

# NORTHERN PACIFIC RAILROAD.

T. F. OAKES, H. C. PAYNE and H. C. ROUSE,  
RECEIVERS.

## MONTANA DIVISION AND BRANCHES.

No. 26 **TIME SCHEDULE** No. 26

TO TAKE EFFECT AT 12:01 A. M.

(MOUNTAIN OR 105th MERIDIAN TIME.)

(One hour slower than Central or 90th Meridian Time.)

**SUNDAY, SEPTEMBER 3d, 1893.**

SUCCEEDING CARDS AS SHOWN WITHIN.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current card, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

M. C. KIMBERLY,  
Gen'l Superintendent.

J. W. KENDRICK,  
Gen'l Manager.

G. W. DICKINSON,  
Ass't Gen'l Superintendent.

T. J. DeLAMERE,  
Supt. Transportation.

MONTANA DIVISION—First District.											
Mountain or 105th Meridian Time, One Hour slower than Central or 90th Meridian Time.											
West Bound.	BUILT 1882 1-15-1883 1883	BUTTE FREIGHT No. 59	WAY FREIGHT No. 57	FREIGHT No. 55	EXPRESS FR'T No. 53	Water, Coal, Scale Tables and Wye	Station Numbers	Time Card No. 26 Sept. 24, 1893 Succeeding No. 25	Distance from Livingston	PACIFIC MAIL No. 1	BUTTE PASS. Pacific Mail Connection No. 7
		Third Class	Third Class	Third Class	Second Class					First Class	First Class
		DAILY	DAILY	DAILY	DAILY					DAILY	DAILY
		De 9.00 P M	De 8.15 A M	De 8.00 P M	De 7.50 P M M 56 & 2	WCSTY	1071	Livingston 4.6	0.0	De 4.20 A M	DAILY
		9.25	7.40	8.25	8.12		1076	Coal Spur 4.4	4.6	F 4.34	
		9.50	7.05	8.50	8.36	W	1080	Hoppers 5.1	9.0	F 4.48	
		10.20 M 60	7.25	4.10 M 58	8.50		1083	Muir 1.2	12.1	F 5.00	
		10.30	7.35	4.20	9.00		1084	West End 0.6	13.3	F 5.08	
		10.35	7.40	4.24	9.04		1085	Timber Line 1.9	13.9	F 6.10	
		10.45	7.55	4.34	9.15		1087	Mountain Side 1.2	15.8	F 5.16	
		10.50	8.05	4.40	9.20		1088	Chestnut 3.1	17.0	F 5.19	
		11.05	8.22	4.55 M 56	9.35 M 60		1092	Gordon 4.7	20.1	F 5.27	
		Ar 11.30 De 11.40 M 54	Ar 8.45 De 9.15	Ar 5.15 De 5.20	Ar 9.55 De 10.00	WCST	1096	Bozeman 4.6	24.8	Ar 5.38 De 5.43	De 5.58 A M
		12.01 A M	9.40	Ar 5.47 M 8 De 6.07 M 2	10.25		1101	Storey 5.1	29.4	F 5.53	F 6.08
		12.21	10.15	6.30	10.50 M 54		1106	Belgrade 5.5	34.5	F 6.04	F 6.19
		12.45	10.45	6.54 M 60	11.15	W	1111	Central Park 3.9	40.0	F 6.15	F 6.30
		1.02	11.05	7.10	11.30		1115	Manhattan 5.4	43.9	F 6.24	F 6.39
		Ar 1.30 A M DAILY See Page 5	11.30 A M M 58	7.35	11.50 P M	W C	1120	Logan 4.0	49.3	6.35	Ar 6.50 A M DAILY See Page 5
			12.05 P M	7.53	12.10 A M	Y	1125	Gallatin 10.2	53.8	F 6.45	
			1.15 M 56	Ar 8.35 De 8.40 M 54	12.55		1135	Magpie 7.4	63.5	F 7.05	
			1.44	9.10	1.25	W	1142	Painted Rock 7.9	70.9	F 7.19	
			2.15	9.45	1.55		1150	Toston 10.9	78.8	F 7.35	
			3.20	10.30	2.35	W C Y	1161	Townsend 3.1	89.7	8.00 M 58	
			Ar 3.42 De 3.47 M 2	10.45	2.50		1164	Bedford 5.4	92.8	F 8.10	
			4.10	11.10	3.15		1170	Vose 5.0	98.2	F 8.26	
			4.30	11.30 P M	3.35		1175	Winston 8.8	103.2	F 8.40	HELENA ACCN. No. 9
			Ar 5.10 De 5.15 M 54	12.10 A M	4.10		1183	Clasoll 6.6	112.0	F 9.00	Second Class DAILY
			5.55	12.40	4.35	S Y	1189	Frickley Pear Junc. 4.5	118.6	9.17 M 56	De 6.10 P M
			Ar 6.25 P M	Ar 1.05 A M	Ar 5.00 M 58	WCSTY	1194	Helena	123.1	Ar 9.30 A M	Ar 6.30 P M
		DAILY	DAILY	DAILY	DAILY					DAILY	DAILY

M—Meet. P—Pass. \*—Trains do not stop for passengers. F—Flag Station. W—Water. C—Coal. S—Scale. T—Table. Y—Wye.

**Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.**

Conductors will register at Livingston, Bozeman, Logan, Frickley Pear Junc. and Helena. and must not pass any registering station, which has telegraph service, without an order or clearance. **Trains must be under perfect control** when approaching switches and also all bluffs where slides are liable to occur.

Reduce speed to ten (10) miles per hour over all truss bridges and high trestles.

No Train will exceed schedule time between Gallatin and Toston without special order.

No Train will exceed schedule time descending mountain grades without special order.

When handling air-brake cars, descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty as well as releasing valves at foot of grades.

All Trains and Engines will reduce speed to five (5) miles per hour while passing through Bozeman Tunnel.

Engineers must see that their head lamps are lit and fires in proper condition before entering the tunnel, so as not to create any more smoke than absolutely necessary.

**Trains take their date from District Terminals.**

**MONTANA DIVISION—First District.**

Mountain or 105th Meridian Time, One Hour slower than Central or 90th Meridian Time.

East Bound.

BOZEMAN PASS Atlantic Mail Connecting <b>No. 8</b>		ATLANTIC MAIL <b>No. 2</b>		Distance from Helena	Time Card No. 26 Sept. 24, 1893 Succeeding No. 25	Capacity of Side Tracks	Telegraph Offices	EXPRESS FRT <b>No. 54</b>		FREIGHT <b>No. 56</b>		WAY FREIGHT <b>No. 58</b>		BOZEMAN FRT <b>No. 60</b>			
First Class		First Class						Second Class		Third Class		Third Class		Third Class		Third Class	
DAILY		DAILY						DAILY		DAILY		DAILY		DAILY		DAILY	
	Ar 7.40 P M	11.53	123.1	Livingston	518	N	Ar 1.45 A M	Ar 7.15 P M	Ar 5.15 P M	Ar 11.30 P M							
	F 7.29		118.5	Coal Spur	19		1.23	6.40	4.50	11.05							
	F 7.19		114.1	Hoppers	20		1.02	6.10	4.27	10.40							
	F 7.10		111.0	Muir	50	N	12.47	5.50	4.10 M 55	10.20 M 59							
	F 7.00		109.8	West End	22		12.37	5.40	3.55	10.10							
	F 6.58		109.2	Timber Line	60	N	12.35	5.35	3.45	10.05							
	F 6.49		107.3	Mountain Side	27		12.24	5.21	3.25	9.55							
	F 6.45		106.1	Chestnut	22		12.18	5.15	3.15	9.50							
	F 6.36		103.0	Gordon	40		12.05 A M	4.55 M 55	2.55	9.35 M 53							
Ar 6.05 P M	De 6.25		98.8	Bozeman	180	N	De 11.45 P M	De 4.30	De 2.30	De 9.00							
	Ar 6.20			Storey	33		Ar 11.40 M 59	Ar 4.25	Ar 2.15	Ar 8.45							
F 5.52 M 55	F 6.07 M 55		93.7	Storey	33		11.15	3.50	1.30	7.55							
F 5.40	F 5.55		88.6	Belgrade	100	D	10.50 M 53	3.25	1.00	7.25							
F 5.27	F 5.42		83.1	Central Park	45		10.25	3.00	12.25	6.54 M 55							
F 5.17	F 5.32		79.2	Manhattan	54	D	10.05	2.40	12.01 P M	6.00							
De 5.05 P M	5.20		73.8	Logan	44	N	9.40	2.15	11.30 A M	De 5.30 P M							
DAILY				Logan	44					DAILY							
	F 5.10		69.8	Sallatin	75		9.20	1.55	10.45								
	F 4.50		59.6	Magpie	65		8.40 M 55	1.15 M 57	10.05								
	F 4.36		52.2	Painted Rock	56		8.10	12.46	9.35								
	F 4.20		44.3	Toston	80	D	7.40	12.15 P M	9.00								
	3.56		33.4	Townsend	85	N	6.55	11.30 A M	De 8.00 M 1								
	F 3.47 M 57		30.3	Bedford	35		6.40	11.15	Ar 7.55	7.35							
	P 3.33		24.9	Vose	35		6.15	10.50	7.10								
ELKHORN PASS. <b>No. 10</b>	F 3.22		19.9	Winston	45	D	5.55	10.30	6.50								
Second Class	F 3.00		11.1	Clascoil	37		5.15 M 57	9.50	6.05								
DAILY				Clascoil	37												
See No. 10 Page 4 Ar 7.35 A M	2.40		4.5	Prickly Pear Junc.	125	N	4.40	De 9.17 M 1	5.30								
De 7.15 A M	De 2.30 P M		0.0	Helena	1000	N	De 4.15 P M	De 8.40 A M	De 5.05 A M								
DAILY	DAILY			Helena	1000					DAILY							

D—Day and N—Night and Day Telegraph Office.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

On mountain grades brakemen must be stationed at their proper places, as per Rule No. 395, and in case of passenger trains ascending mountain grades, a brakeman must invariably be positioned on rear car.

Passengers with tickets are allowed to ride on the rear section of Way Freights. No other freight trains are allowed to carry passengers.

All car doors must be kept closed while in trains.

Trains take their Date from District Terminals.

J. D. FINN, Superintendent,  
Livingston.

ROCKY MOUNTAIN RAILROAD OF MONTANA.																	
West Bound.				Mountain or 105th Meridian Time, One hour slower than Central or 90th Meridian Time.						East Bound.							
BUILT 1883 ↓ 9-16-83	FREIGHT No. 105		PASSENGER No. 101		Water, Coal Scals, Tables and Wye	Station Numbers	Distance from Livingston	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25			Distance from Cinnabar	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 102		FREIGHT No. 106	
	Third Class		First Class					STATIONS		First Class				Third Class			
	SATURDAY ONLY		DAILY					DAILY		SATURDAY ONLY							
	De	7.00 A M	De	8.00 A M	WCSTY	1071	0.0	Livingston	10.1	51.2	518	N	Ar	6.00 P M	Ar	5.30 P M	
		7.40	F	8.20		TB10	10.1	Brisbin	4.4	41.1	6		F	5.40		4.45	
		7.57	F	8.30		TB14	14.5	Trail Creek	5.8	36.7	3		F	5.30		4.20	
		8.18	F	8.48	W	TB20	20.3	Chicory	2.9	30.9	24		F	5.17		3.50	
		8.30	F	8.51		TB23	23.2	Emigrant	7.5	28.0	1		F	5.09		3.80	
	Ar	9.07	101 P	F	9.12 P 105	TB31	30.7	Dalleys	9.8	20.5	12		F	4.48		3.00	
	De	9.17		F	9.42	W	TB41	40.5	Sphinx	10.7	12		F	4.18		2.15	
		10.00			10.14		TB49	49.7	Horr	1.5	25			3.46		1.15	
		10.50						Cinnabar		0.0	50	D	De	3.40 P M	De	12.15 P M	
	Ar	11.05 A M	Ar	10.20 A M	WY	TB51	51.2										
	SATURDAY ONLY		DAILY										DAILY		SATURDAY ONLY		

F—Flag Station. W—Water. C—Coal. S—Scale. T—Table. Y—Wye. D—Day and N—Night and Day Telegraph Office.  
 Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.  
 Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.  
 Conductors will register at Livingston and Cinnabar, and must not pass any registering station, which has telegraph service, without an order or clearance.  
 Trains must not exceed Schedule Time without special orders, and must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.  
 The switch at Livingston will be kept locked for N. P. main track. Conductors and engineers must protect their trains against all trains of Northern Pacific Railroad.  
 Passengers are allowed to ride only on rear section of regular trains.  
 All car doors must be kept closed while in trains.  
 No. 105 has right of track against 106, and No. 101 against No. 102, Livingston to Cinnabar.  
 J. D. FINN, Superintendent, Livingston.

HELENA AND JEFFERSON COUNTY RAILROAD.																
West Bound.				Mountain or 105th Meridian Time, One hour slower than Central or 90th Meridian Time.						East Bound.						
BUILT 1883 ↓ 12-18-83	MIXED No. 65		MIXED No. 66		Water, Coal Scals, Tables and Wye	Station Numbers	Distance from Jefferson	Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25			Distance from Wickes	Capacity of Side Tracks	Telegraph Offices	MIXED No. 66		
	Second Class		Second Class					STATIONS		Second Class						
	DAILY		DAILY					DAILY		DAILY						
	Ar	9.20 A M	Ar	9.20 A M	WCY	TF16	0.0	Jefferson	2.1	4.8	16	D	De	8.35 A M		
		9.10		9.10		TG2	2.1	Corbin	2.7	2.7	70			8.45		
	De	9.00 A M	De	9.00 A M	Y	TG5	4.8	Wickes		0.0	150	D	Ar	8.55 A M		
	DAILY		DAILY										DAILY			

W—Water. C—Coal. Y—Wye. D—Day Telegraph Office.  
 Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.  
 Conductors will register at Jefferson and Wickes, and must not pass any registering station, which has telegraph service, without an order or clearance.  
 Trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.  
 Conductors and engineers must protect their trains and engines against trains and engines of the Helena, Boulder Valley & Butte R. R. at Jefferson.  
 The switch at north end of Jefferson Wye must be kept locked for the Helena, Boulder Valley & Butte main track.  
 When handling air-brake cars, descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty as well as releasing valves at foot of grades.  
 On mountain grades brakemen must be positioned in their proper places, as per Rule No. 395, and in case of passenger trains ascending mountain grades, a brakeman must invariably be positioned on rear car.  
 Passengers are allowed to ride only on rear section of regular trains.  
 All car doors must be kept closed while in trains.  
 J. D. FINN, Superintendent, Livingston.

**HELENA, BOULDER VALLEY & BUTTE RAILROAD.**

West Bound.

Mountain or 105th Meridian Time, One hour slower than Central or 90th Meridian Time.

East Bound.

Common STATIONS WITH GN	BUILT 1883 ↓ 1887 ↓ 12-1-87	FREIGHT No. 63		HELENA ACCOMOD'N No. 9		Water, Coal, Sec. Tables and Wye	Station Numbers	Dist. from P. P. Junc.	Time Card No. 26 Sept. 24, 1883 Succeeding No. 25	Distance from Cabin	Capacity of Side Tracks	Telegraph Service	ELKHORN ACCOMOD'N No. 10		FREIGHT No. 64	
		Third Class		Second Class									Second Class		Third Class	
		SATURDAY ONLY		DAILY									DAILY		SATURDAY ONLY	
				See No. 9 Page 1 Ar 6.00 P M		Y	1189	0.0	Frisky Pear Junc. 1.7	45.4	76	N	De 7.40 A M			
				5.51			TF 1	1.7	Childs 3.6	43.7	6		7.44			
GN				5.39			TF 5	5.3	Montana City 1.9	40.1	9		7.55			
				5.32			TF 7	7.2	Rhorbaugh 2.2	38.2	6		8.01			
				5.25			TF 9	9.4	Halfords 0.8	36.0	15		8.07			
GN				5.22			TF 10	10.2	Clancy 1.0	35.2	28		8.10			
GN				5.17			TF 11	11.2	Alhambra 2.2	34.2	50		8.14			
				5.10			TF 13	13.4	Hartwell 2.2	32.0	8		8.20			
GN				5.00		W C Y	TF 16	15.6	Jefferson 5.0	29.8	16	D	Ar 8.30 De 9.30			
				4.35			TF 21	20.6	Thistle 3.4	24.8	9		9.52			
				4.20			TF 24	24.0	Zenith 4.2	21.4	18		10.08			
GN				3.57		W	TF 29	28.2	Amazon 4.2	17.2	5		10.28			
GN				Ar 1.10 P M		W C Y	TF 33	32.4	Boulder 7.7	13.0	75	D	Ar 10.48 A M DAILY	De 10.50 A M		
				12.40			TF 40	40.1	Cataract 0.9	5.3	16		See No. 10 Page 6	11.20		
				12.35			TF 41	41.0	Basin 2.7	4.4				11.25		
GN				12.15			TF 44	43.7	Red Rock 1.7	1.7				11.45		
				De 12.05 P M		CT	TF 46	45.4	Calvin 1.7	0.0	17			Ar 11.55 A M		
				SATURDAY ONLY										SATURDAY ONLY		

W—Water. C—Coal. T—Table. Y—Wye. D—Day and N—Night and Day Telegraph Office.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Helena, P. P. Junction, Jefferson, Boulder and Calvin, and must not pass any registering station, which has telegraph service, without an order or clearance.

Trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur, and must not exceed ten (10) miles per hour while crossing truss bridges and high trestles.

When handling air-brake cars, descending mountain grades, the retaining valves must be applied. Conductors will be responsible for this duty as well as releasing valves at foot of grades.

Nos. 9 and 10 will not exceed schedule time descending mountain grades, and will reduce speed to twelve (12) miles per hour passing over switches.

The switch at P. P. Junction will be kept locked for N. P. main track, and the north Wye switch at Jefferson for Helena, Boulder Valley & Butte main track.

H., B. V. & B. main line switch will be kept set for Elkhorn Branch at Boulder. On mountain grades brakemen must be stationed in their proper places, as per Rule No. 395, and in case of passenger trains ascending mountain grades, a brakeman must invariably be positioned on rear car.

Passengers are allowed to ride only on rear section of regular trains. All car doors must be kept closed while in trains.

J. D. FINN, Superintendent,  
Livingston.

West Bound.

NORTHERN PACIFIC & MONTANA RAILROAD.—Second District.  
Mountain or 105th Meridian Time, One hour slower than Central or 90th Meridian Time.

East Bound.

Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25	Distance from Butte	Capacity Side Track	Telegraph Office	BOZEMAN PASSENGER AND FREIGHT No. 8		BOZEMAN FREIGHT No. 60	
				First Class	Third Class	First Class	Third Class
				DAILY	DAILY	DAILY	DAILY
STATIONS							
Logan 5.5	70.7	150	N	See Page 2 Ar 5.00 P M	See Page 2 Ar 5.25 P M		
Three Forks 6.9	65.2	70	D	F 4.51 P 60	Ar 4.56 P 60		
Willow Creek 6.8	58.3	45		F 4.40	Ar 4.46		
Sappington 7.7	51.5	60	D	4.28			
Lime Spur 4.4	43.8	24		F 4.15			
Jefferson Island 7.0	39.4	30		F 4.07			
Whitehall 6.8	32.4	100	D	3.50	De 2.20		
Pipestone 5.9	25.6	28		F 3.34	Ar 2.00		
Omson's Spur 2.7	19.7	10		F 3.17			
Beef Straight 2.0	17.0	15		F 3.08			
Lumber Spur 3.4	15.0	6		F 3.03			
Lewis Spur 1.5	11.6	20		F 2.53			
Homestake Tunnel 0.4	10.0	30	D	F 2.47			
Highview 7.2	9.6	28		F 2.45			
East Butte 0.9	2.4						
M. U. Transfer 1.5	1.5	100		* 2.80			
Butte	0.0	800	N	2.14 P M	11.00 A M		

M—Meet. P—Pass. \*—Trains do not stop for passengers. F—Flag Station. W—Water. C—Coal. S—Scale. T—Table. Y—Wye. D—Day and N—Night and Day Telegraph Office.  
Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Logan, Sappington, Whitehall and Butte, and must not pass any registering station, which has telegraph service, without an order or clearance.  
Trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

All trains and engines must reduce speed to ten (10) miles per hour over all truss bridges and high trestles.

Trains will not exceed schedule time descending mountain grades without a special order.  
When handling air-brake cars, descending mountain grades, the retaining valves must be applied.  
Conductors will be held responsible for this duty as well as releasing valves at foot of grades.

On mountain grades brakemen must be stationed in their proper places, as per Rule No. 395, and in case of passenger trains ascending mountain grades, a brakeman must invariably be positioned on rear car.

All trains and engines must come to a Full Stop before passing over Montana Central Railway Crossing in Butte yard.

Switches at Logan will be kept locked for N. P. main track. Switches at Sappington will be kept locked for N. P. & M. main track.

No freights will be allowed to carry passengers.  
All car doors must be closed while in trains.

J. D. FINN, Superintendent,  
Livingston.

West Bound.		NORTHERN PACIFIC & MONTANA RAILROAD.—Red Bluff and Pony Branches.										East Bound.							
BUILT		MIXED No. 113		MIXED No. 109		Water, Coal, Switch, Tables and Wyes		Station Numbers		Distance		Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25		MIXED No. 110		MIXED No. 114			
1890		Second Class THURSDAY ONLY		Second Class THURSDAY ONLY								Distance		Capacity of Side Tracks		Second Class THURSDAY ONLY		Second Class THURSDAY ONLY	
				Ar 7.05 A M		W C Y		TD 19		0.0									
				De 6.25 A M		Y		TE 9		9.5		20.6		80		De 3.05 A M			
				Ar 5.25 A M		Y		TE 20		20.6		11.1		64		De 3.45 A M			
				De 4.40 A M		Y		TE 20		20.6		0.0		62		De 4.30 A M			
7-10-90		Ar 6.25 A M				Y		TE 9		0.0		6.3		64				De 5.25 A M	
		De 6.00 A M				C T		TF 6		6.3		0.0		62				Ar 5.50 A M	
		THURSDAY ONLY		THURSDAY ONLY												THURSDAY ONLY		THURSDAY ONLY	

D—Day Telegraph Office. W—Water. C—Coal. T—Table. Y—Wye.  
 Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.  
 Conductors will register at Sappington and Pony, and will not pass any registering station, which has telegraph service, without an order of clearance. Passengers will be carried only on rear ends of regular trains.  
 Trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur. All car doors must be kept closed while in motion.  
 Switches at Sappington will be kept locked for N. P. & M. main track.

West Bound.		NORTHERN PACIFIC & MONTANA RAILROAD.—ELKHORN BRANCH										East Bound.			
BUILT		HELENA ACC. No. 9		Water, Coal, Switch, Tables and Wyes		Station Numbers		Distance from Boulder		Time Card No. 26 Sept. 3d, 1893 Succeeding No. 25		ELKHORN ACC. No. 10		A BANDONED 1935	
1889		Second Class DAILY								Distance from Elkhorn		Second Class DAILY			
		Ar 3.35 P M		W C Y		TF 33		0.0		20.4		75		De 10.50 A M	
		3.20		TH 3		3.6		16.8		11.4		95		11.05	
		3.00		TH 9		9.0		5.4		4.6		20		11.25	
		2.30		TH 16		15.8		6.8		0.0		45		11.55 A M	
7-10-1890		De 2.00 P M		W C T		TH 20		20.4		4.6		20		11.55 A M	
		DAILY								4.6		20		12.30 P M	
		DAILY								0.0		45		DAILY	

W—Water. C—Coal. T—Table. Y—Wye. D—Day Telegraph Office.  
 Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.  
 Conductors will register at Elkhorn and Boulder, and will not pass any registering station, which has telegraph service, without an order of clearance. When handling air-brake cars, descending mountain grades, the retaining valves must be applied. Conductors will be responsible for this duty as well as for the opening valves at foot of grades.  
 Trains descending mountain must not exceed scheduled time. Passengers will be carried only on rear ends of regular trains.  
 H. & B. V. main line switch will be kept set for Elkhorn. All car doors must be kept closed while in motion.  
 J. D. FINN, Superintendent,  
 Livingston.

**AUTHORIZED SURGEONS, MONTANA DIVISION**  
 LOCATION OF STRETCHER (S)  
 DR. J. J. [Name], Chief Surgeon W. D., Missoula.  
 DR. R. D. [Name], Livingston (S).  
 DR. R. M. [Name], FOOT, Bozeman (S).  
 DR. T. J. MURRAY, Butte (S).  
 DR. WM. C. RIDDELL, Helena (S).  
 DR. W. TREACY, Helena (S).  
**NOTE.**  
 Surgeons will attend, when called upon officially, all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to furnish medical service to the locality or town where a surgeon resides; unless some urgent necessity requires for which distinct official authority must be had in accordance with established regulations. The first authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the surgeon should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railroad Company or of the Association after such surgeon is able to assume charge of the case. Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury occurring in the charge of duty.

