

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

ROCKY MOUNTAIN DIVISION TIME TABLE No. 1

Taking effect at
12:01 A. M. Pacific Standard Time.
1:01 A. M. Mountain Standard Time.

Wednesday, January 15, 1958

Mountain Standard Time governs on 1st, 2nd, 3rd, 4th, 7th,
8th, 9th, 10th and 11th Subdivisions.

Pacific Standard Time governs on 5th, 6th, 12th, 13th and
14th Subdivisions.

For the government and information
of employees only.

J. O'DORE **R. C. SCHWICHTENBERG**
Assistant Superintendent. Assistant Superintendent.

S. E. HERZOG
Superintendent.

Q. W. TORPIN
Superintendent of Transportation.

V. P. SOHN
General Superintendent of Transportation.

R. G. SCOTT
Assistant to General Manager.

P. J. WEILAND
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

WATCH INSPECTORS

Robertson's Jewelry and Optical Co. Harlowton
Dee's Jewelry Three Forks
S. & S. Jewelry Co. Park & Main, Butte
Sullivan Jewelers Deer Lodge
B. & H. Jewelry Co. Missoula
Bozeman Jewelry Co. Bozeman
H. W. Schumacker St. Maries
Harold J. March N. 221 Wash'n St., Spokane
Klatt Jewelers N. 3 Wall St., Spokane
Pacific Watch Co. Malden
A. F. Benson Newport

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

2 WESTWARD		FIRST SUBDIVISION										EASTWARD		
SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Harlowton	Time Table No. 1		Distance from Three Forks	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	FIRST CLASS		SECOND CLASS
	263	15	Siding	Other tracks			January 15, 1958					16	264	
Time Freight	Passenger	Daily			Daily	Passenger	Time Freight	Daily	Daily					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
L 1.00PM	L 10.35AM	Yard	HY	0.0	HARLOWTON	113.9	BHJKP RTWXYZ	6.30am to 2.00am	As 2.20PM	A 6:30AM				
1.10	10.43	68	11	6.2	VALENCIA	107.7	P	No Office	2.09	5.27				
1.21	10.50	118	39	12.0	TWO DOT	101.9	P	7.45am to 4.45pm Except Sat. & Sun.	2.02	5.17				
1.36	11.02	119	42	24.2	MARTINSDALE	89.7	P	7.45am to 4.45pm Except Sat. & Sun.	1.49	4.48				
1.42	11.07	68	14	28.6	GROVELAND	85.3	P	No Office	2.63 1.42	4.40				
1.58	11.17	119	25	35.6	LENNEP	78.3	P	6.30am to 3.30pm Except Sat. & Sun.	1.33	4.25				
2.08	11.27	69		41.2	BRUNO	72.7	P	No Office	1.23	4.04				
2.28	11.35		57	46.0	LOWETH	67.9	P	No Office	1.14	3.47				
2.34	11.40	180		49.7	HAMEN	64.2	P	No Office	1.05	3.37				
2.45	11.51	188	48	57.0	RINGLING	56.9	PV	7.45am to 4.45pm Except Sat. & Sun.	12.58	3.17				
2.51	11.56	68		60.6	MOYNE	53.3	P	No Office	12.50	3.09				
3.02	12.06PM	68	21	67.6	SIXTEEN	46.8	P	No Office	12.39	2.43				
3.17	12.23	122	16	75.6	FRANCIS	38.8	P	No Office	15 12.23	2.12				
3.25		36		79.5	NATHAN	34.4	P	No Office		1.59				
3.29	12.33	108	17	81.6	MAUDLOW	32.3	P	No Office	12.12	1.51				
3.41	12.42	71		87.3	DEER PARK	26.6	P	No Office	12.02PM	1.36				
3.53	12.52	126	10	93.1	CARDINAL	20.8	P	No Office	11.53	1.18				
4.13	1.10	125	10	105.4	LOMBARD	19.3	PVX	7.45am to 4.45pm Except Sat. & Sun.						
A 4.25PM	As 1.20PM	Yard	FO	113.9	EUSTIS	8.5	P	No Office	11.34	12.56				
					THREE FORKS	0.0	BHJKP RTWXY	Continuous	L 11.25AM	L 12.40AM				

Passenger trains must not exceed maximum speed of 79 MPH; other trains 55 MPH.

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 2700 Feet East of Industry Track Switch at 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.

WESTWARD		SECOND SUBDIVISION										EASTWARD 3		
SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Three Forks	Time Table No. 1		Distance from Deer Lodge	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	FIRST CLASS		SECOND CLASS
	263	15	Siding	Other tracks			January 15, 1958					16	264	
Time Freight	Passenger	Daily			Daily	Passenger	Time Freight	Daily	Daily					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
L 4.45PM	L 1.20PM	Yard	FO	0.0	THREE FORKS	112.1	BHJKP RTWXY	Continuous	As 11.25AM	A 12.10AM				
4.53	1.27	78		6.5	WILLOW CREEK	105.6	P	No Office	11.15	11.58				
5.01	1.33	127	21	12.9	SAPPINGTON (N. P. Crossing)	99.2	IPV	No Office	11.08	11.49				
5.18	1.49	126	46	24.2	JEFFERSON ISLAND	87.5	P	No Office	10.50	11.27				
5.35	1.58	123	Yard	WH	PIEDMONT (N. P. Crossing)	77.6	IPX	7.45am to 4.45pm Except Sat. & Sun.	10.40	11.10				
5.50	2.04	70		40.0	VENDOME	72.1	P	No Office	10.32	10.52				
6.02	2.12	127	26	43.7	CEDRIC	68.4	P	No Office	10.25	10.32				
6.16	2.21	80	20	48.6	GRACE	63.5	P	No Office	10.16	10.12				
6.33	2.33	114	31	55.2	DONALD	56.9	P	No Office	10.05	9.50				
6.46	2.42	86	7	61.9	JANNEY	50.2	P	No Office	9.53	9.25				
6.56	2.48	127		65.5	NEWCOMB	46.6	P	No Office	9.45	9.10				
7.01	2.52	80	Yard	GS	BUTTE YARD	42.0	BKPVXZ	Continuous	9.40	8.55				
7.06	2.55	5		71.2	BUTTE	40.9	VXY	No Office	9.37					
	2.59	200	14	73.7	ALLOY	38.4	PX	No Office	9.33	8.30				
				75.3	ROCKER (B. A. & P. Crossing)	36.8	IV	No Office						
				78.0	(U. P. Crossing)	34.1	I	No Office						
				78.6	SILVER BOW	33.5	PV	No Office						
7.16	3.07	118	65	80.2	DAWSON	31.9	P	No Office	9.23	8.12				
7.24	3.17	98		86.0	FINLEN	26.1	P	No Office	9.13	7.55				
264 7.35	3.29	69		95.1	MOREL	17.0	P	No Office	9.03	7.35				
7.46	3.39	101	17	104.8	(N. P. Crossing) SINCLAIR	7.8	IP	No Office	8.54	7.16				
A 8.00PM	As 3.50PM	Yard	DG	112.1	DEER LODGE	0.0	BHJKP RTWVXZ	Continuous	L 8.45AM	L 7.00PM				

Passenger trains must not exceed maximum speed of 79 MPH; other trains 55 MPH.

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

Mountain grade extends from west switch Piedmont to east 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	2.0 miles east of Piedmont	8 cars.
Pioneer	At Finlen	69 cars.
Champion	8.2 miles west of Morel	9 cars.

4 WESTWARD				THIRD SUBDIVISION										EASTWARD			
SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Deer Lodge	Time Table No. 1			Distance from Alberton	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	FIRST CLASS		SECOND CLASS		
	263	15	Siding	Other tracks			January 15, 1958 Mountain Time						16	264			
Time Freight	Passenger				STATIONS	Passenger	Time Freight										
Daily	Daily			Daily	Daily	Daily											
L 9.30PM	L 4.00PM	264	Yard	DG	0.0	DEER LODGE	110.8	BHKOP RTVWXZ	Continuous	As 8.35AM	15	A 3.55PM					
9.40	4.06	88	18		5.1	KOHR	105.7	P	No Office	8.26		3.47					
9.48	4.12	117	17		11.0	GARRISON	99.8	P	No Office	8.20		3.37					
9.57	4.21	87	18		18.6	GOLD CREEK	92.2	P	No Office	8.11		3.23					
10.03	4.26	87	18		24.8	HASKELL	86.5	P	No Office	8.05		3.13					
10.11	4.31	89	18	DX	30.7	(N. P. Crossing) DRUMMOND	80.1	IP	7.45am to 4.45pm Except Sat. & Sun.	7.58		3.01					
10.17	4.37	90			36.0	OZAN	74.8	P	No Office	7.53		2.50					
10.27	4.44	189	32		41.2	BEARMOUTH	69.6	P	No Office	7.47		2.37					
10.41	4.56	94	22		51.3	RAVENNA	59.5	P	No Office	7.35		2.10					
10.48	5.01	189			57.2	IRIS	58.6	P	No Office	7.30		1.59					
10.56	5.06	89	17		63.3	CLINTON	47.5	P	No Office	7.24		1.49					
11.08	5.15	147	38		73.2	BONNER JCT.	37.6	JPY	No Office	7.14		1.31					
11.20	s 5.25	124	Yard	Q	79.5	MISSOULA	31.3	BKPVXZ	3.00am to 11.00am 2.00pm to 10.00pm Except Sat. & Sun.	s 7.05		1.20					
11.32	5.34	88	17		89.0	PRIMROSE	21.8	P	No Office	6.54		1.07					
11.42	5.42	180	44		97.1	FRENCHTOWN	13.7	P	No Office	6.46		12.52					
11.45					100.4	(N. P. Crossing) HUSON	10.4	IP	No Office			12.45					
11.52	5.51	89	17		105.8	SOUDAN	5.0	P	No Office	6.37		12.35					
A 11.59PM	A 6.00PM		Yard	ON	110.8	ALBERTON	0.0	BHKP RWX	6.00am to 2.00pm 5.30pm to 1.30am	L 6.30AM		L 12.25PM					

Passenger trains must not exceed maximum speed of 79 MPH; other trains 55 MPH.

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

Automatic Block system is in use between Deer Lodge and Alberton. At Alberton, No. 15 when not displaying signals for a following section, may register by register ticket.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Phosphate	3.7 miles west of Garrison	36 cars.
Schilling	2.8 miles west of Primrose	25 cars.

WESTWARD				FOURTH SUBDIVISION										EASTWARD 5			
SECOND CLASS	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Alberton	Time Table No. 1			Distance from Avery	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	FIRST CLASS		SECOND CLASS		
	263	15	Siding	Other tracks			January 15, 1958 Mountain Time						16	264			
Time Freight	Passenger				STATIONS	Passenger	Time Freight										
Daily	Daily			Daily	Daily	Daily											
L 12.20AM	L 6.00PM	Yard	ON	0.0	ALBERTON	100.3	BHKPR WX	6.00am to 2.00pm 5.30pm to 1.30am	A 6.30AM		A 11.55AM						
12.32	6.08	89	18		6.5	CYR	93.8	P	No Office	6.18		11.37					
12.43	6.17	182	12		15.0	TARKIO	85.3	P	No Office	6.08		11.23					
12.54	6.26	88	20		22.7	COBLEN	77.6	P	No Office	5.59		11.11					
1.07	s 6.34	88	17	SI	30.0	SUPERIOR	69.4	P	7.15am to 4.15pm Except Sat. & Sun.	s 5.48		10.57					
1.24	6.48	107	58	G	43.8	ST. REGIS	57.0	JPVWXY	7.45am to 11.45pm	5.34		10.35					
1.34	6.58	81			48.3	FORAKER	52.0	P	No Office	5.25		10.21					
1.44	7.07	77	41		52.9	DREXEL	47.4	P	No Office	5.17		10.06					
1.54	7.16	88	20		57.2	HENDERSON	43.1	P	No Office	5.09		9.54					
2.03	7.23	119	Yard	HU	62.4	HAUGAN	37.9	JPV WXY	7.45am to 3.45pm 11.45pm to 7.45am	5.04		9.45					
2.17	7.33	54	17		68.1	SALTESE	32.2	P	No Office	4.55		9.15					
2.27	7.40	126	12		71.7	BRYSON	28.6	P	No Office	4.50		9.01					
2.39	7.50	117	22		76.5	EAST PORTAL	23.8	PW	No Office	4.41		8.45					
2.49	7.56	54			78.5	ROLAND	21.8	P	No Office	4.35		8.35					
3.01	8.06	31	26		83.3	ADAIR	17.0	P	No Office	4.25		8.15					
3.19	8.15	118	12		87.9	FALCON	12.4	PW	No Office	4.16		7.55					
3.39		24	9		93.1	KYLE	7.2	P	No Office			7.30					
16 3.58	8.33	71			96.6	STETSON	3.7	P	No Office	268 3.58		7.15					
A 4.10AM	As 8.45PM	Yard	NF	100.3	AVERY	0.0	BHKOP RTWX	Continuous	L 3.50AM		L 7.00AM						

Passenger trains must not exceed maximum speed of 79 MPH; other trains 55 MPH.

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

Automatic Block System is in use between Alberton and Avery. At Alberton, No. 16 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.
Haugan.....East End Log Loading Track.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	HOLIDAYS
Harlowton			6:30 AM to 2:00 AM
Missoula	6:30 AM to 3:30 PM	3:00 AM to 11:00 AM	3:00 AM to 11:00 AM 2:00 PM to 10:00 PM
Alberton			6:00 AM to 2:00 PM 5:30 PM to 1:30 AM
St. Regis			7:45 AM to 11:45 PM
Haugan			7:45 AM to 3:45 PM 11:45 PM to 7:45 AM
Manito			9:30 PM to 1:30 PM
Malden			7:00 AM to 4:00 PM 9:00 PM to 5:00 AM
Clarkia	Hours as shown in Time Table are in effect June 1 to November 1.		

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays. At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin. Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

6 WESTWARD		FIFTH SUBDIVISION										EASTWARD	
SECOND CLASS	FIRST CLASS	Capacity in cars		Telegraph Calls	Distance from Avery	Time Table No. 1 January 15, 1958 Pacific Time			Distance from Malden	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	FIRST CLASS	SECOND CLASS
263	15	Sidings	Other tracks			16	264						
Time Freight	Passenger			Passenger	Time Freight								
Daily	Daily			Daily	Daily								
STATIONS													
L 4.15AM	L 7.50PM	Yard	NF	0.0	AVERY 5.3	108.8	BHK OPRTWX	Continuous	As 2.45AM	A 5.00AM			
264 4.30	8.00	59	20	5.3	ETHELTON 8.5	108.5	P	No Office	2.32	263 4.30			
4.50	8.18	120	15	13.8	POCONO 8.6	95.0	P	No Office	2.14	4.10			
5.09	8.32	127	25	22.4	CALDER 10.9	86.4	P	No Office	2.00	3.50			
5.30	8.51	124	19	33.3	ST. JOE 8.6	75.5	P	No Office	1.41	3.20			
5.39	9.01	60		39.9	OMEGA 5.5	68.9	P	No Office	1.31	3.00			
5.55	9.11	162	Yard	OB 45.4	ST. MARIES 5.9	63.4	BHJK OPRWXYZ	Continuous	s 1.21	2.45			
6.04	9.19	55	58	51.3	RAMSDALL 5.9	57.5	P	No Office	1.14	2.30			
6.19	9.31	156	11	57.2	PEDEE 7.2	51.6	P	No Office	1.02	2.05			
7.05	A 9.48PM	121	108	WJ 64.4	PLUMMER JCT. 7.6	44.4	JKPR VXY	Continuous	L 12.46AM	1.45			
7.15		60		72.0	MOWRY 8.1	36.8	P	No Office		1.25			
7.26		113	28	TK 80.1	TEKOA 7.2	28.7	P	7.00am to 4.00pm Except Sat. & Sun.		1.01			
7.35		23		87.3	SEABURY 5.9	21.5	P	No Office		12.35			
7.44		110		93.2	PANDORA 6.5	15.6	P	No Office		12.15AM			
7.50		51	21	99.7	ROSALIA 5.5	9.1	PV	No Office		11.55			
7.57			28	105.2	SQUAW CANYON 3.6	3.6	P	No Office		11.35			
A 8.10AM		Yard	M	108.8	MALDEN	0.0	BHKP RWXY	7.00am to 4.00pm 9.00pm to 5.00am		L 11.20PM			

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger trains must not exceed a maximum speed of 70 M. P. H., other trains 45 M. P. H. between Avery and Plummer Jct. Passenger trains must not exceed a maximum speed of 55 M. P. H., other trains 40 M. P. H. between Plummer Jct. and Malden.

St. Maries is a Register Station only for trains starting and terminating at that point.

The Train Order Signal at St. Maries applies only to Fifth Subdivision trains.

Automatic block system is in use between Avery and a point 2,902 feet west of Sorrento tunnel No. 41.

The time of Trains No. 15 and No. 16 at Plummer Jct. applies at the junction switch.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS				
Name	Cap. In Cars	Miles	Direction	Station
Hoyts Spur.....	5.....	0.5.....	West.....	Ethelton
Erlmo.....	45.....	0.2.....	West.....	Pocono
Hepton Spur.....	5.....	1.5.....	West.....	St. Maries
Wallner.....	4.....	2.0.....	East.....	Tekoa
Lone Pine.....	17.....	2.0.....	West.....	Tekoa
Williams.....	3.....	2.6.....	East.....	Rosalia

WESTWARD		SIXTH SUBDIVISION										EASTWARD 7	
SECOND CLASS	FIRST CLASS	Capacity in cars		Telegraph Calls	Distance from Plummer Jct.	Time Table No. 1 January 15, 1958 Pacific Time			Distance from Spokane	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	FIRST CLASS	SECOND CLASS
63	387 UP	15	16			64	388 UP						
Time Freight	Mixed	Passenger	Passenger	Time Freight	Mixed								
Daily	Daily	Daily	Daily	Daily	Daily								
STATIONS													
L 6.00AM	L 8.45AM	L 9.48PM		WJ 0.0	PLUMMER JCT. 6.4	41.5	JKPR VXY	Continuous	A 12.46AM	A 1.15AM	A 2.10AM		
6.09			26	WY 6.4	WORLEY 1.4	35.1	P	7.00am to 4.00pm Except Sat. & Sun.		1.01			
6.14	9.03	9.58	94		MOZART 5.3	33.7	P	No Office	12.35	12.56	1.55		
			23	13.1	SETTERS 2.4	28.4	P	No Office					
7.10	9.15	10.07	42	15.5	SAXBY 4.3	26.0	P	No Office	12.26	12.40	1.42		
A 7.15AM	A 9.25AM	A 10.12PM	66	8 MU 19.8	MANITO 15.2	21.7	JPRVXY	9.30pm to 1.30pm	L 12.21AM	L 12.25AM	L 1.30AM		
				SP 35.0	DISHMAN 1.0	6.5	P						
A 8.15AM			Yard	36.0	SPOKANE YARD 2.8	5.5	BOPR			L 9.30PM			
				38.8	EAST SPOKANE 0.8	2.7		Via U. P. R. R.					
				39.6	N. P. CROSSING 1.9	1.9							
		A 10.55PM		SN 41.5	SPOKANE 1.9	0.0	BKOP RVWZ		L 11.35PM				

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger trains must not exceed a maximum speed of 70 M. P. H., other trains 50 M. P. H.

This time-table confers no authority between Manito and Spokane. Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Manito and Plummer Jct.

The time of Trains No. 15 and No. 16 at Plummer Jct. applies at the junction switch.

Time of Trains No. 387 and No. 388 applies at U. P. connection on Sixth subdivision. U. P. connection switch is located in front of depot at Plummer Jct.

8 WESTWARD		SEVENTH SUBDIVISION										EASTWARD		
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Three Forks	Time Table No. 1 January 15, 1958 Mountain Time				Distance from Bozeman	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	SECOND CLASS	
593		Freight	Sidings			Other tracks	STATIONS						592	
Daily Except Sat. & Sun.				Yard			FO					Daily Except Sat. & Sun.		
L	4.01 PM				0.0	THREE FORKS		38.4	BHJKP RWXY	Continuous	A	2.45 PM		
	4.22	11			6.3	LOGAN	32.1		No Office		2.24			
	4.38	23	8	MN	11.5	MANHATTAN (N. P. Crossing)	26.9	P	8.00am to 5.00pm Except Sat. & Sun.		2.08			
	4.54				17.5	BELGRADE JUNCTION	20.9	JY	No Office		1.25			
	5.03	24			20.4	HOLLAND	18.0		No Office		1.15			
	5.20	8			25.5	GREENWOOD	12.9		No Office		12.59			
	5.30	21			27.0	BOZEMAN HOT SPRINGS	11.4	JPY	No Office		12.50			
	5.52	9			33.1	MATTHEWS	5.3		No Office		12.20			
	5.58	20			34.7	PATTERSON	3.7		No Office		12.15			
A	6.15 PM		Yard	BN	38.4	BOZEMAN	0.0	BJKP RVXYZ	7.00am to 4.00pm Except Sat. & Sun.	L	12.01 PM			

Trains must not exceed maximum speed of 20 miles per hour between Three Forks and Belgrade Junction, 25 miles per hour between Belgrade Junction and Bozeman. Trains handling pulpwood or poles must not exceed 15 miles per hour eastbound between one-half mile west of MP 7 (bridge CO-612) one and one-half miles west of west switch Logan to highway crossing one-half mile west of MP 4, about one and one-half miles east of Logan.

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 on the Seventh subdivision between Three Forks and Bozeman.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Baker Creek	0.5 Mile west of Belgrade Jct.	11 cars

WESTWARD		EIGHTH SUBDIVISION										EASTWARD		
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Belgrade Junction	Time Table No. 1 January 15, 1958 Mountain Time				Distance from Belgrade	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	SECOND CLASS	
593		Freight	Sidings			Other tracks	STATIONS						592	
Daily Except Sat. & Sun.				Yard			BG					Daily Except Sat. & Sun.		
L					0.0	BELGRADE JUNCTION		5.2	JY	No Office	A			
A		12	42		5.2	BELGRADE	0.0	P	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.

Rule 83(B) does not apply at Belgrade Junction, and does not apply at Belgrade when operator is not on duty.

WESTWARD		NINTH SUBDIVISION										EASTWARD 9		
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bonner Jct.	Time Table No. 1 January 15, 1958 Mountain Time				Distance from Cottonwood	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	SECOND CLASS	
593		Freight	Sidings			Other tracks	STATIONS						592	
Daily Except Sat. & Sun.				Yard			BN					Daily Except Sat. & Sun.		
L					0.0	BONNER JCT.		39.8	JPY	No Office	A			
					1.3	BONNER	38.5	PVX	No Office					
					11.8	MCMANARA	28.0	P	No Office					
					25.8	SUNSET	14.0		No Office					
					34.8	CLEARWATER	5.0	P	No Office					
A					39.8	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, three-fourths mile 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	4.8 miles west of Bonner	1 car
Goforth	2.6 miles east of Sunset	23 cars
Barite	1.5 miles west of Sunset	18 cars
Blanchard Creek	1.2 miles east of Clearwater	40 cars
Bear Creek	1.0 mile west of Clearwater	50 cars
Bailey	1.5 miles east of Cottonwood	11 cars
Chamberlain Creek	0.9 mile east of Cottonwood	Wye

Rule 83(B) does not apply at Bonner Jct. and Cottonwood.

WESTWARD		TENTH SUBDIVISION										EASTWARD		
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bozeman Hot Springs	Time Table No. 1 January 15, 1958 Mountain Time				Distance from Gallatin Gateway	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	SECOND CLASS	
593		Freight	Sidings			Other tracks	STATIONS						592	
Daily Except Sat. & Sun.				Yard			WA					Daily Except Sat. & Sun.		
L					0.0	BOZEMAN HOT SPRINGS		4.8	JPY	No Office	A			
A		13	23		4.8	GALLATIN GATEWAY	0.0	P	8.00am to 5.00pm Except Sat. & Sun.	L				

Trains Must Not Exceed Maximum Speed of 25 Miles Per Hour. Trains handling pulpwood loaded in gondola cars will not exceed 15 miles per hour between Gallatin Gateway and Bozeman Hot Springs. Rule 83(B) does not apply at Bozeman Hot Springs, and does not apply at Gallatin Gateway when operator is not on duty.

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

WESTWARD		ELEVENTH SUBDIVISION										EASTWARD		
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bozeman	Time Table No. 1 January 15, 1958 Mountain Time				Distance from Menard	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	SECOND CLASS	
593		Freight	Sidings			Other tracks	STATIONS						592	
Daily Except Sat. & Sun.				Yard			BN					Daily Except Sat. & Sun.		
L					0.0	BOZEMAN (N. P. Crossing 1.8)		24.7	BJKMP RVXYZ	7.00am to 4.00pm Except Sat. & Sun.	A			
					12.2	SPRINGHILL	12.5		No Office					
					17.7	EDILOU	7.0		No Office					
					22.8	ACCOLA	1.9		No Office					
A					24.7	MENARD	0.0	Y	No Office	L				

Trains must not exceed maximum speed of 20 miles per hour. Rule 83(B) does not apply at Menard.

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

10 WESTWARD		TWELFTH SUBDIVISION					EASTWARD		
Capacity in cars		Telegraph Calls	Distance from St. Maries	Time Table No. 1 January 15, 1958 Pacific Time		Distance from Elk River	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	
Sidings	Other tracks			STATIONS					
L		Yard	CB	0.0	ST. MARIES 9.4	72.2	BLJKOPRWXYZ	Continuous	A
	11			9.4	LOTUS 1.7	62.8	P	No Office	
	30	18		11.1	ALDER CREEK 2.4	61.1	P	No Office	
	24			13.5	ROVER 6.1	58.7	P	No Office	
	43			19.6	MASHBURN 1.5	52.6	P	No Office	
	39			21.1	WAYLAND 4.0	51.1	P	No Office	
	25	43		25.1	TYSON CREEK 2.0	47.1	P	No Office	
	23	6		27.1	FERNWOOD 4.6	45.1	P	No Office	
	33			31.7	EMERALD CREEK 5.2	40.5	P	No Office	
	25	184	CA	36.9	CLARKIA 5.7	35.3	PX	8.00am to 5.00pm Except Sat. & Sun.	
		18		42.6	KEELER 2.2	29.6	P	No Office	
	30			44.8	SHERWIN 5.6	27.4	P	No Office	
A				50.4	PURDUE 2.0	21.8	JVX	No Office	L
					BOVILL 8.7			Via W. I. & M. R. R.	
L	38	57	BO	52.4	BOVILL 4.0	19.8	JPVWXY	8.00am to 5.00pm Except Sat. & Sun.	A
	10			61.1	NEVA 5.2	11.1	P	No Office	
	17	45		65.1	KAMERON 1.9	7.1		No Office	
	13			70.3	JERSEY 1.9	1.9		No Office	
A	10	94		72.2	ELK RIVER	0.0	PWXY	No Office	L

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed a maximum speed of 25 M.P.H. between St. Maries and Elk River.
 This time table confers no authority between Purdue and Bovill. W. I. & M. Ry. time table and rules govern except eastward trains will not be required to obtain Clearance Form A at Bovill when operator is not on duty.
 Rule 83(B) does not apply at Purdue and Elk River, and does not apply at Bovill when operator is not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS				
Name	Cap. In Cars	Miles	Direction	Station
Cardwell.....	9.....	1.0.....	West.....	Rover
Renfrew.....	19.....	2.5.....	West.....	Wayland
Ryans Spur.....	7.....	0.4.....	East.....	Fernwood
Childs Creek.....	25.....	0.8.....	West.....	Emerald Creek
Jim's Spur.....	3.....	1.0.....	West.....	Emerald Creek

WESTWARD		FOURTEENTH SUBDIVISION					EASTWARD					
SECOND CLASS		Capacity in cars		Telegraph Calls	Distance from McGuires	Time Table No. 1 January 15, 1958 Pacific Time		Distance from Coeur d'Alene	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	THIRD CLASS	
G.N.Freight	Daily Exc. Sunday	Sidings	Other tracks			STATIONS					G.N.Freight	Daily Exc. Sunday
L	9.40AM	43			0.0	McGUIRES 1.8	10.4	JPRX		No Office	A	4.01 PM
	9.45		25		1.8	POST FALLS 4.4	8.6			No Office		3.40
	9.55		74		6.2	HUETTER (N. P. Crossing)	4.2	VX		No Office		3.20
	10.05				7.1	ATLAS 1.6	3.3			No Office		3.10
A	10.30AM		17		8.7	GIBBS 1.7	1.7	VXZ		No Office	L	3.00 PM
			99	CD	10.4	COEUR D'ALENE	0.0	BPRVXY		8.00am to 5.00pm Exc. Sunday		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed a maximum speed of 25 M.P.H. Rule 83(B) does not apply at McGuires and Gibbs.

WESTWARD		THIRTEENTH SUBDIVISION					EASTWARD 11							
SECOND CLASS		Capacity in cars		Telegraph Calls	Distance from Dishman	Time Table No. 1 January 15, 1958 Pacific Time		Distance from Metaline Falls	See Rule 6-A	Office Hours Also see page 5 For Other Assigned Hours	SECOND CLASS		THIRD CLASS	
95	291	Sidings	Other tracks			STATIONS					Way Freight	G.N.Freight		
G.N.Freight	Way Freight													
Daily Exc. Sunday	Daily Exc. Saturday										Daily Exc. Sunday	Daily Exc. Sunday		
L	8.30AM	56	5	SP	0.0	DISHMAN 5.7	120.1	JPRVXY		Continuous	A	3.01 PM		
	8.50		17		5.7	GREENACRES 6.0	114.4			No Office		2.40		
L	9.30AM	41	71		11.7	SPOKANE BRIDGE 3.3	108.4	PRVX		No Office		2.25	A 4.10 PM	
A	9.40AM	43			15.0	McGUIRES 1.5 (N. P. Crossing) (S. I. Crossing)	105.1	JPRVX		No Office		2.15	L 4.01 PM	
	9.40		60	JO	16.6	GRAND JCT. 6.7	103.6			No Office				
	9.55				23.3	RATHDRUM 13.8	103.5	PVX		7.30am to 4.30pm Except Sat. & Sun.		1.45		
	10.30	95	12		37.1	SPIRIT LAKE 7.6	96.8	PV		No Office		1.20		
	10.55	32			44.7	BLANCHARD 14.3	83.0	P		No Office		12.30		
	292 11.30 12.05 PM	52	84	NR	59.0	NEWPORT 4.5	75.4	P		No Office		12.01 PM		
	12.15		100		63.5	SULLIVAN 7.5	61.1	PVXZ		7.00am to 4.00pm Except Sat. & Sun.		291 11.30		
	12.30	15			71.0	DALKENA 5.2	56.6	P		No Office		10.15		
	12.45	34	19		76.2	USK 1.9	49.1	P		No Office		9.55		
	1.05		48		78.1	CUSICK 10.2	43.9	PXY		No Office		9.40		
	1.30	14			88.3	JARED 8.7	42.0	PX		No Office		9.30		
	1.52	7			97.0	BLUESLIDE 3.9	31.8	P		No Office		8.55		
	2.01	15			100.9	LOST CREEK 5.7	23.1	P		No Office		8.35		
	2.12	8			106.6	TIGER 4.0	19.2	P		No Office		8.25		
	2.30	48	11		110.6	IONE 9.5	13.5	P		No Office		8.10		
A	3.00 PM	17	183	MF	120.1	METALINE FALLS	9.5	P		No Office		8.00		
							0.0	KPRXYZ		6.30am to 3.30pm Exc. Sunday	L	7.30 AM		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed a maximum speed of 25 M.P.H. between Dishman and McGuires; 30 M.P.H. between McGuires and Ione; 25 M.P.H. between Ione and Metaline Falls.

Great Northern trains only will register at Spokane Bridge. Rule 83(B) does not apply at McGuires and Spokane Bridge.

G. W. MEALEY Trainmaster.		R. E. BECK, Chief Dispatcher	
H. J. McGUIN	T. S. COOPER	H. O. ULLERY	S. E. LEE
C. L. SHAW	Assistant Trainmasters and Traveling Engineers.	R. C. GAYNOR	W. F. STETZNER
		D. E. GOODSPEED	K. L. FINCH
		W. E. BEAULIEU	F. MATHERN
		W. J. McQUADE	W. C. KELLY
		Train Dispatchers.	

TONNAGE RATING

Chief Dispatcher may increase or decrease tonnage ratings as may be found necessary.

	Ruling grade	EP-1 EP-2	EP-4 EF-4	EF-1, 2, 3, 5 Per Unit
Avery-East Portal	1.7	1250	1600	875
East Portal-St. Regis	Down			
St. Regis-Deer Lodge	0.4		5400	3000
Deer Lodge-Alloy	0.6		4050	2250
Alloy-Donald	1.66	1400	1600	875
Donald-Lombard	Down			
Lombard-Cardinal	0.46		5400	3000
Cardinal-Loweth	1.0	1600	2600	1325
Loweth-Harlowton	Down			
Harlowton-Valencia	0.6		4050	2250
Valencia—West Switch Bruno	1.0		2520	1400
West Switch Bruno—Loweth	1.4	1650	2250	1200
Loweth-Lombard	Down			
Lombard-Piedmont	0.3		7200	4000
Piedmont-Donald	2.0	1050	1600	750
Donald-St. Regis	Down			
St. Regis-Haugan	0.8		2520	1400
Haugan-Roland	1.7	1250	1700	875
Roland-Avery	Down			

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 Eighth Subdivision of Trans-Missouri Division.

Lombard.....Extend from 5069 ft. east of N. P. transfer switch to 4290 ft. west of Lombard depot.

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 Seventh Subdivision.

Piedmont.....Extend from 4232 ft. east of N. P. crossing to 6673 ft. west of west switch of siding.

Butte Yard.....Extend from 6593 ft. east of east switch of siding to 868 ft. east of B. A. & P. crossing, Rocker.

Deer Lodge.....Extend from 6379 ft. east of east switch to 5280 ft. west of west switch of yard.

Missoula.....Extend from 6000 ft. east of east switch of siding to 3000 ft. west of west stockyard switch.

Alberton.....Extend from 2000 ft. east of east switch of yard to 3755 ft. west of west switch of yard.

St. Regis.....Extend from 2349 ft. east of east switch of siding to 2400 ft. west of N. P. junction switch.

Haugan.....Extend from 1950 ft. east of east switch of yard to 3000 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.

St. Maries.....Extend from 4339 ft. east of Milwaukee Lbr. Co. spur switch to 2427 ft. west of west switch on Fifth subdivision, and to 7500 ft. west of west wye switch on Twelfth subdivision.

Plummer Jet.....Extend from 4501 ft. east of Junction switch to 1655 ft. west of west switch on Fifth subdivision, and to 2084 ft. west of west wye switch on Sixth subdivision.

**SURGEONS
MILWAUKEE HOSPITAL ASSOCIATION**

Location	Name	Title
Seattle	*Dr. James F. DePree	Chief Surgeon
Spokane	*Dr. J. M. Nelson	District Surgeon
Spokane	*Dr. Carroll Smith	Oculist
Spokane	*Dr. R. L. Pohl	Assistant Oculist
Spokane	*Dr. C. L. Kyle	Local Surgeon
Spokane	*Dr. E. G. Peacock	Local Surgeon
Rosalia	*Dr. L. A. Qualife	Local Surgeon
Rosalia	Dr. O. I. Lowry	Local Surgeon
Spirit Lake	Dr. L. C. Frederickson	Local Surgeon
Newport	Dr. R. B. Morrow	Local Surgeon
Coeur d'Alene	Dr. W. T. Wood	Local Surgeon
Ione	*Dr. G. M. Richards	Local Surgeon
St. Maries	*Dr. B. A. Rapp	Local Surgeon
St. Maries	*Dr. E. M. Sullivan	Assistant Surgeon
Superior	*Dr. W. J. Doyle	Local Surgeon
Missoula	*Dr. I. J. Bridenstine	Local Surgeon
Missoula	*Dr. J. M. Nelson	Local Surgeon
Missoula	*Dr. R. W. Key	Oculist
Deer Lodge	*Dr. G. A. Anderson	Local Surgeon
Deer Lodge	*Dr. L. M. Benjamin	Local Surgeon
Deer Lodge	Dr. F. L. Bertoglio	Assistant Surgeon
Butte	*Dr. Harold Schwartz	District Surgeon
Butte	Dr. R. C. Monahan	Local Surgeon
Butte	*Dr. F. H. Burton	Oculist
Piedmont (Whitehall)	Dr. R. J. Hill	Local Surgeon
Three Forks	*Dr. E. E. Bertagnolli	Local Surgeon
Bozeman	*Dr. E. J. Kearns	Local Surgeon
Bozeman	*Dr. R. G. Scherer	Local Surgeon
Bozeman	*Dr. R. B. Farnsworth	Oculist
Harlowton	*Dr. E. M. Gans	Local Surgeon
Harlowton	Dr. R. G. Johnson	Asst. Local Surgeon

* Railroad Company Examining Surgeons and Oculists.

ASSOCIATION HOSPITALS

Spokane—Deaconess Hospital	Missoula—Memorial Hospital
Spokane—St. Luke's Hospital	Deer Lodge—St. Joseph's Hospital
Spokane—Sacred Heart Hospital	Butte—St. James Hospital
St. Maries—St. Maries Hospital	Bozeman—Bozeman Deaconess Hospital
Missoula—St. Patrick's Hospital	Harlowton—Wheatland Memorial Hospital

LOCATION OF STRETCHERS

Spokane	Bovill	Alberton	Ringling
Malden	Elk River	Missoula	Harlowton
Spirit Lake	St. Joe	Deer Lodge	In each Substation
Plummer Junction	Avery	Butte	
St. Maries	Superior	Three Forks	

Malden.....Extend from 3099 ft. east of east switch to 5028 ft. west of west switch.

Manito.....Extend from 2445 ft. east of east switch to Union Pacific Junction switch.

Bozeman.....Extend from 666 ft. east of east switch Patterson to 1000 ft. west of west switch of Bozeman Mill Track.

Bonner.....Extend from 150 ft. west of Bridge DD-302 to 5000 ft. west of west switch of Quarry Track.

Clarkia.....Extend from 1060 ft. east of east switch to 2000 ft. west of west switch.

Purdue & Bovill.....Extend from 800 ft. east of Purdue to 2279 ft. west of west switch Bovill.

Elk River.....Extend from 3409 ft. east of east switch to end of track.

Dishman.....Extend from 5448 ft. west of west switch to Union Pacific R. R. connection.

McGuires & Grand Jet.....Extend from 2004 ft. east of east switch McGuires to 1500 ft. west of west switch Grand Jet. on Thirteenth subdivision and to 4342 ft. west of junction switch on Fourteenth subdivision.

Newport.....Extend from 3348 ft. east of east switch to 3365 ft. west of west switch.

Usk & Cusick.....Extend from 2010 ft. east of east switch Usk to 1754 ft. west of planer track switch Cusick.

Metaline Falls.....Extend from 1946 ft. east of east wye switch to end of track.

Gibbs & Coeur d'Alene.....Extend from 2640 ft. east of Gibbs to end of tracks at Coeur d'Alene, including joint track to Rutledge mill.

Spokane Bridge.....Extend from 3600 ft. east of east switch to 3100 ft. west of west switch.

Huetter.....Extend from 2000 ft. east of east switch to 578 ft. west of connection switch with N. P. R. R.

LOCATION OF PORTABLE TELEPHONES ON TRAINS:

Nos. 15 and 16 — In locker baggage end of Dormitory car, and on all electric locomotives.

EMERGENCY TELEPHONES LOCATED AT POINTS BETWEEN STATIONS:

First Sub. Divn
 Harlowton—Phone booth east Switch Wye.
 Selkirk M. P. 1353.9—Box on signal 18-3.
 Hamen M.P. 1386—in box on pole.
 Canyon M.P. 1406.8—In Phone booth.
 Eagle Nest Tunnel No. 4 M. P. 1408.7—in box on signal 73-1.
 Barron M.P. 1434—in box on pole.

Second Sub. Divn
 Parrot Spur—M.P. 1477.5 in box on loading platform.
 Butte Wye—In box on pole at West Wye Switch.
 Rocker—In B.A.&P. depot.
 Sinclair—In box on signal 218-0, 500 feet east of N.P. Railroad crossing.

Third Sub. Divn
 Phosphate—In scale house.
 Drummond—In box on signal 30-2, 500 feet east of N.P. Railroad crossing.
 Missoula—In booth at stockyards.
 M. P. 1645.2—Three miles west of Missoula in box on signal 83-9.
 Huson—In box on home signal 500 feet west of N.P. railroad crossing.

Fourth Sub. Divn
 M. P. 1675—Two miles west of Alberton in box on pole.
 Ashmore M.P. 1709.5—In phone booth.
 De Borgia M.P. 1732.5—In box on pole.
 M.P. 1746.2—Two miles east of east switch East Portal.
 Big Elk M.P. 1753.6—In box on trolley pole.
 Bogel Spur M. P. 1763.5—In box on signal 201-2.

Fifth Sub. Divn
 Avery—West switch.
 Ethelton—East and west switch and section house.
 Between Ethelton and Pocono—Booth Mile Post 1782.
 Pocono—East and west switch and section house.
 Herrick—Box on pole M.P. 1791.
 Calder—Depot waiting room, Section Foreman's and Signal Maintainer's house, and east and west switch.
 Between Calder and St. Joe—Booth mile post 1801.3.
 St. Joe—On side of depot and west switch.
 Omega—East and west switch.
 St. Maries—At east head block, east yard switch, west end of yard, and west switch.
 Ramsdell—East and west switch.
 Benewah Bridge—West end.
 Pedee—Section house porch, east switch and west switch.
 Little Plummer—Box on post at Signal 59-4.
 Plummer Jet.—Pole opposite house pole yard.
 Sorrento—Pole just west of road crossing at spur.
 Mowry—Pole at east switch.
 Wallner—Box on pole.
 Tekoa—Baggage room.
 Lone Pine—Pole opposite spur.
 Seabury—East Switch.
 Swan—Booth west end warehouse.
 Pandora—Booth east switch.
 Rosalia—Booth west switch.
 Squaw Canyon—Pole middle of siding.
 Malden—Room east of waiting room and on pole at west switch.

Sixth Sub. Divn

Worley—Baggage room.
 Mozart—East and west switch.
 Setters—Pole north side of track.
 Saxby—West switch.
 Manito—Baggage room.

Twelfth Sub. Divn

Lotus—M. P. 7 on pole and Booth at siding.
 Alder Creek—Booth.
 Rover—Booth.
 Mashburn—Booth.
 Wayland—210 feet east of west switch.
 Tyson Creek—Booth.
 Fernwood—Depot baggage room and section house.
 Emerald Creek—Booth.
 Clarkia—Depot and section house.
 Keeler—East switch.
 Sherwin—Booth.
 Bovill—Wall phone outside depot and in section house.
 M. P. 56.5—in box.
 Neva—Booth.
 Kameron—Booth.
 Elk River—Section house.

Thirteenth and Fourteenth Sub. Divns

Dishman—Depot.
 Vera—Box on pole.
 Spokane Bridge—Booth east switch.
 McGuires—Booth west switch.
 Post Falls—Engine house.
 Gibbs—Section house.
 Coeur d'Alene—Depot.
 Grand Jet.—Depot waiting room.
 Sachwell—Box on pole.
 Rathdrum—Depot and room adjacent to section foreman's quarters.
 Seasons—Pole box.
 Jenida—Pole box.
 Spirit Lake—Depot.
 Blanchard—Pole box west switch.
 Newport—Depot, section house and scale house.
 Sullivan—Booth middle siding.
 Dalkena—Booth 120 ft. east of west switch.
 Usk—Box on pole 2 poles west of road crossing.
 Cusick—Diamond Match Company building and booth east switch.
 Jared—Box on pole.
 Ruby—Box on pole.
 Blue Slide—Box on pole.
 Lost Creek—Booth west switch.
 Tiger—Box on pole.
 Ione—Depot.
 Vail Tunnel—Booth west end.
 Metaline Falls—Depot and scale house.

TROLLEY CUT-OFF SWITCHES

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.
 Valencia—None at East Switch.
 Martinsdale—None at East Switch.
 Lennep—None at East Switch.
 Hamen—None.
 Ringling—None at West Switch.
 Moyne—1425 Ft. West of West Switch.
 3 Mi. W. of W. Sw. Moyne.
 Sixteen—1¼ Mi. W. of E. 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.
 3.7 Mi. W. of W. Sw. Lombard.
 Sappington—None at East Switch.
 4.2 Mi. W. of W. Sw. Sappington.
 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.
 New Cedric Cut-off—1000 Ft. W. of E. Sw. Cedric.
 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.
 3½ Mi. E. of E. Sw. Morel.
 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.
 4.8 Mi. W. of W. Sw. Clinton.
 3.4 Mi. E. of E. Sw. Bonner Jct.
 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.
 4.8 Mi. W. of W. Sw. Superior.
 5.0 Mi. E. of E. Sw, St. Regis.

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 and Team Track.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G1 Engineers operating engines equipped with the oscillating emergency red headlights 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 trains 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.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

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, employees 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 employees are out from between the cars or engines, and under no circumstances must employees 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 Employees 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, employees must face the equipment and be sure of a secure hand hold and footing.

G9 Employees 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.

G12 Employees 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 employee 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 and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only

when authorized by the Company and when installation is made in accordance with Company standards.

The above 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.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

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

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.

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 stenciled 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 timetable, 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.

G26 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 brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G27 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed 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 diesel engine on 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.

G28 All diesel engines must not be towed or operated under own power through water over 3 inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

G29 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.

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

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars On Branch Lines	20
On Main Line	25
The following diesel engines either dead in train or operating under own power:	
68 ABC	55
1670 and 1671, 2000 to 2006 AB	50
1610 to 1635	45
1600 to 1603	40
1699 to 1709	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.

G34(A) 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 being 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 permission. 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 their time slips.

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.

G42 When flat spots develop enroute on car or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where conductor or engineer will notify chief dispatcher and be governed by his instructions. If in the judgment of the conductor or engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty three (23) MPH.

G43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly.

All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19(A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

G44 Speedometers on road engines in main line service must be checked by observing time between mile posts on each trip.

Check must be made at first opportunity after departure from point where engineer takes charge of engine.

The location, speed and any variation must be shown on work report.

G45 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, effective January 1, 1958, will apply at the following locations:

St. Paul	Miles City
Aberdeen	Deer Lodge
	Othello

ALL SUBDIVISIONS

X1 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 Subdivision	35 M.P.H.	25 M.P.H.
Second Subdivision	35 M.P.H.	25 M.P.H.
Third Subdivision	35 M.P.H.	25 M.P.H.
Fourth Subdivision	35 M.P.H.	25 M.P.H.
Fifth Subdivision	35 M.P.H.	25 M.P.H.
Sixth Subdivision	35 M.P.H.	25 M.P.H.
Seventh Subdivision	20 M.P.H.	20 M.P.H.
Eighth Subdivision	15 M.P.H.	15 M.P.H.
Ninth Subdivision	25 M.P.H.	20 M.P.H.
Tenth Subdivision	15 M.P.H.	15 M.P.H.
Eleventh Subdivision	15 M.P.H.	15 M.P.H.
Twelfth Subdivision	20 M.P.H.	15 M.P.H.
Thirteenth Subdivision	25 M.P.H.	20 M.P.H.
Fourteenth Subdivision	20 M.P.H.	15 M.P.H.

X2 Trains handling rotary snow plows, locomotive cranes, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
First Subdivision	35 M.P.H.	25 M.P.H.
Second Subdivision	35 M.P.H.	25 M.P.H.
Third Subdivision	35 M.P.H.	25 M.P.H.
Fourth Subdivision	35 M.P.H.	25 M.P.H.
Fifth Subdivision	35 M.P.H.	25 M.P.H.
Sixth Subdivision	35 M.P.H.	25 M.P.H.
Seventh Subdivision	20 M.P.H.	20 M.P.H.
Eighth Subdivision	15 M.P.H.	15 M.P.H.
Ninth Subdivision	25 M.P.H.	20 M.P.H.
Tenth Subdivision	15 M.P.H.	15 M.P.H.
Eleventh Subdivision	15 M.P.H.	15 M.P.H.
Twelfth Subdivision	15 M.P.H.	15 M.P.H.
Thirteenth Subdivision	25 M.P.H.	20 M.P.H.
Fourteenth Subdivision	20 M.P.H.	15 M.P.H.

X3 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.)

X3(A) 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 G34).

East Portal	East Switch
	West Switch

X4 When a wedge plow is being pushed ahead of an engine the speed must not exceed 25 miles per hour.

X5 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.

X6 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.

Due to settling of trolley poles on fills, raising of track when ballast is applied, and other similar causes over a period of years, the height of trolley wire above top of rail is variable: and in some locations, it is less than standard height of 24 feet 2 inches.

X7 Operation of trains on mountain grades. In addition to Instructions contained in Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 revised, effective January 1, 1958, in which reference is made to Rules and 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 107, 129 and 130 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 129, 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 82.

(c) If regeneration fails, the train must be brought to a stop immediately as per Rule 130, 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 Rule 128 must be made before proceeding.

(e) Rule 49 does 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 brakeman test as per Rule 128 must be made before the backing movement begins; the brakeman 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 brakeman 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 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 107, 129 and 130 will govern.

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.

(k) When necessary to use GP-9 diesel engines as helpers in mountain territory, such helper must be used on the head end of train only, and when necessary to cut helper into the train, the diesel units must be used as road engine and the electric road engine cut into the train.

X8 Electric freight engines Class EF-1, EF-2, EF-3 and EF-5 must not exceed a speed of 45 MPH. Electric passenger engines Class EP-2 must not exceed a speed of 60 MPH.

X9 The following are the permissible maximum authorized speeds over railroad crossings at grade, Rocky Mountain Division. (See special instruction G31).

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

X10 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.

X11 Dangerous gases are present in the exhaust from engines of the Waukesha or similar type used for air conditioning and power supply. These gases, if present in sufficient concentration, may cause illness or even fatalities if they are drawn into the cars by circulating fans such as when a train is stalled in a tunnel or in deep snow.

If a train hauled by a diesel engine 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 trains will promptly shut down Waukesha or similar type ice engines and the 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
Diner	114
P & B Cars	206 and 207
Coaches	454 to 478 inclusive
Coaches	649, 650 and 651
Super Dome Cars	50 to 59 inclusive
All Business Cars	

(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.

If a passenger train is stalled in snow of sufficient depth which will restrict the dissipation of the exhaust gases from Waukesha or similar type engines, such engines must be stopped immediately.

X12 At the following stations, 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	Moyne, Nathan and Deer Park
Fifth Subdivision	Seabury
Seventh Subdivision	Matthews and Patterson
Eighth Subdivision	Belgrade
Tenth Subdivision	Gallatin Gateway
Twelfth Subdivision	All Stations
Thirteenth Subdivision	All Stations
Fourteenth Subdivision	All Stations

X13 Crews handling electric rotary snow plows will be governed as in proper position.

(A) When moving to and from terminals, not in snow operation, pantograph must be locked down and secured to prevent coming in contact with trolley. Grounding switch must be in proper position.

(B) Must have regular air gap order at all times.

(C) When handled by diesel power and crew has air gap order, pantograph must be locked down and secured before passing air gap and order issued: "May pass air gap after it is known pantograph is locked down and secured."

(D) Crews handling these machines are responsible for knowing pantograph is properly secured and grounding switch is in proper position.

X14 Ten minute fuses should be used on the First, Second, Third, Fourth, Fifth and Sixth subdivisions and five minute fuses on all other subdivisions.

X15 The RS-12 sign located just east of Plummer Jct. governing westward trains, applies only to trains entering Sixth Subdivision.

X16 The junction switch at Plummer Jct. is equipped with an electric lock. Instructions for operating switch are posted in back of lower door of the electric lock.

X17 At Plummer Jct. and Manito, trains, other than those displaying signals for a following section, may register by register ticket.

X18 In the State of Idaho signal 14(L) must be sounded for private crossings the same as for public crossings.

FIRST SUBDIVISION

SECOND SUBDIVISION

X21 At Piedmont eastward freight trains will cut out helper engine through the crossover.

X22 Use one pantograph on Butte wye and avoid stopping with pantograph on trolley section insulators.

X23 Trolley wires are lower than standard height of 24 feet 2 inches above top of rail between West Wye switch, Butte and B. A. & P. overhead railroad crossing, about one and one-half miles west of Dawson. See Form 3170, page 6, "Low Trolley Wires."

X24 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 Rucker transfers; when crossing from main track over BA&P tracks to Butte Freight House; when entering Westinghouse spur at Butte.

X25 Silver Bow and Rucker 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 25 feet west of the crossing and south of our track. At Rucker, it is on trolley pole 75 feet east of crossing and south of our track.

THIRD SUBDIVISION

X26 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.

X27 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.

X28 On account of heavy grade, air must be coupled on all cars and locomotives when switching in or out of the depressed track at the Intermountain Lumber Co. at Missoula.

X30 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.

X31 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

X32 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.

X33 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.

X34 Headlights and marker lamps must be lighted both day and night while passing through tunnels between Avery and Saltese.

X36 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.

FIFTH SUBDIVISION

X37 Speed Restrictions (in addition to General Speed Restrictions)

Over street crossings St. Maries	20 M.P.H.
Over bridge EE44, 1 mile west Ramsdell	25 M.P.H.
Trains handling logs except when loaded on staked cars	30 M.P.H.

Maximum speed authorized by State of Washington through city limits at:

Tekoa	40 M.P.H.
Rosalia	50 M.P.H.
Malden	35 M.P.H.

X38 All trains must approach and leave passenger station at Avery at restricted speed.

SIXTH SUBDIVISION

X39 Speed Restrictions (in addition to General Speed Restrictions)

On curve one-half mile west of Plummer Jct:

Passenger trains	30 M.P.H.
Freight trains	20 M.P.H.
Trains handling logs except when loaded on staked cars	30 M.P.H.
Spokane passenger depot, trains handling Dome Car account depot platforms and girder encasements	10 M.P.H.

X40 In addition to those designated by timetable Standard Clocks are located in roundhouse and telegraph offices at Spokane.

SEVENTH SUBDIVISION

X41 Speed Restrictions (in addition to General Speed Restrictions)

1000 HP Diesels	
Between Three Forks and Belgrade Jct.	20 M.P.H.
Between Belgrade Jct. and Bozeman	25 M.P.H.

EIGHTH SUBDIVISION

X42 Speed Restrictions (in addition to General Speed Restrictions)

1000 HP Diesels	15 M.P.H.
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NINTH SUBDIVISION

X43 Speed Restrictions (in addition to General Speed Restrictions)

1000 HP Diesels	25 M.P.H.
1200 HP Diesels	25 M.P.H.

TENTH SUBDIVISION

X44 Speed Restrictions (in addition to General Speed Restrictions)

1000 HP Diesels	15 M.P.H.
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ELEVENTH SUBDIVISION

X45 Speed Restrictions (in addition to General Speed Restrictions)

1000 HP Diesels	15 M.P.H.
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TWELFTH SUBDIVISION

X46 Speed Restrictions (in addition to General Speed Restrictions)

1750 H. P. four wheel truck diesel between MP 38.6 and Elk River	15 M.P.H.
Around all sharp curves	15 M.P.H.
Over bridges EE504 and EE506 between MP 7 and Rover	15 M.P.H.

X48 Tracks Nos. 2 and 3 in W. I. & M. Yard at Bovill are not safe for engines.

THIRTEENTH SUBDIVISION

X49 Speed Restrictions (in addition to General Speed Restrictions)

1000 H. P. and 1200 H. P. and 1750 H. P. four axle diesels are restricted to 15 M. P. H. between Dishman and McGuires.

On curve one and one-half miles west of Newport

Trains handling logs except when loaded on staked cars	20 M.P.H.
	25 M.P.H.

Maximum speed authorized by State of Washington through city limits at:

Metaline Falls	25 M.P.H.
Ione	25 M.P.H.
Cusick	30 M.P.H.

X50 Westward Great Northern trains starting at Spokane that are to enter the Thirteenth Subdivision at Spokane Bridge must obtain a C.M.ST.P.&P. Clearance Form A at the G.N. telegraph office at Spokane.

X51 C.M.ST.P.&P. trains that are to enter the Union Pacific siding at Dishman, must stop before passing the stop sign at the junction switch and may then proceed, being governed by operating rules and existing conditions.

X52 Three yellow discs are mounted on uprights on the bents on north side of Bridge WN-100 over Box Canyon, located between M.P. 98 and M.P. 99, between Ione and Vail Tunnel, to act as a slide warning device.

If any of these signs are missing or disarranged, trains must stop and inspect bridge to know it is safe before passing over it.

Trains must not exceed 10 M. P. H. over this bridge.

FOURTEENTH SUBDIVISION

X53 Speed Restrictions (in addition to General Speed Restrictions)

1000 H. P. and 1200 H. P. and 1750 H. P. four axle Diesels must not exceed 15 M. P. H. between McGuire's and Coeur d'Alene.

X54 Eastward Great Northern trains starting at Coeur d'Alene that are to enter the Fourteenth Subdivision at Gibbs must, unless otherwise provided, obtain a C.M.ST.P.&P. Clearance Form A at Coeur d'Alene.

X55 Connection switch with Northern Pacific R. R. Co. is located 2746 feet West of M. P. 22 at Huetter. Northern Pacific trains and engines may use joint C.M.ST.P.&P.-G.N. main track between this connection and the connection switch to chip yard of the Ohio Match Co. in accordance with Rule 93.