CHCAGO, WILWAUKEE, ST. PAUL & PACIFIC RAILROAD 60.

ROCKY MOUNTAIN DIVISION

TIME TABLE NO. 15

TAKING EFFECT AT 12:01 O'CLOCK A. M.

MOUNTAIN OR 105th MERIDIAN TIME

MONDAY, DECEMBER 16th, 1929

Superseding Time Table No. 14

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY.

L. K. SORENSEN,
Superintendent.

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,

General Superintendent of Transportation.

D. E. ROSSITER,

General Superintendent.

C. H. BUFORD,

General Manager.

	CONTRACTOR OF THE PARTY OF THE	-	THE REAL PROPERTY.	Gid:	ity of	Time	e Table No. 1	5		THE RESERVE AND ADDRESS OF THE PARTY OF THE			- 100 000 000	AND REAL PROPERTY.			
91	263	15	17	Sidir in C	ars	In ef	effect 12:01 A. M.	g 8	Office Classed	SYMBOLS	18	16	266	264	92		
Way Freight	Time Freigh	nt Passenger	Passenger	æ	æ	w ton Dec	cember 16, 1929	For For	Week Days	See Special Rule Page 8	Passenger	Passenger	Freight	Time Freight	Way Freight		
Monday, Wednesday, Friday	Daily	Daily	Daily	Siding	Other Track	Distar Harlo	STATIONS	Distar Three Telegr			Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday		
L 7.45 AM	L 12.50	ML 7.35 AM	L 1.50		Yard	0.0 H	HARLOWTON	. 114.2 HN		⊕WCRTY JBZ¶	A 2.25 PM	A 9.20 PM	A 4.00PM	A 12.50 AM	A 1.25 PM		
8.05	1.10	7.44	f 2.01	77	13	6.2	. VALENCIA	. 108.0	No Office	P	2.09	9.08	3.42	12.25	1.00		
8.25	1 28	1 7.54	f 2.12	79	31	12.0	. TWO DOT	. 102.2 WO	3.00pm to 7.00am	P	s 1.56	f 8.59	3.22	12.02 AM	12.35		
8.45	1.47	8.03	1 2.23	77	18	18.5	SELKIRK	. 95.7	No Office	P	1 1.45	8.48	3.02	11.40	12.10PM		
9.05	2.02	1 8.12	s 2.34	78	18	24.2 M	5.7	. 90.0 MX		P	s 1.34	8.40	2.44	11.23	11.47		
9.20	2.19	8.19	1 2.46	77	16	28.6	GROVELAND	85.6	No Office	WP	t 1.24	8.32	2.25	11.08	11.30		
9.40	2.35	f 8.30	s 2.59	77	28	35.6	7.0 LENNEP	. 78.6 UX	5.00pm to 8.00am	P	s 1.10	1 8.23	2.05	10.38	11.00		
10.00	17 2.59 3.21	8.41	r 263 3.11	75	6				No Office	P	f 1.00	8.13	1.45	10.13	10.35		
10.20	3.40	8.51	1 3.21	79	53	45.4	LOWETH	. 68.8	No Office	P	f 12.50	8.03	1.15	9.57	10.15		River Error
10.40	3.53	8.59	f 3.30	74	10	50.0	4.6 HAMEN	. 64.2	No Office	P	f 12.40	7.54	12.55	9.40	9.53		
11.00	4.08	9.07	3.38	75	29	55.1 N	NEW DORSEY	. 59.1	No Office	P	12.30	7.44	12.40	9.25	9.30		
11.45	4.14	s 92 9.13	s 3.47	75	48	57.3	RINGLING	. 56.9 D		К	s 12.24	s 7.40	12.30	9.18	9.13	Megal I	
26612.03 PM 18 12.15	4.24	9.18	1 3.54	74	32	60.9	MOYNE	. 53.3	No Office	P	91 12.15		91	9.05	8.45		
12.35	4.36	9.26	4.02	60		64.9	FANALULU	49.3	No Office	P	12.08	7.24	11.50	8.51	8.28		
12.50	4.45	9.31	s 4.08	74	24	67.9	SIXTEEN	. 46,3 XN	5.00pm to 8.00am	WP	1 12.02 PM	7.19	11.35	8.38	8.18		
1.10	4.56	9.38	1 4.15	60	16	71.2	CANYON	. 43.1	No Office	P	11.53	7.12	11.26	8.15	8.00		
1.30	5.13	9.47	1 4.24	75	17	75.9	JOSEPHINE	. 38.4	No Office	P	11.42	7.01	11.12	7.55	7.35		
1.46	5.31	9.54	4.32	76	19	79.8	NATHAN	. 34.4	No Office	P	11.34	6.53	10.55	7.35	7.15		
2.00	5.40	9.58	s 4.37		18	81.9	MAUDLOW	32.3	No Office	P	f 11.29	6.49	10.40	7.29	7.05		
2.20	6.02	10.08	1 4.47	78	10	87.6	DEER PARK	26.6	No Office	P	11.18	6.38	10.08	7.09	6.40		
2.35	92 6.22	10.15	1 4.56	76	51	92.2	CARDINAL	22.0	No Office	P	1 11.08	6.29	9.35	6.56	263 6 .22		
3.05	6.32	s 10.22	s 5.05		13	94.9	LOMBARD	19.4 LD		KP	s 11.01	6.23	9.20	6.45	5.40		
3.20	6.42	10.28	92 5.13	77	12	98.0	BARRON	. 16.2	No Office	P	1 10.52	264 6.17	9.05	16 6.23 6.06	5.13		
3.45	7.10	10.39	1 5.26	77	11	105.7	EUSTIS	. 8.5	No Office	P	f 10.39	6.06	8.40	5.40	4.50		
A 4.15PM	A 7.40	AM A 10.50 A			Yard -	114.2 T	HREE FORKS	. 0.0 FO	7995	⊗WRYBJ¶					L 4.25 M		
8.30	6.50	3.15	3.50								4.00	3.25	7.45	7.35	9.00		
	Way Freight Monday, Wednesday, Friday 15 7.45 M 8.05 8.25 8.45 9.05 9.20 9.40 10.00 10.20 10.40 11.00 11.45 26612.03 M 18 12.15 12.35 12.50 1.10 1.30 1.46 2.00 2.20 2.35 3.05 3.20 3.45 A 4.15 M	Way Freight	Way Freight Fime Freight Passenger	Way Freight Fime Freight Passenger Passenger Wonday, Wednesday, Friday L 12.50 M L 7.35 M L 1.50 M 8.05 1.10 7.44 2.01 8.25 1.28 7.54 2.12 8.45 1.47 8.03 2.23 9.05 2.02 8.12 2.34 9.20 2.19 8.19 2.46 9.40 2.35 8.30 2.25 10.00 17 2.59 8.41 3.11 10.20 3.40 8.51 3.21 10.40 3.53 8.59 3.30 11.45 4.14 9.13 3.47 26612.03 M 4.24 9.18 3.54 12.35 4.36 9.26 4.02 12.50 4.45 9.31 4.08 1.10 4.56 9.38 4.15 4.32 2.20 6.02 10.08 4.47 2.35 6.32 10.28 5.13 3.45 7.10 10.39 5.26 4.08 4.10 4.56 3.30 4.47 2.35 6.42 10.28 5.13 3.45 7.10 10.39 5.26 4.02 5.26 4.415 4.15 4	Way Freight Fime Freight Passenger Passenger Woods, Daily Daily	Way Freight Passenger Pa	Way Freight Fime Freight Passenger Passenger Passenger Wonday, Daily D	Way Freight	Way Freight Daily Daily	Way Felight Fime Freight Passenger	Way Freigh	Way Freigh	Way Freight Daily Daily	### Project Passenger Pass	West Freight Planesper P	Way Priests	The Project Paringer Paring

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains approaching Three Forks finding westward automatic signal 113-5 at east end of yard at STOP must come to a full STOP, then may proceed to passenger station without flagging, moving cautiously looking for broken rails, improper line-up of switches or the main track occupied or fouled.

Mountain grade between Loweth and Bruno inclusive.

On mountain grade at meeting point made by train order the ascending train will take siding unless otherwise specified in the order.

Automatic block system is in use between Harlowton and Three Forks. See Rules 221-B, 311, 362, 505-B.

Nos. 15 and 16 will stop at designated flag stops for revenue passengers only.

Trains approaching Harlowton finding eastward automatic signal O-4 at west end of yard at STOP must come to a full STOP, then may proceed to signal O-2. without flagging, moving cautiously looking for broken rails, improper line-up of switches, or the main track occupied or fouled.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name Higgins..... Boober . . Capacit

4 Cars 2 Cars 3.7 Miles West of Hamer 2.5 Miles West of Barron

THIRD CL	ASS	SECONI	D CLASS	FIRST	CLASS	Capac	city of		Time Table No.15	5	day.		AN AND AND AND AND AND AND AND AND AND A	FIRST (LASS	SECOND	CLASS		Ini	RD CLAS	,5
	93	485	263	15	17	in C	ings Cars	a	In effect 12:01 A. M.	4 69	Calls	Office Closed Week Days	SYMBOLS	18	16	264	266	94			
	Way Freight	Major e senti	Time Freight	Passenger	Passenger			Distance from Three Forks	December 16, 1929	Distance from Deer Lodge	aph C	Week Days	See Special Rule Page 8	Passenger	Passenger	Time Freight	Freight	Way Freight			
	Tuesday, Thursday, Saturday	C phota	Daily	Daily	Daily	Siding	Other	Distar	STATIONS	Dista	Telegr			Daily	Daily	Daily	Daily	Monday, Wednesday, Friday			
	L 2.00 PM	mora a	L 8.10AM	L 10.55 AM	L 5.50 M	9.5	Yard	0.0	THREE FORKS	. 112.1	1 FO	90 90	⊗ WRYJ B¶	A 10.15 AM	5.45 PM	A 4.45P	A 6.30 AM	A 12.05 M		Control Constitution	
	2.20	20.0	8.30	11.03	f 6.00	77	26	6.5	WILLOW CREEK	. 105.6	8	No Office	P	1 10.04	5.34	4.25	6.00	11.35			
	2.45	35.4	8.50	11.10	6.10	78	25	12.9	(N. P. CROSSING) 6.4SAPPINGTON	. 99.2	2 PN	o 71 100	IK	f 9.55	5.25	4.01	5.46	11.00			
	3.00	59-0	9.04	11.18	f 6.19	77	28	17.8	ALČAZAR	. 94.3	3	No Office	P	f 9.47	5.17	3.47	5.15	10.40			
	264 3:27	. La. S.	18 9.35	11.29		48 80	26	24.6	6.8	_	5 JI	3.15pm to 6.15am	P	263 f 9.35	5.05	93 3.27	4.50	10.10			
		DEN	9.59	11.42	s 6.47	10	Yard	24.5	(N. P. CROSSING) 9.9PIEDMONT	77 6	6 WH	800 E 400 E	IKP	s 9.21	4.51	2.55	4.20	9.30			
	3.51	DAF	the second	27.7	49.00	77	22	-	VENDOME	_	35.	No Office	P	9.10	4.40	2.15	3.45	8.55			
	4.11 16 4.32	The second	10.15	11.53	1 6.59			-	CEDRIC	68.4		No Office	P	1 9.02	93	2.00	3.25	8.40			
	30 S C C C C	The state of	10.32	12.01 PM	Total Sales	78	30		4.9 GRACE				22				3.05	8.20			
	5.00	200	10.52	12.13	f 7.23	75	23	-	DONALD			No Office	P	1 8.52	4.22	1.40					
	5.40	Very last	11.30	12.30	f 7.41	53 76			PENFIELD		9 DA	No Office	WP	8.39	4.09	1.15	2.40	7.40			
	5.50		11.40	12.34	f 7.46	65				-		No Office	P	8.35	4.04	1.05	2.25	7.30			
	6.05	N. S	12.01 PM	12.44	f 7.58	94		-	JANNEY		2	No Office	P	8.25	3.54	12.44	2.05	7.10		ano x on y	
	6.17	TALLS	12.13	12.51	1 8.13	75		-		46.6	3	No Office	P	1 8.13	3.43	12.13PM	1.50	6.55			
	6.27 7.00		12.35	12.57	8.23	93	Yard	-	BUTTE YARD	. 42.0	0 CY		WZKB	8.05	3.35	11.35	1.30	6.30	5		
	40.8	80.11	88-1161	s 1.05 s 1.15	8.35 8.45		Yard	-	BUTTE PASS, STAT'N.		GS		Y	s 8.00 7.50	3.30 3.20	86,71	-	-			
	7.25	ENIT	15 1 2.57 1.28	263 1.20	8.51	295	5	-	ALLOY	. 38.5		No Office	P	7.42	3.13	11.00	1.10	6.09			
		08.01	- 85.44	A4-53-	ans.				N. P. TRANSFER	_		No Office	I	- SAGE	95.5	Theta		00.5			
		YSOT	OBOL	37.14	Ball 1			-	O. S. L. TRANSFER		1	No Office	I MAN	8087.1	254	ott					
19	7.55	20001	2.10	1.28	9.01	71	70	81.0	DAWSON	. 32.	2	No Office	P	7.30	3.01	10.33	12.40	5.39			
	8.20	113.16	2.28	1.38	f 9.12	84	32	87.1	FINLEN	. 26.	1	No Office	P	7.18	2.51	10.11	12.15AM	5.19			
	8.50		16 2.45	1.45	f 9.20	79	41	91.9	CULLEN	. 21.:	3	No Office	P	7.11	263 2.45	9.46	11.55	5.07			
	9.10		3.10	1.51	f 264 9.27	80	37		MOREL		_	No Office	P	7.04	2.39	9.27	11.40	4.55			
in announgario das	9.40	seen bue b	3.35	2.02	f 9.40	112	No.	105.4	(N. P. OROSSING) 9.2SINCLAIR	7.1	8 NC	need ne	IP	1 6.52	2.27	8.50	11.05	4.30	of Maries	early of	en apr
7	A 10.05 PM		A 4.00 PM		A 9.55 A		Yard		DEER LODGE		0 DG		•WRK TBZ¶	L 6.40 M	15	L 8.15 AM	L 10.30 PM	L 263 L 4.00 №	ineCl. Step 2	-W E-2	S logar
	8.05		7.50	3.20	4.05	ing it		1000	Schedule Time				A HE SALE	3.35	3.30	8.30	8.00	8.05			
	13.9	1 8 1 1 L	14.3	34.0	27.7	FREEZEN	Mary N	The Market	Average Speed Per Hour			The second second	a promise and	31.6	32,3	13.2	14.0	13.9	W IN LOSS W	No. of Contract of	A length

Trains approaching Three Forks finding eastward automatic signal 115-2 at west end of yard at STOP must come to a full STOP, then may proceed to passenger station without flagging, moving cautiously looking for broken rails, improper line-up of switches or the main track occupied or fouled. Mountain grade between Piedmont and Newcomb inclusive. On mountain grade at meeting point made by train order the ascending train will take siding unless otherwise specified in the order. Automatic block system is in use between Three Forks and Deer Lodge. See Rules

Automatic block system is in use between Three Forks and Deer Lodge. See Rules 221B, 311, 362, 505-B.

The following automatic block signals are placed on left hand side of track as seen

from approaching train.
Signal 194-3 Dawson; signal 193-5 Dawson.
No. 16 and No. 18 will pull their train over east wye switch and back to Butte pas-

No. 15 and No. 17 will pull their train over west wye switch and back to Butte pas-

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

No. 17 and No. 18 will stop on Flag at Champion.

Special Rules Governing Eastward movement through Sappington Interlocking

When block east of home signal is occupied top signal light cannot be cleared and trains will stop, after which Signalman will use lower signal unit as a calling-on signal. Trains getting a green indication in lower unit may proceed across plant (to take siding or hold main track) subject to the rules.

The LOWER unit is also used to govern movements to the transfer track.

The distance shown between These Early and Deer Lodge includes milege for

The distance shown between Three Forks and Deer Lodge includes mileage for

trains going in and out of Butte passenger station.

The mileage for freight trains between Three Forks and Deer Lodge is 112.1.

Trains must not exceed 15 M. P. H. over Milwaukee Ave., Deer Lodge

Passenger trains must not exceed 25 M. P. H. over wye switches on main track at Butte, and 35 M. P. H. through Butte Yard

Use one pantograph on Butte wye and avoid stopping with pantograph on trolley

Motors passing trolley dead section Montana Street, Butte, use one pantograph with controller in "off" position. If speed is below 12 M. P. H. or it is necessary to work

when trains No. 16 and No. 15 meet at Deer Lodge, No. 15 will, unless otherwise provided, take siding through cross-over at the Ice House.

Restricted overhead trolley clearance between West Wye switch Butte and B. A. & P. overhead R. R. crossing about 1½ miles west of Dawson

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Kountz	4 Cars	2 miles east of Piedmont
Pacewood	5 Cars	3.2 miles west of Piedmont.
Schiffman	10 Cars	4.9 miles west of Grace.
Champion	10 Cars	8.2 miles west of Morel.
Gravel Pit	12 Cars	1.4 miles west of Sinclair.

Т	HIRD CLASS		SECONI	D CLASS	FIRST	CLASS	Capa	city of		Time Table No.	15			in minutely	FIRST	CLASS	SECONE	CLASS		THI	IRD CLAS	55	
		95	835	263	15	17	in (city of ings Cars		In effect 12:01 A. M		11s	Office Cloud	SYMBOLS	18	16	266	264	96				
		Way Freight	Aligher	TimeFreight	Passenger	Passenger	laire of	li sedi	oe fron	December 16, 1929	10 0	aph Ca	Office Closed Week Days	See Special Rule Page 8	Passenger	Passenger	Freight	Time Freight	Way Freight				
		Monday, Wednesday, Friday	nisite	Daily	Daily	Daily	Siding	Other	Distance fro	STATIONS	Distanc from Alberto	Telegri			Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday				
-		18 264 L 6.40 AM		L 6.30 M	L 2.25 PM	L 10.05 AM		Yard	0.0	DEER LODGE	1 1000	1		●WCBOR TK¶	A 6.30 M	A 2.05 PM	A 7.15P	A 6.15 AN	A 4.00 PM				
		7.00		266 6.48	2.33	10.14	99	18	5.1	KOHRS	. 105.7		No Office	P	6.18	1.55	263 6.48	5.54	3.44				
		7.25	La LA	7.09	2.42	f 10.23	97	17	11.0	5.9 GARRISON	99.8	ide sedi.	No Office	P	1 6.09	1.46	6.25	5.34	3.20				
		7.50		7.35	96 2.52	s 10.35	99	19		GOLD CREEK	92.2		No Office	P	1 5.58	1.36	5.53	5.03	2.52			-	
		8.15		7.56	3.00	10.43	98	10	24.3	5.7			No Office	P	5.49	1.28	5.28	4.44	2.25				
			form	TWO.	THE					(N. P. CROSSING) 6.4		DX	5.00pm to 8.00am	PW	s 5.38	1.19	5.04	4.20	1.58				
		8.45	000	8.17		10.52	100	19	30.7	5.3	_			P	5.29		4.38	3.59	1.31	Commission of the Co			
		9.10	Ab.E	8.31	3.14	11.01	101		36.0	5.2	_		No Office			96		3.37	16 1.11 12.50				
		9.30	iaca Maria	8.48	3.20	11.09	103	24	41.2	10.1	-		No Office	P	5.21	1.03	4.17	3.00				-	
		10.05	in a constant	9.18	3.32	96	107	16	51.3	5.9	- 100		No Office	PW	1 5.08	12.50	3.32		12.15M 17 11.32		-		
		10.35	104.5	9.38	3 .39	11.32	98		-	IRIS	-		No Office	P	4.57	12.41	3.05	2.36	for the second second		The same of		
		11.00	AOR.	10.00	5.10	1 11.40	99	19					No Office	PW	1 4.49	12.33	2.40	2.10	11.00			7	
		11.20	SOR_	10.20	3.52	11.50	98	15	-	4.5	42.		No Office	P	4.42	12.27	2.15	1.49	10.34				
		16 1 1.50 17 1 2.21 PM	loa	10.36	3.57	11.57	100	18		BONNER JCT		-	No Office	PJY	4.35	12.21	1.57 95 1.30	1.30	9.30				
		266 1.10	Barrier L	11.05	4.07	s 12.13 P	116	Yard	-	MISSOULA	_	3 Q		PWK	s 4.26	12.13 PA	95 1.30 1.10	12.40 M					
		1.35		11.59	4.21	1 12.30	99	18	89.0	PRIMROSE		-	No Office	P	1 4.12	11.59	16 1 2 30 P 17 1 1 . 52	11.59	8.30				
	No. 100 - 1	1.50		12.25	4.29	1 12.39	97	15	94.7		16.	1	No Office	PW	1 4.04	11.52	11.35	11.29	8.10				
		2.05		12.47	4.38	12.49	65	8	100.4	(N. P. GBOSSING) 5.7 HUSON	10.	4 JC	No. and the second	PI	3.56	11.44	11.12	10.58	7.46				
		2.20		1.10	4.46	1 12.58	100	15	105.8	soudan	5.	0	No Office	P	1 3.48	11.36	10.50	10.27	7.22				
		A 2.35 PM	Josep .	A 1.30 AM	A 4.55 PM	A 1.09M		Yard	110.8	ALBERTON	. 0.0	ON	Lught	WR⊕B	L 3.40A	L 11.28	L 10.30 A	L 10.00P	L 7.00 M			Annual Control of the	
		7.55	der ne	7.00	2.30	3.04				Schedule Time		53.1A1		100	2.50	2.37	8.45	8.15	9.00				
		14.0		15.8	44.3	36.1				Average Speed per Hour		177		Land Maria	39.1	42.3	12.7	13.4	12.3				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic block system is in use between Deer Lodge and Alberton. See Rules 221-B, 311, 362, 505-B. The following automatic block signals are placed on left hand side of track as seen from approaching train:

Signal 226-3, Westward, Deer Lodge Yard.

Signal 11-6, Eastward, at West Switch, Garrison. Signal 37-1 and 39-5, Westward, between Ozan and Bearmouth.

Signal 41-9, Westward, at West Switch, Bearmouth. Signal 51-8, Eastward, at West Switch, Ravenna. Signal 75-1, Westward, between Bonner Jct. and Missoula. Signal 80-0, Eastward, at West Switch, Missoula.

Signal 100-7, Westward at West Switch, Huson.

Train movements over N. P. crossing located 1,200 feet east of Drummond station on both roads will be governed by

C., M., St. P. & P. trains moving over the crossing with Northern Pacific Railway at Drummond will be governed by standard color light signals located on right hand side of track approximately 500 feet from the crossing. These signals are also used for automatic block signals, and in addition to these instructions, all rules relating to automatic block signals for single track will apply to the indication of these home signals and in accordance with Rules 601-A, 601-B and 602-G.

Trains will not exceed twenty (20) miles per hour over this crossing
A green indication in the lower unit of Westward home signal at Drummond crossing will authorize a train to proceed over main track to, but not beyond, the train order signal. Train may move from train order signal to automatic signal 31-3 West of Drummond when protected.

If a train is stopped at the home signals, no conflicting train movement is evident, trainmen shall proceed to the crossing and operate hand release control in box marked: "CMSTP&P Release." If operation of the hand release does not clear the home signal the trainmen at crossing, upon having made certain that home signal on conflicting railroad is at stop and no immediate train movement is evident on such tracks, may signal the train to proceed over the crossing

Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the home signal must be promptly reported to the Train Dispatcher from the first open telegraph office by wire.

Trains No. 16 and No. 15 will register by card at Alberton.

Trains No. 16 and No. 15 will not stop at Alberton for passengers.

Trains approaching Alberton finding westward automatic signal 110-1 at east end of yard at STOP must come to a full STOP, then may proceed to passenger station without flagging, moving cautiously, looking for broken rails, improper line-up of switches, or the main track occupied or fouled.

When trains No. 16 and No. 15 meet at Deer Lodge, No. 15 will, unless otherwise provided, take siding through crossover at the Ice House.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Capacity	Palitaria	The vall has been
Big Bend .	16 Cars	3.7 Miles	West of Garrison
Neal	3 Cars	1.4 Miles	West of Bonner Jct.
El:	10 C	27 16:1	West of Deimones

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Schedule Time

Average Speed per Hour

Mountain grade between Haugan and Avery.

All trains in both direction between Avery and Haugan will be handled by staff block rules 801 to 851 inclusive.

6.20

15.9

3.00

33.5

4.01

25.0

Divided staff will be used between Roland and East Portal.

Permissive discs may be used under the rules for ascending movements Haugan to East Portal and Avery to Roland. Except in movements following a train carrying passengers, the train dispatcher may, by train order, authorize use of permissive disc for descending movement East Portal to Haugan and Roland to Avery. When such authority is given, a copy of the train order must be delivered to the engineman with disc and a copy given to the conductor or trainman on rear of train.

Home staff signal may be cleared only when the block to which it applies is clear. When two trains are to meet at a staff block station and on account of the track arrangement are unable on arrival to clear the block to the rear before the staff authorizing train to enter block in advance is available, train may surrender staff to the operator after opposing train has arrived. Operator may then issue staff to each with caution card reading: "You may proceed with staff against home staff signal at stop when...has cleared.

On mountain grades at meeting points made by train order, the ascending train will take siding, unless otherwise speci-

Trains No. 16 and No. 15 will register by card at Haugan and Alberton. Trains No. 16 and No. 15 will not stop at Alberton for passengers. Train No. 18 may register by card at Haugan.

7.50

12.8

Automatic block system is in use between Alberton and Haugan. See Rules 221-B, 311, 362, 505-B.

3.03

32.9

3.15

30.9

The following automatic block signal is placed on left hand side of track as seen from approaching train.

Signal 145-7 between Ashmore and Superior.

Trains cannot meet at De Borgia.

Head light and tail lights must be lighted both day and night while passing through St. Paul Pass tunnel between Roland and East Portal Passenger trains will use not less than eight minutes, freight trains not less than fifteen minutes between East Portal

7.30

13.2

7.30

13,2

8.35

11.7

and Roland.

Hand cars, motor cars or track velocipedes must not be run through the tunnel between East Portal and Roland without flag protection.

Trains approaching Alberton finding eastward automatic signal 111-0 at west end of yard at STOP must come to a full STOP, then may proceed to passenger station without flagging, moving cautiously, looking for broken rails, improper line-up of switches or the main track occupied or fouled.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name Capacity 11 cars 4.8 Miles West of Superior Marlin.

nauteas	WE	STWAR	D				BE	TW	VEEN THREE FOR			D BOZE	MAN				EASTV	VARD
	SECON		FIRST	CLASS	C SHIP	Capa of Sid	city		Time Table No. 15	1		and the	2542500		FIRST	CLASS	DENCT.	SECOND
	193	-		117	31	in C		Ho.	In effect 12:01 A. M.	from	Calls		SYMBOLS	32	118	34	116	192
	Way Frei	ght Passenge	r Passenger	Passenger	Passenger	e Su	oks	Distance from Three Forks	December 16, 1929	Distance for Boseman	Telegraph	Office Closed Week Days	See Special Rule Page 8	Passenger	Passenger	Passenger	Passenger	Way Freight
	Except Sunday	Daily	Except Sunday	Daily	Except Sunday	Sidings	Other Tracks	Dist	STATIONS	Dist	Tele	n 14		Except Sunday	Daily	Except Sunday	Daily	Except Sunday
	The state of the s	PM L 10.55		L 5.55 AM		250	the g	0.0	THREE FORKS	. 38.4	FO		WY qBJR		A 10.05 AM		A 5.40PM	A 1.20 PM
	1 2.2	11.05		6.05		18		4.4	CARPENTER	. 34.0		No Office			9.49		5.29	1 1.04
	1 2.35	11.11		6.11		10		6.3	LOGAN	. 32.1		No Office		1 10	9.44		5.25	1 12.54
	s 2.50	11.23		6.23		20	5	11.5		26.0	MN	5PM to 8AM	P		9.32		5.14	s 12.34
	f 3.0:	11.36	06.3	6.36	80.0	20		16.6	(N. P. CROSSING) 0.8	. 21.8	12918	No Office	WP	T con	9.21		5.04	f 12.18
	f 3.0	192	7	6.38				17.5	0.9			No Office	YP		9.19	No.	5.02	115 12.16 P# 11.38
	f 3.1'			6.45	68.8	20		20.4	HOLLAND	. 18.0		No Office	or rein	TEE E	9.13	l-orus	4.56	1 11.25
	1 3.30	T Nav		6.52	22.8	20		23.8	WEST GALLATIN	. 14.6		No Office	1-1-1-1-28	12.5	9.06		4'49	1 11.14
	1 3.36		1 1988	6.56		10		25.5	GREENWOOD	. 12.9	Sina	No Office	83 1 F 88	Factor (9.02		4.45	f 11.09
	s 3.45	A 12.01	PM L 3.00P	A 7.01 A	L 7.33M	30	9717	27.0	BOZEMAN HOT SPRINGS	. 11.4	shw:	No Office	YJRP	A 6.50 N	L 8.55 AM	A 2.25 PM	L 4.40PM	11.00
	3.46	ana	1 3.05	mae m	1 7.37		2	28.5	GILROY	. 9.9	de l	No Office		1 6.46		2.20		10.50
	3.50	61.3	f 3.10	1537	1 7.40		2	29.5	BLACKWOOD	. 8.9	- Ban	No Office	Sour Fig.	1 6.44		2.17		10.45
	3.56	BET I	1 3.13	13.8	1 7.43	11		30.4	POTTER	. 8.0	Van.	No Office	Tab Extr	1 6.42		2.14		10.40
	3.58	353	1 3.16	EK.E	1 7.47		3	31.2	CHAPMAN	7.2		No Office	at The	f 6.40		2.11		10.35
	4.0	Edd's -	1 3.20	ene /	f 7.50		6	32.1	BALMONT	6.3	4 70	No Office	121 (Pr. 30)	f 6.37		1 2.08		10.30
	4.04	SEST.	1 3.24	SIE -	1 7.54	15	5	33.1	MATTHEWS	. 5.3	diam	No Office	A S	1 6.34	E BETT	2.05		10.25
	4.11	Trans	f 3.28	808	1 7.59		5	34.7	PATTERSON	. 3.7	ala.	No Office	5 1	f 630	P. Carrie	1.59		10.20
	4.24	1 12/2	1 3.40	668 ³	f 8.10	T 9	7	37.6	YARD JUNCTION	. 0.8	i i	No Office	10 M (0)	1 6.22	akārin	1 1.49	L. P. British	10.05
	A 4.30	PM	A 3.45P		A 8.134	7	50	38.4	BOZEMAN	. 0.0	BN	5pm to 8am	WCRYPK BZ	L 6.20 A	4	L 1.45 PM	10-69	L 10.00 AM
	2,20	1,06	.45	1,06 24,5	.40				Schedule Time Average Speed per Hour	-				.30	1.10	.40	1.00 27.0	3.20
	10,4	24,5	13.2	21,0	- 17.1		SIW3				L. C.	100		22.8	23.1	17.1	27.0	11.5
	WE	STWARI	2 40	9.00 S	В	ETW		-	SPECIAL R d trains are superior to West BOZEMAN HOT S	ward t	rains NG:	S AND G		N	N. 65	111	EASTW	/ARD
	I SECOND I					el leise			GATEWAY SUI	BDI	VISI	ON				der to th	There's	SECOND
	CLASS		FIRST	CLASS	A Section of the	Capac of Sidi in Ca	ings	prings	Time Table No. 15				a de la 120 Septimbre 120		FIRST C	LASS	1750	CLASS
	295	133	115	117	131	in Ca	ars	from Hot 81	In effect 12:01 A. M. December 16, 1929	om atewa	Calle	Office Closed Week Days	SYMBOLS	132	118	134	116	296
	Way Frei	ht Passenger	Passenger	Passenger	Passenger	980	. ske	Distance fi Boseman I	December 10, 1929	Distance from Gallatin Gatewa	graph	Week Days	See Special Rule Page 8	Passenger	Passenger	Passenger	Passenger	Way Freight
	Tuesday Thursday Saturday	Except	Daily	Daily	Except Sunday	Sidin	Other	Dist	STATIONS	Dist	Tele	National Control	ner sur el	Except Sunday	Daily	Except Sunday	Daily	Tuesday, Thursday, Saturday
	L 11.00		L 12.01 PM	L 7.01 AM	NO. PROPERTY	30		0.0	BOZEMAN HOT SPRINGS .	4.8	1 02	No Office	YJRP	A 7.33 AM	A 8.55 AM	3.00 PM	4.40 PM	A 11.40 AM
	f 11.10			7.07	f 6.56		6	2,5	2.5 ATKINS	2.2	al for	No Office	HAT BELLINE	f 7.25	8.49	2.52	4.34	11.30
	A11.20	M A 2.40	A 12.15 PM	A 7.15 AM	A 7.01 AM		10	4.8	GALLATIN GATEWAY	0.0	WA	5PM to 7 AM	PR	117 1.131 7.20 4#	L 8.45 AM I	133 2.45 Pt I	4.30™	L 11.20 AM
	.20	.14	.14	.14	.11	and a			Schedule Time					.13	.10	.15	.10	.20

Restricted overhead trolley clearance and restricted pole clearance on side of cars, engines and motors, Bozeman to Gallatin Gateway, via Bozeman Hot Springs, all points inclusive, in electrified territory.

THIS TIME TABLE IN EFFECT M
(BOTH DATES INCLU

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class; except that Nos. 131 and 117 are superior to No. 132; No. 133 is superior to No. 134; and No. 295 is superior to No. 296.

Nos. 192, 193, 295 and 296 will carry passengers.

The switch at the south leg of wye at Three Forks must be lined for west leg of wye. Switches at east and west legs of wye must be lined for passing siding.

SECOND CLA	SS	Сара	city of			in a		lift.		SECOND	CLASS
	293	Sid in (city of ings Cars	rom	Time Table No. 15 In effect 12:01 A. M.	8	Calls	0.5	SYMBOLS	292	
	Way Freight	82 20	. 9		December 16, 1929	nce from	elegraph Ca	Office Closed Week Days	See Special Rule Page 8	Way Freight	
	Monday Wednesday Friday	Sidings	Other Tracks	Distance Belgrade	STATIONS	Distance Belgrade	Teleg	At the second	and the same	Monday Wednesday Friday	The control of the co
Standard actions	L 11.38 AM	4	M. B.	0.0	BELGRADE JUNCTION.	5.2	14.0 M	No Office	JY	A 12-16 PM	
	292 A 11.53 AM	10	5	5.2	BELGRADE	0.0	BG	5,00pm to 8,00am	YPR	L 12.01 PM	
	. 15				Schedule Time	Oct 1	1000	AAA		.15	
	20.8	Table 1	Made		Average Speed per Hour	18.218		cat's on to be	STATE OF T	20.8	

SPECIAL RULES

BETWEEN BOZEMAN AND MENARD

Eastward trains are superior to Westward trains of the same class; except No. 293 is superior to No. 292.

lst, 1930	-	Capa Sid in (city of lings Cars	e from	Time Table No. 15 In effect 12:01 A. M. December 16, 1929	irom .	ob Calls	Office Closed Week Days	SYMBOLS See Special	
1		Sidings	Other Tracks	Distance Bozeman	STATIONS	Distance irom Menard	Telegraph		Rule Page 8	
The Property of		60		0.0	BOZEMAN	24.7	BN	5,00pm to 8,00am	WCRYP KBZ⊛;	
		14		5.5	5.5 LUX	19.2		No Office		
April 1 and 45 lives	r son	10	ne Bi	7.4	CAMONA	17.3	2 84		pargo I ki	Casasia (La
THE TAXABLE PARTY		8		8.2	WISNER	16.5			/ Airy ske	as drawn 1
The second second		12		10.0	BUSCH	14.7	1.45.0		· w	enemand in
		32	22	12.2	SPRINGHILL	12.5		"	AND THE STREET	
	Service Control	3	186-91	13.6	1.4 ERLICE	11.1			The Control	
2004 2004 2004	nother & all	10		15.0	HUFFINE	9 7		Salara	THE STATE OF THE STATE OF	
no se sen o baro e		8		16.6	TORBET	8.1	Tiego Livrage		100 M 100 M 120 M 100 M	
		10		17.7	EDILOU	7.0	i kan	The state of the s		
(becaused)-	mark (C)	10	arij	19.6	HILLMAN	5.1	1073	10 10 may 10 mg	er decem	Chatagha B
1 -1 300 1000		12		22.8	ACCOLA	1.9	TO ISS		Alexander Salara	Total Mark
		35	22	24.7	1.9 MENARD	0.0		10 10 see	WY	
Tall spale	40. (£.5.)	in in the	2 5	n ja	Schedule Time		Name of	thosey darkers	10 have	

SPECIAL RULES

Yard limit signs located at Three Forks, Bozeman, Yard Junction and Menard.

Electric cars operate between Bozeman Hot Springs and Bozeman, Bozeman Hot Springs and Gallatin Gateway, and on all tracks in yard limits in Bozeman using overhead trolley system.

Nos. 292 and 293 will carry passengers.

Restricted overhead trolley clearance and restricted pole clearance on side of cars, engines and motors, Bozeman to Gallatin Gateway, via Bozeman Hot Springs, all points inclusive, in electrified territory.

BETWEEN BONNER JUNCTION AND SUNSET SUBDIVISION

EASTWARD

<i>i</i> -, •	Capa Sic in	city of lings Cars	rom	Time Table No. 15 In effect 12:01 A. M. December 16, 1929	from	Calls	Office Closed Week Days	SYMBOLS	a Desperado la Temperado la Temperado	in Italians
ed a company of the co	Sidings	Other Tracks	Distance from Bonner Junction	STATIONS	Distance 1	Telegraph	week Days	See Special Rule Page 8	Christian a crev solan christian	STYN
TOTAL BOOK SET OF SET O	20		0.0	BONNER JUNCTION	26,0		No Office	РЈҮ		mak.
Delay on yet here ago deal	10	100	1,3	BONNER	24.7	of the t	os telinoso n	wo	2000	
to a product of which is	20		9,8	TWIN CREEK	16,2	WE US	Tribula vas i	THE ALL CONTRACT	West Marie	017 2 1933 015 7 2
Act at standard reports	20		12,2	McNAMARA	13.8	Sal		1011 301 0	NEW WINDS	
The mass the sitte s	30	a 102	26,0	SUNSET	0,0	erre in		d dedicate	i tanıla d	Ta A
The state of the s				Schedule Time	Trees 1	da vo			1000	Mart
	T. TA TELLES	Table 1	frin e	Average Speed per Hour	2 70		CONTRACTOR	A JALLE		Bred K

SPECIAL RULES

Yard limit signs located at Bonner

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Capacity A. C. M. Connection 0 cars 1.2 miles east Sunset Miller Spur 2 cars 5.7 miles east Bonner

THE FOLLOWING HOURS OF DUTY WILL BE OBSERVED AT TRAIN ORDER STATIONS SUNDAY, SUBJECT TO CHANGE BY BULLETIN. WHEN SO CHANGED ALL CONCERNED WILL NOTE CHANGE IN PENCIL ON THEIR COPY OF TIME TABLE.

STATION	Sunday Hours	STATION	Sunday Hours
Harlowton		Sinclair	
Two Dot	7:00 a. m. to 9:00 a. m.	Deer Lodge	
Martinsdale	1:30 am to 3:30 am 7:30 am to 3:30 pm 8:00 pm to 10:00 pm	Drummond Missoula Huson	Continuous
Ringling	Continuous	Superior	
Lombard	Continuous	St. Regis	
Three Forks		Haugan	
Sappington	Continuous	Saltese	Continuous
Jefferson Island	6:15 am to 8:15 am	East Portal	
Piedmont	Continuous	Falcon	
Butte Yard	Continuous	Avery	Continuous

J. P. PHELAN, M. J. WELCH, C. A. OLSON F. A. CHALK, G. B. BAKER,

WESTWARD

J. R. WEATHERLY,
N. C. GROGAN,
J. T. JOSEPHSON,
L. A. WHALEY,
R. E. JOINER,

C. G. BLEICHNER

Traveling Engineers G. T. SPAULDING E. R. STEVENS

E. M. GROBEL. A. C. KOHLHASE Assistant Superintendent, A. J. BUSCH

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing the kind of markers to be displayed by day are changed to read: "By day green flags (or marker lamps not lighted)."

The use of a red light in the cupola of cabooses on freight and work trains is discontinued.

All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each sub-division. Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

Where automatic light signals are in use, they display a light indication only, by day as well as by night.
When rules require the headlight to be displayed, electric headlights on engines in road service will be dimmed by engineers under the following conditions: When entering or moving through side tracks in yards where yard engines are employed; at meeting points when standing awaiting arrival of approaching train or trains, when standing on sidings in yards, or at engine terminals.

Should a train be held for 30 minutes at a telegraph station after telegraph office is closed for the day, the Conductor will call Operator. If held for 30 minutes at a non-telegraph station, Conductor will report to the Train Dispatcher on

the telephone.

Motors should never be run coupled together, either light or when handling a train, except when covered by special instructions. When two motors are used in the same freight train they should always be separated by ten or more cars. Trains or cars must not be pushed over streets or public crossings, highways, electric or steam railway crossings at grades unless a member of the crew is on the leading car.

When the view of the trainman is obstructed and there are no gates or flagmen, a member of the crew must be on the ground ahead to see that the crossing is clear, and that there is no one approaching.

Whistle signal prescribed by Rule 14 K must also be given passing helpers cut in trains, rear end of freight trains, and track and bridge crews.

Train registers will not be used for the identification of extra trains.

Train order signal light is displayed continuously at offices where station forces are maintained, between Harlowton and

*—Standard Clock. W—Water. C—Coal D—Drenching Tower. O—Oil.	R—Register. T—Turntable. Y—Wye. P—Dispatcher's Telephone. I—Interlocked.	K—Connection with foreign road B—Bulletin Board. J—Junction. Z—Track Scales. ¶—Refreshments.
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SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF FREIGHT TRAINS ON MOUNTAIN GRADES

The following rules in which reference is made to paragraph numbers refer to Instructions contained in Form 2697 old M. P. 124.

MANUAL OF INSTRUCTIONS on AIR BRAKE and TRAIN AIR SIGNALS for ENGINEMEN AND TRAINMEN; Revised January, 1927.

1. Before leaving a terminal or point where make up of train has been changed; also on Eastward trains at Butte Yard or Newcomb or Alloy depending on point where helper is put in train; and on Westward trains at Piedmont and Haugan, make test as per paragraphs

2. A brake pipe test must be made after cutting in helpers as per section (j) paragraph 137. Brake pipe test must be made on Eastward trains at East Portal, Donald and Loweth; and on Westward trains in tunnel 11 between Donald and Penfield and at Roland as per paragraphs 38 and 85 A.

ward trains at East Fortal, Donaid and Loweth; and on Westward trains in tunnel 11 between Donaid and Penfield and at Roland as per paragraphs 88 and 85.A. When leaving cars on sidings, comply with instructions in paragraph 89. When detaching locomotive from train comply with instructions in paragraph 91.A. When helper power is in train, in addition to the use of hand brakes, engineman on helper engine nearest head end (when more than one helper is in train) will cut in his brake valve and keep brake pipe charged to 75 lbs. on descending grade and to 60 lbs. on ascending grade. When road engine is again attached to train, engineman on helper engine will cut out his brake valve. Brake pipe test must be made before proceeding as per paragraphs 83 and 85.A.

4. After stop is made at summit of mountain grade and before commencing descent, engineman on road engine must adjust the brake pipe feed valve to 90 lbs. and have brake pipe charged to this pressure as per paragraph 139. At first stop after reaching foot of grade reduce brake pipe pressure to 70 lbs. Retainers must be turned down before making movements to cut out helpers.

5. Retainers will be turned up as per paragraph 140 or special instructions.

6. If regeneration fails, train must immediately be brought to a stop as per paragraphs 140, all available retainers turned up and brake pipe pressure fully restored before proceeding.

7. Paragraphs 97 and 128 (Inoperative air brakes) do not apply on mountain grade.

8. Trainmen must watch closely for excessive heating of wheels, and if any are found, train must be brought to a stop and remain standing a sufficient length of time to allow them to cool.

9. With no helper at rear of train and a backing movement is made during ascent of grade, brake pipe test must be made before commencing backing movement as per paragraphs 38 and 85-A, and brake pipe persure fully restored, enough hand brakes applied on rear of train before your properly control slack, and a man stationed within reach of conductor's valve in orde

After giving signal to release hand brakes, make a brake application of train brakes and hold them applied while hand brakes are being

released.

On ascending grade when a train stops under conditions where it is apparent that power has gone off the line, trainmen on rear should watch caboose air gauge closely and if brake pipe pressure falls to 40 lbs. apply sufficient hand brakes on rear of train to alone hold the train. When power again comes on the line, enginemen will recharge brake pipe and give two long sounds of engine whistle as signal to release hand brakes, then make a brake application of train brakes and hold them applied while hand brakes are being released for applying air brakes while hand brakes are being released is that it may not be possible to release hand brakes otherwise.) SPECIAL RULES AND INSTRUCTIONS REGARDING OPERATION OF PASSENGER TRAINS ON

The following Rules in which reference is made to paragraph numbers refer to instructions contained in Form 2697 old M. P. 124

MANUAL of INSTRUCTIONS on AIR BRAKE and TRAIN AIR SIGNALS for ENGINEMEN and TRAINMEN; Revised January, 1927.

1. Paragraphs 97 and 128 (inoperative air brakes) do not apply on mountain grade.

2. When power goes off the line, train must be immediately brought to a stop. If power does not come on again within 10 minutes from the time the train hes come to a stop, enginemen will so advise the trainmen who will immediately apply all hand brakes on train.

Enginemen will apply hand brakes on engine and release independent brake. Air compressor should be shut down and everything possible done to conserve air pressure and avoid discharge of batteries. Air compressor will have to be started frequently enough to maintain sufficient supply of air to operate pantograph.

When power comes on line, recharge train line, apply automatic brakes, release hand brakes and before proceeding make test as per paragraphs 59 and 108.

ELECTRIFICATION

When for any cause trouble is experienced on trolley or other overhead wires, causing a dangerous condition, anyone is authorized to order power shut off from nearest substations.

In case of fire secure Pyrene tank and make every effort to extinguish fire after line has been de-energized.

In case where trolley cut off switches are to be opened, get the line de-energized, then open trolley cut off switches and flag any approaching trains as per Rule 99 to avoid bridging air gaps.

Reason for requesting power to be shut off must be given the Train Dispatcher as soon as possible and line should not again be energized until so authorized by the Train Dispatcher.

When damaged trolley of which you have no previous notice is found, the train should be brought to a stop and an inspection made of the trolley. Further movement will be governed by conditions as you find them, using care and good judgment in handling of your train; complying with all other rules and instructions in regard to operation in the electrified territory.

The train dispatcher should be informed of the conditions before the train proceeds. The portable telephone which is supplied in each motor being used for that purpose if there is no office available.

If it is not possible to communicate with the train dispatcher and conditions will permit the safe movement of the train, a flagman should be left to protect following trains. In such cases, give full information to chief dispatcher at the first available point of communication.

MAXIMUM SPEED PERMITTED

PASSENGER TRAINS

Between				Between			
Harlowton and Lennep	miles	ner	hour	Finlen and Morel45	miles	20.021	h
Lennep and Bruno 40	miles	por	hour	Morel and Missoula 55	miles	per	nour
Bruno and Loweth	miles	ber	nour	Brief and Brissoula	miles	per	nour
Bruno and Loweth 30	miles	per	hour	Missoula and 2 miles West of Alberton	miles	per	hour
Loweth and 1 mile east of New Dorsey 40	miles	per	hour	2 miles West of Alberton and 2 miles West of			
1 mile east of New Dorsey and Moyne	miles	per	hour	Tarkio50	miles	nor	houn
Moyne and Fanalulu35	milos	non	hour	2 miles West of Tentric and 1/ mile West of St	miles	Der	nout
Fanalulu and 1 mile East of Canyon 45	miles	her	nour	2 miles West of Tarkio and ½ mile West of St.	- 17		
Tanadau and I mile East of Canyon	miles	per	nour	Regis55	miles	per	hour
1 mile east of Canyon and Barron35	miles	per	hour	1/2 miles West of St. Regis and Henderson30	miles	per	hour
Barron and Eustis. 45	miles	per	hour	Henderson and 2 miles west of Haugan50	miles	nor	hour
Eustis and Sappington 55	miles	Por	hour	2 miles West of Harman and American	miles	per	nour
General and Displayers	miles	per	nour	2 miles West of Haugan and Avery30	miles	per	hour
Sappington and Piedmont 45	miles	per	hour				
Piedmont and Newcomb30	miles	per	hour				
Newcomb and 11/2 miles West of Dawson	miles	ner	hour				
11/ miles West of Demon and Bladen	HILLOS	Por	nour				

MAXIMUM SPEED PERMITTED

FREIGHT TRAINS EASTWARD

POPICUT TOAING WEGTWADD

TREIGHT TRAINS BASTWAN	A CALL OF THE RESERVE	FREIGHT TRAINS WESTWARD
very to Haugan 20 Laugan to Henderson 25 lenderson to ½ mile west of St. Regis 18 2 mile west of St. Regis to Newcomb 25 lewcomb to Donald 20 lonald to Piedmont 18 riedmont to Loweth 25 loweth to Lennep 20 lennep to Harlowton 25	miles per hour miles per hour	Harlowton to Lennep. 25 miles per hour Lennep to Loweth. 20 miles per hour Loweth to Piedmont. 25 miles per hour Piedmont to Newcomb. 20 miles per hour Newcomb to St. Regis 25 miles per hour St. Regis to Henderson 20 miles per hour Henderson to Haugan 25 miles per hour Haugan to Avery. 20 miles per hour

Light engines or motors, helper engines or motors, engines or motors with cabooses only and stock trains 30 miles per hour Harlowton to Haugan, 25 miles per hour Haugan to Avery. Stock trains are trains with 25 cars of stock or more.

Attention is called to the fact that these speeds are the maximum permissible. All restrictions regarding slower speeds are still in effect. Engineers are expected to exercise good judgment at various points in the above districts and reduce speed to conform with safety.

Where a speed in excess of 25 M. P. H. in freight service is permitted and it is necessary to control speed with regeneration, speed must be reduced to 25 M. P. H. or less while controlling with regeneration.

SPEED RESTRICTIONS.

The speed of all trains passing over railroad crossings at grade and through interlocking plants must be controlled and not exceed twenty-five miles per hour. The speed of all trains passing through crossovers, entering upon or leaving ends of double track, passing tracks or other side tracks must be controlled and not exceed the miles per hour except at designated turnouts laid with long frogs, where speed may be increased to, but not exceed twenty miles per hour.

Work trains handling laborers must not exceed twenty miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine or motor if it can be avoided.

When moving Lidgerwood unloaders, the speed must not exceed fifteen miles per hour.

Trains will be under control approaching bluffs and rock cuts where slides and rock are liable to obstruct track.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour.

The speed of Mallet type engines, working steam, with one main rod removed must not exceed a speed of twenty (20) miles per hour.

SPEED OF TRAINS HANDLING STEAM WRECKING OUTFITS

STATE OF THE PARTY		
Between	Harlowton and Lennep25 miles per hour	Between Jefferson Island and Piedmont25 miles per hour
	Lennep and Loweth 20 miles per hour	Between Piedmont and Newcomb
Between	Loweth and Moyne 25 miles per hour	Between Newcomb and Dawson 25 miles per hour
Between	Moyne and Lombard 20 miles per hour	Between Dawson and Finlen 20 miles per hour
Between	Lombard and Three Forks 25 miles per hour	Between Finlen and Deer Lodge 25 miles per hour
Between	Three Forks and Alcazar 25 miles per hour	Between Deer Lodge and St. Regis25 miles per hour
Between	Alcazar and Jefferson Island20 miles per hour	Between St. Regis and Avery20 miles per hour

On all branch lines, speed will not exceed 15 miles per hour.

This is the maximum speed allowable between the points mentioned above and reductions must be made if local conditions require it.

SPEED TABLE.

			mile in 1 minut			miles per	hour is e	quivalent to	one mile	in 1	
			mile in 1 minut					guivalent to			
			mile in 1 minut					quivalent to			
			mile in 1 minut					quivalent to			
niles per he	our is equiv	elent to one	mile in 1 minut	e and 80	seconds 15	miles per	hour is o	quivalent to	one mile	in 4	

YARD LIMIT SIGNS ARE LOCATED AS FOLLOWS

Harlowton to Three Forks Sub-Division

55 m 50 m 45 m

Harlowton___4000 feet east of east switch (westward). Harlowton 2638 feet west of west switch (eastward). Harlowton 2640 feet north of north switch on N.M. Div. Loweth _____2000 feet east of east switch (westward). Loweth _____2000 feet west of west switch (eastward) Lombard 4069 feet east of N. P. Transfer (westward) Lombard......3901 feet west of west switch (eastward). Three Forks_2000 feet east of east switch (westward).

Three Forks to Deer Lodge Sub-Division Three Forks_3027 feet west of west switch (eastward) Piedmont......4983 feet east of east switch (westward), which is 2062 feet east of N. P. Crossing. .. 6673 feet west of west switch (eastward). ____ 200 feet east of east switch (westward). 3818 feet west of west switch (eastward) which makes the location at a point 303 feet west of the east passing track switch at Penfield.

Butte Yard....2000 feet east of east switch (westward).

Three Forks to Deer Lodge Sub-Division—(Continued) Butte Yard....23,593 feet west of the west switch (eastward) which makes the location at a point 868 feet east of Grade Crossing B.A. & P. and N. P. Connection at Rocker.

minute and 48 seconds minutes and 0 seconds minutes and 24 seconds

Deer Lodge...3321 feet east of east switch (westward).

Deer Lodge to Alberton Sub-Division Deer Lodge_10,356 feet west of west passing track switch (eastward). _4920 feet east of east switch (westward).

Missoula_ Missoula 2000 feet west of west switch (eastward) Alberton... _2000 feet east of east switch (westward). Alberton to Avery Sub-Division

Alberton .3755 feet west of west switch (eastward). 2349 feet east of east switch (westward) St. Regis. 2457 feet west of west switch (eastward). 2148 feet east of east switch (westward). St. Regis Haugan.... Haugan... .300 feet west of west switch (eastward). .657 feet east of east switch (westward). Avery... Avery... _2000 feet west of west switch to west yard

WEIGHT OF DEAD ENGINES

C1151 Tons	ES2 80 Tons	10301324 Tons	G6155 Tons	L2A224 Tons
C2178 Tons	EP2272 Tons	F4191 Tons	G7158 Tons	L2216 Tons
C5177 Tons	EP3310 Tons	F5198 Tons	K1180 Tons	L3252 Tons
EFI288 Tons	F3192 Tons	G5105 Tons	L1207 Tons	N1277 Tons

-	-	-	 EV	011	-	-	FE	2	WIT	CL	ICC
	n c					1.0		- 20			

CTATION	N- LOCATION	STATION	N- LOCATION
	No.—LOCATION.		No.—LOCATION.
Valencia	.1 at west end of yard. .1 at each end of siding.	Dawson1 at	t crossing; controls crossing only.
	None, switches in Sub-station.	Finlen1 a	
	l at each end of siding.	Cullen1 a	
	l at each end of siding.		ne, Switches in Sub-station
	.1 at each end of siding.	Sinclair1 a	
	.1 at each end of siding.	Deer Lodge1 a	
	.l at each end of siding.	Kohrsl a	
Loweth	None, switches in Sub-station.		t east switch. 1, 9 spans west of
	1 at west switch. 1, 50 spans east of		unnel.
	east switch.		ne, Switches in Sub-station.
	1 at each end of siding.	Haskell1 a	
	.l at each end of siding.	Drummond1 a	
Moyne	A at east switch. 1, 13 spans west of	Ozan1 a	t each end of siding.
Fonelulu	west switch. 1 at east switch. 1, 19 spans west of	Bearmouth1 a	
ranaiuiu	west switch.	Tunnel 151 a	
Sixteen	.1 at west switch. 1, 17 spans east of		ne, Switches in Sub-station
	east switch.	Iris1 a	
Canyon	1 at west switch. 1, 15 spans east of	Clinton1 a	
	east switch.	Thelmal a	t each end of siding.
	None, switches in Sub-station.	Bonner Jct1 a	t each end of siding.
Nathan	.1 at west switch. 1, 9 spans east of	Missoula1 a	t west end of stock yard track. 1
	east switch. 1 at each end of siding.	C	ontrols Tombstone track above oil
			tation. 1 controls Polley Lumber
	.1 at each end of siding.	C	Co. track. 1 at old freight house
Cardinal	.1 at east switch. 1, 8 spans west of west switch.	C	ontrols tracks leading to the new
Lombard*	ontrols trolley at N. P. Transfer		reight house. 1 on No. 1 track at
- Bombar G.	and 1 at Air Gap 22 spans east of	n	ew freight house controls No. 1
	east switch.		rack for oil companies.
Barron	1 at west switch. 1, 4 spans east of		ne, Switches in Sub-station.
	east switch.		t east switch. 1, 15 spans west of
	None, switches in Sub-station.		vest switch.
Three Forks	1 at each end of yard and 1 that con- trols the "wye" to the flour mill.		t east switch. 1, 15 spans west of yest switch.
Willow Creek	at each end of siding.	Soudan1 a	
	at each end of siding.	Alberton1 as	
Alcazar	at each end of siding.	Cyr1 at	t each end of siding.
	.1 at west switch. 1, 14 spans east of	Tarkio Not	ne, Switches in Sub-station.
Jenerson Island	east switch.	Cobden1 at	t each end of siding.
Piedmont	.1 at west switch. 1 in front of Sub-	Superior1 at	t each end of siding.
N. C.	station.	Ashmore1 a	t each end of siding.
Vendome	1 at east switch. 1, 6 spans west of west switch. 1 between the switches	St. Regisl at	t each end of siding.
	that controls the cut-off which runs	Foraker1 a	t each end of siding.
	from Vendome to a point west of	DrexelNor	ne, Switches in Sub-station.
	Cedric.	Henderson1 at	
Cedric	1 at each end of siding and 1 just west	Hauganl a	t east switch. 1, 12 spans west of
	of Cedric on cut off from Vendome.		vest switch. t east switch. 1, 8 spans west of
Grace	1 at east switch, 1, 8 spans west of west switch and L between switches	Saltesel a	t east switch. I, 8 spans west of
	that controls a cut-off which runs to	And the property of the proper	t east switch. 1, 12 spans west of
X 11 - 12	a point located 3 miles west of Grace.	W	rest switch. I between these two
Between Grace and	1 1 1 2 1 5 1		hat controls the cut-off line from
Donald	1 located 3 miles west of Grace on the cut off that runs from Grace.		Bryson to a point east of East
Denet			ne. Switches in Sub-station.
Donald	1 at each end of siding. 1 at each end of siding.		
		W	t east switch. 1, 5 spans west of yest switch. 1, 200 feet west of
	l at each end of tunnel.	**	est switch, which controls cut-off
Janney	Mone switches in Cub station		
	None, switches in Sub-station.	times exercises and li	ne from Roland to a point between
Newcomb	1 at each end of siding.	li s	ne from Roland to a point between witches at Falcon.
Butte Yard	1 at each end of siding. 1 at each end of yard. 1 that controls	Tunnel 22 1 a	ne from Roland to a point between
Butte Yard.	1 at each end of siding.	Tunnel 22 1 and ed. Adair	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. tt east switch. 1, 1 span west of
Brick Yard Spur,	1 at each end of siding. 1 at each end of yard. 1 that controls Trolley to Hanson's packing house.	Tunnel 22 1 and 1	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. tt east switch. 1, 1 span west of runnel 26.
Brick Yard Spur, Butte Yard	1 at each end of siding. 1 at each end of yard. 1 that controls Trolley to Hanson's packing house.	Tunnel 22 la el Adair la T	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. t east switch. 1, 1 span west of runnel 26. 5 spans east of east switch. 1, 7
Brick Yard Spur, Butte Yard Brite Passenger	1 at each end of siding. 1 at each end of yard. 1 that controls Trolley to Hanson's packing house. 1 at entrance. 1 that controls all wiring except B., A.	Tunnel 22 1 at e Adair. 1 A T T T T T T T T T T T T T T T T T T	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. tt east switch. 1, 1 span west of cunnel 26. 5 spans east of east switch. 1, 7 pans west of west switch. 1 be-
Brick Yard Spur, Butte Yard Butte Yard Butte Passenger Station	1 at each end of siding. 1 at each end of yard. 1 that controls Trolley to Hanson's packing house. 1 at entrance. 1 that controls all wiring except B., A. & P., located on west leg of "wye."	Tunnel 22 1 at e e Adair 1 a T T T T T T T T T T T T T T T T T T	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. t east switch. 1, 1 span west of runnel 26. 5 spans east of east switch. 1, 7
Brick Yard Spur, Butte Yard Butte Yard Butte Passenger Station	1 at each end of siding. 1 at each end of yard. 1 that controls Trolley to Hanson's packing house. 1 at entrance. 1 that controls all wiring except B., A.	Tunnel 22 1 a Adair 1 a Falcon 1, 5	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. tt east switch. 1, 1 span west of runnel 26. 5 spans east of east switch. 1, 7 pans west of west switch. 1 between these two which controls cut- off line from Roland.
Brick Yard Spur, Butte Yard Spur, Butte Yard Butte Passenger Station Butte Freight House Alloy	1 at each end of siding. 1 at each end of yard. 1 that controls Trolley to Hanson's packing house. 1 at entrance. 1 that controls all wiring except B., A. & P., located on west leg of "wye." 1 that controls trolley in that vicinity. 1 at west end of siding.	Tunnel 22 1 at et al.	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. tt east switch. 1, 1 span west of runnel 26. 5 spans east of east switch. 1, 7 spans west of west switch. 1 between these two which controls cut- off line from Roland. 30 spans east of east switch. 1, 32 spans west of west switch. 1, 32 spans west of west switch.
Brick Yard Spur, Butte Yard Butte Passenger Station Butte Freight House Alloy Rocker	1 at each end of siding. 1 at each end of yard. 1 that controls Trolley to Hanson's packing house. 1 at entrance. 1 that controls all wiring except B., A. & P., located on west leg of "wye." 1 that controls trolley in that vicinity.	Tunnel 22 1 a Adair 1 a Falcon 1, 5 Kyle 1, 5 Stetson 1 a	ne from Roland to a point between witches at Falcon. t east end. 1, 5 spans west of west nd. tt east switch. 1, 1 span west of runnel 26. 5 spans east of east switch. 1, 7 spans west of west switch. 1 between these two which controls cut- off line from Roland. 30 spans east of east switch. 1, 32 spans west of west switch. 1, 32 spans west of west switch.

B. A. Johnson...

Employees are prohibited from riding:

(a) On Engine footboard between engine and car when cars are being pushed.

(b) On leading footboard while coupling engine to cars.

On engine pilots.
On deadwood, drawbars, brakebeams, journal boxes and brake wheels.
On ends of cars containing loads which may shift.
On engine pilot or footboards, sides or ends of cars, going in or our of de-

(g) On forward footboards of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

Occupied camp cars must be handled with the air cut in at all times. These instructions apply in switching movements, yard or road service.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr A T Rouffleur	Chief Surgeon	Seattle, Wash.
Dr C S Powell	District Surgeon	Deer Lodge, Mont.
Dr Peter Potter	Oculist	Butte, Mont.
De I. W Smith	Oculist	Butte, Mont,
Dr. W. J. Marshall	Oculist	Missouls, Ment.

Location	Name	11 0/2 3	Fitle	Office Phone	Besidence Phone
Harlewton Mont	Dr. E. M. Gans	Local	Surgeon	15	15
Paraman Want	Dr. O. S. Smith.		• • • • • • • • • • • • • • • • • • • •	460-J	460-W
Poseman, Eur	Dr. W. S. Bole	44	66	534	574
Dalamada Mant	Dr. B. L. Phillips		**	64	64
Whatten Went	Dr. R. R. Sigler	44	44		
Mannattan, Munt.	Dr. John Dimon		44	100	56
Tares Forks, Mont.	Dr. H. L. Koehler			100	119·W
				100	
Willow Creek, Mont.	Dr. J. T. Bradbury			12	12
Piedmont, Mont	Dr. L. R. Packard			815-W	815-J
Butte, Mont	Dr Harold Schwarts			559	542
	Dr. R. C. Monahan			21	113-W
Deer Lodge, Mont	Dr C. S. Powell			21	29
	Dr. F. L. Unmack				29
Drummond, Mont	Dr. E. G. Wilcox			1-J	
Missouls, Mont,	Dr. J. P. Ritchey			2845	2235
	Dr. G. F. Turman			8401	8675
Superior Mont	Dr. W. J. Doyle	11	**	1 short, 1 long,	1 short (Rur. Ph.)
Aren Idehe	Dr Chas Busey	- 44	44		

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

ASSOCIATION HOSPITALS Deer Lodge

Missoula

St. Maries

Three Forks	Butte	Deer Lodge	Missoula	St. M
	LOC	CATION OF STRETCHE	RS	
Avery	Superior	Missoula	Deer Lodge	Harlowton
Haugan	Alberton	Drummond	Three Forks	Ringling
	Butte Fre	eight House and Baggag All Sub-Stations	e Room	

TONNAGE RATING.

WESTWARD:		EASTWARD:	
1 201 11112	1 Helper 2 Helpers		1 Helper 2 Helpers
Harlowton to Bruno 2800		Avery to Haugan 1650	3300 4800
Bruno to Loweth 1500	2800	Haugan to Deer Lodge 6000	
Loweth to Piedmont 4500		Deer Lodge to Butte 4700	
Piedmont to Newcomb 1400	2800 3700	Butte to Piedmont 1750	3500 4500
Newcomb to St. Regis 6000		Piedmont to Cardinal 6000	
St. Regis to Haugan 2800	4500	Cardinal to Bruno 2800	4800
Haugan to Avery 1700	3400 4500	Bruno to Harlowton	
Ilaugan to Iterty		Eastward trains require helper from	Alloy with 3500 tons.

The rating shown above may be increased or decreased by Order of the Chief Dispatcher.

WATCH INSPECTORS.

National Railway Time Service Co., Chief Watch Inspectors 58 East Washington Street, Chicago, Illinois _Harlowton, Montana Robertson's Jewelry and Optical Co..... .Three Forks, Montana J. A. Siffert... ...Butte, Montana Towle Co., 109 North Main Street...... William ColemanDeer Lodge, Montana _Missoula, Montana Borg Jewelry Co ... __Avery, Idaho

