

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 4

EFFECTIVE 12:01 A. M.
MOUNTAIN STANDARD TIME

Thursday, August 15, 1968

T. W. MACKENROTH, Superintendent.
C. M. RASMUSSEN, General Manager.
H. J. SURLS,
General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Bainville	Time Table No. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS		
	Sidings	Other Tracks	27	31						32	28	
			Daily	Daily						Daily	Daily	
01075	161	280		10.00Pm	7.20Am	BAINVILLE	B	271.07	OJKPTQ	A 4.45Pm	A 2.30Am	
01089	162	78		s 10.13	14.26	CULBERTSON	CU	256.81	OPWQ		s 2.10	
01095	160	5			19.76	BLAIR		251.31	P	4.27		
01108	253	45			33.47	BROCKTON	BR	237.60	OP			
01122	162	152		s 10.41	8.03	POPLAR	PO	223.61	OPWQ	3.59	s 1.30	
01138	162	41			62.81	MACON		208.26	P			
01144	374	328		s 11.10	8.23	WOLF POINT	WO	202.43	OPWQ	3.38	s 1.03	
01155	162	37			79.91	OSWEGO	GO	191.16	OP			
01162		152			87.16	FRAZER	FR	183.91	OPQ			
01167	163				92.34	KINTYRE		178.73	P	3.15		
01179	162	81			103.70	NASHUA	NA	167.37	OP BOKFP			
01192		743		s 12.05Am	9.10	GLASGOW	GW	152.90	RWTQ	2.50	s 12.05Am	
01205	162	26			129.92	TAMPICO		141.15	P			
01219	257	84		f 12.30	9.30	HINSDALE	HD	127.08	OPQ	2.20	f 11.30	
01232	197	153		s 12.43	156.73	SACO	SF	114.34	OJKWPQ		s 11.12	
01245	154	50			170.43	BOWDOIN		100.64	P			
01259	162	146		s 1.13	10.10	MALTA	MF	87.31	OPWQ	1.45	s 10.42	
01268	214	83			193.35	WAGNER	WA	77.72	OP			
01276	139	50			201.19	DODSON	DN	69.86	OPQ	1.28		
01291	143	23			216.45	SAVOY		54.62	P			
01303	143	60		s 1.55	10.50	HARLEM	HM	42.79	OPWQ	1.03	s 9.52	
01315	200	32			240.08	ZURICH		30.99	P			
01324	143	470		s 2.15	11.08	CHINOOK	CK	21.69	OPWTQ	12.42	s 9.28	
01332	195	16			257.51	LOHMAN		13.56	P BCKFP			
01345		2488		A 2.40Am	A 11.35Am	HAVRE	HV		RWZTQ	12.20Pm	9.00Pm	
				4.40	4.15	Time Over Subdivision Average Speed Per Hour					4.25	5.30
				58.0	65.5						61.5	49.2

CTC

NINTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Saco	Time Table No. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS		
	Sidings	Other Tracks	333					334		
			Mon., Wed. and Fri.					Mon., Wed. and Fri.		
01232		350	7.30Am		SACO	SF	OJK WPQ	A 3.15Pm		
61107	41	74	s 7.55	8.73	COLE		P	s 3.00		
61113		24	f 8.10	15.31	TATTNALL		P	f 2.45		
61124		34	s 8.50	25.87	WHITEWATER	W	OP	s 2.10		
61137		34	s 9.35	38.82	LORING	N	OP	s 1.40		
61152		27	f 10.25	54.30	CHAPMAN		P	f 1.10		
61165		44	s 11.15	67.14	TURNER	R	OP	s 12.40		
61177		44	A 11.50Am	78.72	HOGELAND	X	OPT	12.15Pm		
			4.20		Time Over Subdivision Average Speed Per Hour					3.00
			18.1							26.2

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. 4 Effective August 15, 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			
01345		2488	11.50Am	3.20Am	3.00Am		HAVRE	HV	244.21	BCKFPR WZTQ	A 12.05Pm	A 8.00Pm	A 8.40Pm				
01350		29		A 3.25Am		4.04	PACIFIC JCT.		240.17	PJT		7.52Pm					
01356	165	7				9.71	BURNHAM		234.50	P							
01365	165	43	12.09Pm			19.35	KREMLIN	KN	224.86	OPQ	11.41						
01375	165	34				29.46	GILDFORD	GR	214.75	OP							
01381		88				35.37	HINGHAM	HG	208.84	OP							
01387	165	36	12.30			41.34	RUDYARD	RU	202.87	OPQ	11.19						
01394		170				47.58	INVERNESS	RN	196.63	OP							
01397		52				51.41	JOPLIN	JO	192.80	OP							
01400	144					54.38	BUELOW		189.83	P							
01407	165	154	12.50		4.00	61.43	CHESTER	CH	182.78	OPWQ	10.59		7.40				
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	10.37						
01441	175	14				95.10	DUNKIRK		149.11	P							
01451	303	1152	s 1.40		4.40	104.56	SHELBY	SJ	139.65	BRKCP WFTJQ	s 10.17		6.55				
01464		31	1.55		5.05	117.59	ETHRIDGE	DG	126.62	P	9.52		6.32				
01475	244 E100	340	2.17		s 5.25	128.84	CUT BANK	CT	115.37	BRCIK PWQYX	9.40		s 6.20				
01501	W112	272	2.44		5.53	155.08	BLACKFOOT	BF	89.13	PT	9.10		5.45				
01508	217	98	2.55		s 6.06	162.37	BROWNING	BG	81.84	OPQ	9.01		s 5.36				
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 5.10				
01527	184	6				180.78	BISON		63.43	P							
01534		32	3.50		6.51	187.28	SUMMIT	SM	56.93	OPTIYQX	8.13		4.42				
01540		58	4.01		7.05	194.32	BLACKTAIL		49.89	PX	7.58		4.26				
01548		36	4.17		7.20	201.59	NIMROD		42.62	IP	7.41		4.06				
01552	E 123 W 134	93	4.27		f 7.30	205.49	ESSEX	SX	38.72	OPWFTK YXQ	7.35		f 3.59				
01558			4.37		7.39	211.14	PINNACLE		33.07	IP	7.25		3.47				
01568	W 95	12	4.55		7.56	221.34	RED EAGLE		22.87	IPT	7.07		3.30				
01578	199	91	5.25		f 8.16	231.06	BELTON	BE	12.25	OPWQ	6.50		f 3.15				
01586	218	56	5.37		f 8.26	239.83	CORAM		4.38	P	6.30		f 2.58				
01590		122	A 5.46Pm		A 8.32Am	244.21	CONKLEY			P	6.23Am		2.48Pm				
			5.56 41.2	.05 48.5	5.32 44.1		Time Over Subdivision Average Speed Per Hour				5.42 42.8	.08 30.3	5.52 41.6				

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 9.

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

Station Numbers	Car Capacity		FIRST CLASS 3 Daily	Distance from Pacific Jct.	Time Table No. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS 4 Daily
	Siding	Other Tracks							
01850			3.25Am		PACIFIC JCT.		256.74	JPT	A 7.52Pm
11011	48	10	3.44	10.87	LAREDO		245.87	P	7.41
11021	91	38	3.55	20.69	BOX ELDER	BX	236.05	OP	7.31
11032	90	114	4.10	31.51	BIG SANDY	BS	225.23	OPQ	7.18
11045	77	25	4.30	45.37	VIRGELLE		211.37	P	7.02
11062	86	20	4.49	62.20	CHAPPELL	CQ	194.54	OP	6.38
11075	90	69	5.12	74.70	FORT BENTON	BN	182.04	OPQ	6.16
11090	75	45	5.33	90.39	CARTER	CA	166.35	OP	5.52
11103	86	28	5.48	102.97	PORTAGE	RE	153.77	OP	5.37
11109	100	18	5.57	108.56	SHEFFELS		148.18	P	5.29
11118			A 6.10Am	119.21	GREAT FALLS	PD	137.53	CBKP RWY	5.15Pm
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	
32813	121	58		155.88	DUTTON	DU	100.86	OPQ	
32820	58	29		163.28	COLLINS	ON	93.46	OP	
32830	96	42		173.24	BRADY	BA	83.50	OP	
32843	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		48.09	P	
01451				217.90	SHELBY	SJ	38.84	BRKCPY WFTJQ	
61217	50	116		237.97	KEVIN	K	18.78	OP	
61228	22	66		248.38	SUNBURST	SU	8.36	OP	
61236	21	108		256.74	SWEET GRASS	G		BOPK TYR	
			2.45 43.3		Time Over Subdivision Average Speed Per Hour				2.37 45.5

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

FOURTH SUBDIVISION
WESTWARD **EASTWARD**

Station Numbers	Capacity of Tracks	Time Table No. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS

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	Time Table No. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS
		KOLIN		7.51	OP
32688	153	MOCCASIN	MC		OJPRTY

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Vaughn	Time Table No. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	SIGNS
		5.64	DRACUT JCT.		JR
61413	26	13.33	FORT SHAW		
61419	25	18.97	SIMMS	SM	O
61442	33	41.70	AUGUSTA	GN	OT

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	SIGNS
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. 4 Effective August 15, 1968 STATIONS	Telegraph Calls	SIGNS
		28.70	CHOTEAU	CO	OM
61542	34	42.41	BYNUM		
61551	62	51.11	PENDROY	RY	OT

SEVENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 4 Effective August 15, 1968	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS
	Sidings	Other Tracks						
30841			Daily	STATIONS	BG		BOKF RWYT	Daily

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

32558	12	12.01	Am	12.07 MOSSMAIN	222.73	JPYT	A	2.55	Am
32557	47	12.10		4.04 HESPER	218.69	PJ		2.47	
32563	121	12.28		5.33 RIMROCK	213.36	P		2.28	
32590	122	1.03		26.99 BROADVIEW	186.37	OP		1.55	
32609	121	78 1.26		19.61 CUSHMAN	166.76			79 1.26	
32635	122	2.08		25.70 HEDGESVILLE	141.06	P		12.45	
32655	127	2.42		20.31 JUDITH GAP	120.75	PW		12.27	Am
32668	47	3.02		12.33 BUFFALO	108.42	P		11.55	
32683	59	3.27		15.37 HOBSON	93.05	OP		11.29	
32688	119	3.36		5.30 MOCCASIN	87.75	OJPRT		11.22	
32694	122	3.58		5.45 BENCLAND	82.30	OP		11.15	
32700	65	4.08		6.10 WINDHAM	76.20	OP		11.05	
32707	57	4.20		7.17 STANFORD	69.03	OPW		10.54	
32724	47	4.48		16.88 GEYSER	52.15	OP		10.24	
32736	47	5.18		12.38 RAYNESFORD	39.77	OP		9.58	
32748	128	5.35		11.25 ARMINGTON	28.51	P		9.28	
32750	66	5.38		1.98 BELT	26.53	OP		9.25	
32754	128	5.50		4.92 WAYNE	21.61	P		9.15	
32766	46	6.05		11.52 GERBER	10.08	P		8.55	
11118	4506	A 6.25	Am	10.08 GREAT FALLS		PD		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 5
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from W. S. Jct.	Time Table No. 4 Effective August 15, 1968	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
11133	39	37	13.49	W. S. JCT. 13.49 ULM	GS	BWPZ FJTQYK P
11148	40	98	27.98	14.49 CASCADE	Q	OP
11156	32		36.20	8.22 HARDY		P
11164	39		43.80	7.60 MID CANON		P
11171	40	10	50.89	7.09 CRAIG		P
11179	44		58.80	7.01 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			Miles			Time Per Mile			Miles		
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour	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			
		60			60.0	2	—	30.0			
1	1	1			59.0	2	10	27.7			
1	1	2			58.1	2	20	25.7			
1	1	3			57.1	2	30	24.0			
1	1	4			56.3	2	40	22.5			
1	1	5			55.4	3	—	20.0			
1	1	6			54.5	3	30	17.1			
1	1	7			53.7	4	—	15.0			
1	1	8			52.9	5	—	12.0			
1	1	9			52.2	6	—	10.0			
1	1	10			51.4	7	—	8.6			
1	1	12			50.0	8	—	7.5			
1	1	14			48.6	9	—	6.7			
1	1	16			47.4	10	—	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.
 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 Jet.

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	Hinsdale	Gildford	Spotted Robe
Macon	Saco	Buelow	Belton
Wolf Point	Bowdoin	Chester	Bison
Oswego	Malta	Lothair	Coram
Frazier	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.
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 13/0 size, 23 jewels.
Ball, 1604B, stainless steel, 13/0 Ligne, 21 jewels.
Bulova Accutron, Railroad approved model, also Bulova 23J.
Hamilton, 505 R.R. Electric Special.
9. 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 absolute signal for Main track.
 Eastward governing absolute 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.

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 absolute signal end of two main tracks Havre.

WESTWARD ON SOUTH MAIN TRACK.

Signal 433.3

Westward governing absolute 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 1165.3
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 switch is 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.

EssexEastward Siding Switch Just West of Depot

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	Floweree	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	Rosfork		
	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
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

No.	Name	Address	City	State
1	John Doe	123 Main St	New York	NY
2	Jane Smith	456 Elm St	Los Angeles	CA
3	Robert Johnson	789 Oak St	Chicago	IL
4	Mary Williams	101 Pine St	Philadelphia	PA
5	James Brown	202 Cedar St	Boston	MA
6	Elizabeth Taylor	303 Birch St	San Francisco	CA
7	William Miller	404 Spruce St	Portland	OR
8	Patricia Wilson	505 Walnut St	Seattle	WA
9	Richard Moore	606 Maple St	Denver	CO
10	Susan Clark	707 Hickory St	Phoenix	AZ
11	David Lewis	808 Ash St	San Diego	CA
12	Linda Hall	909 Sycamore St	San Jose	CA
13	Michael King	1010 Chestnut St	San Antonio	TX
14	Barbara Green	1111 Olive St	Dallas	TX
15	Thomas White	1212 Elm St	Fort Worth	TX
16	Christine Black	1313 Main St	Columbus	OH
17	Joseph Adams	1414 Pine St	Indianapolis	IN
18	Michelle Baker	1515 Oak St	Cincinnati	OH
19	Christopher Carter	1616 Birch St	San Jose	CA
20	Angela Evans	1717 Spruce St	San Jose	CA
21	Gregory Foster	1818 Walnut St	San Jose	CA
22	Stephanie Grant	1919 Maple St	San Jose	CA
23	Eric Hill	2020 Hickory St	San Jose	CA
24	Rebecca King	2121 Ash St	San Jose	CA
25	Matthew Lee	2222 Sycamore St	San Jose	CA
26	Christina Miller	2323 Chestnut St	San Jose	CA
27	Andrew Nelson	2424 Olive St	San Jose	CA
28	Heather Owen	2525 Elm St	San Jose	CA
29	Joshua Parker	2626 Main St	San Jose	CA
30	Kimberly Quinn	2727 Pine St	San Jose	CA
31	Steven Reed	2828 Oak St	San Jose	CA
32	Deborah Scott	2929 Birch St	San Jose	CA
33	Brandon Taylor	3030 Spruce St	San Jose	CA
34	Michelle Walker	3131 Walnut St	San Jose	CA
35	Jonathan Young	3232 Maple St	San Jose	CA
36	Amber Ziegler	3333 Hickory St	San Jose	CA
37	Christopher Baker	3434 Ash St	San Jose	CA
38	Stephanie Carter	3535 Sycamore St	San Jose	CA
39	Eric Evans	3636 Chestnut St	San Jose	CA
40	Rebecca Foster	3737 Olive St	San Jose	CA
41	Matthew Grant	3838 Elm St	San Jose	CA
42	Christina Hill	3939 Main St	San Jose	CA
43	Andrew King	4040 Pine St	San Jose	CA
44	Heather Lee	4141 Oak St	San Jose	CA
45	Jonathan Miller	4242 Birch St	San Jose	CA
46	Amber Nelson	4343 Spruce St	San Jose	CA
47	Christopher Owen	4444 Walnut St	San Jose	CA
48	Stephanie Parker	4545 Maple St	San Jose	CA
49	Eric Quinn	4646 Hickory St	San Jose	CA
50	Rebecca Reed	4747 Ash St	San Jose	CA
51	Matthew Scott	4848 Sycamore St	San Jose	CA
52	Christina Taylor	4949 Chestnut St	San Jose	CA
53	Andrew Walker	5050 Olive St	San Jose	CA
54	Heather Young	5151 Elm St	San Jose	CA
55	Jonathan Ziegler	5252 Main St	San Jose	CA
56	Amber Adams	5353 Pine St	San Jose	CA
57	Christopher Baker	5454 Oak St	San Jose	CA
58	Stephanie Carter	5555 Birch St	San Jose	CA
59	Eric Evans	5656 Spruce St	San Jose	CA
60	Rebecca Foster	5757 Walnut St	San Jose	CA
61	Matthew Grant	5858 Maple St	San Jose	CA
62	Christina Hill	5959 Hickory St	San Jose	CA
63	Andrew King	6060 Ash St	San Jose	CA
64	Heather Lee	6161 Sycamore St	San Jose	CA
65	Jonathan Miller	6262 Chestnut St	San Jose	CA
66	Amber Nelson	6363 Olive St	San Jose	CA
67	Christopher Owen	6464 Elm St	San Jose	CA
68	Stephanie Parker	6565 Main St	San Jose	CA
69	Eric Quinn	6666 Pine St	San Jose	CA
70	Rebecca Reed	6767 Oak St	San Jose	CA
71	Matthew Scott	6868 Birch St	San Jose	CA
72	Christina Taylor	6969 Spruce St	San Jose	CA
73	Andrew Walker	7070 Walnut St	San Jose	CA
74	Heather Young	7171 Maple St	San Jose	CA
75	Jonathan Ziegler	7272 Hickory St	San Jose	CA
76	Amber Adams	7373 Ash St	San Jose	CA
77	Christopher Baker	7474 Sycamore St	San Jose	CA
78	Stephanie Carter	7575 Chestnut St	San Jose	CA
79	Eric Evans	7676 Olive St	San Jose	CA
80	Rebecca Foster	7777 Elm St	San Jose	CA
81	Matthew Grant	7878 Main St	San Jose	CA
82	Christina Hill	7979 Pine St	San Jose	CA
83	Andrew King	8080 Oak St	San Jose	CA
84	Heather Lee	8181 Birch St	San Jose	CA
85	Jonathan Miller	8282 Spruce St	San Jose	CA
86	Amber Nelson	8383 Walnut St	San Jose	CA
87	Christopher Owen	8484 Maple St	San Jose	CA
88	Stephanie Parker	8585 Hickory St	San Jose	CA
89	Eric Quinn	8686 Ash St	San Jose	CA
90	Rebecca Reed	8787 Sycamore St	San Jose	CA
91	Matthew Scott	8888 Chestnut St	San Jose	CA
92	Christina Taylor	8989 Olive St	San Jose	CA
93	Andrew Walker	9090 Elm St	San Jose	CA
94	Heather Young	9191 Main St	San Jose	CA
95	Jonathan Ziegler	9292 Pine St	San Jose	CA
96	Amber Adams	9393 Oak St	San Jose	CA
97	Christopher Baker	9494 Birch St	San Jose	CA
98	Stephanie Carter	9595 Spruce St	San Jose	CA
99	Eric Evans	9696 Walnut St	San Jose	CA
100	Rebecca Foster	9797 Maple St	San Jose	CA

26



