

COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. Officer.....St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to
Chief Medical Officer St. Paul, Minn.
Dr. R. D. Knapp Wolf Point, Montana
*Dr. David Gregory Glasgow, Montana
*Dr. B. P. Little Glasgow, Montana
Dr. Robert H. Leeds Chinook, 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. Richard S. Buker, Jr. Chester, Montana
Dr. Michael Barton Shelby, Montana
*Dr. R. J. Stanchfield Shelby, Montana
*Dr. R. K. West Cut Bank, Montana
*Dr. James R. Markette Cut Bank, 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. R. Wynne Morris Helena, Montana
*Dr. Thos. L. Hawkins Helena, Montana
*Dr. Geo. M. Gilboy Butte, Montana
*Dr. F. W. Ford Billings, Montana
Dr. E. C. Hall Laurel, Montana
*Dr. Paul Gans Lewistown, Montana
Dr. Robert S. Hamilton Conrad, 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.
J. H. SAFRANSKY, 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 2

EFFECTIVE 2:00 A. M.
MOUNTAIN STANDARD TIME

Sunday, October 29, 1967

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 Rainville	Time Table No. 2 Effective October 29, 1967		STATIONS	Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS	
	Siding	Other Tracks	27	31		32	28						
			Daily	Daily								Daily	Daily
01078	161	280		8.50 ^{PM}	8.20 ^{AM}			BAINVILLE	B	271.07	OJKPTQ	A 4.35 ^{PM}	A 1.30 ^{AM}
01089	163	73		9.05		14.26		CULBERTSON	CU	286.81	OPWQ		1.10
01098	160	5			8.38	19.76		BLAIR		251.31	P	4.15	
01106	368	45				33.47		BROCKTON	BR	237.60	OP		
01123	163	162		9.35	9.03	47.46		POPLAR	PO	223.61	OPWQ	3.44	12.30
01188	163	41				62.81		MACOM		208.26	P		
01144	374	226		10.15	9.23	68.64		WOLF POINT	WO	202.43	OPWQ	3.23	12.05 ^{AM}
01158	163	87				79.91		OSWEGO	GO	191.16	OP		
01163		183				87.16		FRASER	FR	183.91	OPQ		
01167	163				9.45	92.34		KINTYRE		178.73	P	3.00	
01179	163	81				103.70		NASHUA	NA	167.37	OP		
01192		743		11.10	10.10	118.17		GLASGOW	GW	182.90	BOEFP RWTQ	2.35	11.10
01200	163	38				129.92		TAMPECO		141.15	P		
01219	287	94		11.40	10.35	143.99		HINSDALE	HD	127.03	OPQ	2.05	10.35
01223	197	163		12.01 ^{AM}		156.73		SACO	SF	114.24	OJKWQ		10.20
01245	184	30				170.43		BOWDOIN		100.64	P		
01269	162	146		12.45	11.15	183.76		MALTA	MF	87.31	OPWQ	1.26	9.55
01268	314	88				193.35		WAGNER	WA	77.72	OP		
01276	189	80			11.32	201.19		DODSON	DN	69.86	OPQ	1.10	
01291	143	23				216.45		SAVOY		54.62	P		
01303	143	80		1.30	11.55	228.28		HARLEM	HM	42.79	OPWQ	12.45	9.10
01315	200	83				240.08		ZURICH		30.99	P		
01324	143	470		2.01	12.13 ^{PM}	249.38		CHINOOK	CK	21.69	OPWTQ	12.25 ^{PM}	8.50
01333	195	16				257.51		LOWMAN		13.66	P		
01345		2483		2.30 ^{AM}	12.40 ^{PM}	271.07		HAVRE	HV		BCKFP RWZTQ	11.55 ^{AM}	8.25 ^{PM}
				5.40	4.20			Time Over Subdivision Average Speed Per Hour				4.40	5.06
				47.9	62.5							55.9	83.3

NINTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Base	Time Table No. 2 Effective October 29, 1967		STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
	Siding	Other Tracks	333			334						
			Mon., Wed. and Fri.								Mon., Wed. and Fri.	
01383		350	7.30 ^{AM}				SACO	SF	OJK WPQ	A	3.15 ^{PM}	
01107	41	74	7.55	8.73			COLE		P		3.00	
01113		34	8.10	15.31			TATNALL		P		2.45	
01124		34	8.50	25.87			WHITEWATER	W	OP		2.10	
01137		34	9.35	38.82			LORING	N	OP		1.40	
01152		27	10.25	54.30			CHAPMAN		P		1.10	
01165		44	11.15	67.14			TURNER	B	OP		12.40	
01177		44	11.50 ^{AM}	78.72			HOGELAND	X	OPT		12.15 ^{PM}	
			4.20				Time Over Subdivision Average Speed Per Hour				3.00	28.2
			18.1									

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.

On First Subdivision eastward trains are superior to westward trains of the same class except in CTC territory.

On Ninth Subdivision westward trains are superior to eastward trains of the same class.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Havre	Time Table No. 2 Effective October 29, 1967	STATIONS	Telegraph Code	Distance from Conkley	SIGNS	FIRST CLASS			SECOND CLASS		
	Siding	Other Tracks	31	3	27							32	4	28	494	490	492
			Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily
01345		2488	12.50 ^{PM}	3.10 ^{AM}	2.55 ^{AM}		HAYRE. 4.04	HV	244.21	BCKFPR WZTQ		11.45 ^{AM}	A 7.40 ^{PM}	A 8.05 ^{PM}			
01350		20		A 3.15 ^{AM}		4.04	PACIFIC JCT. 5.67		240.17	PJT			7.35 ^{PM}				
01356	165	7				9.71	BURNHAM. 6.64		234.50	P							
01365	163	43	1.09			19.35	KREMLIN. 10.11	KN	224.86	OPQ		11.21					
01375	165	34				29.46	GILDFORD. 5.91	GR	214.75	OP							
01381		88				35.37	HINGHAM. 6.24	HG	208.84	OP							
01387	165	30	1.30			41.34	RUDYARD. 6.24	RU	202.87	OPQ		10.59					
01394		170				47.58	INVERNESS. 7.88	IN	196.83	OP							
01397		89				51.41	JOPLIN. 8.28	JO	192.90	OP							
01400	144					54.38	BUELOW. 7.05		189.83	P							
01407	165	164	1.50		3.50	61.43	CHESTER. 12.07	CH	182.78	OPWQ		10.39		7.05			
01420	165	20				74.50	LOTHAIR. 6.24	AR	169.71	OP							
01426		104				80.47	GALATA. 6.02	GA	163.74	OP							
01432	165	29	2.11			86.49	DEVON. 8.01	CD	157.72	OPQ		10.15					
01441	175	14				95.10	DUNKIRK. 9.46		149.11	P							
01451	303	1152	2.35		4.30	104.56	SHELBY. 13.03	SJ	139.65	BRKCP WFTJQ		9.57		6.20			
01464		31	2.50		5.05	117.59	ETHRIDGE. 11.25	DG	126.62	OP		9.32		5.57			
01475	176 E100	340	3.12		5.28	128.84	CUT BANK. 26.24	CT	115.37	BRCK PWQYX		9.20		5.45	A 2.35 ^{PM}	A 11.10 ^{PM}	A 7.35 ^{AM}
01501	W112	272	3.39		5.55	155.08	BLACKFOOT. 7.29	BF	89.13	POT		8.47		5.15	1.55	10.35	6.52
01506	217	98	3.50		6.10	162.37	BROWNING. 8.20	BG	81.84	CPQ		8.37		5.06	1.40	10.25	6.42
01517	180	82	4.03		6.22	170.66	SPOTTED ROBE. 5.05		78.55	P		8.27		4.47	1.25	10.10	6.22
01522	38	47	4.15		6.34	175.71	GLACIER PARK. 5.07	MD	68.50	OPWTQ		8.20		4.37	1.15	9.59	6.12
01527	198		4.25		6.42	180.73	BISON. 6.50		63.43	P		8.07		4.25	12.58	9.50	6.01
01534	250	32	4.35		6.51	187.28	SUMMIT. 7.04	SM	56.03	CPTIYQ		7.58		4.10	12.45	9.35	5.45
01540	E 58	9	4.49		7.05	194.32	BLACKTAIL. 7.27		49.89	PX		7.43		3.55	12.25 ^{PM}	9.01	5.20
01546		86	5.04		7.20	201.59	NIMROD. 3.90		42.62	PA		7.26		3.38	11.55	8.40	4.55
01552	W134	93	5.11		7.30	205.49	ESSEX. 5.56	8X	38.72	CPWTK YXQ		7.20		3.32	11.45	8.30	4.45
01558			5.20		7.39	211.14	PINNACLE. 10.20		38.07	AP		7.10		3.21	11.30	8.15	4.30
01563	W 95	12	5.36		7.56	221.34	RED EAGLE. 10.62		22.87	APT		6.52		3.05	11.10	8.01	4.10
01575	199	91	5.55		8.16	231.96	BELTON. 7.87	BE	12.25	OPWQ		6.35		2.50	10.50	7.40	3.50
01586	218	56	6.07		8.26	239.83	CORAM. 4.23		4.38	P		6.25		2.38	10.30	7.25	3.35
01590		122	6.16 ^{PM}		8.32 ^{AM}	244.21	CONNELLY. 7.87			AP		6.18 ^{AM}		2.28 ^{PM}	10.20 ^{AM}	7.10 ^{PM}	3.25 ^{AM}
			5.28 44.9	.05 48.5	5.37 43.5		Time Over Subdivision Average Speed Per Hour					5.27 44.8	.05 48.5	5.37 43.5	4.15 27.1	4.00 28.8	4.10 27.6

Eastward trains are superior to westward 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 WESTWARD		THIRD SUBDIVISION		EASTWARD				
Station Numbers	Car Capacity Sliding Other Trains	FIRST CLASS	Distance from Pacific Jct.	Time Table No. 2 Effective October 29, 1967 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS
		3 Daily						4 Daily
01850		3.15 ^{Am}		PACIFIC JCT. 10.87		256.74	JPT	A 7.35 ^{Pm}
11011	48 10	3.34	10.87	LAREDO 9.82		245.87	P	7.23
11021	91 38	3.45	20.69	BOX ELDER 10.32	BX	236.05	OP	7.13
11032	90 114	4.00	31.51	BIG SANDY 13.55	BS	225.23	OPQ	6.59
11045	77 25	4.18	45.37	VIRGELLE 16.83		211.87	P	6.40
11062	84 20	4.39	62.20	CHAPPELL 12.50	CQ	194.84	OP	6.17
11075	90 69	5.03	74.70	FORT BENTON 15.59	BN	182.04	OPQ	5.56
11090	75 45	5.26	90.39	CARTER 12.58	CA	166.35	OP	5.34
11108	86 28	5.42	102.97	PORTAGE 5.69	RE	158.77	OP	5.20
11109	100 18	5.51	108.56	SHEFFELS 10.65		148.18	P	5.13
11118		A 6.10 ^{Pm}	119.21	GREAT FALLS 0.78	PD	137.53	CBKP RWY	5.00 ^{Pm}
11123			119.94	W. S. JCT. 3.00	GB	186.80	BWPZ KJTQYK	
			122.94	EMERSON JCT. 5.37		133.80	JPY	
32788	153 19		131.31	VAUGHN 14.01	BY	125.43	OPJ	
32802	123 25		145.32	POWER 10.56	PO	111.42	OPJT	
32813	121 58		155.88	DUTTON 7.40	DU	100.86	OPQ	
32820	58 29		163.28	COLLINS 9.96	ON	93.46	OP	
32830	95 42		173.24	BRADY 13.49	BA	83.80	OP	
32843	173 287		186.64	CONRAD 3.22	RD	70.10	OPWTYQ	
			189.86	M. W. JCT. 7.64		66.88	PJ	
32854	131 19		197.50	LEDGER 4.65	FA	59.24	OP	
32859	47 13		202.16	FOWLER 6.49		54.68	P	
32866	121 6		208.65	NAISMITH 9.25		48.09	P	
01451			217.90	SHELBY 20.06	SJ	35.84	BRKCPY WFTJQ	
61217	50 116		237.97	KEVIN 10.42	K	18.78	OP	
61228	22 65		248.38	SUNBURST 8.86	SU	8.36	OP	
61236	21 108		256.74	SWEET GRASS	G		BOPK TYR	
		2.53 40.9		Time Over Subdivision Average Speed Per Hour				2.35 46.2

Eastward trains are superior to westward trains of the same class.

FOURTH SUBDIVISION		WESTWARD		EASTWARD		
Station Numbers	Capacity of Trains	Distance from Lewistown	Time Table No. 2 Effective October 29, 1967 STATIONS	Telegraph Calls	Distance from Moccasin	SIGNS
TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.						
			0.22 SPRING CREEK JCT.		21.51	JPR
61808	34		13.90 KOLIN		7.51	OP
32688	153		7.51 MOCCASIN	MC		OJPTY
WESTWARD FIFTH SUBDIVISION EASTWARD						
Station Numbers	Capacity of Trains	Distance from Vaughn	Time Table No. 2 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS	
						32788
			5.64 DRACUT JCT.		JR	
61413	26		13.33 FORT SHAW			
61419	25		5.64 SIMMS	SM	O	
61442	83		22.73 AUGUSTA	GN	OT	
WESTWARD SIXTH SUBDIVISION EASTWARD						
Station Numbers	Capacity of Trains	Distance from Power	Time Table No. 2 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS	
						32802
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.						
			5.33 CHOTEAU JCT.		JR	
61529	54		23.70 CHOTEAU	CO	OM	
61542	34		13.71 BYNUM			
61551	62		8.70 PENDROY	RY	OT	

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 9.

SEVENTH SUBDIVISION
WESTWARD EASTWARD

Station Number	Car Capacity		SECOND CLASS 79 Daily	Time Table No. 2 Effective October 29, 1967 STATIONS	Telegraph Calls	Distance from Great Falls	SIGNS	SECOND CLASS 78 Daily
	Sidings	Other Tracks						
80841				BILLINGS	BG		BOKF RWYT	

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

82553	12	11.40 ^{PM}	12.07 MOSSMAIN	222.73	JPYT	A	12.25 ^{AM}
82557	47	11.50 ⁷⁸	HERSPER	213.69	PJ		12.17 ⁷⁹
82563	131	12.08 ^{AM}	5.33 RIMROCK	213.36	P		12.08 ^{AM}
82590	123	12.43	26.99 BROADVIEW	186.37	BW		11.25
82609	121	1.06	19.61 CUSHMAN	186.76			10.55
82635	122	1.48	25.70 HEDGESVILLE	141.06		P	10.15
82655	127	2.22	30.31 JUDITH GAP	120.75	JU	OPW	9.47
82668	47	2.42	13.33 BUFFALO	108.42		P	9.25
82683	59	3.07	15.37 HOBSON	93.05	HO	OP	8.59
82688	119	3.16	5.30 MOCCASIN	87.75	MC	OJPRT	8.52
82694	132	3.38	4.04 BENCHLAND	82.30	BD	OP	8.45
82700	65	3.48	6.10 WINDHAM	76.20	WD	OP	8.35
82707	57	4.00	7.17 STANFORD	69.03	SD	OPW	8.24
82724	47	4.28	16.88 GEYSER	52.15	GY	OP	7.54
82736	47	4.58	12.38 RAYNESFORD	39.77	RF	OP	7.27
82743	128	5.15	11.25 ARMINGTON	28.51		P	6.57
82750	66	5.18	1.98 BELT	26.33	B	OP	6.55
82754	123	5.30	4.92 WAYNE	21.61		P	6.45
82756	46	5.45	11.52 GERBER	10.08		P	6.25
11118	4506	A 6.00 ^{AM}	10.08 GREAT FALLS		PD		6.00 ^{PM}
		6.20	Time Over Subdivision				6.25
		85.2	Average Speed Per Hour				34.7

Eastward trains are superior to westward trains of the same class.

EIGHTH SUBDIVISION
WESTWARD EASTWARD 5

Station Number	Car Capacity		Distance from W. & Jct.	Time Table No. 2 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
11133	39	37	13.49	W. S. JCT.	GB	BWZ FTQYK
11148	40	98	27.98	13.49 ULM.		P
11155	32		36.20	14.49 CASCADE	Q	OP
11164	39		43.80	3.22 HARDY		P
11171	40	10	50.89	7.50 MID CANON		P
11179	44	9	58.80	7.09 CRAIG		P
11188	40	8	68.02	9.22 WOLF CREEK	WC	OP
11200	97	15	80.54	12.52 SILVER CITY		P
11215		287	97.20	16.50 HELENA	HN	BMKOP RTWYZ
11232		27	111.78	14.55 CLANCY		P
11239	57	11	118.91	7.13 CORBIN		P
11246	47	7	125.67	6.76 AMAZON		P
11252	47	33	131.63	5.95 BOULDER	RO	OP
11259	40	15	139.33	7.70 BASIN		P
11271	39		151.35	12.02 ELK PARK		P
11280	42	15	169.78	8.43 WOODVILLE		P
11291		408	170.31	10.52 BUTTE	DX	BOMKT FPRWYZ

SPEED TABLE

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 9.

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 cabooses 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—When handling Derrick X-1743; trains or engines on main routes, actuating the point of spring switches; also trains or engines thru No. 20 turnouts at following locations:
 Pacific Jet.

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

East Havre, 8 miles East of Pass. Station.

End of Double Track 3 miles West of Shelby.

End of Double Track Cut Bank.

End of Double Track Blackfoot

End of Double Track Summit.

End of Double Track Red Eagle.

End of Double Track Conkelley.

East and West Siding Switches at:

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

West siding switch at Blair

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, except X-1743, 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, 2509 through 2523, 3017 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 evident 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.
9. In making Terminal Air Brake tests on passenger trains we will be governed by Rule 11 (c) of Rules & Instructions Governing Operation, Inspection and Maintenance of Air Brake and Air Signal Equipment Handling Locomotives, Dynamic Braking, Train Handling General Rules which reads as follows:
"When making terminal air tests the signal to apply or release brakes on passenger or freight trains will be given by radio or hand signals. On passenger trains before or after the air test has been completed, an air signal will be given from the last car and then determine that the signal was received on the locomotive."
Accordingly, hand signals or radio instructions will be used in performance of terminal air brake tests for passenger trains. Communicating whistle signal 16(m) may be used for the final release only on completion of test.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Bainville and Havre Passenger 79 MPH Freight 60 MPH
2. **TRAIN REGISTER EXCEPTIONS.**
Glasgow, First Class Trains need not register.
3. **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.
4. Main track switch to Petrofuels Refining Co. Spur track at Macon is not equipped with electric locks. Rule 268(A) applies.
5. 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.
6. 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 Havre and Conkelley Passenger 79 MPH Freight 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.**

FACING POINT	TRAILING POINT
Cut Bank	MP 1100
Summit	MP 1110
Blackfall	Essex, east crossover
Essex, west crossover	Ethridge
	Baltic MP 1086.8
	Summit
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 1185.8
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.

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

13. At the sidings listed below, there are spring switches with a spring switch light on a separate mast. When this light displays a lunar aspect, it means the spring switch is in normal operating condition. When this light displays a red aspect, Consolidated Code Rule No. 104 (H) applies. The spring switch light, when displaying a lunar aspect, is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.

Cut Bank, Montana.....East end yard
Nimrod, Montana.....East and west end single track
Essex, Montana.....Eastbound track just west Essex Depot

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 Mounmain.....	59 MPH	49 MPH
Great Falls and Butte.....	59 MPH	40 MPH
Saco and Hogeland.....		30 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.

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, 1.37 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.

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
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
01238 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	166	Both ends
01802 Harlem Stock Yards	1.34 miles east of Harlem	38	Both ends
01804 Harlem Beet Track	0.76 miles west of Harlem	44	Both ends
01809 Fort Belknap	6.32 miles west of Harlem	54	East end
01819 North Fork Track	3.71 miles west of Zurich	22	East end
Second Subdivision			
01861 Fresno	5.21 miles west of Burnham	15	West end
01413 Tiber	5.53 miles west of Chester	185-32	Both ends
01470 Union Oil Spur (3 Tracks)	4.66 miles east of Cut Bank	8-11-17	East e w trk
01481 Gunsight Storage Track	6.46 miles west Cut Bank	8	West w w trk
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
01805 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
Third Subdivision			
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
Fourth Subdivision			
61320 Kingston	1.19 miles west of Spring Creek Jct.	24	Both ends
61314 Rossfork	7.23 miles west of Spring Creek Jct.	34	Both ends
Fifth Subdivision			
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 Simma	26	Both ends
61430 Riebeling	12.29 miles east of Augusta	34	Both ends
Sixth Subdivision			
61506 Cordova	5.72 miles west of Power	9	Both ends
61512 Cleiv	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 Koyie Spur	7.87 miles west of Choteau	7	East end
Seventh Subdivision			
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
32602 Belmont	7.56 miles east of Cushman	18	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
Eighth Subdivision			
11155 Mortenson's Spur	1.12 miles east of Hardy	148	West end
11180 Wolf Creek Quarry	1.11 miles west of Wolf Creek	18	Both ends
11218 Associated Petroleum Products Spur	1.72 miles west of Helena	19	East end
11219 Car-Con Spur	1.88 miles west of Helena	31	East end
11225 Montana City	3.16 miles west of Helena	117	Both ends
11240 Lahay	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