85 C.M.St.P. & P.R.R. Cros'g.	.....	U	.....
ZG42	35	s 10.18	12.98 BYNUM	.....	P	s 11.27	
ZG51	67	A 10.47Am	8.58 PENDROY	RY	DPRY	L 11.00Am	
			2.35 19.8	Time Over Subdivision Average Speed Per Hour			2.50 18.1	

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

WATCH INSPECTORS

ButteS & S Jewelers.
 ConradHarold Pyle.
 Great FallsJim Kovich.
 Sutherland Jewelry.
 HavreBlacks' Jewelry.
 HelenaS. & M Jewelers.
 LaurelDudis Jewelry.
 LewistownScheidt Jewelers.
 ShelbyStulls Jewelry.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
46		78.8	1	18	46.8
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	31.8
1	0	60.0	2	0	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	0	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	0	15.0
1	8	52.9	5	0	12.0
1	9	52.2	6	0	10.0
1	10	51.4	7	0	8.6
1	12	50.0	8	0	7.5
1	14	48.6	9	0	6.7
1	16	47.4	10	0	6.0

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

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

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the point of spring switches; trains or engines thru No. 20 turnouts at following locations:

- Pacific Jet.
- West end Havre yard.
- East Havre.
- End of Double Track Cut Bank.
- East and West Siding Switches at;

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

West siding switches at Blair, Saco Malta

East siding switches at Savoy, Harlem

East switch North No. 1 track Glasgow

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

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

Culbertson, east siding switch.

Shelby, spring switch east end Shelby yard.

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

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

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

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

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of train.

Single unit diesel engines moving dead in freight trains are to be handled not less than (5) cars, or more than (15) cars from road engine. Additional units are to be separated by not less than (5) cars.

Multiple unit groups, not exceeding (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than (5) cars from road engine. Additional groups or single units are to be separated by not less than (5) cars.

Following speed restrictions must be observed when towing engines dead in trains.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 12, 14, 15, 16, 24 thru 28, 75 thru 170.
79 MPH	260, 261, 266 thru 270, 275, 280, 281, 350 thru 365, 500 thru 512, 679, 680.
65 MPH	All other engine units not shown above.

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

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

4. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

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

After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a backup movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

6. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

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

Cars placarded "Explosives", "Flammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engines, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Flammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 727 and 811.

8. Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates stop and no immediate train movement or other cause is evidence report the fact to Superintendent from first available point of communication.

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

9. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

FIRST SUBDIVISION

(Main Line)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Bainville and Havre 79 MPH 60 MPH
- 2. SPEED RESTRICTIONS.**
Culbertson, No. 32 to permit proper discharge of mail...60 MPH
Saco No. 27; Frazer No. 28 to permit proper discharge
of mail30 MPH
- 3. TRAIN REGISTER EXCEPTIONS.**
Bainville, all trains will register by ticket. Glasgow, Nos. 31 and 32 will register by ticket.
- 4. The following signals are located adjacent to the left of the track which they govern.**

HAVRE STOCK YARD.

Westward governing home signal for Main track.
Eastward governing home signal for yard track.

SECOND SUBDIVISION

(Main Line)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Havre and Cut Bank 79 MPH 60 MPH
- 2. SPEED RESTRICTIONS.**
Between home signals of interlocking, Shelby 20 MPH
Between Depot and MP 1089.8, 1000 feet east of depot at Cut
Bank, through crossover 30 MPH
- 3. TRAIN REGISTER EXCEPTIONS.**
Shelby, all trains, except trains originating or terminating at Shelby, register by ticket.
Register of regular trains at Havre will cover their arrival at Pacific Jct. Cut Bank, first class trains and passenger extras register by ticket.
- 4. CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).**
Pacific Jct., Rule 83(B) does not apply.
Clearances received at Sweet Grass will clear eastward trains at S. G. JCT.
- 5. RESTRICTED CLEARANCES.**
Shelby, turnouts are located so close together at end of double track and crossover east thereof, also turnout at east end South 3 track and west end industry track that engines cannot safely operate on both turnouts at same time and movements of this kind are prohibited.
- Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Third Subdivision and passenger station and will use first track south of main track.
- 7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
ShelbyEnd of double track
Cut BankCrossover, 1000 feet east of Depot
End of double track east and west end Bridge 1090.8.
Switches are controlled by operator at depot.

When a yellow indication (normally dark) is displayed below two red indications on governing home signal, it insures route is lined and locked and confers authority (AFTER STOPPING) to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.

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.

THIRD SUBDIVISION

(Pacific Jct., Great Falls-Sweet Grass)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. TRAIN REGISTER EXCEPTIONS.

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

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

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

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

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

Nos. 3 and 4 require clearance at Great Falls.

Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station must obtain clearance from G.N. dispatcher. No. 240 must obtain CMStP&P clearance at Great Falls. Clearance received at Shelby will clear westward trains at S. G. Jct.

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

(Billings Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Mossmain	59 MPH	49 MPH

2. TRAIN REGISTER EXCEPTIONS.

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

Moccasin, register only for trains originating and terminating.

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

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

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

No. 240 must obtain CMStP&P clearance at Great Falls.

FIFTH SUBDIVISION

(Butte Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Butte	59 MPH	40 MPH

2. SPEED RESTRICTIONS.

Helena 15 MPH

3. TRAIN REGISTER EXCEPTIONS.

W. S. Junction register for freight trains only.

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

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

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

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

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

7. RAILROAD CROSSINGS PROTECTED BY GATES.

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

Normal position is clear for Great Northern.

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

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

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

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

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

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

No. 240 must obtain CMStP&P clearance at Great Falls.

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Sprole	6.52 miles east of Poplar.....	40	West end
Chelsea	6.80 miles west of Poplar	17	West end
Glasgow Air Base	20.19 miles north of Glasgow	Yard	East end
Wiota	5.65 miles west of Kintyre ...	71	West end
Saco Stock Yards	1.70 miles west of Saco	27	Both ends
Malta Stock Yards	2.07 miles east of Malta	47	Both ends
Coburg	5.21 miles east of Savoy	162	Both ends
Harlem Stock Yards	1.29 miles east of Harlem	30	Both ends
Harlem Beet Track	0.76 miles west of Harlem	44	Both ends
Fort Belknap	6.33 miles west of Harlem	53	East end
North Fork Track	3.66 miles west of Zurich	23	East end
Second Subdivision			
Fresno	4.70 miles west of Burnham..	15	West end
Union Oil Spur (8 Tracks)	4.66 miles east of Cut Bank...	9-12-17	East end
Third Subdivision			
Verona	5.29 miles west of Big Sandy..	5	East end
Lippard	5.95 miles east of Chappell ...	19	West end
Kershaw	5.03 miles west of Fort Benton	86	Both ends
Tunis	5.91 miles east of Carter.....	8	West end
Rainbow	4.89 miles west of Sheffels ...	53	West end
Manchester	7.83 miles west of Grt. Falls..	30	East end
The Texas Co.	0.63 miles east of Sunburst ...	122	Both ends
Fourth Subdivision			
Baseline Spur	1.90 miles east of Rimrock ...	25	West end
Acton	12.18 miles west of Rimrock..	23	Both ends
Comanche	8.55 miles east of Broadview..	30	Both ends
Barrows Spur	5.60 miles east of Buffalo	9	West end
Dover	5.31 miles east of Merino	17	Both ends
Bovey's Elevator Spur....	5.15 miles west of Fife	12	East end
Lavin Spur	At Gerber	Yard	West end
Fields	6.50 miles east of Great Falls	23	Both ends
Fifth Subdivision			
Mortenson's Spur	1.2 miles east of Hardy	129	West end
Gilmore Pit	At Hardy	110	West end
Car-Con Spur	1.84 miles west of Helena	30	East end
Lahey	0.74 miles west of Corbin	9	Both ends
Wickes	3.77 miles west of Corbin	14	West end
Eighth Subdivision			
Beet Track	0.53 miles west of Vaughn ...	44	Both ends
Ninth Subdivision			
Bole	5.48 miles west of Cleiv.....	10	West end
Flume Spur	9.34 miles west of Cleiv.....	14	East end
Hobson Elevator Spur....	3.75 miles east of Choteau ...	16	West end
Koyle Spur	7.87 miles west of Choteau ...	8	East end

Pages 11 and 12 are blank.