

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

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
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
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

**ROCKY MOUNTAIN
DIVISION**

**TIME
TABLE
No. 4**

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

Sunday, July 26, 1964

For the government and information
of employes only

M. T. SEVEDGE
Superintendent

D. P. VALENTINE
General Superintendent of Transportation

M. GARELICK
Assistant General Manager

L. V. ANDERSON
General Manager

WATCH INSPECTORS

Eben's Watch Shop Three Forks
S. & S. Jewelry Co. Park & Main, Butte
Sam Riley Deer Lodge
B. & H. Jewelry Co. Missoula
Bozeman Jewelry Co. Bozeman
Bob Perkins Jewelers Miles City
Wilbur Erbe Harlowton
Jim Kovich Great Falls
E. H. Rogers Lewistown

			Capacity in Cars		Telegraph Calls	Distance from Miles City	Time Table No. 4 July 26, 1964		Distance from Melstone	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours		
			Sidings	Other Trucks			STATIONS						
		L		Yard	MO	0.0	MILES CITY 8.3	112.1	BKOP RVWXYZ	Continuous	A		
			119	106		8.3	PARAGON 7.8	103.8	PY	No Office			
			98	19		16.1	SHEFFIELD 9.8	96.0	P	No Office			
			21			25.9	THURLOW 7.8	86.2	P	No Office			
			168	19		38.7	CARTERVILLE 6.3	78.4	P	No Office			
			53			40.0	ORINOCO 5.0	72.1	P	No Office			
				13	FS	45.0	FORSYTH 3.1	67.1	P	7.00am to 4.00pm Except Sat. & Sun.			
			128	12		48.1	COLD SPRINGS 14.6	64.0	P	No Office			
			89	22		62.7	VANANDA 9.9	49.4	P	No Office			
			175	2		72.6	AHLES 5.3	39.5	P	No Office			
			88			77.9	THEBES 7.2	34.2	P	No Office			
			118	45	MR	85.1	INGOMAR 10.2	27.0	P	8.00am to 5.00pm Except Sat. & Sun.			
			116	13		95.3	SUMATRA 16.8	16.8	P	No Office			
		A		Yard	MS	112.1	MELSTONE	0.0	BK PRWX	Continuous Sun. & Mon. 12.01am to 4.00pm Except Sun. & Mon.	L		

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

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

Automatic Block Signal System is in use between Miles City and Melstone.

			Capacity in Cars		Telegraph Calls	Distance from Melstone	Time Table No. 4		Distance from Harlowton	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours			
			Sidings	Other Tracks			July 26, 1964					STATIONS		
		L		Yard	MS	0.0	MELSTONE	104.6	BK PRWX	Continuous Sun. & Mon. 12.01am to 4.00pm Except Sun. & Mon.	A			
			53			5.8	QUEENS POINT	98.8	P	No Office				
			87	25	MU	11.9	MUSSELSHELL	92.7	P	8.00am to 5.00pm Except Sat. & Sun.				
			52			18.3	DELPHIA	86.3	P	No Office				
			120			27.2	GAGE	77.4	P	No Office				
			125	Yard	RU	34.5	ROUNDUP	70.1	K PWXY	8.00am to 5.00pm Except Sat. & Sun.				
			100	23		44.2	ELSO	60.4	P	No Office				
			166	31	V	59.5	LAVINA	45.1	P	8.00am to 5.00pm Except Sat. & Sun.				
			128	42	R	75.1	RYEGATE	29.5	P	8.00am to 5.00pm Except Sat. & Sun.				
						81.4	BARBER	23.2	P	No Office				
			165	26		88.6	SHAWMUT	16.0	P	No Office				
						96.4	WINNECOOK	8.2	P	No Office				
		A		Yard	HY	104.6	HARLOWTON	0.0	BHJKOP RTWXYZ	8.00am to 2.00pm 4.00pm to 11.59pm Except Thurs. 12.01am to 2.00pm 4.00pm to 11.59pm Thursdays	L			

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

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

Automatic Block Signal System is in use between Melstone and Harlowton.

			Capacity in Cars		Telegraph Calls	Distance from Harlowton	Time Table No. 4		Distance from Three Forks	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours			
			Sidings	Other Tracks			July 26, 1964					STATIONS		
		L		Yard	HY	0.0	HARLOWTON	113.9	BHJKOP RTWXYZ		6.00am to 2.00pm 4.00pm to 11.59pm Except Thurs. 12.01am to 2.00pm 4.00pm to 11.59pm Thursdays			
			66	10		6.2	VALENCIA	107.7	P		No Office			
			119	35	WO	12.0	TWO DOT	101.9	P		7.45am to 4.45pm Except Sat. & Sun.			
			121	38	MX	24.2	MARTINSDALE	89.7	P		7.45am to 4.45pm Except Sat. & Sun.			
			67	13		28.6	GROVELAND	85.3	P		No Office			
			121	25		35.6	LENNEP	78.3	P		No Office			
			67			41.2	BRUNO	72.7	P		No Office			
				74		46.0	LOWETH	87.9	P		No Office			
			125			49.7	HAMEN	64.2	P		No Office			
			140	55	D	57.0	RINGLING	56.9	PV		7.45am to 4.45pm Except Sat. & Sun.			
			64			60.6	MOYNE	53.3	P		No Office			
			66	20		67.6	SIXTEEN	46.3	P		No Office			
			125	14		75.6	FRANCIS	38.3	P		No Office			
				34		79.5	NATHAN	34.4	P		No Office			
			109	18		81.6	MAUDLOW	32.3	P		No Office			
			70			87.3	DEER PARK	26.6	P		No Office			
			127	9		93.1	CARDINAL	20.8	P		No Office			
				11		94.6	LOMBARD	19.3	PV		No Office			
			127	9		105.4	EUSTIS	8.5	P		No Office			
		A		Yard	FO	113.9	THREE FORKS	0.0	BHJKP RWXY		8.00am to 4.00pm 5.00pm to 1.00am Except Fridays 12.01am to 4.00pm 5.00pm to 1.00am Fridays			L

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

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

Automatic Block Signal 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.

		Capacity in Cars		Telegraph Calls	Distance from Three Forks	Time Table No. 4 July 26, 1964		Distance from Deer Lodge	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours		
		Sidings	Other Tracks			STATIONS						
	L		Yard	FO	0.0	THREE FORKS	112.1	BHJKP RWXY		8.00am to 4.00pm 5.00pm to 1.00am Except Fridays 12.01am to 4.00pm 5.00pm to 1.00am Fridays	A	
		66			6.5	WILLOW CREEK	105.6	P		No Office		
		129	21		12.9	SAPPINGTON (N. P. Crossing)	99.2	IPV		No Office		
		127	44		24.6	JEFFERSON ISLAND	87.5	P		No Office		
		124	Yard	WH	84.5	(N. P. Crossing) PIEDMONT	77.6	IPX		7.45am to 4.45pm Except Sat. & Sun.		
		68			40.0	VENDOME	72.1	P		No Office		
		129	25		43.7	CEDRIC	68.4	P		No Office		
		81	19		48.6	GRACE	63.5	P		No Office		
		115	38		55.2	DONALD	56.9	P		No Office		
		86	7		61.9	JANNEY	50.2	P		No Office		
		129			65.5	NEWCOMB	46.6	P		No Office		
		78	Yard	GS	70.1	BUTTE YARD	42.0	BKPVX		Continuous		
			5		71.2	BUTTE	40.9	VXY		No Office		
		189	25		73.7	ALLOY	38.4	PX		No Office		
					75.8	ROCKER (B. A. & P. Crossing)	86.8	IV		No Office		
					78.0	(U. P. Crossing)	34.1	I		No Office		
					78.6	SILVER BOW	38.5	PV		No Office		
		120	64		80.2	DAWSON	31.9	P		No Office		
		98			86.0	FINLEN	26.1	P		No Office		
		63			95.1	MOREL	17.0	P		No Office		
		101	16		104.8	(N. P. Crossing) SINCLAIR	7.8	IP		No Office		
	A		Yard	DG	112.1	DEER LODGE	0.0	BHKOP RTVWXXZ		Continuous	L	

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

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

Mountain grade extends from west switch Piedmont to east switch Newcomb. Automatic Block Signal System is in use between Three Forks and Deer Lodge.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Whitehall.....	2.0 miles east of Piedmont	2 cars.
Pioneer.....	At Finlen	67 cars.
Champion.....	8.2 miles west of Morel	6 cars.

			Capacity in Cars		Telegraph Calls	Distance from Deer Lodge	Time Table No. 4 July 26, 1964		Distance from Alberton	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours		
			Sidings	Other Tracks									
	L			Yard	DG	0.0	DEER LODGE	110.8	BHKOP RTVWXZ	Continuous	A		
			89	17		5.1	KOHR	105.7	P	No Office			
			123	16		11.0	GARRISON	99.8	P	No Office			
			88	17		18.6	GOLD CREEK	92.2	P	No Office			
			88	16		24.8	HASKELL	86.5	P	No Office			
			89	21	DX	30.7	(N. P. Crossing) DRUMMOND	80.1	IP	7.00am to 4.00pm Except Sat. & Sun.			
			90			36.0	OZAN	74.8	P	No Office			
			132	20		41.2	BEARMOUTH	69.6	P	No Office			
			89	21		51.8	RAVENNA	59.5	P	No Office			
			132			57.2	IRIS	53.6	P	No Office			
			88	16		63.3	CLINTON	47.5	P	No Office			
			150	34		73.2	BONNER JCT.	37.6	JPY	No Office			
			126	Yard	Q	79.5	MISSOULA	31.3	BKPVXZ	7.00am to 4.00pm Except Sat. & Sun.			
			88	16		89.0	PRIMROSE	21.8	P	No Office			
			132	46		97.1	FRENCHTOWN	13.7	P	No Office			
						100.4	(N. P. Crossing) HUSON	10.4	IP	No Office			
			89	16		105.8	SOUDAN	5.0	P	No Office			
	A			Yard	ON	110.8	ALBERTON	0.0	BHKP RWX	7.15pm to 4.15am	L		

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

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

Automatic Block Signal system is in use between Deer Lodge and Alberton. Rule 83(B) does not apply at Bonner Jct.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Phosphate.....	3.7 miles west of Garrison	39 cars.
Schilling.....	2.8 miles west of Primrose	29 cars.

			Capacity in Cars		Telegraph Calls	Distance from Alberton	Time Table No. 4		Distance from Avery	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours		
			Sidings	Other Tracks			July 26, 1964					STATIONS	
		L		Yard	ON	0.0	ALBERTON	100.3	BHKPR WX	7.15pm to 4.15am	A		
			89	16		6.5	CYR	93.8	P	No Office			
			134	12		15.0	TARKIO	85.3	P	No Office			
			87	19		22.7	COBDEN	77.6	P	No Office			
			87	31	SI	30.9	SUPERIOR	69.4	P	7.15am to 4.15pm Except Sat. & Sun.			
			109	59	G	43.8	ST. REGIS	57.0	JPVWXY	8.00am to 5.00pm Except Sat. & Sun.			
			79			48.8	FORAKER	52.0	P	No Office			
			75	40		52.9	DREXEL	47.4	P	No Office			
			87	19		57.2	HENDERSON	48.1	P	No Office			
			120	Yard	HU	62.4	HAUGAN	37.9	JPV WXY	10.00pm to 7.00am Except Sat. & Sun.			
			52	15		68.1	SALTESE	32.2	P	No Office			
			129	18		71.7	BRYSON	28.6	P	No Office			
			117	22		76.5	EAST PORTAL	23.8	PW	No Office			
			58			78.5	ROLAND	21.8	P	No Office			
			28	26		83.3	ADAIR	17.0	P	No Office			
			115	12		87.9	FALCON	12.4	PW	No Office			
			22	9		98.1	KYLE	7.2	P	No Office			
			70			96.6	STETSON	3.7	P	No Office			
		A		Yard	NF	100.3	AVERY	0.0	BHKOP RTWX	4.80pm to 12.30am Daily 4.00am to 11.59am Except Sat. & Sun.	L		

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

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

Automatic Block Signal System is in use between Alberton and Avery.

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.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	HOLIDAYS
Melstone			12:01 AM to 4:00 PM
Harlowton			6:00 AM to 2:00 PM—4:00 PM to 11:59 PM
Three Forks			8:00 AM to 4:00 PM—5:00 PM to 1:00 AM
Alberton			7:15 PM to 4:15 AM
Avery			4:30 PM to 12:30 AM—4:00 AM to 11:59 AM
Falls Yard	2:30 PM to 4:30 PM	9:00 AM to 11:59 AM	

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.

8 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

		SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Harlowton	Time Table No. 4 July 26, 1964	Distance from Lewistown Yard	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours	THIRD CLASS		
		163	Sidings	Other Tracks							164	Time Freight	Daily Except Saturday
		Time Freight											
		Daily Except Saturday											
		L 1.00 ^{PM}			HY	0.0	HARLOWTON	61.3	BHJKOP RTWXYZ	6.00am to 2.00pm 4.00pm to 11.59pm Except Thurs. 12.01am to 2.00pm 4.00pm to 11.59pm Thursdays	A 12.10 ^{AM}		
		1.30		20		14.6	OKA	46.7	P	No Office	11.40		
		1.45	33			22.0	JUDITH GAP	39.3	PVXY	No Office	11.25		
		2.00	48	25		26.7	GARNEILL	34.6	P	No Office	11.10		
		2.10		11		30.7	McCLAVE	30.6	P	No Office	11.00		
		2.20		81		34.1	STRAW	27.2	P	No Office	10.50		
		2.30		8		39.1	SIPPLE	22.2	P	No Office	10.40		
		2.40		120	MO	44.1	MOORE	17.2	P	7.45am to 4.45pm Except Sat. & Sun.	10.30		
		2.55		21		53.8	GLENGARRY	7.5	P	No Office	10.15		
		A 3.10 ^{PM}		Yard		61.3	LEWISTOWN YARD	0.0	BHJKPT RVWXYZ	No Office	L 10.00 ^{PM}		

Trains must not exceed maximum speed of 45 miles per hour.

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

Trains must not exceed 10 miles per hour over the two public highway crossings within yard limits at Harlowton, both located near the flour mills.

Rule 83(B) does not apply at Lewistown Yard.

At Lewistown, the normal position of the east switch on east leg of wye is for movement from Seventh Subdivision to Lewistown Yard and normal position of west switch on east leg of wye is for movement on Eleventh Subdivision.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

		Capacity in Cars		Telegraph Calls	Distance from Winnett	Time Table No. 4 July 26, 1964	Distance from Lewistown Yard	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours			
		Sidings	Other Tracks									
		L		49	NI	0.0	WINNETT	58.1	PRY	7.45am to 4.45pm Except Sat. & Sun.	A	
				16		11.9	TEIGEN	46.2	P	No Office		
				38		23.5	GRASS RANGE	34.6	P	No Office		
				25		30.0	BECKET	28.1	P	No Office		
			19			38.2	FOREST GROVE	19.9	P	No Office		
				8		44.1	PIPER	14.0	P	No Office		
				45		48.9	HEATH	9.2	PX	No Office		
			22			50.8	DUNLAP	7.3	X	No Office		
		A		Yard		58.1	LEWISTOWN YARD	0.0	BHJKPT RVWXYZ	No Office	L	

Trains must not exceed maximum speed of 35 miles per hour between Lewistown Yard and Heath, 20 miles per hour between Heath and Piper and 35 miles per hour between Piper and Winnett.

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

Trains and engines must come to a stop before passing over East Main Street crossing at Lewistown and must not exceed 8 miles per hour through Lewistown.

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

WESTWARD

NINTH SUBDIVISION

EASTWARD 9

			Capacity in Cars		Telegraph Calls	Distance from Roy-Winifred Jct.	Time Table No. 4 July 26, 1964 STATIONS	Distance from Roy	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours			
			Sidings	Other Tracks									
		L				0.0	ROY-WINIFRED JCT.	42.0	JPX	No Office			
				22		9.6	BROOKS	32.4	P	No Office			
				35	HR	15.7	HILGER	26.8	P	7.45am to 4.45pm Except Sat. & Sun.			
						20.8	ROY JUNCTION	21.7	JPY	No Office			
				9		28.3	ARMELLS	13.7	P	No Office			
		A		28	RO	42.0	ROY	0.0	PRY	7.45am to 4.45pm Except Sat. & Sun.			L

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

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

Rule 83(B) does not apply at Roy-Winifred Jct., and does not apply at Roy when operator is not on duty.

WESTWARD

TENTH SUBDIVISION

EASTWARD

			Capacity in Cars		Telegraph Calls	Distance from Roy Junction	Time Table No. 4 July 26, 1964 STATIONS	Distance from Winifred	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours			
			Sidings	Other Tracks									
		L				0.0	ROY JUNCTION	22.4	JPY	No Office			
				10		5.2	MOULTON	17.2	P	No Office			
				22		15.2	SUFFOLK	7.2	P	No Office			
		A		44	WD	22.4	WINIFRED	0.0	PRY	7.45am to 4.45pm Except Sat. & Sun.			L

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

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

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

10 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Lewistown Yard	Time Table No. 4 July 26, 1964 STATIONS	Distance from Falls Yard	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours	SECOND CLASS	
195	239	Sidings	Other Tracks							240	196
Freight	G. N. Mixed			Daily Except Saturday	Daily Except Sunday	G. N. Mixed	Freight				
						Daily Except Sunday	Daily Except Saturday				
L 6.00 ^{PM}				Yard	0.0	LEWISTOWN YARD	134.5	BHJKPT RVWXYZ	No Office		A 4.05 ^{PM}
6.05	L 7.10 ^{AM}			Yard	1.3	LEWISTOWN	138.2	BHJKPR TVXYZ	7.30am to 4.30pm Except Sat. & Sun.	As 5.25 ^{AM}	4.00
					2.8	ROY-WINFRED JCT.	131.7	JPX	No Office		
6.30	7.25	43	78		9.3	HANOVER	125.2	P	No Office	S 5.05	3.42
6.40	A 7.30 ^{AM}				10.3	SPRING CREEK JCT.	124.2	JPRV	No Office	L 5.01 ^{AM}	3.37
6.50		44			13.3	AMHERST	121.2	P	No Office		3.27
7.00				22	16.4	WARE	118.1	P	No Office		3.17
7.10		45	24	US	19.9	DANVERS	114.6	P	7.45am to 4.45pm Except Sat. & Sun.		3.10
7.30			24		28.2	HOOSAC	106.8	P	No Office		2.50
7.50		58	47	DN	34.6	DENTON	99.9	P	7.45am to 4.45pm Except Sat. & Sun.		2.32
8.08			48		41.0	COFFEE CREEK	93.5	P	No Office		2.14
8.26		45	25		45.5	ARROW CREEK	89.0	P	No Office		1.49
9.05		51	25		56.6	POWNA	77.9	PY	No Office		1.30
9.50		48	38	SB	68.7	SQUARE BUTTE	65.8	P	7.45am to 4.45pm Except Sat. & Sun.		1.05
10.15		45	38	GE	75.7	GERALDINE	58.8	P	7.45am to 4.45pm Except Sat. & Sun.		12.45
10.45		47	23		87.5	MONTAGUE	47.0	P	No Office		12.22
11.15			46		95.5	SHONKIN	39.0	P	No Office		12.07 ^{PM}
11.50		45	33	HD	107.4	HIGHWOOD	27.1	P	7.45am to 4.45pm Except Sat. & Sun.		11.45
12.10 ^{AM}		45	23		114.8	WALTHAM	19.7	P	No Office		11.31
12.40			45		125.1	SALEM	9.4	P	No Office		11.12
A 1.10 ^{AM}				Yard	134.5	FALLS YARD	0.0	BHKP RTWXYZ	7.45am to 4.45pm Except Sat. & Sun.		L 10.45 ^{AM}

Trains must not exceed maximum speed of 35 miles per hour between Lewistown Yard and Waltham, 20 miles per hour between Waltham and Rogers and 35 miles per hour between Rogers and Falls yard.

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

At Spring Creek Jct., the normal position of the junction switch is for the C. M. St. P. & P. track.

At Lewistown, the normal position of the junction switch with the G. N. Ry. is for the C. M. St. P. & P. track.

Lewistown and Spring Creek Jct. are register stations for G. N. trains only.

At Lewistown, the normal position of the east switch on east leg of wye is for movement from Seventh Subdivision to Lewistown Yard and normal position of west switch on east leg of wye is for movement on Eleventh Subdivision.

G. N. trains will enter and leave C. M. St. P. & P. track at switch just west of Main St. crossing, west of depot, Lewistown.

Trains and engines must come to a stop before passing over East Main Street crossing at Lewistown.

Rule 83(B) does not apply at Roy-Winfred Jct., Spring Creek Jct. and Lewistown Yard. Trains starting at Lewistown Yard must obtain Clearance at Lewistown when operator is on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Belt Creek.....	4.7 miles west of Waltham	10 cars
Air Port Spur.....	1.7 miles east of Falls Yard	Yard
Loy Spur.....	2.3 miles east of Falls Yard	9 cars
Cooper.....	4.5 miles west of Salem	21 cars
Rogers.....	2.1 miles east of Salem	36 cars
Big Sag.....	3.8 miles east of Highwood	14 cars

	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Falls Yard	Time Table No. 4 July 26, 1964	Distance from Agawam	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours	THIRD CLASS		
		Sidings	Other Tracks									
	373					STATIONS				374		
	G. N. Freight										G. N. Freight	
	Mon., Wed. & Fri. only									Mon., Wed. & Fri. only		
			Yard	FD	0.0	FALLS YARD	69.6	BHKPR TWXYZ	7.45am to 4.45pm Except Sat. & Sun.			
					3.4	DEPOT SWITCH	68.2	JPVX	No Office			
					0.5	GREAT FALLS						
					3.9	(G. N. Crossing)	65.7	UX	No Office			
					7.2	EMERSON JCT.	62.4	JPRV	No Office			
					15.5	VAUGHN	54.1					
					21.2	DRACUT JCT.	48.4	JPRV	No Office			
			25		28.5	ASHUELOT	41.1	P	No Office			
			63	FR	38.5	FAIRFIELD *	31.1	P	7.45am to 4.45pm Except Sat. & Sun.			
	L 9.14AM				48.7	EASTHAM JCT.	20.9	JPRV	No Office	A 12.30PM		
	A 9.33AM				55.6	CHOTEAU JCT.	14.0	JPRV	No Office	L 12.10PM		
			62	CU	56.2	CHOTEAU	18.4	PR	7.45am to 4.45pm Except Sat. & Sun.			
					57.1	(G. N. Crossing)	12.6	U	No Office			
			29		62.1	FARMINGTON	7.5	P	No Office			
			33		69.6	AGAWAM	0.0	PY	No Office			

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

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

This time-table confers no authority between Emerson Jct. and Dracut Jct.; G. N. Ry time-table and rules govern.

Trains cannot meet at Dracut Jct. and Choteau Jct.

At Eastham Jct. the normal position of the junction switch is for C. M. St. P. & P. track.

At Depot Switch the normal position of the junction switch is for C. M. St. P. & P. track.

At Choteau Jct. the normal position of the junction switch is for the C. M. St. P. & P. track.

At Emerson Jct. and Dracut Jct., the normal position of the junction switch is for the G. N. track.

Rule 83(B) does not apply at Emerson Jct, Dracut Jct., Eastham Jct., Choteau Jct. and Agawam and does not apply at Falls Yard and Choteau when operators are not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Hiway Spur.....	0.5 miles east of Emerson Jct.	3 cars
Hobson.....	3.7 miles west of Eastham Jct.	16 cars
Malone.....	3.7 miles west of Farmington	5 cars

12 WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD

		Capacity in Cars		Telegraph Calls	Distance from Three Forks	Time Table No. 4 July 26, 1964 STATIONS	Distance from Bozeman	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours		
Sidings	Other Tracks										
L		Yard	FO		0.0	THREE FORKS	88.4	BHJKP RWXY	8.00am to 4.00pm 5.00pm to 1.00am Except Fridays 12.01am to 4.00pm 5.00pm to 1.00am Fridays	A	
	11				6.3	6.3 LOGAN	82.1		No Office		
	28	8	MN		11.5	5.2 MANHATTAN (N. P. Crossing)	26.9	PU	8.00am to 5.00pm Except Sat. & Sun.		
	24				20.4	8.0 HOLLAND	18.0		No Office		
	8				25.5	5.1 GREENWOOD	12.9		No Office		
	21				27.0	1.5 BOZEMAN HOT SPRINGS	11.4	JPY	No Office		
	9				83.1	6.1 MATTHEWS	5.8		No Office		
	20				84.7	1.6 PATTERSON	3.7	X	No Office		
A		Yard	BN		88.4	3.7 BOZEMAN	0.0	BJKP RUVXYZ	7.00am to 4.00pm Except Sat. & Sun.	L	

Trains must not exceed maximum speed of 20 miles per hour between Three Forks and Bozeman Hot Springs, 25 miles per hour between Bozeman Hot Springs and Bozeman. Trains handling pulpwood or poles must not exceed 15 miles per hour eastbound between one-half mile west of MP 7 (bridge CC-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 Thirteenth Subdivision between Three Forks and Bozeman.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Rule 83(B) does not apply at Three Forks and Bozeman when operator is not on duty.

Name	Location	Capacity
Baker Creek.....	2.4 miles east of Holland	11 cars

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

		Capacity in Cars		Telegraph Calls	Distance from Bozeman	Time Table No. 4 July 26, 1964 STATIONS	Distance from Menard	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours		
Sidings	Other Tracks										
L		Yard	BN		0.0	BOZEMAN (N. P. Crossing 1.8)	24.7	BJKP RUVXYZ	7.00am to 4.00pm Except Sat. & Sun.	A	
	28				12.2	12.2 SPRINGHILL	12.5		No Office		
	5				17.7	5.6 EDILOU	7.0		No Office		
	9				22.8	5.1 ACCOLA	1.9		No Office		
A		26			24.7	1.9 MENARD	0.0	Y	No Office	L	

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

Rule 83(B) does not apply at Menard and does not apply at Bozeman when operator is not on duty.

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

A. G. WILSON
R. D. RICHTER
Trainmasters
H. J. McGUIN
Trainmaster-Traveling Engineer
T. S. COOPER
P. M. McLEAN
Asst. Trainmaster-Traveling Engineer

C. E. CORNWALL, Chief Dispatcher
H. O. ULLERY
W. E. BEAULIEU
K. L. FINCH
Train Dispatchers
D. G. MICKELSON
J. W. ERDMANN

WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD 13

			Capacity in Cars		Telegraph Calls	Distance from Bozeman Hot Springs	Time Table No. 4 July 26, 1964 STATIONS	Distance from Gallatin Gateway	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours			
			Sidings	Other Tracks									
		L				0.0	BOZEMAN HOT SPRINGS 4.8	4.8	JPY	No Office	A		
		A	18	28		4.8	GALLATIN GATEWAY	0.0	P	No Office	L		

Trains Must Not Exceed Maximum Speed of 25 Miles Per Hour.

Trains handling pulpwood loaded in gondola cars must not exceed 15 miles per hour between Gallatin Gateway and Bozeman Hot Springs. Rule 83(B) does not apply at Bozeman Hot Springs and Gallatin Gateway.

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

WESTWARD

SIXTEENTH SUBDIVISION

EASTWARD

			Capacity in Cars		Telegraph Calls	Distance from Bonner Jct.	Time Table No. 4 July 26, 1964 STATIONS	Distance from Cottonwood	See Rule 6-A	Office Hours Also see page 7 For Other Assigned Hours			
			Sidings	Other Tracks									
		L	14			0.0	BONNER JCT.	39.8	JPY	No Office	A		
			9	50		1.3	BONNER	38.5	PVX	No Office			
			8			11.8	McNAMARA	28.0	P	No Office			
			47			25.8	SUNSET	14.0		No Office			
			16			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

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

Name	Location	Capacity
Miller Spur.....	4.8 miles west of Bonner	1 car
Barite.....	1.5 miles west of Sunset	18 cars
Bear Creek.....	1.0 miles west of Clearwater	50 cars

TONNAGE RATING

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

	Ruling grade	EP-2	EP-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			

SURGEONS

MILWAUKEE HOSPITAL ASSOCIATION

Location	Name	Title
Seattle	*Dr. James F. DePree	Chief Surgeon
Superior	*Dr. W. J. Doyle	Local Surgeon
Missoula	*Dr. J. A. Evert	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. N. J. O'Keefe	Local Surgeon
Butte	#Dr. F. H. Burton	Oculist
Piedmont (Whitehall)	*Dr. L. I. Klatt	Local Surgeon
Piedmont (Whitehall)	Dr. J. E. Lund	Assistant Surgeon
Three Forks	*Dr. E. E. Bertagnolli	Local Surgeon
Manhattan	Dr. E. L. King	Local Surgeon
Bozeman	*Dr. E. J. Kearns	Local Surgeon
Bozeman	*Dr. R. G. Scherer	Local Surgeon
Bozeman	Dr. T. A. Ross	Local Surgeon
Bozeman	#Dr. R. B. Farnsworth	Oculist
Harlowton	*Dr. R. G. Johnson	Local Surgeon
Roundup	*Dr. D. R. Davis	Local Surgeon
Miles City	*Dr. M. D. Winter	District Surgeon
Miles City	*Dr. L. L. Bock	Local Surgeon
Miles City	*Dr. D. K. McAfee	Local Surgeon
Miles City	*Dr. M. D. Winter, Jr.	Assistant Surgeon
Miles City	*Dr. S. C. Pratt	Assistant Surgeon
Miles City	*Dr. L. A. Campodonico	Assistant Surgeon
Miles City	*Dr. E. M. Howard	Assistant Surgeon
Miles City	#Dr. H. D. Harlowe	Oculist
Lewistown	*Dr. P. J. Gans	District Surgeon
Lewistown	*Dr. J. P. Fraser	Assistant Surgeon
Lewistown	Dr. H. K. LeFever	Assistant Surgeon
Great Falls	*Dr. P. E. Logan	Local Surgeon
Great Falls	#Dr. F. D. Hurd	Oculist
Great Falls	*Dr. F. K. Wanlata	Local Surgeon
Choteau — Fairfield	Dr. A. A. McAuley	Local Surgeon

*Examining Surgeons

#Examining Oculists

YARD LIMITS AT

Miles City	Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.
Meistone	Extend from 5280 ft. east of east switch to 6900 ft. west of west switch.
Roundup	Extend from 7600 ft. east of east siding switch to 5280 ft. west of west switch of yard.
Harlowton	Extend from 7200 feet east of east switch of yard to 7200 feet west of west switch of yard and to 4373 feet west of west switch on Seventh Subdivision.
Judith Gap	Extend from 1981 ft. east of east switch of siding to 1950 ft. west of west switch of siding.
Lewistown and Lewistown Yard	Extend from 9961 ft. east of east wye switch on Seventh Subdivision to a point 2500 ft. east of east switch at Heath on Eighth Subdivision and to 1400 ft. west of Roy-Winifred Jct. switch on Ninth Subdivision and to 1450 ft. west of Roy-Winifred Jct. switch on Eleventh Subdivision.
Great Falls— Falls Yard	Extend from 2500 ft. east of switch to Air Port spur on Eleventh Subdivision to 1500 ft. west of Sales Yard spur switch on Twelfth Subdivision.
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 Thirteenth 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 3662 ft. east of east switch of yard to 3659 ft. west of west switch of yard.
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.

ASSOCIATION HOSPITALS

Mobridge Community Hospital— Mobridge	Powell County Memorial Hospital— Deer Lodge
Holy Rosary Hospital—Miles City	St. James Community Hospital— Butte
St. Joseph's Hospital—Lewistown	Bozeman Deaconess Hospital— Bozeman
Columbus Hospital—Great Falls	Teton Memorial Hospital—Choteau
Teton Memorial Hospital—Choteau	Roundup Memorial Hospital— Roundup
Northern Pacific Beneficial Co. Hospital—Missoula	Wheatland Memorial Hospital— Harlowton

LOCATION OF STRETCHERS

Miles City Yard	Lavina	Alberton	Ringling
Miles City R. M. Office	Great Falls	Missoula	Harlowton
Forsyth	Lewistown	Deer Lodge	In each Substation
Meistone	Avery	Butte	
Roundup	Superior	Three Forks	

EMERGENCY TELEPHONES

Dispatchers telephones are located at each end of sidings and at all interlockings except as otherwise specified.

First Subdivision

Miles City Stock Yards—Box on pole.

Second Subdivision

Musselshell Quarry—Box on pole.

At M.P. 1282.4 between Elso and Lavina—Box on signal.

At M.P. 1298 between Lavina and Ryegate—Box on signal.

Third Subdivision

Harlowton—Both at east switch of wye.

At M.P. 1337.2 between Harlowton and Valencia—Box on pole.

Lennepe—In old depot for west switch.

Ringling—In depot waiting room for east switch.

Lombard at east end Bridge CC-274—Box on pole.

At M.P. 1443 Rock Quarry Switch—Box on pole.

Fourth Subdivision

Sappington—Box on pole at N.P. crossing for west switch.

Piedmont—Box on pole at N.P. crossing for east switch.

Butte Yard—In relay office for east switch.

Silver Bow at M.P. 1527.8—Booth.

Sinclair—Box on pole at N.P. crossing for east switch.

Fifth Subdivision

Drummond—Box on pole N.P. crossing for east switch.

At M.P. 1645.2 between Missoula and Primrose—Box on signal.

At M.P. 1653 Schilling—Box on pole.

Sixth Subdivision

At M.P. 1711 between Superior and St. Regis—Box on pole.

At M.P. 1732.5 between Henderson and Haugan—Box on pole.

Haugan—In depot waiting room for east switch.

East Portal—In substation for west switch.

At M.P. 1753.6 between Roland and Adair—Box on pole.

At M.P. 1763.5 between Falcon and Kyle—Box on pole.

At M.P. 1771.1 between Stetson and Avery—Box on pole.

Seventh Subdivision

At M.P. 33.5 at Straw—Box on pole.

Eighth Subdivision

Lewistown Stock Yards—In building at chute.

Eleventh Subdivision

Great Falls Airport switch—Box on pole.

Loy Spur—Box on pole.

At M.P. 179 between Salem and Waltham—Box on pole.

Big Sag Industrial Track—Box on pole.

At M.P. 142 between Montague and Geraldine—Box on pole.

At M.P. 112 between Pownal and Arrow Creek—Booth.

At M.P. 108 between Pownal and Arrow Creek—Box on pole.

At M.P. 75 between Amherst and Ware—Booth.

Thirteenth Subdivision

At M.P. 17.8 at Baker Creek—Box on pole.

LOCATION OF DISPATCHERS CIRCUIT AND MESSAGE CIRCUIT ON CROSSARMS MILES CITY TO AVERY

To be used with portable telephones at location on crossarms and determined by facing pole looking West. Telephone pole line does not parallel main track between MP 1490.7 and MP 1493 between Vendome and Cedric and between MP 1744.5 and MP 1746.3 between Bryson and East Portal.

TERRITORY	DISPATCHERS CIRCUIT	MESSAGE CIRCUIT
Miles City to Harlowton—	4th and 5th wires from pole right hand side-top crossarm.	2nd and 3rd wires from pole right hand side-top crossarm.
Harlowton to Three Forks—	4th and 5th wires from pole left hand side-top crossarm.	2nd and 3rd wires from pole right hand side-top crossarm.
Three Forks to Cedric—	2nd and 3rd wires from pole left hand side-top crossarm.	3rd and 4th wires from pole right hand side-top crossarm.
Cedric to Butte Yard—	3rd and 4th wires from pole left hand side-top crossarm.	3rd and 4th wires from pole right hand side-top crossarm.
Butte Yard to Avery—	2nd and 3rd wires from pole right hand side-top crossarm.	3rd and 4th wires from pole left hand side-top crossarm.

TROLLEY CUT-OUT SWITCHES

All employes working in electrified territory must have a copy of Special Rules and Instructions covering Electrical Operation, Form 3170, in their possession while on duty.

MAIN LINE TROLLEY SECTIONALIZING SWITCHES AND AIR GAPS located between Harlowton and Avery are shown on Pages 31-39 inclusive in Form 3170.

Trolley cut-out 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. 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. 108—Butte Safeway Spur.

No. 109—Butte, Manganese Spur.

No. 107—Finlen, Pioneer Spur.

No. 206—Missoula, Intermountain Lumber Co., Spur, Plant No. 2 and N. P. transfer.

No. 209—Missoula Nos. 1 and 2 house tracks at Old Freight House and Team Track.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 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 drawbar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-2 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

G-3 When, for any reason, adjustment is necessary to a drawbar, 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.

G-4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-5 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.

G-6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure hand hold and footing.

G-7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

G-10 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 caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G-11 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.

G-12 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.

G-13 In addition to Consolidated Code Rule 806 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.

G-14 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 steam must be shut off as soon as the train stops in the station.

G-15 When passenger trains are unusually delayed, passengers should be informed as to the 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 at stations when available.

G-16 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.

G-17 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello	_____	All Trains
St. Paul	_____	Freight Trains only
Minneapolis	_____	Passenger Trains only

G-18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-19 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-21 In complying with Rule 3, of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-22 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.

G-23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engines 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.

G-24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G-25 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	M.P.H.
Trains handling ore cars	35
Loaded	40
Empty	40
Trains handling ore, except silicon ore, loaded in open top equipment other than ore cars	40
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	20
On Branch Lines	25
On Main Line	25
The following diesel engines either dead in train or operating under own power:	
690 AB to 696 AB	55
950 to 977	45
990 to 997	30

G-26 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.

G-27 Diesel or electric engines with unobstructed view in either direction may be operated at 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.

G-28 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.

G-29 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.

G-30 When flat spots develop enroute on car or engine 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 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 engines 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.

G-31 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

ALL SUBDIVISIONS

X1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds 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	35MPH	30MPH
Second Subdivision	35MPH	30MPH
Third Subdivision	35MPH	25MPH
Fourth Subdivision	35MPH	25MPH
Fifth Subdivision	35MPH	25MPH
Sixth Subdivision	35MPH	25MPH
Seventh Subdivision	25MPH	20MPH
Eighth Subdivision	20MPH	20MPH
Ninth Subdivision	20MPH	20MPH
Tenth Subdivision	20MPH	20MPH
Eleventh Subdivision	25MPH	20MPH
Twelfth Subdivision	20MPH	20MPH
Thirteenth Subdivision	20MPH	20MPH
Fourteenth Subdivision	15MPH	15MPH
Fifteenth Subdivision	15MPH	15MPH
Sixteenth Subdivision	25MPH	20MPH

X2 Trains handling snow plows of all types, 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	35MPH	30MPH
Second Subdivision	35MPH	30MPH
Third Subdivision	35MPH	25MPH
Fourth Subdivision	35MPH	25MPH
Fifth Subdivision	35MPH	25MPH
Sixth Subdivision	35MPH	25MPH
Seventh Subdivision	25MPH	20MPH
Eighth Subdivision	20MPH	20MPH
Ninth Subdivision	15MPH	15MPH
Tenth Subdivision	15MPH	15MPH
Eleventh Subdivision	25MPH	20MPH
Twelfth Subdivision	15MPH	15MPH
Thirteenth Subdivision	20MPH	20MPH
Fourteenth Subdivision	15MPH	15MPH
Fifteenth Subdivision	15MPH	15MPH
Sixteenth Subdivision	25MPH	20MPH

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) SPRING SWITCHES

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the 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 points must not exceed 40 miles per hour.

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

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Miles City	West lead switch west of new passenger depot	
East Portal		East switch
East Portal		West switch

X3 (b) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

First Subdivision	Westbound at MP 1130 and 1133	Eastbound at MP 1211 and 1208
Second Subdivision	Westbound at MP 1241 and 1244	Eastbound at MP 1328 and 1325
Third Subdivision	Westbound at MP 1341 and 1344	Eastbound at MP 1446 and 1443
Fourth Subdivision	Westbound at MP 1454 and 1457	Eastbound at MP 1551 and 1548
Fifth Subdivision	Westbound at MP 1564 and 1567	Eastbound at MP 1661 and 1658
Sixth Subdivision	Westbound at MP 1678 and 1681	Eastbound at MP 1771 and 1768

X3 (c) Under Rule 922, the Engineer may permit the Fireman, when competent, to handle the engine with the Engineer being responsible.

X3 (d) Rule 3 (C) of the Consolidated Code of Operating Rules is amended to read as follows:

Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are:

- Elgin—13/0 size, 23 jewel, B. W. Raymond.
- Ball—13/0 size, 21 jewel, Official Railroad Standard.

Under Rule 2, wrist watches of the above make and type may be used by the designated employes as a standard watch and they may have either a stainless steel or gold case.

X3 (e) Referring to Rule 920 of the Consolidated Code of Operating Rules, the following will apply:

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand Brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

The above instructions will apply at the following points:

Miles City	Lewistown	Avery
Harlowton	Deer Lodge	

X3 (f) COMMUNICATING SIGNALS.

Rule 16 (e) is cancelled.

Rule 16 (1) is changed to read:

One long sound of communicating signal—

When standing—apply or release air brakes;

When running—approaching meeting or waiting points as prescribed by Rule S-90; brakes sticking; look back for hand signals.

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 Ringling, 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 while descending a mountain grade, the following will apply:

On freight trains, trains must be brought to a stop immediately, all available retainers turned up as outlined in Rule 130 and the brake pipe pressure fully restored before proceeding.

On passenger trains, Rule 107 will apply and retainers will be used only when requested by the engineer.

(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) When trains are descending mountain grades and the air brakes are being used, trainmen must watch closely for excessive heating of the wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to permit the wheels to cool.

(g) With no helper at the rear of the train and a backing movement is made during the ascent of the grade, the brakepipe test as per Rule 128 must be made before the backing movement begins; the brakepipe pressure must be fully restored, a sufficient number of hand brakes applied on the rear of

the train to properly control the slack, and a man stationed within reach of the Conductor's valve in order to stop the train promptly in case of emergency. If there is a helper in the train when the backing movement is to be made, the following will govern:

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

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

(h) On descending grade when power goes off the line, train must be immediately brought to a stop. If power does not come on the line again within one minute, the engineer will notify trainmen who will immediately set enough hand brakes to alone hold the train. When power again comes on the line, engineer will recharge the brakepipe. Hand brakes must not be released until it is known that the air brake system has been fully recharged and the brakes operative.

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

(j) All trains descending grade designated as mountain grade in electrified territory with a power unit that will not regenerate, must, upon request of the engineer, turn up all available retainer valve handles just before passing over the summit of such grades and turn them down when foot of grade has been reached. See Rules 107, 129 and 130.

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 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	_____	Thebes, Thurlow and Orinoco
Second Subdivision	_____	Delphia
Third Subdivision	_____	Moyne
Seventh Subdivision	_____	Judith Gap and Garnell
Eighth Subdivision	_____	Forest Grove and Dunlap
Eleventh Subdivision	_____	Amherst, Danvers, Denton, Arrow Creek, Square Butte, Geraldine, Montague and Waltham
Thirteenth Subdivision	_____	Mathews and Patterson
Fifteenth Subdivision	_____	Gallatin Gateway

X9 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.

X10 The following are the permissible maximum authorized speeds over railroad crossings at grade, Rocky Mountain Division. (See special instruction G28).

	Passenger	Freight
Sappington _____	55 MPH	40 MPH
Piedmont _____	70 MPH	55 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

X11 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.

X12 The following passenger cars are equipped with Waukesha or similar type engines and come under the provisions of Rule 892:

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.

X13 Crews handling electric rotary snow plows will be governed as follows:

(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 Third, Fourth, Fifth, Sixth, Seventh, Eleventh and Twelfth Subdivisions. Five minute fuses should be used on the First, Second, Eighth, Ninth, Tenth, Thirteenth, Fourteenth, Fifteenth and Sixteenth Subdivisions.

X15 In the State of Idaho signal 14(l) must be sounded for private crossings the same as for public crossings.

X16 When necessary to handle caboose on head end of freight trains descending mountain grades such caboose must be separated from road engine by one or more cars.

FIRST SUBDIVISION

X17 Speed restrictions (in addition to General Speed Restrictions)
Miles City—through city limits _____ 20 MPH

SECOND SUBDIVISION

X18 Look out for restricted side clearance on all tracks at Queens Point and restricted overhead clearance on the tipple tracks.

THIRD SUBDIVISION

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

X25 Silver Bow and Rocker Interlocking: These plants differ from others on this division because foreign line trolley power is concerned. When home signals are at stop due to foreign lines using the plants, trolley air gap must not be bridged by pantographs of motors. Bridging will result in burning down trolley, kicking out substation 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 Rocker, it is on trolley pole 75 feet east of crossing and south of our track.

FIFTH SUBDIVISION

X27 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.

X28 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.

X29 On account of heavy grade, air must be coupled on all cars and engines when switching in or out of the depressed track at the Inter-mountain Lumber Co. at Missoula.

X30 At Bonner Jct. color light signal equipped with letter "S" as per Rule 240-L 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.

SIXTH 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 Marker lamps must be lighted both day and night while passing through tunnels between Avery and Saltese.

X35 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.

SEVENTH SUBDIVISION

X36 Speed Restrictions (in addition to General Speed Restrictions)	
1750 HP, 4 Wheel Truck Diesels	40 MPH
1500 HP, Passenger diesels EMD	
Nos. 60 to 64 and 95 to 105 Inc.	40 MPH
Through Lewistown City Limits	8 MPH
Through Moore City Limits	25 MPH

X37 Before motors use Montana Flour Mills Track at Harlowton close trolley switch located on first pole east of derail on east end of track leading into Mill Track. Open trolley switch again after through with motor operation.

Cars should not be left fouling insulated joints at either end of the Mill Tracks.

EIGHTH SUBDIVISION

NINTH SUBDIVISION

X39 Speed Restrictions (in addition to General Speed Restrictions)	
1000 HP Diesels	15 MPH
1200 HP Diesels	15 MPH
1750 HP, 4 Wheel Truck Diesels	not permitted

TENTH SUBDIVISION

X40 Speed Restrictions (in addition to General Speed Restrictions)	
1000 HP Diesels	15 MPH
1200 HP Diesels	15 MPH
1750 HP, 4 Wheel Truck Diesels	not permitted

ELEVENTH SUBDIVISION

X41 Speed Restrictions (in addition to General Speed Restrictions)	
Through Tunnels	15 MPH
Spring Creek Trestle	15 MPH
Judith River, Indian Creek and Sage Creek Viaducts	25 MPH
Between Arrow Creek and M P 111	15 MPH
Between east end Tunnel No. 4 and 1500 feet east between	
M P 178 and M P 179	10 MPH
Around curve at Belt Creek Spur	15 MPH
Bridge NM-1126 between M P 180 and M P 181	15 MPH
Through Lewistown City Limits	8 MPH
1200 HP Diesels	35 MPH
1750 HP, 4 Wheel Truck Diesels	35 MPH
1500 HP Passenger Diesels EMD	
Nos. 60 to 64 and 95 to 105 Inclusive	35 MPH

X42 Eastward GN trains entering CMS&P&P tracks at Spring Creek Jct. must obtain CMS&P&P Clearance before arriving at Spring Creek Jct. No. 240 will obtain such Clearance at Great Falls.

TWELFTH SUBDIVISION

X43 Speed Restrictions (in addition to General Speed Restrictions)
1750 HP, 4 Wheel Truck Diesels _____ 15 MPH

X44 All trains and engines must stop before passing over Fifteenth Street crossing at Great Falls and a member of the crew must protect the crossing as prescribed by Rule 103.

THIRTEENTH SUBDIVISION**FOURTEENTH SUBDIVISION**

X45 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels _____ 15 MPH

FIFTEENTH SUBDIVISION

X46 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels _____ 15 MPH

SIXTEENTH SUBDIVISION

X47 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP and 1200 HP Diesels _____ 25 MPH

WESTWARD**FREIGHT TRAINS (INFORMATION ONLY)****EASTWARD**

		263	261	STATIONS	262	264		
		Time Freight	Time Freight		Time Freight	Time Freight		
		Daily	Daily		Daily	Daily		
		L 3.00AM	L 2.05PM		MILES CITY	12.50PM	A 2.15AM	
		9.45	6.20	HARLOWTON	8.10	9.00PM		
		6.30PM	1.25AM	DEER LODGE	12.15AM	10.00AM		
		A 1.00AM	A 7.00AM	AVERY	L 5.25PM	L 10.35PM		