



### COMPANY SURGEONS

Dr. Abbott Skinner, Chf. Med. Officer ..... St. Paul, Minn.  
 \*Dr. Charles T. Eginton, Asst. Chf. Surg. .... St. Paul, Minn.  
 \*Dr. P. 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. R. W. Cummings ..... Shelby, Montana  
 Dr. Porter S. Cannon ..... Conrad, Montana  
 Dr. R. W. Jensen ..... Culbertson, Montana  
 Dr. K. Hamilton ..... Dodson, Montana  
 Dr. Evon L. Anderson ..... Fort Benton, Montana  
 \*Dr. R. B. Richardson, Gt. Falls Clinic... Great Falls, Montana  
 Dr. J. C. Wolgamot ..... Great Falls, Montana  
 Dr. L. C. Howard ..... Great Falls, Montana  
 Dr. David Gregory ..... Glasgow, Montana  
 \*Dr. Philip A. Smith ..... Glasgow, Montana  
 \*Dr. D. S. MacKenzie, Jr., Havre Clinic... Havre, Montana  
 Dr. D. J. Almas ..... Havre, Montana  
 Dr. C. W. Lawson ..... Havre, Montana  
 Dr. N. A. Franken ..... Havre, Montana  
 Dr. R. Wynne Morris ..... Helena, Montana  
 \*Dr. Thos. L. Hawkins ..... Helena, Montana  
 \*Dr. Phillip E. Griffin ..... Billings, Montana  
 Dr. E. C. Hall ..... Laurel, Montana  
 \*Dr. Paul Gans ..... Lewistown, Montana  
 Dr. O. A. Swenson ..... Fairview, Montana  
 \*Dr. J. P. Craven ..... Williston, North Dakota  
 Dr. Edward J. Hagan ..... Williston, North Dakota  
 Dr. R. D. Knapp ..... Wolf Point, Montana  
 \*Designates also Examining Surgeon.

### OPHTHALMIC SURGEONS (Eye Doctors)

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

J. R. McLELLAN, Chief Dispatcher.  
 C. E. EUDY, Chief Dispatcher.  
 M. J. SOMMERS, Asst. Supt.  
 W. H. LITTLE, Trainmaster.  
 V. W. BICE, Trainmaster.  
 D. S. NELSON, Trainmaster.  
 W. H. FERRYMAN, Asst. Trainmaster.

# GREAT NORTHERN RAILWAY COMPANY

## BUTTE DIVISION

# TIME TABLE 92

EFFECTIVE 12:01 A. M.  
MOUNTAIN TIME

Friday, Sept. 30, 1960

H. H. HOLMQUIST, Superintendent.  
 C. M. RASMUSSEN, General Manager.  
 A. W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS			Distance from Belleville	Time Table No. 92 Effective September 30, 1960 STATIONS			Telegraph Calls	Distance from Havre	SIGNS	FIRST CLASS			SECOND CLASS		
	Stations	Other Tracks	461			27 31				28	32	470				Daily	Daily	Daily			
			Daily	Daily	Daily	Daily	Daily														
685	115	181	L 12.01Am	L 9.30Pm	L 8.50Am	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
699	165	63	12.20	s 9.46	9.04	.....	.....	14.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
705	167	5	12.28	.....	9.10	.....	.....	19.76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
722	248	46	12.45 <sup>28</sup>	.....	9.24	.....	.....	33.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
733	177	162	1.06	s 10.22	9.37	.....	.....	47.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
748	171	24	1.25	.....	9.51	.....	.....	62.24	ABS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
753	267	341	1.35	s 10.50	9.57	.....	.....	68.65		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
765	174	37	1.50	.....	10.07	.....	.....	79.93		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
772	129	19	2.01	.....	10.14	.....	.....	87.62		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
777	170	.....	2.07	.....	10.19	.....	.....	92.66		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
789	170	82	2.21	.....	10.29	.....	.....	103.71		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
797	130	10	2.31	.....	10.36	.....	.....	111.49		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
803	.....	742	2.40 <sup>470</sup>	s 11.55 <sup>28</sup>	10.42	.....	.....	118.22		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
815	171	27	.....	.....	.....	.....	.....	129.94		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
820	71	26	.....	.....	.....	.....	.....	135.25		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
828	251	85	.....	s 12.27Am	11.05	.....	.....	144.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
842	197	131	.....	s 12.40	11.16	.....	.....	156.79	GTC	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
860	163	34	.....	.....	.....	.....	.....	171.19		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
869	162	134	.....	s 1.10	11.40	.....	.....	183.80		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
880	213	98	.....	.....	.....	.....	.....	193.37		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
886	143	50	.....	.....	.....	.....	.....	201.24		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
901	145	22	.....	.....	.....	.....	.....	216.56		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
913	145	70	.....	s 1.55	12.19Pm	.....	.....	228.38		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
925	145	32	.....	.....	.....	.....	.....	240.24		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
935	146	391	.....	s 2.20	12.37	.....	.....	249.49		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
943	198	16	.....	.....	.....	.....	.....	257.51		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
956	.....	2808	A 6.20Am	A 2.55Am	A 1.00Pm	.....	.....	271.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
			6.19 42.92	5.25 50.06	4.10 65.08				Time Over Subdivision Average Speed Per Hour			5.15 51.65	4.29 60.48	7.55 34.25							

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

CONDITIONAL STOPS

No. 81 stops at Glasgow to discharge revenue passengers from Minot and East and to receive revenue passengers for Spokane and West where No. 81 is scheduled to stop.

No. 82 stops at Glasgow to discharge revenue passengers from Spokane and West and to receive revenue passengers for Minot and East where No. 82 is scheduled to stop.

No. 81 and No. 82 will stop at Wolf Point and Malta for revenue passengers originating or terminating at points Spokane and West thereof, and for passengers originating or terminating at points Minneapolis and East thereof where these trains are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Havre	Time Table No. 92 Effective September 30, 1960			Telegraph Calls	Distance from Cut Bank	SIGNS	FIRST CLASS			SECOND CLASS		
	Sidings	Other Tracks	461	473	31	3	27		STATIONS	32	4				28	462	494			
			Daily	Daily	Daily	Daily	Daily												Daily	Daily
956	.....	2808	L 4.00Pm	L 6.00Am	L 1.10Pm	L 3.30Am	L 3.15Am	.....	HAVRE...★	HV	128.91	BPRKD INWOXZ	A 11.50Am	A 8.10Pm	A 8.30Pm	A 2.30Pm	A 9.50Pm	.....		
961	.....	29	4.10	6.10	1.15	A 3.35Am	3.20	4.03	PACIFIC JCT.	.....	124.88	JPY	11.44	L 8.02Pm	8.25	2.20	9.40	.....		
967	130	7	4.20	6.20	1.21	.....	3.26	9.92	BURNHAM	.....	118.99	P	11.37	.....	8.18	2.10	9.31	.....		
976	130	44	4.40	6.40	1.31	.....	3.36	19.35	KREMLIN...★	KN	109.56	IDNP	11.27	.....	8.08	1.56	9.19	.....		
986	126	33	5.00	7.00	<sup>462</sup> 1.41	.....	3.47	29.47	GILDFORD	GR	99.44	DP	11.16	.....	7.58	<sup>81</sup> 1.41	9.03	.....		
992	61	30	5.10	7.10	1.47	.....	3.53	35.37	HINGHAM	HG	93.54	DP	11.10	.....	7.53	1.35	8.53	.....		
998	142	35	5.20	7.20	1.53	.....	3.59	41.34	RUDYARD...★	RU	87.57	DP	11.04	.....	7.48	1.28	8.43	.....		
1004	128	45	5.30	7.30	1.59	.....	4.06	47.58	INVERNESS	RN	81.33	DP	10.57	.....	7.42	1.14	8.32	.....		
1008	.....	51	5.35	7.35	2.03	.....	4.10	51.42	JOPLIN	JO	77.49	DP	10.53	.....	7.38	12.56	8.26	.....		
1013	145	.....	5.40	7.40	2.06	.....	4.13	54.39	BUELOW	.....	74.52	P	10.50	.....	7.35	12.51	8.21	.....		
1018	128	153	5.50	7.50	2.13	.....	4.20	61.49	CHESTER...★	CH	67.42	DNPW	10.41	.....	7.28	12.33	8.03	.....		
1024	140	33	5.58	7.58	2.19	.....	4.25	67.03	TIBER	.....	61.88	P	10.35	.....	7.22	12.24	7.54	.....		
1031	115	26	6.08	8.08	2.27	.....	4.32	74.56	LOTHAIR	AR	54.35	DP	10.27	.....	7.15	12.12	7.42	.....		
1037	60	42	6.16	8.16	2.33	.....	4.38	80.54	GALATA	GA	48.37	DP	10.21	.....	7.09	12.02Pm	7.32	.....		
1043	136	24	6.24	8.25	2.39	.....	4.44	86.56	DEVON...★	CD	42.35	DNP	10.15	.....	7.03	11.52	7.22	.....		
1052	137	74	6.35	8.37	2.48	.....	4.52	95.16	DUNKIRK	.....	33.75	P	10.06	.....	6.55	11.40	7.10	.....		
1061	.....	401	<sup>494-28</sup> 6.45	8.50	s 3.00	.....	A 5.01 L 5.11	104.64	SHELBY...★	SJ	24.27	BRKDNP WOIYXJ	s 9.55	.....	L <sup>461</sup> 6.45 A 6.37	11.25	<sup>461</sup> 6.45	.....		
1063	.....	.....	6.54	8.54	3.03	.....	5.13	106.13	S. G. JCT.	.....	22.78	PXJ	9.49	.....	6.35	11.20	6.40	.....		
1074	.....	31	7.10	9.10	3.18	.....	5.25	117.67	ETHRIDGE	DG	11.24	DP	9.37	.....	6.23	11.05	6.25	.....		
1087	.....	285	A 7.30Pm	A 9.30Am	A 3.33Pm	.....	A 5.45Am	128.91	CUT BANK...★	CT	.....	BDNIK PRWX	L 9.25Am	.....	L 6.10Pm	L 10.40Am	L 6.15Pm	.....		
			3.30 36.83	3.30 36.83	2.23 54.08	.5 48.36	2.30 51.56		Time Over Subdivision Average Speed Per Hour				2.25 53.34	.8 30.23	2.20 55.24	3.50 33.63	3.35 35.15			

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

CONDITIONAL STOPS

No. 31 Chester and Cut Bank to discharge revenue passengers from Williston and east, and to receive revenue passengers for Spokane and west where No. 31 is scheduled to stop.

CONDITIONAL STOPS

No. 32 Chester and Cut Bank to discharge revenue passengers from Spokane and west and to receive revenue passengers for Williston and east where No. 32 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

## 4 WESTWARD

## THIRD SUBDIVISION

## EASTWARD

Station Number	Car Capacity		FIRST CLASS		Distance from Pacific Jct.	Time Table No. 92 Effective September 30, 1960 STATIONS	Telegraph Calls	Distance from Sweet Grass	SIGNS	FIRST CLASS			
	Siding	Other Tracks	235	3						4	236		
			Daily Ex. Sun.	Daily						Daily	Daily Ex. Sun.		
961				L 3.35Am		PACIFIC JCT.	256.75	JPY	A 8.02Pm				
Z 11	50	10		3.47	10.88	10.88 LAREDO	245.87	P	7.49				
Z 20	94	38		3.59	20.70	9.82 BOX ELDER	BX 236.05	DP	7.39				
Z 31	93	115		s 4.20	31.52	10.82 BIG SANDY. ★	BS 225.23	DNP	s 7.28				
Z 45	90	25		4.35	45.41	13.89 VIRGELLE	211.34	P	7.09				
Z 62	90	20		4.55	62.21	16.80 CHAPPELL	CQ 194.54	DP	6.47				
Z 75	93	72		s 5.20	74.71	12.50 FORT BENTON. ★	BN 182.04	DNP	s 6.28				
Z 91	78	36		5.40	90.40	15.69 CARTER	CA 166.35	DP	6.07				
Z 96	32	20		5.47	95.40	5.00 FLOWEREE	161.35	P	6.01				
Z103	89	29		5.56	102.98	7.58 PORTAGE	RE 153.77	DP	5.52				
Z108	103	19		6.03	108.57	5.59 SHEFFELS	148.18	P	5.45				
Z119				L 7.00Am	A 6.20	10.65 GREAT FALLS. ★	PD 137.53	BDNJ PRXW	L 5.30				
Z119				A 7.03Am	L 6.40	.63 W. S. JCT. ★	GS 136.90	BDNJ OPRWXYZ	L 12.42				
				6.43	119.85	3.10 EMERSON JCT.	133.80	JP	12.37				
ZB12	54	19		7.01	131.32	8.37 VAUGHN	BY 125.43	DNPJXR	12.23				
ZB19	51	6		7.09	138.00	6.68 GORDON	118.75	P	12.13				
ZB27	126	26		7.18	145.33	7.33 POWER	PO 111.42	DPJYR	12.03Pm				
ZB37	124	58		s 7.36	155.89	10.56 DUTTON. ★	DU 100.86	DNP	s 11.50				
ZB40	61	13		7.41	158.93	3.04 ACME	97.82	P	11.45				
ZB45	60	28		7.47	163.29	4.36 COLLINS	ON 93.46	DP	11.39				
ZB55	99	32		s 8.01	173.25	9.96 BRADY	BA 83.50	DP	11.28				
ZB69	164	274		s 8.20	186.65	13.40 CONRAD. ★	RD 70.10	DNP BWXYR	s 11.10				
				8.25	189.87	3.22 M. W. JCT.	66.88	PJ	10.56				
ZB79	134	20		8.37	197.51	7.64 LEDGER	FA 59.24	DP	10.46				
ZB84	50	14		8.44	202.15	4.64 FOWLER	54.60	P	10.40				
ZB91	124	6		8.54	208.68	6.53 NAISMITH	48.07	P	10.30				
1061				A 9.15Am	217.90	9.32 SHELBY. ★	SJ 38.85	DNBJY KORWX	L 10.15Am				
<b>TRAINS BETWEEN SHELBY AND S. G. JCT. WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES</b>													
ZB120	50	114			219.39	1.49 S. G. JCT.	37.36	XJP					
ZB130	25	64			237.97	18.58 KEVIN	K 18.78	XDP					
ZB139	21	92			248.39	10.42 SUNBURST	SU 8.36	XDP					
					256.75	8.36 SWEET GRASS	G	BDKPRXY					
				.03 12.6	5.40 38.45	Time Over Subdivision Average Speed Per Hour			9.47 22.35	.04 8.21			

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 <b>239</b> Daily Ex. Sun.	Time Table No. 92 Effective Sept. 30, 1960 STATIONS	Telegraph Call	Distance from Great Falls	SIGNS BCDNKO RWXY	SECOND CLASS <b>240</b> Daily Ex. Sun.
	Sidings	Other Tracks						
ZD 237				BILLINGS	BG			

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

ZD 222	12			12.08 MOSSMAN	222.72	J	JPXY	
				3.94 N. P. RY. JCT.	218.78	J		
ZD 218	50	25		5.27 HESPER	218.69	DPX	HS	
ZD 213	125	24		5.27 RIMROCK	213.42	P		
ZD 186	125	57		27.06 BROADVIEW	186.36	DNP	BW	
ZD 174	50	18		12.05 BELMONT	174.31	P		
ZD 166	124	24		7.56 CUSHMAN	166.75			
ZD 153	49	14		13.08 FRANKLIN	153.67	P		
ZD 141	125	28		12.61 HEDGESVILLE	141.06	P		
ZD 27	49			13.46 OXFORD	127.60	P		
ZD 120	130	89		6.85 JUDITH GAP	120.75	DKP WYN	JU	
ZD 108	50	34		12.32 BUFFALO	108.43	P		
ZD 92	50	76		15.37 HOBSON	93.06	DP	HO	
ZD 87	120	52	L 8.50Am	5.31 MOCCASIN	87.75	DJPXYR	MC	A 3.23Am
ZD 82	125	49	s 9.00	5.45 BENCHLAND	82.30	DP	BD	f 3.13
ZD 76	68	46	s 9.10	6.11 WINDHAM	76.19	DP	WD	f 3.03
ZD 68	60	144	s 9.23	7.16 STANFORD	69.03	DNPW	SD	s 2.50
ZD 58	50		s 9.41	10.67 MERINO	58.36	P		f 2.31
ZD 52	50	35	s 9.53	6.21 GEYSER	52.15	DP	GY	s 2.20
ZD 39	50	21	s 10.15	12.39 RAYNESFORD	39.76	DP	RF	f 1.58
ZD 34	24		f 10.25	5.30 BLYPHE	34.46	P		f 1.48
ZA 28	132	40	f 10.35	5.95 ARMINGTON	28.51	P		f 1.38
ZA 26	64		s 10.39	1.98 BELT	26.53	DP	B	s 1.33
ZA 22	125	16	f 10.48	4.93 WAYNE	21.60	P		f 1.24
ZA 19	19		f 10.54	3.13 FIFE	18.47			f 1.18
ZA 10	84	58	f 11.09	8.39 GERBER	10.08	P		f 1.03
Z 119	2539		A 11.30Am	10.08 GREAT FALLS ★		BDNJKP RXW	PD	L 12.45Am
			2.40 32.9	Time Over Subdivision Average Speed Per Hour				2.38 33.3

**FIFTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Car Capacity		FIRST CLASS <b>235</b> Daily Ex. Sun.	Distance from Great Falls	Time Table No. 92 Effective September 30, 1960 STATIONS	Telegraph Calls	SIGNS	FIRST CLASS <b>236</b> Daily Ex. Sun.
	Sidings	Other Tracks						
Z 119	2539		L 7.00Am		GREAT FALLS ★	PD	BDNJKP RXW	A 4.50Pm

**TRAINS BETWEEN W. S. JCT. AND GREAT FALLS BE GOVERNED BY THIRD SUBDIVISION SCHEDULES.**

Z 130	42	38	L 7.03Am	0.63	W. S. JCT. ★	GS	BDNJK OPRW XYZ DP	A 4.46Pm
			7.23	14.08	ULM	M		4.26
Z 145	43	102	s 7.40	28.58	CASCADE	Q	DNP	s 4.09
Z 153	35		7.50	36.79	HARDY		P	3.58
Z 160	42		8.03	44.39	MID CANON		P	3.48
Z 167	43	39	f 8.13	51.51	CRAIG		P	f 3.38
Z 175	47	9	s 8.25	59.39	WOLF CREEK	WC	DP	s 3.28
Z 184	43	9	8.40	68.59	SIEBEN		P	3.12
Z 197	100	15	s 8.58	81.12	SILVER CITY		P	s 2.57
Z 214		288	s 9.23	97.79	HELENA	HN	BDNKP WXY	s 2.32
Z 229		26	f 9.45	112.37	CLANCY		P	f 2.00
Z 236	60	12	9.59	119.50	CORBIN		P	1.49
Z 244	50	7	10.14	125.91	AMAZON		P	1.37
Z 250	50	34	s 10.25	132.22	BOULDER	RO	DP	s 1.26
Z 257	44	15	s 10.40	139.92	BASIN	SI	DP	s 1.10
Z 269	42		11.00	151.94	ELK PARK		P	12.52
Z 279	45	16	11.10	160.38	WOODVILLE		P	12.42
Z 288		546	A 11.40Am	170.90	BUTTE	DX	BDNJKO PRWYZ	L 12.20Pm
			4.37 36.88		Time Over Subdivision Average Speed Per Hour			4.06 38.54

**SIXTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS <b>333</b> Mon., Wed. and Fri.	Distance from Saco	Time Table No. 92 Effective September 30, 1960 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS <b>334</b> Mon., Wed. and Fri.
	Sidings	Other Tracks						
842	287		L 7.30Am		SACO ★	SF	BDNJK PRXY	A 5.40Pm
SH 9	40	51	s 8.00	8.73	COLE		P	s 5.10
SH15		24	f 8.30	15.31	TATTNALL		P	f 4.45
SH26		34	s 9.15	25.87	WHITEWATER	W	DP	s 4.00
SH39		35	s 10.00	38.82	LORING	N	DP	s 3.15
SH54		27	f 10.50	54.12	CHAPMAN		P	f 2.25
SH67		44	s 11.30	67.14	TURNER	R	DP	s 1.45
SH79		44	A 12.15Pm	78.72	HOGELAND	X	DPRXY	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.

6 SEVENTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 92		Telegraph Calls	Distance from Moccasin	SIGNS	SECOND CLASS
	Sidings	Other Tracks		Effective September 30, 1960	STATIONS				
ZF30	L	7.10Am	239	LEWISTOWN	WN	30.73	BDJKP RXY	A	5.25Am
<b>TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. &amp; P. R. R. TIME TABLE AND RULES.</b>									
	L	7.35Am		9.22 SPRING CREEK JCT.		21.51	JPR	A	4.57Am
ZF20	f	7.39	25	1.19 KINGSTON		20.32		f	4.45
ZF14	s	7.58	34	6.09 ROSSFORK		14.23		s	4.34
ZF 8	s	8.19	34	6.71 KOLIN		7.52	DP	s	4.13
ZD87	A	8.42Am	83	7.32 MOCCASIN	MC		DJPRXY	L	3.50Am
		1.07	Time Over Subdivision						1.07
		19.3	Average Speed Per Hour						19.3

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

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 92		Telegraph Calls	Distance from Vaughn	SIGNS	SECOND CLASS
	Sidings	Other Tracks		Effective September 30, 1960	STATIONS				
ZB12	L	7.31Am	365	VAUGHN	BY	DJPRXN	A	11.56Am	
		7.46		5.64 DRACUT JCT.		JPR		11.37	
ZE 9	f	7.56	22	3.19 SUN RIVER			f	11.25	
ZE14	f	8.10	27	4.51 FORT SHAW		P	f	11.11	
ZE19	s	8.28	26	5.63 SIMMS	SM	DP	s	10.59	
ZE25	f	8.39	26	3.93 LOWRY			f	10.48	
ZE30	f	8.57	14	6.51 RIEBELING			f	10.30	
ZE42	A	9.37Am	34	12.29 AUGUSTA	GN	DPRY	L	9.50Am	
		2.06	Time Over Subdivision						2.06
		19.9	Average Speed Per Hour						19.9

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 92		Telegraph Calls	Distance from Power	SIGNS	SECOND CLASS
	Sidings	Other Tracks		Effective September 30, 1960	STATIONS				
ZB27	L	8.12Am	373	POWER	PO	DJPRXY	A	1.50Pm	
ZG 6	f	8.27	10	5.72 CORDOVA			f	1.30	
ZG12	f	8.48	24	5.88 CLEIV			f	1.10	
ZG22	A	9.14Am		9.62 EASTHAM JCT.		JPR	L	12.30Pm	
<b>TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. &amp; P. R. R. TIME TABLE AND RULES.</b>									
	L	9.33Am		6.83 CHOTEAU JCT.		JPR	A	12.10Pm	
ZG29	s	9.36	55	0.65 CHOTEAU	CO	DP	s	12.08Pm	
				0.85 C.M.St.P.&P.R.R. Cros'g.		U			
ZG42	s	10.18	35	12.98 BYNUM		P	s	11.27	
ZG51	A	10.47Am	67	8.58 PENDROY	RY	DPRY	L	11.00Am	
		2.35	Time Over Subdivision						2.50
		19.8	Average Speed Per Hour						18.1

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.

WATCH INSPECTORS

Butte ..... S & S Jewelers.  
 Conrad ..... Harold Pyle.  
 Great Falls ..... Jim Kovich.  
                                 Sutherland Jewelry.  
 Havre ..... Blacks' Jewelry.  
 Helena ..... S. & M Jewelers.  
 Laurel ..... Dudis Jewelry.  
 Lewistown ..... Scheidt Jewelers.  
 Shelby ..... Stulls Jewelry.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles 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	0	60.0	2	0	80.0
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	0	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	0	15.0
1	8	52.9	5	0	12.0
1	9	52.2	6	0	10.0
1	10	51.4	7	0	8.6
1	12	50.0	8	0	7.5
1	14	48.6	9	0	6.7
1	16	47.4	10	0	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; trains or engines thru No. 20 turnouts at following locations:

Pacific Jct.  
West end Havre yard.  
East Havre.  
End of Double Track Cut Bank.  
East and West Siding Switches at;

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

West siding switches at Blair, Saco Malta

East siding switches at Savoy, 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 turnouts 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 train.

Single unit diesel engines moving dead in freight trains are to be handled not less than (5) cars, or more than (15) cars from road engine. Additional units are to be separated by not less than (5) cars.

Multiple unit groups, not exceeding (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than (5) cars from road engine. Additional groups or single units are to be separated by not less than (5) cars.

Following speed restrictions must be observed when towing engines dead in trains.

## MAXIMUM SPEED

## ENGINE NUMBER

50 MPH .....1 thru 12, 14, 15, 16, 24 thru 28, 75 thru 170.

79 MPH .....260, 261, 266 thru 270, 275, 280, 281, 350 thru 365, 500 thru 512, 679, 680.

65 MPH .....All other engine units not shown above.

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. 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.

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

5. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that cannot be done, they will be blocked not less than thirty minutes apart.

After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a backup movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

6. 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.

7. 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 prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engines, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

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.

8. 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.

9. 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.

## 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.

Bainville, all trains will register by ticket. Glasgow, Nos. 31 and 32 will register by ticket.

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

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

Pacific Jct., Rule 83(B) does not apply.

Clearances received at Sweet Grass will clear eastward trains at S. G. JCT.

5. RESTRICTED CLEARANCES.

Shelby, turnouts are located so close together at end of double track and crossover east thereof, also turnout at east end South 3 track and west end industry track that engines cannot safely operate on both turnouts at same time and movements of this kind are prohibited.

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

7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

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.

When a yellow indication (normally dark) is displayed below two red indications on governing home signal, it insures route is lined and locked and confers authority (AFTER STOPPING) to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.

8. 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.



### THIRD SUBDIVISION

(Pacific Jct., Great Falls-Sweet Grass)

#### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Pacific 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. Junction except Nos. 235 and 236.

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

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

Pacific 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. No. 240 must obtain CMStP&P clearance at Great Falls. Clearance received at Shelby will clear westward trains at S. G. Jct.

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

### FOURTH SUBDIVISION

(Billings Line)

#### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

#### TRAIN REGISTER EXCEPTIONS.

Great Falls register only for first class trains and 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.

No. 240 must obtain CMStP&P clearance at Great Falls.

### FIFTH SUBDIVISION

(Butte Line)

#### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Great Falls and Butte .....	59 MPH	40 MPH

#### 2. SPEED RESTRICTIONS.

Helena ..... 15 MPH

#### 3. TRAIN REGISTER EXCEPTIONS.

W. S. Junction register for freight trains only.

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

W. S. Jct. Rule 83(B) does not apply to first class trains and passenger extras.

#### 5. Butte, train and engine movements over crossings must be protected by a crew member on the ground at the crossing except during assigned hours of watchmen.

#### 6. AUTOMATIC INTERLOCKINGS.

Helena, 2.59 miles east of.....N. P. Ry. Crossing  
Butte, 1.50 miles east of.....N. P. Ry. Crossing

#### 7. RAILROAD CROSSINGS PROTECTED BY GATES.

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

### SIXTH, 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 .....	20 MPH

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

Moccasin, Vaughn and Power, 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.

No. 240 must obtain CMStP&P clearance at Great Falls.

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

NAME	LOCATION	Capacity Cars	SWITCH OPENS
<b>First Subdivision</b>			
Sprole .....	6.52 miles east of Poplar.....	40	West end
Chelsea .....	6.80 miles west of Poplar .....	17	West end
Glasgow Air Base .....	20.19 miles north of Glasgow .....	Yard	East end
Wiota .....	5.65 miles west of Kintyre .....	71	West end
Saco Stock Yards .....	1.70 miles west of Saco .....	27	Both ends
Malta Stock Yards .....	2.07 miles east of Malta .....	47	Both ends
Coburg .....	5.21 miles east of Savoy .....	162	Both ends
Harlem Stock Yards .....	1.29 miles east of Harlem .....	30	Both ends
Harlem Beet Track .....	0.76 miles west of Harlem .....	44	Both ends
Fort Belknap .....	6.33 miles west of Harlem .....	53	East end
North Fork Track .....	3.66 miles west of Zurich.....	23	East end
<b>Second Subdivision</b>			
Fresno .....	4.70 miles west of Burnham..	15	West end
Union Oil Spur (8 Tracks) .....	4.66 miles east of Cut Bank.....	9-12-17	East end
<b>Third Subdivision</b>			
Verona .....	5.29 miles west of Big Sandy..	5	East end
Lippard .....	5.95 miles east of Chappell .....	19	West end
Kershaw .....	5.03 miles west of Fort Benton .....	36	Both ends
Tunis .....	5.91 miles east of Carter.....	8	West end
Rainbow .....	4.89 miles west of Sheffels .....	53	West end
Manchester .....	7.83 miles west of Grt. Falls..	30	East end
The Texas Co. ....	0.63 miles east of Sunburst .....	122	Both ends
<b>Fourth Subdivision</b>			
Baseline Spur .....	1.90 miles east of Rimrock .....	25	West end
Acton .....	12.18 miles west of Rimrock..	23	Both ends
Comanche .....	8.55 miles east of Broadview..	30	Both ends
Barrows Spur .....	5.60 miles east of Buffalo .....	9	West end
Dover .....	5.31 miles east of Merino .....	17	Both ends
Bovey's Elevator Spur.....	5.15 miles west of Fife .....	12	East end
Lavin Spur .....	At Gerber .....	Yard	West end
Fields .....	6.50 miles east of Great Falls	28	Both ends
<b>Fifth Subdivision</b>			
Mortenson's Spur .....	1.2 miles east of Hardy .....	129	West end
Gilmore Pit .....	At Hardy .....	110	West end
Car-Con Spur .....	1.84 miles west of Helena .....	30	East end
Lahey .....	0.74 miles west of Corbin .....	9	Both ends
Wickes .....	3.77 miles west of Corbin .....	14	West end
<b>Eighth Subdivision</b>			
Beet Track .....	0.53 miles west of Vaughn .....	44	Both ends
<b>Ninth Subdivision</b>			
Bole .....	5.48 miles west of Cleiv.....	10	West end
Flume Spur .....	9.34 miles west of Cleiv.....	14	East end
Hobson Elevator Spur.....	3.75 miles east of Choteau .....	16	West end
Koyle Spur .....	7.87 miles west of Choteau .....	8	East end

Pages 11 and 12 are blank.