

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 36A TABLE

In Effect at 12:01 A. M. Mountain or 105th Meridian Time.

FRIDAY, JUNE 14th, 1912.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

G. A. GOODELL,
General Manager.

J. M. RAPELJE,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

B. O. JOHNSON,
Superintendent

WESTWARD

FIRST SUB-DIVISION.
(MAIN LINE)

THIRD CLASS			SECOND CLASS			FIRST CLASS							
817	651	605	603	1	3	5	41	43	165	167	177	241	311
Way Freight	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger	G. N. Passenger	C. B. & Q. Passenger
Tuesday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY	DAILY	EXCEPT SUNDAY
L 7.10 AM 811-42	L 12.20 PM 5	A 3.10 AM	L 8.20 AM 11-27 AM 165-168	L 11.00 AM 168	L 1.08 AM	L 11.40 AM	L 8.15 PM 178	L 6.30 AM	L 9.15 AM	L 4.10 PM 242	L 7.00 AM 603	L 8.00 AM	L 7.00 AM 603
s 7.50	1.00		12.07 PM	11.15	1.28	11.54 AM	8.29	6.44	s 9.30	s 4.27	f 7.17	8.15	7.15
s 8.10	1.20		12.34	11.21	1.29	12.03 PM	8.38	A 6.50 AM	f 9.38	f 4.37	f 7.27	A 8.25 AM	7.23
s 8.35	1.40		12.59	11.27		12.10	s 8.45		A 9.45 AM s 6-603	A 4.45 PM s 602	A 7.35 AM		A 7.30 AM 817
f 8.48 6	1.51		1.10	11.39		12.26	f 9.01						
s 9.15 10.00	2.20 602		1.34	11.46		12.34	f 9.10						
s 10.25	2.40		1.55 602	11.54		12.43	9.19						
s 10.40	2.55 818		2.10	11.58 AM		12.49	9.24						
f 11.00	3.15		2.30 818	12.07 PM	s 2.20	12.59	s 9.35						
s 11.15	3.39		2.46	12.15	2.29	1.08	9.46						
s 11.35	3.47		3.07	12.21	2.36	1.15	9.53						
f 11.50 AM	4.00		3.20	12.28	2.44	1.24 602	10.01						
s 12.04 PM 12.20 602-313	4.18		3.40	12.35	2.51	1.31	10.09						
f 12.45	4.36		4.00	12.44	3.01	1.40 818	10.18						
s 1.05 1.40 1	4.59		4.25	12.49	3.09	1.46	10.25						
f 2.05	5.25		4.51	12.56	3.19	1.56	10.33						
f 2.36 5	5.45		5.10	1.07	3.80	2.05	10.43						
s 3.06	6.10		5.35	1.15	3.42	2.17	s 10.55						
s 3.35	6.40		6.00	1.24	3.53	2.28	11.07						
s 4.17 4	7.15		6.30	1.32	4.03	2.36 817	11.15						
A 4.45 PM	7.40 PM		7.00 PM	1.41	4.13	2.47	s 11.25						
Tuesday Thursday Saturday	DAILY	DAILY	DAILY	1.51	4.27	2.59	11.36						
9.35	7.20	1.00	11.40	2.02	4.38	3.13	11.50 PM						
10.6	14.3	15.2	9.9	2.02	4.38	3.13	11.50 PM						
				2.15 PM	4.53 AM	8.25 PM	12.05 AM						
				DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY	DAILY	EXCEPT SUNDAY
				3.15	3.45	3.45	3.50	.20	.30	.35	.35	.25	.30
				35.6	30.8	30.8	30.8	36.0	30.4	26.0	26.0	28.8	30.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

DOUBLE TRACK BETWEEN BILLINGS AND LAUREL. SEE SPECIAL RULES PAGE 5. AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS.

REGISTERING AND BULLETIN STATIONS—Billings; Laurel Yard; Livingston.
LAP SIDINGS—Park City, Reed Point, Grey Cliff, Big Timber Springdale, and Mission. Trains taking siding will head in at lap.
STANDARD CLOCKS—Billings, Laurel and Livingston.
DERAIL SWITCHES—See page 8.
YARD LIMITS—Billings, Laurel, Columbus, Grey Cliff, Big Timber, Livingston.
Trains Nos. 817 and 818, may carry male passengers.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
At Columbus, South siding will be used by eastward trains and North siding by westward trains.

Sixth Sub-Division Trains Nos. 503 and 504 will be moved by train orders between Livingston and Mission.
No. 504 leaves Livingston 9.00 a. m. No. 503 arrives Livingston 3.00 p. m.
Enginemen will not be required to consult register except at initial or starting point. See rule 83a.

J R T H

FIRST CLASS										STATIONS.			SECOND CLASS				THIRD CLASS		
312	242	178	168	166	44	42	6	4	2	Station Numbers	Distances from Billings	STATIONS.	Distances from Livingston	Car Capacity of Sidings	602	818			
C. B. & Q. Passenger	G. N. Passenger	Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger	Passenger	Water, Fuel Scales, Turn and Wyes		Telegraph Offices and Calls			Freight	Way Freight			
EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	Monday Wednesday Friday			
A 5.45PM	A 4.20PM	A 8.05PM	A 11.05AM	A 6.00PM	A 6.35PM	A 7.25AM	A 9.55AM	A 7.12PM	A 4.55AM	WCO TY 956	0.0	..... BILLINGS..... DN	115.7	Yard	A 6.30PM				
5.27	4.08	f 7.49	s 10.49	s 5.44	6.18	7.09	9.39	6.58	4.40	964	7.0	..... VEGEN..... P	108.1	170	6.03				
5.18	L 3.55PM	f 7.41	f 10.41	f 5.36	L 6.10PM	7.02	9.31	6.45	4.32	968	12.1	GN..... G. N. Junction..... DN	103.6		5.50				
L 5.10PM		L 7.35PM	L 10.35AM	L 5.30PM	s 6.55	s 9.25	6.40	4.28	4.28	WCO TY 972	15.3	KD..... LAUREL..... DN	100.4	Yard	A 6.00PM				
					s 6.42	s 9.10	6.29	4.17	4.17	979	23.0	RK..... PARK CITY..... DN	92.7	150	8.31				
					6.34	f 9.01	6.22	4.10	4.10	W 983	27.5	..... YOUNG'S POINT..... P	88.2	85	8.12				
					6.26	f 8.53	6.15	4.03	4.03	989	32.1	..... RAPIDS..... P	83.6	85	2.53				
					6.22	8.48	6.11	3.59	3.59	992	34.9	..... MISKO..... P	80.8	85	2.42				
					s 6.12	s 8.38	s 6.03	3.51	3.51	W 996	40.7	CO..... COLUMBUS..... DN	75.0	140	2.20				
					6.01	8.28	5.53	3.42	3.42	1001	45.6	..... WATAGA..... P	70.1	85	1.55				
					5.55	f 8.22	5.48	3.36	3.36	1005	49.0	ME..... MERRILL..... D	66.7	85	1.40				
					5.47	8.18	5.40	3.28	3.28	1010	53.9	..... ONEIDA..... P	61.8	75	1.24				
					5.42	f 8.06	5.34	3.22	3.22	W 1014	57.3	RN..... REED POINT..... DN	58.4	150	1.03				
					5.34	f 7.57	5.26	3.14	3.14	1019	62.3	..... QUEBEC..... P	53.4	84	12.44				
					5.28	7.51	5.21	3.09	3.09	1022	65.8	..... PATCUM..... P	49.9	84	12.24				
					5.20	f 7.42	5.14	3.02	3.02	WC 1026	70.6	GC..... GREYCLIFF..... DN	45.1	150	12.09PM				
					5.12	7.32	5.07	2.55	2.55	1031	75.7	..... REYNOLDS..... P	40.0	70	11.54AM				
					s 5.03	s 7.21	s 4.59	2.47	2.47	W 1037	81.2	BD..... BIG TIMBER..... DN	34.5	150	11.40				
					4.58	7.10	4.51	2.39	2.39	1043	86.8	..... DEHART..... P	28.9	75	11.20				
					4.46	7.02	4.44	2.32	2.32	1047	91.3	..... CARNEY..... P	24.4	75	11.05				
					s 4.38	s 6.52	s 4.37	2.25	2.25	W 1051	96.2	SX..... SPRINGDALE..... DN	19.5	150	10.50				
					4.27	f 6.39	4.28	2.16	2.16	W 1058	102.6	..... ELTON..... P	13.1	84	10.30				
					4.12	6.26	4.17	2.05	2.05	1065	110.1	MS..... MISSION..... DN	5.6	150	10.05				
					L 4.00AM	L 6.15AM	L 4.07PM	L 1.55AM	L 1.55AM	WCO TY 1071	115.7	VS..... LIVINGSTON..... DN	0.0	Yard	L 9.45AM				
EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	Monday Wednesday Friday			
.35	.25	.30	.30	.30	.25	3.25	3.40	3.05	3.00			Time over Sub-division			8.45				
26.0	28.8	30.4	30.4	30.4	28.8	33.8	31.5	37.5	38.5			Average Speed per Hour			13.2				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 DOUBLE TRACK BETWEEN BILLINGS AND LAUREL. SEE SPECIAL RULES PAGE 5. AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS.

No 4 will stop on signal at Park City for passengers destined to St. Paul and beyond.

WESTWARD.

SECOND SUB-DIVISION (MAIN LINE)

Table with columns for Third Class (821, 819), Second Class (651, 603), and First Class (1, 3, 5, 41, 169, 171). Includes station names, times, and freight rates.

Double track between Livingston and Muir and between West End and Bozeman. See special rules page 5. Manual block between Livingston and Muir and between West End and Bozeman. Staff system between Muir and West End.

REGISTERING AND BULLETIN STATIONS—Livingston, Bozeman, Logan and Helena. LAP SIDINGS—Belgrade, Manhattan, Winston and East Helena. TRAINS taking Siding at these points will head in at the Lap. STANDARD CLOCKS—Livingston, Logan and Helena. DERAIL SWITCHES—See page 8. YARD LIMITS—Livingston, Bozeman, Belgrade, Manhattan, Logan, Lombard, Toston, Townsend, Winston, East Helena and Helena. Maximum speed of Passenger trains is one minute, or sixty seconds per mile. This limit must never be exceeded. MOUNTAIN GRADE—Livingston to west switch at Gordon. Speed of passenger trains must not exceed any one mile in two (2) minutes, and of freight trains any one mile in four (4) minutes, on descending grade, except Passenger trains descending Bozeman mountain, eastward, may run at a speed not to exceed forty (40) miles per hour to any one mile, divided as follows: Muir to Hoppers use Six (6) minutes; Hoppers to Livingston use Twelve (12) minutes. Freight Trains eastward must run from Muir to Livingston at a speed not to exceed any one mile in three minutes. A train must not leave Muir Westward or West End Eastward without the engineman having a Staff. The possession of a Staff makes the train superior to all other trains between Muir and West End. No. 5 will stop at Belgrade, Central Park, and Manhattan, to discharge passengers from east of Livingston. HELPER DISTRICTS—Between Livingston and Bozeman. Between Townsend and Helena.

minutes, and of freight trains any one mile in four (4) minutes, on descending grade, except Passenger trains descending Bozeman mountain, eastward, may run at a speed not to exceed forty (40) miles per hour to any one mile, divided as follows: Muir to Hoppers use Six (6) minutes; Hoppers to Livingston use Twelve (12) minutes. Freight Trains eastward must run from Muir to Livingston at a speed not to exceed any one mile in three minutes. A train must not leave Muir Westward or West End Eastward without the engineman having a Staff. The possession of a Staff makes the train superior to all other trains between Muir and West End. No. 5 will stop at Belgrade, Central Park, and Manhattan, to discharge passengers from east of Livingston. HELPER DISTRICTS—Between Livingston and Bozeman. Between Townsend and Helena.

**SECOND SUB-DIVISION
(MAIN LINE)**

EASTWARD

FIRST CLASS.						Time Table No. 36A June 14, 1912. Succeeding No. 36										SECOND CLASS.		THIRD CLASS.	
172	170	42	6	4	2	Water, Fuel Scales, Turn Tables and Ways	Station Numbers	Distance from Livingston	STATIONS.		Distance from Helena	Car Capacity of Coach	602	652	820	822			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Freight	Freight			Way Freight	Way Freight					
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Telegraph Offices and Calls			DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY				
A 11.55 ^{AM}	A 8.50 ^{AM}	A 6.05 ^{AM}	A 3.57 ^{PM}	A 1.45 ^{AM}	WCO TY	1071	0.0	VS.	LIVINGSTON	DN	122.8	Yard	A 7.45 ^{AM}	A 8.35 ^{AM}	A 3.10 ^{PM}				
f 11.38	3.83	5.48	3.40	1.28	W	1080	8.1	HU.	HOPPERS	DN	114.7	75	7.00	8.00	f 2.35				
f 11.30	3.23	5.38	3.30	1.20	W	1083	11.9	MU.	MUIR	DN	110.9	75	6.45	7.45	f 2.20				
f 11.25	3.18	5.33	3.25	1.15		1084	13.1	WS.	WEST END	DN	109.7	65	6.35	7.35	f 2.10				
s 11.14	3.07	5.21	3.14	1.08	W	1088	16.4	CD.	CHESTNUT	DN	106.4		6.10	7.15	s 1.48				
f 11.04	2.59	5.13	3.07	1.00		1092	19.2		GORDON		103.6	53	5.45	6.55	f 1.30				
s 10.50	s 2.45	s 5.00	s 2.52	s 12.45	WC OT	1096	24.8	BZ.	BOZEMAN	DN	98.0	150	5.00	6.08	s 12.55 ^{PM}				
10.39	2.30	4.45	2.39	12.36		1101	29.1		STOREY	P	93.7	75	4.25	5.40	f 11.80				
s 10.29	2.18	f 4.35	f 2.29	12.25	W	1106	34.3	BA.	BELGRADE	DN	88.5	150	3.55	5.15	s 10.54				
s 10.19	2.05	4.24	2.18	12.15		1111	39.3		CENTRAL PARK	P	83.5	75	3.20	4.40	s 9.40				
s 10.10	1.55	f 4.15	f 2.10	12.06	Y	1115	43.7	MN.	MANHATTAN	DN	79.1	150	2.50	4.15	s 9.15				
A 9.55 ^{AM}	L 10.00 ^{AM}	L 1.45 ^{AM}	s 4.00	s 1.57	WC OT Y	1120	49.3	CH.	LOGAN	DN	73.5	Yard	2.05	L 3.30 ^{AM}	L 8.10 ^{AM}	A 4.00 ^{PM}			
9.44			3.50	1.46		1125	52.9		GALLATIN	P	69.9	75	1.23		f 3.25				
s 9.40			3.46	1.44		1127	54.9	RT.	TRIDENT	DN	67.9	75	1.17		s 3.15				
f 9.32			3.38	1.38	W	1129	58.9	K.	REKAP	P	63.9	75	1.05		f 2.45				
f 9.22			3.30	1.31		1135	63.3		CLARKSTON	P	59.5	75	12.50		f 2.26				
s 9.10			3.18	1.21	W	1141	69.3	CJ.	LOMBARD	DN	53.5	100	12.25		s 2.00				
8.59			3.06	1.12		1147	75.1		BREWER	P	47.7	75	12.05 ^{AM}		f 1.12				
s 8.52			2.59	1.06	W	1150	78.6	TS.	TOSTON	DN	44.2	150	11.55 ^{AM}		s 12.45				
8.40			2.48	12.57		1156	84.5		HOLKER	P	38.3	75	11.30		f 11.40 ^{AM}				
s 8.30			s 2.40	f 12.49	WC Y	1161	89.7	TN.	TOWNSEND	DN	33.1	150	11.05		s 11.15				
f 8.23			2.30	12.48		1104	92.6		BEDFORD	P	30.2	75	10.50		f 10.15				
f 8.11			2.22	12.35		1170	97.8		CLOW	P	25.0	75	10.32		f 9.55				
s 8.00			2.15	f 12.28	W	1175	102.5	WN.	WINSTON	DN	20.3	150	10.15		s 9.30				
f 7.50			2.04	12.18		1179	107.1		PLACER	P	15.7	75	9.55		f 8.58				
f 7.40			1.50	12.07 ^{PM}	W 1-8 M.E.	1183	112.4		LOUISVILLE	P	10.4	75	9.35		f 8.25				
s 7.25			1.35	11.54 ^{AM}	OY	1189	118.4	JN.	EAST HELENA	DN	4.4	130	9.05		s 7.55				
L 7.15 ^{AM}			L 1.25 ^{AM}	L 11.45 ^{AM}	WC TY	1194	122.8	HN.	HELENA	DN	0.0	Yard	L 8.45 ^{PM}		L 7.30 ^{AM}				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY			
2.40	1.55	2.05	4.40	4.12	1.50								11.00	5.05	7.00	8.30			
27.6	25.6	23.6	26.3	29.2	26.8								11.1	9.6	7.00	8.6			

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
DOUBLE TRACK BETWEEN BOZEMAN AND WEST END AND BETWEEN MUIR AND LIVINGSTON. SEE SPECIAL RULES PAGE 5
MANUAL BLOCK BETWEEN BOZEMAN AND WEST END AND BETWEEN MUIR AND LIVINGSTON. STAFF SYSTEM BETWEEN WEST END AND MUIR**

Helper engines must not be coupled to or uncoupled from train while in motion.
Enginemen will not be required to consult register except at initial or starting point. See rule 83 a.
No. 42 will stop on signal at Manhattan and Belgrade to receive passengers destined to points on C. B. & Q. east of Billings.
At Toston, North siding will be used by Westward trains and South siding by Eastward trains.

At Townsend, trains taking siding will head in at first switch.
A passenger train will not leave Helena Eastward, or East Helena Westward without first obtaining joint track card covering use of main track between Helena passenger station and Roberts Junction, one and one-half (1½) miles East, except that dispatcher may instruct Westward trains to go to Roberts Junction and obtain joint track card by telephone.

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 217

Livingston, June 26, 1912.

ALL CONCERNED -

Effective this date and continuing during
the life of time table 36-A, Trident, Montana, will
be a flag stop for trains 3, 4 and 6.

B. O. JOHNSON,

Superintendent.

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JS - WHM - AMC

Posted at _____ Time _____ Date _____

Detach here _____

Bulletin No. 217 posted at _____ Time _____ Date _____

Signed _____

WESTWARD

EASTWARD

SECOND CLASS				FIRST CLASS				Time Table No. 36A June 14, 1912. Succeeding No. 36										FIRST CLASS				SECOND CLASS		
825	651	495		173	169	41	1	STATIONS.		STATIONS.		2	42	170	174	496	652	826						
Way Freight	Freight	Mixed		Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls		Telegraph Offices and Calls		Passenger	Passenger	Passenger	Passenger	Mixed	Freight	Way Freight						
Tuesday Thursday Saturday	DAILY	EXCEPT SUNDAY		DAILY	DAILY	DAILY	DAILY	Distance from Logan		Distance from Butte		DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	Monday Wednesday Friday						
L 8.00AM	L 2.05AM 42-41-652	L 7.15AM 173		L 7.10AM 495	L 5.40PM	L 2.05AM 652-651	L 4.10PM	WC OTY	1120	0.0	CH.....LOGAN.....DN	71.0	Yard	A 11.53PM	A 1.40AM 651	A 9.50AM	A 1.45PM		A 2.15PM	A 1.35AM 41-651	A 1.00PM			
s 8.35	2.30	s 7.45		s 7.21	s 5.52	f 2.16	4.21		T D	6.6	KS.....THREE FORKS.....D	64.4	70	11.43	s 1.27 652	s 9.35	s 1.30		s 1.55	1.27 42	s 12.40			
s 9.20 170	2.58	s 8.10		s 7.30	s 6.02	2.27	4.31		T D	12.5	CK.....WILLOW CREEK.....D	58.5	70	11.35	1.17	s 9.20 825	s 1.16		s 1.35	12.50	s 12.18PM			
10.00	3.10	A 8.35AM 170		s 7.40	s 6.14	2.38	4.42	WY	T D	19.2	SO.....SAPPINGTON C.M. & P.S. CROSSING	51.8	62	11.25	1.07	s 9.05 495	s 1.03		L 1.15PM 174	12.25AM	s 11.45AM			
				f 7.46					T D	22.8HUBBARD	48.2												
f 10.80	3.32			f 7.52	f 6.26	2.52	4.53		T D	26.1	.....CAVERN	44.9	60	11.15	12.56	f 8.48	12.50			11.55PM	f 11.10		
				f 7.54	f 6.28				T D	26.9	.....LIME SPUR	44.1				f 8.44	12.46						
s 11.10	3.47			s 8.02	s 6.37	3.02	5.02		T D	31.3	CA.....CARDWELL	39.7	75	11.06	12.46	s 8.35	s 12.38			11.35	s 10.35			
s 11.35AM 12.25PM 174	4.10 4.36			s 8.20 170	s 6.50	s 3.15	5.15	WCY	T D	38.3	WH.....WHITEHALL.....DN	32.7	75	10.56 652	s 12.35	s 8.20 173	s 12.25 825			10.56 2	s 10.10 9.35			
s 1.00	5.10			s 8.36	s 7.11	3.35	5.32		T D	45.1	N.....PIPESTONE	25.9	75	10.44	f 12.22	s 8.07	s 12.09PM			10.10	s 9.15			
f 1.35	5.50			f 8.52 825	f 7.38	3.54	5.50	WIM MW	T D	50.2	.....SPIRE ROCK	20.8	50	10.33	12.10AM	f 7.56	f 11.55AM			9.50	f 8.52 173		
f 2.15	6.30			f 9.07	f 7.55	4.11	6.03	W	T D	54.7	H.....WELCH	16.3	65	10.22	11.59PM	s 7.45	s 11.40			9.30	f 8.20			
									T D	59.1LEWIS SPUR	11.9												
s 2.55	7.31 170-325			s 9.28	s 8.17	4.35	6.30	WT Y	T D	60.7	HO.....HOMESTAKE.....DN	10.3	75	10.08	f 11.45	s 7.31 651-825	s 11.25			9.05	s 7.45 7.00 170-651			
f 3.00	7.36			9.30	8.19	4.37	6.32		T D	61.1	.....HIGHVIEW	9.9	22	10.06	11.43	7.29	11.23			9.00	f 6.55		
f 3.20	8.00			9.41	8.33 652	4.47	6.45		T D	65.3	.....SKONES	5.7	25	9.48	11.28	7.17	11.05			8.33 169	f 6.15		
A 3.40PM	A 8.30AM			9.49	f 8.43	4.57	6.54	WC TY	T D	69.4	MT.....M. U. TRANSFER.....DN	1.6	Yard	9.33	11.15	7.05	10.50			L 8.00PM	L 5.45AM			
				A 10.00AM	A 8.50PM	A 5.05AM	A 7.00PM	O UO	T D	71.0	W.....BUTTE.....DN	0.0	Yard	L 9.28PM	L 11.10PM	L 7.00AM	L 10.45AM							
Tuesday Thursday Saturday	DAILY	EXCEPT SUNDAY		DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY		EXCEPT SUNDAY	DAILY	Monday Wednesday Friday			
7.40	6.25	1.25		2.50	3.10	3.00	2.50							2.25	2.30	2.50	3.00		1.00	5.55	7.15			
9.0	11.7	13.5		24.9	22.4	23.5	24.9							28.8	28.2	24.9	23.5		19.2	12.2	9.5			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
DOUBLE TRACK BETWEEN M. U. TRANSFER AND BUTTE. SEE SPECIAL RULES PAGE 5.

REGISTERING STATIONS—Logan, Whitehall, M. U. Transfer and Butte. No. 2 will register at Whitehall by register ticket.
BULLETIN STATIONS—Logan, M. U. Transfer and Butte.
STANDARD CLOCKS—Logan, Whitehall and Butte.
DERAIL SWITCHES—See page 8.
YARD LIMITS—Logan, Sappington, Whitehall, M. U. Transfer and Butte.
The system of tracks between the yard limit sign east of M. U. Transfer yard and the yard limit sign west of Butte yard will be considered as one defined yard and operated accordingly.
MOUNTAIN GRADE—From two miles east of Pipestone to two miles east of M. U. Transfer. Speed of passenger trains must not exceed any one mile in two (2) minutes, and of freight trains any one mile in four (4) minutes, on descending grade.
At meeting points between Whitehall and M. U. Transfer the train ascending will take siding irrespective of superiority, except that descending light engines will take siding.

Eastward trains leaving Montana Union Transfer before preceding trains have passed Homestake will stop at Highview and obtain tunnel clearance from the operator at Homestake.
Helper engines must not be coupled to or uncoupled from train while in motion.
Enginemen will not be required to consult registers except at initial or starting point. See rule 83a.
Trains must approach "Y" switches at Logan under control.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
No. 42 will stop on signal at Cardwell and Willow Creek to receive passengers for south of Billings and to discharge passengers from Butte and beyond.
No. 1 will stop at Whitehall to discharge passengers from St. Paul, Minneapolis, Duluth, Superior, and points East of St. Paul.
No. 2 will stop on signal at Whitehall to receive passengers for points on C. & N. W. reached by that train.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

RULE 1. Double track extends from the Cross-over just west of the Billings Passenger station to the switch just east of Laurel Passenger station; from Livingston Passenger station to Muir; from West End to switch just west of Bozeman Passenger station; from M. U. Transfer Telegraph Office to Butte Passenger Station.
RULE 2. The switches at the end of the double track at Laurel, Billings, West End and M. U. Transfer will be set for Westward trains and at Livingston, Muir, Bozeman and Butte for Eastward trains, as normal position.
RULE 3. Trains must approach under control and receive signal from switch tenders before entering double track at Laurel and Billings and must not exceed ten (10) miles per hour passing over the switches.
RULE 4. First class trains will register at Laurel Yard by register ticket, Form 608. Westward first class trains will be furnished train order, Form 19, giving check of register at Laurel Yard.
RULE 5. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A", from the operator upon entering double track. Operators must secure authority from Dispatcher

before issuing clearance.
RULE 6. On double track, as indicated by division time table. Rule 86, is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
RULE 7. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
RULE 8. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
RULE 9. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
RULE 10. Except as modified above, the Transportation Rules govern.

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

MONTANA DIVISION.

Livingston, Mont., July 23rd, 1912

ALL CONCERNED:

Effective at once and during the life of time-table
No.36-A, Hubbard will be a flag stop for trains 169 and 170.

B.O.JOHNSON,

Sup't

WESTWARD.										SEVENTH SUB-DIVISION—Park Branch										EASTWARD.									
SECOND CLASS.			FIRST CLASS.			Time Table No. 36A										FIRST CLASS.			SECOND CLASS.										
823			163			161			June 14, 1912.										162			164			824				
Way Freight			Passenger			Passenger			Succeeding Supplement A										Passenger			Passenger			Way Freight				
MONDAY WEDNESDAY FRIDAY			DAILY			DAILY			STATIONS.										DAILY			DAILY			MONDAY WEDNESDAY FRIDAY				
L 5.45AM			L 8.00AM			L 3.30PM			VS.....LIVINGSTON.....DN										A 12.45PM			A 9.15PM			A 3.30PM				
f 6.25			f 8.22			f 3.50			BRISBIN.....										f 12.23			f 8.53			f 2.55				
f 6.45			f 8.31			f 3.59			TRAIL CREEK.....										f 12.13			f 8.43			f 2.35				
f 6.55			f 8.41			f 4.04			PRAY.....										f 12.07			f 8.30			f 2.27				
f 7.10			f 8.48			f 4.11			CHICORY.....										f 12.01PM			f 8.30			f 2.15				
s 7.25			s 8.49			s 4.17			EMIGRANT.....D										s 11.54AM			s 8.24			s 2.04				
f 8.00			f 9.05			f 4.32			DAILEYS.....										f 11.38			f 8.08			f 1.34				
f 8.25			f 9.26			f 4.45			MINER.....										f 11.23			f 8.00			f 1.10				
f 8.37			f 9.26			f 4.51			SPHINX.....										f 11.16			f 7.46			f 12.59				
s 9.00			s 9.38			s 5.02			CORWIN SPRINGS.....										s 11.04			s 7.34			s 12.35				
s 9.25			s 9.49			s 5.10			ELECTRIC.....D										s 10.56			s 7.26			s 12.20PM				
f 9.35			f 9.55			f 5.15			DEEVERS.....										f 10.50			f 7.15			f 11.55AM				
A 9.45AM			A 10.00AM			A 5.20PM			GARDINER.....D										L 10.45AM			L 7.15PM			L 11.45AM				
Mon., Wed. Friday			DAILY			DAILY													DAILY			DAILY			Mon., Wed. Friday				
4.00			2.00			1.50			Time over Sub-division										2.00			2.00			3.55				
13.5			27.0			29.5			Average Speed per Hour										27.0			27.0			13.8				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 No. 161 has right over No. 162 and No. 163 has right over No. 164 Livingston to Gardiner. No. 823 has right over No. 824 Livingston to Gardiner.
 REGISTERING AND BULLETIN STATIONS—Livingston and Gardiner. STANDARD CLOCK—Livingston.
 DERAIL SWITCHES—See page 8. YARD LIMITS—Livingston, Gardiner.

WESTWARD.										FIFTH SUB-DIVISION—Clark's Fork										EASTWARD.									
THIRD CLASS.			FIRST CLASS.			Time Table No. 36A										FIRST CLASS.			THIRD CLASS.										
815			311			167			June 14, 1912.										168			312			816				
Way Freight			C, B. & Q. Passenger			Passenger			Succeeding No. 36										Passenger			C, B. & Q. Passenger			Way Freight				
EXCEPT SUNDAY			EXCEPT SUNDAY			EXCEPT SUNDAY			STATIONS.										EXCEPT SUNDAY			EXCEPT SUNDAY			EXCEPT SUNDAY				
L 8.15AM			L 7.50AM			L 5.05PM			VS.....SILESIA.....D										A 10.10AM			A 4.45PM			A 1.30PM				
s 8.40			f 8.10			s 5.24			EDGAR.....D										s 9.51			f 4.20			s 1.00				
s 9.05			A 8.30AM			s 5.43			FROMBERG.....D										s 9.32			L 4.00PM			s 12.25PM				
A 10.30AM			A 6.05PM			T K 19			BRIDGER.....D										L 9.10AM			L 11.45AM							
EXCEPT SUNDAY			EXCEPT SUNDAY			EXCEPT SUNDAY													EXCEPT SUNDAY			EXCEPT SUNDAY			EXCEPT SUNDAY				
2.15			.40			1.00			Time over Sub-division										1.00			.45			1.45				
8.5			18.3			19.2			Average Speed per Hour										19.2			16.2			10.9				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 No. 815 has right over No. 816 Silesia to Bridger.
 REGISTERING AND BULLETIN STATIONS—Silesia, Fromberg and Bridger.
 DERAIL SWITCHES—See page 8.
 YARD LIMITS—Silesia, Fromberg and Bridger.

WESTWARD.										FOURTH SUB-DIVISION—Rocky Fork Branch										EASTWARD.																									
THIRD CLASS.			FIRST CLASS.			Time Table No. 36A										FIRST CLASS.			THIRD CLASS.																										
815			813			311			177			167			165			June 14, 1912.										166			168			178			312			814			816		
Way Freight			Way Freight			C, B. & Q. Passenger			Passenger			Passenger			Passenger			Succeeding No. 36										Passenger			Pas-senger			Passenger			C, B. & Q. Passenger			Way Freight			Way Freight		
EXCEPT SUNDAY			EXCEPT SUNDAY			EXCEPT SUNDAY			SUNDAY ONLY			EXCEPT SUNDAY			EXCEPT SUNDAY			STATIONS.										EXCEPT SUNDAY			EXCEPT SUNDAY			SUNDAY ONLY			EXCEPT SUNDAY			EXCEPT SUNDAY					
L 7.00AM			L 6.00AM			L 7.30AM			L 7.35AM			L 4.45PM			L 9.50AM			VS.....LAUREL.....DN										A 5.25PM			A 10.35AM			A 7.35PM			A 5.10PM			A 3.50PM			A 2.30PM		
s 7.40			s 6.20			7.40			f 7.47			f 4.57			f 9.59			MASON.....										f 5.15			f 10.25			f 7.20			4.57			s 3.80			s 2.05		
A 8.05AM			s 6.40			A 7.50AM			s 8.00			A 5.05PM			s 10.10			SILESIA.....D										s 5.05			L 10.10AM			s 7.10			L 4.45PM			s 3.10			L 1.40PM		
f 7.45			s 8.15			f 8.08			f 10.17			ROCKVALE.....										f 4.50			f 7.00																				
s 7.45			s 8.15			f 8.08			f 10.17			JOLIET.....D										s 4.37			s 6.45			s 2.35																	
s 8.15			s 8.45			f 8.35			f 10.45			BOYD.....P										f 4.23			f 6.30			s 2.05																	
s 8.45			s 9.10			f 8.48			f 11.00			SELMES.....P										f 4.11			f 6.18			s 1.40																	
s 9.10			s 9.50			f 8.56			f 11.09			ROBERTS.....D										f 4.04			f 6.10			s 1.26			1.11														
s 9.50			A 10.30AM			f 9.11			f 11.26			FOX.....P										f 3.49			f 5.55			s 12.45																	
EXCEPT SUNDAY			EXCEPT SUNDAY			EXCEPT SUNDAY			SUNDAY ONLY			EXCEPT SUNDAY			EXCEPT SUNDAY			RED LODGE.....D										L 3.35PM			L 5.40PM			L 12.20PM			EXCEPT SUNDAY								
1.05			4.30			.20			1.55			.20			2.00			Time over Sub-division										1.50			.25			1.55			.25			3.30			.50		
8.8			9.7			28.8			22.9			28.8			22.0			Average Speed per Hour										24.0			23.0			22.0			23.0			12.5			11.4		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 No. 165 has right over No. 166 Laurel to Red Lodge.
 No. 177 has right over No. 178 Laurel to Red Lodge.
 No. 813 has right over No. 814 Laurel to Red Lodge.
 REGISTERING AND BULLETIN STATIONS—Laurel, Silesia and Red Lodge.
 DERAIL SWITCHES—See rule 8.
 YARD LIMITS—Laurel, Silesia and Red Lodge.
 MOUNTAIN GRADE—Joliet to Red Lodge. Speed of passenger trains must not exceed any one mile in two (2) minutes and of freight trains any one mile in four (4) minutes, on descending grade.
 Eastward freight trains must stop at Roberts 15 minutes to cool wheels and inspect train.

WESTWARD.										FIFTH SUB-DIVISION—Clark's Fork										EASTWARD.									
THIRD CLASS.			FIRST CLASS.			Time Table No. 36A										FIRST CLASS.			THIRD CLASS.										
499			175			June 14, 1912.										176			500										
Mixed			Passenger			Succeeding Supplement A										Passenger			Mixed										
EXCEPT SUNDAY			SUNDAY ONLY			STATIONS.										EXCEPT SUNDAY			EXCEPT SUNDAY										
L 9.10AM			L 8.25AM			VS.....WHITEHALL.....DN										A 6.50PM			A 6.30PM										
s 9.25			s 8.34			C. M. & P. S. CROSSING.....										s 6.40			s 6.15										
f 9.45			f 8.48			RENOVA.....										s 6.40			s 6.15										
s 9.50			s 8.52			PATNEY.....										f 6.27			f 5.55										
f 10.04			f 9.02			WATERLOO.....										s 6.22			s 5.50										
s 10.15			s 9.10			HARBISON.....										f 6.12			f 5.34										
s 10.28			s 9.26			IRON ROD.....										s 6.04			s 5.23										
s 11.08			s 9.47			TWIN BRIDGES.....D										s 5.47			s 5.00										
s 11.34			s 10.05			SHERIDAN.....D										s 5.25			s 4.30										
A 11.45AM			A 10.15AM			LAURIN.....										s 5.07			s 4.05										
EXCEPT SUNDAY			SUNDAY ONLY			ALDER.....D										L 5.00PM			L 3.55PM										
2.35			1.50			Time over Sub-division										1.50			2.35										
18.0			25.1			Average Speed per Hour										25.1			18.0										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 No. 499 has right over No. 500 Whitehall to Alder. No. 175 has right over No. 176 Whitehall to Alder.
 REGISTERING STATIONS—Whitehall and Alder. BULLETINS AND STANDARD CLOCK—Whitehall.
 YARD LIMITS—Whitehall, Twin Bridges, Sheridan and Alder.

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of Division Superintendent

BULLETIN NO. 214

Livingston, June 24, 1912.

ALL CONCERNED:

Effective at once and during the con-
tinuance of the life of Time Table No. 36-A, trains
167 and 168 on Clarks Fork Branch will stop on flag
at Hiser Spur, near Mile Post 9, mid-way between
Edgar and Fromberg.

B. O. JOHNSON,

Superintendent.

Copies to -
All Bulletin Bds.
WHM-JES-EWW(2) FB-JE-
PHM(18)-AMC(3)

Posted at _____ Time _____ Date _____

Detach here _____

Bulletin No. 214 posted at _____ Time _____ Date _____

Signed _____

WESTWARD		NINTH SUB-DIVISION (RED BLUFF AND PONY BRANCHES)				EASTWARD	
SECOND CLASS		Time Table No. 36A June 14, 1912 Succeeding No. 36				SECOND CLASS	
497	495	STATIONS.		496	498		
Mixed	Mixed	Telegraph Offices and Calls		Mixed	Mixed		
EXCEPT SUNDAY	EXCEPT SUNDAY			EXCEPT SUNDAY	EXCEPT SUNDAY		
L 9.05AM	W Y T D	0.0	SO	A 1.00PM			
s 9.45	W Y T E	9.5	HA	s 12.25PM			
A 10.20AM	W Y T E	20.6	NO	L 10.50AM			
L 11.25AM	W Y T E	0.0		A 12.25PM			
A 11.50AM	T D	6.3	PY	L 12.01PM			
EXCEPT SUNDAY	EXCEPT SUNDAY			EXCEPT SUNDAY	EXCEPT SUNDAY		
.25	1.15	Time over Sub-division		1.10	.24		
15.1	16.4	Average Speed per Hour.		17.6	15.7		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

No. 495 has right over No. 496 Sappington to Norris.
 No. 497 has right over No. 498 Harrison to Pony.
REGISTERING STATIONS—Sappington, Norris and Pony
YARD LIMITS—Sappington, Harrison, Norris, Pony.
DERAIL SWITCHES—See page 8.
MOUNTAIN GRADE—from two miles west of Sappington to two miles east of Harrison and from Pony to two miles east. Speed of passenger trains must not exceed any one mile in two (2) minutes and of freight trains any one mile in four (4) minutes, on descending grades.

WESTWARD		SIXTH SUB-DIVISION (SHIELDS RIVER BRANCH)				EASTWARD	
SECOND CLASS		Time Table No. 36A June 14, 1912 Succeeding No. 36				FIRST CLASS	
503	STATIONS.		504				
Mixed	Telegraph Offices and Calls		Mixed				
Tuesday Thursday Saturday			Tuesday Thursday Saturday				
L 1.00PM	W Y T M	0.0	WILSALL	A 11.00AM			
s 1.12	W Y T M	2.8	SHIELDS	s 10.40			
s 1.45	W Y T M	8.0	CLYDE PARK	s 10.15			
f 1.55	W Y T M	10.8	TREGLOAN	f 9.55			
s 2.10	W Y T M	14.2	CHADBORN	s 9.45			
f 2.25	W Y T M	18.6	GRANNIS CROSSING	f 9.30			
A 2.45PM	W Y T M	22.7	MISSION	L 9.15AM			
Tuesday Thursday Saturday			Tuesday Thursday Saturday				
1.45			1.45				
13.1			13.1				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

REGISTERING STATION—Wilsall and Mission. **YARD LIMITS**—Wilsall and Clyde Park.

WESTWARD		ELEVENTH SUB-DIVISION (ELKHORN BRANCH)				EASTWARD	
THIRD CLASS		Time Table No. 36A June 14, 1912 Succeeding No. 36				THIRD CLASS	
501	FIRST CLASS	STATIONS.		FIRST CLASS	502		
Mixed		Telegraph Offices and Calls			Mixed		
Tuesday Thursday					Wednesd'y Friday		
L 11.15AM		0.0	G. N. TRANSFER	A 10.00AM			
s		2.6	BOULDER	s			
f		5.9	HOT SPRINGS	f			
f		11.3	FINN	f			
f		18.2	QUEEN SIDING	f			
A 1.55PM		22.7	ELKHORN	L 7.30AM			
Tuesday Thursday		Time over Sub-division		Wednesd'y Friday			
2.40		Average Speed per Hour.		2.30			
8.5				9.0			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

DERAIL SWITCHES—See page 8.
YARD LIMITS—Boulder, Elkhorn.
MOUNTAIN GRADE—Finn to Elkhorn. Speed of trains must not exceed any one mile in six (6) minutes on descending grade. Eastward trains must stop at Queen's Siding 15 minutes to cool wheels and inspect train.

COMMERCIAL SPURS	
FIRST SUB-DIVISION DISTANCE FROM LIVINGSTON	Nichols Spur..... 7.8 Miles
SECOND SUB-DIVISION DISTANCE FROM LIVINGSTON	Coopers Spur..... 19.7 "
	McLellans Spur..... 120.8 Miles
	Powder Spur..... 121.1 "
THIRD SUB-DIVISION DISTANCE FROM LOGAN	Sear's Spur..... 2.4 Miles
FOURTH SUB-DIVISION DISTANCE FROM LAUREL	Dutton..... 14.0 Miles
SEVENTH SUB-DIVISION DISTANCE FROM LIVINGSTON	Lime Kiln..... 4.5 Miles
	Allens Spur..... 4.5 "
NINTH SUB-DIVISION DISTANCE FROM SAPPINGTON	Beals Spur..... 5.6 Miles
	Shaw's Spur..... 12.2 "
	Dawes Spur..... 16.7 "
TENTH SUB-DIVISION DISTANCE FROM WHITEHALL	Parrotts Spur..... 4.0 Miles
	Winslow Spur..... 7.9 Miles

TONNAGE RATING—FREIGHT ENGINES.

WESTWARD	ENGINES.												EASTWARD	ENGINES.												
	Max. Grade	Class F 1	Class S 2	Class S 3	Class T	Class W	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Car Limit		Max. Grade	Class F 1	Class S 2	Class S 3	Class T	Class W	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Car Limit	
Billings to Livingston	0.5	1600	1500	1475	1500	2200	2200	2200	2100	1800	.....	.....	Helena to Placer	1.0	1000	950	900	1000	1300	1375	1375	1325	1150	.....	.....
Livingston to West End	1.8	575	550	525	525	750	775	775	750	675	1125	.....	Placer to Logan	0.4	1800	1750	1725	1725	2400	2400	2400	2400	2100	.....	.....
West End to Townsend	Water					Car Limit.						75 Cars.	Logan to Bozeman	0.8	1150	1100	1100	1100	1500	1425	1425	1400	1300	1800	.....
Townsend to Winston	1.0	1000	950	900	1000	1300	1375	1325	1325	1150	.....	.....	Bozeman to Muir	1.9	550	525	500	500	725	750	750	725	650	1100	.....
Winston to Helena	Down					Car Limit.							Muir to Livingston	Down				Descending Mountain	Grade.							
Logan to Whitehall	0.4	1800	1750	1725	1725	2400	2400	2400	2400	2100	.....	.....	Livingston to Billings	Water				Car Limit.						75 Cars.	
Whitehall to Homestake	2.2	450	425	400	400	600	575	575	550	525	850	Butte to Homestake	2.2	450	425	400	400	600	575	575	550	525	850
Homestake to Butte	Down					Descending Mountain	Grade.						.....	.....	Homestake to Whitehall	Down				Descending Mountain	Grade.				
													.....	.....	Whitehall to Logan	Water				Car Limit.					75 Car

DERAIL SWITCHES.

FIRST SUB-DIVISION	SECOND SUB-DIVISION	THIRD SUB-DIVISION	FOURTH SUB-DIVISION
Billings.....Coal Dock Spur	West End.....*West End of Westward Siding	Logan.....West Coal Dock Track	Rockvale.....Spur Track
Beet Spur.....½ Mile West M. P. 12	Chestnut.....West End of Industry Track	Sears.....East End of Spur	Dutton.....Spur Track
Laurel.....Track Leading to Coal Dock	Bozeman.....West End of Ladder Track South Yard	Whitehall.....*East End of House Track	Joliet.....East End of House Track
Beet Spur.....½ Mile West M. P. 15	".....Round House Track	".....*East End of Yard	Boyd.....East End of Siding
".....½ Mile West M. P. 18	".....West End of Coal Dock Track	".....East End of Coal Dock Track	Selmes.....East End of Siding
Young's Point.....East End Sugar Beet Track	".....*West End of Old Main Track	Pipestone.....*East End of Siding	Roberts.....East End of Siding
Columbus.....On Quarry Spur	Story.....East End of Industry Track	Spire Rock.....*East End of Siding	Fox.....East End of Siding
Merrill.....East End Stock Yard Track	Central Park.....West End of Industry Track	Weich.....East End of Siding	Red Lodge.....East End of Storage Track
Dehart.....East End of House Track	Lombard.....West End of Transfer Track	".....West End of Spur	".....East End of House Track
".....East End of Stock Yard Track	Clow.....East End of Spur	Homestake.....*East End of Siding	".....East End of Team Track
Nichols.....West End of Spur	Winston.....West End of House Track	".....East End of Wye Tracks	
	Placer.....West End of Spur	Skones.....*West End of Siding	FIFTH SUB-DIVISION
		M. U. Transfer.....On Both Round House Tracks	Fromberg.....McCarthy Mine Track
		Butte Yard.....West End No. 1 Track	Heiser.....Beet Spur
		".....West End Old Main Track	Bridger.....Coal & Implement Spur
		".....West End of Team Track	SEVENTH SUB-DIVISION
		".....West End of O. S. L. Freight House Track	Gardiner.....East End of Yard-Track 3
		".....West End No. 18 Track	Livingston.....On Boot Track
		Butte-Montana Union Hill.....West End Lexington Spur	NINTH SUB-DIVISION
		".....West End West Colusa Spur	Beals.....West End of Spur
		".....West End Rarus Spur	Harrison.....East End of Milling Track
		".....East End Berkely Spur	Pony.....East End of House Track
		".....East End Tramway Track	ELEVENTH SUB-DIVISION
		".....Two on East End Leonard Track	Elkhorn.....Track Leading to Elkhorn Mine

*Connected with and controlled by main track switch; when main track switch is closed, derail is open.

Derail switches must be set for derail as normal position.

AUTHORIZED SURGEONS.

DR. J. P. AYLEN, Chief Surgeon, M. D., Missoula	DR. S. M. SOUDERS, Red Lodge (S).	GEO. M. JENNINGS Asst. Surgeon, Missoula Hospital, Missoula (S)	DR. L. R. PACKARD, Whitehall (S).
DR. H. E. ARMSTRONG, Billings (S).	DR. D. CLAIBORN, Big Timber (S).	DR. CHAS. E. WHITEHEAD Logan (S).	DR. C. E. COONEY, Helena (S).
DR. W. R. MORRISON, Oculist.	DR. P. L. GREENE, Livingston (S).	DR. G. W. GILHAM, Townsend (S)	DR. J. A. LEIGHTON, Boulder.
DR. A. E. STRIPP, Laurel (S).	DR. B. L. PAMPEL, Livingston (S).	DR. D. CAMPBELL, Butte (S).	
DR. L. M. LINE, Columbus.	DR. J. F. BLAIR, Bozeman (S).	DR. J. A. DONOVAN, Oculist, Butte.	

(S)—Location of Stretcher Equipment.

FRED BRASTRUP, Train Master. R. R. AUERBACH, Train Master. W. E. BERNER, Train Master. E. W. WESTON, Chief Dispatcher.

