

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

CHICAGO, MILWAUKEE & ST. PAUL RAILROAD

MISSOULA DIVISION

TIME TABLE No. 4

TAKING EFFECT AT 2:00 O'CLOCK A. M.

(MOUNTAIN OR 105th MERIDIAN TIME)

SUNDAY, JUNE 1, 1919

SUPERSEDING TIME TABLE NO. 3.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

J. J. MURPHY,
Superintendent.

E. H. BARRETT,
Assistant General Superintendent.

J. L. BROWN,
Assistant Superintendent Transportation.

G. L. WHIPPLE,
Superintendent Transportation.

W. B. FOSTER,
General Superintendent.

H. B. EARLING,
General Manager

THIRD CLASS					SECOND CLASS			FIRST CLASS		Capacity of Seating in Cars	Distance from Deer Lodge	Time Table No. 4 In Effect June 1, 1919	Telegraph Code	Office Closed Week Days	SYMBOLS See Special Rule Page 4	FIRST CLASS		SECOND CLASS		THIRD CLASS	
91	63	263	15	17	Passenger	Passenger	16	18	78							64	92	Passenger	Passenger	Time Freight	Time Freight
Way Freight Mon., Wed., Fri. only	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger	Passenger	Daily	Daily	Daily	Daily	Tue., Thur., Sat. only	Daily	Daily	Daily	Daily	Tue., Thur., Sat. only					
L 6:00	L 3:00	L 8:00	L 11:25	L 1:20					DEER LODGE	110.7	DG		SWCBOR TPKBQ	A 9:15	A 8:36	A 4:00	A 3:00	A 3:50			
6:15	3:25	8:20	11:32	1:28	110	20	5.1	2.1 KOHRS	105.0		No Office	P	9:04	8:23	3:30	2:30	3:25				
6:30	3:50	8:55	11:40	1:37	110	19	10.9	5.8 GARRISON	99.8		No Office	PW	8:55	8:14	3:12	2:10	2:45				
7:00	4:15	9:25	11:50	1:46	110	21	18.5	7.6 GOLD CREEK	92.2		No Office	P	8:43	8:01	2:48	1:46	2:20				
7:20	4:35	9:50	11:58	1:55	110	11	24.3	5.8 HASKELL	86.4		No Office	P	8:34	7:52	2:27	1:10	1:55				
7:55	5:05	10:15	12:08	2:07	112	21	30.7	5.4 DRUMMOND (N. P. CROSSING)	80.0	DX		PW	8:25	7:42	2:05	12:45	1:20				
8:15	5:25	10:35	12:17	2:15	113		35.9	5.2 OZAN	74.8		No Office	P	8:15	7:33	1:40	12:25	12:55				
8:30	5:40	10:55	12:25	2:24	115	28	41.2	5.3 BEARMOUTH	69.5		No Office	P	8:06	7:25	1:20	12:05	12:40				
8:57	6:08	11:35	12:40	2:40	120	17	51.2	10.0 RAVENNA	59.5		No Office	PWSME	7:51	7:09	12:40	11:35	12:15				
9:15	6:24	11:55	12:49	2:51	110		37.2	6.0 IRIS	53.5		No Office	P	7:42	6:58	12:05	11:10	11:55				
9:35	6:49	12:15	12:58	3:00	112	21	63.2	6.0 CLINTON	47.5		No Office	PW	7:34	6:49	11:45	10:47	11:20				
9:50	7:15	12:33	1:06	3:08	110		68.7	5.5 THELMA	42.0		No Office	P	7:26	6:39	11:28	10:27	10:50				
10:10	7:35	12:50	1:12	3:15	112	17	72.9	4.2 BONNER JCT	37.8		No Office	PJY	7:19	6:31	11:10	10:10	10:30				
10:45 12:05	8:00	1:15	1:26	3:30	30E 70W	Yard	79.4	6.5 MISSOULA	31.3	Q		PWK	7:09	6:21	10:45	9:45	9:55 8:05				
12:43	8:30	1:43	1:39	3:44	110	20	89.0	9.6 PRIMROSE	21.7		No Office	P	6:54	6:05	10:13	9:13	7:40				
1:00	8:45	1:57	1:47	3:52	110	16	94.7	5.7 FRENCHTOWN	16.0		No Office	PW	6:47	5:57	9:55	8:55	7:20				
1:20	9:00	2:10	1:54	3:59	74		99.9	5.2 HUSON (N. P. CROSSING)	10.8	JC		PJ	6:40	5:50	9:37	8:37	7:05				
1:35	9:20	2:25	2:03	4:08	110	15	105.6	5.7 SOUDAN	5.1		No Office	P	6:32	5:40	9:20	8:20	6:47				
A 2:00	A 9:45	A 2:45	A 2:13	A 4:20		Yard	110.7	5.1 ALBERTON		ON		WCOGTSB H	L 6:25	L 5:30	L 9:00	L 8:00	L 6:30				
8:00	6:45	6:45	2:48	3:00				Schedule Time					2:50	3:05	7:00	7:00	9:20				
13.8	16.4	16.4	39.5	36.9				Average Speed per Hour					39.1	35.9	15.7	15.7	11.8				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

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

The following automatic block signals are placed on left hand side of track as seen from the approaching train:

Signal 226-3, West Bound, Deer Lodge Yard.

Signal 11-6, East Bound, at West Head Block, Garrison.

Signal 37-1 and 39-5, West Bound, between Ozan and Bearmouth.

Signal 41-9, West Bound, at West Head Block, Bearmouth.

Signal 51-8, East Bound, at West Head Block, Ravenna.

Signal 75-1, West Bound, between Bonner Jct., and Missoula.

Signal 100-7, West Bound at West Head Block, Huson.

See Rules 221-B, 311, 362 and 505-B.

Trains 17 and 18 will stop on flag on Sunday only at Frenchtown to pick up or let off revenue passengers.
Yard limit boards located at Deer Lodge, Missoula and Alberton.

COMMERCIAL SPUR.

Name	Distance from Deer Lodge	Capacity
Neal	74.4	2

THIRD CLASS					SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 4			Office Closed Week Days		SYMBOLS	FIRST CLASS		SECOND CLASS		THIRD CLASS															
93					63	263	17	15	Passing Trucks	Other Trucks	Distance from Alberton	Distance from Avery	Telegraph Calls	Office Closed Week Days	See Special Rule Page 4	16	18	78	64	94																	
Way Freight					Time Freight	Time Freight	Passenger	Passenger								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Way Freight	Monday, Wednesday, Friday only												
Tuesday, Thursday, Sat' rday only					Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Monday, Wednesday, Friday only																	
L	7:00	M	L	10:16	M	L	3:15	M	L	4:30	M	L	2:18	M					PWCOTB R	A	6:20	M	A	5:20	M	A	7:25	M	A	6:55	M	A	2:15	M			
	7:26			10:40			3:35	f	4:40			2:26		110	20	6.5				P		6:11	f	5:10		7:00		6:21		5:59		1:45					
	7:50			11:10			4:00	f	4:55			2:39		74	15	14.9				WP		5:59	f	4:55		6:30		5:25		4:45		1:15					
	8:23			11:40			4:40	f	5:10			2:52		110	23	22.9				P		5:47	f	4:40		6:00		4:55		12:45							
	8:56			12:10			5:05	s	5:25			3:06		110	18	31.0				WP		5:34	s	4:25		5:25	263 17	4:30		12:15	M						
	9:21			12:30			5:25	f	5:35			3:15		85	20	37.2				P		5:24	f	4:11		4:43		4:05		11:50							
	9:47			12:50			6:10	s	5:45			3:24		110	66	43.4				PWY		5:15	s	4:01		4:25		3:50		11:30							
	10:08			1:10			6:30		5:56			3:32		102	10	48.9				P		5:05		3:48		4:05		3:32		11:10							
	10:30			1:30			6:50	f	6:07			3:41		70	47	53.0				WP		4:55	f	3:38		3:45		3:10		10:55							
	10:52			1:50			7:10	f	6:17			3:50		110		57.0				P		4:45	f	3:27		3:27		2:50		10:35							
	11:05			2:00			7:22	f	6:23			3:55				59.3				P		4:40	f	3:21		3:05		2:37		10:15							
	11:24			2:25			7:55	s	6:30			4:03		76 W 184 E		62.7				P&BWOY R		4:34	s	3:13		2:50		2:25		10:00							
	11:54			3:00			8:25	s	6:46			4:18		70	18	68.1				P		4:18	s	2:57		1:40		1:05		9:30							
	12:20	M		3:18			8:50		6:56			4:32		77		72.1				PW		4:03		2:45		1:15		12:45		9:10							
	12:50			3:51			9:15	f	7:10			4:47		63 E 68 W	15	76.8				PW		3:51	f	2:33		12:50		12:25		8:45							
	1:23			4:57			9:30	f	7:20			4:57		64 W 56 E		78.8				PWT		3:41	f	2:23		12:35		12:05	M	8:25							
	2:09			5:35			9:53	f	7:35			5:12		52		83.5				PW		3:27	f	2:09		12:05	M	11:35		7:55							
	2:39			6:15			10:15	f	7:50			5:27		76	13	88.5				PW		3:13	f	1:55		11:40		11:10		7:25							
	3:09			6:55			10:45		8:05			5:43		74		93.5				PW		2:59		1:40		11:10		10:45		6:55							
	3:29			7:15			11:15		8:14			5:54		86		90.9				P		2:50		1:30		10:50		10:20		6:30							
	A 3:50	M	A	8:00	M	A	11:55	M	A	8:25	M	A	6:15	M		100.5				PWOCOTB R		L 2:40	M	L 1:20	M	L 10:30	M	L 10:00	M	L 6:15	M						
	8:50			9:45			8:40		3:55			3:57										3:40		4:0		8:55		8:55		8:15							
	11:6			10:3			11:4		25.7			25.4										27.5		25.1		11.3		11.2		12.2							
												Schedule Time																									
												Average Speed per Hour																									

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

Mountain grade between Haugan and Avery.
 In making air tests before commencing descent of mountain grades, it must be understood in cases where helper is cut out at top of mountain, that the required air tests be made after helper has been cut out.
 All trains in either direction between Haugan and Avery will be handled by train staff system. No train will move between these points unless the Engineman of motor or engine coupled to train has a staff.
 Divided staff will be used through St. Paul Pass Tunnel between Roland and East Portal.
 All trains in both directions between Haugan and Avery will be handled by staff block system. See Rules 805, 806, 807, 808 and 831.
 On mountain grades at meeting points made by special order, the ascending train will take siding, unless otherwise specified in the order.
 Trains cannot meet at De Borgia.
 Automatic block system is in use between Alberton and Haugan. See Rules 221-B, 311, 362, 505-B.

Head light and tail lights must be lighted both day and night while passing through St. Paul Pass tunnel between Roland and East Portal.
 Hand cars, motor cars or velocipedes must not be run through tunnel between East Portal and Roland without permission from operator, and must be reported clear when through the tunnel.
 Yard limit boards located at Alberton, St. Regis Haugan and Avery.

COMMERCIAL SPURS.

Name	Distance from Alberton	Capacity
Marlin	35.7	11
Little St. Joe	45.7	10
Bogle	91.2	14

Train Dispatchers,
C. A. OLSON,
F. A. CHALK,
J. W. BLOSSINGHAM.
 Relief Dispatcher
G. B. BAKER.
 Assistant Chief Dispatcher,
G. M. HAYDEN.
 Chief Dispatcher,
D. J. HAGERTY.
 Assistant Trainmaster
 and
 Traveling Engineer
FRANK McAVOY.
 Assistant Superintendent,
T. J. HAMILTON.

SPECIAL INSTRUCTIONS

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

All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each sub-division.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

⊙—Standard Clock.
W—Water.
C—Coal.
O—Oil.
R—Register.

SYMBOLS

T—Turntable.
Y—Wye.
P—Dispatchers Telephone.
I—Interlocked.
K—Connection with foreign road.

B—Bulletin Board.
J—Junction.
Z—Track Scales.
R—Refreshments.

SPEED RESTRICTIONS

Passenger trains will use not less than ten minutes and freight trains not less than fifteen minutes between Roland and East Portal, in either direction.

Passenger trains will not exceed twenty-five miles per hour between St. Regis and Henderson and between Haugan and Avery. Freight trains will not exceed eighteen miles per hour between Avery and St. Regis and twenty miles per hour between St. Regis and Alberton.

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

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

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

Trains will be under control approaching bluffs and rock cuts where slides and rock are liable to obstruct track, and will cross all high bridges slowly.

Green flags by day and green light by night, displayed on the engineer's side of the track, or on the fireman's side when moving against the current of traffic on double track, indicates the track one-half mile distant is safe for a speed of not more than ten miles per hour, unless otherwise directed by train order.

ELECTRIFICATION

When for any cause trouble is experienced on trolley or other overhead wires causing a dangerous condition any one is authorized to order power shut off from nearest sub-station, reason for requesting power to be shut off must be given the train dispatcher as soon as possible and line should not again be energized until so authorized by the train dispatcher.

In case of accident causing live trolley wire to come in contact with cars or buildings, being in danger of fire, first thing to be done is to kill the line by getting communication with nearest sub-station and pyrene tank should be immediately taken from motor and fire extinguished.

In case where feeder switches are opened, first get in communication with nearest sub-station, kill the line, then open the switches and then proceed to flag any approaching train as per rule 99. This to avoid bridging air gaps.

CUT OFF SWITCHES.

STATION No.—LOCATION

Deer Lodge	1 at each end of yard.
Kohr	1 at each end of passing track.
Garrison	1 at each end of passing track and 1 at west side of tunnel.
Gold Creek Sub-station	Passing track fed off east feeder.
Haskell	1 at each end of passing track.
Drummond	1 at each end of passing track.
Ozan	1 at each end of passing track.
Bearmouth	1 at each end of passing track.
Ravenna Sub-station	Passing track fed off east feeder.
Iris	1 at each end of passing track.
Clinton	1 at each end of passing track.
Thelma	1 at each end of passing track.
Bonner Jct.	1 at each end of passing track.
Missoula	1 at each end of passing track. 1 controls tombstone track in freight house and 1 controls Polley Lumber Co. track.
Primrose Sub-station	Passing track fed off east feeder.
Frenchtown	1 at each end of passing track.
Huson	1 at each end of passing track.
Soudan	1 at each end of passing track.
Alberton	1 at each end of yard.
Cyr	1 at each end of passing track.
Tarkin Sub-station	Passing track fed off east feeder.
Gobden	1 at each end of passing track.
Superior	1 at each end of passing track.
Ashmore	1 at each end of passing track.
St. Regis	1 at each end of passing track and one controls A. C. M. track.
Forkner	1 at each end of passing track.
Drexel Sub-station	Passing track fed off east feeder.
Henderson	1 at each end of passing track.
Haugan	1 at each end of passing track.

STATION No.—LOCATION

Saltese	1 at each end of passing track.
Bryson	1 at each end of passing track and 1 controls cut off to west end tunnel 19.
East Portal Sub-station	Passing track fed off east feeder.
Roland	1 at each end of passing track and 1 for cut off running from Roland to Falcon.
Adair	1 at each end of passing track.
Falcon	1 at each end of passing track and 1 for other end of cut off from Roland.
Tunnel 22	1 at each end.
Tunnel 26	1 at West end.
Kyle	1 at each end passing track.
Stetson	1 at each end passing track.
Avery	1 at east end yard.

TONNAGE RATING

EAST BOUND OUT OF	
Avery to Haugan (pusher out of Avery)	3300
Haugan to Deer Lodge	5000
WEST BOUND OUT OF	
Deer Lodge to St. Regis	5000
St. Regis to Avery (pusher out of Haugan)	3000

The above rating shown may be increased or decreased by order of the Chief Dispatcher according to conditions.

TONNAGE REDUCTIONS FOR WEATHER CONDITIONS.

10 to 20 above	Reduce 10 per cent.
Zero to 10 above	Reduce 15 per cent.
Zero to 10 below	Reduce 20 per cent.
10 to 20 below	Reduce 30 per cent.

SPEED TABLE

60 miles per hour	is equivalent to one mile in 1 minute and 0 seconds.
55 miles per hour	is equivalent to one mile in 1 minute and 5 seconds.
50 miles per hour	is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour	is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour	is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour	is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour	is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour	is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour	is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour	is equivalent to one mile in 4 minutes and 0 seconds.

WATCH INSPECTORS.

Wm. Coleman	Deer Lodge.
Frank Borg	Missoula.
F. D. Crandall	Avery.

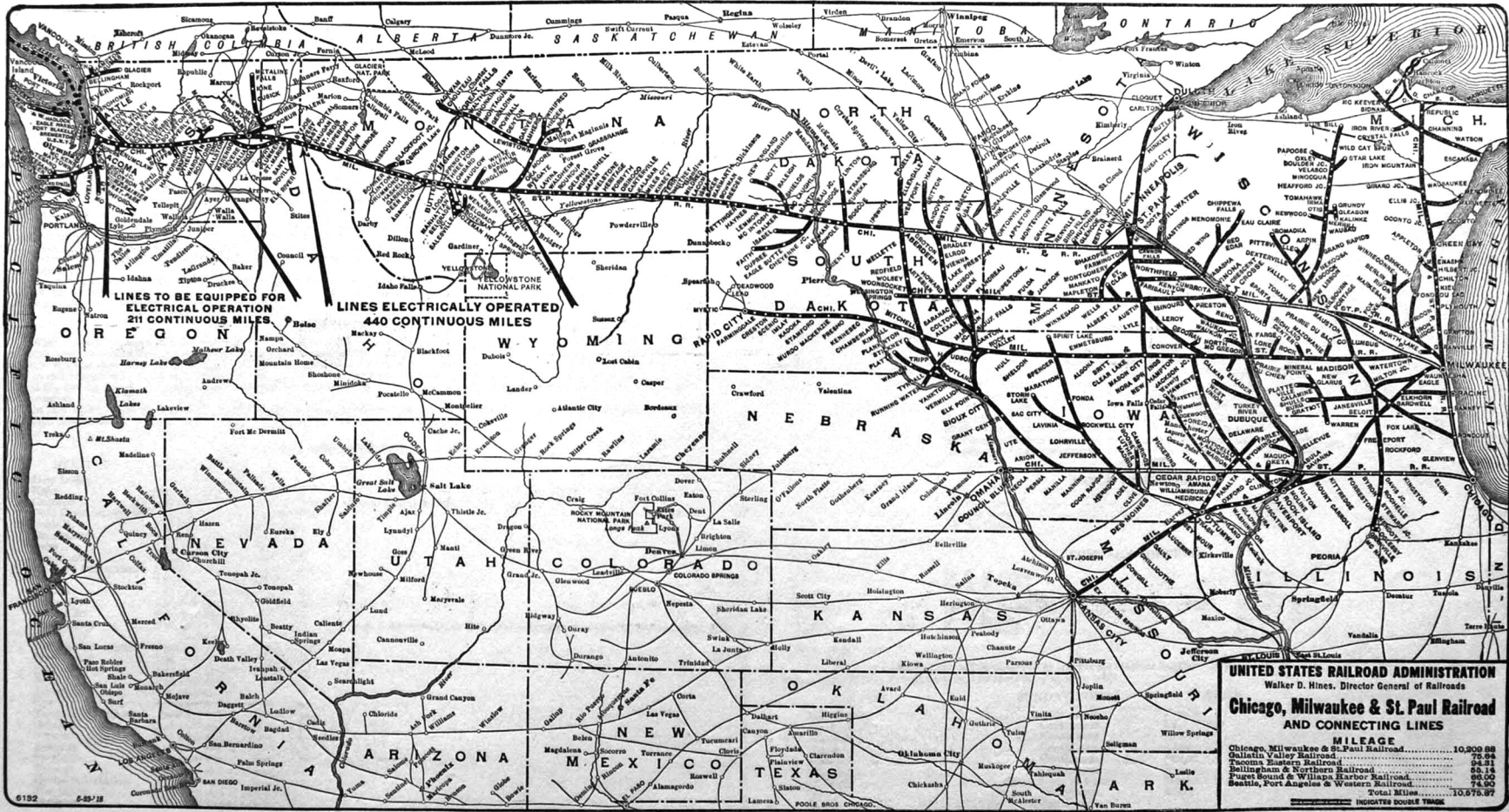
COMPANY SURGEONS.

Dr. G. M. Crabb	Deer Lodge, Mont.
Dr. R. W. Getty	Bonner, Mont.
Dr. Thomas H. Hanbridge	Drummond, Mont.
Dr. H. B. Farnsworth	Missoula, Mont.
Dr. E. Fessler	Superior, Mont.
Dr. C. S. Busy	Avery, Ida.

The following hours of duty will be observed at train order stations Sunday, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

STATION	SUNDAY HOURS	STATION	SUNDAY HOURS
Deer Lodge	Continuous.	Bryson	Continuous.
Drummond	Continuous.	East Portal	Continuous.
Missoula	Continuous.	Roland	Continuous.
Huson	Continuous.	Adair	Continuous.
Alberton	Continuous.	Falcon	Continuous.
Superior	Continuous.	Kyle	Continuous.
St. Regis	1 pm to 4 pm	Stetson	Continuous.
Haugan	Continuous.	Avery	Continuous.
Saltese	Continuous.		

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LINES TO BE EQUIPPED FOR ELECTRICAL OPERATION
211 CONTINUOUS MILES

LINES ELECTRICALLY OPERATED
440 CONTINUOUS MILES

UNITED STATES RAILROAD ADMINISTRATION
Walker D. Hines, Director General of Railroads

**Chicago, Milwaukee & St. Paul Railroad
AND CONNECTING LINES**

MILEAGE

Chicago, Milwaukee & St. Paul Railroad	10,909.88
Bellevue Valley Railroad	75.84
Wisconsin Eastern Railroad	64.31
Bellingham & Northern Railroad	85.14
Puget Sound & Willapa Harbor Railroad	68.00
Seattle, Fort Angeles & Western Railroad	74.50
Total Miles	11,978.97

INDICATED DOUBLE TRACK