

GREAT NORTHERN RAILWAY LINE

**MONTANA CENTRAL RAILWAY
AND OPERATED LINES.**

TIME TABLE NO. 65

MOUNTAIN STANDARD TIME.

To take effect at Twelve One (12:01) o'clock AM.

Sunday, February 28th, 1904.

General Rules regulating the movement of trains are contained in Book entitled "Montana Central Rules" effective September 1st, 1900, a copy of which must be in the possession of each and every employe connected in any manner with the movement of trains, while on duty. Rules A, B and D.

This Time Table is in no case intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of Employes only.

C. F. MURPHY,
Train Master.

F. S. FOREST,
Superintendent.

G. T. SLADE,
General Superintendent.

F. E. WARD,
General Manager.

FIRST DISTRICT.—BETWEEN PACIFIC JUNCTION AND GREAT FALLS.

WEST BOUND										EAST BOUND									
Second Class					First Class					First Class					Third Class				
NO. 355					NO. 153					NO. 154					NO. 356				
Time Freight Daily					Passenger Daily					Passenger Daily					Local Freight Daily				
12.05 PM					12.55 AM					6.55 AM					5.00 PM				
ALL TRAINS BETWEEN PACIFIC JUNCTION AND HAVRE										WILL BE GOVERNED BY MONTANA DIVISION TIME TABLE.									
Time	Day	Class	Station	Time	Day	Class	Station	Time	Day	Class	Station	Time	Day	Class	Station	Time	Day	Class	Station
12.25	PM	De	Pacific Junction	1.05	AM	De	Pacific Junction	6.45	AM	Ar	Pacific Junction	4.40	PM	Ar	Pacific Junction				
12.55		s	Assiniboine	1.13		s	Assiniboine	6.37		s	Assiniboine	4.25		s	Assiniboine				
1.25		f	Laredo	1.26		f	Laredo	6.25		f	Laredo	4.00		f	Laredo				
2.00		f	Box Elder	1.42		f	Box Elder	6.11		f	Box Elder	3.20		f	Box Elder				
2.40	Mt	S56	Big Sandy	2.00		s	Big Sandy	5.55		s	Big Sandy	2.40	Mt	S55	Big Sandy				
3.00		f	Verona	2.12		f	Verona	5.44		f	Verona	2.10		f	Verona				
3.15		f	Cairo	2.19		f	Cairo	5.37		f	Cairo	1.50		f	Cairo				
3.30		f	Virgelle	2.27		f	Virgelle	5.28		f	Virgelle	1.20		f	Virgelle				
3.45		f	Berber	2.38		f	Berber	5.17		f	Berber	12.45		f	Berber				
4.00		f	Lippard	2.48		f	Lippard	5.07		f	Lippard	12.30		f	Lippard				
4.15		f	Marias	2.59		f	Marias	4.57		f	Marias	12.15	PM	f	Marias				
4.45		s	Teton	3.09		s	Teton	4.49		s	Teton	11.55		s	Teton				
5.00		f	Liscum	3.16		f	Liscum	4.39		f	Liscum	11.25		f	Liscum				
6.05		s	Benton	3.26		s	Benton	4.29		s	Benton	11.05		s	Benton				
7.00		f	Kershaw	3.40		f	Kershaw	4.18		f	Kershaw	10.15		f	Kershaw				
7.40		f	Tunis	3.49		f	Tunis	4.10		f	Tunis	10.00		f	Tunis				
8.30		f	Sidney	4.00	Mt	S54	Sidney	4.00	Mt	S53	9.40		f	Sidney					
9.10		f	Floweree	4.11		f	Floweree	3.45		f	Floweree	9.25		f	Floweree				
10.00		f	Portage	4.25		f	Portage	3.32		s	Portage	9.00		s	Portage				
10.30		f	Goodale	4.35		f	Goodale	3.22		f	Goodale	8.35		f	Goodale				
10.55		f	Rainbow	4.44		f	Rainbow	3.11		f	Rainbow	8.10		f	Rainbow				
11.10		f	Gibson			f	Gibson			f	Gibson	8.05		f	Gibson				
11.30	PM	Ar	Great Falls	4.55	AM	Ar	Great Falls	3.00	AM	De	Great Falls	7.40	AM	De	Great Falls				
No. 355 Daily					No. 153 Daily					No. 154 Daily					No. 356 Daily				

West Bound Trains are Superior to East Bound Trains of the Same Class. See Rule 43.

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered.

Trains will date from time due to leave Terminals. Pacific Junction and Great Falls are Terminal stations for trains 153 and 154, 355 and 356.

All Terminal stations are initial points for trains.

Conductors of all trains, and Engineers running without Conductors, must register their arrival and departure at Pacific Junction and Great Falls, stating if carrying signals or not.

Slow Boards are located on either side of Sliding Bank between Liscum and Tunnel 13 and either side of that portion of the long cut west of Benton, in which sand drifts occur. Trains will run carefully within the limits protected by these Boards.

No. 356 will carry passengers when provided with freight train permits.

At Pacific Junction, switch is set for Montana Division (East point of frog At Great Falls, (East Side) Wye switch at East end of Missouri River Bridge is set for Freight Yard.

At Great Falls, East Yard Limit extends 1500 feet East of sixth street bridge.

Temporary tank at Portage Coulee, two miles west of Portage.

All trains and light engines must not exceed a speed of Four (4) miles per hour, over Missouri River Bridge between east and west Great Falls.

J. A. MacKINNON, Chief Train Dispatcher.

WEST BOUND						EAST BOUND													
Third Class	Third Class	Second Class	First Class	First Class	Local Freight Daily	Coal and Water Stations.	Telegraph Offices.	Distance from Pac. Junction.	TIME CARD NO 65				Telegraph Calls	K. K. Crossings Turntables, Scales ETC.	Car Capacity of Siding	First Class	First Class	Third Class	Way Freight Daily
NO. 359	NO. 357	NO. 355	NO. 153	NO. 151					NO. 152	NO. 154	NO. 358								
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Passenger Daily	Passenger Daily	Passenger Daily								
Local Freight Daily	Local Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily					Passenger Daily	Passenger Daily	Way Freight Daily								
	6.30 AM De	1.45 AM De		5.05 AM De	3.10 PM De	CW	DN	119.1	Great Falls	PD	TYO				4.15 PM Ar	2.45 AM Ar		3.10 PM Ar	
								120.5	Junction		Y								
	7.05	2.32 Mt 154		5.18	f 3.23			124.8	Flood			60 f	4.02		2.32 Mt 355			2.35	
	7.35	3.07		5.35	f 3.43 Mt 152	W		134.2	Ulm			60 f	3.43 Mt 151	f	2.13			1.45	
	8.00	3.30		5.46	f 3.56			141.1	Riverdale			60 f	3.30		2.00			1.20	
	8.30	3.55		s 5.58	s 4.10		D	148.8	Cascade	Q		93 s	3.17	s	1.47			1.00	
	9.05	4.25		f 6.12	f 4.25	W		157.0	Hardy			60 f	3.01		1.30			12.25 PM	
	9.45	4.55		6.26	f 4.40			164.7	Mid Canon			57 f	2.47		1.15			11.55	
	10.15	5.25		s 6.40	s 4.54	W	D	171.7	Craig	RA		66 s	2.33	s	1.01			11.35	
	11.10 Mt 358	6.30		s 6.58	s 5.11	CW	DN	179.6	Wolf Creek	WC		105 s	2.18	s	12.47			11.10 Mt 357	
								182.4	Gleason (Spur)			8 f							
	11.50	7.06 153 Ps		7.06 Ps 355	5.20			183.1	Manila			60	2.08		12.35			10.50	
	12.35 PM	7.45		7.19	f 5.34	W		188.7	Mitchell			60 f	1.55	f	12.23			10.28	
	1.43 Mt 152	8.50		7.32	f 5.47			195.0	Johns			60 f	1.43 Mt 357		12.11 AM			10.05	
						W			Water Tank										
	2.35	9.40 Mt 358		s 7.45	s 6.01	C	DN	201.2	Silver	MN	Y	93 s	1.31	s	11.58			9.40 Mt 355	
	3.05	10.10		f 8.02	6.19			210.1	Iron			60 f	1.13		11.40			8.40	
								215.3	N. P. Crossing		X								
								217.0	H. & R. M. Crossing		X								
	3.25	10.30		8.13 Mt 358	6.32 PM Ar			217.0	Rimini Junction		J		1.01 PM De		11.27 PM De			8.13 Mt 153	
	3.50	10.43		8.20	6.40	W	DN	217.8	Helena	DE	YO	110	12.55		11.20			8.06	
				8.35	6.55				Helena (Union Depot)	HY			12.40		11.10				
	4.00	10.50		8.40 AM De	7.00 PM De			219.7	Robert Junction		J		12.34 PM Ar		11.04 PM Ar			7.30	
	4.15	11.05		f 8.49	7.09			223.7	Easton			60 f	12.27		10.58			7.15	
	4.35	11.27		f 8.58	7.17			227.8	Montana Citv.			32 f	12.20		10.51			7.00	
	5.15 PM Ar	12.08		9.11 AM Ar	7.29 PM Ar	CW	DN	231.9	Clancy	W	T	385	12.08 PM De		10.40 PM De			6.40 AM De	

THIRD DISTRICT.--BETWEEN CLANCY AND BUTTE.

	5.30 AM De			9.13 AM De	7.31 PM De	CW	DN	233.9	Clancy	W	T		12.05 PM Ar		10.38 PM Ar				
				f	f			234.7	Alhambra (no siding)				f		f				
	6.15		1.55	9.29	7.47			238.0	Moxon			41	11.53		10.26				
				f	f			239.1	Jefferson (no siding)				f		f				
	6.40		2.20	f 9.38	f 7.59	W	D	240.7	Corbin	BI		42	f 11.45		10.18				
	7.00		2.40	9.45	8.07			242.8	N.P. Junction (no siding)				11.39		10.12				
	7.15		2.55	f 9.52	f 8.14			244.5	Wickes			42	f 11.34		10.07				
	7.30		3.20	f 9.57	8.20	W	DN	245.6	Portal	NX		76	f 11.31		10.03				
	7.40		3.30	f 10.02	8.25	W	DN	247.4	Amazon	Z		87	f 11.26		9.58				
	8.05		3.50	s 10.15	s 8.39		D	238.3	Boulder	RO		80	s 11.14	s	9.45				
	8.45		4.25	s 10.35	s 9.00	W	DN	261.0	Basin	SI		100	s 10.55	s	9.25				
	9.10		4.45	s 10.45 Mt 152	s 9.15 Mt 154			265.0	Bernice			140	s 10.45 Mt 153	f	9.15 Mt 151				
	9.35		5.15	10.58	9.28	W		268.2	Wilder			40	f 10.35		9.05				
	10.23 Mt 152		6.00	f 11.14	f 9.44	W	D	273.0	Elk Park	AK	Y	62	f 10.23 Mt 359	f	8.54				
	10.45		6.20	f 11.25	9.55			278.0	Trask			44	f 10.12		8.44				
	11.00 AM Ar		6.35 PM Ar	s 11.34	s 10.05	CW	DN	281.7	Woodville	MA	Y	412	s 10.05	s	8.37				
				11.48	10.22			286.6	Mountain Junction			30	9.43		8.16				
								290.0	N. P. Crossing		X								
				12.05 PM Ar	10.35 PM Ar	CW	DN	291.8	Butte	DU	TYO		9.30 AM De		8.00 PM De				
	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily				
	NO. 359	NO. 357	NO. 355		NO. 153	NO. 151							NO. 152	NO. 154		NO. 358			

West Bound Trains are Superior to East Bound Trains of the same class. See Rule 43.
 All trains will be handled under absolute control and without regard to making schedule time at all points where land slides or falling rock are liable to be encountered.
 Trains must not follow each other out of Stations less than 15 minutes apart, and operators will block trains as provided in this Rule.

J. A. MacKINNON, Chief Train Dispatcher.

SPECIAL RULES

Second District.

TRAINS will date from time due to leave terminals. Great Falls and Clancy are terminal stations for No's. 153, 154, 355, 357 and 358.

ALL terminal stations are initial points for trains.

CONDUCTORS of all trains, and engineers running without Conductors, must register their arrival and departure at Great Falls, Helena and Clancy, stating if carrying signals, or not.

INTERLOCKING plant located at crossing of Northern Pacific tracks 2.5 miles East of Helena, is governed by book of Rules, "For the Operation and Maintenance of Interlocking Plants."

GATE of H. & R. M. Crossing of N. P. and M. C. Rys. will be set against trains of N. P. except when trains are about to cross or actually using crossing, at which time gate will be set so as to block M. C. Main Line.

SWITCHES at Rimini Jct. and Robert Jct. will be left set and locked for M. C. Ry. Main Line.

SWITCH in Rimini Branch of N. P. Ry. between M. C. Ry. and N. P. Ry. main lines will be left set and locked for M. C. Ry. connection.

SWITCHES in N. P. Ry. main line will be left set and locked for N. P. Ry.

PASSENGER trains 151, 152, 153 and 154 will use N. P. track between Rimini Jct. and Robert Jct. and will be governed by special instructions of N. P. Ry. while using the tracks of that company. Passenger trains will obtain clearance before entering on Northern Pacific main line at Helena. [See Bulletin of instructions.] Passenger trains using N. P. track will register arrival and departure in N. P. train register located in yard office.

All trains or light engines using N. P. track between Rimini Junction and Robert Junction will register arrival (West Bound) at Rimini Junction and departure Robert Junction. Such trains East Bound will register arrival Robert Junction and departure, Rimini Junction. Registers located in box at these points.

YARD LIMITS—GREAT FALLS:—80 feet West of Sun River Section House.

HELENA:—From yard limit board, East of Northern Pacific crossing, 1000 feet west of Robert Junction.

CLANCY:—1000 feet East of East switch to 1000 feet West of West switch.

GREAT FALLS:—(West Side)—Switch set for Montana Central West.

GREAT FALLS:—(East Side)—"Y" switch at East end of Missouri River Bridge set for Freight yard. (See Rule No. 69.)

Third District.

TRAINS will date from time due to leave terminals.

CLANCY AND BUTTE are terminal stations for No's. 151, 152, 153 and 154; Clancy and Woodville for No's. 355 and 359.

ALL terminal stations are initial points for trains.

CONDUCTORS of all trains, and engineers running without Conductors, must register their arrival and departure at Clancy, Woodville and Butte, stating if carrying signals, or not.

NORTHERN PACIFIC Trains using track between N. P. Junction and Amazon will register arrival and departure in registers placed at these points; will be run on special orders and will be governed by Montana Central Railway Time Table and Rules. Montana Central Railway Trains will not register at N. P. Junction or Amazon.

At CORBIN, east bound freight trains must stop and examine wheels. (See rule No. 53).

AT MOXON, CORBIN, WICKES, BERNICE and WILDER, West bound freight trains must take siding when meeting East bound trains. (See rule No. 53).

YARD LIMITS—CLANCY:—1000 feet West of West switch to 1000 feet East of East Switch.

BASIN:—1000 feet East of East switch of passing track to 3000 feet West of West switch.

BUTTE:—Yard limits extend to 1000 feet East of East switch at Woodville. (See Rule No. 69).

ALL trains must get clearance before entering tunnel No. 6.

FREIGHT TRAINS BETWEEN WOODVILLE AND CLANCY MUST NOT EXCEED SPEED OF 18 MILES PER HOUR.

HELPER engines on East bound freight trains must cut loose at Amazon and not proceed until notified that tunnel No. 6 is clear.

INTERLOCKING plant at Northern Pacific crossing 0.8 mile East of Butte is governed by book of rules for, "Operation and Maintenance of Interlocking Plants."

Passenger trains must not exceed 25 miles per hour Woodville to Butte.

Fourth District.

TRAINS will date from time due to leave terminals. Great Falls, Shelby and Virden are terminal stations for trains 163 and 164. Virden and Sweet Grass are terminal stations for trains 165 and 163.

ALL terminal stations are initial points for trains.

CONDUCTORS of all trains, and engineers running without Conductors will register arrival and departure at Great Falls, Shelby, Virden and Sweet Grass, stating if carrying signals or not.

JUNCTIONS are made with Great Northern Railway at Shelby and Virden. Junction switches at these points must be left set for Montana Division Main Line.

GREAT FALLS (West Side) switch set for Montana Central Main Line.

WATER TANKS between stations: four and one-half miles west of Conrad. (See Rule 53).

Stockett, Sand Coulee and Neihart Branches.

TRAINS will date from time due to leave terminals. Great Falls and Neihart are terminal stations for trains 161 and 162; Great Falls and Stockett for train 167.

ALL Terminal stations are initial points for trains.

CONDUCTORS of all trains, and Engineers running without Conductors, will register arrival and departure at Great Falls, Allen, Belt, Monarch, Neihart and Stockett, stating if carrying signals or not.

Junction Switches at Allen and at Monarch must be left set for the Neihart Line. Junction switch at Lewis must be left set for the Stockett Line.

YARD LIMIT: NEIHART Line, GREAT FALLS, extends to one mile West of West Yard switch. YARD LIMITS BELT, from 1000 feet East of Neihart Lumber Company's Spur to West switch at Armington.

TRAINS must not exceed speed of 15 miles per hour between Riceville and three miles East of B. & M. Siding; 10 miles per hour between Neihart and five miles East of Neihart and 25 miles per hour all other points.

SPECIAL RULES—ALL DISTRICTS.

All Trains and Light Engines must not exceed speed of Four (4) miles per hour over Missouri River Bridge between East and West Great Falls.

ALL light engines, and engines with caboose only, will take siding at all meeting and passing points.

BULLETIN Boards are located at Havre, Great Falls, Clancy and Butte.

BEFORE starting out on run Conductor must inform Engineer of the number of loads and empty cars in train and how many cars of air are working.

ALL trains will run carefully through tunnels and around short curves.

ALL trains must have a clearance card (Form 219) before leaving terminals.

STANDARD CLOCKS: Havre, Telegraph Office; Great Falls, Dispatcher's Office; Clancy, Woodville and Butte.

Derailing Switches.

BENTON—East End Wool House Track

FLOOD—Passing Track

MOXON—East End Passing Track

CORBIN—East End Passing Track

PORTAL—East End Track No. 2

BASIN—East End Industry Track

BERNICE—East end passing track

WILDER—East End Passing Track

B. & M. SIDING—Both Tracks

TRAINS and engines using these tracks must always expect to find above switches set for derail.

Tunnels.

NO. 1—2½ Miles West of Hardy

NO. 2—1 Mile West of Mid Canon

NO. 3—2½ Miles East of Craig

NO. 4—3 Miles East of Mitchell

NO. 5—¾ Miles East of Mitchell

NO. 6—Between Portal and Amazon

NO. 7—2 Miles East of Basin

NO. 8—½ Mile West of Wilder

NO. 9—1¼ Miles West of Wilder

NO. 10—2½ Miles West of Woodville

NO. 11—1½ Miles East of B. & M. Siding

NO. 12—2 Miles West of Teton

NO. 13—½ Mile East of Benton

LIST OF SIDINGS AND SPURS THAT DO NOT APPEAR ON TIME TABLE.						
NAME	LOCATION	SPUR OR SIDING	CAR CAPACITY	SWITCH OPENS	BILLING STATION	
					EAST	WEST
FIRST DISTRICT						
Lippard's	2 Miles E. of Lippard	Spur	4 Cars	West		
Big Sandy Pit	3 Miles E. of Big Sandy	Spur	40 Cars	West	Big Sandy	Big Sandy
SECOND DISTRICT						
Wolf Creek Quarry	1 Mile W. of Wolf Creek	Spur	25 Cars	East	Wolf Creek	Wolf Creek
Kirkendall	1 Mile W. of Montana City	Spur	15 Cars	West	Helena	Clancy
THIRD DISTRICT						
Sand Spur	3 Miles W. of Boulder	Spur	5 Cars	East	Boulder	Basin
Silica	1½ Miles E. of Basin	Spur	10 Cars	East	Boulder	Basin
Blomberg's	3 Miles W. of Bernice	Spur	6 Cars	West	Basin	Elk Park
Spur 5	3 Miles E. of Elk Park	Spur	10 Cars	East	Basin	Elk Park
Spur 8	2 Miles W. of Elk Park	Spur	4 Cars	West	Elk Park	Woodville
NEIHART BRANCH						
Field Spur	1 Mile E. of Field	Spur	10 Cars	West	Great Falls	Great Falls
Stock Yards	1 Mile W. of Armington	Siding	20 Cars		Armington	Armington
Goodman	3 Miles E. of Riceville	Spur	2 Cars	East	Armington	Monarch
Wellwood	4 Miles W. of Monarch	Spur	6 Cars	East	Monarch	Neihart
Benton's	2 Miles E. of Neihart	Spur	3 Cars	West	Neihart	Neihart

HAULING CAPACITY OF DIFFERENT CLASSES OF ENGINES, IN TONS, IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.																																			
DISTRICTS		Rating Grade	CLASS F 8. Nos. 1140-1196 20x32-210 Lbs.				CLASS G 5. Nos. 800-807. 21x34-210 Lbs.				CLASS G 3. Nos. 720-769. 19x32-210 Lbs.				CLASS G 1. Nos. 600-615. 20x26-180 Lbs.				CLASS F 1. Nos. 500-565. 19x26-180 Lbs.				CLASS D 5. Nos. 450-476. 19x26-180 Lbs.				CLASS D 2. Nos. 300-359. 19x24-150 Lbs.								
			1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
			FIRST DISTRICT	Havre to Great Falls.....	0.6																1400	1275	1225	1100	1200	1075	1025	900	1150	1050	1025	925	950	875	800
" " Time Freight.....																		1275	1225	1175	1075	1075	1025	975	875	1050	1000	950	900	875	825	775	700		
	Great Falls to Havre.....	0.6																1600	1450	1375	1250	1400	1275	1225	1100	1350	1225	1175	1050	1100	1000	950	900		
	" " Time Freight.....																	1450	1375	1325	1225	1275	1225	1175	1075	1225	1175	1125	1025	1000	950	900	875		
SECOND DISTRICT	Great Falls to Clancy.....	0.8	1150	1025	975	875	1200	1075	1025	925	1075	975	925	850	975	875	825	750	900	825	775	700													
	" " Time Freight.....		1025	975	925	850	1075	1025	975	900	975	925	900	825	875	825	800	725	825	800	750	675													
	Clancy to Helena.....	1.0	1750	1575	1425	1300	1800	1625	1550	1400	1650	1500	1425	1300	1550	1450	1325	1200	1475	1325	1250	1125													
	Helena to Silver.....	1.0	950	875	825	775	1000	900	850	800	900	825	800	725	775	700	675	600	725	650	625	575													
	Silver to Great Falls.....	0.6	1700	1575	1450	1300	1750	1575	1500	1350	1600	1450	1375	1250	1450	1300	1250	1125	1325	1200	1150	1050													
THIRD DISTRICT	Clancy to Woodville.....	2.2	525	475	450	400	575	525	500	450	525	475	450	425	425	375	350	325																	
	" " Time Freight.....		475	450	425	375	525	500	475	425	475	450	425	400	375	350	325	300																	
	Woodville to Clancy.....	1.0	1150	1025	975	900	1200	1075	1025	950	1080	975	950	925	825	775	750	725																	
FOURTH DISTRICT	Great Falls to Virden.....	1.4																1000	950	900	825	800	750	700	675						600	550	500	425	
	Virden to Great Falls.....	1.0																1100	1050	975	925	900	850	800	750					675	625	575	500		
NEIHART BRANCH	Great Falls to Belt.....	1.5																800	725	700	650	725	650	625	600	700	625	600	575	550	500	475	450		
	Belt to Monarch.....	1.5																														425	400	375	350
	Monarch to Neihart.....	2.5																														200	175	150	125
	Neihart to Wayne.....	1.2																														850	775	750	725
	Wayne to Great Falls.....	1.0																	1500	1350	1300	1200	1350	1225	1175	1125	1300	1200	1150	1100	1100	900	850	825	

EMPTY CARS:—When more than 10 empty cars are hauled in train add 15,000 lbs to actual weight of 100,000 lbs capacity WOODEN ore cars, and 10,000 lbs to actual weight of steel ore and all other empties for wheel friction. No reduction in these ratings shall be made without authority from Chief Dispatcher.

CONDITION OF ENGINES:—Engines leaving terminals, unable to handle these ratings, must be reported by Master Mechanic or Round House Foreman to Chief Dispatcher, who will direct such reduction in rating for such engines as may be warranted.

Engineers unable to handle ratings will wire report to Chief Dispatcher and Master Mechanic over their own signatures stating the cause of the trouble and asking for instructions.

WEATHER RATINGS:—1. 20 degrees or more above zero. 2. Frosty or wet rail, 10 to 20 degrees above zero or strong quartering or head wind. 3. 10 degrees above zero to zero. 4. Zero and below.