

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. A. A. McAuleyChoteau, Montana
Dr. R. K. WestCut Bank, Montana
Dr. S. D. WhetstoneCut 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. 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. 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

J. R. McLELLAN, Chief Dispatcher.
C. E. EUDY, Chief Dispatcher.
M. J. SOMMERS, Asst. Supt.
W. H. LITTLE, Trainmaster.
V. W. BICE, Trainmaster.
A. E. CARR, Trainmaster.
J. M. ANDERSON, Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

BUTTE DIVISION

TIME TABLE 87

EFFECTIVE 12:01 A. M.

MOUNTAIN TIME

Sunday, June 14, 1959

H. H. HOLMQUIST, Superintendent.

C. M. RASMUSSEN, General Manager.

A. W. CAMPBELL, General Superintendent Transportation.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Havre	Time Table No. 87			Telegraph Calls	Distance from Cut Bank	SIGNS	FIRST CLASS			SECOND CLASS	
	Sidings	Other Tracks	461	473	31	3	27		Effective June 14, 1959						32	4	28	462	494
			Daily	Daily	Daily	Daily	Daily		STATIONS						Daily	Daily	Daily	Daily	Daily
956	Yard	2132	L 4.00Pm	L 6.00Am	L 12.25Pm	L 4.01Am	L 3.20Am	.....	Double Track	HAVRE...★	HV	128.91	BPRKD NWOX	A 11.50Am	A 12.55Am	A 12.15Am	A 2.30Pm	A 9.50Pm
961	.....	29	4.10	6.10	12.30	A 4.07Am	3.27	4.03		4.03 PACIFIC JCT.	.....	124.88	JIPY	11.45	L 12.44Am	12.05Am	2.20	9.40
967	130	7	4.20	6.20	12.36	.....	3.35	9.92		5.89 BURNHAM	.....	118.99	P	11.39	.....	11.55	2.10	9.31
971	61	14	4.30	6.30	12.41	.....	3.40	14.62		4.70 FRESNO	.....	114.29	P	11.34	.....	11.48	2.03	9.25
976	130	44	4.40	6.40	12.46	.....	3.46	19.35		4.73 KREMLIN...★	KN	109.56	DNP	11.29	.....	11.42	1.56	9.19
986	126	33	5.00	7.00	12.56	.....	4.00	29.47		10.12 GILDFORD	GR	99.44	DP	11.19	.....	11.28	1.42	9.03
992	61	30	5.10	7.10	1.02	.....	4.10	35.37		5.90 HINGHAM	HG	93.54	DP	11.13	.....	11.18	1.33	8.53
998	142	35	5.20	7.20	1.08	.....	4.19	41.34		5.97 RUDYARD...★	RU	87.57	DP	11.07	.....	11.06	1.24	8.43
1004	128	45	5.30	7.30	1.14	.....	4.31	47.58		6.24 INVERNESS	RN	81.33	DP	11.01	.....	10.55	1.14	8.32
1008	.....	51	5.35	7.35	1.18	.....	4.38	51.42		3.84 JOPLIN	JO	77.49	DP	10.57	.....	10.44	12.56	8.26
1013	145	.....	5.40	7.40	1.21	.....	4.43	54.39		2.97 BUELOW	.....	74.52	P	10.54	.....	10.38	12.51	8.21
1018	128	153	5.50	7.50	1.28	.....	4.58	61.49		7.10 CHESTER...★	CH	67.42	DNPW	10.46	.....	10.25	12.33	8.03
1024	140	33	5.58	7.58	1.34	.....	5.06	67.03		5.54 TIBER	.....	61.88	P	10.41	.....	10.13	12.24	7.54
1031	115	26	6.08	8.08	1.42	.....	5.13	74.56		7.53 LOTHAIR	AR	54.35	DP	10.33	.....	10.03	12.12	7.42
1037	60	42	6.16	8.16	1.48	.....	5.21	80.54		5.98 GALATA	GA	48.37	DP	10.27	.....	9.52	12.02Pm	7.32
1043	136	24	6.24	8.25	1.54	.....	5.33	86.56		6.02 DEVON...★	CD	42.35	DNP	10.21	.....	9.41	11.52	7.22
1052	137	74	6.37	8.37	2.03	.....	5.48	95.16		8.60 DUNKIRK	.....	33.75	P	10.13	.....	9.28	11.40	7.10
1061	Yard	382	6.50	8.50	s 2.15	L 10.15Am	s 6.20	104.64		9.48 SHELBY...★	SJ	24.27	BRKDNP WOYXJ	s 10.03	A 6.50Pm	s 9.15	11.25	461 6.50	
1063	.....	.....	6.54	8.54	2.18	10.18	6.23	106.13		1.49 S. G. JCT.	.....	22.78	PXJ	9.57	6.45	9.03	11.20	6.40
1074	.....	31	7.10	9.10	2.33	f 10.30	6.37	117.67		11.54 ETHRIDGE	DG	11.24	DP	9.46	f 6.33	8.52	11.05	6.25
1087	Yard	393	A 7.30Pm	A 9.30Am	A 2.48Pm	A 10.45Am	A 6.55Am	128.91		11.24 CUT BANK...★	CT	.....	BDNIK PRWX	L 9.35Am	L 6.20Pm	L 8.35Pm	L 10.40Am	L 6.10Pm
			3.30 36.83	3.30 36.83	2.23 54.08	.36 47.17	3.35 35.97			Time Over Subdivision Average Speed Per Hour				2.15 57.29	.41 41.41	3.40 35.15	3.50 33.63	3.40 35.15	

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 87			Telegraph Calls	Distance from Hogleland	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333			Effective June 14, 1959						334	
			Mon., Wed. and Fri.		STATIONS							Mon., Wed. and Fri.
842	W93	287	L 8.30Am	.....	.....	.....	.....	SF	78.72	BDNJK PRXY	A	6.40Pm
SH 9	40	51	s 9.00	8.73	.....	.....	.....	.....	69.92	P	s	6.10
SH15	.....	24	f 9.30	15.31	.....	.....	.....	.....	63.41	P	f	5.45
SH26	.....	34	s 10.15	25.87	.....	.....	.....	W	52.85	DP	s	5.00
SH39	.....	35	s 11.00	38.82	.....	.....	.....	N	39.90	DP	s	4.15
SH54	.....	27	f 11.50	54.12	.....	.....	.....	.....	24.60	P	f	3.25
SH67	.....	44	s 12.30Pm	67.14	.....	.....	.....	R	11.58	DP	s	2.45
SH79	.....	44	A 1.15Pm	78.72	.....	.....	.....	X	.....	DPRXY	L	2.00Pm
			4.45 16.57							Time Over Subdivision Average Speed Per Hour		4.40 16.86	

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.

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.

Westward trains are superior to eastward trains of the same class on the Second and Sixth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

WESTWARD

FOURTH SUBDIVISION

EASTWARD 5

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Mossmain	Time Table No. 87 Effective June 14, 1959	Telegraph Call	Distance from Great Falls	SIGNS	FIRST CLASS		SECOND CLASS		
	Stidings	Other Tracts	239	495		43						42		240	496	
			Daily Ex. Sun.	Daily		Daily Ex. Mon.						Daily Ex. Sun.		Daily Ex. Sun.	Daily	
ZD 237	Yard				L	1.00Am		BILLINGS	BG		BCDNKO RWXY	A 12.15Am				
TRAINS BETWEEN MOSSMAIN AND BILLINGS AND LAUREL BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE & RULES.																
ZD 222	12		L	9.50pm		L	1.22Am	12.08 MOSSMAIN	222.72	J	JPXJR	A	11.50pm		A	5.00Am
							3.94	3.94 N. P. RY. JCT.	218.78	J						
ZD 218	50	25		10.00		f	1.28	09 HESPER	218.69	HS	DPX	f	11.41			4.40
ZD 213	125	24		10.09		f	1.35	5.27 RIMROCK	213.42		P	f	11.30			4.30
ZD 201	50	19		10.26		f	1.48	12.18 ACTON	201.24		P	f	11.13			4.00
ZD 194	50	27		10.36		f	1.55	6.33 COMANCHE	194.91		P	f	11.06			3.50
ZD 186	125	57		10.57		f	2.04	8.55 BROADVIEW	186.36	8W	DNP	f	10.57			3.38
ZD 180	49			11.27		f	2.11	6.01 PAINTED ROBE	180.35		P		10.50			3.24
ZD 174	50	18		11.39		f	2.18	6.04 BELMONT	174.31		P	f	10.43			3.12
ZD 166	124	24		11.54		f	2.27	7.56 CUSHMAN	166.75			f	10.35			3.01
ZD 153	49	14		12.20Am		f	2.42	13.08 FRANKLIN	153.67		P	f	10.20			2.42
ZD 148	49			12.32		f	2.49	5.63 WALLUM	148.04		P	f	10.13			2.29
ZD 141	125	28		12.45		s	2.57	6.98 HEDGESVILLE	141.06		P	s	10.05			2.17
ZD 133	49			12.58			3.05	7.06 NIHILL	134.00		P		9.56			2.03
ZD 127	49			1.11			3.13	6.40 OXFORD	127.60		P		9.49			1.50
ZD 120	130	89		1.36		s	3.22	6.85 JUDITH GAP	120.75	JU	DKPWY	s	9.41			1.36
ZD 108	50	34		2.03		s	3.37	12.32 BUFFALO	108.43		P	s	9.25			12.57
ZD 102	50	3		2.15			3.44	5.86 MENDON	102.57		P		9.17			12.47
ZD 92	50	76		2.40		f	3.56	9.51 HOBSON	93.06	HO	DP	f	9.05			12.29
ZD 87	125	83	L	8.50Am		f	4.05	5.31 MOCCASIN	87.75	MC	DJPXY	f	8.58		A 3.23Am	12.20
ZD 82	125	49	s	9.00		f	4.12	5.45 BENCHLAND	82.30	BD	DP	f	8.51		f 3.13	12.01Am
ZD 76	68	46	s	9.10		f	4.20	6.11 WINDHAM	76.19	WD	DP	f	8.43		f 3.03	11.50
ZD 68	60	98	s	9.23		s	4.29	7.14 STANFORD	69.03	SD	DNPW	s	8.33		s 2.50	11.40
ZD 63	50	15	f	9.31			4.38	5.36 DOVER	63.67		P		8.25		f 2.40	11.30
ZD 58	50		s	9.41			4.45	5.31 MERINO	58.36		P		8.19		f 2.31	11.20
ZD 52	50	35	s	9.53		f	4.53	6.21 GEYSER	52.15	GY	DNP	f	8.12		s 2.20	11.10
ZD 45	50	25	f	10.04		f	5.02	6.18 SPION KOP	45.97		P		8.03		f 2.09	10.55
ZD 39	50	21	s	10.15		f	5.12	6.21 RAYNESFORD	39.76	RF	DP	f	7.54		f 1.58	10.40
ZD 34	51	24	f	10.25		f	5.20	5.30 BLYTHE	34.46		P		7.47		f 1.48	10.25
ZA 28	132	40	f	10.35		f	5.27	5.95 ARMINGTON	28.51		P		7.40		f 1.38	10.10
ZA 26	64	s	10.39	4.56		s	5.31	1.98 BELT	26.53	B	DNP	s	7.37		s 1.33	10.05
ZA 22	125	16	f	10.48		f	5.38	4.93 WAYNE	21.60		P		7.29		f 1.24	9.55
ZA 19	19	f	10.54	5.12		f	5.43	3.13 FIFE	18.47				7.24		f 1.18	9.42
ZA 10	84	58	f	11.09		f	5.58	8.39 GERBER	10.08		P	f	7.13		f 1.03	9.25
ZA 6	67	17	f	11.16			6.03	3.58 FIELDS	6.50		P		7.09		f 12.56	9.18
Z 119	Yard	2539	A	11.30Am	A	5.55Am	A	6.15Am	222.72	PD	BDNJPK RXW	L	7.00pm		L 12.45Am	L 9.00pm
				2.40 32.9			8.05 27.55						4.50 46.1			8.00 27.8
							4.53 45.6									
								Time Over Subdivision Average Speed Per Hour								

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

6 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS				Distance from Great Falls	Time Table No. 87			Telegraph Calls	Distance from Butte	SIGNS	FIRST CLASS					
	Sidings	Other Tracks				235		Effective June 14, 1959						236					
						Daily Ex. Sun.		STATIONS						Daily Ex. Sun.					
Z 119	Yard	2539				L 7.30Am		GREAT FALLS ★			PD	170.90	BDNJKPRXW	A	5.30Pm				
TRAINS BETWEEN W. S. JCT. AND GREAT FALLS BE GOVERNED BY THIRD SUBDIVISION SCHEDULES.																			
		Yard				L 7.33Am	0.63			0.63	BDNJKOP								
Z 130	42	38				7.53	14.08		W. S. JCT. ★	GS	170.27	RWXY	A	5.25Pm					
									ULM	M	156.82	DP		5.05					
Z 145	43	102				s 8.10	28.58		14.50	Q	142.32	DNP	s	4.48					
Z 153	35					8.20	36.79		CASCADE			P		4.37					
Z 160	42					8.33	44.39		8.21		134.11	P		4.25					
Z 167	43	39				f 8.43	51.51		HARDY		126.51	P	f	4.14					
Z 175	47	9				s 8.55	59.39		7.60		119.39	P	s	4.03					
									MID CANON	WC	111.51	DP							
Z 184	43	9				9.10	68.59		7.12			P		3.46					
Z 197	102	15				s 9.28	81.12		CRAIG		102.31	P	s	3.30					
Z 214	Yard	260				s 9.53	97.79		7.88	HN	89.78	P	s	3.05					
									WOLF CREEK		73.11	BDNKP WXY							
Z 229		26				f 10.15	112.37		9.20			P	f	2.33					
Z 235						10.25	117.91		SIEBEN		58.53	P		2.25					
Z 236	60	12				10.29	119.50		12.53		52.99	P		2.22					
Z 244	50	7				10.44	125.91		SILVER CITY		51.40	P		2.10					
									16.67		44.99	P							
Z 250	50	34				s 10.55	132.22		HELENA	HN		P	s	1.59					
Z 257	44	28				s 11.10	139.92		Automatic Block Signals			P	s	1.43					
Z 269	42					11.30	151.94		6.31	RO	38.68	DP		1.22					
Z 279	45	16				11.40	160.38		BOULDER	SI	30.98	DP		1.12					
									7.70			P							
Z 288	Yard	560				A 12.10Pm	170.90		12.02		18.96	PX	L	12.50Pm					
									8.44		10.52								
									WOODVILLE										
									10.52	DX		BDNJKO PRWXY							
									BUTTE										
							4.37							4.35					
							36.88							37.15					

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

WESTWARD

SEVENTH SUBDIVISION

EASTWARD 7

Station Numbers	Car Capacity		SECOND CLASS				Distance from Lewistown	Time Table No. 87			Telegraph Calls	Distance from Moccasin	SIGNS	SECOND CLASS				
	Sidings	Other Tracts				239		Effective June 14, 1959						240				
						Daily Ex. Sunday		STATIONS						Daily Ex. Sunday				
ZF30	Yard					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	9.22 SPRING CREEK JCT.				21.51	JPR	A 4.57Am				
ZF20	25					f 7.39	10.41	1.19 KINGSTON				20.32		f 4.45				
ZF14	34					s 7.58	16.50	6.09 ROSSFORK				14.23	P	s 4.34				
ZF 8	34					s 8.19	23.21	6.71 KOLIN				7.52	DP DNJP RXY	s 4.13				
ZD87	125	83				A 8.42Am	30.73	7.52 MOCCASIN			MC			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				Distance from Vaughn	Time Table No. 87			Telegraph Calls	Distance from Augusta	SIGNS	SECOND CLASS				
	Sidings	Other Tracts				365		Effective June 14, 1959						366				
						Tue., Thur.		STATIONS						Tue., Thur.				
ZB12	54	19				L 7.31Am		VAUGHN			BY	41.70	DJPRX	A 11.56Am				
						7.46	5.64	5.64 DRACUT JCT.				36.06	JPR	11.37				
ZE 9	22					f 7.56	8.83	3.19 SUN RIVER				32.87		f 11.25				
ZE14	27					f 8.10	13.34	4.51 FORT SHAW				28.36	P	f 11.11				
ZE19	26					s 8.28	18.97	5.63 SIMMS			SM	22.73	DP	s 10.59				
ZE25	26					f 8.39	22.90	3.93 LOWRY				18.80		f 10.48				
ZE30	14					f 8.57	29.41	6.51 RIEBELING				12.29		f 10.30				
ZE42	34					A 9.37Am	41.70	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				Distance from Power	Time Table No. 87			Telegraph Calls	Distance from Pendroy	SIGNS	SECOND CLASS				
	Sidings	Other Tracts				373		Effective June 14, 1959						374				
						Mon., Wed., Fri.		STATIONS						Mon., Wed., Fri.				
ZB27	126	26				L 8.12Am		POWER			PO	51.11	DNJPR XY	A 1.50Pm				
ZG 6	10					f 8.27	5.72	5.72 CORDOVA				45.39		f 1.30				
ZG12	24					f 8.48	11.60	5.88 CLEIV				39.51		f 1.10				
ZG17	34					f 9.03	17.08	5.48 BOLE				34.03	P	f 12.45				
ZG22						A 9.14Am	21.22	4.14 EASTHAM JCT.				29.89	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	28.05	6.83 CHOTEAU JCT.				23.06	JPR	A 12.10Pm				
ZG29	55					s 9.36	28.70	0.65 CHOTEAU			CO	22.41	DP	s 12.08Pm				
							29.55	0.85 C. M. St. P. & P. R. CROS'G.				21.56						
ZG42	35					s 10.18	42.53	12.98 BYNUM				8.58	P	s 11.27				
ZG51	67					A 10.47Am	51.11	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 8 THROUGH 14.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

(a) Where Automatic block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is used as single track; in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is Passenger Freight
59 MPH 49 MPH

This does not modify Rule 93; Further trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

On sub-divisions where both passenger and freight trains are operated, the 45 degree sign has two sets of figures. The numerals preceded with the letter "P" apply to passenger trains. The numerals preceded with the letter "F" apply to freight and mixed trains and to passenger trains when handling freight cars, except cars equipped with steel wheels, air signal and steam heat lines.

On sub-division where normally only freight or mixed trains are operated, the 45 degree sign may have just one set of figures preceded with the letter "F", which applies to all trains.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Engines light or with caboose only..... 50 MPH
When cabooses are handled in passenger service, train must not exceed speed of: Cabooses X-1 to X-30.

When handling cabooses X-100, X-198 to X-310.... 65 MPH
caboose X-330 to X-749 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc.

On Main Lines 30 MPH
Except on six degree curves or sharper and on Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines..... 30 MPH

Except on 6 degree curves or sharper, and on Branch Lines 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches..... 35 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock 25 MPH
Trains or engines through No. 20 turnouts at: 35 MPH

End of double track at:
Lohman, Pacific Jct., Cut Bank.
Bainville, west switch westward siding.
Blair, west siding switch.
Brockton, east and west siding switch.
Poplar, east and west siding switch.
Macon, east and west siding switch.
Wolf Point, east switch westward siding.
west switch eastward siding.
Oswego, east and west siding switch.
Glasgow, west switch westward siding.
Hinsdale, east and west siding switch.
Saco, west switch eastward siding.
east switch westward siding.
Malta, east and west siding switch.
Dodson, east and west siding switch.
Havre, west lead switch.
Pacific Jct. to and from Great Falls Line.
Gilford, east and west siding switch.
Buelow, east and west siding switch.
Dunkirk, east and west siding switch.

Trains or engines through No. 15 turnouts at: 25 MPH
Culbertson, east siding switch.
Sprole, east and west siding switch.
Glasgow, east switch eastward siding.
Tiber, east and west siding switch.
Shelby, east switch eastward siding.

Trains or engines through all other turnouts..... 15 MPH

(e) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to engines, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids.

In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Diesel and Diesel-electric motor cars 2318 to 2338 must be handled on rear of train.

Single unit Diesel-electric locomotives towed dead in freight trains are to be handled not less than five (5) cars, nor more than fifteen (15) cars behind the road locomotive. Additional units to be separated by not less than five (5) cars. All switchers, including 17-23 and 29-33, also road switchers not equipped with alignment control couplers are to be towed as single unit locomotives.

Multiple unit groups, not exceeding five (5) units per group, can be towed dead in freight trains if such units consist of road units and/or multiple type road switcher units when latter equipped with alignment control couplers.* Such multiple groups are to be towed not less than five (5) cars from the road locomotive. Additional groups or single units are to be separated by not less than five (5) cars.

*Following road switchers are equipped with alignment control couplers for towing in multiple:

200-219, 221, 228-232, 601, 603-605, 608-612, 620-621, 628-630, 636-642, 645-646, 649-650, 652, 656-657, 664, 669, 671, 679-732, 904-915.

Trains handling Diesel and Diesel-electric locomotives dead in tow must not exceed following speeds:

Locomotive Number	Maximum Speed
1-16, 24-28, 75-170, 2318-2324	50 MPH
2325-2330, 2332-2338	60 MPH
17-23, 29-33, 175-259, 262-263, 271-274, 276-279, 307-317, 400-474, 550-678, 681-732, 900-915	65 MPH
260-261, 266-270, 275, 280-281, 360-365, 500-512, 679-680, 2350	79 MPH

3. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.

4. When two or more engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.

The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

5. Air hose on engines must be hooked up in hose fastener when not in use.

6. EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

7. COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:

First Subdivision

- CulbertsonCooling Water only, at Depot.
- PoplarCooling Water only, at Depot.
- Wolf PointCooling Water only, at Depot.
- GlasgowAt Depot.
- SacoCooling Water only, at Section House.
- Malta150 Ft. East of Depot, North side of tracks.

Second Subdivision

- ChesterCooling Water only, at Depot.
- Shelby.....At service stations.
- Cut Bank.....Cooling Water only, at Depot.

Third Subdivision

- ConradCooling Water only, at Depot.

Fourth Subdivision

- StanfordIn Box at Water Tank.
- Judith GapIn Box near Standpipe.

Fifth Subdivision

- HelenaNear Enginehouse.

Sixth Subdivision

- HogelandAt Engine House.

8. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by yardmen. Rule 2A of the Consolidated Code of Operating Rules and General Instructions does not apply to employees of the Great Northern Railway.

9. 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.

10. 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.

11. 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.

12. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

13. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.

14. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

15. Engineers finding flat spots on Diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.

16. 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.

17. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

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

Cars placarded "Explosives", "Inflammable", "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.

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.

19. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.
20. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

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.

INDICATORS AT SPRING SWITCHES.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when the switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and oper-

ating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

21. 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.
22. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify superintendent from first available point of communication.
23. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 3, 4, 7, 8, 9, 10, 27, 28, 31, 32 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.
24. **OSCILLATING EMERGENCY RED HEADLIGHT** will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished under the following conditions:

When standing at initial and final terminal of run.

When train is being switched from rear.

When train is in the clear on siding.

When operating on double track, or two or more main track territory, where another train is approaching from the rear on an adjacent main track, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17B. In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

25. Rule D-97 is in effect on this division.

26. WHISTLE SIGNALS FOR INTERLOCKING ROUTES:

Westward main track	2 long	1 short
Eastward main track	2 long	2 short
Westward siding	2 short	1 long
Eastward siding	2 short	2 long
Single track	4	short
Other diverging track	1 short	1 long

27. Should a passenger train be stopped in tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off. Power plants and steam generators on engine and heater cars should be shut down.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied.

28. When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply. The built-in electric markers, or electric signal lamps used as markers must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Bainville and Havre	79 MPH	59 MPH

2. SPEED RESTRICTIONS.

Culbertson, Wolf Point, No. 31 and No. 32 to permit proper discharge of mail	40 MPH
Saco, No. 27 to permit proper discharge of mail	30 MPH
Dodson, Nashua, Frazer, No. 28 to permit proper discharge of mail	30 MPH

3. TRAIN REGISTER EXCEPTIONS.

Bainville, all trains will register by ticket.
Glasgow, Nos. 31 and 32 will register by ticket.
Register of regular trains at Havre will cover their arrival at Lohman.

4. AUTOMATIC INTERLOCKINGS.

Lohmanend of double track

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Havre and Cut Bank	79 MPH	59 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
In double track territory, trains against the current of traffic between:	
Shelby and Cut Bank	Freight 40 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., trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive, eastward trains will proceed to Havre with the current of traffic when signals indicate proceed. 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.

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

7. 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 the 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. SEMI-AUTOMATIC INTERLOCKINGS.

Pacific Junction
Interlocking operates automatically for all movements with the current of traffic and for westward Second Subdivision trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre. Switches must be operated by hand for other movements. See further instructions posted in box.

THIRD SUBDIVISION

(Pacific Jct.-Great Falls-Sweet Grass)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Pacific Jct. and Great Falls	59 MPH	50 MPH
Great Falls and Collins	50 MPH	50 MPH
Collins and Shelby	59 MPH	50 MPH
S. G. Jct. to MP 114, 6 miles east of Kevin....	35 MPH	20 MPH
MP 114, 6 miles east of Kevin to Sweet Grass	35 MPH	25 MPH

2. TRAIN REGISTER EXCEPTIONS.

Register of regular trains at Havre will cover their arrival at Pacific Jct.

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.

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

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

Pacific Jct., trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive, eastward trains will proceed to Havre with the current of traffic when signals indicate proceed.

Nos. 3 and 4 Require Clearance Card Form A at Great Falls.

Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station will obtain clearance from G.N. dispatcher.

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.

5. SEMI-AUTOMATIC INTERLOCKINGS.

Pacific Jct.

Interlocking operates automatically for all movements with the current of traffic and for westward Second Subdivision trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre. Switches must be operated by hand for other movements. See further instructions posted in iron box.

FOURTH SUBDIVISION

(Billings Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and East Switch Franklin.....	59 MPH	40 MPH
East Switch Franklin and East Switch Acton	59 MPH	50 MPH
East Switch Acton and Mossmain	50 MPH	40 MPH

2. TRAIN REGISTER EXCEPTIONS.

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

Moccasin, register only for trains originating and terminating.

Mossmain, register for trains originating and terminating at Billings.

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

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

Moccasin, trains for which this point is initial station may proceed on authority of clearance under which such train arrives, providing train order signal indicates proceed.

4. MOSSMAIN, ELECTRIC SWITCH LOCKS.

Automatic signal 12.8 located 1000 feet west of west wye switch governs eastward train movements on east leg of wye. Normal position of junction switches at Mossmain is for Northern Pacific main track.

The following switches and derails are equipped with electric switch locks:

Derail near signal 118 on east leg of wye.

Derail near signal 123 on west leg of wye.

Both switches of crossover between main tracks leading to west leg of wye.

West switch of crossover from yard to eastward main track near Signal 124.

East switch of crossover east of Laurel Yard Office.

Trainmen will be governed as follows in the operation of these electric switch locks:

Open door of Electric switch lock and if indicator shows Proceed, move lock lever to the left which will unlock switch. If indicator shows Stop and no conflicting train movement is evident, open door of release box and operate push button. This will start operation of clockwork release. After time interval of three minutes indicator will show Proceed and switch can be

unlocked by moving lock lever to the left. Westward trains making crossover movement at signal 121 to the yard and eastward trains making crossover movement at signal 122 to west leg of wye must stop within 200 feet of the signal in order to unlock electric lock at far end of crossover. If stop is made more than 200 feet from signal, electric locks cannot be operated without use of the clockwork release.

After movement is completed, restore switches and lock levers to normal position locking door of electric locks and release boxes.

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 Nos. 235-236 and passenger extras will not register.

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

W. S. Jct., first and second class trains and passenger extras for which this point is initial station may proceed on authority of clearance under which such trains arrive.

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 SUBDIVISION

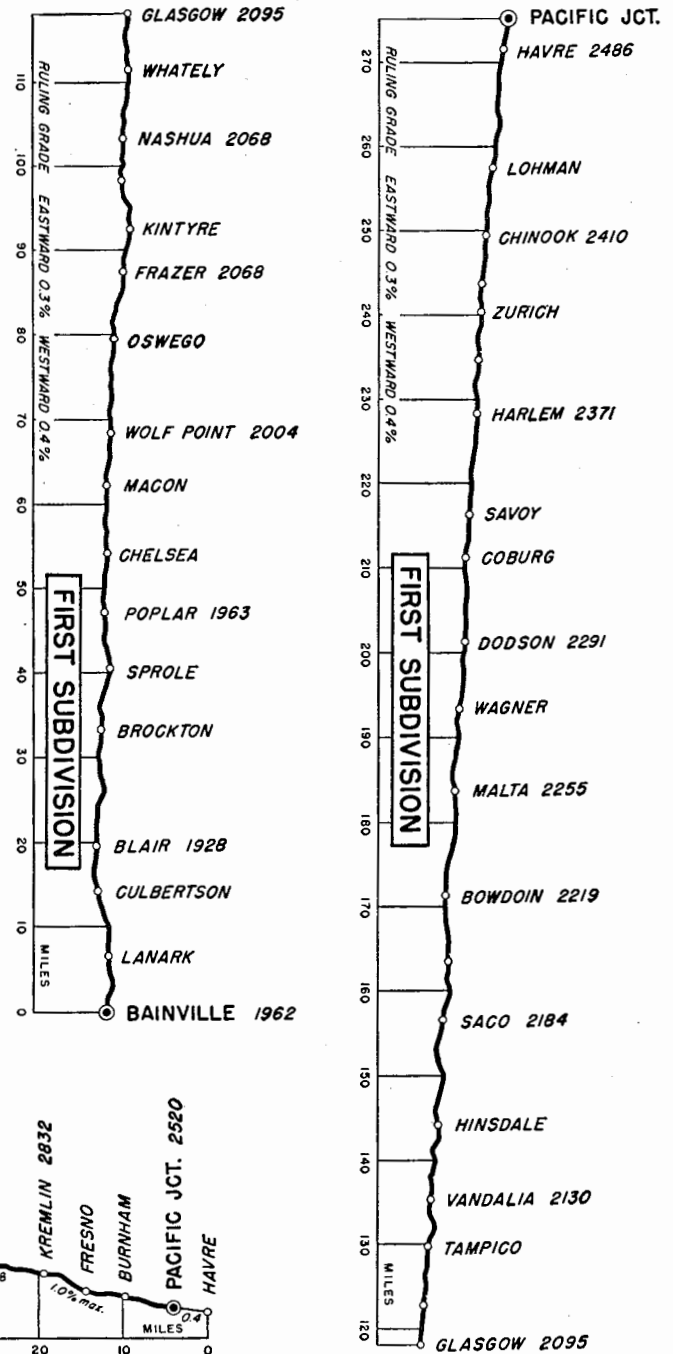
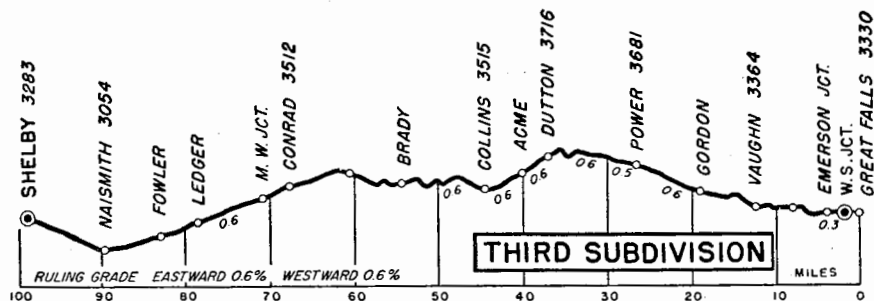
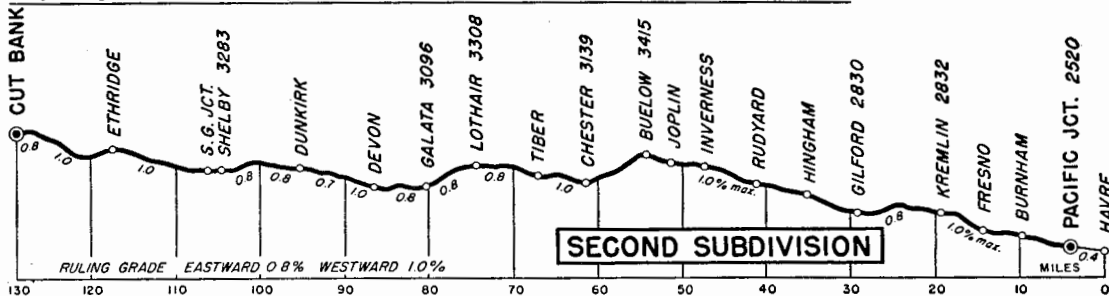
(Hogeland Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	
Saco and Hogeland	35 MPH

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Glasgow Air Base	20.19 miles north of Glasgow	Yard	East end
Wiota	5.65 miles west of Kintyre	52	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
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			
Union Oil Spur (3 Tracks)	4.66 miles east of Cut Bank	9-12-17	East end
Third Subdivision			
Kershaw	5.03 miles west of Fort Benton	36	Both ends
Rainbow	4.89 miles west of Sheffels	53	West end
Manchester	7.83 miles west of Grt. Falls	30	East end
Arnow Spur	2.17 miles west of Kevin	3	East end
Superior Spur	4.06 miles west of Kevin	2	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
Barrows Spur	5.60 miles east of Buffalo	9	West end
Lavin Spur	At Gerber	Yard	West end
Bovey's Elevator Spur	1.94 miles west of Swift	12	East end
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			
Flume Spur	3.86 miles west of Bole	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



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