

COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. OfficerSt. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to
Chief Medical OfficerSt. Paul, Minn.
*Dr. W. E. KaneButte, Montana
Dr. Robert H. LeedsChinook, Montana
*Dr. R. K. WestCut Bank, Montana
Dr. James R. MarketteCut Bank, Montana
*Dr. R. W. CummingsShelby, Montana
*Dr. R. J. StanchfieldShelby, Montana
Dr. Richard S. Buker, Jr.Chester, Montana
Dr. Porter S. CannonConrad, Montana
Dr. John MargarisFort Benton, Montana
*Dr. R. B. Richardson, Gt. Falls Clinic....Great Falls, Montana
Dr. J. C. WolgamotGreat Falls, Montana
Dr. L. C. HowardGreat 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. N. A. FrankenHavre, Montana
Dr. R. Wynne MorrisHelena, Montana
*Dr. Thos. L. HawkinsHelena, Montana
Dr. E. C. HallLaurel, Montana
*Dr. Paul GansLewistown, 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
Dr. Cecil M. HallGreat 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 98

EFFECTIVE 12:01 A. M.
MOUNTAIN STANDARD TIME

Sunday, April 28, 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. 98 Effective April 28, 1963	STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS					
	Sidings	Other Tracks	27		31								28	32	Daily	Daily	Daily	Daily
685	161	280			L 8.50 ^{pm}	L 8.50 ^{am}		.....	B	271.17	DJKPY	A 1.40 ^{am}	A 4.40 ^{pm}				
699	162	73			s 9.11		14.26	.....	CU	256.91	DNPW	s 1.21					
705	162	5				9.07	19.76	.....		251.41	P		4.20				
722	253	45					33.47	.....	BR	237.70	DP						
733	162	159			s 9.42	9.35	47.46	.....	PO	223.71	DNPW	s 12.44	3.48				
748	162	42					62.24	.....		208.93	P						
753	274	328			s 10.13	9.53	68.65	.....	WO	202.52	DNPW	s 12.21 ^{am}	3.30				
765	162	37					79.93	.....	GO	191.24	DP						
772		152					87.62	.....	FR	183.55	DP						
777	163					10.15	92.66	.....		178.51	P		3.05				
789	162	81					103.71	.....	NA	167.46	DP BDNKO PRWXY						
803		742			s 11.06	10.42	118.22	.....	GW	152.95		s 11.26	2.40				
815	162	26					129.96	.....		141.21	P						
828	257	84			s 11.47	11.05	144.03	.....	HD	127.14	DP DNJKW PY	s 10.46	2.10				
842	197	155			s 12.07 ^{am}		156.79	.....	SF	114.38		s 10.32					
860	154	50					171.19	.....		99.98	P						
869	162	147			s 12.57	11.40	183.80	.....	MF	87.37	DNPW	s 10.05	1.26				
880	214	83					193.37	.....	WA	77.80	DP						
886	139	50				11.56	201.24	.....	DN	69.93	DP		1.10				
901	143	23					216.56	.....		54.61	P						
913	143	60			s 1.39	12.19 ^{pm}	228.38	.....	HM	42.79	DNPW	s 9.19	12.44				
925	143	32					240.24	.....		30.93	P						
935	143	470			s 2.05	12.39	249.49	.....	CK	21.68	DNPYW	s 8.59	12.25				
943	195	16					257.51	.....		13.66	P BDNKO PRWXX	L 8.35 ^{pm}	L 12.01 ^{pm}				
956		2808			A 2.40 ^{am}	A 1.00 ^{pm}	271.17	.....	HV								
					5.50 46.48	4.10 65.08							5.05 53.34	4.39 58.32				

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 7 THROUGH 10.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 98 Effective April 28, 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 1.10Pm	L 3.15Am	L 3.00Am	.....	HAVRE.....★	HV	128.91	BPRKD NWOXZ	A 11.50Am	A 7.50Pm	A 8.15Pm
961	.....	29	1.15	A 3.20Am	3.05	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	1.31	.....	.....	19.35	KREMLIN.....★	KN	109.56	DP	11.27	.....	.....
986	165	33	.....	.....	.....	29.47	GILDFORD.....	GR	99.44	DP	.....	.....	.....
992	.....	88	.....	.....	.....	35.37	5.90 HINGHAM.....	HG	93.54	DP	.....	.....	.....
998	165	36	1.53	.....	.....	41.34	5.97 RUDYARD.....★	RU	87.57	DP	11.03	.....	.....
1004	.....	170	.....	.....	.....	47.58	6.24 INVERNESS.....	RN	81.33	DP	.....	.....	.....
1008	.....	52	.....	.....	.....	51.42	3.84 JOPLIN.....	JO	77.49	DP	.....	.....	.....
1013	144	.....	.....	.....	.....	54.39	2.97 BUELOW.....	.....	74.52	P	.....	.....	.....
1018	165	156	2.13	.....	4.10	61.49	7.10 CHESTER.....★	CH	67.42	DNPW	10.41	.....	7.17
1024	135	32	2.19	.....	4.15	67.03	5.54 TIBER.....	.....	61.88	P	10.35	.....	7.12
1031	115	26	2.27	.....	4.22	74.56	7.53 LOTHAIR.....	AR	54.35	DP	10.27	.....	7.05
1037	57	42	2.33	.....	4.28	80.54	5.98 GALATA.....	GA	48.37	DP	10.21	.....	6.59
1043	137	29	2.39	.....	4.34	86.56	6.02 DEVON.....★	CD	42.35	DNP	10.15	.....	6.53
1052	134	73	2.48	.....	4.43	95.16	8.60 DUNKIRK.....	.....	33.75	P	10.06	.....	6.45
1061	.....	1332	s 3.00	.....	A 4.53 L 5.10	104.64	9.48 SHELBY.....★	SJ	24.27	BRKDNP WOIYXJ	s 9.55	.....	L 6.35 A 6.28
1063	.....	.....	3.03	.....	5.12	106.18	1.49 S. G. JCT.....	.....	22.78	PXJ	9.49	.....	6.24
1074	.....	31	3.18	.....	5.25	117.67	11.54 ETHRIDGE.....	DG	11.24	DP	9.37	.....	6.12
1087	.....	467	A 3.33Pm	.....	A 5.40Am	128.91	11.24 CUT BANK.....★	CT	.....	BDNIK PRWX	L 9.25Am	.....	L 6.00Pm
			2.23 54.08	.5 48.36	2.40 48.34	Time Over Subdivision Average Speed Per Hour					2.25 53.34	.8 30.23	2.15 57.29

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

CONDITIONAL STOPS

Trains 31 and 32 will stop at 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 7 THROUGH 10.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Number	Car Capacity		FIRST CLASS				Distance from Pacific Jet.	Time Table No. 98 Effective April 28, 1963	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS				
	Siding	Other Tracks				3						Daily	4			
961							L 3.20Am			256.75	JPY	A 7.42Pm				
Z 11	48	10					3.35	10.88		245.87	P	7.29				
Z 20	91	38					3.47	20.70		230.05	DP	7.19				
Z 31	90	114					s 4.03	31.52	BX	225.23	DNP	s 7.08				
Z 45	77	24					4.22	45.41	BS	211.34	P	6.49				
Z 62	86	20					4.44	62.21		194.54	DP	6.27				
Z 75	90	69					s 5.09	74.71	CQ	182.04	DNP	s 6.08				
Z 91	75	44					5.32	90.40	BN	166.35	DP	5.47				
Z103	86	27					5.48	102.98	CA	153.77	DP	5.32				
Z108	100	18					5.57	108.57	RE	148.18	P	5.25				
Z119							A 6.20			137.53	BDNJK PRXW	L 5.10				
Z119							L 7.20	119.22	PD	136.90	BDNJK OPRWXYZ	A 12.30				
							7.23	119.85	GS	133.80	JP	12.27				
							7.27	122.95		125.43	DPJR	12.13Pm				
ZB12	153	19					7.37	131.32	BY	111.42	DPJYR	11.55				
ZB27	123	25					7.54	145.33	PO	100.86	DNP	s 11.40				
ZB37	121	58					s 8.08	155.89	DU	93.46	DP	11.30				
ZB45	58	29					8.18	163.29	ON	83.50	DP	11.17				
ZB55	96	42					f 8.31	173.25	BA	70.10	DNPWXY	s 11.00				
ZB69	173	284					s 8.48	186.65	RD	66.88	PJ	10.55				
							8.53	189.87		59.24	DP	10.44				
ZB79	131	19					9.04	197.51	FA	54.60	P	10.37				
ZB84	47	13					9.12	202.15		48.07	P DNPBJY KORWX	10.27				
ZB91	121	6					9.21	208.68		38.85	L 10.15Am					
1061							A 9.35Am	217.90	SJ							

TRAINS BETWEEN SHELBY AND S. G. JCT. WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES

								219.39			37.36	XJP				
ZB120	47	111						237.97			18.78	XDP				
ZB130	22	63						248.39			8.36	XDP				
ZB139	18	115						256.75				BDKPYR				
								6.15 34.86								9.27 23.06

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

FOURTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS 239 Daily Ex. Sun.	Time Table No. 98 Effective April 28, 1963 STATIONS	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS 240 Daily Ex. Sun.
	Sidings	Other Tracks						
ZD 237				BILLINGS	BG		BCDNK ORWXY	

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

Station Numbers	Sidings	Other Tracks	Time Table	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS
ZD 222	60		12.08 MOSSMAIN 4.03		222.72	JPKY	
ZD 218	47	25	5.27 HESPER	HS	218.69	DPXJ	
ZD 213	121	23	27.06 RIMROCK		213.42	P	
ZD 186	122	55	BROADVIEW	BW	186.36	DNP	
ZD 166	122	24	19.61 CUSHMAN 25.69		166.75		
ZD 141	121	28	HEDGESVILLE 20.31		141.06	P DKP WYN	
ZD 120	127	61	12.32 JUDITH GAP	JU	120.75	P	
ZD 108	47	33	15.37 BUFFALO		108.43	P	
ZD 92	58	73	HOBSON	HO	93.06	DP	
ZD 87	117	61	L 10.50Am 5.31 MOCCASIN 5.45	MC	87.75	DJPYR	A 3.23Am
ZD 82	122	48	s 11.00 BENCHLAND 6.11	BD	82.30	DP	f 3.13
ZD 76	65	44	s 11.10 WINDHAM 7.16	WD	76.19	DP	f 3.03
ZD 68	57	145	s 11.23 STANFORD 16.88	SD	69.03	DNPW	s 2.50
ZD 52	47	34	s 11.53 GEYSER	GY	52.15	DP	s 2.20
ZD 39	47	21	s 12.15Pm 12.39 RAYNESFORD 5.30	RF	39.76	DP	f 1.58
ZD 34		23	f 12.25 BLYTHE 5.95		34.46	P	f 1.48
ZA 28	129	41	f 12.35 ARMINGTON 1.98		28.51	P	f 1.38
ZA 26		65	s 12.39 BELT 4.93	B	26.53	DP	s 1.33
ZA 22	123	13	f 12.48 WAYNE		21.60	P	f 1.24
ZA 19		19	f 12.54 3.13 FIFE 8.39		18.47		f 1.18
ZA 10	46	60	f 1.09 GERBER 10.08		10.08	P BDNJK PRXW	f 1.03
Z 119		2539	A 1.30Pm GREAT FALLS ★	PD			L 12.45Am
			2.40 32.9				Time Over Subdivision Average Speed Per Hr.
							2.38 33.3

FIFTH SUBDIVISION
WESTWARD EASTWARD 5

Station Numbers	Car Capacity		Distance from W. S. Jct.	Time Table No. 98 Effective April 28, 1963 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks					
Z 130	39	37	13.45	W. S. JCT. ★ 13.45 ULM 14.50	GS M	BDNJK OPRW XYZ DP	
Z 145	40	98	27.95	CASCADE 8.21	Q	DP	
Z 153	32		36.16	HARDY 7.60		P	
Z 160	39		43.76	MID CANON		P	
Z 167	40	37	50.88	7.12 CRAIG 7.33		P	
Z 175	44	9	58.76	WOLF CREEK 9.20	WC	DP	
Z 184	40	9	67.96	SIEBEN 12.53		P	
Z 197	97	15	80.49	SILVER CITY 16.67		P BMK PWXY	
Z 214		268	97.16	HELENA	HN		
Z 229		27	111.74	14.58 CLANCY 7.13		P	
Z 236	57	11	118.87	CORBIN 6.41		P	
Z 244	47	7	125.28	AMAZON 6.31		P	
Z 250	47	33	131.59	BOULDER 7.70	RO	DP	
Z 257	40	14	139.29	BASIN		P	
Z 269	39		151.31	12.02 ELK PARK 8.44		P	
Z 279	42	15	159.75	WOODVILLE 10.52		P BDMK OPRW XYZ	
Z 288		546	170.27	BUTTE	DX		
							Time Over Subdivision Average Speed Per Hour

SIXTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Saco	Time Table No. 98 Effective April 28, 1963 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 334 Mon., Wed. and Fri.
	Sidings	Other Tracks					
842		287	L 7.30Am	SACO ★ 8.73	SF	DNJK PY	A 5.40Pm
SH 9	40	72	s 8.00	COLE 6.58		P	s 5.10
SH 15		24	f 8.30	TATTNALL 10.56		P	f 4.45
SH 26		34	s 9.15	WHITWATER 12.95	W	DP	s 4.00
SH 39		34	s 10.00	LORING	N	DP	s 3.15
SH 54		27	f 10.50	15.30 CHAPMAN 13.02		P	f 2.25
SH 67		44	s 11.30	TURNER 11.58	R	DP	s 1.45
SH 79		44	A 12.15Pm	HOGELAND	X	DPY	L 1.00Pm
			4.45 16.57				Time Over Subdivision Average Speed Per Hour
							4.40 16.86

Westward trains are superior to eastward trains of the same class on the Fourth, Fifth and Sixth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

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SEVENTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Time Table No. 98			Telegraph Calls	Distance from Moccasin	SIGNS	SECOND CLASS	
		239		Effective April 28, 1963						240	
		Daily Ex. Sun.		STATIONS						Daily Ex. Sun.	
ZF 30	246	L	7.10Am	.....	LEWISTOWN	.....	WN	30.73	DJKP XYR	A	5.25Am

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

Station Numbers	Capacity of Tracks		Time	STATIONS	Telegraph Calls	SIGNS	Time
.....	.....	L	7.35Am	.....	.....	.....	.....
			
ZF 20	24	f	7.39	.....	.....	.....	.....
ZF 14	34	s	7.58	.....	.....	.....	.....
ZF 8	34	s	8.19	.....	.....	.....	.....
ZD 87	61	A	8.42Am	.....	.....	.....	.....
			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	Capacity of Tracks	Distance from Vaughn	Time Table No. 98			Telegraph Calls	SIGNS
			Effective April 28, 1963				
			STATIONS				
ZB 12	19		.....	.....	.....	BY	DJPRN
		5.64	.....	.....	.....		JPR
ZE 9	21	8.83	.....	.....	.....
ZE 14	26	13.34	.....	.....	.....		P
ZE 19	26	18.97	.....	.....	.....	SM	DP
ZE 25	26	22.90	.....	.....	.....
ZE 30	13	29.41	.....	.....	.....
ZE 42	34	41.70	.....	.....	.....	GN	DPY

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Power	Time Table No. 98			Telegraph Calls	SIGNS
			Effective April 28, 1963				
			STATIONS				
ZB 27	25		.....	.....	.....	PO	DJPRY
ZG 6	9	5.72	.....	.....	.....
ZG 12	23	11.60	.....	.....	.....
ZG 22		21.22	.....	.....	.....		JPR

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. 98			Telegraph Calls	SIGNS
			Effective April 28, 1963				
			STATIONS				
.....	.....	28.05	.....	.....	.....		JPR
ZG 29	55	28.70	.....	.....	.....	CO	DPU
ZG 42	33	42.53	.....	.....	.....		P
ZG 51	60	51.11	.....	.....	.....	RY	DPY

Westward trains are superior to eastward trains of the same class on the Eighth and Ninth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

SPEED TABLE

Time Per Mile			Miles		
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
46		78.3	1	18	46.2
47		76.6	1	20	45.0
48		75.0	1	22	43.9
49		73.5	1	24	42.9
50		72.0	1	26	41.9
51		70.6	1	28	40.9
52		69.2	1	30	40.0
53		67.9	1	33	38.7
54		66.7	1	36	37.5
55		65.5	1	39	36.4
56		64.3	1	42	35.3
57		63.2	1	45	34.3
58		62.1	1	50	32.7
59		61.0	1	55	31.3
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

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 Cut Bank.

East and West Siding Switches at;

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

West siding switch at Blair

East siding switch at Savoy and Harlem

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.

Shelby, spring switch east end Shelby yard.

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: 200 through 218; 220 through 230; 550 through 599

(lock blocks); 600 through 699; 700 through 734; 900 through 915; 2000 through 2035.

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

Cars placarded "Explosives", "Flammable", "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 pre-

scribed 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.

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Flammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 727 and 811.

7. 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.

8. 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.
9. 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 employees 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:

Employees 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.

10. 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.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Bainville and Havre	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Culbertson, No. 32 to permit proper discharge of mail....60 MPH

3. TRAIN REGISTER EXCEPTIONS.

Glasgow, First Class Trains need not register.

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

Bainville, Rule 83(B) does not apply. Minot division Clearance Form A received at Havre will clear the train at Bainville.

Williston, Butte division trains must obtain their Butte division clearance at Williston which will clear the train at Bainville.

5. Main track switch to Petrofuels Refining Co. Spur track at Macon is not equipped with electric locks. Trains or engines using this track must keep main track switch open unless main track is occupied by engine or cars. In addition this track must not be used to get into the clear for trains or engines.

6. The following signals are located adjacent to the left of the track which they govern.

HAVRE STOCK YARD.

Westward governing home signal for Main track.

Eastward governing home signal for yard track.

SECOND SUBDIVISION

(MAIN LINE)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Havre and Cut Bank.....	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between 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

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 P.C.F. Jct.

Cut Bank, first class trains and passenger extras register by ticket.

4. CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).

P.C.F. Jct., 83(B) does not apply.

5. Main track switches to tracks shown below are not equipped with electric locks. Trains or engines using these tracks must keep main track switch open unless main track is occupied by engine or cars; in addition these tracks must not be used to get into the clear for other trains or engines.

FresnoIndustry track Spur

JoplinElevator Spur north of Main Line

6. 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.

7. 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.

8. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Shelby.....End of double track

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.

9. 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.

THIRD SUBDIVISION

(Pacific Jct., Great Falls-Sweet Grass)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
P.C.F. Jct. and Sweet Grass	59 MPH	49 MPH

2. **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 register only for trains originating and terminating.

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

P.C.F. Jct. Rule 83(B) does not apply.

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.

4. **Great Falls, normal position of Third and Fourth Subdivision Jct. Switch is lined for the Fourth Subdivision.**

5. **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.**

FOURTH SUBDIVISION

(Billings Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Great Falls and Mossmain.....	59 MPH	49 MPH

2. **TRAIN REGISTER EXCEPTIONS.**

Great Falls register only for passenger extras.

Moccasin, register only for trains originating and terminating.

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

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

Moccasin, Rule 83(B) does not apply providing train order signal indicates proceed.

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.

4. **Great Falls, normal position of Third and Fourth Subdivision Jct. Switch is lined for the Fourth Subdivision.**

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

W. S. Jct. Rule 83(B) does not apply to passenger extras.

4. **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.**

5. **AUTOMATIC INTERLOCKINGS.**

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

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

6. **RAILROAD CROSSINGS PROTECTED BY GATES.**

Helena, 1.87 miles east of..... N. P. Ry. Industry track
Normal position is clear for Great Northern.

SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	
Saco and Hogeland	35 MPH
Lewistown and Moccasin.....	35 MPH
Vaughn and Augusta	20 MPH
Power and Pendroy	25 MPH

2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

Moccasin, Vaughn, Power and Saco, Rule 83(B) does not apply providing train order signal indicates proceed.

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

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

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.

3. **Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on:**

Sixth Subdivisionbetween Saco and Hogeland
Seventh Subdivisionbetween Spring Creek Jct. and Moccasin
Eighth Subdivisionbetween Dracut Jct. and Augusta
Ninth Subdivisionbetween Power and Eastham Jct. and between Choteau Jct. and Pendroy.

Form Z Train Order is not required on Sixth Subdivision and as specified above on the Seventh, Eighth, and Ninth Subdivisions.

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

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
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
Wiota	5.65 miles west of Kintyre	15	West end
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
Second Subdivision			
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
Third Subdivision			
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
Fourth Subdivision			
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
Barrows Spur	5.60 miles east of Buffalo.....	9	West 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
Fifth Subdivision			
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
Eighth Subdivision			
Beet Track	0.53 miles west of Vaughn.....	44	Both ends
Ninth Subdivision			
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

Pages 11 and 12 are blank.