

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

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 EMPLOYEES 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.

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	STATIONS	Distance from Three Forks	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS	
91	263	15	17	18	16	266	264							92	18	16	266	264	92
Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Freight	Time Freight	Way Freight	Passenger	Passenger	Freight	Time Freight	Way Freight						
Monday, Wednesday, Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily	Daily						
15 L 7.45 AM	L 12.50 AM	L 7.35 AM	L 1.50 AM					Yard	0.0	..... HARLOWTON	HN		⊗WCRTY JBZ	A 2.25 PM	A 9.20 PM	A 4.00 PM	A 12.50 AM	A 1.25 PM
8.05	1.10	7.44	f 2.01	77	13	6.2	6.2		6.2	..... VALENCIA		No Office	P	2.09	9.08	3.42	12.25	1.00
8.25	1.28	f 7.54	f 2.12	79	31	12.0	5.8		12.0	..... TWO DOT	WO	3.00 PM to 7.00 AM	P	s 1.56	f 8.59	3.22	12.02 AM	12.35
8.45	1.47	8.03	f 2.23	77	18	18.5	6.5		18.5	..... SELKIRK		No Office	P	f 1.45	8.48	3.02	11.40	12.10 PM
9.05	2.02	f 8.12	s 2.34	78	18	24.2	5.7		24.2	..... MARTINSDALE	MX		P	s 1.34	f 8.40	2.44	11.23	11.47
9.20	2.19	8.19	f 2.46	77	16	28.6	4.4		28.6	..... GROVELAND		No Office	WP	f 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		35.6	..... LENNEP	UX	5.00 PM to 8.00 AM	P	s 1.10	f 8.23	2.05	10.38	11.00
10.00	17 2.59 3.21	8.41	f 3.11	75	6	41.2	5.6		41.2	..... BRUNO		No Office	P	f 1.00	8.13	1.45	10.13	10.35
10.20	3.40	8.51	f 3.21	79	53	45.4	4.2		45.4	..... LOWETH		No Office	P	f 12.50	8.03	1.15	9.57	10.15
10.40	3.53	8.59	f 3.30	74	10	50.0	4.6		50.0	..... HAMEN		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	5.1		55.1	..... NEW DORSEY		No Office	P	12.30	7.44	12.40	9.25	9.30
11.45	4.14	s 9.13	s 3.47	75	48	57.3	2.2		57.3	..... RINGLING	D		K	s 12.24	s 7.40	18 12.30 12.15	9.18	15 9.13
266 12.03 PM 18 12.15	4.24	9.18	f 3.54	74	32	60.9	3.6		60.9	..... MOYNE		No Office	P	91 12.15	7.31	91 12.03 PM	9.05	8.45
12.35	4.36	9.26	4.02	60		64.9	4.0		64.9	..... FANALULU		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	3.0		67.9	..... SIXTEEN	XN	5.00 PM to 8.00 AM	WP	f 12.02 PM	7.19	11.35	8.38	8.18
1.10	4.56	9.38	f 4.15	60	16	71.2	3.3		71.2	..... CANYON		No Office	P	f 11.53	7.12	11.26	8.15	8.00
1.30	5.13	9.47	f 4.24	75	17	75.9	4.7		75.9	..... JOSEPHINE		No Office	P	f 11.42	7.01	11.12	7.55	7.35
1.46	5.31	9.54	4.32	76	19	79.8	3.9		79.8	..... NATHAN		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	2.1		81.9	..... MAUDLOW		No Office	P	f 11.29	6.49	10.40	7.29	7.05
2.20	6.02	266 10.08	f 4.47	78	10	87.6	5.7		87.6	..... DEER PARK		No Office	P	f 11.18	6.38	15 10.08	7.09	6.40
2.35	92 6.22	10.15	f 4.56	76	51	92.2	4.6		92.2	..... CARDINAL		No Office	P	f 11.08	6.29	9.35	6.56	263 6.22
3.05	6.32	s 10.22	s 5.05	13		94.9	2.7		94.9	..... LOMBARD	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	3.1		98.0	..... BARRON		No Office	P	f 10.52	264 6.17	9.05	16 6.23 6.06	17 5.13
3.45	7.10	18 10.39	f 5.26	77	11	105.7	7.7		105.7	..... EUSTIS		No Office	P	f 10.39	15 6.06	8.40	5.40	4.50
A 4.15 PM	A 7.40 AM	A 10.50 AM	A 5.40 AM			114.2	8.5		114.2	..... THREE FORKS	FO		⊗WRYBJT	L 10.25 AM	L 5.55 PM	L 8.15 AM	L 5.15 PM	L 4.25 AM
8.30	6.50	3.15	3.50							Schedule Time				4.00	3.25	7.45	7.35	9.00	
13.4	16.7	35.1	29.8							Average Speed per Hour				28.6	33.4	14.7	15.0	12.7	

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	Capacity	Location
Higgins.....	4 Cars	3.7 Miles West of Hamer
Booher..	2 Cars	2.5 Miles West of Barron

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No.15 In effect 12:01 A. M. December 16, 1929	Distance from Three Forks	Distance from Deer Lodge	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS						
93				263		15 17		Sidings	Other Tracks							STATIONS	18	16	264	266	94	Passenger	Passenger	Time Freight	Freight	Way Freight
Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger																			
L 2.00 PM	L 8.10 AM	L 10.55 AM	L 5.50 AM					Yard		0.0	THREE FORKS	112.1	FO		WRJ B4	A 10.15 AM	A 5.45 PM	A 4.45 PM	A 6.30 AM	A 12.05 AM						
2.20	8.30	11.03	f 6.00	77	26	6.5	6.5			6.5	WILLOW CREEK	105.6		No Office	P	f 10.04	5.34	4.25	17 6.00	11.35						
2.45	8.50	11.10	f 6.10	78	25	12.9	12.9			12.9	(N. P. CROSSING) SAPPINGTON	99.2	PN		IK	f 9.55	5.25	4.01	5.46	11.00						
3.00	9.04	11.18	f 6.19	77	28	17.8	17.8			17.8	ALCAZAR	94.3		No Office	P	f 9.47	5.17	3.47	5.15	10.40						
264 3.27	18 9.35	11.29	s 6.31	48	80	24.6	24.6			24.6	JEFFERSON ISLAND	87.5	JI	3.15 PM to 6.15 AM	P	f 9.35	5.05	93 3.27	4.50	10.10						
3.51	9.59	11.42	s 6.47					Yard		34.5	(N. P. CROSSING) PIEDMONT	77.6	WH		IKP	s 9.21	4.51	2.55	4.20	9.30						
4.11	10.15	11.53	f 6.59	77	22	40.0	40.0			40.0	VENDOME	72.1		No Office	P	f 9.10	4.40	2.15	3.45	8.55						
16 4.32	10.32	12.01 PM	f 7.09	78	30	43.7	43.7			43.7	CEDRIC	68.4		No Office	P	f 9.02	93 4.32	2.00	3.25	8.40						
5.00	10.52	12.13	f 7.23	75	23	48.6	48.6			48.6	GRACE	63.5		No Office	P	f 8.52	4.22	1.40	3.05	8.20						
5.40	11.30	12.30	f 7.41	53	76	55.2	55.2			55.2	DONALD	56.9	DA	No Office	WP	f 8.39	4.09	1.15	2.40	7.40						
5.50	11.40	12.34	f 7.46	65		57.2	57.2			57.2	PENFIELD	54.9		No Office	P	f 8.35	4.04	1.05	2.25	7.30						
6.05	12.01 PM	264 12.44	f 7.58	94		61.9	61.9			61.9	JANNEY	50.2		No Office	P	f 8.25	3.54	15 12.44	2.05	7.10						
264 6.17	12.13	12.51	f 8.13	75		65.5	65.5			65.5	NEWCOMB	46.6		No Office	P	f 8.13	17 3.43	263 12.13 PM	1.50	6.55						
6.27 7.00	12.35	12.57	8.23	93	Yard	70.1	70.1			70.1	BUTTE YARD	42.0	CY		WZKB	8.05	3.35	11.35	1.30	6.30						
		1.05 1.15	8.35 8.45		Yard	72.7	72.7			72.7	BUTTE PASS. STAT'N		GS		Y	s 8.00 7.50	s 3.30 3.20									
7.25	15 12.57 1.28	263 1.20	8.51	295	5	75.0	75.0			75.0	ALLOY	38.2		No Office	P	7.42	3.13	11.00	1.10	6.09						
						76.3	76.3			76.3	N. P. TRANSFER	36.9		No Office	I											
						79.1	79.1			79.1	O. S. L. TRANSFER	31.1		No Office	I											
7.55	2.10	1.28	9.01	71	70	81.0	81.0			81.0	DAWSON	32.2		No Office	P	7.30	3.01	10.33	12.40	5.39						
8.20	2.28	1.38	f 9.12	84	32	87.1	87.1			87.1	FINLEN	26.1		No Office	P	7.18	2.51	10.11	12.15 AM	5.19						
8.50	16 2.45	1.45	f 9.20	79	41	91.9	91.9			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 9.27	80	37	96.2	96.2			96.2	MOREL	17.0		No Office	P	f 7.04	2.39	17 9.27	11.40	4.55						
9.40	3.35	2.02	f 9.40	112		105.4	105.4			105.4	(N. P. CROSSING) SINCLAIR	7.8	NC		IP	f 6.52	2.27	8.50	11.05	4.30						
266 A 10.05 PM	94 A 4.00 PM	16 2.15 PM	A 9.55 AM		Yard	113.2	113.2			113.2	DEER LODGE	0.0	DG		WRK TBZ1	L 6.40 AM	L 15 2.15 PM	L 8.15 AM	L 93 10.30 PM	L 263 4.00 PM						
8.05	7.50	3.20	4.05								Schedule Time					3.35	3.30	8.30	8.00	8.05						
13.9	14.3	34.0	27.7								Average Speed Per Hour					31.6	32.3	13.2	14.0	13.9						

SPECIAL RULES

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

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 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 passenger station.

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

No. 17 and No. 18 will stop on Flag at Champion. Special Rules Governing Eastward movement through Sappington Interlocking Plant.

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 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 section insulators.

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 power, both pantographs must be used.

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 1 1/2 miles west of Dawson

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Capacity
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.

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 15			SYMBOLS		FIRST CLASS		SECOND CLASS		THIRD CLASS					
95				263		15 17		Sidings	Other Tracks	Distance from Deer Lodge	STATIONS	Distance from Alberton	Telegraph Calls	Office Closed Week Days	See Special Rule Page 8	18 16		266 264		96				
Way Freight				Time Freight		Passenger Passenger										Passenger Passenger		Passenger Passenger		Freight Time Freight		Way Freight		
Monday, Wednesday, Friday				Daily		Daily Daily		Daily Daily												Tuesday, Thursday, Saturday				
18	264	L	6:40 AM	L	6:30 PM	L	2:25 PM	L	10:05 AM		Yard	0.0	DEER LODGE	110.8	DG		95	15	95	95	95			
			7:00		6:48		2:33		10:14	99	18	5.1	KOHR'S	105.7	No Office	P	6:18	1:55	263	6:48	5:54	3:44		
			7:25		7:09		2:42	f	10:23	97	17	11.0	GARRISON	99.8	No Office	P	f	6:09	1:46	6:25	5:34	3:20		
			7:50		7:35		2:52	s	10:35	99	19	18.6	GOLD CREEK	92.2	No Office	P	f	5:58	1:36	5:53	5:03	15	2:52	
			8:15		7:56		3:00		10:43	98	10	24.3	HASKELL	86.5	No Office	P		5:49	1:28	5:28	4:44	2:25		
			8:45		8:17		3:08	s	10:52	100	19	30.7	(N. P. CROSSING) DRUMMOND	80.1	DX	5:00 PM to 8:00 AM	PW	s	5:38	1:19	5:04	4:20	1:58	
			9:10		8:31		3:14		11:01	101		36.0	OZAN	74.8	No Office	P		5:29	1:11	4:38	3:59	1:31		
			9:30		8:48		3:20	f	11:09	103	24	41.2	BEARMOUTH	69.6	No Office	P	f	5:21	1:03	4:17	3:37	16	1:11 12:50	
			10:05		9:18		3:32	f	11:23	107	16	51.3	RAVENNA	59.5	No Office	PW	f	5:08	12:50	15	3:32	3:00	12:15 PM	
			10:35		9:38		3:39	f	11:32	98		57.2	IRIS	53.6	No Office	P		4:57	12:41	3:05	2:36	17	11:32	
			11:00		10:00		3:46	f	11:40	99	19	63.3	CLINTON	47.5	No Office	PW	f	4:49	12:33	2:40	2:10	11:00		
			11:20		10:20		3:52		11:50	98	15	68.7	THELMA	42.1	No Office	P		4:42	12:27	2:15	1:49	10:34		
			16 11:50 17 12:21 PM		10:36		3:57	f	11:57	100	18	73.2	BONNER JCT.	37.6	No Office	PJY		4:35	12:21	95	1:57	1:30	1:01	9:30
			266 1:10		11:05	s	4:07	s	12:13 PM	116	Yard	79.5	MISSOULA	31.3	Q		PWK	s	4:26	17 12:13 PM	95 1:30	1:10	12:40 AM	9:00
			1:35		11:59		4:21	f	12:30	99	18	89.0	PRIMROSE	21.8	No Office	P	f	4:12	266 11:59	16 12:30 PM	263 11:52	11:59	8:30	
			1:50		12:25 AM		4:29	f	12:39	97	15	94.7	FRENCHTOWN	16.1	No Office	PW	f	4:04	11:52	11:35	11:29	8:10		
			2:05		12:47		4:38		12:49	65	8	100.4	(N. P. CROSSING) HUSON	10.4	JC		PJ		3:56	11:44	11:12	10:58	7:46	
			2:20		1:10		4:46	f	12:58	100	15	105.8	SOUDAN	5.0	No Office	P	f	3:48	11:36	10:50	10:27	7:22		
			A 2:35 PM		A 1:30 AM		A 4:55 PM	A	1:09 PM		Yard	110.8	ALBERTON	0.0	ON		WR@B	L	3:40 AM	L 11:28 AM	L 10:30 AM	L 10:00 PM	L 7:00 AM	
			7:55		7:00		2:30		3:04				Schedule Time						2:50	2:37	8:45	8:15	9:00	
			14.0		15.8		44.3		36.1				Average Speed per Hour						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 automatic crossing signals.

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: "CMST P&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 cross-over at the Ice House.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Capacity	Location
Big Bend	16 Cars	3.7 Miles West of Garrison
Neal	3 Cars	1.4 Miles West of Bonner Jct.
Elise	10 Cars	2.7 Miles West of Primrose

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 15 In effect 12:01 A. M. December 16, 1929	Distance from Alberton	Distance from Avery	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS			
97		263		15	17	Sidings	Other Tracks	18	16							266	264	98	18	16	266	264	98
Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger																		
Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday					
L 7.50 AM	L 2.00 AM	L 4.55 PM	L 1.09 PM			Yard	0.0	.....ALBERTON.....	100.4	ON			PW ⁹⁸ B ¹⁷ R	A 3.40 AM	A 11.28 AM	A 10.00 AM	A 9.30 PM	A 3.00 PM				
8.10	2.20	5.05	f 1.24	99	19		6.5	.....CYR.....	93.9		No Office		P	f 3.29	11.20	9.25	9.05	2.25				
²⁶⁶ 8.42	2.42	5.17	f ⁹⁸ 1.39	66	15		15.0	.....TARKIO.....	85.4		No Office		P	f 3.17	11.09	⁹⁷ 8.42	8.28	¹⁷ 1.39				
9.10	¹⁸ 3.04	5.27	f 1.53	99	19		22.7	.....COBDEN.....	77.7		No Office		P	f ²⁶³ 3.04	10.58	8.10	7.55	12.55				
9.40	3.39	f 5.37	s 2.09	99	16		30.9	.....SUPERIOR.....	69.5	SI	5.00 PM to 8.00 AM		WP	s 2.52	f 10.46	7.40	7.20	12.20 PM				
9.59	3.54	5.45	f 2.21	76	18		37.1	.....ASHMORE.....	63.3		No Office		P	f 2.42	10.37	7.14	6.50	11.50				
¹⁶ 10.29	4.10	5.54	s 2.33	100	60		43.3	.....ST. REGIS.....	57.1	SR	5.00 PM to 8.00 AM		PWY	f 2.32	⁹⁷ 10.29	6.50	6.25	11.20				
10.47	4.35	²⁶⁴ 6.03	2.44	92			48.3	.....FORAKER.....	52.1		No Office		P	2.22	10.19	6.30	¹⁵ 6.03	10.47				
11.05	4.55	6.12	f 2.55	60	43		52.9	.....DREXEL.....	47.5		No Office		P	f 2.13	10.10	6.12	5.45	10.25				
11.25	5.11	6.21	f 3.06	99	30		57.3	.....HENDERSON.....	43.1		No Office		PK	f 2.04	⁹⁸ 10.01	5.55	5.30	¹⁶ 10.10 ^{9.58}				
11.32	5.18	6.24	f 3.09				59.2	.....DE BORGIA.....	41.2		No Office		P	f 2.01	9.58	5.45	5.25	9.40				
11.55	²⁶⁶ 5.30	6.28	s 3.16	65 W 121 E	Yard		62.5	.....HAUGAN.....	37.9	HU			PW ⁹⁸ WOY ¹⁷ R	f 1.56	9.53	²⁶³ 5.30	5.10	9.20				
12.20 PM	5.52	6.38	s 3.31	62	16		68.2	.....SALTESE.....	32.2	SA			P	f 1.44	9.41	5.10	4.38	8.56				
12.37	6.08	6.46	3.41	68	15		71.8	.....BRYSON.....	28.6		No Office		PW	1.36	9.33	4.58	4.26	8.42				
1.00	6.25	6.56	f ²⁶⁴ 3.53	62 E 62 W	15		76.6	.....EAST PORTAL.....	23.8	FX			PW	f 1.26	9.23	4.40	¹⁷ 3.53	8.23				
1.58	6.45	7.04	f 4.01	62 W 56 E	15		78.6	.....ROLAND.....	21.8	RO			PW	f 1.18	9.15	4.20	3.38	8.05				
2.28	7.05	7.15	f 4.13	47	8		83.4	.....ADAIR.....	17.0		No Office		P	f 1.06	9.05	3.58	3.17	7.45				
²⁶⁴ 2.55	⁹⁸ 7.25	7.25	f 4.27	93	13		88.0	.....FALCON.....	12.4	UN			PW	f 12.55	8.55	3.33	⁹⁷ 2.55	²⁶³ 7.25				
3.15	7.45	7.36	4.40	63	13		93.2	.....KYLE.....	7.2		No Office		P	12.44	8.44	3.10	2.33	6.56				
3.28	8.01	7.46	4.52	77	14		96.7	.....STETSON.....	3.7		No Office		P	12.34	8.34	2.50	2.16	6.40				
A 3.40 PM	A ¹⁶ 8.20 AM	A 7.55 PM	A 5.10 PM		Yard		100.4	.....AVERY.....	0.0	NF			PW ⁹⁸ OCTB ¹⁷ QR	L 12.25 AM	L ²⁶³ 8.25 AM	L 2.30 AM	L 2.00 PM	L 6.25 AM				
7.50	6.20	3.00	4.01					Schedule Time						3.15	3.03	7.30	7.30	8.35					
12.8	15.9	33.5	25.0					Average Speed per Hour						30.9	32.9	13.2	13.2	11.7					

SPECIAL RULES

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

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.

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 specified in the order.

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.

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

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 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
Marlin	11 cars 4.8 Miles West of Superior

WESTWARD

BETWEEN THREE FORKS AND BOZEMAN
SUBDIVISION

EASTWARD

SECOND CLASS 193	FIRST CLASS				Capacity of Sidings in Cars	Other Tracks	Distance from Three Forks	Time Table No. 15			Distance from Bozeman	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS				SECOND CLASS 192
	115	33	117	31				32	118	34					116	192			
	Way Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger					Passenger	Way Freight			
Except Sunday	Daily	Except Sunday	Daily	Except Sunday	Sidings	Other Tracks	STATIONS						Except Sunday	Daily	Except Sunday	Daily	Except Sunday		
L 2.10 PM	L 10.55 AM		L 5.55 AM		250		0.0	THREE FORKS	38.4	FO			WYQBJR		A 10.05 AM		A 5.40 PM	A 1.20 PM	
f 2.24	11.05		6.05		18		4.4	CARPENTER	34.0		No Office			9.49		5.29	f 1.04		
f 2.32	11.11		6.11		10		6.3	LOGAN	32.1		No Office			9.44		5.25	f 12.54		
s 2.50	11.23		6.23		20	5	11.5	MANHATTAN	26.0	MN	5 PM to 8 AM	P		9.32		5.14	s 12.34		
f 3.01	11.36		6.36		20		16.6	CAMP CREEK	21.8		No Office	WP		9.21		5.04	f 12.18		
f 3.05	11.38		6.38				17.5	BELGRADE JUNCTION	20.9		No Office	YP		9.19		5.02	f 12.16 PM 11.38		
f 3.17	11.45		6.45		20		20.4	HOLLAND	18.0		No Office			9.13		4.56	f 11.25		
f 3.30	11.52		6.52		20		23.8	WEST GALLATIN	14.6		No Office			9.06		4.49	f 11.14		
f 3.35	11.56		6.56		10		25.5	GREENWOOD	12.9		No Office			9.02		4.45	f 11.09		
s 3.42	A 12.01 PM	L 3.00 PM	A 7.01 AM	L 7.33 AM	30		27.0	BOZEMAN HOT SPRINGS	11.4		No Office	YJRP		A 6.50 AM	L 8.55 AM	A 2.25 PM	L 4.40 PM	11.00 10.55	
3.46		f 3.05		f 7.37	2		28.5	GILROY	9.9		No Office			f 6.46		f 2.20		10.50	
3.50		f 3.10		f 7.40	2		29.5	BLACKWOOD	8.9		No Office			f 6.44		f 2.17		10.45	
3.55		f 3.13		f 7.43	11		30.4	POTTER	8.0		No Office			f 6.42		f 2.14		10.40	
3.58		f 3.16		f 7.47	3		31.2	CHAPMAN	7.2		No Office			f 6.40		f 2.11		10.35	
4.01		f 3.20		f 7.50	6		32.1	BALMONT	6.3		No Office			f 6.37		f 2.08		10.30	
4.04		f 3.24		f 7.54	15	5	33.1	MATTHEWS	5.3		No Office			f 6.34		f 2.05		10.25	
4.11		f 3.28		f 7.59	5		34.7	PATTERSON	3.7		No Office			f 6.30		f 1.59		10.20	
4.24		f 3.40		f 8.10			37.6	YARD JUNCTION	0.8		No Office			f 6.22		f 1.49		10.05	
A 4.30 PM		A 3.45 PM		A 8.13 AM	7	50	38.4	BOZEMAN	0.0	BN	5 PM to 8 AM	WCRYPK BZ		L 6.20 AM		L 1.45 PM		L 10.00 AM	
2.20	1.06	.45	1.06	.40				Schedule Time						.30	1.10	.40	1.00	3.20	
16.4	24.5	15.2	24.5	17.1				Average Speed per Hour						22.8	23.1	17.1	27.0	11.5	

THIS TIME TABLE IN EFFECT M
(BOTH DATES INCLUS

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class

WESTWARD

BETWEEN BOZEMAN HOT SPRINGS AND GALLATIN
GATEWAY SUBDIVISION

EASTWARD

SECOND CLASS 295	FIRST CLASS				Capacity of Sidings in Cars	Other Tracks	Distance from Bozeman Hot Springs	Time Table No. 15			Distance from Gallatin Gateway	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS				SECOND CLASS 296
	133	115	117	131				132	118	134					116	296			
	Way Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger					Passenger	Way Freight			
Tuesday, Thursday, Saturday	Except Sunday	Daily	Daily	Except Sunday	Sidings	Other Tracks	STATIONS							Except Sunday	Daily	Except Sunday	Daily	Tuesday, Thursday, Saturday	
L 11.00 AM	L 2.26 PM	L 12.01 PM	L 7.01 AM	L 6.50 AM	30		0.0	BOZEMAN HOT SPRINGS	4.8		No Office	YJRP		A 7.33 AM	A 8.55 AM	A 3.00 PM	A 4.40 PM	A 11.40 AM	
f 11.10	f 2.32	12.06	7.07	f 6.56	6		2.5	ATKINS	2.2		No Office			f 7.25	8.49	f 2.52	4.34	f 11.30	
A 11.20 AM	A 2.40 PM	A 12.15 PM	A 7.15 AM	A 7.01 AM	10		4.8	GALLATIN GATEWAY	0.0	WA	5 PM to 7 AM	PR		L 1.13 PM	L 7.20 AM	L 8.45 AM	L 2.45 PM	L 4.30 PM	L 11.20 AM
.20	.14	.14	.14	.11				Schedule Time						.13	.10	.15	.10	.20	
14.4	20.6	20.6	20.6	26.0				Average Speed per Hour						22.2	28.8	19.2	28.8	14.4	

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.

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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
White Spur..... 3 Cars 2.8 miles west Manhattan

This time Table in effect May 1st to 31st 1930 both dates inclusive

BETWEEN BELGRADE JUNCTION AND BELGRADE SUBDIVISION

WESTWARD				EASTWARD				
SECOND CLASS				SECOND CLASS				
293				292				
Way Freight				Way Freight				
Monday Wednesday Friday				Monday Wednesday Friday				
L 11:38 AM			0.0	... BELGRADE JUNCTION ...	5.2	No Office	JY	A 12:16 PM
292			5.2	..... BELGRADE	0.0	BG 5,00PM to 8,00AM	YPR	L 12:01 PM
A 11:53 AM	10	5		Schedule Time				.15
.15				Average Speed per Hour				20.8
20.8								

SPECIAL RULES

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

BETWEEN BOZEMAN AND MENARD SUBDIVISION

WESTWARD				EASTWARD				
Time Table No. 15				Time Table No. 15				
In effect 12:01 A. M. December 16, 1929				In effect 12:01 A. M. December 16, 1929				
STATIONS				STATIONS				
			0.0	..... BOZEMAN	24.7	BN 5,00PM to 8,00AM	WCRYP KBZ	
			5.5	..... LUX	19.2	No Office		
			7.4	..... CAMONA	17.3	"		
			8.2	..... WISNER	16.5	"		
			10.0	..... BUSCH	14.7	"	W	
			12.2	..... SPRINGHILL	12.5	"		
			13.6	..... ERLICE	11.1	"		
			15.0	..... HUFFINE	9.7	"		
			16.6	..... TORBET	8.1	"		
			17.7	..... EDILOU	7.0	"		
			19.6	..... HILLMAN	5.1	"		
			22.8	..... ACCOLA	1.9	"		
			24.7	..... MENARD	0.0	"	WY	
				Schedule Time				
				Average Speed per Hour				

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

WESTWARD				EASTWARD				
Time Table No. 15				Time Table No. 15				
In effect 12:01 A. M. December 16, 1929				In effect 12:01 A. M. December 16, 1929				
STATIONS				STATIONS				
			0.0	.... BONNER JUNCTION	26.0	No Office	PJY	
			1.3	..... BONNER	24.7	"	WO	
			9.8	..... TWIN CREEK	16.2	"		
			12.2	..... McNAMARA	13.8	"		
			26.0	..... SUNSET	0.0	"		
				Schedule Time				
				Average Speed per Hour				

SPECIAL RULES

Yard limit signs located at Bonner

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	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	Continuous	Sinclair	Continuous
Two Dot	7:00 a. m. to 9:00 a. m.	Deer Lodge	Continuous
Martinsdale	1:30 am to 3:30 am 7:30 am to 3:30 pm 8:00 pm to 10:00 pm	Drummond	10:30 am to 12:30 pm
Ringling	Continuous	Missoula	Continuous
Lombard	Continuous	Huson	Continuous
Three Forks	Continuous	Alberton	Continuous
Sappington	Continuous	Superior	2:00 pm to 4:00 pm
Jefferson Island	6:15 am to 8:15 am	St. Regis	2:15 pm to 4:15 pm
Piedmont	Continuous	Haugan	Continuous
Butte Yard	Continuous	Saltese	Continuous
		East Portal	Continuous
		Falcon	Continuous
		Avery	Continuous

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

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

Chief Dispatcher,
C. G. BLEICHNER

Assistant Trainmasters
and
Traveling Engineers
G. T. SPAULDING
E. R. STEVENS

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

SPECIAL INSTRUCTIONS

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 Avery.

- Standard Clock, Water, Coal, Drenching Tower, Oil, Register, Turntable, Ywe, Dispatcher's Telephone, Interlocked, Connection with foreign road, Bulletin Board, Junction, Track Scales, Refreshments.

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 84 and 80-A.

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 88 and 85-A.

3. 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 80 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 88 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. If regeneration fails, train must immediately be brought to a stop as per paragraph 140, all available retainers turned up and brake pipe pressure fully restored before proceeding.

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

7. 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 88 and 85-A, and brake pipe pressure fully restored, enough hand brakes applied on rear of train to properly control slack, and a man stationed within reach of conductor's valve in order to apply brakes and stop train promptly in case of emergency. (If there is a helper in train when the backing movement is to be made, proceed as follows: When engineman on road engine applies brakes for brake pipe test he will cut out his brake valve and when test is completed the engineman on helper engine nearest rear end, will cut in his brake valve, fully recharge the brake pipe to 70 lbs. and control the air brakes during the backing movement; motors should be operated in series regeneration during the backing movement. When the backing movement has been completed, engineman on helper engine will make full service application of train brakes, cut out his brake valve, and engineman on road engine will cut in his brake valve and release brakes. Trainmen must know that brakes are released on rear of train before starting.)

8. On descending grade when power goes off the line, train will immediately be brought to a stop. If power does not come on the line again within one minute from the time the train has come to a stop, engineman will so advise head trainman who will immediately start and helper motors will apply hand brakes and keep independent brake valve in application position.

When power again comes on the line, engineman on road engine will recharge brake pipe and then give two long sounds of the engine whistle as a signal for trainmen to release hand brakes. 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, engineman 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. (The reason 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 MOUNTAIN GRADE.

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. 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 has come to a stop, engineman will so advise the trainman 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

Table listing maximum speeds for passenger trains between various stations like Harlowton and Lenep, Bruno and Loweth, etc.

MAXIMUM SPEED PERMITTED

FREIGHT TRAINS EASTWARD

FREIGHT TRAINS WESTWARD

Table listing maximum speeds for freight trains eastward and westward between stations like Avery to Haugan, Haugan to Henderson, etc.

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.

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 ten 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 Lidgetwood 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

Table listing speeds for steam wrecking outfits between stations like Harlowton and Lenep, Lenep and Loweth, etc.

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.

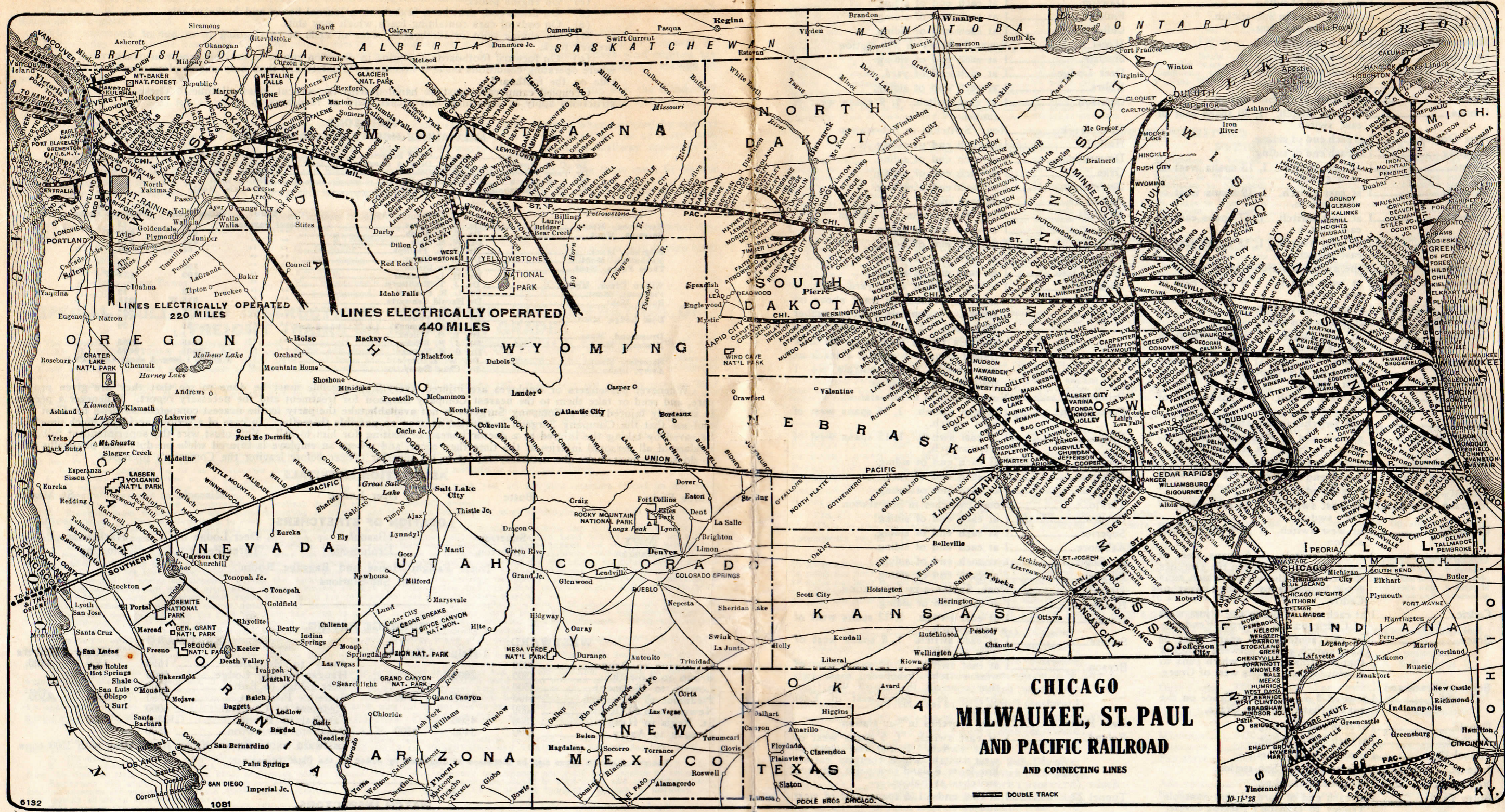
Table showing equivalent speeds: 60 miles per hour is equivalent to one mile in 1 minute and 0 seconds, etc.

YARD LIMIT SIGNS ARE LOCATED AS FOLLOWS

Table listing yard limit sign locations for Harlowton to Three Forks, Three Forks to Deer Lodge, and Alberton to Avery sub-divisions.

WEIGHT OF DEAD ENGINES

Table listing weights of dead engines for various models like C1, C2, C5, EF1, ES2, EP2, EP3, F3, F4, F5, G5, G6, G7, K1, L1, L2A, L2, L3, N1.



**CHICAGO
MILWAUKEE, ST. PAUL
AND PACIFIC RAILROAD
AND CONNECTING LINES**

DOUBLE TRACK