

### 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. Michael Barton .....	Shelby, Montana
*Dr. R. J. Stanchfield .....	Shelby, Montana
Dr. Richard S. Buker, Jr.....	Chester, Montana
Dr. Robert S. Hamilton .....	Conrad, Montana
Dr. John Margaris .....	Fort Benton, Montana
*Dr. R. B. Richardson (Great Falls Clinic).....	Great Falls, Montana
*Dr. John Ross .....	Great Falls, Montana
*Dr. Lee R. Swan .....	Great Falls, Montana
*Dr. Robert F. Morgan .....	Great Falls, Montana
Dr. J. C. Wolgamot .....	Great Falls, Montana
Dr. L. C. Howard .....	Great Falls, Montana
*Dr. David Gregory .....	Glasgow, Montana
*Dr. B. P. Little .....	Glasgow, Montana
*Dr. D. S. MacKenzie, Jr. ....	Havre, Montana
Dr. D. J. Almas .....	Havre, Montana
Dr. C. W. Lawson .....	Havre, Montana
*Dr. James E. Elliott .....	Havre, Montana
*Dr. G. A. Jestrab .....	Havre, Montana
Dr. 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. J. D. Craven .....	Williston, North Dakota
Dr. Edward J. Hagan .....	Williston, North Dakota
Dr. R. D. Knapp .....	Wolf Point, Montana

\*Designates also Examining Surgeon

### OPHTHALMOLOGISTS

(Eye Doctors)

Dr. W. L. Forster .....	Havre, Montana
Dr. Robert M. Skinner.....	Great Falls, Montana
Dr. Thomas F. Bivins .....	Great Falls, Montana

M. J. SOMMERS, Asst. Supt.  
E. N. ROBERSON, Master Mechanic.  
C. E. EUDY, Chief Dispatcher.  
W. H. LITTLE, Trainmaster.  
J. H. WOOLFORD, Trainmaster.  
R. A. HARRIS, Trainmaster.  
D. CARLSON, Trainmaster.  
A. R. McKEEN, Trainmaster.  
G. W. McELHINNY, Trav. Engr.  
G. L. SOLEM, Trav. Engr.  
A. L. VINING, Trav. Engr.  
P. A. JEROME, Trav. Engr.

# GREAT NORTHERN RAILWAY COMPANY

## MONTANA DIVISION

# TIME TABLE 1

EFFECTIVE 12:01 A. M.  
MOUNTAIN STANDARD TIME

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Saturday, July 1, 1967

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T. W. MACKENROTH, 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. 1 Effective July 1, 1967 STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	27	31						32	28
			Daily	Daily						Daily	Daily
01075	161	280		8.50Pm	8.05Am	BAINVILLE	B	271.07	OJKPTQ	A 4.35Pm	A 2.10Am
01089	162	73	s	9.10	14.26	CULBERTSON	CU	256.81	OPWQ	s 1.50	
01095	160	5			19.76	BLAIR		251.31	P	4.15	
01108	253	45			33.47	BROCKTON	BR	237.60	OP		
01122	162	152	s	9.40	47.46	POPLAR	PO	223.61	OPWQ	3.44	s 1.10
01188	162	41			62.81	MACON		208.26	P		
01144	274	328	s	10.10	68.64	WOLF POINT	WO	202.43	OPWQ	3.23	s 12.45Am
01155	162	37			79.91	OSWEGO	GO	191.16	OP		
01162		182			87.16	FRAZER	FR	183.91	OPQ		
01167	163				92.34	KINTYRE		178.73	P	3.00	
01179	162	81			103.70	NASHUA	NA	167.37	OP		
01192		743	s	11.05	118.17	GLASGOW	GW	152.90	BOKFP RWTQ	2.35	s 11.50
01205	162	26			129.92	TAMPICO		141.15	P		
01219	257	84	f	11.40	143.99	HINSDALE	HD	127.08	OPQ	2.05	f 11.15
01232	197	153	s	12.01Am	156.73	SACO	SF	114.34	OJKWPQ		s 11.01
01245	154	50			170.43	BOWDOIN		100.64	P		
01259	162	146	s	12.45	183.76	MALTA	MF	87.31	OPWQ	1.26	s 10.35
01268	214	83			193.35	WAGNER	WA	77.72	OP		
01276	139	50			201.19	DODSON	DN	69.86	OPQ	1.10	
01291	143	23			216.45	SAVOY		54.62	P		
01303	143	60	s	1.30	228.28	HARLEM	HM	42.79	OPWQ	12.45	s 9.50
01315	200	82			240.08	ZURICH		30.99	P		
01324	143	470	s	2.01	249.38	CHINOOK	CK	21.69	OPWTQ	12.25	s 9.30
01332	193	16			257.51	LOHMAN		13.56	P		
01345		2488	A	2.30Am	271.07	HAVRE	HV		BCKFP RWZTQ	12.01Pm	9.05Pm
				5.40 47.9	4.10 65.1					4.34 59.4	5.05 53.3

NINTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Saco	Time Table No. 1 Effective July 1, 1967 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	333						334	
			Mon., Wed. and Fri.						Mon., Wed. and Fri.	
01232		350		7.30Am		SACO	SF	OJK WPQ	A 3.15Pm	
61107	41	74	s	7.55	8.73	COLE		P	s 3.00	
61113		24	f	8.10	15.31	TATTNALL		P	f 2.45	
61124		24	s	8.50	25.87	WHITEWATER	W	OP	s 2.10	
61137		24	s	9.35	38.82	LORING	N	OP	s 1.40	
61152		27	f	10.25	54.30	CHAPMAN		P	f 1.10	
61165		44	s	11.15	67.14	TURNER	R	OP	s 12.40	
61177		44	A	11.50Am	78.72	HOGELAND	X	OPT	12.15Pm	
				4.20 18.1						3.00 26.2

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 9.

Westward trains are superior to eastward trains of the same class except in CTC territory.

## WESTWARD

## SECOND SUBDIVISION

## EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 1 Effective July 1, 1967	STATIONS	Telegraph Calls	Distance from Conkelly	SIGNS	FIRST CLASS		
	Siding	Other Tracks	31	3	27							32	4	28
			Daily	Daily	Daily							Daily	Daily	Daily
01345		2488	12.25Pm	3.10Am	2.55Am		HAVRE. 4.04	HV	244.21	BCKFPR WZTQ	A 11.50Am	A 8.15Pm	A 8.45Pm	
01350		29	12.30	A 3.15Am	3.00	4.04	PACIFIC JCT. 5.67		240.17	PJT	11.40	8.07Pm	8.37	
01358	165	7				9.71	BURNHAM. 9.64		234.50	P				
01365	165	43	12.44			19.35	KREMLIN. 10.11	KN	224.86	OPQ	11.26			
01375	165	34				29.46	GILDFORD. 5.91	GR	214.75	OP				
01381		88				35.37	HINGHAM. 5.97	HG	208.84	OP				
01387	165	36	1.05			41.34	RUDYARD. 6.24	RU	202.87	OPQ	11.04			
01394		170				47.58	INVERNESS. 3.85	RN	196.63	OP				
01397		52				51.41	JOPLIN. 2.97	JO	192.80	OP				
01400	144					54.38	BUELOW. 7.05		189.83	P				
01407	165	154	f 1.25		3.55	61.43	CHESTER. 13.07	CH	182.78	OPWQ	f 10.44		7.45	
01420	165	26				74.50	LOTHAIR. 5.97	AR	169.71	OP				
01426		104				80.47	GALATA. 6.02	GA	163.74	OP				
01432	165	29	1.46			86.49	DEVON. 8.61	CD	157.72	OPQ	10.20			
01441	175	14				95.10	DUNKIRK. 9.46		149.11	P				
01451	303	1152	s 2.10		4.40	104.56	SHELBY. 13.03	SJ	139.65	BRKCP WFTJQ	s 10.02		7.05	
01464		31	2.25		5.17	117.59	ETHRIDGE. 11.25	DG	126.62	OP	9.42		6.42	
01475	130	340	2.48		s 5.40	128.84	CUT BANK. 26.24	CT	115.37	BRCKP PWQYX	9.30		s 6.30	
01501	E100 W112	272	3.15		6.10	155.08	BLACKFOOT. 7.29	BF	89.13	POT	8.55		5.54	
01508	114	183	3.26		s 6.25	162.37	BROWNING. 8.29	BG	81.84	CPQ	8.45		s 5.43	
01517	180	32	3.39		6.37	170.66	SPOTTED ROBE. 5.05		73.55	P	8.36		5.24	
01522	93	62	3.47		f 7.00	175.71	GLACIER PARK. 5.07	MD	68.50	OPWTQ	8.29		f 5.15	
01527	186		3.55		7.08	180.78	BISON. 6.50		63.43	P	8.21		5.00	
01534	E144 W123	81	4.06		7.17	187.28	SUMMIT. 7.04	SM	56.93	CPTIYQ	8.11		4.51	
01540	E 58	9	4.19		7.29	194.32	BLACKTAIL. 7.27		49.89	PX	7.55		4.34	
01548		36	4.37		7.45	201.59	NIMROD. 3.90		42.62	PA	7.38		4.17	
01552	E 128 W134	93	4.44		f 7.55	205.49	ESSEX. 5.65	SX	38.72	CPWFTK YXQ	7.32		f 4.11	
01558			4.53		8.03	211.14	PINNACLE. 10.20		33.07	AP	7.22		4.00	
01568	W 95	14	5.09		8.20	221.34	RED EAGLE. 10.62		22.87	APT	7.05		3.43	
01578	151	91	5.25		f 8.40	231.96	BELTON. 7.87	BE	12.25	OPWQ	6.49		f 3.28	
01586	62	63	5.34		f 8.50	239.83	CORAM. 4.38	CM	4.38	OP	6.38		f 3.08	
01590		122	A 5.41Pm		A 8.57Am	244.21	CONKELLEY.			AP	6.31Am		2.58Pm	
			5.16 46.4	.05 48.5	6.02 40.5		Time Over Subdivision Average Speed Per Hour				5.19 45.9	.08 30.3	5.47 42.2	

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

## CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 9.

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

Station Numbers	Car Capacity		FIRST CLASS <b>3</b> Daily	Distance from Pacific Jct.	Time Table No. 1 Effective July 1, 1967 <b>STATIONS</b>	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS <b>4</b> Daily
	Siding	Other Tracks							
01350			3.15 <sup>Am</sup>		PACIFIC JCT. 10.87		256.74	JPT	A 8.07 <sup>Pm</sup>
11011	48	10	3.34	10.87	LAREDO		245.87	P	7.55
11021	91	38	3.45	20.69	BOX ELDER	B X	236.05	OP	7.44
11032	90	114	s 4.00	31.51	BIG SANDY	BS	225.23	OPQ	s 7.30
11045	77	25	4.18	45.37	VIRGELLE		211.37	P	7.10
11062	86	20	4.39	62.20	CHAPPELL	C Q	194.54	OP	6.47
11075	90	99	s 5.03	74.70	FORT BENTON	B N	182.04	OPQ	s 6.26
11090	75	45	5.26	90.39	CARTER	C A	166.35	OP	6.04
11103	86	28	5.42	102.97	PORTAGE	R E	153.77	OP	5.50
11109	100	18	5.51	108.56	SHEFFELS		148.18	P	5.43
11118			A 6.10 <sup>Am</sup>	119.21	GREAT FALLS	P D	137.53	CBKP RWY	5.30 <sup>Pm</sup>
11123				119.94	W. S. JCT.	G S	136.80	BWPZ FJTQYK	
				122.94	EMERSON JCT.		133.80	JPY	
32788	153	19		131.31	VAUGHN	B Y	125.43	OPJ	
32802	123	25		145.32	POWER	PO	111.42	OPJT	
32813	121	58		155.88	DUTTON	D U	100.86	OPQ	
32820	58	29		163.28	COLLINS	O N	93.46	OP	
32830	96	42		173.24	BRADY	B A	83.50	OP	
32843	173	287		186.64	CONRAD	R D	70.10	OPWTYQ	
				189.86	M. W. JCT.		66.88	PJ	
32854	181	19		197.50	LEDGER	F A	59.24	OP	
32859	47	13		202.16	FOWLER		54.58	P	
32866	121	6		208.65	NAISMITH		48.09	P	
01451				217.90	SHELBY	S J	38.84	BRKCPY WFTJQ	
61217	50	116		237.97	KEVIN	K	18.78	OP	
61228	22	66		248.38	SUNBURST	S U	8.36	OP	
61236	21	108		256.74	SWEET GRASS	G		BOPK TYR	
			2.55 40.9		Time Over Subdivision Average Speed Per Hour				2.37 45.5

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

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

Station Numbers	Capacity of Tracks	Distance from Moccasin	Time Table No. 1 Effective July 1, 1967 <b>STATIONS</b>	Telegraph Calls	SIGNS	
						01331

**TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.**

Station Numbers	Capacity of Tracks	Distance from Moccasin	Time Table No. 1 Effective July 1, 1967 <b>STATIONS</b>	Telegraph Calls	SIGNS	
						61308
			KOLIN		7.51	OP
32688	153		MOCCASIN	MC		OJPRTY

**WESTWARD FIFTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Vaughn	Time Table No. 1 Effective July 1, 1967 <b>STATIONS</b>	Telegraph Calls	SIGNS
			DRACUT JCT.		JR
61413	26	5.64	FORT SHAW		
61419	25	13.33	SIMMS	SM	O
61442	33	18.97	AUGUSTA	GN	OT

**WESTWARD SIXTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 1 Effective July 1, 1967 <b>STATIONS</b>	Telegraph Calls	SIGNS
61521		21.22	EASTHAM JCT.		JR

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

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 1 Effective July 1, 1967 <b>STATIONS</b>	Telegraph Calls	SIGNS
			CHOTEAU	CO	OM
61542	34	28.70	BYNUM		
61551	62	42.41	PENDROY	RY	OT

**SEVENTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Car Capacity		Time Table No. 1 Effective July 1, 1967	Telegraph Calls	Distance from Great Falls	SIGNS
	Sidings	Other Tracks				
30841			BILLINGS	BG		BOKF RWYT

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

Station Numbers	Sidings	Other Tracks	Time Table No. 1 Effective July 1, 1967	Telegraph Calls	Distance from Great Falls	SIGNS
32553		12	12.07 MOSSMAIN		222.73	JPYT
32557	47	25	4.04 HESPER		218.69	PJ
32563	121	24	5.33 RIMROCK		213.36	P
32590	122	55	26.99 BROADVIEW	BW	186.37	OP
32609	121	24	19.61 CUSHMAN		166.76	
32635	122	28	25.70 HEDGESVILLE		141.06	P
32655	127	97	20.31 JUDITH GAP	JU	120.75	OPW
32668	47	33	12.33 BUFFALO		108.42	P
32683	59	73	15.37 HOBSON	HO	93.05	OP
32688	119	34	5.30 MOCCASIN	MC	87.75	OJPR
32694	122	49	5.45 BENCLAND	BD	82.30	OP
32700	65	45	6.10 WINDHAM	WD	76.20	OP
32707	57	145	7.17 STANFORD	SD	69.03	OPW
32724	47	34	10.88 GEYSER	GY	52.15	OP
32736	47	21	12.38 RAYNESFORD	RF	39.77	OP
32748	128	41	11.25 ARMINGTON		28.51	P
32750		66	1.98 BELT	B	26.53	OP
32754	123	14	4.92 WAYNE		21.61	P
32766	46	60	11.52 GERBER		10.08	P
11118		4506	10.08 GREAT FALLS	PD		CBJKP RWY

**EIGHTH SUBDIVISION**  
WESTWARD EASTWARD 5

Station Numbers	Car Capacity		Distance from W. S. Jct.	Time Table No. 1 Effective July 1, 1967	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
11133	39	37	13.49	W. S. JCT. 13.49 ULM 14.49	GS	BWPZ FJTQYK P
11148	40	98	27.98	CASCADE 8.22	Q	OP
11156	32		36.20	HARDY 7.60		P
11164	39		43.80	MID CANON		P
11171	40	10	50.89	7.09 CRAIG 7.91		P
11179	44	9	58.80	WOLF CREEK	WC	OP
11188	40	8	68.02	9.22 SIEBEN		P
11200	97	15	80.54	12.52 SILVER CITY		P
11216		267	97.20	16.66 HELENA	HN	BMKO PRWYT
11232		27	111.78	14.58 CLANCY		P
11239	57	11	118.91	7.13 CORBIN		P
11246	47	7	125.67	8.76 AMAZON		P
11252	47	33	131.63	5.96 BOULDER	RO	OP
11259	40	15	139.33	7.70 BASIN		P
11271	39		151.35	12.02 ELK PARK		P
11280	42	15	159.78	8.43 WOODVILLE		P
11291		408	170.31	10.53 BUTTE	DX	BOMKT FPRWYZ

**SPEED TABLE**

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		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

## 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 95,039 loaded with zinc concentrates. Helper engines must be cut in ahead of this series of cars in train.

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	Dodson	Lothair
Brockton	Nashua	Lohman	Devon
Poplar	Hinsdale	Burnham	Dunkirk
Macon	Saco	Gildford	Browning
Wolf Point	Bowdoin	Buelow	Spotted Robe
Oswego	Malta	Chester	Belton
Frazer			

West siding switch at Blair and Bison

East siding switch at Savoy, Harlem and Shelby

West and East switch North No. 1 track Glasgow

East switch eastward siding Essex.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 95039 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs on flat cars except cars with permanent steel side stakes 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 95039, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

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

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

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

## 2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains. Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

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

## MAXIMUM SPEED

## ENGINE NUMBER

50 MPH	.....	1 through 195.
79 MPH	.....	320 through 333, 350 through 375, 400 through 417, 500 through 512, 679-680, 2350, 2500 through 2529, 3026 through 3040.
65 MPH	.....	All other diesel engine units.

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

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

Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

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

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

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

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

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

5. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

6. Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates stop and no immediate train movement or other cause is 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. Regarding Rule 2 of the Consolidated Code of Operating Rules. Approved type wrist watches are:  
 Elgin, B. W. Raymond model 13/0 size, 23 jewels.  
 Ball, 1604B, stainless steel, 13/0 Ligne, 21 jewels.  
 Bulova Accutron, Railroad approved model, also Bulova 23J.  
 Hamilton, 505 R.R. Electric Special.

## FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
 Between **Passenger** **Freight**  
 Bainville and Havre ..... 79 MPH 60 MPH
2. **SPEED RESTRICTION.**  
 Culbertson No. 32 to permit discharge of mail daily except Sunday ..... 60 MPH
3. **TRAIN REGISTER EXCEPTIONS.**  
 Glasgow, First Class Trains need not register.
4. **CLEARANCE PROVISIONS AND EXCEPTIONS, RULE 83(B).**  
 Williston, Montana division trains must obtain their Montana division clearance at Williston which will clear the train at Bainville.
5. Main track switch to Petrofuels Refining Co. Spur track at Macon is not equipped with electric locks. Rule 268(A) applies.
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 reduced speed.

## SECOND SUBDIVISION

(MAIN LINE)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
 Between **Passenger** **Freight**  
 Havre and Conkelley ..... 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  
 Cut Bank, over Bridge 1090.8 ..... 30 MPH  
 Shelby—20 MPH over foot walk to depot and over crossing east of depot.
3. **TRAIN REGISTER EXCEPTIONS.**  
 Shelby, register only for trains originating or terminating.  
 Cut Bank, first class trains register by ticket.  
 Register of regular trains at Cut Bank will cover their arrival at Browning.  
 Register of regular trains at Whitefish will cover their arrival at Conkelley.
4. **CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).**  
 Pacific Jct., Conkelley Rule 83 (B) does not apply.  
 Eastward Montana Division trains will receive their clearance Form A at Whitefish.
5. When cutting in helper engines for movement between Essex, Montana and Summit, Montana under no circumstances should the helper locomotive be immediately behind any 85 foot or longer flat car when shoving on the train. When 85 foot or longer flat cars are on the rear of the train the helper should be

cut in a substantial distance from the rear of the train. When outfit cars or passenger equipment handled on rear of freight trains or when stockmen messengers, etc., are carried in the caboose helper engines must be cut into train.

6. **CROSSOVERS ON DOUBLE TRACK.**
- |                       |                       |
|-----------------------|-----------------------|
| <b>FACING POINT</b>   | <b>TRAILING POINT</b> |
| Cut Bank              | MP 1100               |
| Summit                | MP 1110               |
| Blacktail             | Essex, east crossover |
| Essex, west crossover |                       |
7. Main track switches to tracks shown below are not equipped with electric locks. Rule 268(A) applies.  
 Fresno ..... Industry track Spur  
 Joplin ..... Elevator Spur north of Main Line
8. Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Shelby and Blackfoot, between Summit and Red Eagle. Running orders are not required for movements with the current of traffic on double track.
9. **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.  
 Summit ..... End of Double track.  
 East switch westward siding.  
 Both of these switches are controlled by operator at depot.
10. Two main tracks known as NORTH MAIN and SOUTH MAIN extend between Pacific Jct. and crossovers at west end of Havre yard.  
 The following signals are located adjacent to the left of the track which they govern:  
**EASTWARD ON NORTH MAIN TRACK.**  
 Signal 433.2  
 Eastward governing 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.
11. Yard engine or light engine movements on main track at Havre and Shelby not being made by signal indication must be made at reduced speed.
12. **AUTOMATIC INTERLOCKINGS.**  
 Nimrod ..... Single Track Bridge 1165.3  
 Pinnacle ..... Single Track MP 1173.2 to 1177.6  
 Red Eagle ..... End of double track.  
 Conkelley ..... End of double track.  
**Nimrod and Pinnacle:**  
 Trains or engines stopped by a stop indication at entrance to Pinnacle interlocking will be governed by Rule 509.  
 Trains and engines approaching interlocking holding instructions requiring them to wait to permit other trains or engines to move through interlocking will stop before passing "Approach Control Nimrod" and "Approach Control Pinnacle" sign for track they occupy and wait until their train rights permit them to proceed.  
 At eastward and westward absolute signals a switch key controller fastened to the side of the instrument house near the signal and a third switch key controller placed in the depot at inspection point for westward trains just east of interlocking, to assist in moving trains when absolute signal displays Stop-indication account plugs in slide fence pulled out. When trains or engines receive a Stop-indication at absolute signal and no conflicting train movement is evident, trainmen should operate key

controller by inserting switch key in controller and turning clockwise toward R, holding in that position for a few seconds. If absolute signal clears after operating key controller, train may proceed through interlocking at restricted speed, looking out for rocks or other obstructions fouling track. If absolute signal does not clear by operation of key controller, train must be governed by train rights, Interlocking Rules and Special Instructions stated above.

A work train key controller, so marked, is located on side of instrument house at west end of interlocking. Work train occupying eastward track must release interlocking for other train movements by inserting switch key in controller and turning clockwise toward "R", holding key in that position for a few seconds. To clear absolute signal again for work train movement to single track, key controller must be operated counterclockwise toward "N".

Indicator consisting of red banner on white background in a cast iron case marked "Trainmen's Indicator", and fastened to the west cantilever mast at Nimrod Interlocker.

The red banner, normally vertical, will change to horizontal position to indicate approach of eastward train on eastward track when train is 8000 feet west of cantilever mast.

Pinnacle, signals located to left of track to govern movements against current of traffic to single track at each end of interlocking.

13. At Browning when a westward train is required by rule or train order to wait at end of CTC for a superior train, if the westward governing signal at end of CTC displays an indication to proceed such train is authorized to proceed on main track to the train order signal.

Eastward GN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct.

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

5. Great Falls, normal position of Third and Seventh Subdivision Jct. Switch is lined for the Seventh Subdivision.
6. Butte, train and engine movements over crossings must be protected by a crew member on the ground at the crossing except during assigned hours of watchmen.
7. **AUTOMATIC INTERLOCKINGS.**  
N. P. Ry. Crossing, 2.59 miles east of Helena.  
N. P. Ry. Crossing, 1.50 miles east of Butte.
8. **RAILROAD CROSSINGS PROTECTED BY GATES.**  
N. P. Ry. Industry track, 1.87 miles east of Helena.  
Normal position is clear for Great Northern.
9. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on:  
Third 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. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

### 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  
Shelby—20 MPH over Foot walk to Depot and over Crossing east of Depot.

#### 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.  
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.



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

NAME	LOCATION	Capacity Cars	SWITCH OPENS
<b>First Subdivision</b>			
01116	Sprole .....	6.52 miles east of Poplar .....	44 West end
01129	Chelsea .....	6.81 miles west of Poplar .....	19 West end
61018	Glasgow Air Base .....	18.83 miles north of Glasgow....	Yard East end
01186	Whately .....	6.73 miles east of Glasgow.....	146 Both ends
01210	Vandalia (2 Tracks).....	8.79 miles east of Hinsdale.....	100 Both ends
01233	Saco Stock Yards.....	1.71 miles west of Saco.....	26 Both ends
01257	Malta Stock Yards.....	2.08 miles east of Malta.....	46 Both ends
01286	Coburg .....	4.98 miles east of Savoy.....	165 Both ends
01302	Harlem Stock Yards.....	1.34 miles east of Harlem.....	38 Both ends
01304	Harlem Beet Track .....	0.76 miles west of Harlem.....	44 Both ends
01309	Fort Belknap .....	6.32 miles west of Harlem.....	54 East end
01319	North Fork Track .....	3.71 miles west of Zurich.....	22 East end
<b>Second Subdivision</b>			
01361	Fresno .....	5.21 miles west of Burnham.....	15 West end
01413	Tiber .....	5.53 miles west of Chester.....	135-32 Both ends
01470	Union Oil Spur (3 Tracks).....	4.66 miles east of Cut Bank.....	8-11-17 East end
01481	Gunsight Storage Track .....	6.45 miles west Cut Bank .....	8 West end
01484	Sundance Storage Track .....	9.60 miles west Cut Bank .....	30 Both e w trk
01486	Pardue Sammons Spur.....	10.48 miles west Cut Bank.....	11 East e w trk
01495	Meriwether—storage track .....	5.97 miles east Blackfoot.....	8 East e w trk
01555	Essex Pit .....	2.97 miles west Essex.....	50 East w w trk
<b>Third Subdivision</b>			
11037	Verona .....	5.28 miles west of Big Sandy....	5 East end
11056	Lippard .....	5.92 miles east of Chappell.....	20 West end
11080	Kershaw .....	5.03 miles west of Fort Benton .....	39 Both ends
11085	Tunis .....	5.61 miles east of Carter.....	8 West end
11095	Floweree .....	7.58 miles east of Portage.....	37 Both ends
11113	Rainbow .....	4.89 miles west of Sheffels.....	50 West end
32784	Manchester .....	7.81 miles west of Great Falls..	30 East end
32817	Acme .....	3.98 miles west of Dutton.....	9 East end
<b>Fourth Subdivision</b>			
61320	Kingston .....	1.19 miles west of Spring Creek Jct. ....	24 Both ends
61314	Rossfork .....	7.28 miles west of Spring Creek Jct. ....	34 Both ends
<b>Fifth Subdivision</b>			
61401	Beet Track .....	0.43 miles west of Vaughn.....	43 Both ends
61409	Sun River .....	4.51 miles east of Fort Shaw....	26 Both ends
61423	Lowry .....	3.93 miles west of Simms.....	26 Both ends
61430	Riebeling .....	12.29 miles east of Augusta....	34 Both ends
<b>Sixth Subdivision</b>			
61506	Cordova .....	5.72 miles west of Power.....	9 Both ends
61512	Clev .....	17.32 miles west of Power.....	23 Both ends
61517	Bole .....	11.62 miles east of Choteau....	15 West end
61520	Flume Spur .....	7.76 miles east of Choteau.....	13 East end
61525	Hobson Elevator Spur.....	3.75 miles east of Choteau.....	15 West end
61536	Koyle Spur .....	7.87 miles west of Choteau.....	7 East end
<b>Seventh Subdivision</b>			
32561	Baseline Spur .....	1.96 miles east of Rimrock.....	26 West end
32575	Acton .....	12.09 miles west of Rimrock....	18 Both ends
32581	Comanche .....	8.52 miles east of Broadview....	30 Both ends
32622	Franklin .....	12.62 miles east of Hedgesville..	18 Both ends
32648	Oxford .....	6.85 miles east of Judith Gap..	10 East end
32712	Dover .....	5.35 miles west of Stanford.....	18 Both ends
32742	Blythe .....	5.95 miles east of Armington....	23 Both ends
32758	Fife .....	3.13 miles west of Wayne.....	19 Both ends
32763	Bovey's Elevator Spur.....	8.29 miles west of Wayne.....	15 East end
32767	Lavin Spur .....	0.16 miles west of Gerber.....	Yard West end
32770	Fields .....	0.16 miles west of Great Falls..	30 Both ends
<b>Eighth Subdivision</b>			
11155	Mortenson's Spur .....	1.12 miles east of Hardy.....	143 West end
	Wolf Creek Quarry .....	1.11 miles west of Wolf Creek..	32 Both ends
11218	Associated Petroleum Products Spur .....	1.72 miles west of Helena.....	19 East end
11219	Car-Con Spur .....	1.83 miles west of Helena.....	31 East end
11225	Montana City .....	8.16 miles west of Helena.....	117 Both ends
11240	Lahey .....	0.74 miles west of Corbin.....	8 Both ends
11243	Wickes .....	3.77 miles west of Corbin.....	13 West end
11257	Pacific Silica .....	1.43 miles east of Basin.....	25 Both ends

Pages 10, 11 and 12 are blank.