

Chicago, Milwaukee & St. Paul Railway Co. of Montana.

ROCKY MOUNTAIN DIVISION.

No. 1

TIME TABLE.

No. 1

TAKING EFFECT SUNDAY, AUGUST 30, 1908, AT 7:00 O'CLOCK P. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

E. H. BARRETT,

Superintendent.

W. C. STEPHENS,

Chief Dispatcher.

H. B. EARLING,

General Superintendent.

TRAIN GOING WEST										DISTANCE FROM LOMBARD	STATIONS	DISTANCE FROM BUTTE FERRY HOUSE	TRAIN GOING EAST											
													Second Class											
													No. 63	No. 64										
													Freight	Freight										
										Daily 7:30 P.M.		LOMBARD	91.88		5:00 A.M.									
										7:55	2.00	BARON	88.96		4:30									
										8:20	10.64	EUSTIS	81.24		4:00									
										8:45	18.23	THREE FORKS	73.65		3:20									
										9:40	26.38	WILLOW CREEK	66.5		2:40									
										10:05	32.07	SAPPHINGTON	59.81		2:10									
										10:25	36.94	ALANZAR	64.94		1:45									
										10:50	43.64	JEFFERSON ISLAND	48.24		1:20									
										11:50	53.35	PIEDMONT	38.53		12:45 A.M. 11:50 A.M.									
										12:20	A.M.	59.11	32.77		11:20									
										12:45	62.60	CEORIC	29.22		11:05									
										1:10	67.80	GRACE	24.02		10:40									
										1:45	74.10	DONALD	17.69		10:15									
										2:15	75.51	PENFIELD	16.37		9:15									
										2:45	80.85	JARNEY	11.03		8:45									
										3:05	84.63	NEVCOMB	7.25		8:25									
										3:45	89.30	CLASSIFICATION YARD	1.98		8:00									
										4:00	81.28	COLORADO JUNCTION	.6		7:10									
										10 A.M.	91.88	BUTTE FRT. HOUSE			7:00 P.M. Daily									

SPECIAL RULES

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction.

Trains will take their dates at starting points.
 Trains will register at Colorado Junction, Classification Yard, Donald, Piedmont and Lombard.
 On mountain grades between Classification Yard and Piedmont, at meeting points made by special order, the ascending train will take siding.
 Trains must not cross to B. A. & P. tracks at Colorado Junction without orders from B. A. & P. dispatcher.

Trains will not exceed fifteen (15) miles per hour through tunnels, or over Fish Creek and Black Tail viaducts.
 Trains must be under full control around all sharp curves.
 Trains will approach Classification Yard, Penfield, Donald, Piedmont and Missouri River Bridge, Lombard, under control.
 Clock in telegraph office at Piedmont is regulated to Standard time.
 Observe special rules and instructions on back of this time table.

W. J. SPLON,
 A. C. BOWEN,
 F. L. CHASE,
 Train Dispatchers.

GENERAL RULES

To be observed by all employes on the Rocky Mountain Division, who will be held responsible for any violation of them.

The safety of Passengers and Trains is of the first importance, and all operations of working and repairing the road must be subservient thereto. To this, with the regularity and punctuality of the trains, and the comfort and convenience of passengers, all work must be entirely subordinate.

1. Every person accepting a position with this company does so with the full knowledge of the perils incident to the operation of railways, and agrees to exercise due care in the performance of his duties to prevent accident to himself or others. Before using machinery or tools employes must see that they are in a safe condition to perform the services required.

2. Every employe of this company whose duties are in any way prescribed by these rules, must always have a copy of them in his possession when on duty, and must make himself perfectly acquainted with every rule, and be prepared to stand an examination at any time. No employe will be permitted to run a train or engine without first passing a thorough examination on the rules by the Superintendent. The head of each department will see that his subordinates are supplied with current time tables.

3. The fact that any one enters or remains in the service of the company will be considered as an expression of willingness to obey these rules. He will not be excused for the violation of any of them, though they may not be included among those applicable to his department.

4. Special rules shall supersede general rules and be fully observed while in force. These rules are all deemed important, and a strict observance of each and all of them is absolutely required. In all cases of doubt take the safe course.

5. Employes must wear the prescribed badges or uniforms while on duty.

Mail agents, express messengers, parlor and sleeping car conductors and porters, news agents and persons in charge of individual cars, are subject, while on duty, to the rules governing the employes of the company.

6. Incivility to patrons of the road will not be tolerated, whatever the provocation may be. Boisterous, profane or vulgar language on trains, or on the premises of the company, is strictly forbidden.

7. Any employe knowing of the violation of the rules by another employe, and who fails to report the same to the Superintendent, becomes equally censurable.

8. The use of intoxicating drinks has proven a most fruitful source of trouble to railways as well as to individuals. The company will exercise the most rigid scrutiny in reference to the habits of employes in this respect, and any employe who has been dismissed on this account will not be re-employed. Drinking when on duty or frequenting saloons will not be tolerated, and preference will be given to those who do not drink at all.

9. If any one is in doubt as to the meaning of any rule or special instruction, application must be made at once to the Superintendent or other proper division officer, for an explanation. Ignorance of the rules will not be accepted as an excuse for neglect of duty.

10. All former rules that conflict with these rules are abolished, and all former time tables are to be destroyed.

STANDARD TIME.

11. Standard time will be telegraphed daily at 10 o'clock A. M. The clocks at stations indicated in special rules will be regulated to "Standard time."

Each conductor and engineer must have a reliable watch. Conductors must compare and correct their watches before starting on their runs, and register in a book provided for that purpose, that such comparison and correction has been made.

Conductors and engineers must compare time with each other before starting on their runs.

Conductors and engineers not having access to clocks that are regulated to Standard time will call for and receive correct time from the Train Dispatcher before starting on their runs.

12. Immediately on receipt of Time, operators will acknowledge same by saying "O K" and signing their calls. Operators will see that all clocks are compared and corrected daily. They will also compare time with Train Dispatcher's office at 9 P. M.

TIME TABLES.

13. Each time table, at the moment it takes effect, supersedes the preceding time table. All regular trains on the road running according to the preceding time table shall, unless otherwise directed, assume the time and rights of trains of corresponding numbers on the new time table.

14. When new time tables are issued, blank receipts will be sent with them, which receipts must be signed by all Conductors, Enginemen, Round House Foremen, Yard Masters, Road Masters, and Chief Carpenters, and promptly forwarded to the Train Dispatcher. If there is not sufficient time to get these receipts in the ordinary way before the taking effect of the time table, the acknowledgment must be secured by telegraph.

15. Where but one time is shown, it shall be regarded as leaving time. Where two times are shown, the earlier will be the arriving time and the later the departing time. Trains will not leave stations before the time specified unless so directed.

16. Full faced figures denote regular meeting and passing points of trains.

STANDARD SIGNALS.

17. All employes whose duties require them to give signals must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

Flags of the proper color must be used by day and lamps by night, or whenever from fog or other cause the day signals cannot be clearly seen.

18. Red signifies danger, and is a signal to stop. Green signifies caution, and is a signal to go slow. It is also a signal to stop trains at Flag Stations. White signifies safety.

19. A torpedo placed on the rail is a signal to be used in addition to the regular danger signals. The explosion of one or more torpedoes is a signal to stop immediately. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

A fussee is an extra danger signal to be lighted and placed on the track in case of accident, or when a train reduces speed so as to endanger its rear from trains that may be following.

20. A flag or lamp swung across the track, a hat or any object waved violently signifies danger, and is a signal to stop.

LAMP SIGNALS.

21. A lamp swung across the track is the signal to stop. A lamp raised and lowered perpendicularly is the signal to move ahead.

A lamp swung in a half circle over the head, when the train is standing, is the signal to back.

A lamp swung in a circle at arms length, when the train is running, is the signal that the train has parted.

A flag or the hand moved in any of the directions given above will indicate the same signal as given by a lamp. If signal is given quick, move quick; if slow, move slow.

FIXED SIGNALS.

22. Fixed signals are placed at Junctions, Railroad Crossings, Draw Bridges, Stations and other points that require special protection. Special instructions will be issued indicating their position and use.

23. A signal imperfectly displayed or the absence of a signal at a place where usually shown, must be regarded as a danger signal and the fact reported to the Superintendent.

24. Switch lights and train order signal lights must be kept burning all night.

BELL-CORD SIGNALS.

25. One tap of the signal bell when the train is standing, is the signal to call the engineer's attention to the rear and to test the air-brake.

Two taps of the signal bell when train is running, is the signal to stop at once. When given after the whistle signal for approaching a station, it will signify that the train is to stop at the station.

Three taps of the signal bell is the signal to back up. When one tap of the signal bell is heard while a train is running the engineer must immediately ascertain if the train has parted, and be governed accordingly.

WHISTLE SIGNALS.

26. One short blast of the whistle, thus, —, is the signal to apply the brakes.

One long blast of the whistle, of five seconds' duration, thus, ———, is the signal for approaching stations, railroad crossings, junctions and draw bridges.

Two short blasts of the whistle, thus, — —, is the signal to release brakes, and must also be given before starting, after stop has been made for railroad crossings.

One long and one short blast of the whistle, thus, — — —, must be given in answer to all signals to stop.

Three short blasts of the whistle, thus, — — —, when train is standing, to be repeated until answered by trainmen, is the signal that the train will back.

One long and two short blasts of the whistle, thus, — — — —, is the signal for highway crossings.

Three long blasts of the whistle, thus, — — — — —, when train is running, to be repeated until answered by signal from trainmen, is the signal that train has parted.

Four short blasts of the whistle, thus, — — — —, is the engineer's call for signals from switch tenders, watchmen, trainmen and others.

One long and three short blasts of the whistle, thus, — — — — —, is the signal that train is carrying signals for a following train, and is to call attention of trains they meet or pass to that fact. Trains thus notified must answer by giving the same signal, — — — — —.

One long, two short and one long blast of the whistle, thus, — — — — —, will be given by engineers when they find it necessary to stop between stations and to notify conductor, thus enabling him to drop off and send back a flagman.

Release brakes signal repeated three times, thus, — — — — —, is the signal to call in flagman.

TRAIN SIGNALS.

27. All trains must display one green flag by day and one light showing red to the rear and green to the front and side at night on each side of the rear car as markers. All trains running after sunset or when obscured by fog or other cause must display the headlight in front and two or more red lights in the rear. Engines running without cars when backing must carry the markers on the rear of the tender.

28. Signal cords shall be used on all passenger trains, and shall extend from the rear car to the whistle or signal bell on the engine, and shall not be detached while the train is in motion.

29. Two green flags by day, and in addition two green lights by night, displayed on the front of an engine, denote that the train is followed by another train.

30. When two or more engines are coupled together, the leading engine only shall display the signals as provided by rules governing the carrying of signals and shall answer all signals.

31. Two white flags by day and two white lights by night, displayed on the front of an engine, denote that the train is an irregular one. These signals must be displayed by all irregular trains.

32. One flag or light displayed as a classification signal will be regarded the same as if two were displayed. Conductors and Engineers will be held responsible for the proper display of all signals.

33. When freight trains are standing on side track, all red lights on rear of train must be removed as soon as main track is clear. The red lights must again be displayed before returning to main track.

34. White signals must be used by watchmen on public and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

35. A red flag by day or a red light by night placed on the end of a car denotes that car inspectors are at work under or about the car or train. The car or train so protected must not be coupled to or moved until the red signal is removed by the car inspectors. When a car or train standing on a siding is protected by a red signal, other cars must not be placed in front of it so that the red signal will be obscured, without first notifying the car inspector that he may protect himself.

36. All signals must be used in accordance with the rules, and trainmen and enginemen must keep a constant lookout for signals.

CLASSIFICATION OF TRAINS.

37. All trains shall be designated as regular or irregular. Regular trains are those represented on the time table, and may consist of one or more sections. Irregular trains are those not represented on the time table. An engine without cars, in service on the road, shall be considered a train.

38. Trains are classified on the time table as to their right to the track. Trains of the first class being superior to those of the second and all succeeding classes, and so on indefinitely. The terms Passenger, Freight, or Mixed are descriptive, and do not refer to class.

39. Irregular trains will be designated as follows: Irregular passenger trains shall be designated as Special Trains. Irregular freight trains shall be designated as Extra Trains. Working and construction trains shall be designated as Work Trains.

40. Irregular trains are of inferior class to regular trains.

TRAIN RIGHTS.

41. Trains in a specified direction will have the absolute right to track over trains of similar or inferior class, moving in the opposite direction. This will be indicated on the different divisions by special rule on face of time card.

42. Trains of inferior class must keep out of the way of trains of a superior class.

43. Regular trains, twenty-four hours or more behind their time-table time, lose all their rights.

44. No train shall assume the rights of any other train without orders. Should a train be delayed so that another train of the same class overtakes it, the train overtaking the delayed train shall not have the right to pass it without orders.

45. No train having the right to the road must leave any station where, by the time table, it should meet a train of the same class until five (5) minutes after its time, and this must be observed at every succeeding station until it shall have met the expected train. The five (5) minutes are allowed for the variation of watches and must not be used by either train.

46. When there is more than one train running on the time of a regular train, the leading section or sections will carry Green Signals and the following section or sections will have precisely the same Time Table rights as the leading section and no more.

47. Conductors of trains carrying signals for following sections must note in each train register that they are carrying signals, and state from, and to what points, and will not leave the station where the signals are to be taken in, without orders, unless the following train has arrived.

48. At meeting points, the train having the right of the road shall occupy the main track, when practicable. Trains taking siding must enter from nearest end and not run by to back in, except in cases of emergency, and then only under cover of signals. Great care must be used approaching all stations. Special caution must be observed when the view is obscure. Main track must be kept clear for passenger trains, especially for those which do not stop.

49. No train shall leave a station preceding a station where it is to meet or be passed by a train of a superior class, unless it shall be able to reach such station and take siding five (5) minutes before such train is due.

INSTRUCTIONS TO TRAIN AND ENGINEMEN.

50. Train and enginemen will be held equally responsible for the violation of any of the rules governing the safety of trains, and they must take every precaution for the protection of trains even if not provided for by the rules.