

Chicago, Milwaukee, St. Paul
and Pacific Railroad Co.

ROCKY MOUNTAIN DIVISION

TIME TABLE No. 12

Taking effect at 12:01 A. M.
Mountain Standard Time

Friday, June 19, 1953

For the government and information
of employees only

J. O'DORE
Assistant Superintendent

L. V. ANDERSON
Superintendent of Transportation

C. A. NUMMENDOR
General Superintendent of Transportation

J. T. HAYES
Superintendent

C. E. CRIPPEN
General Manager

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

STANDARD PRINT.
3M-6-53.

TONNAGE RATING

Table with columns: Ruling grade, EP-1, EP-3, EP-4, EF-1, EF-2, EP-2, EF-3. Rows include stations like Avery-East Portal, East Portal-St. Regis, St. Regis-Deer Lodge, etc.

EP-3 engines limited to 50 cars.

5400 H.P. Diesel (4 units)
Harlowton-Three Forks:
Westward, (double Loweth) 4250 tons.
Eastward, (without helper) 4500 tons.
Three Forks-Deer Lodge:
Westward, with 3 unit helper Piedmont-Butte 4100.
Eastward with 3 unit helper Butte-Piedmont 4850.
(Diesel rating 2 diesels, westward 4580, eastward 4290).

Table with columns: Ruling grade, L-3, L-2, K-1, G-6, G-8. Rows include stations like Falls Yard-Pownal, Pownal-Arrow Creek, Arrow Creek-Lewistown, etc.

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION
Location Name Title
Seattle *Dr. James F. DePree..... Chief Surgeon
Superior *Dr. W. J. Doyle..... Local Surgeon
Missoula *Dr. I. J. Bridonstine..... Local Surgeon

ASSOCIATION HOSPITALS
St. Patrick's—Missoula Bozeman Deaconess Hospital—Bozeman
Memorial Hospital—Missoula St. Joseph's Hospital—Lewistown
St. Joseph's Hospital—Deer Lodge Columbus Hospital—Great Falls
St. James Hospital—Butte Choteau Hospital—Choteau

LOCATION OF STRETCHERS
Harlowton Deer Lodge Superior
Ringling Missoula Avery
Three Forks Alberton Great Falls
Butte Lewistown
In each Substation

WESTWARD FIRST SUBDIVISION EASTWARD 3

Time Table No. 12 June 19, 1953
Table with columns: Second Class, First Class, Capacity in cars, STATIONS, Distance from Three Forks, See Rule 6-A, Office hours, First Class, Second Class. Rows include stations like Harlowton, Valencia, Two Dot, Martinsdale, Groveland, Lenep, Bruno, Loweth, Ringling, Moyné, Fanalulu, Sixteen, Francis, Nathan, Maudlow, Deer Park, Cardinal, Lombard, Barron, Eustis, Three Forks.

Passenger trains must not exceed maximum speed of 79 MPH; other trains 45 MPH. See Special Instructions G-33.

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

Automatic Block System is in use between Harlowton and Three Forks.

Mountain grade extends from west switch Bruno to east switch Loweth.

At Three Forks No. 15 when not displaying signals for a following section may register by register ticket.

Industrial Tracks Not Shown as Stations

Name Location Capacity
Higgins.....3.6 miles east of Ringling 4 cars.

4 WESTWARD				SECOND SUBDIVISION										EASTWARD		
SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Three Forks	Time Table No. 12			Distance from Deer Lodge	See Rule 6-A	Office hours Also see page 12	FIRST CLASS		SECOND CLASS	
	263	15	17	Sidings			Other tracks	June 19, 1953					16	18	264	
Time Freight	Passenger	Passenger				STATIONS						Passenger	Passenger	Time Freight		
Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily		
L 12.40AM	L 3.00PM	L 9.25AM		Yard	FO	0.0	THREE FORKS	112.1	BHJK RWXY	Continuous	As 10.55AM	As 9.10PM	A 1.30AM			
12.53	3.07	f 9.33	68	28		6.5	WILLOW CREEK	105.6	P	No Office	10.45	f 9.00	1.18			
²⁶⁴ 1.05	3.13	9.40	127	21		12.9	SAPPINGTON (N. P. Crossing)	99.2	IPV	No Office	10.38	8.53	²⁶³ 1.05			
1.20	3.19	9.46	69	25		17.8	ALCAZAR	94.3	P	No Office	10.31	8.46	12.45			
1.32	3.29	f 9.57	126	68		24.6	JEFFERSON ISLAND (N. P. Crossing)	87.5	P	No Office	10.20	f 8.35	12.30			
1.47	3.38	f ¹⁶ 10.10	123	Yard	WH	34.5	PIEDMONT	77.6	IPVX	8.00am to 5.00pm Except Sat. & Sun.	¹⁷ 10.10	f 8.25	12.12AM			
2.17	3.46	10.20	70	11		40.0	VENDOME	72.1	P	No Office	10.02	8.16	11.52			
2.34	3.56	10.31	127	26		43.7	CEDRIC	68.4	P	No Office	9.55	8.09	11.32			
2.58	4.06	10.44	80	20		48.6	GRACE	63.5	P	No Office	9.46	8.00	11.12			
3.28	4.20	11.02	114	31		55.2	DONALD	56.9	PW	No Office	9.35	7.49	10.50			
3.52	4.31	11.15	86	7		61.9	JANNEY	50.2	P	No Office	9.23	7.37	10.25			
4.02	4.39	11.24	127			65.5	NEWCOMB	46.6	P	No Office	9.15	7.28	10.10			
4.22	4.43	11.31	80	Yard	OY	70.1	BUTTE YARD	42.0	BKPVXZ	Continuous	9.10	7.22	9.55			
	s 4.53	s ¹¹ 11.43 ¹¹ 11.54		Yard	GS		BUTTE		KVXY	Continuous	s 9.03	s ⁷ 7.15 ⁷ 7.02				
4.30	4.58	11.59	268	14		73.9	ALLOY	38.2	PX	No Office	8.53	6.52	9.30			
						75.4	ROCKER (B. A. & P. Crossing)	36.7	IV	No Office						
						77.7	SILVER BOW	34.4		No Office						
						78.6	(U. P. Crossing)	33.5	IPV	No Office						
4.47	5.06	12.08PM	118	65		79.9	DAWSON	32.2	P	No Office	8.43	6.42	9.12			
5.00	5.15	12.18	93	29		86.0	FINLEN	26.1	P	No Office	8.33	6.31	8.55			
5.13	5.26	12.29	69	35		95.1	MOREL	17.0	P	No Office	8.23	6.20	8.35			
5.24	5.35	12.39	101	17		104.3	(N. P. Crossing) SINCLAIR	7.8	IP	No Office	8.14	6.10	8.16			
A 6.00AM	As ¹⁸ 5.45PM	As 12.50PM		Yard	DG	112.1	DEER LODGE	0.0	BHKO RTVWXX	Continuous	L 8.05AM	L ¹⁵ 6.00PM	L 8.00PM			

Passenger trains must not exceed maximum speed of 79 MPH; other trains 45 MPH. See Special Instructions G-33.

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

Mountain grade extends from west switch Piedmont to east switch Newcomb. At Three Forks No. 16 when not displaying signals for a following section may register by register ticket.

Automatic Block System is in use between Three Forks and Deer Lodge.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Parrot	6.5 miles east of Piedmont	30 cars.
Whitehall	2 miles east of Piedmont	8 cars.
Pioneer	At Finlen	105 cars.
Champion	8.2 miles west of Morel	9 cars.

WESTWARD				THIRD SUBDIVISION										EASTWARD 5		
SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Deer Lodge	Time Table No. 12			Distance from Alberton	See Rule 6-A	Office hours Also see page 12	FIRST CLASS		SECOND CLASS	
	263	15	17	Sidings			Other tracks	June 19, 1953					16	18	264	
Time Freight	Passenger	Passenger				STATIONS						Passenger	Passenger	Time Freight		
Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily		
L 8.30AM	L ¹⁸ 8.30AM	L ²⁶⁴ 5.55PM	L 1.05PM		Yard	DG	0.0	DEER LODGE	110.8	BHKO RTVWXX	Continuous	As 7.55AM	As ²⁶⁴ 5.35PM	A ¹⁸ 5.25PM		
8.45	6.01	1.11	88	18		5.1	KOHR	105.7	P	No Office	7.47	5.26	4.59			
8.54	6.07	1.17	117	17		11.0	GARRISON	99.8	P	No Office	7.41	5.20	4.47			
9.06	6.16	1.26	87	18		18.6	GOLD CREEK	92.2	P	No Office	7.32	5.10	4.34			
9.15	6.21	1.32	87	18		24.3	HASKELL (N. P. Crossing)	86.5	P	No Office	7.27	5.03	4.25			
9.26	6.26	f 1.38	89	18	DX	30.7	DRUMMOND	80.1	IPW	8.00am to 5.00pm Except Sat. & Sun.	7.21	f 4.55	4.15			
9.35	6.32	1.45	90			36.0	OZAN	74.8	P	No Office	7.15	4.48	4.06			
9.52	6.39	1.52	114	32		41.2	BEARMOUTH	69.6	P	No Office	7.07	4.40	3.57			
10.08	6.51	2.04	96	22		51.3	RAVENNA	59.5	P	No Office	6.55	4.28	3.41			
10.17	6.56	2.10	88			57.2	IRIS	53.6	P	No Office	6.50	4.21	3.31			
10.26	7.01	2.17	89	17		63.3	CLINTON	47.5	PW	No Office	6.44	4.14	3.20			
10.37	7.06	2.24	87	18		68.7	THELMA	42.1	P	No Office	6.39	4.08	3.10			
10.46	7.10	2.30	147	38		73.2	BONNER JCT.	37.6	JPY	No Office	6.34	4.02	3.01			
11.03	s 7.20	s ²⁶⁴ 2.45	124	Yard	Q	79.5	MISSOULA	31.3	BKVWX	Continuous Except Sat. & Sun.	s 6.25	s 3.53	¹⁷ 2.45			
11.19	7.29	2.56	88	17		89.0	PRIMROSE	21.8	P	No Office	6.14	3.38	2.12			
11.31	7.37	3.04	130	44		97.1	FRENCHTOWN (N. P. Crossing)	13.7	P	No Office	6.06	3.30	1.55			
11.37		3.08				100.4	HUSON	10.4	IP	No Office		3.26	1.47			
11.46	7.46	¹⁸ 3.20	89	17		105.8	SOUDAN	5.0	P	No Office	5.57	¹⁷ 3.20	1.36			
A 12.05PM	A 7.55PM	As 3.30PM		Yard	ON	110.8	ALBERTON	0.0	BHK RWX	Continuous Except Sun.	L 5.50AM	L 3.12PM	L 1.25PM			

Passenger trains must not exceed maximum speed of 79 MPH; other trains 45 MPH. See Special Instructions G-33.

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

Automatic Block system is in use between Deer Lodge and Alberton.

WATCH INSPECTORS

At Alberton, Nos. 15 and 17 when not displaying signals for a following section, may register by register ticket.

National Railway Time Service Co., Chief Watch Inspectors, 55 East Washington Street, Chicago.

- Robertson's Jewelry and Optical Co.....Harlowton
- Dee's Jewelry.....Three Forks
- S. & S. Jewelry Co.....Park & Main, Butte
- Shaver's Jewelry Co.....Deer Lodge
- Borg Jewelry Co.....Missoula
- Bozeman Jewelry Co.....Bozeman
- Wheeler & Barnes.....Great Falls
- E. H. Rogers.....Lewistown

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Phosphate	3.7 miles west of Garrison	36 cars.
Root	.6 mile west of Primrose	19 cars.

Monthly time comparison of watches may be made with Operators at Avery, Alberton and Missoula.

6 WESTWARD			FOURTH SUBDIVISION										EASTWARD		
SECOND CLASS 263	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Alberton	Time Table No. 12 June 19, 1953			Distance from Avery	See Rule 6-A	Office hours Also see page 12	FIRST CLASS		SECOND CLASS
	15	17	Sidings	Other tracks			16	18	264						
Time Freight	Passenger	Passenger										Passenger	Passenger	Time Freight	
Daily	Daily	Daily										Daily	Daily	Daily	
L 12.55 PM	L 7.55 PM	L 3.30 PM		Yard	ON	0.0	ALBERTON 6.5	100.3	BHXR WX	Continuous Except Sun.		A 5.50 AM	As 17 3.12 PM	A 263 12.55 PM	
1.10	8.03	3.39	89	18		6.5	CYR 8.5	93.8	P	No Office		5.40	3.00	12.37	
1.23	8.12	3.49	132	12		15.0	TARKIO 7.7	85.3	P	No Office		5.30	2.50	12.23	
1.35	8.21	3.58	88	20		22.7	COBDEN 8.2	77.6	P	No Office		5.21	2.40	12.11 PM	
1.48	8.29	f 4.06	88	17	SI	30.9	SUPERIOR 13.1	69.4	PW	8.00am to 5.00pm Except Sat. & Sun.		5.13	f 2.30	11.57	
18 2.13	8.43	f 4.22	107	58	G	43.3	ST. REGIS 4.2	57.0	JPVWXY	8.00am to 11.59pm		4.59	f 263 2.13	11.35	
2.26	8.53	4.33	81			48.3	FORAKER 4.6	52.0	P	No Office		4.50	2.02	11.16	
2.41	9.02	4.43	77	41		52.9	DREXEL 4.3	47.4	P	No Office		4.41	1.53	11.01	
2.55	9.11	4.52	88	20		57.2	HENDERSON 1.9	43.1	P	No Office		4.33	1.44	10.46	
						59.1	DE BORGIA 3.3	41.2	P	No Office					
3.04	9.18	f 5.00	119	Yard	HU	62.4	HAUGAN 5.7	37.9	JOVWXY	8.00am to 4.00pm 5.00pm to 1.00am		4.28	f 1.39	10.35	
3.27	9.28	5.11	54	17		68.1	SALTESE 3.6	32.2	P	No Office		4.18	1.28	10.17	
3.43	9.35	5.19	126	12		71.7	BRYSON 4.8	28.6	PW	No Office		4.11	1.21	10.05	
4.03	9.45	5.31	117	22		76.5	EAST PORTAL 2.0	23.8	PW	No Office		4.01	1.11	9.50	
4.09	9.51	5.38	54			78.5	ROLAND 4.8	21.8	P	No Office		3.55	1.05	9.38	
4.24	10.01	5.49	31	26		83.3	ADAIR 4.6	17.0	P	No Office		3.45	12.55	9.18	
4.38	10.10	6.00	118	12		87.9	FALCON 5.2	12.4	PW	No Office		3.36	12.46	8.53	
4.54		6.11	24	9		93.1	KYLE 3.5	7.2	P	No Office			12.35	8.28	
5.06	10.28	6.20	71			96.6	STETSON 3.7	3.7	P	No Office		3.18	12.28	8.08	
A 5.30 PM	As 10.40 PM	As 6.35 PM		Yard	NF	100.3	AVERY	0.0	BHKO RTWX	Continuous		L 3.10 AM	L 12.20 PM	L 8.00 AM	

Passenger trains must not exceed maximum speed of 70 MPH; other trains 45 MPH. See Special Instructions G-33.

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

Automatic Block System is in use between Alberton and Avery.

At Alberton, Nos. 16 and 18 when not displaying signals for a following section, may register by register ticket.

Mountain grade extends from 2 miles west of west switch Haugan to 1 mile east of east switch Avery.

LOCATION OF DERAILING SWITCHES

Roland Siding, west end.

O. G. BLEICHNER, Chief Dispatcher,
First Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth,
Tenth, Fourteenth Subdivisions.

A. W. WICKERSHAM, Chief Dispatcher,
Eleventh, Twelfth, Thirteenth, Fifteenth Subdivisions.

H. J. McGUIN
C. H. WILLIAMS
Assistant Trainmasters
and
Traveling Engineers.

J. R. PIATT
O. E. CORNWALL
H. O. ULLERY
E. J. LYNAM
W. E. BEAULIEU
S. E. LEE
W. F. STETZNER
Train Dispatchers.

WESTWARD			FIFTH SUBDIVISION										EASTWARD 7		
SECOND CLASS 593	Capacity in cars		Telegraph calls	Distance from Three Forks	Time Table No. 12 June 19, 1953			Distance from Bozeman	See Rule 6-A	Office hours Also see page 12	SECOND CLASS				
	Freight	Sidings			Other tracks	592									
Daily Except Fri. & Sat.										Freight					
										Daily Except Fri. & Sat.					
L 4.01 PM	Yard	FO	0.0	THREE FORKS 4.4	38.4	BHJK RWXY	Continuous			A 2.45 PM					
4.15	13		4.4	CARPENTER 1.9	34.0		No Office			2.30					
4.22	11		6.3	LOGAN 5.2	32.1		No Office			2.24					
4.38	23	8	MN	MANHATTAN (N. P. Crossing) 0.8	26.9	P	8.00am to 5.00pm Except Sat. & Sun.			2.08					
4.51	23		16.6	CAMP CREEK 4.3	21.8	PW	No Office			1.36					
4.54			17.5	BELGRADE JUNCTION 0.9	20.9	JY	No Office			1.25					
5.03	24		20.4	HOLLAND 2.9	18.0		No Office			1.15					
5.20	8		25.5	GREENWOOD 5.1	12.9		No Office			12.59					
5.30	21		27.0	BOZEMAN HOT SPRINGS 1.5	11.4	JPY	No Office			12.50					
5.52	9		33.1	MATTHEWS 6.1	5.3		No Office			12.20					
5.58	20		34.7	PATTERSON 1.6	3.7		No Office			12.15					
A 6.15 PM	Yard	BN	38.4	BOZEMAN 3.7	0.0	BCJKP RVWXYZ	7.00am to 4.00pm Except Sat. & Sun.			L 12.01 PM					

Trains must not exceed maximum speed of 30 miles per hour between Three Forks and Bozeman Hot Springs, 25 miles per hour between Bozeman Hot Springs and Bozeman, 15 miles per hour over Bridge CC-600, 1 mile West of Three Forks and Bridge CC-654, ¼ mile west of Greenwood. Trains handling pulpwood or poles must not exceed 15 miles per hour eastbound between ½ mile west of MP 7 (bridge CC-612) 1½ miles west of west switch Logan to highway crossing ½ mile west of MP 4, about ½ mile west of west switch Carpenter. Double header engines must not be run over Bridges CC-600 and CC-654. Only G6, G7 and G8 engines or smaller may be operated between Three Forks and Gallatin Gateway.

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

LOCATION OF DERAILING SWITCHES

Patterson Siding, west end.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Baker Creek	5 Mile west of Belgrade Jct.	8 cars

Derails are Located on Sidings Manhattan, Patterson, Matthews and Holland.

WESTWARD			SIXTH SUBDIVISION										EASTWARD		
SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Belgrade Junction	Time Table No. 12 June 19, 1953			Distance from Belgrade	See Rule 12	Office hours Also see page 12	SECOND CLASS				
	Freight	Sidings			Other tracks	592									
Daily										Freight					
										Daily Except Fri. & Sat.					
L				0.0	BELGRADE JUNCTION 5.2	JY	No Office			A					
A	12	42	BG	5.2	BELGRADE	PR	8.00am to 5.00pm Except Sat. & Sun.			L					

Trains must not exceed maximum speed of 15 miles per hour.

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

At Three Forks, the normal position of the switch at the south leg of the wye is for the west leg and the normal position of the switches at the east and west legs of the wye is for the siding.

At Bozeman Hot Springs, the normal position of the switch at the east leg of the wye is for movement between Three Forks and Bozeman.

Rule 83(B) does not apply at Belgrade Junction, Belgrade, Bozeman Hot Springs and Gallatin Gateway when operators are not on duty.

8 WESTWARD		SEVENTH SUBDIVISION										EASTWARD	
		Capacity in cars		Telegraph calls	Distance from Bozeman Hot Springs	Time Table No. 12 June 19, 1953		Distance from Gallatin Gateway	See Rule 6-A	Office hours Also see page 12			
Sidings	Other tracks												
L					0.0	BOZEMAN HOT SPRINGS	4.8	JPY	No Office	A			
A	19	52	WA	4.8		GALLATIN GATEWAY	0.0	PRW	8.00am to 5.00pm Except Sat. & Sun.	L			

Trains Must Not Exceed Maximum Speed of 25 Miles Per Hour.
Trains handling pulpwood loads in gondola cars will not exceed fifteen (15) miles per hour between Gallatin Gateway and Bozeman Hot Springs.

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

WESTWARD		EIGHTH SUBDIVISION										EASTWARD	
		Capacity in cars		Telegraph calls	Distance from Bozeman	Time Table No. 12 June 19, 1953		Distance from Menard	See Rule 6-A	Office hours Also see page 12			
Sidings	Other tracks												
L		Yard	BN	0.0	BOZEMAN (N. P. Crossing 1.8)	24.7	BCJKPM RVWXYZ	7.00am to 4.00pm Except Sat. & Sun.	A				
		28		12.2	SPRINGHILL	12.5		No Office					
	5			17.7	EDILOU	7.0		No Office					
	9			22.8	ACCOLA	1.9		No Office					
A		26		24.7	MENARD	0.0	Y	No Office	L				

Trains must not exceed maximum speed of 20 miles per hour.

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

WESTWARD		NINTH SUBDIVISION										EASTWARD	
		Capacity in cars		Telegraph calls	Distance from Bonner Junction	Time Table No. 12 June 19, 1953		Distance from Cottonwood	See Rule 6-A	Office hours Also see page 12			
Sidings	Other tracks												
L		14		0.0	BONNER JUNCTION	40.0	JPY	No Office	A				
		9	50	1.3	BONNER	38.7	OPVWX	No Office					
		8		12.2	McNAMARA	27.8	P	No Office					
		47		26.0	SUNSET	14.0	W 5.7 Mi. East	No Office					
		16		34.8	CLEARWATER	5.2	P	No Office					
A		20		40.0	COTTONWOOD	0.0	P	No Office	L				

Trains must not exceed maximum speed of 30 miles per hour, and when handling logs 20 miles per hour, and 15 miles per hour over bridge DD-302, ¾ miles east of Bonner.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Miller Spur	5.7 miles west of Bonner	1 car
Goforth	4.5 miles east of Sunset	23 cars
Barite	1.3 miles west of Sunset	9 cars
Blanchard Creek	1.0 mile east of Clearwater	40 cars
Bear Creek	1.3 miles west of Clearwater	50 cars
Balby	1.1 miles east of Cottonwood	11 cars
Chamberlain Creek	0.9 mile east of Cottonwood	Wye

LOCATION OF DERAILING SWITCHES

Clearwater Siding, east end.

WESTWARD		TENTH SUBDIVISION										EASTWARD 9			
SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Harlowton	Time Table No. 12 June 19, 1953		Distance from Lewistown	See Rule 6-A	Office hours Also see page 12	FIRST CLASS		THIRD CLASS
163		117		Sidings	Other tracks			118					164		
Time Freight		Passenger				Passenger		Time Freight							
Daily Except Saturday		Daily				Daily		Daily Except Saturday							
L 6.00PM		L 7.30AM		Yard	HY	0.0	HARLOWTON	62.6	BOHJKO RTWXYZ	Continuous	As 11.30PM		A 11.40PM		
6.30		7.53	46	8		14.6	OKA	48.0	PW	No Office	10.52		11.10		
6.45		8.04	35			22.0	JUDITH GAP	40.6	PVXY	No Office	10.38		10.55		
7.00	s	8.11	51	26		26.7	GARNEILL	35.9	P	No Office	s 10.25		10.40		
7.10		8.17		12		30.7	McCLAVE	31.9	P	No Office	10.17		10.30		
7.20	s	8.22	33		RA	34.1	STRAW	28.5	PW	8.00am to 5.00pm Except Sat. & Sun.	s 10.10		10.20		
7.30		8.30		9		39.1	SIPPLE	23.5	P	No Office	9.58		10.10		
7.40	s	8.38	46	84	MO	44.1	MOORE	18.5	P	8.00am to 5.00pm Except Sat. & Sun.	s 9.49		10.01		
7.55		8.54	37	16		53.8	GLENGARRY	8.8	P	No Office	9.31		9.45		
A 8.10PM		As 9.15AM		Yard	DI	62.6	LEWISTOWN	0.0	BOHJKPR TVWXYZ	8.00am to 4.00pm 6.00pm to 2.00am Except Sat. & Sun.	L 9.10PM		L 9.30PM		

Passenger trains must not exceed maximum speed of 50 miles per hour; other trains 45 miles per hour.

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

Derails are Located on Sidings at Garneill, McClave, Straw and Sipple.

WESTWARD		ELEVENTH SUBDIVISION										EASTWARD		
SECOND CLASS		291		Capacity in cars		Telegraph calls	Distance from Winnett	Time Table No. 12 June 19, 1953		Distance from Lewistown Pass. Station	See Rule 6-A	Office hours Also see page 12	SECOND CLASS	
	Freight	Sidings	Other tracks	292										
	Daily Except Sunday			Freight										
				Daily Except Sunday										
	L 1.50PM	46	98	NI	0.0	WINNETT	59.4	PRY	8.00am to 5.00pm Except Sat. & Sun.	As 1.00PM				
	2.15		17		11.9	TEIGEN	47.5	P	No Office	12.35				
	2.40		40	GR	23.5	GRASS RANGE	35.9	PW	8.00am to 5.00pm Except Sat. & Sun.	12.10PM				
	2.55		26		30.0	BECKET	29.4	P	No Office	11.50				
	3.15	20			38.2	FOREST GROVE	21.2	P	No Office	11.31				
	3.31		28		44.1	PIPER	15.3	PW	No Office	11.15				
	3.40		21		46.8	ORANGE	12.6		No Office	11.00				
	4.20		47		48.9	HEATH	10.5	P	No Office	10.50				
	4.31	23	19		50.8	DUNLAP	8.6		No Office	10.05				
	4.50		Yard		58.1	LEWISTOWN YARD	1.3	BCHJKPT RVWXYZ	No Office	9.50				
	As 5.00PM			DI	59.4	LEWISTOWN	0.0	BCHJKPT RVWXYZ	8.00am to 4.00pm 6.00pm to 2.00am Except Sat. & Sun.	L 9.45AM				

Trains must not exceed maximum speed of 35 miles per hour between Lewistown and Orange; 20 miles per hour between Orange and Piper and 35 miles per hour between Piper and Winnett.

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

Trains must come to a stop before passing over East Main Street crossing at Lewistown and must not exceed 8 miles per hour through Lewistown. Trains must not exceed 10 miles per hour over the 2 public highway crossings within yard limits at Harlowton, both located near the Flour Mills. Trains 291 and 292 will carry passengers.

Rule 83(B) does not apply at Winnett when operator is not on duty.

LOCATION OF DERAILING SWITCHES

Grass Range	East end
Becket	East end
Forest Grove	East end
Piper	East end
Orange	West end

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Joan	4.4 miles west of Moore	15 cars

10 WESTWARD			TWELFTH SUBDIVISION					EASTWARD				
			Capacity in cars			Time Table No. 12 June 19, 1953	Distance from Roy	See Rule 6-A	Office hours Also see page 12			
			Sidings	Other tracks	Telegraph calls							
			Distance from Roy-Winifred Jct.			STATIONS	Distance from Roy					
L			0.0	ROY-WINIFRED JCT.								
			9.6	BROOKS			32.4	P	No Office			
			6.1	HILGER			26.3	P	8.00am to 5.00pm Except Sat. & Sun.			
		37	25	HR	15.7	ROY JUNCTION			21.7	JPWY	No Office	
					20.3	ARMELLS			13.7	P	No Office	
					28.3	FERGUS			5.3	P	No Office	
		14			36.7	ROY			0.0	PRWY	8.00am to 5.00pm Except Sat. & Sun.	L

Trains must not exceed maximum speed of 25 miles per hour.

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

WESTWARD			THIRTEENTH SUBDIVISION					EASTWARD				
			Capacity in cars			Time Table No. 12 June 19, 1953	Distance from Winifred	See Rule 6-A	Office hours Also see page 12			
			Sidings	Other tracks	Telegraph calls							
			Distance from Roy Jct.			STATIONS	Distance from Winifred					
L			0.0	ROY JUNCTION								
			5.2	MOULTON			17.2	P	No Office			
			3.3	CHRISTINA			13.9		No Office			
			8.5	SUFFOLK			7.2	P	No Office			
		23			15.2	WINIFRED			0.0	PRY	8.00am to 5.00pm Except Sat. & Sun.	L

Trains must not exceed maximum speed of 25 miles per hour.

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

Rule 83(B) does not apply at Roy-Winifred Junction, Roy Junction, Roy and Winifred when operators are not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Romunstad	2.7 miles west of Armells	2 cars

LOCATION OF DERAILING SWITCHES

Fergus	West end
Moulton	West end

YARD LIMITS AT:

Harlowton	Extend from 6126 ft. east of east switch of yard to 4439 ft. west of west switch of yard and to 4373 ft. west of west switch on Tenth Subdivision.	St. Regis	Extend from 2349 ft. east of east switch of siding to 2400 ft. west of N. P. junction switch.
Bruno	Extend from 4000 ft. west to 6000 ft. west of west switch of siding (for westward trains).	Haugan	Extend from 1950 ft. east of east switch of yard to 8000 ft. west of west switch of siding.
Loweth	Extend from 3000 ft. east of east switch of siding to 2100 ft. west of west switch of siding.	Avery	Extend from 662 ft. east of east switch of yard to 3659 ft. west of west switch of yard.
Lombard	Extend from 5069 ft. east of N. P. transfer switch to 4290 ft. west of Lombard depot.	Judith Gap	Extend from 1981 ft. east of east switch of siding to 1950 ft. west of west switch of siding.
Three Forks	Extend from 1356 ft. east of east switch of yard to 3027 ft. west of west switch of yard and to 4776 ft. west of south wye switch on Fifth Subdivision.	Lewistown	Extend from 9961 ft. east of east wye switch of 10th subdivision to 2700 ft. east of Continental Oil Co. spur of 11th subdivision and to 1400 ft. west of Roy-Winifred junction switch on 12th subdivision and to 1450 ft. west of Roy-Winifred junction switch on 14th subdivision.
Piedmont	Extend from 4232 ft. east of N. P. crossing to 6673 ft. west of west switch of siding.	Hanover	Extend from 2372 ft. east of east switch of Cement Plant Track to 1312 ft. west of west switch of G. N. storage track.
Butte Yard	Extend from 6593 ft. east of east switch of siding to 868 ft. east of B. A. & P. crossing, Rucker.	Denton	Extend from 2500 ft. east of east switch of siding to 2200 ft. west of west switch of siding.
Deer Lodge	Extend from 6379 ft. east of east switch to 5280 ft. west of west switch of yard.	Great Falls	Extend from 2085 ft. east of east wye switch to 1500 ft. west of Sales Yard spur switch.
Missoula	Extend from 6000 ft. east of east switch of siding to 3000 ft. west of west stockyard switch.	Bozeman	Extend from 1880 ft. east of Patterson Spur switch to 1000 ft. west of west switch of Bozeman Mill Track.
Alberton	Extend from 2000 ft. east of east switch of yard to 3755 ft. west of west switch of yard.	Bonner	Extend from 150 ft. west of Bridge DD. 302 to 5000 ft. west of west switch of Quarry Track.

WESTWARD			FOURTEENTH SUBDIVISION					EASTWARD 11				
			Capacity in cars			Time Table No. 12 June 19, 1953	Distance from Lewistown	See Rule 6-A	Office hours Also see page 12			
			Sidings	Other tracks	Telegraph calls							
			Distance from Great Falls			STATIONS	Distance from Lewistown					
			Distance from Roy									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
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			Distance from Winifred			STATIONS	Distance from Lewistown					
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			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									
			Distance from Winifred			STATIONS	Distance from Lewistown					
			Distance from Roy Jct.									

12 WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars	Siding	Other tracks	Telegraph calls	Distance from Great Falls	Time Table No. 12 June 19, 1953			Distance from Agawam	See Rule 6-A	Office hours Also see page 12	SECOND CLASS	THIRD CLASS
373	403						374	404						
G. N. Freight	Freight											G. N. Freight	Freight	
Daily Except Sunday	Mon., Weds. & Fri. only											Daily Except Sunday	Mon., Wed. & Fri. only	
	L 9.00AM			PX	0.0	GREAT FALLS	66.0	BKPRVX	9.00am to 6.00pm Except Sat. & Sun.				A 3.50PM	
					0.3	(G. N. Crossing)	65.7		No Office					
	9.10				3.6	EMERSON JCT.	62.4	JPRV	No Office				3.40	
	Via				7.6	MANCHESTER	58.4					Via		
	G. N. Ry.				11.9	VAUGHN	54.1					G. N. Ry.		
	9.45				17.6	DRACUT JCT.	48.4	JPRV	No Office				3.05	
	10.15		26		24.9	ASHUELOT	41.1	P	No Office				2.45	
	10.45	41	69	FR	34.9	FAIRFIELD	31.1	P	8.00am to 5.00pm Except Sat. & Sun.				2.20	
L 4.12PM	11.10		10		45.1	EASTHAM JCT.	20.9	JPRV	No Office		A 7.20PM		1.40	
A 4.31PM	11.30				52.0	CHOTEAU JCT.	14.0	JPRV	No Office		L 7.05PM		1.20	
	11.45	11	54	CU	52.6	CHOTEAU	13.4	PW	8.00am to 5.00pm Except Sat. & Sun.				1.15	
					53.5	(G. N. Crossing)	12.5		No Office					
	12.05PM		31		58.5	FARMINGTON	7.5	P	No Office				12.55	
	A 12.25PM	45		BF	66.0	AGAWAM	0.0	PRY	8.00am to 5.00pm Except Sat. & Sun.			L 12.35PM		

Trains must not exceed maximum speed of 25 miles per hour, and 15 miles per hour over Bridge NM-1196, 2 1/2 miles east of Choteau. Engines not permitted to double-head over bridge NM-1196. Rule 83(B) does not apply at Agawam when Operator is not on duty.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT THAT NO. 373 IS SUPERIOR TO NO. 374.

This time-table confers no authority between Emerson Junction and Dracut Junction; G. N. Ry. time-table and rules govern. Trains cannot meet at Dracut Jct. and Choteau Jct. At Eastham Jct. the normal position of the junction switch (located on "other tracks") is for G. N. track. At Choteau Junction the normal position of the junction switch is for the C. M. St. P. & P. track. At Emerson Junction and Dracut Junction, the normal position of the junction switch is for the G. N. track. Rule 83(B) does not apply at Emerson Junction, Dracut Junction, Eastham Junction, and Choteau Junction when operators are not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Hiway Spur	0.5 miles east of Emerson Jct.	8 cars.
Hobson	3.7 miles west of Eastham Jct.	16 cars.
Malone	3.7 miles west of Farmington	5 cars.

LOCATION OF DERAILING SWITCHES

Farmington	West end.
Ashuelot	East end.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAYS
Harlowton	Continuous	Continuous	Continuous
Ringling	7:00 A. M. to 3:00 P. M. 10:00 P. M. to 11:59 P. M.	7:00 A. M. to 10:00 A. M. 10:00 P. M. to 6:00 A. M.	7:00 A. M. to 3:00 P. M. 10:00 P. M. to 6:00 A. M.
Lombard	8:30 A. M. to 10:30 A. M.	8:30 A. M. to 10:30 A. M.	8:30 A. M. to 10:30 A. M.
Three Forks	Continuous	Continuous	Continuous
Piedmont	Closed	Closed	8:00 A. M. to 5:00 P. M.
Butte Yard	Continuous	Continuous	Continuous
Butte	Continuous	Continuous	Continuous
Deer Lodge	Continuous	Continuous	Continuous
Missoula	5:00 A. M. to 7:00 A. M. 8:00 A. M. to 11:59 P. M.	5:00 A. M. to 11:59 P. M.	Continuous
Alberton	Continuous	5:00 A. M. to 11:59 P. M.	Continuous
St. Regis	8:00 A. M. to 11:59 P. M.	8:00 A. M. to 11:59 P. M.	8:00 A. M. to 10:00 A. M. 4:00 P. M. to 6:00 P. M.
Haugan	8:00 A. M. to 4:00 P. M. 5:00 P. M. to 1:00 A. M.	8:00 A. M. to 4:00 P. M. 5:00 P. M. to 1:00 A. M.	8:00 A. M. to 4:00 P. M. 5:00 P. M. to 1:00 A. M.
Avery	Continuous	Continuous	Continuous
Bozeman	None	12:01 P. M. to 2:01 P. M.	12:01 P. M. to 2:01 P. M.
Lewistown	7:30 P. M. to 9:30 P. M.	8:00 P. M. to 11:00 P. M.	8:00 P. M. to 11:00 P. M.
Great Falls	2:00 P. M. to 4:45 P. M.	2:00 P. M. to 4:45 P. M.	2:00 P. M. to 4:45 P. M.

OTHER STATIONS CLOSED

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

- G1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:
When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.
Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.
These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.
The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.
Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:
The emergency red rear end light will be used on trains so equipped in the following manner:
To provide protection to trains on adjacent tracks as required by Rule 102.
To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.
A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagmen.
The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.
Portable emergency red lights must be removed before coupling onto the car.
- G2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.
In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.
- G3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signals will be considered as the Home signal.
- G4 Employees are prohibited from:
Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
Standing on top of high cars while passing under bridges or through tunnels.
Getting on the end of an engine or of a car as it approaches them.
Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
- G5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.
- G6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.
- G7 Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.
- G8 When using hand holds and ladders or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure hand hold and footing.
- G9 Employes must not step on track rails nor other similar objects when it can be avoided.
- G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.
- G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.
- G12 Employes are prohibited from riding:
On engine footboards or pilot steps between engine and car when cars are being pushed.
On leading footboards or pilot steps while coupling engine to cars.
On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
On ends of cars containing lading which may shift.
On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.
On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.
In the gangway of engines.
- G13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.
- G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other

than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers—4½ inches;

All other Diesel locomotives and Gas-Electric Motor cars—3 inches.

When operating through water under own power, controller should be in Series position.

G17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G22 Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G23 (a) On portions of the railroad so specified in the time-

table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the Train Dispatcher, who may also control the CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station; location of control station will be designated by special instructions.

(d) Trains or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G25 Diesel or electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction:

Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the Chief Dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric, electric or diesel engines.

Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brake must be coupled to the diesel with uncoupling mechanism made inoperative.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

Type of equipment	M P H
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars, on branch line 20, on main line.....	25
Lidgerwood unloaders	15
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L2 and L3 engines must not exceed.....	50
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected.....	45
Engines with side rods off and main rods connected when working steam, running light or in train.....	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20

Diesel switchers, either dead in train or operating under their own power (except 600 H. P. Alco switchers 1600 to 1603, inclusive)	45
600 H. P. Alco switchers, series 1600 to 1603, inclusive.....	40
All 44-ton Diesels:	
When dead in train	25
When under own power	30

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45 degrees on the right hand side of the track indicates that the permissible speed beginning 3000 feet distant corresponds in miles per hour to the figure shown. A yellow sign with the black letters R. S. and placed in a vertical position on the right hand side of the track indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions are restricted to a slower speed.

Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

G34A Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after having been trailed through.

G35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked a yellow signal must be displayed on each end of the outfit cars. Under such conditions the cars must not be moved except when necessary and then only after the man in charge has given his permis-

sion. When other cars are placed on the same track the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains or arrange for brakeman and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public address system should be utilized both at stations and on trains when available.

G39 In complying with Rule 3 of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yard masters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slips, Form 3256.

G40 When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G41 Where Automatic Block and Interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 miles per hour must not be exceeded.

X-1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speed must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
First to Fourth Subdivisions, inc.....	35 M.P.H.	25 M.P.H.
Fifth to Ninth Subdivisions, inc.....	20	20
Tenth Subdivision	25	20
Eleventh to Thirteenth Subdivisions, inc.	20	20
Fourteenth Subdivision	25	20
Fifteenth Subdivision	20	20

X-2 Trains handling locomotive cranes, rotary snow plows, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	On Tangent Track	On Curves
First to Fourth Subdivisions, inc.....	35 M.P.H.	25 M.P.H.
Fifth to Tenth Subdivisions, inc.....	25	20
Eleventh Subdivision	20	20
Twelfth and Thirteenth Subdivisions....	15	15
Fourteenth Subdivision	25	20
Fifteenth Subdivision	15	15

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour except those turnouts laid with long frogs and designated by Special Instructions or Bulletin, where the speed may be increased to 25 miles per hour

unless otherwise authorized. (Note: There are no turnouts laid with long frogs on the Rocky Mountain Division.)

X-3A All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches. (See special instruction G-34).

East Portal	East Switch
	West Switch
Butte	East Wye Switch
	West Wye Switch
Lewistown	East Wye Switch

X-4 The speed of steam engines, except Class I or K, when running backward, either light or handling trains, must not exceed 25 miles per hour on tangent track and 20 miles per hour on curves. Class I or K engines when running backward, either light or handling trains, must not exceed 20 miles per hour on tangent track and 15 miles per hour on curves. Speed to be reduced further when local conditions require.

X-5 The speed of passenger trains when handled or helped by Class N-3 engines must not exceed a maximum of 50 miles per hour, S-2 and S-3 engines 65 miles per hour and F-6 engines 75 miles per hour.

X-6 When a wedge plow is being pushed ahead of an engine the speed must not exceed 25 miles per hour.

X-7 Class S-2 engines when running light must not exceed 45 miles per hour.

X-8 When cars are handled in switching movements on the main track the air brake must be cut in and be in working order on all cars unless the engine is on the down-grade end of cars so handled.

X-9 When helpers are used on freight trains, regardless of the tonnage of the trains, they must be cut in to proper position and a proper division of tonnage must be made. Freight trains are not to be doubleheaded over mountain grades.

X-10 The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. **THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.**

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetrachloride only should be used if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Back Pressure, Arm Lift Method of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of car where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

X-11 Operation of trains on mountain grades. In addition to instructions contained in Air Brake & Signal Instruction Book, Form 2697 revised, and approved April, 1936 in which reference is made to paragraph numbers, the following will govern:

(a) In electrified territory, the use of retaining valves and the testing of brakes before starting descent is not required except when necessary to hold the train with air brakes in which case Rules 90-A, 139 and 140 will govern.

(b) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 pounds and have the brake pipe charged to this pressure, as per Rule 139, before commencing descent of a mountain grade. When there is no stop to be made at the summit of the mountain grade engineers will raise their feed valve pressure to 90 pounds on eastbound trains at Adair, Janney, and Higgins Spur, and on westbound trains at Grace and Bryson; and trainmen on the rear end must note that the pressure is being raised, as indicated by the caboose gauge, as per Rule 104.

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

(d) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes the engineer on the helper engine will cut-in the brake valve on his engine and keep the brake pipe fully charged. If two helpers are used the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake pipe test, as per Paragraphs 38 and 85-A, must be made before proceeding.

(e) Paragraphs 97 and 128 do not apply on mountain grade.

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

(g) With no helper at the rear of the train and a backing movement is made during the ascent of the grade, the brakepipe test as per paragraphs 38 and 85-A must be made before the backing movement begins; the brakepipe pressure must be fully restored, a sufficient number of hand brakes applied on the rear of the train to properly control the slack, and a man stationed within reach of the Conductor's valve in order to stop the train promptly in case of emergency. If there is a helper in the train when the backing movement is to be made, the following will govern:

When the engineer on the road engine applies the brakes for brakepipe test, he will cut out the brake valve on his engine and when the test has been completed, the engineer on the helper engine nearest the rear end will cut in the brake valve on his engine, fully recharge the brakepipe and control the air brakes during the backing movement; electric locomotives should be operated in series regeneration during the backing movement.

When the backing movement has been completed, the engineer on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine; the engineer on the road engine will cut in the brake valve on his engine and release the brakes. Trainmen must know that the brakes on the rear end of the train are released before the train starts.

(h) On descending grade when power goes off the line, train must be immediately brought to a stop. If power does not come on the line again within one minute, the engineer will notify trainmen who will immediately set enough hand brakes to alone hold the train. When power again comes on the line engineer will recharge

the brakepipe. Hand brakes must not be released until it is known that the air brake system has been fully recharged and the brakes operative.

(i) On ascending grade when a train stops under conditions where it is apparent that the power has gone off the line, trainmen on the rear end of freight trains should watch the caboose air gauge closely and if the brakepipe pressure falls to 40 pounds, they must apply a sufficient number of hand brakes on the rear of train to alone hold the train. When the power again comes on the line, the engineer will recharge the brakepipe and give two long sounds of the engine whistle as a signal to release hand brakes.

(j) All trains descending grade designated as mountain grade in the electrified territory with steam power or a power unit that will not regenerate must turn up all available retainer valve handles just before passing over the summit of such grades and turn them down when foot of the grade has been reached. Rules 90-A and 139 governing.

Trains will normally regenerate:

Westward:

Donald to one-half mile east of Newcomb.
Roland to Avery.

Eastward:

East Portal to one mile west of Haugan.
East switch Henderson to one mile west of St. Regis.
Donald to Piedmont.
Loweth to Lennep.

TROLLEY CUT-OFF SWITCHES

X-12 At Stations where Sub-Stations are located switches are in Sub-Stations; at other Stations switches are located at or near each end of the siding or yard except:

Harlowton—None at East Switch.
Martinsdale—None at East Switch.
Lennep—None at East Switch.
Ringling—None at West Switch.
Moyné—1425 Ft. West of West Switch.
Fanalulu—1775 Ft. East of East Switch, 2475 Ft. West of West Switch.
Nathan—1175 Ft. East of East Switch.
Maudlow—None.
Cardinal—4250 Ft. East of East Switch. None at West Switch.
Lombard—2600 Ft. East of East Switch. None at West Switch.
Barron—825 Ft. East of East Switch.
Sappington—None at East Switch.
Jefferson Island—None at East Switch.
Vendome—1325 Ft. West of West Switch.
Vendome—(Vendome-Cedric Cut-off)—1675 Ft. East of West Switch at Vendome.
Cedric—None at West Switch.
Cedric—(Vendome-Cedric Cut-off)—5075 Ft. West of West Switch at Cedric.
Grace—(Grace Cut-off)—2425 Ft. West of East Switch
Grace. 13,365 Ft. West of West Switch Grace.
Donald—None at East Switch.
Tunnel No. 11—525 Ft. West of Tunnel.
Newcomb—None at West Switch.
Butte Yard—825 Ft. East of East Switch, on West leg of wye and at freight house.
Rocker—Near West Switch B. A. & P. Yard, and at Crossing (Controls crossing only).
Dawson—None at East Switch.
Deer Lodge—4500 Ft. East of East Switch. 950 Ft. West of West Switch.
Garrison—None at East Switch.
Garrison Tunnel No. 14—1025 Ft. West of Tunnel.
Bearmouth—None at East Switch.
Tunnel No. 15—175 Ft. East of Tunnel.

Bonner Jct.—None at East Switch.
 Missoula—1850 Ft. West of West Switch.
 Frenchtown—2900 Ft. East of East Switch. None at West Switch.
 Huson—2950 Ft. West of West Switch.
 Soudan—950 Ft. West of West Switch.
 St. Regis—500 Ft. West of West Switch and 1600 Ft. East of East Switch.
 Haugan—800 Ft. East of East Switch.
 Saltese—850 Ft. West of West Switch.
 Bryson—None at East Switch. 1150 Ft. West of West Switch.
 Bryson—(East Portal Cut-off)—1525 Ft. East of West Switch at Bryson.
 Tunnel No. 20—Near East and West End of Tunnel Control Trolley and Feeder Through Tunnel. Near East and West End of Tunnel Control Auxiliary Feeder Over Tunnel.
 Roland—825 Ft. West of West Switch.
 Roland—(Falcon Cut-off)—2785 Ft. West of West Switch at Roland.
 Tunnel No. 22—2125 Ft. East of Tunnel and 1875 Ft. West of Tunnel.
 Adair and Tunnels 25 and 26—325 Ft. West of Tunnel 26 and 3960 Ft. West of West Switch.
 Falcon—675 Ft. West of West Switch.
 Falcon—(Roland-Falcon Cut-off)—3725 Ft. West of East Switch at Falcon.
 Kyle and Tunnels 32 and 33—2950 Ft. East of East Switch. 2325 Ft. West of West Switch or 250 Ft. West of Tunnel No. 33.
 Stetson—625 Ft. East of East Switch. 700 Ft. West of West Switch.

Trolley cut-off switches located on the following industrial tracks should be kept locked in the open position except when necessary to let motors in and out of these tracks:

- No. 101—Lombard, N. P. transfer.
- No. 102—Three Forks, wye and Gravel Spur (switch located on West leg of wye).
- No. 103—Butte Yard, Hansen Packing Co. Spur.
- No. 104—Butte, Westinghouse spur.
- No. 109—Butte, Manganese Spur.
- No. 107—Finlen, Pioneer Spur.
- No. 204—Missoula, Monument Spur.
- No. 206—Missoula, Findell Lumber Co. Spur and N. P. transfer.
- No. 209—Missoula Nos. 1 and 2 house tracks at Freight House.

X-13 The following are the permissible maximum authorized speeds over railroad crossings at grade, Rocky Mountain Division. (See special instruction G-31).

	Passenger	Freight
Sappington	55 MPH	40 MPH
Piedmont	70	40
Rocker	40	30
Silver Bow	40	30
Sinclair	60	45
Drummond	60	45
Huson	60	45

X-14 At Moyne and Roland, when trains meet and westward train takes siding, the eastward train should not pass the eastward automatic signal at the west switch until the westward train has arrived.

At Nathan, when trains meet and eastward train takes siding, the westward train should not pass the westward automatic signal at the east switch until eastward train has arrived.

X-15 If a train hauled by a diesel locomotive is stopped in a tunnel under circumstances where it cannot proceed through or back out of the tunnel promptly, the engine crew will immediately shut down the diesel engines and in addition, on passenger trains, the Clarkson or other type steam generators. The train crew of passenger train will promptly shut down Waukesha ice engines and engine generator sets only on those of the following cars which are so equipped, and which may be standing in the tunnel:

Touralux Sleepers	5752, 5753, and 5754
Diners	113 and 114
Tap Cars	160 and 161
P&E Cars	206 and 207
Coaches	454 to 478 inclusive
Coaches	552, 553, and 554
Super Dome Cars	50 to 59 inclusive

(Instructions for shutting off and turning on air conditioning will be found in electrical control locker in each car.)

Circulating fans must be shut down on all cars standing in the tunnel.

Use of lights and other electrical equipment must be held to a minimum to prevent excessive discharge of batteries.

Blower fans on all steam jet air conditioned cars standing OUTSIDE the tunnel ONLY, may be used to keep the cars properly ventilated.

X-16 At Garneil, Straw, Forest Grove, Piper, Orange Armells, Amherst, Danvers, Hoosac, Denton, Coffee Creek, Arrow Creek, Square Butte, Geraldine, Montague, Shonkin, Waltham, Salem, Agawam, Patterson, Matthews, Gallatin Gateway, and Belgrade the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

FIRST SUBDIVISION

X-18 On westward trains doubling between Bruno and Loweth the air brakes must be set with full service application before the train is cut to make the double. The rear trainman will then secure the rear of the train with hand brakes.

SECOND SUBDIVISION

X-20 At Piedmont eastward freight trains will cut out helper engine through the crossover.

X-21 At Butte the wye switches must be locked while a movement is being made toward the passenger station; the switches must be relined to normal position and locked after the movement through them has been completed.

Use one pantograph on Butte wye and avoid stopping with pantograph on trolley section insulators.

X-22 Nos. 16 and 18 will pull their train over east wye switch, Nos. 15 and 17 over west wye switch, and back to Butte.

X-23 When any through train goes to the passenger depot, Butte, a trainman must remain at main track switch to register with or stop any trains passing on main track.

X-24 Unless otherwise instructed, all passenger trains entering Butte be governed as follows: Eastward passenger trains use No. 2 track at depot. Westward passenger trains use No. 3 track at depot. The normal position for all inside switches concerning above described use of tracks is for movement of trains as stated, and after using switches they must be left lined and locked in correct position without fail.

X-25 Trolley wires are lower than standard height of 24 ft. 2 in. above top of rail between West Wye switch, Butte, and B. A. & P. overhead railroad crossing, about 1½ miles west of Dawson. (See form 3170, page 6, "Low Trolley Wires.")

X-26 Trains using B. A. & P. cross-over and transfer tracks located near and opposite west leg of wye at Butte will be governed by Rules 93, and 98.

Use only one pantograph with 4 unit motors to avoid bridging air gaps in the following locations: On east and west end of Silver Bow and Rocker transfers; when crossing from main track over BA&P tracks to Butte Freight House; when entering Westinghouse spur at Butte passenger station.

X-27 The distance between Three Forks and Deer Lodge including mileage going in and out of Butte, is 113.2 miles.

X-28 Silver Bow and Rocker Interlocking: These plants differ from others on this division because foreign line trolley power is concerned. When home signals are at stop due to foreign lines using the plants, trolley air gap must not be bridged by pantographs of motors. Bridging will result in burning down trolley, kicking out substations and possibly damaging motors. Do not use crossings by flagging or on hand signals under these conditions. Route must be relined for Milwaukee movement. Then, if home signals remain at stop, or at times when they are at stop and interlocking not being used by foreign lines, before flagging over these crossings, make sure that the trolley switch handle is in "up" position. At Silver Bow the trolley switch is on trolley pole located some 25 feet west of the crossing and south of our track. At Rocker, it is on trolley pole some 75 feet east of crossing and south of our track.

X-29 Entry to trouble-shooter track Three Forks must be left clear at all times.

THIRD SUBDIVISION

X-30 At Deer Lodge, the cross-over switches between yard tracks 4, 5 and 6, except when being used, must be lined for through movement on yard tracks.

X-31 In using the double ended track at Phosphate, motors may use pantographs from each main track switch only up to the point where STOP sign is hung from the trolley, and fifteen feet beyond each of these STOP signs a "hook" has been installed on the trolley, which will rake off pantograph shoes in case the pantograph is allowed to go beyond the sign. The section of catenary between the two STOP signs is dead and grounded at all times. Motors or engines must not at any time pass or foul the ore loading platform or stull loading racks. There is no clearance at the ore platform and stull racks for a man on the side of any class of equipment.

Trolley for motors is in service over the Bearmouth "Ore" track. A dead section is installed alongside the platform. Motors and engines must not use the section of trolley or track at the platform.

X-32 On account of heavy grade, air will be coupled in all cars and locomotives when switching in or out of the depressed track at the Intermountain Lumber Co. at Missoula.

X-33 Before motors use "Graveyard" track, Missoula, close trolley switch located on first pole west of track switch leading into this track. Open trolley switch again after thru with the motor operation. Cars must not be left fouling the insulated joints at east end of "Graveyard" track as this would hold automatic signals "red" at both ends of Missoula siding.

X-34 At Bonner Jct. color light signal equipped with letter "S" as per Rule 601-G is located at west end of siding. When letter "S" is illuminated the main track switch may be opened and if signal then indicates proceed, movement to main track may be made complying with Rule 513.

X-35 A light type indicator, located on the right hand side of the track at the west end of the siding at Bonner Jct., governs westward movements from the Ninth Subdivision. This Indicator is illuminated by the Operator at Missoula under the direction of the Train Dispatcher. When the indicator is illuminated to display, "Ninth Subdiv.", Trains from the Ninth Subdivision may run to Missoula ahead of westward first class trains being governed by automatic block signal indication. Rule 83B does not apply at Bonner Jct.

FOURTH SUBDIVISION

X-36 At Haugan, trains moving to and from the Northern Pacific Railway will enter and leave the C. M. St. P. & P. main track at the east switch of the yard, unless otherwise authorized by train order.

NOTE: Track south of main track is siding.

X-37 To avoid backing rear portion of eastward trains when cutting out helpers at Haugan, the head end of the train will be stopped at the cross-over to let trainman off. Train will then pull down and stop helper engine west of the cross-over, where trainman will cut helper out and couple up the train. After being cut out the helper engine will wait at the cross-over to take the trainman to the road engine.

X-38 Passenger trains must use not less than five minutes and freight trains not less than ten minutes between East Portal and Roland.

X-39 Headlights and marker lamps must be lighted both day and night while passing through tunnels between Avery and Saltese.

X-40 Track cars must not be run through tunnel between East Portal and Roland without protection.

X-41 At Avery the cross-over switches between Nos. 1 and 2 yard tracks, west yard, except when being used, must be lined and locked for through movement on Nos. 1 and 2 track respectively.

X-42 All trains must approach the passenger station at Avery at restricted speed.

NINTH SUBDIVISION

X-44 Engines must not use the first track north of A. C. M. Co. main track across A. C. M. bridge at Chamberlain Creek on Ninth Subdivision.

FOURTEENTH SUBDIVISION

X-45 Speed restrictions Maximum (in addition to General speed M. P. H. speed restrictions) all trains

Location	
Through Tunnels	15
Spring Creek Trestle	15
Judith River, Indian Creek & Sage Creek Viaducts	25
Embankment 500 ft. west Tunnel No. 2, 2.5 miles west Arrow Creek	5
Between east end Tunnel No. 4 & 1500 feet east between MP 178 and MP 179	10
Through Lewistown	8