

# NORTHERN PACIFIC RAILROAD.

## MONTANA DIVISION AND BRANCHES.

No. 25 | TIME SCHEDULE | No. 25

TO TAKE EFFECT AT 11:59 P. M.

(MOUNTAIN OR 105th MERIDIAN TIME.)

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

### SUNDAY, JUNE 4th, 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,

W. S. MELLEN,  
Gen'l Manager.

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

T. J. DeLAMERE,  
Supt. Transportation.

**MONTANA DIVISION—First District.**

**West Bound.**

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

BUTTE FREIGHT No. 59	WAY FREIGHT No. 57	FREIGHT No. 55	EXPRESS FR'T No. 53	Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Card No. 25 June 4th, 1903 Succeeding No. 24A	Distance Livingston	PACIFIC MAIL No. 1	PACIFIC EX. VIA BUTTE No. 3	PACIFIC EX. VIA HELENA No. 5	BUTTE PASS. Pacific Mail Connection No. 7
Third Class DAILY	Third Class DAILY	Third Class DAILY	Second Class DAILY			STATIONS		First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY
De 9:00 P M M 56 9:30 M 60	De 5:00 A M 5:25 5:50	De 11:15 A M 11:40 A M 12:05 P M	De 7:45 P M 8:10 M 56 8:35 8:50 M 60	WCTSV	1071	Livingston 0.0		De 5:25 P M 58	De 9:10 A M		
10:00	6:10	12:25	9:00	W	1080	Coal Spur 4.4	* 5:35	F 9:20			
10:20	6:29	12:35	9:04		1083	Hoppers 3.1	* 5:48	F 9:33			
10:30	6:30	12:40	9:15		1084	Muir 1.2	* 6:00 M 4	F 9:45			
10:35	6:40	12:50	9:20		1085	West End 0.6	* 6:06	F 9:51			
10:45	6:50	1:00	9:35		1087	Timber Line 1.9	* 6:08	F 9:53			
10:50	7:05	1:12	9:45		1088	Mountain Side 1.2	* 6:14	F 9:59			
11:05			10:00		1092	Chestnut 3.1	* 6:17	F 10:02			
			10:35			Gordon 4.7	* 6:24 M 56	F 10:09			
Ar 11:30 De 11:40 P M 54	Ar 7:30 De 8:00	Ar 1:35 M 58 De 1:45 M 8	Ar 9:55 De 10:00	WCST	1096	Bozeman 4.6	24.8 De 6:40	Ar 6:35 De 10:25	Ar 10:20 De 10:49 A M	De 10:49 A M	De 6:55 P M
12:01 A M	8:30	2:10	10:23		1104	Storey 5.1	29.1 * 6:48 M 60	F 10:35	F 10:50	F 7:02 M 60	
12:21	9:00	2:35	10:45 M 54		1106	Belgrade 5.5	34.5 * 6:57	F 10:46	F 11:01	F 7:12	
12:45	9:25	3:00	11:10	W	1111	Central Park 3.9	40.0 * 7:07	F 10:57	F 11:12	F 7:22	
1:02	9:45	3:20 M 56	11:25		1115	Manhattan 5.4	43.9 * 7:15	F 11:05	F 11:20	F 7:30	
Ar 1:25 AM M 2 DAILY	10:15	Ar 3:45 De 3:50 M 6 & 1	11:45 P M	WC	1120	Logan 4.0	49.3 7:25	Ar 11:15 AM M 58 DAILY	11:30 M 58	Ar 7:40 P M DAILY	
See Page 5	10:35 M 58	4:05	12:05 A M	Y	1125	Gallatin 10.2	59.3 * 7:33	See Page 5	F 11:40	See Page 5	
	11:20	4:45	Ar 12:55 De 1:00 M 2		1135	Magpie 7.4	63.5 * 7:53		F 11:50 A M		
	11:50 A M	5:14	1:27	W	1142	Painted Rock 7.9	70.9 * 8:08 M 54		F 12:15 P M		
	Ar 12:27 P M 51 De 12:37 M 56	5:45	1:53		1150	Toston 10.9	78.8 * 8:25		F 12:32 M 56 P 57		
	1:30	Ar 6:30 De 6:35 M 54	2:35	W-C-Y	1161	Townsend 3.1	89.7 F 8:45		12:55		
HELENA and H.A.L.C.	Ar 1:55 De 2:00 M 6	6:50	2:50		1164	Bedford 5.4	92.8 * 8:53		F 1:03		
FREIGHT No. 61	2:25	7:15	3:15		1170	Vose 5.0	98.2 * 9:00		F 1:15		
Third Class DAILY	2:45	7:35	3:35		1175	Winston 8.8	103.2 * 9:22		F 1:25 M 6		
De 4:35 P M M 54	Ar 4:30 De 5:05 M 54 P 1	9:00	4:35	S Y	1189	Clasoff 6.6	112.0 * 9:38		F 1:43		
Ar 4:55 P M	Ar 5:25 P M	Ar 9:30 P M	Ar 5:00 AM M 58	WCSTV	1194	Prickley Pear Junc. 4.5	118.6 9:50		F 1:55		
DAILY	DAILY	DAILY	DAILY			Helena	123.1 Ar 10:00 P M		Ar 2:05 P M	Ar 5:15 P M	

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, Prickly 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.

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.**

HELENA ACCN.  
No. 9

Second Class  
DAILY

De 5:00 P M  
P 57 M 51

Ar 5:15 P M

**MONTANA DIVISION—First District.**

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

East Bound.

BOZEMAN PASS No. 8	ATLANTIC EX. Via Helena No. 6	ATLANTIC EX. Via Butte No. 4	ATLANTIC MAIL No. 2	Distance from Helena	Time Card No. 25 June 4th, 1893 Succeeding No. 24A	Capacity of Side Tracks	Telegraph Office	EXPRESS FR'T No. 54	FREIGHT No. 56	WAY FREIGHT No. 58	BUTTE FREIGHT No. 60
First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY		STATIONS			Second Class DAILY	Third Class DAILY	Third Class DAILY	Third Class DAILY
		Ar 6.30 P M	Ar 3.35 A M	123.1	Livingston 4.6	518	N	Ar 1.45 A M	Ar 8.40 P M 59	Ar 5.15 P M 11	Ar 10.00 P M
		F 6.15	* 3.24	118.5	Coal Spur 4.4	19		1.20	De 8.10 M 53	4.30	9.30 M 59
		F 6.00	* 3.14	114.1	Hoppers 3.1	20		12.57	Ar 8.05	4.00	9.05
		F 6.00 M 1	* 3.05	111.0	Muir 1.2	50	N	12.42	7.10	3.40	De 8.50 M 53
		F 5.50	* 2.58	109.8	West End 0.6	22		12.32	7.00	3.30	Ar 8.45
		F 5.48	* 2.56	109.2	Timber Line 1.9	60	N	12.30	6.55	3.25	8.30
		F 5.39	* 2.48	107.3	Mountain Side 1.2	27		12.20	6.45	3.10	8.20
		F 5.35	* 2.46	106.1	Chestnut 3.1	22		12.15	6.40	3.00	8.15
		F 5.25	* 2.38	103.0	Gordon 4.7	40		12.01 A M	De 6.24 M 1	2.40	8.00
Ar 1.45 P M 55	Ar 4.50 P M	De 5.10 Ar 5.05	De 2.27 Ar 2.22	98.3	Bozeman 4.6	180	N	De 11.10 P M 59 Ar 11.35	De 5.55 Ar 5.50	De 2.15 Ar 1.40 P M 58 & 8	De 7.35 Ar 7.30
F 1.32	F 4.37	F 4.32	* 2.10	93.7	Storey 5.1	33		11.10	5.10	1.05	De 7.05 M 7 Ar 6.45 M 1
F 1.20	F 4.25 P 56	F 4.40 P 56	* 2.00	88.6	Belgrade 5.7	100	N	10.45 M 53	De 4.45 G & 4 P Ar 4.20	12.40	6.22
F 1.06	F 4.12	F 4.27	* 1.49	83.1	Central Park 3.9	45		10.20	3.45	12.15 P M	6.00
F 12.57	F 4.02	F 4.17	* 1.42	79.2	Manhattan 5.4	54	D	10.00	3.20 M 55	11.55 A M	5.42
De 12.45 P M DAILY	F 3.50 M 55	De 4.05 P M 55 DAILY	* 1.30 M 59	73.8	Logan 4.0	44	N	9.35	2.40	De 11.30 M 3 & 5 Ar 11.00	De 5.20 P M DAILY
	F 3.40		* 1.20	69.8	Gallatin 10.2	75		9.15	2.20	10.35 M 57	
	F 3.17		* 1.00 M 53	59.6	Maggie 7.4	65		8.35	1.35	9.50	
	F 3.00		* 12.46	52.2	Painted Rock 7.9	56		De 8.08 M 1 Ar 8.03	1.65	9.20	
	F 2.40		* 12.30	44.3	Toston 10.9	80	D	7.30	De 12.32 M 57 & 5 Ar 12.27 P M	8.45	
	2.10		F 12.08 A M	33.4	Townsend 3.1	85	N	6.35 M 55	11.25 A M	7.50	
	F 2.00 M 57		* 11.58 P M	30.3	Bedford 5.4	35		6.20	11.10	7.35	
	F 1.42		* 11.48	24.9	Vose 5.0	35		6.02	10.45	7.10	
	F 1.25 M 5		* 11.40	19.9	Winston 8.8	45	D	5.45	10.25	6.50	
	F 1.05		* 11.18	11.1	Clasoil 6.0	37		5.05	9.40	6.05	
	12.50		11.05	4.5	Prickly Pear June. 4.5	125	N	4.35 M 51 & 2	9.05	5.30	
See No. 10 Page 4 Ar 7.35 A M De 7.20 A M	De 12.40 P M		De 10.55 P M	0.0	Helena	1000	N	De 4.15 P M	De 8.40 A M	De 5.05 A M 13	De 6.20 A M
DAILY	DAILY		DAILY					DAILY	DAILY	DAILY	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.

No. 4 will take siding at meeting point with No. 1.

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.

FREIGHT No. 105		PASSENGER No. 103		Water, Coal, Scalers, Tables and Wyes	Station Numbers	Distance from Livingston	Time Card No. 25 June 4th, 1893 Succeeding No. 24A			Distance from Cinnabar	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 104		FREIGHT No. 106	
Third Class DAILY TUE., THUR. & SAT.		First Class DAILY					STATIONS						First Class DAILY		Third Class DAILY TUE., THUR. & SAT.	
De	7.10 A M	De	9.15 A M	WCSTY	1071	0.0	Livingston	51.2	518	N	Ar	5.10 P M	Ar	6.10 P M		
	7.50	F	9.32		TB10	10.1	Brishin	41.1	6		F	4.53		5.25		
	8.07	P	9.38		TB14	14.5	Trail Creek	36.7	3		F	4.47		5.05		
	8.28	F	9.48	W	TB20	20.3	Chicory	30.9	24		F	4.37 P 106	De	4.42 104 P		
	8.40	F	9.53		TB23	23.2	Emigrant	28.0	1		F	4.32	Ar	4.32		
	9.10	F	10.10		TB31	30.7	Daileys	20.5	12		F	4.15		4.15		
	9.50	F	10.37	W	TB41	40.5	Sphinx	10.7	12		F	3.48		3.90		
	10.50		11.05		TB40	40.7	Horr	1.5	25			3.20		2.00		
Ar	11.05 A M	Ar	11.10 A M	WY	TB51	51.2	Cinnabar	0.0	50	D	De	3.15 P M	De	12.30 P M		
TUE., THUR. & SAT.		DAILY										DAILY		TUE., THUR. & SAT.		

F—Flag Station. W—Water. C—Coal. S—Scaler. 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. 103 against No. 101, 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.

MIXED No. 65		Water, Coal, Scalers and Wyes	Station Numbers	Distance from Jefferson	Time Card No. 25 June 4th, 1893 Succeeding No. 24A			Distance from Wickes	Capacity of Side Tracks	Telegraph Offices	MIXED No. 66	
Second Class DAILY					STATIONS						Second Class DAILY	
Ar	2.40 P M	WCY	TF 16	0.0	Jefferson			4.8	16	D	De	8.35 A M
	2.30		TG2	2.1	Corbin			2.7	70			8.45
De	2.20 P M	Y	TG5	4.8	Wickes			0.0	150	D	Ar	8.55 A M
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 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.

## HELENA, BOULDER VALLEY & BUTTE RAILROAD.

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

West Bound.

East Bound.

FREIGHT No. 63	H. B. V. & B. FREIGHT No. 61	HELENA ACCOMOD'N No. 9	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from P. P. June.	Time Card No. 25 June 4th, 1893 Succeeding No. 24 A	Distance from Calvin	Capacity of Side Tracks	Telegraph Offices	ELKHORN ACCOMOD'N No. 10		H. B. V. & B. FREIGHT No. 62		FREIGHT No. 64	
										Second Class		Second Class		Third Class	
										DAILY		DAILY		TUE., THUR. & SAT.	
	See No. 61 Page 1 Ar 4.20 P M	See No. 9 Page 1 Ar 4.55 P M	Y	1189	0.0	Prickly Pear June.	45.4	76	N	De 7.40 A M	De 6.50 A M				
	4.05	4.51		TF 1	1.7	Childs	43.7	6		7.44	6.56				
	3.45	4.40		TF 5	5.3	Montana City	40.1	9		7.55	7.15				
	3.35	4.34		TF 7	7.2	Rhocbaugh	38.2	6		8.01	7.23				
	3.25	4.28		TF 9	9.4	Halfords	36.0	15		8.07	7.31				
	3.20	4.25		TF 10	10.2	Claney	35.2	28		8.10	7.34				
	3.10	4.21		TF 11	11.2	Alhambra	34.2	50		8.14	7.40				
	3.00	4.15		TF 13	13.4	Hartwell	32.0	8		8.20	7.50				
	De 2.45 P M	4.05	W C Y	TF 16	15.6	Jefferson	29.8	16	D	8.30	Ar 8.05 A M				
	DAILY	3.30		TF 21	20.6	Thistle	24.8	9		8.53	DAILY				
		3.18		TF 24	24.0	Zenith	21.4	18		9.09					
		2.55	W	TF 29	28.2	Amazon	17.2	5		9.29					
	Ar 12.10 P M	De 2.35 P M	W C Y	TF 33	32.4	Boulder	13.0	75	D	Ar 9.47 A M			De 9.50 A M		
	11.40 A M	DAILY		TF 40	40.1	Cataract	5.3	16		DAILY			10.20		
	11.35			TF 41	41.0	Basin	4.4			See No. 10 Page G			10.25		
	11.15			TF 44	43.7	Red Rock	1.7						10.45		
	De 11.05 A M		C T	TF 46	45.4	Calvin	0.0	17					Ar 10.55 A M		
	TUE., THUR. & SAT.													TUE., THUR. & SAT.	

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. 295, 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.**

**NORTHERN PACIFIC & MONTANA RAILROAD.—Second District.**

**West Bound.**

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

**East Bound.**

MIXED No. 109	BUTTE FREIGHT No. 59	BUTTE PASSENGER No. 7	ISAPIC EXPRESS No. 3	Water, Coal, Scales, Tables and Ways	Station Numbers	Distance from Logan	Time Card No. 25 June 4th, 1893 Succeeding No. 24A		Distance from Butte	Capacity of Side Tracks	Telegraph Offices	ATLANTIC EXPRESS No. 4	BOZEMAN PASSENGER No. 8	BUTTE FREIGHT No. 60	MIXED No. 110
							First Class	First Class				Third Class	Sec'd Class		
	Third Class DAILY	First Class DAILY	First Class DAILY				<b>STATIONS</b>					First Class DAILY	First Class DAILY	Third Class DAILY	Sec'd Class Mon. Wed. & Fri.
	De 1.35 A M	De 7.45 P M	De 11.20 A M		WCST	1120	0.0	Logan	70.7	150	N	See Page 2 Ar 4.00 P M	See Page 2 Ar 12.40 P M	See Page 2 Ar 5.15 P M	
	2.00	F 7.56	F 11.29			TD 5	5.5	Three Forks	65.2	70	D	F 3.47	F 12.26	4.55	
	2.30	F 8.12	* 11.40			TD 13	12.4	Willow Creek	58.8	45	*	3.30	F 12.08 P M	4.30	See Page 6
	De 4.10 P M M60	3.00	8.30	11.52 A M M 8	WCY	TD 19	19.2	Sappington	51.5	60	D	3.13	De 11.52 A M Ar 11.40	4.05 M 109	Ar 11.25 A M Sec 3
	4.45	3.35	F 8.48	* 12.05 P M		TD 27	26.9	Lime Spur	43.8	24	*	2.56	F 11.19	3.15	10.50
	5.05	3.55	F 8.58	* 12.13		TD 31	31.3	Jefferson Island	39.4	30	*	2.46 P 60	F 11.05	De 2.51 P Ar 2.41	10.30
	5.45	Ar 4.30 De 5.30	9.15	12.30	WCY	TD 38	38.3	Whitehall	32.4	100	D	2.30	10.45	De 1.45 Ar 1.25	10.00
	6.15	6.10	9.35	* 12.48 M60		TD 45	45.1	Pipestone	25.6	28	*	2.13	10.23	De 12.48 M 3 Ar 12.42	9.25
	6.45	6.45	F 9.55	* 1.04		TD 50	51.0	Omsons Spur	19.7	10	*	1.57	F 10.05	12.15	8.57
	7.00	7.05	F 10.05	* 1.40		TD 54	53.7	Beef Straight	17.0	15	*	1.51	F 9.57	12.03 P M	8.45
	7.13	7.20	F 10.14	* 1.15		TD 55	55.7	Lumber Spur	15.0	6	*	1.46	F 9.50	11.53 A M	8.35
	7.30	7.45	F 10.25	* 1.23		TD 59	59.1	Lewis Spur	11.6	20	*	1.38	F 9.42	11.39	8.20
	7.45	7.55	F 10.30	* 1.28	W	TD 60	60.7	Homestake Tunnel	10.0	30	D	1.32	9.37	11.30	8.10
	7.50	Ar 8.00 De 8.05 M 100	F 10.32	1.30 M 4		TD 61	61.1	Highview	9.6	28	*	1.30 M 3	* 9.35	11.25	8.05 M 72
						TD 68	68.3	East Butte	2.4						
	8.30	8.45	* 11.00	Ar 2.00 P M DAILY		TD 70	69.2	M. U. Transfer	1.5	100		De 12.40 P M DAILY	* 9.05	10.40	7.20
	Ar 8.40 P M	Ar 8.55 M 100	Ar 11.05 P M		WCST	TD 71	70.7	Butte	0.0	300	N		De 9.00 M 100	De 10.30 A M	De 7.15 A M
	Mon. Wed. & Fri.	DAILY	DAILY										DAILY	DAILY	Mon. Wed. & Fri.

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.

Full-faced 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. Nos. 3 and 4 will register at M. U. Transfer.

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.

When Nos. 3 and 4 meet at "Beef Straight," No. 4 will take siding.

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.**

NORTHERN PACIFIC & MONTANA RAILROAD.—Red Bluff and Pony Branches.															
West Bound.					East Bound.										
Mountain or 105th Meridian Time, One hour slower than Central or 90th Meridian Time.															
MIXED No. 113		MIXED No. 109		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance	Time Card No. 25 June 4th, 1893 Succeeding No. 24 A		Distance	Capacity of Side Tracks	Telegraph Offices	MIXED No. 110		MIXED No. 114	
Second Class		Second Class					STATIONS					Second Class		Second Class	
MON. WED. & FRI.		MON. WED. & FRI.										MON. WED. & FRI.		MON. WED. & FRI.	
			See Page 5	W C Y	TD 19	0.0	Sappington	9.5	20.6	60	D	De	11.55 A M		
			Ar 4.05 P M	Y	TE 9	9.5	Harrison	11.1	11.1	64			12.35 P M		
			Ar 2.25	Y	TE 20	20.6	Norris		0.0	62	D	Ar	1.20 P M		
			De 1.10 P M												
			Ar 3.25 P M	Y	TE 9	0.0	Harrison	6.3	6.3	64			De	2.25 P M	
			De 3.00 P M	C T	TF 6	6.3	Pony		0.0	62	D		Ar	2.50 P M	
MON. WED. & FRI.		MON. WED. & FRI.										MON. WED. & FRI.		MON. WED. & FRI.	

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 or clearance.  
Trains must be under perfect control when approaching switches, also all hauls where slides are liable to occur.  
Switches at Sappington will be kept locked for S. P. & M. main track.

Passengers will be carried only on rear section of regular trains.  
All car doors must be kept closed while in trains.

NORTHERN PACIFIC & MONTANA RAILROAD.—ELKHORN BRANCH.											
West Bound.					East Bound.						
Mountain or 105th Meridian Time, One hour slower than Central or 90th Meridian Time.											
HELENA ACC. No. 9		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Boulder	Time Card No. 25 June 4th, 1893 Succeeding No. 24 A		Distance from Elkhorn	Capacity of Side Tracks	Telegraph Offices	ELKHORN ACC. No. 10	
Second Class					STATIONS					Second Class	
DAILY										DAILY	
		W C Y	TF 23	0.0	Boulder	3.6	20.4	75	D	De	9.17 A M
			TH 3	3.6	Hot Springs	5.4	16.8				9.57
			TH 9	9.0	Pinn	8.8	11.4	95			10.12
			TH 16	15.8	Queen Sliding	4.6	4.6	20			10.42
		W C T	TH 20	20.4	Elkhorn		0.0	45	D	Ar	11.15 A M
DAILY										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 must not pass any registering station, which has telegraph service, without an order or clearance.  
Trains descending mountain must not exceed schedule time.  
H. & R. V. main line switch will be kept set for Elkhorn Branch at Boulder.

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.  
Passengers will be carried only on rear section of regular trains.  
All car doors must be kept closed while in trains.

J. D. FINN, Superintendent,  
Livingston.

### AUTHORIZED SURGEONS, MONTANA DIVISION.

#### LOCATION OF STRETCHER (S).

DR. W. COURTNEY, Chief Surgeon B. D., Brainerd.  
DR. R. D. ALTON, Livingston (S).  
DR. R. M. WHITEFOOT, Bozeman (S).

DR. T. J. MURRAY, Butte (S).  
DR. W. C. RIDDELL, Elkhorn (S).  
DR. W. TREACY, Helena (S).

#### NOTE.

Surgeons will attend, when called upon officially, for all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides; unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railroad Officials are required to call on the nearest 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 any 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 case 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 discharge of duty.