



### COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. Officer .....St. Paul, Minn.  
 \*Dr. Hugo F. Schroeckenstein, Asst. to  
 Chief Medical Officer .....St. Paul, Minn.  
 \*Dr. W. E. Kane .....Butte, Montana  
 Dr. Robert H. Leeds .....Chinook, Montana  
 \*Dr. R. K. West .....Cut Bank, Montana  
 Dr. James R. Markette .....Cut Bank, Montana  
 Dr. Richard W. Beighle .....Shelby, Montana  
 \*Dr. R. J. Stanchfield .....Shelby, Montana  
 Dr. Richard S. Buker, Jr. ....Chester, Montana  
 Dr. Porter S. Cannon .....Conrad, Montana  
 Dr. John Margaris .....Fort Benton, Montana  
 \*Dr. R. B. Richardson, Gt. Falls Clinic...Great Falls, Montana  
 Dr. J. C. Wolgamot .....Great Falls, Montana  
 Dr. L. C. Howard .....Great Falls, Montana  
 Dr. David Gregory .....Glasgow, Montana  
 \*Dr. Philip A. Smith .....Glasgow, Montana  
 \*Dr. D. S. MacKenzie, Jr., Havre Clinic.....Havre, Montana  
 Dr. D. J. Almas .....Havre, Montana  
 Dr. C. W. Lawson .....Havre, Montana  
 \*Dr. N. A. Franken .....Havre, Montana  
 Dr. R. Wynne Morris .....Helena, Montana  
 \*Dr. Thos. L. Hawkins .....Helena, Montana  
 \*Dr. F. W. Ford .....Billings, Montana  
 Dr. E. C. Hall .....Laurel, Montana  
 \*Dr. Paul Gans .....Lewistown, Montana  
 \*Dr. J. P. Craven .....Williston, North Dakota  
 Dr. Edward J. Hagan .....Williston, North Dakota  
 Dr. R. D. Knapp .....Wolf Point, Montana

\*Designates also Examining Surgeon.

### OPHTHALMIC SURGEONS (Eye Doctors)

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

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

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# GREAT NORTHERN RAILWAY COMPANY

## BUTTE DIVISION

# TIME TABLE 101

EFFECTIVE 12:01 A. M.  
MOUNTAIN STANDARD TIME

Sunday, December 1, 1963

H. H. HOLMQUIST, Superintendent.  
 C. M. RASMUSSEN, General Manager.  
 H. J. SURLS,  
 General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS				Distance from Bainville	Time Table No. 101 Effective December 1, 1963			Distance from Havre	FIRST CLASS				
	Siding	Other Tracks			27	31		STATIONS	S.GNS	28		32				
			Daily	Daily									Daily	Daily		
685	161	280			L 9.35Pm	L 9.10Am		.....	★	B	271.17	DJKPY	A 1.40Am	A 4.50Pm		
699	162	73			s 9.51		14.26	.....	★	CU	256.91	DNPW	s 1.21			
705	162	5				9.25	19.76	.....			251.41	P		4.30		
722	253	45					33.47	.....			237.70	DP				
733	162	159			s 10.26	9.47	47.46	.....	★	PO	223.71	DNPW	s 12.44	3.57		
748	162	42					62.24	.....			208.93	P				
753	274	328			s 10.59	10.05	68.65	.....	★	WO	202.52	DNPW	s 12.21Am	3.38		
765	162	37					79.93	.....			191.24	DP				
772		162					87.62	.....	★	FR	183.55	DP				
777	163					10.30	92.66	.....			178.51	P		3.12		
789	162	81					103.71	.....			167.46	DP				
803		742			s 11.55	10.55	118.22	.....	★	GW	152.95	BDNKO PRWY	s 11.26	2.46		
815	162	26					129.96	.....			141.21	P				
828	257	84			s 12.35Am	11.20	144.03	.....	★	HD	127.14	DP	s 10.46	2.15		
842	197	155			s 12.50		156.79	.....	★	SF	114.38	DNJKW PY	s 10.32			
860	154	50					171.19	.....			99.98	P				
869	162	147			s 1.20	11.53	183.80	.....	★	MF	87.37	DNPW	s 10.05	1.31		
880	214	83					193.37	.....			77.80	DP				
886	139	50				12.08Pm	201.24	.....	★	DN	69.93	DP		1.13		
901	143	23					216.56	.....			54.61	P				
913	143	60			s 2.05	12.31	228.38	.....	★	HM	42.79	DNPW	s 9.19	12.46		
925	143	32					240.24	.....			30.93	P				
935	143	470			s 2.35	12.48	249.49	.....	★	CK	21.68	DNPYW	s 8.59	12.26		
943	195	16					257.51	.....			13.66	P				
956		2808			A 3.10Am	A 1.10Pm	271.17	.....	★	HV		BDNKO PRWZ	L 8.35Pm	L 12.01Pm		
					5.35 48.57	4.00 67.79							5.05 53.34	4.49 56.29		

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD 3**

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 101 Effective December 1, 1963 STATIONS	Telegraph Calls	Distance from Cut Bank	SIGNS	FIRST CLASS		
	Siding	Other Tracks	31	3	27						32	4	28
			Daily	Daily	Daily						Daily	Daily	Daily
956	2808		L 1.20Pm	L 3.40Am	L 3.35Am		HAVRE.....★	HV	128.91	BPRKD NWOZ	A 11.50Am	A 7.50Pm	A 8.15Pm
961	29		1.25	A 3.45Am	3.40	4.03	P. C. F. JCT.....		124.88	JPY	11.44	L 7.42Pm	8.10
967	165	7				9.92	BURNHAM.....		118.99	P			
976	165	44	1.37			19.35	KREMLIN.....★	KN	109.56	DP	11.27		
986	165	33				29.47	GILFORD.....	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	2.18		4.35	61.49	CHESTER.....★	CH	67.42	DPW	10.41		7.17
1031	165	26				74.56	LOTHAIR.....	AR	54.35	DP			
1037	99					80.54	GALATA.....	GA	48.87	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 5.21	104.64	SHELBY.....★	SJ	24.27	BRKDNP WOIYJ	s 9.55		L 6.35
1074	31		3.23		L 5.41	117.67	ETHRIDGE.....	DG	11.24	DP	9.37		A 6.28
1087	467		A 3.38Pm		A 6.10Am	128.91	CUT BANK.....★	CT		BDNIK PRWX	L 9.25Am		L 6.00Pm
			2.18	.5	2.35		Time Over Subdivision				2.25	.8	2.15
			56.00	48.36	49.9		Average Speed Per Hour				53.34	30.23	57.29

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

**CONDITIONAL STOPS**

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

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

Station Number	Car Capacity		FIRST CLASS <b>3</b> Daily	Distance from Pacific Jct.	Time Table No. 101 Effective December 1, 1963 <b>STATIONS</b>	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS <b>4</b> Daily
	Siding	Other Tracks							
961			L 3.45Am		<b>P. C. F. JCT.</b>		256.75	JPY	A 7.42Pm
Z 11	48	10	3.57	10.88	<b>LAREDO</b>		245.87	P	7.29
Z 20	91	38	4.07	20.70	<b>BOX ELDER</b> BX		236.05	DP	7.19
Z 31	90	114	s 4.20	31.52	<b>BIG SANDY</b> BS		225.23	DNP	s 7.08
Z 45	77	24	4.40	45.41	<b>VIRGELLE</b>		211.34	P	6.49
Z 62	86	20	5.00	62.21	<b>CHAPPELL</b> CQ		194.54	DP	6.27
Z 75	90	69	s 5.14	74.71	<b>FORT BENTON</b> BN		182.04	DNP	s 6.08
Z 91	75	44	5.34	90.40	<b>CARTER</b> CA		166.35	DP	5.47
Z103	86	27	5.50	102.98	<b>PORTAGE</b> RE		153.77	DP	5.32
Z108	100	18	6.00	108.57	<b>SHEFFELS</b>		148.18	P	5.25
Z119			A 6.20 L 7.20	119.22	<b>GREAT FALLS</b> PD		137.53	BDNJK PRXW BDNJKO PRWXYZ	L 5.10 A 12.30
Z119			7.23	119.85	<b>W. S. JCT.</b> G S		136.90		12.27
			7.27	122.95	<b>EMERSON JCT.</b>		133.80	JP	12.23
ZB12	153	19	7.37	131.32	<b>VAUGHN</b> BY		125.43	DPJR	12.13Pm
ZB27	123	25	7.54	145.33	<b>POWER</b> PO		111.42	DPJYR	11.55
ZB37	121	58	s 8.08	155.89	<b>DUTTON</b> DU		100.86	DNP	s 11.40
ZB45	58	29	8.18	163.29	<b>COLLINS</b> ON		93.46	DP	11.30
ZB55	96	42	f 8.31	173.25	<b>BRADY</b> BA		83.50	DP DNP	11.17
ZB69	173	284	s 8.48	186.65	<b>CONRAD</b> RD		70.10	WXY	s 11.00
			8.53	189.87	<b>M. W. JCT.</b>		66.88	PJ	10.55
ZB79	131	19	9.04	197.51	<b>LEDGER</b> FA		59.24	DP	10.44
ZB84	47	13	9.12	202.15	<b>FOWLER</b>		54.60	P	10.37
ZB91	121	6	9.21	208.68	<b>NAISMITH</b>		48.07	P DNPBJY KORWX	10.27
1061			A 9.35Am	217.90	<b>SHELBY</b> SJ		38.85		L 10.15Am

**SHELBY TRAINS WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES**

ZB120	47	111		237.97	19.67 <b>KEVIN</b>	K	18.78	XDP	
ZB130	22	63		248.39	10.42 <b>SUNBURST</b>	S U	8.36	XDP BDKP XYR	
ZB139	18	115		256.75	8.36 <b>SWEET GRASS</b>	G			
			5.50 37.35		Time Over Subdivision Average Speed Per Hour				9.27 23.06

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

**FOURTH SUBDIVISION**  
**WESTWARD** **EASTWARD**

Station Numbers	Capacity of Tracks	SECOND CLASS <b>239</b> Daily Ex. Sun.	Time Table No. 101 Effective December 1, 1963 <b>STATIONS</b>	Telegraph Calls	Distance from Moccasin	SIGNS	SECOND CLASS <b>240</b> Daily Ex. Sun.
ZF 30	246	L 7.10Am	<b>LEWISTOWN</b>	WN	30.73	DJKP XYR	A 5.25Am
			<b>TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JCT. BE GOVERNED BY C. M. ST. P. &amp; P. R. R. TIME TABLE AND RULES.</b>				
		L 7.35Am	<b>SPRING CREEK JCT.</b>		21.51	JPR	A 4.57Am
ZF 20	24	f 7.39	<b>KINGSTON</b>		20.32		f 4.45
ZF 14	34	s 7.58	<b>ROSSFORK</b>		14.23		s 4.34
ZF 8	34	s 8.19	<b>KOLIN</b>		7.52	DP	s 4.13
ZD 87	61	A 8.42Am	<b>MOCASIN</b>	MC		DJPRY	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 FIFTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Vaughn	Time Table No. 101 Effective December 1, 1963 <b>STATIONS</b>	Telegraph Calls	SIGNS
ZB 12	19		<b>VAUGHN</b>	BY	DJPRN
		5.64	<b>DRACUT JCT.</b>		JPR
ZE 9	21	8.83	<b>SUN RIVER</b>		
ZE 14	26	13.34	<b>FORT SHAW</b>		P
ZE 19	26	18.97	<b>SIMMS</b>	SM	DP
ZE 30	13	29.41	<b>RIEBELING</b>		
ZE 42	34	41.70	<b>AUGUSTA</b>	GN	DPY

**WESTWARD SIXTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 101 Effective December 1, 1963 <b>STATIONS</b>	Telegraph Calls	SIGNS
ZB 27	25		<b>POWER</b>	PO	DJPRY
ZG 6	9	5.72	<b>CORDOVA</b>		
ZG 12	23	11.60	<b>CLEIV</b>		
ZG 22		21.22	<b>EASTHAM JCT.</b>		JPR

**TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.**

		28.05	<b>CHOTEAU JCT.</b>		JPR
ZG 29	55	28.70	<b>CHOTEAU</b>	CO	DPU
ZG 42	33	42.53	<b>BYNUM</b>		P
ZG 51	60	51.11	<b>PENDROY</b>	RY	DPY

Westward trains are superior to eastward trains of the same class on the Fifth and Sixth Subdivisions.  
 SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

**SEVENTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS <b>239</b>	Time Table No. 101 Effective December 1, 1963	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS <b>240</b>
	Sidings	Other Tracks						
ZD 237				<b>BILLINGS</b>	BG		BCDNK ORWXY	

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

Station Numbers	Car Capacity	SECOND CLASS	Time Table	Telegraph Calls	Distance from	SIGNS	SECOND CLASS
ZD 222	60		12.08 <b>MOSSMAIN</b>		222.72	JPYX	
ZD 218	47	25	4.03 <b>HESPER</b>	HS	218.69	DPXJ	
ZD 213	121	23	5.27 <b>RIMROCK</b>		213.42	P	
ZD 186	122	55	27.06 <b>BROADVIEW</b>	BW	186.36	DNP	
ZD 166	122	24	19.61 <b>CUSHMAN</b>		166.75		
ZD 141	121	28	25.69 <b>HEDGESVILLE</b>		141.06	P DKP WYN	
ZD 120	127	61	20.31 <b>JUDITH GAP</b>	JU	120.75	P	
ZD 108	47	33	12.32 <b>BUFFALO</b>		108.43	P	
ZD 92	58	73	15.37 <b>HOBSON</b>	HO	93.06	DP	
ZD 87	117	61	5.31 <b>MOCCASIN</b>	MC	87.75	DJPYR	A 3.23Am
ZD 82	122	48	5.45 <b>BENCHLAND</b>	BD	82.30	DP	f 3.13
ZD 76	65	44	6.11 <b>WINDHAM</b>	WD	76.19	DP	f 3.03
ZD 68	57	145	7.16 <b>STANFORD</b>	SD	69.03	DNPW	s 2.50
ZD 52	47	34	16.88 <b>GEYSER</b>	GY	52.15	DP	s 2.20
ZD 39	47	21	12.39 <b>RAYNESFORD</b>	RF	39.76	DP	f 1.58
ZD 34		23	5.30 <b>BLYTHE</b>		34.46	P	f 1.48
ZA 28	129	41	5.95 <b>ARMINGTON</b>		28.51	P	f 1.38
ZA 26		65	1.98 <b>BELT</b>	B	26.53	DP	s 1.33
ZA 22	123	13	4.93 <b>WAYNE</b>		21.60	P	f 1.24
ZA 19		19	3.13 <b>FIFE</b>		18.47		f 1.18
ZA 10	46	60	8.39 <b>GERBER</b>		10.08	P BDNJK PRXW	f 1.03
Z 119	2539	A	10.08 <b>GREAT FALLS</b> ★	PD			L 12.45Am
			2.40 32.9				2.38 33.3

Time Over Subdivision  
Average Speed Per Hr.

**EIGHTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from W. S. Jet.	Time Table No. 101 Effective December 1, 1963	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks					
Z 130	39	37	13.45	<b>W. S. JCT.</b> ★	GS	BDNJK OPRW XYZ	
Z 145	40	98	27.95	13.45 <b>ULM</b>	M	XYZ DP	
Z 153	32		36.16	14.50 <b>CASCADE</b>	Q	DP	
Z 160	39		43.76	8.21 <b>HARDY</b>		P	
Z 167	40	37	50.88	7.60 <b>MID CANON</b>		P	
Z 175	44	9	53.76	7.12 <b>CRAIG</b>		P	
Z 184	40	9	67.96	7.88 <b>WOLF CREEK</b>	WC	DP	
Z 197	97	15	80.49	9.20 <b>SIEBEN</b>		P	
Z 214		268	97.16	12.53 <b>SILVER CITY</b>		P BMK PWXY	
Z 229		27	111.74	14.58 <b>CLANCY</b>		P	
Z 236	57	11	118.87	7.13 <b>CORBIN</b>		P	
Z 244	47	7	125.28	6.41 <b>AMAZON</b>		P	
Z 250	47	33	131.59	6.31 <b>BOULDER</b>	RO	DP	
Z 257	40	14	139.29	7.70 <b>BASIN</b>		P	
Z 269	39		151.31	12.02 <b>ELK PARK</b>		P	
Z 279	42	15	159.75	8.44 <b>WOODVILLE</b>		P BDMK OPRW XYZ	
Z 288		546	170.27	10.52 <b>BUTTE</b>	DX		

Time Over Subdivision  
Average Speed Per Hour

**NINTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS <b>333</b>	Distance from Saco	Time Table No. 101 Effective December 1, 1963	Telegraph Calls	SIGNS	SECOND CLASS <b>334</b>
	Sidings	Other Tracks						
842		287	L 7.30Am		<b>SACO</b> ★	SF	DNJK PY	A 5.40Pm
SH 9	40	72	s 8.00	8.73	8.73 <b>COLE</b>		P	s 5.10
SH 15		24	f 8.30	15.31	6.58 <b>TATTNALL</b>		P	f 4.45
SH 26		34	s 9.15	25.87	10.56 <b>WHITWATER</b>	W	DP	s 4.00
SH 39		34	s 10.00	38.82	12.95 <b>LORING</b>	N	DP	s 3.15
SH 54		27	f 10.50	54.12	15.30 <b>CHAPMAN</b>		P	f 2.25
SH 67		44	s 11.30	67.14	13.02 <b>TURNER</b>	R	DP	s 1.45
SH 79		44	A 12.15Pm	78.72	11.58 <b>HOGELAND</b>	X	DPY	L 1.00Pm
				4.45 16.57				4.40 16.86

Time Over Subdivision  
Average Speed Per Hour

Westward trains are superior to eastward trains of the same class on the Seventh, Eighth and Ninth Subdivisions.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 8.

## SPECIAL INSTRUCTIONS

## ALL SUBDIVISIONS

## 1. SPEED RESTRICTIONS GENERAL.

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

50 MPH—Diesel engines light or with caboose only.

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

P.C.F. Jct.

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

East Havre, 3 miles East of Pass. Station.

End of Double Track 3 miles West of Shelby.

End of Double Track Cut Bank.

East and West Siding Switches at;

Bainville	Kintyre	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 3016.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than (5) units in a group. Additional such units or groups of units must be separated by not less than (5) cars.

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

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

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

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

3(a). Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH passing over through-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgement of the conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a track is fouled, take prompt action to protect trains.

On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

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

In double track territory, logs must be secured to cars by chains or cables.

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

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

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

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

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

8. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of 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.  
Ball, 1604B, stainless steel, 13/0 Ligne, 21 jewels.  
Bulova Accutron, Railroad approved model.  
Hamilton, 505 R.R. Electric Special.
9. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—In the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.
10. 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.

## FIRST SUBDIVISION

(Main Line)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
Between 

Passenger	Freight
79 MPH	60 MPH

  
Bainville and Havre .....
- SPEED RESTRICTIONS.**  
Culbertson, No. 32 to permit proper discharge of mail....60 MPH
- TRAIN REGISTER EXCEPTIONS.**  
Glasgow, First Class Trains need not register.
- 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.
- 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.
- 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.
- Yard engine or light engine movements on main track at Glasgow and Havre must be made at restricted speed.

## SECOND SUBDIVISION

(MAIN LINE)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
Between 

Passenger	Freight
79 MPH	60 MPH

  
Havre and Cut Bank.....
- SPEED RESTRICTIONS.**  
Between Depot and MP 1089.8, 1000 feet east of depot at Cut Bank, through crossover .....
- TRAIN REGISTER EXCEPTIONS.**  
Shelby, register only for trains originating or terminating.  
Cut Bank, first class trains and passenger extras register by ticket.

- CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).**  
P.C.F. Jct., 83(B) does not apply.
- 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
- 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.
- 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.
- 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 433.3  
Westward governing home signal end of two main tracks Havre.
- 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.
- 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 7, 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

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
Between 

Passenger	Freight
59 MPH	49 MPH

  
P.C.F. Jct. and Sweet Grass .....
- |        |        |
|--------|--------|
| 59 MPH | 49 MPH |
|--------|--------|

  
Great Falls and Mossmain.....
- |        |        |
|--------|--------|
| 59 MPH | 40 MPH |
|--------|--------|

  
Great Falls and Butte.....
- |        |        |
|--------|--------|
| 35 MPH | 35 MPH |
|--------|--------|

  
Saco and Hogeland .....
- |        |        |
|--------|--------|
| 35 MPH | 20 MPH |
|--------|--------|

  
Lewistown and Moccasin .....
- |        |        |
|--------|--------|
| 20 MPH | 25 MPH |
|--------|--------|

  
Vaughn and Augusta .....
- |        |  |
|--------|--|
| 25 MPH |  |
|--------|--|

  
Power and Pendroy .....
- SPEED RESTRICTIONS.**  
Helena ..... 15 MPH
- TRAIN REGISTER EXCEPTIONS.**  
Great Falls, register only for first class trains and passenger extras.  
First class trains register by ticket at W. S. Jct.  
Vaughn, Power, Conrad, Moccasin register only for trains originating and terminating.
- CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**  
P. C. F. Jct., Eastham Jct., Choteau Jct., Rule 83 (B) does not apply.  
Moccasin, Vaughn, Power and Saco, Rule 83(B) does not apply providing train order signal indicates proceed.  
Nos. 3 and 4 require clearance at Great Falls.

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

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

Eastward GN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct. No. 240 will obtain such clearance at W. S. Jct.

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

5. Great Falls, normal position of Third and Seventh Subdivision Jct. Switch is lined for the Seventh Subdivision.

6. 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.

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

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

8. RAILROAD CROSSINGS PROTECTED BY GATES.  
Helena, 1.87 miles east of.....N. P. Ry. Industry track  
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:

Ninth Subdivision.....between Saco and Hogeland

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

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

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

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

If it becomes necessary to operate a following train when there is still a train on these Subdivisions, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

### SPEED TABLE

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		Min.	Sec.
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	—	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

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

NAME	LOCATION	Capacity Cars	SWITCH OPENS
<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 .....	120	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
Associated Petroleum Products Spur .....	1.72 miles west of Helena.....	19	East end
Car-Con Spur .....	1.84 miles west of Helena.....	31	East end
Montana City .....	8.16 miles west of Helena.....	92	Both ends
Lahey .....	0.74 miles west of Corbin.....	8	Both ends
Wickes .....	3.77 miles west of Corbin.....	13	West end