

### 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.  
A. T. WALKER, 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 103

EFFECTIVE 12:01 A. M.  
MOUNTAIN STANDARD TIME

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Sunday, September 27, 1964

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P. F. CRUIKSHANK, 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. 103 Effective September 27, 1964	STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	27	31							28	32
			Daily	Daily							Daily	Daily
685	161	280	L 9.05 <sup>pm</sup>	L 9.10 <sup>am</sup>	.....	BAINVILLE.....★	B	271.17	DJKPY	A 1.40 <sup>am</sup>	A 4.50 <sup>pm</sup>	.....
699	162	73	s 9.20	.....	14.26	14.26 CULBERTSON.....★	CU	256.91	DNPW	s 1.21	.....	.....
705	162	5	.....	9.26	19.76	5.50 BLAIR.....	.....	251.41	P	.....	4.30	.....
722	253	45	.....	.....	33.47	13.71 BROCKTON.....	BR	237.70	DP	.....	.....	.....
733	162	159	s 9.54	9.47	47.46	13.99 POPLAR.....★	PO	223.71	DNPW	s 12.44	3.57	.....
748	162	42	.....	.....	62.24	14.78 MACON.....	.....	208.93	P	.....	.....	.....
753	274	328	s 10.25	10.05	68.65	6.41 WOLF POINT.....★	WO	202.52	DNPW	s 12.21 <sup>am</sup>	3.38	.....
765	162	37	.....	.....	79.93	11.28 OSWEGO.....	GO	191.24	DP	.....	.....	.....
772	.....	152	.....	.....	87.62	7.69 FRAZER.....★	FR	183.55	DP	.....	.....	.....
777	163	.....	.....	10.26	92.66	5.04 KINTYRE.....	.....	178.51	P	.....	3.12	.....
789	162	81	.....	.....	103.71	11.05 NASHUA.....	NA	167.46	DP	.....	.....	.....
803	.....	742	s 11.25	10.50	118.22	14.51 GLASGOW.....★	GW	152.95	BDNKO PRWY	s 11.15	2.46	.....
815	162	26	.....	.....	129.96	11.74 TAMPICO.....	.....	141.21	P	.....	.....	.....
828	257	84	s 11.55	11.13	144.03	14.07 HINSDALE.....★	HD	127.14	DP	s 10.42	2.15	.....
842	197	155	s 12.10 <sup>am</sup>	.....	156.79	12.76 SACO.....★	SF	114.38	DNJKW PY	s 10.32	.....	.....
860	154	50	.....	.....	171.19	14.40 BOWDOIN.....	.....	99.98	P	.....	.....	.....
869	162	147	s 12.57	11.48	183.80	12.61 MALTA.....★	MF	87.37	DNPW	s 10.05	1.31	.....
880	214	83	.....	.....	193.37	9.57 WAGNER.....	WA	77.80	DP	.....	.....	.....
886	139	50	.....	12.05 <sup>pm</sup>	201.24	7.87 DODSON.....★	DN	69.93	DP	.....	1.13	.....
901	143	23	.....	.....	216.56	15.32 SAVOY.....	.....	54.61	P	.....	.....	.....
913	143	60	s 1.39	12.30	228.38	11.82 HARLEM.....★	HM	42.79	DNPW	s 9.19	12.46	.....
925	143	32	.....	.....	240.24	11.86 ZURICH.....	.....	30.93	P	.....	.....	.....
935	143	470	s 2.05	12.49	249.49	9.25 CHINOOK.....★	CK	21.68	DNPYW	s 8.59	12.26	.....
943	195	16	.....	.....	257.51	8.02 LOHMAN.....	.....	13.66	P	.....	.....	.....
956	.....	2808	A 2.40 <sup>am</sup>	A 1.10 <sup>pm</sup>	271.17	13.66 HAVRE.....★	HV	.....	BDNKO PRWZ	L 8.35 <sup>pm</sup>	L 12.01 <sup>pm</sup>	.....
			5.35 46.58	4.00 68.0						5.05 53.34	4.49 56.29	
								Time Over Subdivision				
								Average Speed Per Hour				

CTC

WESTWARD

NINTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Saco	Time Table No. 103 Effective Sept. 27, 1964	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks							
			Mon., Wed. and Fri.						Mon., Wed. and Fri.
842	.....	287	L 7.30 <sup>am</sup>	.....	SACO.....★	SF	DNJK PY	A 5.00 <sup>pm</sup>	
SH 9	40	72	s 8.00	8.73	8.73 COLE.....	.....	P	s 4.30	
SH 15	.....	24	f 8.30	15.31	6.58 TATTNALL.....	.....	P	f 4.10	
SH 26	.....	34	s 9:15	25.87	10.56 WHITEWATER.....	W	DP	s 3.30	
SH 39	.....	34	s 10.00	38.82	12.95 LORING.....	N	DP	s 3.00	
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 12.15 <sup>pm</sup>	78.72	11.58 HOGELAND.....	X	DPY	L 1.00 <sup>pm</sup>	
			4.45 16.57					4.00 19.68	
								Time Over Subdivision	
								Average Speed Per Hour	

CONDITIONAL STOPS

Trains 31 and 32 will stop at Wolf Point and Malta to receive or discharge revenue passengers from or to points Spokane and West or Minneapolis and East where these trains are scheduled to stop. These trains will also stop at Glasgow to receive or discharge revenue passengers from or to points Minot and East or Spokane and West where these trains are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

Westward trains are superior to eastward trains of the same class on the Ninth Subdivision.

## WESTWARD

## SECOND SUBDIVISION

## EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 103 Effective September 27, 1964 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 3.15Am	L 3.05Am		HAVRE.....★	HV	128.91	BPRKD NWOZ	A 11.50Am	A 7.50Pm	A 8.15Pm
961		29	1.25	A 3.20Am	3.10	4.03	PACIFIC JCT.....		124.88	JPY	11.44	L 7.42Pm	8.10
967	165	7				9.92	BURNHAM.....		118.99	P			
976	165	44	1.37			19.35	KREMLIN.....★	KN	109.56	DP	11.27		
986	165	33				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.....		74.52	P			
1018	165	156	f 2.18		4.00	61.49	CHESTER.....★	CH	67.42	DPW	f 10.41		7.17
1031	165	26				74.56	LOTHAIR.....	AR	54.35	DP			
1037		99				80.54	GALATA.....	GA	48.37	DP			
1043	165	29	2.43			86.56	DEVON.....★	CD	42.35	DP	10.15		
1052	175	9				95.16	DUNKIRK.....		33.75	P			
1061	302	1332	s 3.05		A 4.53 L 5.10	104.64	SHELBY.....★	SJ	24.27	BRKDNP WOIJJ	s 9.55		L 6.35 A 6.28
1074		31	3.23		5.25	117.67	ETHRIDGE.....	DG	11.24	DP	9.37		6.12
1087		467	A 3.38Pm		A 5.40Am	128.91	CUT BANK.....★	CT		BDNIK PRWX	L 9.25Am		L 6.00Pm
			2.18 55.25	.5 48.36	2.35 49.9		Time Over Subdivision Average Speed Per Hour				2.25 53.34	.8 30.23	2.15 57.29

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

## CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.





## SPECIAL INSTRUCTIONS

## ALL SUBDIVISIONS

## 1. SPEED RESTRICTIONS GENERAL.

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

50 MPH—Diesel engines light or with caboose only.

40 MPH—Ore cars, series 80,000 through 94,250 loaded with zinc concentrates.

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

West end Havre yard, Lead Switch to North Main Track.

East Havre, 3 miles East of Pass. Station.

End of Double Track 3 miles West of Shelby.

End of Double Track Cut Bank.

East and West Siding Switches at;

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

West siding switch at Blair

East siding switch at Savoy, Harlem and Shelby

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 turnout at following locations;  
Culbertson, east siding switch.

20 MPH—Trains handling the following equipment on Branch lines or on 6 degree or sharper curves of Main lines, scale test car, ore cars series 80000 thru 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 3025.

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, 2500 thru 2508.
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.

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 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 employes to the extent that a watch certificate form is no longer required. Watches of employes 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:

Employes 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.

Bail, 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. Employes 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.

11. Supplementing Rules 7 (A) and 12 of the Consolidated Code of Operating Rules. When movement being made is controlled by hand, flag or lantern signals, the employes involved will give or relay such signals directly to the engineer.

When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe.

## 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 ..... 30 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).

Pacific 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.

Fresno ..... Industry track Spur

Joplin ..... Elevator 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. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Cut Bank.....Crossover, 1000 feet east of Depot  
End of double track east and west end Bridge 1090.8.

Switches are controlled by operator at depot.

8. Two main tracks known as NORTH MAIN and SOUTH MAIN extend between 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.

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

10. The eastward approach signal No. 1070.8 at end of double track Shelby, Montana may display an aspect not covered by the Book of Rules. When the eastward home signal on the south track is properly clear for movement to single track this signal may display aspect of yellow over green. This aspect is named "approach diverging route," and indication is "approach next signal prepared to proceed on diverging route." This signal aspect is covered in CMStP&PRR block and interlocking rule 240-E Figure 1, and this rule will apply to and govern Great Northern train and engine movements at this location.

## 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 .....		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.

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

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

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

Moccasin, Vaughn, Power and Saco, Rule 83(B) does not apply 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. At Great Falls between Seventh Subdivision Junction Switch and Emerson Jct. there is no superiority of trains.

The portion of Consolidated Code Rule 93 reading "within yard limits the main track may be used, clearing first-class trains when due to leave the last station where time is shown" does not apply between Seventh Subdivision Junction Switch and Emerson Jct. All train and engine movements must be made at restricted speed between these points.

Trains from Seventh Subdivision must call yardmaster for permission to enter Third Subdivision if on the time of first-class trains.

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:

Third Subdivision .....between Shelby and Sweet Grass

Ninth Subdivision.....between Saco and Hogeland

Fourth Subdivision.....between Spring Creek Jct. and Moccasin

Fifth Subdivision.....between Dracut Jct. and Augusta

Sixth Subdivision.....between Power and Eastham Jct. and between Choteau Jct. and Pendroy.

Form Z Train Order is not required as specified above on these Subdivisions.

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.

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

NAME	LOCATION	Capacity Cars	SWITCH OPENS
<b>First Subdivision</b>			
Sprole .....	6.52 miles east of Poplar .....	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 .....	6.33 miles west of Harlem .....	54	East end
North Fork Track .....	3.66 miles west of Zurich .....	22	East end
<b>Second Subdivision</b>			
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
<b>Third Subdivision</b>			
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 .....	16	Both ends
<b>Fifth Subdivision</b>			
Beet Track .....	0.53 miles west of Vaughn.....	44	Both ends
Lowry .....	3.93 miles west of Simms.....	26	Both ends
<b>Sixth Subdivision</b>			
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
<b>Seventh Subdivision</b>			
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
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
<b>Eighth Subdivision</b>			
Mortenson's Spur .....	1.2 miles east of Hardy .....	129	West end
Gilmore Pit .....	At Hardy .....	105	West end
<b>Associated Petroleum Products Spur</b>			
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
Pacific Silica .....	3.77 miles west of Corbin.....	13	West end
	1.50 miles east of Basin .....	23	Both ends