

# CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

## ROCKY MOUNTAIN DIVISION

# TIME TABLE No. 15

TAKING EFFECT AT 12:01 O'CLOCK A. M.

MOUNTAIN OR 105th MERIDIAN TIME

# MONDAY, DECEMBER 16<sup>TH</sup>, 1929

Superseding Time Table No. 14

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

L. K. SORENSEN,  
Superintendent.

N. A. MEYER,  
Superintendent of Transportation.  
J. L. BROWN,  
General Superintendent of Transportation.

D. E. ROSSITER,  
General Superintendent.  
C. H. BUFORD,  
General Manager.

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	STATIONS	Distance from Three Forks	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS	
91	263	15	17	18	16	266	264							92	18	16	266	264	92
Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Freight	Time Freight	Way Freight	Passenger	Passenger	Freight	Time Freight	Way Freight						
Monday, Wednesday, Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily	Daily						
15 L 7.45 AM	L 12.50 AM	L 7.35 AM	L 1.50 AM					Yard	0.0	HARLOWTON	114.2	HN	WCRTY JBZ	A 2.25 PM	A 9.20 PM	A 4.00 PM	A 12.50 AM	A 1.25 PM	
8.05	1.10	7.44	f 2.01	77	13	6.2	6.2		6.2	VALENCIA	108.0	No Office	P	2.09	9.08	3.42	12.25	1.00	
8.25	1.28	f 7.54	f 2.12	79	31	12.0	5.8		12.0	TWO DOT	102.2	WO 3.00 PM to 7.00 AM	P	s 1.56	f 8.59	3.22	12.02 AM	12.35	
8.45	1.47	8.03	f 2.23	77	18	18.5	6.5		18.5	SELKIRK	95.7	No Office	P	f 1.45	8.48	3.02	11.40	12.10 PM	
9.05	2.02	f 8.12	s 2.34	78	18	24.2	5.7		24.2	MARTINDALE	90.0	MX	P	s 1.34	f 8.40	2.44	11.23	11.47	
9.20	2.19	8.19	f 2.46	77	16	28.6	4.4		28.6	GROVELAND	85.6	No Office	WP	f 1.24	8.32	2.25	11.08	11.30	
9.40	2.35	f 8.30	s 2.59	77	28	35.6	7.0		35.6	LENNEP	78.6	UX 5.00 PM to 8.00 AM	P	s 1.10	f 8.23	2.05	10.38	11.00	
10.00	17 2.59 3.21	8.41	f 3.11	75	6	41.2	5.6		41.2	BRUNO	73.0	No Office	P	f 1.00	8.13	1.45	10.13	10.35	
10.20	3.40	8.51	f 3.21	79	53	45.4	4.2		45.4	LOWETH	68.8	No Office	P	f 12.50	8.03	1.15	9.57	10.15	
10.40	3.53	8.59	f 3.30	74	10	50.0	4.6		50.0	HAMEN	64.2	No Office	P	f 12.40	7.54	12.55	9.40	9.53	
11.00	4.08	9.07	3.38	75	29	55.1	5.1		55.1	NEW DORSEY	59.1	No Office	P	12.30	7.44	12.40	9.25	9.30	
11.45	4.14	s 9.13	s 3.47	75	48	57.3	2.2		57.3	RINGLING	56.9	D	K	s 12.24	s 7.40	18 12.15	9.18	15 9.13	
266 12.03 PM 18 12.15	4.24	9.18	f 3.54	74	32	60.9	3.6		60.9	MOYNE	53.3	No Office	P	91 12.15	7.31	91 12.03 PM	9.05	8.45	
12.35	4.36	9.26	4.02	60		64.9	4.0		64.9	FANALULU	49.3	No Office	P	12.08	7.24	11.50	8.51	8.28	
12.50	4.45	9.31	s 4.08	74	24	67.9	3.0		67.9	SIXTEEN	46.3	XN 5.00 PM to 8.00 AM	WP	f 12.02 PM	7.19	11.35	8.38	8.18	
1.10	4.56	9.38	f 4.15	60	16	71.2	3.3		71.2	CANYON	43.1	No Office	P	f 11.53	7.12	11.26	8.15	8.00	
1.30	5.13	9.47	f 4.24	75	17	75.9	4.7		75.9	JOSEPHINE	38.4	No Office	P	f 11.42	7.01	11.12	7.55	7.35	
1.46	5.31	9.54	4.32	76	19	79.8	3.9		79.8	NATHAN	34.4	No Office	P	11.34	6.53	10.55	7.35	7.15	
2.00	5.40	9.58	s 4.37	18		81.9	2.1		81.9	MAUDLOW	32.3	No Office	P	f 11.29	6.49	10.40	7.29	7.05	
2.20	6.02	266 10.08	f 4.47	78	10	87.6	5.7		87.6	DEER PARK	26.6	No Office	P	f 11.18	6.38	15 10.08	7.09	6.40	
2.35	92 6.22	10.15	f 4.56	76	51	92.2	4.6		92.2	CARDINAL	22.0	No Office	P	f 11.08	6.29	9.35	6.56	263 6.22	
3.05	6.32	s 10.22	s 5.05	13		94.9	2.7		94.9	LOMBARD	19.4	LD	KP	s 11.01	6.23	9.20	6.45	5.40	
3.20	6.42	10.28	92 5.13	77	12	98.0	3.1		98.0	BARRON	16.2	No Office	P	f 10.52	264 6.17	9.05	16 6.23 6.06	17 5.13	
3.45	7.10	18 10.39	f 5.26	77	11	105.7	7.7		105.7	EUSTIS	8.5	No Office	P	f 10.39	15 6.06	8.40	5.40	4.50	
A 4.15 PM	A 7.40 AM	A 10.50 AM	A 5.40 AM	Yard		114.2	8.5		114.2	THREE FORKS	0.0	FO	WRYBJT	L 10.25 AM	L 5.55 PM	L 8.15 AM	L 5.15 PM	L 4.25 AM	
8.30	6.50	3.15	3.50							Schedule Time				4.00	3.25	7.45	7.35	9.00	
13.4	16.7	35.1	29.8							Average Speed per Hour				28.6	33.4	14.7	15.0	12.7	

**SPECIAL RULES.**

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

Trains approaching Three Forks finding westward automatic signal 113-5 at east end of yard at STOP must come to a full STOP, then may proceed to passenger station without flagging, moving cautiously looking for broken rails, improper line-up of switches or the main track occupied or fouled.

Mountain grade between Loweth and Bruno inclusive.

On mountain grade at meeting point made by train order the ascending train will take siding unless otherwise specified in the order.

Automatic block system is in use between Harlowton and Three Forks. See Rules 221-B, 311, 362, 505-B.

Nos. 15 and 16 will stop at designated flag stops for revenue passengers only.

Trains approaching Harlowton finding eastward automatic signal O-4 at west end of yard at STOP must come to a full STOP, then may proceed to signal O-2 without flagging, moving cautiously looking for broken rails, improper line-up of switches, or the main track occupied or fouled.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Capacity	Location
Higgins.....	4 Cars	3.7 Miles West of Hamer
Booher..	2 Cars	2.5 Miles West of Barron

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No.15 In effect 12:01 A. M. December 16, 1929	Distance from Three Forks	Distance from Deer Lodge	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS							
93				263		15 17		Sidings	Other Tracks							18	16	264	266	94	Passenger	Passenger	Time Freight	Freight	Way Freight		
Way Freight				Time Freight	Passenger	Passenger	Passenger																				
L 2.00 PM				L 8.10 AM	L 10.55 AM	L 5.50 AM		Yard	0.0	.... THREE FORKS ....	112.1	FO		WRJ B4	A 10.15 AM	A 5.45 PM	A 4.45 PM	A 6.30 AM	A 12.05 AM								
2.20				8.30	11.03	f 6.00	77	26	6.5	.... WILLOW CREEK ...	105.6		No Office	P	f 10.04	5.34	4.25	17 6.00	11.35								
2.45				8.50	11.10	f 6.10	78	25	12.9	(N. P. CROSSING) .... SAPPINGTON ....	99.2	PN		IK	f 9.55	5.25	4.01	5.46	11.00								
3.00				9.04	11.18	f 6.19	77	28	17.8	.... ALCAZAR ....	94.3		No Office	P	f 9.47	5.17	3.47	5.15	10.40								
264 3.27				18 9.35	11.29	s 6.31	48	80	24.6	.... JEFFERSON ISLAND ..	87.5	JI	3.15 PM to 6.15 AM	P	f 9.35	5.05	93 3.27	4.50	10.10								
3.51				9.59	11.42	s 6.47		Yard	34.5	(N. P. CROSSING) .... PIEDMONT ....	77.6	WH		IKP	s 9.21	4.51	2.55	4.20	9.30								
4.11				10.15	11.53	f 6.59	77	22	40.0	.... VENDOME ....	72.1		No Office	P	f 9.10	4.40	2.15	3.45	8.55								
16 4.32				10.32	12.01 PM	f 7.09	78	30	43.7	.... CEDRIC ....	68.4		No Office	P	f 9.02	93 4.32	2.00	3.25	8.40								
5.00				10.52	12.13	f 7.23	75	23	48.6	.... GRACE ....	63.5		No Office	P	f 8.52	4.22	1.40	3.05	8.20								
5.40				11.30	12.30	f 7.41	53	76	55.2	.... DONALD ....	56.9	DA	No Office	WP	f 8.39	4.09	1.15	2.40	7.40								
5.50				11.40	12.34	f 7.46	65		57.2	.... PENFIELD ....	54.9		No Office	P	f 8.35	4.04	1.05	2.25	7.30								
6.05				12.01 PM	264 12.44	f 7.58	94		61.9	.... JANNEY ....	50.2		No Office	P	f 8.25	3.54	15 12.44	2.05	7.10								
264 6.17				18 12.13	12.51	f 8.13	75		65.5	.... NEWCOMB ....	46.6		No Office	P	f 8.13	3.43	17 12.13 PM	263 1.50	6.55								
6.27 7.00				12.35	12.57	8.23	93	Yard	70.1	.... BUTTE YARD ....	42.0	CY		WZKB	8.05	3.35	11.35	1.30	6.30								
					1.05 1.15	s 8.35 8.45		Yard	72.7	.... BUTTE PASS. STAT'N ..		GS		Y	s 8.00 7.50	s 3.30 3.20											
7.25				15 12.57 1.28	263 1.20	8.51	295	5	75.0	.... ALLOY ....	38.2		No Office	P	7.42	3.13	11.00	1.10	6.09								
									76.3	.... N. P. TRANSFER ....	36.9		No Office	I													
									79.1	.... O. S. L. TRANSFER ..	31.1		No Office	I													
7.55				2.10	1.28	9.01	71	70	81.0	.... DAWSON ....	32.2		No Office	P	7.30	3.01	10.33	12.40	5.39								
8.20				2.28	1.38	f 9.12	84	32	87.1	.... FINLEN ....	26.1		No Office	P	7.18	2.51	10.11	12.15 AM	5.19								
8.50				16 2.45	1.45	f 9.20	79	41	91.9	.... CULLEN ....	21.3		No Office	P	7.11	263 2.45	9.46	11.55	5.07								
9.10				3.10	1.51	f 9.27	80	37	96.2	.... MOREL ....	17.0		No Office	P	f 7.04	2.39	17 9.27	11.40	4.55								
9.40				3.35	2.02	f 9.40	112		105.4	(N. P. CROSSING) .... SINCLAIR ....	7.8	NC		IP	f 6.52	2.27	8.50	11.05	4.30								
266 A 10.05 PM				94 A 4.00 PM	16 2.15 PM	A 9.55 AM		Yard	113.2	.... DEER LODGE ....	0.0	DG		WRK TBZ1	L 6.40 AM	L 15 2.15 PM	L 8.15 AM	L 93 10.30 PM	L 263 4.00 PM								
8.05				7.50	3.20	4.05				Schedule Time					3.35	3.30	8.30	8.00	8.05								
13.9				14.3	34.0	27.7				Average Speed Per Hour					31.6	32.3	13.2	14.0	13.9								

**SPECIAL RULES**

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

Trains approaching Three Forks finding eastward automatic signal 115-2 at west end of yard at STOP must come to a full STOP, then may proceed to passenger station without flagging, moving cautiously looking for broken rails, improper line-up of switches or the main track occupied or fouled.

Mountain grade between Piedmont and Newcomb inclusive. On mountain grade at meeting point made by train order the ascending train will take siding unless otherwise specified in the order.

Automatic block system is in use between Three Forks and Deer Lodge. See Rules 221B, 311, 362, 505-B.

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

Signal 194-3 Dawson; signal 193-5 Dawson. No. 16 and No. 18 will pull their train over east wye switch and back to Butte passenger station.

No. 15 and No. 17 will pull their train over west wye switch and back to Butte passenger station.

No. 17 and No. 18 will stop on Flag at Champion. Special Rules Governing Eastward movement through Sappington Interlocking Plant.

When block east of home signal is occupied top signal light cannot be cleared and trains will stop, after which Signalman will use lower signal unit as a calling-on signal. Trains getting a green indication in lower unit may proceed across plant (to take siding or hold main track) subject to the rules.

The LOWER unit is also used to govern movements to the transfer track. The distance shown between Three Forks and Deer Lodge includes mileage for trains going in and out of Butte passenger station.

The mileage for freight trains between Three Forks and Deer Lodge is 112.1. Trains must not exceed 15 M. P. H. over Milwaukee Ave., Deer Lodge. Passenger trains must not exceed 25 M. P. H. over wye switches on main track at Butte, and 35 M. P. H. through Butte Yard.

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

Motors passing trolley dead section Montana Street, Butte, use one pantograph with controller in "off" position. If speed is below 12 M. P. H. or it is necessary to work power, both pantographs must be used.

When trains No. 16 and No. 15 meet at Deer Lodge, No. 15 will, unless otherwise provided, take siding through cross-over at the Ice House.

Restricted overhead trolley clearance between West Wye switch Butte and B., A. & P. overhead R. R. crossing about 1 1/2 miles west of Dawson.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Capacity	Location
Kountz.....	4 Cars	2 miles east of Piedmont
Pacewood.....	5 Cars	3.2 miles west of Piedmont
Schiffman.....	10 Cars	4.9 miles west of Grace
Champion....	10 Cars	8.2 miles west of Morel
Gravel Pit....	12 Cars	1.4 miles west of Sinclair

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 15			SYMBOLS		FIRST CLASS		SECOND CLASS		THIRD CLASS				
95				263		15 17		Sidings	Other Tracks	Distance from Deer Lodge	STATIONS	Distance from Alberton	Telegraph Calls	Office Closed Week Days	See Special Rule Page 8	18 16		266 264		96			
Way Freight				Time Freight		Passenger Passenger										In effect 12:01 A. M. December 16, 1929		Passenger Passenger		Freight Time Freight		Way Freight	
Monday, Wednesday, Friday				Daily		Daily Daily														Tuesday, Thursday, Saturday			
18	264	L	6:40 AM	L	6:30 PM	L	2:25 PM	L	10:05 AM		Yard	0.0	DEER LODGE	110.8	DG								
			7:00		6:48		2:33		10:14	99	18	5.1	KOHR'S	105.7	No Office	P	6:18	1:55	263 6:48	5:54	3:44		
			7:25		7:09		2:42	f	10:23	97	17	11.0	GARRISON	99.8	No Office	P	f 6:09	1:46	6:25	5:34	3:20		
			7:50		7:35		2:52	s	10:35	99	19	18.6	GOLD CREEK	92.2	No Office	P	f 6:58	1:36	5:53	5:03	15 2:52		
			8:15		7:56		3:00		10:43	98	10	24.3	HASKELL	86.5	No Office	P	5:49	1:28	5:28	4:44	2:25		
			8:45		8:17		3:08	s	10:52	100	19	30.7	(N. P. CROSSING) DRUMMOND	80.1	DX	5:00 PM to 8:00 AM	PW	s 5:38	1:19	5:04	4:20	1:58	
			9:10		8:31		3:14		11:01	101		36.0	OZAN	74.8	No Office	P	5:29	1:11	4:38	3:59	1:31		
			9:30		8:48		3:20	f	11:09	103	24	41.2	BEAR MOUTH	69.6	No Office	P	f 5:21	1:03	4:17	3:37	16 1:11 12:50		
			10:05		9:18		3:32	f	11:23	107	16	51.3	RAVENNA	59.5	No Office	PW	f 5:08	12:50	15 3:32	3:00	12:15 PM		
			10:35		9:38		3:39	f	11:32	98		57.2	IRIS	53.6	No Office	P	4:57	12:41	3:05	2:36	17 11:32		
			11:00		10:00		3:46	f	11:40	99	19	63.3	CLINTON	47.5	No Office	PW	f 4:49	12:33	2:40	2:10	11:00		
			11:20		10:20		3:52		11:50	98	15	68.7	THELMA	42.1	No Office	P	4:42	12:27	2:15	1:49	10:34		
			16 11:50 17 12:21 PM		10:36		3:57	f	11:57	100	18	73.2	BONNER JCT.	37.6	No Office	PJY	4:35	12:21	95 1:30 1:10	1:01 12:40 AM	9:30 9:00		
			266 1:10		11:05	s	4:07	s	12:13 PM	116	Yard	79.5	MISSOULA	31.3	Q	PWK	s 4:26	17 12:13 PM	95 1:30 1:10	1:01 12:40 AM	9:30 9:00		
			1:35		11:59		4:21	f	12:30	99	18	89.0	PRIMROSE	21.8	No Office	P	f 4:12	11:59	16 12:30 PM 17 11:52	263 11:59	8:30		
			1:50		12:25 AM		4:29	f	12:39	97	15	94.7	FRENCH TOWN	16.1	No Office	PW	f 4:04	11:52	11:35	11:29	8:10		
			2:05		12:47		4:38		12:49	65	8	100.4	(N. P. CROSSING) HUSON	10.4	JC	PJ	3:56	11:44	11:12	10:58	7:46		
			2:20		1:10		4:46	f	12:58	100	15	105.8	SOUDAN	5.0	No Office	P	f 3:48	11:36	10:50	10:27	7:22		
			A 2:35 PM		A 1:30 AM		A 4:55 PM	A	1:09 PM		Yard	110.8	ALBERTON	0.0	ON	WR@B	L 3:40 AM	L 11:28 AM	L 10:30 AM	L 10:00 PM	L 7:00 AM		
			7:55		7:00		2:30		3:04				Schedule Time				2:50	2:37	8:45	8:15	9:00		
			14.0		15.8		44.3		36.1				Average Speed per Hour				39.1	42.3	12.7	13.4	12.3		

**SPECIAL RULES**

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

Automatic block system is in use between Deer Lodge and Alberton. See Rules 221-B, 311, 362, 505-B.

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

- Signal 226-3, Westward, Deer Lodge Yard.
- Signal 11-6, Eastward, at West Switch, Garrison.
- Signal 37-1 and 39-5, Westward, between Ozan and Bearmouth.
- Signal 41-9, Westward, at West Switch, Bearmouth.
- Signal 51-8, Eastward, at West Switch, Ravenna.
- Signal 75-1, Westward, between Bonner Jct. and Missoula.
- Signal 80-0, Eastward, at West Switch, Missoula.
- Signal 100-7, Westward at West Switch, Huson.

Train movements over N. P. crossing located 1,200 feet east of Drummond station on both roads will be governed by automatic crossing signals.

C., M., St. P. & P. trains moving over the crossing with Northern Pacific Railway at Drummond will be governed by standard color light signals located on right hand side of track approximately 500 feet from the crossing. These signals are also used for automatic block signals, and in addition to these instructions, all rules relating to automatic block signals for single track will apply to the indication of these home signals and in accordance with Rules 601-A, 601-B and 602-G.

Trains will not exceed twenty (20) miles per hour over this crossing

A green indication in the lower unit of Westward home signal at Drummond crossing will authorize a train to proceed over main track to, but not beyond, the train order signal. Train may move from train order signal to automatic signal 31-3 West of Drummond when protected.

If a train is stopped at the home signals, no conflicting train movement is evident, trainmen shall proceed to the crossing and operate hand release control in box marked: "CMST P&P Release." If operation of the hand release does not clear the home signal the trainmen at crossing, upon having made certain that home signal on conflicting railroad is at stop and no immediate train movement is evident on such tracks, may signal the train to proceed over the crossing

Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

Failure of the home signal must be promptly reported to the Train Dispatcher from the first open telegraph office by wire.

Trains No. 16 and No. 15 will register by card at Alberton.

Trains No. 16 and No. 15 will not stop at Alberton for passengers.

Trains approaching Alberton finding westward automatic signal 110-1 at east end of yard at STOP must come to a full STOP, then may proceed to passenger station without flagging, moving cautiously, looking for broken rails, improper line-up of switches, or the main track occupied or fouled.

When trains No. 16 and No. 15 meet at Deer Lodge, No. 15 will, unless otherwise provided, take siding through cross-over at the Ice House.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Capacity	Location
Big Bend	16 Cars	3.7 Miles West of Garrison
Neal	3 Cars	1.4 Miles West of Bonner Jct.
Elise	10 Cars	2.7 Miles West of Primrose





This time Table in effect May 1st to 31st 1930 both dates inclusive

**BETWEEN BELGRADE JUNCTION AND BELGRADE SUBDIVISION**

WESTWARD				EASTWARD				
SECOND CLASS				SECOND CLASS				
293				292				
Way Freight				Way Freight				
Monday Wednesday Friday				Monday Wednesday Friday				
L 11:38 AM			0.0	... BELGRADE JUNCTION ...	5.2	No Office	JY	A 12:16 PM
292			5.2	..... BELGRADE .....	0.0	BG 5:00PM to 8:00AM	YPR	L 12:01 PM
A 11:53 AM	10	5		Schedule Time				.15
.15				Average Speed per Hour				20.8
20.8								

**SPECIAL RULES**

Eastward trains are superior to Westward trains of the same class; except No. 293 is superior to No. 292.

**BETWEEN BOZEMAN AND MENARD SUBDIVISION**

WESTWARD				EASTWARD				
Time Table No. 15				Time Table No. 15				
In effect 12:01 A. M. December 16, 1929				In effect 12:01 A. M. December 16, 1929				
STATIONS				STATIONS				
			0.0	..... BOZEMAN .....	24.7	BN 5:00PM to 8:00AM	WCRY KBZ	
			5.5	..... LUX .....	19.2	No Office		
			7.4	..... CAMONA .....	17.3	"		
			8.2	..... WISNER .....	16.5	"		
			10.0	..... BUSCH .....	14.7	"	W	
			12.2	..... SPRINGHILL .....	12.5	"		
			13.6	..... ERLICE .....	11.1	"		
			15.0	..... HUFFINE .....	9.7	"		
			16.6	..... TORBET .....	8.1	"		
			17.7	..... EDILOU .....	7.0	"		
			19.6	..... HILLMAN .....	5.1	"		
			22.8	..... ACCOLA .....	1.9	"		
			24.7	..... MENARD .....	0.0	"	WY	
				Schedule Time				
				Average Speed per Hour				

**SPECIAL RULES**

Yard limit signs located at Three Forks, Bozeman, Yard Junction and Menard.

Electric cars operate between Bozeman Hot Springs and Bozeman, Bozeman Hot Springs and Gallatin Gateway, and on all tracks in yard limits in Bozeman using overhead trolley system.

Nos. 292 and 293 will carry passengers.

Restricted overhead trolley clearance and restricted pole clearance on side of cars, engines and motors, Bozeman to Gallatin Gateway, via Bozeman Hot Springs, all points inclusive, in electrified territory.

**BETWEEN BONNER JUNCTION AND SUNSET SUBDIVISION**

WESTWARD				EASTWARD				
Time Table No. 15				Time Table No. 15				
In effect 12:01 A. M. December 16, 1929				In effect 12:01 A. M. December 16, 1929				
STATIONS				STATIONS				
			0.0	.... BONNER JUNCTION ....	26.0	No Office	PJY	
			1.3	..... BONNER .....	24.7	"	WO	
			9.8	..... TWIN CREEK .....	16.2	"		
			12.2	..... McNAMARA .....	13.8	"		
			26.0	..... SUNSET .....	0.0	"		
				Schedule Time				
				Average Speed per Hour				

**SPECIAL RULES**

Yard limit signs located at Bonner

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Capacity
A. C. M. Connection	0 cars 1.2 miles east Sunset
Miller Spur	2 cars 5.7 miles east Bonner

THE FOLLOWING HOURS OF DUTY WILL BE OBSERVED AT TRAIN ORDER STATIONS SUNDAY, SUBJECT TO CHANGE BY BULLETIN. WHEN SO CHANGED ALL CONCERNED WILL NOTE CHANGE IN PENCIL ON THEIR COPY OF TIME TABLE.

STATION	Sunday Hours	STATION	Sunday Hours
Harlowton	Continuous	Sinclair	Continuous
Two Dot	7:00 a. m. to 9:00 a. m.	Deer Lodge	Continuous
		Drummond	10:30 am to 12:30 pm
Martinsdale	1:30 am to 3:30 am 7:30 am to 3:30 pm 8:00 pm to 10:00 pm	Missoula	Continuous
		Huson	Continuous
Ringling	Continuous	Alberton	Continuous
Lombard	Continuous	Superior	2:00 pm to 4:00 pm
Three Forks	Continuous	St. Regis	2:15 pm to 4:15 pm
Sappington	Continuous	Haugan	Continuous
Jefferson Island	6:15 am to 8:15 am	Saltese	Continuous
Piedmont	Continuous	East Portal	Continuous
Butte Yard	Continuous	Falcon	Continuous
		Avery	Continuous

Train Dispatchers, J. P. PHELAN, M. J. WELCH, C. A. OLSON, F. A. CHALK, G. B. BAKER, J. R. WEATHERLY, N. C. GROGAN, J. T. JOSEPHSON, L. A. WHALEY, R. E. JOINER, Chief Dispatcher, C. G. BLEICHNER, Assistant Trainmasters and Traveling Engineers, G. T. SPAULDING, E. R. STEVENS, Trainmasters, E. M. GROBEL, A. C. KOHLHASE, Assistant Superintendent, A. J. BUSCH

1st to 31st, 1930 (VE)

SPECIAL INSTRUCTIONS

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

The use of a red light in the cupola of cabooses on freight and work trains is discontinued. All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each sub-division.

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

Where automatic light signals are in use, they display a light indication only, by day as well as by night.

When rules require the headlight to be displayed, electric headlights on engines in road service will be dimmed by engineers under the following conditions: When entering or moving through side tracks in yards where yard engines are employed; at meeting points when standing awaiting arrival of approaching train or trains, when standing on sidings in yards, or at engine terminals.

Should a train be held for 30 minutes at a telegraph station after telegraph office is closed for the day, the Conductor will call Operator. If held for 30 minutes at a non-telegraph station, Conductor will report to the Train Dispatcher on the telephone.

Motors should never be run coupled together, either light or when handling a train, except when covered by special instructions. When two motors are used in the same freight train they should always be separated by ten or more cars.

Trains or cars must not be pushed over streets or public crossings, highways, electric or steam railway crossings at grades unless a member of the crew is on the leading car.

When the view of the trainman is obstructed and there are no gates or flagmen, a member of the crew must be on the ground ahead to see that the crossing is clear, and that there is no one approaching.

Whistle signal prescribed by Rule 14 K must also be given passing helpers cut in trains, rear end of freight trains, and track and bridge crews.

Train registers will not be used for the identification of extra trains.

Train order signal light is displayed continuously at offices where station forces are maintained, between Harlowton and Avery.

- Standard Clock, Water, Coal, Drenching Tower, Oil, Register, Turntable, Ywe, Dispatcher's Telephone, Interlocked, Connection with foreign road, Bulletin Board, Junction, Track Scales, Refreshments.

SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF FREIGHT TRAINS ON MOUNTAIN GRADES

The following rules in which reference is made to paragraph numbers refer to instructions contained in Form 2697 old M. P. 124. MANUAL OF INSTRUCTIONS on AIR BRAKE and TRAIN AIR SIGNALS for ENGINEMEN AND TRAINMEN; Revised January, 1927.

1. Before leaving a terminal or point where make up of train has been changed; also on Eastward trains at Butte Yard or Newcomb or Alloy depending on point where helper is put in train; and on Westward trains at Piedmont and Haugan, make test as per paragraphs 84 and 80-A.

2. A brake pipe test must be made after cutting in helpers as per section (j) paragraph 137. Brake pipe test must be made on Eastward trains at East Portal, Donald and Loweth; and on Westward trains in tunnel 11 between Donald and Penfield and at Roland as per paragraphs 88 and 85-A.

3. When leaving cars on sidings, comply with instructions in paragraph 89. When detaching locomotive from train comply with instructions in paragraph 91-A. When helper power is in train, in addition to the use of hand brakes, engineman on helper engine nearest head end (when more than one helper is in train) will cut in his brake valve and keep brake pipe charged to 75 lbs. on descending grade and to 80 lbs. on ascending grade. When road engine is again attached to train, engineman on helper engine will cut out his brake valve. Brake pipe test must be made before proceeding as per paragraphs 88 and 85-A.

4. After stop is made at summit of mountain grade and before commencing descent, engineman on road engine must adjust the brake pipe feed valve to 90 lbs. and have brake pipe charged to this pressure as per paragraph 139. At first stop after reaching foot of grade reduce brake pipe pressure to 70 lbs. Retainers must be turned down before making movements to cut out helpers.

5. Retainers will be turned up as per paragraph 140 or special instructions.

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

7. Paragraphs 97 and 128 (Inoperative air brakes) do not apply on mountain grade.

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

9. With no helper at rear of train and a backing movement is made during ascent of grade, brake pipe test must be made before commencing backing movement as per paragraphs 88 and 85-A, and brake pipe pressure fully restored, enough hand brakes applied on rear of train to properly control slack, and a man stationed within reach of conductor's valve in order to apply brakes and stop train promptly in case of emergency. (If there is a helper in train when the backing movement is to be made, proceed as follows: When engineman on road engine applies brakes for brake pipe test he will cut out his brake valve and when test is completed the engineman on helper engine nearest rear end, will cut in his brake valve, fully recharge the brake pipe to 70 lbs. and control the air brakes during the backing movement; motors should be operated in series regeneration during the backing movement. When the backing movement has been completed, engineman on helper engine will make full service application of train brakes, cut out his brake valve, and engineman on road engine will cut in his brake valve and release brakes. Trainmen must know that brakes are released on rear of train before starting.)

10. On descending grade when power goes off the line, train will immediately be brought to a stop. If power does not come on the line again within one minute from the time the train has come to a stop, engineman will so advise head trainman who will immediately start and helper motors will apply hand brakes and keep independent brake valve in application position.

When power again comes on the line, engineman on road engine will recharge brake pipe and then give two long sounds of the engine whistle as a signal for trainmen to release hand brakes.

After giving signal to release hand brakes, make a brake application of train brakes and hold them applied while hand brakes are being released. On ascending grade when a train stops under conditions where it is apparent that power has gone off the line, trainmen on rear should watch caboose air gauge closely and if brake pipe pressure falls to 40 lbs. apply sufficient hand brakes on rear of train to alone hold the train. When power again comes on the line, engineman will recharge brake pipe and give two long sounds of engine whistle as signal to release hand brakes, then make a brake application of train brakes and hold them applied while hand brakes are being released. (The reason for applying air brakes while hand brakes are being released is that it may not be possible to release hand brakes otherwise.)

SPECIAL RULES AND INSTRUCTIONS REGARDING OPERATION OF PASSENGER TRAINS ON MOUNTAIN GRADE.

The following Rules in which reference is made to paragraph numbers refer to instructions contained in Form 2697 old M. P. 124 MANUAL OF INSTRUCTIONS on AIR BRAKE and TRAIN AIR SIGNALS for ENGINEMEN AND TRAINMEN; Revised January, 1927.

1. Paragraphs 97 and 128 (Inoperative air brakes) do not apply on mountain grade.

2. When power goes off the line, train must be immediately brought to a stop. If power does not come on again within 10 minutes from the time the train has come to a stop, engineman will so advise the trainmen who will immediately apply all hand brakes on train. Enginemen will apply hand brakes on engine and release independent brake. Air compressor should be shut down and everything possible done to conserve air pressure and avoid discharge of batteries. Air compressor will have to be started frequently enough to maintain sufficient supply of air to operate pantograph.

When power comes on line, recharge train line, apply automatic brakes, release hand brakes and before proceeding make test as per paragraphs 59 and 108.

ELECTRIFICATION

When for any cause trouble is experienced on trolley or other overhead wires, causing a dangerous condition, anyone is authorized to order power shut off from nearest substations.

In case of fire secure Pyrene tank and make every effort to extinguish fire after line has been de-energized.

In case where trolley cut off switches are to be opened, get the line de-energized, then open trolley cut off switches and flag any approaching trains as per Rule 99 to avoid bridging air gaps.

Reason for requesting power to be shut off must be given the Train Dispatcher as soon as possible and line should not again be energized until so authorized by the Train Dispatcher.

When damaged trolley of which you have no previous notice is found, the train should be brought to a stop and an inspection made of the trolley. Further movement will be governed by conditions as you find them, using care and good judgment in handling of your train; complying with all other rules and instructions in regard to operation in the electrified territory.

The train dispatcher should be informed of the conditions before the train proceeds. The portable telephone which is supplied in each motor being used for that purpose if there is no office available.

If it is not possible to communicate with the train dispatcher and conditions will permit the safe movement of the train, a flagman should be left to protect following trains. In such cases, give full information to chief dispatcher at the first available point of communication.

MAXIMUM SPEED PERMITTED

PASSENGER TRAINS

Table listing maximum speeds for passenger trains between various stations like Harlowton and Lenep, Bruno and Loweth, etc.

MAXIMUM SPEED PERMITTED

FREIGHT TRAINS EASTWARD

FREIGHT TRAINS WESTWARD

Table listing maximum speeds for freight trains eastward and westward between various stations like Avery to Haugan, Haugan to Henderson, etc.

Light engines or motors, helper engines or motors, engines or motors with cabooses only and stock trains 30 miles per hour Harlowton to Haugan, 25 miles per hour Haugan to Avery. Stock trains are trains with 25 cars of stock or more.

Attention is called to the fact that these speeds are the maximum permissible. All restrictions regarding slower speeds are still in effect. Engineers are expected to exercise good judgment at various points in the above districts and reduce speed to conform with safety.

Where a speed in excess of 25 M. P. H. in freight service is permitted and it is necessary to control speed with regeneration, speed must be reduced to 25 M. P. H. or less while controlling with regeneration.

SPEED RESTRICTIONS.

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

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

When moving Lidgetwood unloaders, the speed must not exceed fifteen miles per hour. Trains will be under control approaching bluffs and rock cuts where slides and rock are liable to obstruct track.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed a speed of twenty (20) miles per hour.

SPEED OF TRAINS HANDLING STEAM WRECKING OUTFITS

Table listing speeds for steam wrecking outfits between stations like Harlowton and Lenep, Lenep and Loweth, etc.

On all branch lines, speed will not exceed 15 miles per hour. This is the maximum speed allowable between the points mentioned above and reductions must be made if local conditions require it.

SPEED TABLE.

Table showing equivalent speeds for 60, 55, 50, 45, and 40 miles per hour in terms of time to travel one mile.

YARD LIMIT SIGNS ARE LOCATED AS FOLLOWS

Table listing yard limit sign locations for various sub-divisions like Harlowton to Three Forks, Three Forks to Deer Lodge, etc.

WEIGHT OF DEAD ENGINES

Table listing weights of dead engines for various models like C1, C2, C5, EF1, ES2, EP2, EP3, F3, F4, F5, G5, G6, G7, K1, L1, L2A, L2, L3, N1, N2.



TROLLEY CUT OFF SWITCHES.

STATION	No.—LOCATION.
Harlowton	1 at west end of yard.
Valencia	1 at each end of siding.
Two Dot	None, switches in Sub-station.
Selkirk	1 at each end of siding.
Martinsdale	1 at each end of siding.
Groveland	1 at each end of siding.
Lenep	1 at each end of siding.
Bruno	1 at each end of siding.
Loweth	None, switches in Sub-station.
Hamen	1 at west switch. 1, 50 spans east of east switch.
New Dorsey	1 at each end of siding.
Ringling	1 at each end of siding.
Moyne	1 at east switch. 1, 13 spans west of west switch.
Fanalulu	1 at east switch. 1, 19 spans west of west switch.
Sixteen	1 at west switch. 1, 17 spans east of east switch.
Canyon	1 at west switch. 1, 15 spans east of east switch.
Josephine	None, switches in Sub-station.
Nathan	1 at west switch. 1, 9 spans east of east switch.
Maudlow	1 at each end of siding.
Deer Park	1 at each end of siding.
Cardinal	1 at east switch. 1, 8 spans west of west switch.
Lombard	1 controls trolley at N. P. Transfer and 1 at Air Gap 22 spans east of east switch.
Barron	1 at west switch. 1, 4 spans east of east switch.
Eustis	None, switches in Sub-station.
Three Forks	1 at each end of yard and 1 that controls the "we" to the flour mill.
Willow Creek	1 at each end of siding.
Sappington	1 at each end of siding.
Alcazar	1 at each end of siding.
Jefferson Island	1 at west switch. 1, 14 spans east of east switch.
Piedmont	1 at west switch. 1 in front of Sub-station.
Vendome	1 at east switch. 1, 6 spans west of west switch. 1 between the switches that controls the cut-off which runs from Vendome to a point west of Cedric.
Cedric	1 at each end of siding and 1 just west of Cedric on cut off from Vendome.
Grace	1 at east switch, 1, 8 spans west of west switch and L between switches that controls a cut-off which runs to a point located 3 miles west of Grace.
Between Grace and Donald	1 located 3 miles west of Grace on the cut off that runs from Grace.
Donald	1 at each end of siding.
Penfield	1 at each end of siding.
Tunnel 12	1 at each end of tunnel.
Janney	None, switches in Sub-station.
Newcomb	1 at each end of siding.
Butte Yard	1 at each end of yard. 1 that controls Trolley to Hanson's packing house.
Brick Yard Spur, Butte Yard	1 at entrance.
Butte Passenger Station	1 that controls all wiring except B., A. & P., located on west leg of "we."
Butte Freight House	1 that controls trolley in that vicinity.
Alloy	1 at west end of siding.
Rocker	1 at west end of B., A. & P. Yard.
N.P. Tfr. Crossing	1 at crossing; controls crossing only.

STATION	No.—LOCATION.
O.S.L. Tfr. Crossing	1 at crossing; controls crossing only.
Dawson	1 at each end of siding.
Finlen	1 at each end of siding.
Cullen	1 at each end of siding.
Morel	None, Switches in Sub-station
Sinclair	1 at each end of siding.
Deer Lodge	1 at each end of yard.
Kohrs	1 at each end of siding.
Garrison	1 at east switch. 1, 9 spans west of tunnel.
Gold Creek	None, Switches in Sub-station.
Haskell	1 at each end of siding.
Drummond	1 at each end of siding.
Ozan	1 at each end of siding.
Seamouth	1 at each end of siding.
Tunnel 15	1 at east end.
Ravenna	None, Switches in Sub-station
Iris	1 at each end of siding.
Clinton	1 at each end of siding.
Thelma	1 at each end of siding.
Bonner Jct.	1 at each end of siding.
Missoula	1 at west end of stock yard track. 1 controls Tombstone track above oil station. 1 controls Polley Lumber Co. track. 1 at old freight house controls tracks leading to the new freight house. 1 on No. 1 track at new freight house controls No. 1 track for oil companies.
Primrose	None, Switches in Sub-station.
Frenchtown	1 at east switch. 1, 15 spans west of west switch.
Huson	1 at east switch. 1, 15 spans west of west switch.
Soudan	1 at each end of siding.
Alberton	1 at each end of yard.
Cyr	1 at each end of siding.
Tarkio	None, Switches in Sub-station.
Cobden	1 at each end of siding.
Superior	1 at each end of siding.
Ashmore	1 at each end of siding.
St. Regis	1 at each end of siding.
Foraker	1 at each end of siding.
Drexel	None, Switches in Sub-station.
Henderson	1 at each end of siding.
Haugan	1 at east switch. 1, 12 spans west of west switch.
Saltese	1 at east switch. 1, 8 spans west of west switch.
Bryson	1 at east switch. 1, 12 spans west of west switch. 1 between these two that controls the cut-off line from Bryson to a point east of East Portal.
East Portal	None, Switches in Sub-station.
Roland	1 at east switch. 1, 5 spans west of west switch. 1, 200 feet west of west switch, which controls cut-off line from Roland to a point between switches at Falcon.
Tunnel 22	1 at east end. 1, 5 spans west of west end.
Adair	1 at east switch. 1, 1 span west of Tunnel 26.
Falcon	1, 5 spans east of east switch. 1, 7 spans west of west switch. 1 between these two which controls cut-off line from Roland.
Kyle	1, 30 spans east of east switch. 1, 32 spans west of west switch.
Stetson	1 at each end of siding.
Avery	None, Switches in Sub-station.

Employees are prohibited from riding:

- (a) On Engine footboard between engine and car when cars are being pushed.
  - (b) On leading footboard while coupling engine to cars.
  - (c) On engine pilots.
  - (d) On deadwood, drawbars, brakebeams, journal boxes and brake wheels.
  - (e) On ends of cars containing loads which may shift.
  - (f) On engine pilot or footboards, sides or ends of cars, going in or our of depressed track.
  - (g) On forward footboards of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.
- Occupied camp cars must be handled with the air cut in at all times. These instructions apply in switching movements, yard or road service.

SURGEONS  
MILWAUKEE HOSPITAL ASSOCIATION

Dr. A. I. Bouffleur	Chief Surgeon	Seattle, Wash.
Dr. C. S. Powell	District Surgeon	Deer Lodge, Mont.
Dr. Peter Potter	Oculist	Butte, Mont.
Dr. L. W. Smith	Oculist	Butte, Mont.
Dr. W. J. Marshall	Oculist	Missoula, Mont.

Location	Name	Title	Office Phone	Residence Phone
Harlowton, Mont.	Dr. E. M. Gans	Local Surgeon	15	15
Boseman, Mont.	Dr. O. S. Smith	" "	480-J	480-W
	Dr. B. L. Bole	" "	584	574
Belgrade, Mont.	Dr. B. L. Phillips	" "	64	64
Mehhattan, Mont.	Dr. E. R. Sigler	" "	" "	" "
Three Forks, Mont.	Dr. John Dimon	" "	100	56
	Dr. H. L. Koehler	" "	100	119-W
Willow Creek, Mont.	Dr. J. T. Bradbury	" "	" "	" "
Piedmont, Mont.	Dr. L. R. Packard	" "	12	12
Butte, Mont.	Dr. Harold Schwartz	" "	815-W	815-J
	Dr. E. O. Monahan	" "	559	542
Deer Lodge, Mont.	Dr. O. S. Powell	" "	21	113-W
	Dr. F. L. Umack	" "	21	29
Drummond, Mont.	Dr. E. G. Wilcox	" "	1-J	" "
Missoula, Mont.	Dr. J. P. Ritchey	" "	2845	2235
	Dr. G. F. Turman	" "	8401	8675
Superior, Mont.	Dr. W. J. Doyle	" "	" "	" "
Avery, Idaho	Dr. Chas. Bussey	" "	1 short, 1 long, 1 short (Rur. Ph.)	" "

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

ASSOCIATION HOSPITALS

Three Forks	Butte	Deer Lodge	Missoula	St. Maries
Avery	Superior	Missoula	Deer Lodge	Harlowton
Haugan	Alberton	Drummond	Three Forks	Ringling
Butte Freight House and Baggage Room All Sub-Stations				

LOCATION OF STRETCHERS

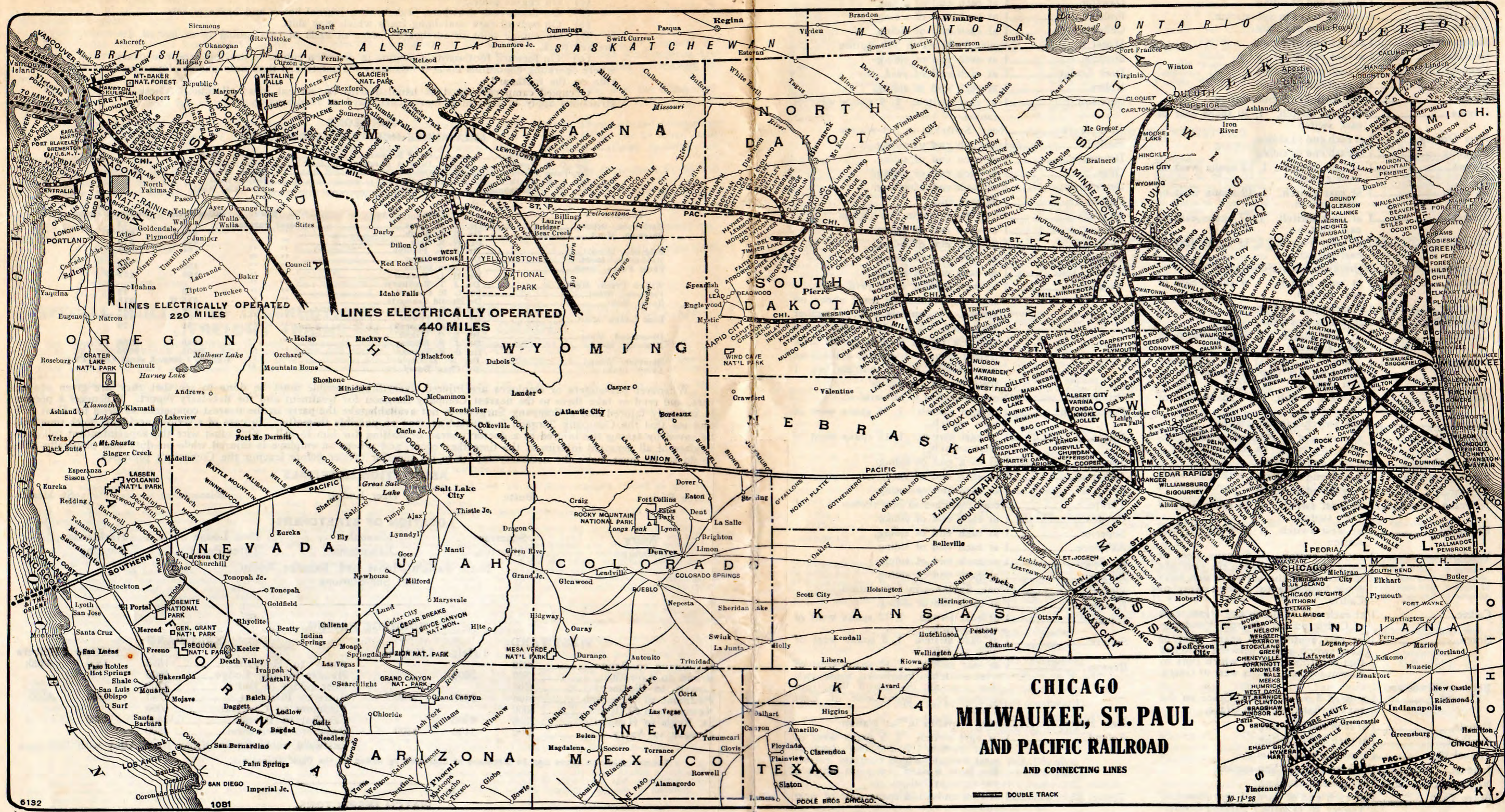
TONNAGE RATING.

WESTWARD:		EASTWARD:	
	1 Helper 2 Helpers		1 Helper 2 Helpers
Harlowton to Bruno	2800	Avery to Haugan	1650
Bruno to Loweth	1500	Haugan to Deer Lodge	6000
Loweth to Piedmont	4500	Deer Lodge to Butte	4700
Piedmont to Newcomb	1400	Butte to Piedmont	1750
Newcomb to St. Regis	6000	Piedmont to Cardinal	6000
St. Regis to Haugan	2800	Cardinal to Bruno	2800
Haugan to Avery	1700	Bruno to Harlowton	4800
Eastward trains require helper from Alloy with 3500 tons.			

The rating shown above may be increased or decreased by Order of the Chief Dispatcher.

WATCH INSPECTORS.

National Railway Time Service Co., Chief Watch Inspectors 58 East Washington Street, Chicago, Illinois	
Robertson's Jewelry and Optical Co.	Harlowton, Montana
J. A. Siffert	Three Forks, Montana
Towle Co., 109 North Main Street	Butte, Montana
William Coleman	Deer Lodge, Montana
Borg Jewelry Co.	Missoula, Montana
B. A. Johnson	Avery, Idaho



**CHICAGO  
MILWAUKEE, ST. PAUL  
AND PACIFIC RAILROAD  
AND CONNECTING LINES**

DOUBLE TRACK

10-11-28