

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

**ROCKY MOUNTAIN
DIVISION**

**TIME
TABLE
No. 5**

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

Thursday, June 1, 1967

**For the government and information
of employes only**

E. J. LYNAM
Assistant Superintendent

W. F. PLATTENBERGER
Superintendent

Q. W. TORPIN
General Superintendent of Transportation

M. GARELICK
Assistant General Manager

L. V. ANDERSON
General Manager

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

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

			Capacity in Cars		Telegraph Calls	Distance from Miles City	Time Table No. 5		Distance from Melstone	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Tracks			June 1, 1967					STATIONS		
				Yard	MO	0.0	MILES CITY	112.1	BKFP QRTWYZ	Continuous	A			
			119	106		8.8	8.3 PARAGON	108.8	PT	No Office				
			98	19		16.1	7.8 SHEFFIELD	96.0	P	No Office				
				55		25.9	9.8 THURLOW	80.2	P	No Office				
			168	19		33.7	7.8 CARTERVILLE	78.4	P	No Office				
				53		40.0	6.3 ORINOCO	72.1	P	No Office				
				18	FS	45.0	5.0 FORSYTH	67.1	P	7.00am to 4.00pm Except Sat. & Sun.				
			128	12		48.1	3.1 COLD SPRINGS	64.0	P	No Office				
			89	22		62.7	14.6 VANANDA	49.4	P	No Office				
			175	2		72.6	9.9 AHLES	89.5	P	No Office				
			88			77.9	5.3 THEBES	84.2	P	No Office				
			118	45	MR	85.1	7.2 INGOMAR	27.0	P	8.00am to 3.00pm Except Sat. & Sun.				
			116	13		95.3	10.2 SUMATRA	16.8	P	No Office				
		A		Yard	MS	112.1	16.8 MELSTONE	0.0	BK PRWY	Continuous Sun. & Mon. 12.01am to 4.00pm Except Sun. & Mon.				

Trains must not exceed maximum speed of 60 miles per hour.

ABS is in use between Miles City and Melstone.

WESTWARD

SECOND SUBDIVISION

EASTWARD

			Capacity in Cars		Telegraph Calls	Distance from Melstone	Time Table No. 5		Distance from Harlowton	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Tracks			June 1, 1967					STATIONS		
				Yard	MS	0.0	MELSTONE	104.6	BK PRWY	Continuous Sun. & Mon. 12.01am to 4.00pm Except Sun. & Mon.	A			
			58			5.8	5.8 QUEENS POINT	98.8	P	No Office				
			87	25		11.9	6.1 MUSSELSHELL	92.7	P	No Office				
			52			18.3	6.4 DELPHIA	86.3	P	No Office				
			120			27.2	8.9 GAGE	77.4	P	No Office				
			125	Yard	RU	84.5	7.3 ROUNDUP	70.1	PTW	8.00am to 5.00pm Except Sat. & Sun.				
			100	23		44.2	9.7 ELSO	60.4	P	No Office				
			166	31		59.5	15.3 LAVINA	45.1	P	No Office				
			128	42	R	75.1	16.6 RYEGATE	29.5	P	8.00am to 5.00pm Except Sat. & Sun.				
			165	26		88.6	13.5 SHAWMUT	16.0	P	No Office				
		A		Yard	HY	104.6	16.0 HARLOWTON	0.0	BKFP QRTWYZ	6.00am to 2.00pm 4.00pm to 11.59pm Except Thurs. 12.01am to 2.00pm 4.00pm to 11.59pm Thursdays				

Trains must not exceed maximum speed of 60 miles per hour.

ABS is in use between Melstone and Harlowton.

			Capacity in Cars		Telegraph Calls	Distance from Harlowton	Time Table No. 5		Distance from Three Forks	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Tracks			June 1, 1967					STATIONS		
				Yard	HY	0.0	HARLOWTON	118.9	BFJKP QRTWYZ	6.00am to 2.00pm 4.00pm to 11.59pm Except Thurs. 12.01am to 2.00pm 4.00pm to 11.59pm Thursdays	A			
	66	10				6.2	VALENCIA	107.7	P	No Office				
	119	85	WO			12.0	TWO DOT	101.9	P	No Office				
	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				48.0	LOWETH	67.9	PQ	No Office				
	125					49.7	HAMEN	64.2	P	No Office				
	140	55	D			57.0	RINGLING	56.9	P	7.45am to 4.45pm Except Sat. & Sun.				
	64					60.6	MOYNE	53.3	P	No Office				
	66	20				67.6	SIXTEEN	46.8	P	No Office				
	125	14				75.6	FRANCIS	38.8	P	No Office				
		34				79.5	NATHAN	34.4	P	No Office				
	109	18				81.6	MAUDLOW	32.3	PQ	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	PQ	No Office				
	127	9				105.4	EUSTIS	8.5	P	No Office				
A		Yard	FO			118.9	THREE FORKS	0.0	BJKP QRTWY	Continuous				

Trains must not exceed maximum speed of 60 miles per hour.

Mountain grade extends from west switch Bruno to 2700 Feet East of Industry Track Switch at Loweth.

ABS is in use between Harlowton and Three Forks.

			Capacity in Cars		Telegraph Calls	Distance from Three Forks	Time Table No. 5 June 1, 1967 STATIONS	Distance from Deer Lodge	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Trucks									
				Yard	FO	0.0	THREE FORKS	112.1	BJKP QRTWY	Continuous	A		
			66			6.5	WILLOW CREEK	105.6	P	No Office			
			129	31		12.9	SAPPINGTON (N. P. Crossing)	99.2	AP	No Office			
			127	44		24.6	JEFFERSON ISLAND	87.5	P	No Office			
			124	Yard		84.5	PIEDMONT (N. P. Crossing)	77.6	APQY	No Office			
			68			40.0	VENDOME	72.1	P	No Office			
			129	25		48.7	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	BKPQY	Continuous			
				5		71.2	BUTTE	40.9	TY	No Office			
			189	25		73.7	ALLOY	88.4	PY	No Office			
						75.8	ROCKER (B. A. & P. Crossing)	86.8		No Office			
						78.0	(U. P. Crossing)	84.1	A	No Office			
						78.6	SILVER BOW	83.5	P	No Office			
			120	64		80.2	DAWSON	81.9	P	No Office			
			98			86.0	FINLEN	26.1	P	No Office			
			68			95.1	MOREL	17.0	P	No Office			
			101	16		104.8	SINCLAIR (N. P. Crossing)	7.8	AP	No Office			
		A		Yard	DG	112.1	DEER LODGE	0.0	BFKP QRTWYZ	Continuous			

Trains must not exceed maximum speed of 60 miles per hour.

Mountain grade extends from west switch Piedmont to east switch Newcomb. ABS 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. 5 June 1, 1967		Distance from Alberton	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Tracks			STATIONS							
				Yard	DG	0.0	DEER LODGE	110.8	BKFP QRTWYZ	Continuous	A			
			89	17		5.1	KOHR'S	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		24.3	HASKELL	86.5	P	No Office				
			89	21	DX	80.7	(N. P. Crossing) DRUMMOND	80.1	AP	7.00am to 4.00pm Except Sat. & Sun.				
			90			86.0	OZAN	74.8	P	No Office				
			132	20		41.2	BEARMOUTH	69.6	P	No Office				
			89	21		51.3	RAVENNA	59.5	P	No Office				
			182			57.2	IRIS	53.6	P	No Office				
			88	16		63.3	CLINTON	47.5	P	No Office				
			150	84		73.2	BONNER JCT.	37.6	JPT	No Office				
			126	Yard	Q	79.5	MISSOULA	31.3	BKPYZ	7.00am to 4.00pm Except Sat. & Sun.				
			88	16		89.0	PRIMROSE	21.8	P	No Office				
			182	46		97.1	FRENCHTOWN	13.7	P	No Office				
						100.4	(N. P. Crossing) HUSON	10.4	AP	No Office				
			89	16		105.8	SOUDAN	5.0	P	No Office				
A				Yard	ON	110.8	ALBERTON	0.0	BKP RWY	12.01am to 9.01am				

Trains must not exceed maximum speed of 60 miles per hour.

ABS 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	90 cars

			Capacity in Cars		Telegraph Calls	Distance from Alberton	Time Table No. 5		Distance from Avery	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Tracks			June 1, 1967					STATIONS		
				Yard	ON	0.0	ALBERTON	100.3	BKP RWY	12.01am to 9.01am	A			
			89	16		6.5	6.5 CYR	93.8	P	No Office				
			134	12		15.0	8.5 TARKIO	85.3	P	No Office				
			87	19		22.7	7.7 COBDEN	77.6	P	No Office				
			87	31	SI	30.9	8.2 SUPERIOR	69.4	P	7.15am to 4.15pm Except Sat. & Sun.				
			109	59	G	43.3	12.4 ST. REGIS	57.0	JPTWY	7.00am to 4.00pm				
			79			48.3	5.0 FORAKER	52.0	P	No Office				
			75	40		52.9	4.6 DREXEL	47.4	P	No Office				
			87	19		57.2	4.3 HENDERSON	43.1	P	No Office				
			120	Yard	HU	62.4	5.2 HAUGAN	37.9	JPQ TWY	10.00pm to 7.00am Except Sat. & Sun.				
			52	15		68.1	5.7 SALTESE	32.2	P	No Office				
			129	13		71.7	3.6 BRYSON	28.6	P	No Office				
			117	22		76.5	4.8 EAST PORTAL	23.8	PQW	No Office				
			53			78.5	2.0 ROLAND	21.8	P	No Office				
			28	26		83.3	4.8 ADAIR	17.0	P	No Office				
			115	12		87.9	4.6 FALCON	12.4	P	No Office				
			22	9		93.1	5.2 KYLE	7.2	P	No Office				
			70			96.6	3.5 STETSON	3.7	P	No Office				
	A			Yard	NF	100.3	3.7 AVERY	0.0	BFKP QRTWY	4.30pm to 12.30am Daily 4.00am to 11.59am Except Sat. & Sun.				

Trains must not exceed maximum speed of 60 miles per hour.

ABS is in use between Alberton and Avery.

LOCATION OF DERAILING SWITCHES

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

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
Alberton			12:01 AM to 9:01 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.

WESTWARD

SEVENTH SUBDIVISION

EASTWARD 7

SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Harlowton	Time Table No. 5		Distance from Lewistown Yard	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours	THIRD CLASS
	163	Sidings			Other Tracks	June 1, 1967				STATIONS
Time Freight									Time Freight	
Daily Except Saturday									Daily Except Saturday	
1.00PM		Yard	HY	0.0	HARLOWTON	61.3	BFJKP QRTWYZ	6.00am to 2.00pm 4.00pm to 11.59pm Except Thurs. 12.01am to 2.00pm 4.00pm to 11.59pm Thursdays	A 12.10AM	
1.30		20		14.6	14.6 OKA	46.7	P	No Office	11.40	
1.45	38			22.0	7.4 JUDITH GAP	89.3	PTXY	No Office	11.25	
2.00	48	25		26.7	4.7 GARNEILL	34.6	P	No Office	11.10	
2.10		11		80.7	4.0 McCLAVE	30.6	P	No Office	11.00	
2.20		81		34.1	3.4 STRAW	27.2	P	No Office	10.50	
2.30		8		39.1	5.0 SIPPLE	22.2	P	No Office	10.40	
2.40		120	MO	44.1	5.0 MOORE	17.2	P	7.45am to 4.45pm Except Sat. & Sun.	10.30	
2.55		21		53.8	9.7 GLENGARRY	7.5	P	No Office	10.15	
A 3.10PM		Yard		61.3	7.5 LEWISTOWN YARD	0.0	BFJKP RTWYZ	No Office	10.00PM	

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

SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Winnett	Time Table No. 5		Distance from Lewistown Yard	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours	THIRD CLASS
	163	Sidings			Other Tracks	June 1, 1967				STATIONS
Time Freight									Time Freight	
Daily Except Saturday									Daily Except Saturday	
		49		0.0	WINNETT	58.1	PT	No Office	A	
		16		11.9	11.9 TEIGEN	46.2	P	No Office		
		38		23.5	6.5 GRASS RANGE	34.6	P	No Office		
		25		30.0	8.2 BECKET	28.1	P	No Office		
	19			88.2	5.9 FOREST GROVE	19.9	P	No Office		
		8		44.1	4.8 PIPER	14.0	P	No Office		
		45		48.9	1.9 HEATH	9.2	PY	No Office		
		22		50.8	7.3 DUNLAP	7.3	Y	No Office		
A		Yard		58.1	7.3 LEWISTOWN YARD	0.0	BFJKP RTWYZ	No Office		

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.

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 or at Winnett.

8 WESTWARD

NINTH SUBDIVISION

EASTWARD

			Capacity in Cars		Telegraph Calls	Distance from Roy-Winifred Jct.	Time Table No. 5 June 1, 1967 STATIONS	Distance from Roy	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Tracks									
						0.0	ROY-WINIFRED JCT.	42.0	JPY	No Office	A		
				22		9.6	BROOKS	32.4	P	No Office			
				35	HR	15.7	HILGER	26.3	P	7.45am to 4.45pm Except Sat. & Sun.			
						20.3	ROY JUNCTION	21.7	JPT	No Office			
				9		28.3	ARMELLS	13.7	P	No Office			
		A		28	RO	42.0	ROY	0.0	PRT	7.45am to 4.45pm Except Sat. & Sun.			

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

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. 5 June 1, 1967 STATIONS	Distance from Winifred	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours			
			Sidings	Other Tracks									
						0.0	ROY JUNCTION	22.4	JPT	No Office	A		
				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	PRT	7.45am to 4.45pm Except Sat. & Sun.			

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

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

SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Lewistown Yard	Time Table No. 5			Distance from Falls Yard	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours	SECOND CLASS	
195	239	Sidings	Other Trucks			June 1, 1967						240	196
Freight	G. N. Freight			STATIONS					G. N. Freight	Freight			
Daily Except Saturday	Mon., Wed. & Fri. only						Mon., Wed. & Fri. only	Daily Except Saturday					
6.00 ^{PM}			Yard		0.0	LEWISTOWN YARD	134.5	BFKP RTWYZ	No Office			A 4.05 ^{PM}	
6.05	7.10 ^{AM}		Yard	DI	1.8	LEWISTOWN	133.2	BJKP RTYZ	7.00am to 4.00pm Except Sat. & Sun.	A 5.25 ^{AM}	4.00		
					2.8	ROY-WINIFRED JCT.	131.7	JPY	No Office				
6.30	7.25	43	73		9.3	HANOVER	126.2	P	No Office		5.05	3.42	
6.40	A 7.30 ^{AM}				10.3	SPRING CREEK JCT.	124.2	JPR	No Office		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		19.9	DANVERS	114.6	P	No Office			3.10	
7.30			24		23.2	HOOSAC	106.3	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	PT	No Office			1.30	
9.50		48	88	SB	68.7	SQUARE BUTTE	65.8	P	7.45am to 4.45pm Except Sat. & Sun.			1.05	
10.15		45	33	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	FD	134.5	FALLS YARD	0.0	BFKP RTWYZ	7.45am to 4.45pm Except Sat. & Sun.			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-Winifred 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. 5		Distance from Agawam	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours	THIRD CLASS	
373		Sidings	Other Tracks			June 1, 1967					374	
G. N. Freight						STATIONS		G. N. Freight		Mon., Wed. & Fri. only		
Mon., Wed. & Fri. only										Mon., Wed. & Fri. only		
			Yard	FD	0.0	FALLS YARD	69.6	BKFP RTWYZ	7.45am to 4.45pm Except Sat. & Sun.			
					3.4 8.4	DEPOT SWITCH	66.2	JPY	No Office			
					0.5	GREAT FALLS						
					8.9	(G. N. Crossing)	65.7	UY	No Office			
					7.2	EMERSON JCT.	62.4	JPR	No Office			
					8.3 15.5	VAUGEN	54.1					
					21.2	DRACUT JCT.	48.4	JPR	No Office			
			25		7.3 28.5	ASHUELOT	41.1	P	No Office			
					10.0							
			63	FR	38.5	FAIRFIELD	31.1	P	10.15am to 12.01pm 1.00pm to 3.00pm Except Sat. & Sun.			
					10.2 48.7	EASTHAM JCT.	20.9	JPR	No Office	A 12.30PM		
					6.9 55.6	CHOTEAU JCT.	14.0	JPR	No Office	12.10PM		
					0.6							
			62	OU	56.2	CHOTEAU	13.4	PR	7.45am to 9.45am 3.30pm to 4.45pm Except Sat. & Sun.			
					0.9 57.1	(G. N. Crossing)	12.5	U	No Office			
			29		5.0 62.1	FARMINGTON	7.5	P	No Office			
					7.5							
			88		69.6	AGAWAM	0.0	PT	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 governs.

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

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 11

		Capacity in Cars		Telegraph Calls	Distance from Three Forks	Time Table No. 5 June 1, 1967 STATIONS	Distance from Bozeman	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours		
Sidings	Other Tracks	Yard	FO								
					0.0	THREE FORKS	88.4	BJK PQRT	Continuous	A	
	11				6.3	LOGAN	82.1		No Office		
	28	8	MN		11.5	MANHATTAN (N. P. Crossing)	26.9	PU	8.00am to 5.00pm Except Sat. & Sun.		
	24				20.4	HOLLAND	18.0		No Office		
	8				25.5	GREENWOOD	12.9		No Office		
	21				27.0	BOZEMAN HOT SPRINGS	11.4	JPT	No Office		
	9				33.1	MATTHEWS	5.3		No Office		
	20				34.7	PATTERSON	3.7	Y	No Office		
A		Yard	BN		38.4	BOZEMAN	0.0	BJP RTUYZ	7.00am to 4.00pm Except Sat. & Sun.		

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 loaded above top of car 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.

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.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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. 5 June 1, 1967 STATIONS	Distance from Menard	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours		
Sidings	Other Tracks	Yard	BN								
					0.0	BOZEMAN (N. P. Crossing 1.8)	24.7	BJP RTUYZ	7.00am to 4.00pm Except Sat. & Sun.	A	
		28			12.2	SPRINGHILL	12.5		No Office		
	5				17.7	EDILOU	7.0		No Office		
	9				22.8	ACCOLA	1.9		No Office		
A		26			24.7	MENARD	0.0	Y	No Office		

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.

J. P. McMULLIN
Trainmaster

H. J. McGUIN
T. S. COOPER
P. M. McLEAN
Trainmaster-Traveling Engineer

Z. H. LEWELLEN
Traveling Engineer

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

12 WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD

			Capacity in Cars		Telegraph Calls	Distance from Bozeman Hot Springs	Time Table No. 5 June 1, 1967 STATIONS	Distance from Gallatin Gateway	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours		
			Sidings	Other Tracks								
						0.0	BOZEMAN HOT SPRINGS 4.8	4.8	JPT	No Office	A	
		A	18	28		4.8	GALLATIN GATEWAY	0.0		No Office		

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

Trains handling pulpwood loaded above top of car 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.

WESTWARD

SIXTEENTH SUBDIVISION

EASTWARD

			Capacity in Cars		Telegraph Calls	Distance from Bonner Jct.	Time Table No. 5 June 1, 1967 STATIONS	Distance from Bear Creek	See Rule 6-A	Train Order Office Hours Also see page 6 For Other Assigned Hours		
			Sidings	Other Tracks								
			150	34		0.0	BONNER JCT.	35.8	JPT	No Office	A	
			9	50		1.3	BONNER 10.5	34.5	Y	No Office		
			8			11.8	McNAMARA 14.0	24.0		No Office		
			47			25.8	SUNSET 9.0	10.0		No Office		
			16			34.8	CLEARWATER 1.0	1.0		No Office		
		A				35.8	BEAR CREEK	0.0		No Office		

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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

Name	Location	Capacity
Miller Spur	4.8 miles west of Bonner	1 car
Barite	1.5 miles west of Sunset	18 cars

TONNAGE RATING

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

	Ruling grade	EF-4	EF-1, 2, 3, 5 Per Unit
Avery-East Portal	1.7	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	1600	875
Donald-Lombard	Down		
Lombard-Cardinal	0.46	5400	3000
Cardinal-Loweth	1.0	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	2250	1200
Loweth-Lombard	Down		
Lombard-Piedmont	0.3	7200	4000
Piedmont-Donald	2.0	1600	750
Donald-St. Regis	Down		
St. Regis-Haugan	0.8	2520	1400
Haugan-Roland	1.7	1700	875
Roland-Avery	Down		

SURGEONS

MILWAUKEE HOSPITAL ASSOCIATION

Location	Name	Title
Seattle	*Dr. James F. DePree	Chief Surgeon
Superior	*Dr. W. J. Jurcich	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
Three Forks	*Dr. E. E. Bertagnoli	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
Harlowton	*Dr. L. D. Jones	Assistant Surgeon
Roundup	*Dr. D. R. Davis	Local Surgeon
Miles City	*Dr. M. D. Winter, Jr.	District Surgeon
Miles City	*Dr. L. L. Bock	Assistant Surgeon
Miles City	*Dr. D. K. McAfee	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. K. Waniata	Local Surgeon
Choteau	Dr. M. J. Kelly	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.
Melstone	Extend from 1520 ft. east of east switch to 6814 ft. west of west switch.
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 4950 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 1151 ft. west of Western Grain Exchange 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.
Alborton	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

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

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—Booth at east switch of wye.

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

Lenep—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.

Eleventh Subdivision

Lewistown Stock Yards—In building at chute.

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 In reference to Rule 2 of The Consolidated Code of Operating Rules, the following watches conform to the requirements of this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size-19 jewel or better, Hamilton-16 size-992-21 jewel, or 16 size-950-23 jewel, Elgin-16 size-B. W. Raymond-21 jewel.

WRIST WATCHES

Elgin-13/0 size-23 jewel-B. W. Raymond, Elgin 21 jewel-B. W. Raymond Chronometer, Ball-13 ligne-21 jewel-Official Railroad Standard, Bulova Accutron-Railroad Approved.

G-2 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-3 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, employees must be governed by the instructions which are posted in each caboose so equipped.

G-4 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-5 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-6 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-7 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 employees 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-8 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-9 In connection with Rule 920 of The Consolidated Code of Operating Rules, the engineer may permit other employees, when competent, to handle the engine with the engineer being responsible.

G-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 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-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-13 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 or 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-14 Diesel engines moving dead in train will come under the provisions of Rule 809 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-15 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-16 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 ore cars	35
Loaded	35
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	20
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
993	30

G-17 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-18 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-19 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-20 When making a back-up movement with more than three diesel units in multiple, there is a danger of jack-knifing the units which may result in rail overturning under the locomotive. Before making back-up movements with more than three units, the leading unit or units, must be isolated and only the rear three units allowed to work power.

G-21 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-22 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-23 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that such extra length cars are coupled.

G-24 A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

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 locomotives cranes, Jordan spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the 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 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

X4 Referring to Rule 922 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	Falls Yard

X4 (a) 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

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) Helper engines may be used on the head end of trains that do not exceed 4200 tons or 115 cars. Unless otherwise provided, on trains that exceed 4200 tons or 115 cars, helper engines will be placed in a suitable location in body of train to be helped as determined by tonnage rating of the helper locomotive, but not less than 20 cars ahead of caboose.

(b) In mountain grade 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.

(c) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 lbs. and have train air brake system charged to this pressure before commencing ascent or descent of mountain grade. Members of the crew on rear must note that pressure is being raised as indicated by caboose gauge as per Rule 82.

(d) When trains are descending mountain grades and the air brakes are being used, members of the crew 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.

Trains descending mountain grade with air brakes only will stop at Cedric for inspection and to permit wheels to cool.

When air brakes are used in conjunction with regeneration or dynamic braking, stop will not be required.

(e) Rule 49 does not apply on mountain grades.

(f) If regeneration fails on all units while descending mountain grades 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 train air brake system fully recharged before proceeding. On passenger trains, Rule 107 will apply and retainers will be used only when requested by the engineer.

Compliance with the requirements of this rule will be determined by the engineer if failure occurs on one or more units of a multiple consist or a combination of electric and diesel units.

- (g) On descending mountain grade when power goes off the line, train must be brought to a stop immediately. If power is not restored in one minute, the engineer will notify all members of crew who will immediately set enough hand brakes to hold the train.

When power is restored engineer will recharge the train air brake system. Hand brakes must not be released until it is known that the train air brake system has been fully recharged and the brakes are operative.

Where a combination of electric and diesel units is used, compliance with the requirements of this rule will be determined by the engineer.

- (h) On ascending grades when a train stops under circumstances where power may have gone off the line, members of the crew on the rear end of freight trains must watch the caboose air gauge and if brake pipe pressure falls to 40 lbs. they must apply a sufficient number of hand brakes on the rear to hold the train. When power is restored the engineer will recharge the train air brake system and give two long sounds of the engine whistle as a signal to release hand brakes.
- (i) 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 train air brake system 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.
- (j) When a backing movement is made during the ascent of the grade, the brake pipe test as per Rule 128 must be made before the backing movement begins; the train air brake system must be fully recharged, 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 train air brake system 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. Members of the crew must know that the brakes on the rear end of the train are released before the train starts.

- (k) These instructions govern on the following grades:
 Piedmont to Butte Yard
 St. Regis to Avery
 Lennep to Loweth

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
Second Subdivision _____	Delphia
Third Subdivision _____	Moayne
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 _____	Matthews 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.

X10 The following are the permissible maximum authorized speeds over railroad crossings at grade.

	Freight
Sappington _____	40 MPH
Piedmont _____	55 MPH
Rocker _____	30 MPH
Silver Bow _____	30 MPH
Sinclair _____	45 MPH
Drummond _____	45 MPH
Huson _____	45 MPH

X11 At Moayne 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 Trains handling pulpwood logs loaded above the top of car will be restricted to 40 MPH, unless otherwise restricted, with the following exceptions between Harlowton and Miles City:
 50 MPH between MP 1335 and MP 1320
 50 MPH between MP 1295 and MP 1288
 50 MPH between MP 1268 and MP 1119

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 15(1) 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.

X18 (a) High load indicator located 6 poles east of MP 1334 between Harlowton and Shawmut has a restricted clearance of 19 ft. 3 inches.

THIRD SUBDIVISION

X19 All trains must not exceed 25 MPH while passing over loose wheel detector located 450 ft. west of west switch at Harlowton.

X20 The catenary on storage track at Nathan is insulated for 15 ft. on both sides of chip loading spout. It will be necessary to have more than one pantograph up to bridge this section. The chip loader located near the east end of the industry track will not clear man on top of car.

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 electric 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 Interlocking and Rocker B. A. & P. crossing: these areas differ from others on this division because foreign line trolley power is concerned. When absolute signals are at stop due to foreign lines using the plant, 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 absolute 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-S 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 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 CMStP&P tracks at Spring Creek Jct. must obtain CMStP&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 be prepared to stop on short tangent between second and third curve east of MP 174 between Highwood and Waltham, and through area 1500 ft. east of tunnel No. 3 to the east portal of tunnel No. 3 between MP 177 and MP 178 between Waltham and Rogers account slide conditions.

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		
		3.00 ^{AM}	2.05 ^{PM}	MILES CITY		Δ 12.50 ^{PM}	Δ 2.15 ^{AM}		
		9.45	6.20	HARLOWTON		8.10	9.00 ^{PM}		
		6.30 ^{PM}	1.25 ^{AM}	DEER LODGE		12.15 ^{AM}	10.00 ^{AM}		
		Δ 1.00 ^{AM}	Δ 7.00 ^{AM}	AVERY		5.25 ^{PM}	10.35 ^{PM}		