

# NORTHERN PACIFIC RAILWAY COMPANY.

**MONTANA DIVISION**

# TIME **36B** TABLE

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

**SUNDAY, SEPT. 22d, 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			STATIONS.			FIRST CLASS									
817			651	605	603	Time Table No. 36B Sept. 22d, 1912. Succeeding No. 36A.			1	3	5	41	43	165	167	241	311	
Way Freight			Freight	Freight	Freight	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Billings	STATIONS.	Passenger	Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	G. N. Passenger	C. B. & Q. Passenger
Tuesday Thursday Saturday			DAILY	DAILY	DAILY			Telegraph Offices and Calls	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	
						WCO TY	956	0.0	S. .... BILLINGS ..... DN BG 7.6	11.00 168	L 1.08AM	L 11.40AM	L 8.15PM 178	L 6.30AM	L 9.15AM	L 4.10PM 242	L 8.00AM	L 7.00AM 603
				2.40	7.48		964	7.6	..... YEGEN ..... P 4.5	11.15	1.28	11.54AM	8.29	6.44	9.30	4.27	8.15	7.15
				2.55	8.05		968	12.1	GN ..... G. N. Junction ..... DN 3.2	11.21	1.29	12.03PM	8.38	6.50AM	9.33	4.37	8.25AM	7.28
						WCO TY	972	15.3	KD ..... LAUREL ..... DN AU 7.7	11.27 603	1.35	12.10 651	8.45	9.45AM 6-603	4.45PM 602			7.30AM 817
	L 7.10AM 311-42		L 12.20PM 5	A 3.10AM	8.20 11.27AM 6-1 105-168		979	23.0	RK ..... PARK CITY ..... DN 4.5	11.30	1.48	12.26	9.01					
	s 7.50		1.00		12.07PM		983	27.5	..... YOUNG'S POINT ..... P 4.6	11.46	1.56	12.34 603	9.10					
	s 8.10		1.20		12.34	W	989	32.1	..... RAPIDS ..... P 2.8	11.54	2.05	12.43	9.19					
	s 8.35		1.40		12.59		992	34.9	..... MISKO ..... P 5.8	11.58AM	2.10	12.49	9.24					
	f 8.48 6		1.51		1.10		996	40.7	CO. .... COLUMBUS ..... DN 4.9	12.07PM	2.20	12.59	9.35					
	s 9.15 10.00		2.20 602		1.84	W	1001	45.6	..... WATAGA ..... P 3.4	12.15	2.29	1.08	9.46					
	s 10.25		2.40		1.55 602		1005	49.0	ME ..... MERRILL ..... D 4.9	12.21	2.36	1.15	9.53					
	s 10.40		2.55 818		2.10		1010	53.9	..... ONEIDA ..... P 3.4	12.28	2.44	1.24 602	10.01					
	f 11.00		3.15		2.30 818		1014	57.3	RN ..... REED POINT ..... DN 5.0	12.35	2.51	1.31	10.09					
	s 11.15		3.29		2.46	W	1019	62.3	..... QUEBEC ..... P 3.5	12.44 602	3.01	1.40 818	10.18					
	s 11.35		3.47		3.07		1022	65.8	..... PATCUM ..... P 4.8	12.49	3.09	1.46	10.25					
	f 11.50AM		4.00		3.20		1026	70.6	GC ..... GREYCLIFF ..... DN 5.1	12.56 818	3.19	1.56	10.32					
	s 12.04PM 12.20 602		4.18		3.40	WC	1031	75.7	..... REYNOLDS ..... P 5.5	1.07	3.30	2.05	10.43					
	f 12.45		4.36		4.00		1037	81.2	BD ..... BIG TIMBER ..... DN 5.6	1.15 817	3.42	2.17	10.55					
	s 1.05 1.40		4.59 4		4.25	W	1043	86.8	..... DEHART ..... P 4.5	1.24	3.53	2.28	11.07					
	f 2.05		5.25		4.51 4		1047	91.3	..... CARNEY ..... P 4.9	1.32	4.03	2.36 817	11.15					
	f 2.36 5		5.45		5.10		1051	96.2	SX ..... SPRINGDALE ..... DN 6.4	1.41	4.18	2.47	11.25					
	s 3.06		6.10		5.35 6M	W	1058	102.6	..... ELTON ..... P 7.5	1.51	4.27 42	2.59	11.36					
	s 3.35		6.40		6.00	W	1065	110.1	MS ..... MISSION ..... DN 5.6	2.02	4.38	3.13	11.50PM					
	s 4.17 4		7.15		6.30		1071	115.7	VS ..... LIVINGSTON ..... DN 0.0	2.15PM	4.53AM	3.25PM	12.05AM					
	A 4.45PM		A 7.40PM		A 7.00PM	WCO TY												
	Tuesday Thursday Saturday		DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	
	9.35		7.20	1.00	11.40					3.15	3.45	3.45	3.50	.20	.30	.25	.30	
	10.6		14.3	15.2	9.9					35.6	30.8	30.8	30.8	36.0	30.4	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. 177 and 178, 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.  
 No. 178 leaves Livingston 2.30 p. m. No. 177 arrives Livingston 6.30 p. m.  
 Enginemen will not be required to consult register except at initial or starting point. See rule 83a.

FIRST CLASS										Time Table No. 36B Sept. 22d, 1912. Succeeding No. 36A			SECOND CLASS				THIRD CLASS						
312	242	168	166	44	42	6	4	2	Water, Fuel, Lubricants, Tires, etc.	Station Numbers	Distances from Billings	STATIONS. Telegraph Offices and Calls	Distances from Livingston	Car Capacity of Siding	602				818				
C. B. & Q. Passenger	G. N. Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger	Passenger						Freight				Way Freight					
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY				Monday Wednesd'y Friday					
A 5.45PM	A 4.20PM	A 11.05AM	A 5.20PM	A 6.35PM	A 7.25AM	A 9.55AM	A 7.12PM	A 4.55AM	WCO TY	956	0.0	S.....BILLINGS.....DN	115.7	Yard	A 6.30PM								
187	167	1	602	602	603 311-177							BG		44									
5.27	4.08	s 10.49	s 5.02	6.18	7.09	9.39	6.58	4.40		964	7.6	.....YEGEN.....P	108.1	E 75 W75	6.08								
5.18	L 3.55PM	f 10.41	f 4.53	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 10.35AM	L 4.45PM		s 6.55	s 9.25	6.40	4.28	WCO TY	972	15.3	KD.....LAUREL.....DN	100.4	Yard	A 5.40				A 6.00PM				
602		603	602		817	603-165						AU		166 312-167	4.05								
					s 6.42	s 9.10	6.29	4.17		979	23.0	RK.....PARK CITY.....DN	92.7	E 75 W75	8.31				s 5.80				
					6.34	f 9.01	6.22	4.10	W	983	27.5	.....YOUNG'S POINT.....P	88.2	85	3.12				s 5.10				
					6.26	f 8.53	6.15	4.08		989	32.1	.....RAPIDS.....P	83.6	85	2.53				s 4.50				
					6.22	8.48	6.11	3.59		992	34.9	.....MISKO.....P	80.8	85	2.42				f 4.40				
					s 6.12	s 8.38	s 6.08	3.51	W	996	40.7	CO.....COLUMBUS.....DN	75.0	E 80 W85	2.20				s 4.15				
					6.01	8.28	5.58	3.42		1001	45.6	.....WATAGA.....P	70.1	85	1.55				s 3.15				
					5.55	f 8.22	5.48	3.36		1005	49.0	ME.....MERRILL.....D	66.7	85	1.40				s 2.55				
					5.47	8.13	5.40	3.28		1010	53.9	.....ONEIDA.....P	61.8	75	1.24				f 2.30				
					5.42	f 8.06	5.34	3.22	W	1014	57.3	RN.....REED POINT.....DN	58.4	E 75 W75	1.08				s 2.05				
					5.34	f 7.57	5.26	3.14		1019	62.3	.....QUEBEC.....P	53.4	84	12.44				s 1.40				
					5.28	7.51	5.21	3.09		1022	65.8	.....PATCUM.....P	49.9	84	12.24				f 1.20				
					5.20	f 7.42	5.14	3.02	WC	1026	70.6	GC.....GREYCLIFF.....DN	45.1	E 75 W75	12.09PM				s 12.56				
					5.12	7.32	5.07	2.55		1031	75.7	.....REYNOLDS.....P	40.0	70	11.54AM				f 11.30AM				
					s 5.03	s 7.21	s 4.59	2.47	W	1037	81.2	BD.....BIG TIMBER.....DN	34.5	E 75 W75	11.40				s 11.00				
					4.58	7.10	4.51	2.39		1043	86.8	.....DEHART.....P	28.9	75	11.20				f 10.00				
					4.46	7.02	4.44	2.32		1047	91.3	.....CARNEY.....P	24.4	75	11.05				f 9.45				
					s 4.38	s 6.52	s 4.37	2.25	W	1051	96.2	SX.....SPRINGDALE.....DN	19.5	E 75 W75	10.50				s 9.30				
					4.27	f 6.39	4.28	2.16	W	1058	102.6	.....ELTON.....P	13.1	84	10.30				s 9.05				
					4.12	6.26	4.17	2.05		1065	110.1	MS.....MISSION.....DN	5.6	E 75 W75	10.05				s 8.40				
					L 4.00AM	L 6.15AM	L 4.07PM	L 1.55AM	WCO TY	1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard	L 9.45AM				L 8.20AM				
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY				Monday Wednesd'y Friday					
.35	.25	.30	.35	.25	3.25	3.40	3.05	3.00						8.45				9.40					
26.0	28.8	30.4	26.2	28.8	33.8	31.5	37.5	36.5						13.2				10.5					
										Time over Sub-division													
										Average Speed per Hour													

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.



WESTWARD.

THIRD CLASS		SECOND CLASS				Time Table No. 36B Sept. 22d, 1912 Succeeding No. 36A.										FIRST CLASS					
821	819	651		603		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Livingston	STATIONS. Telegraph Offices and Calls	Distance from Helena	Car Capacity of Sidings	1	3	5	41	169	171				
Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Freight DAILY	Freight DAILY	Freight DAILY	Freight DAILY							Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY				
L 8.15 <sup>AM</sup> <sub>852</sub>	f 9.05	L 9.00 <sup>PM</sup>	L 8.35 <sup>PM</sup>	WCO TY	1071	0.0	VS.....LIVINGSTON.....DN	8.1	122.8	Yard	L 2.25 <sup>PM</sup>	L 5.03 <sup>AM</sup>	L 3.35 <sup>PM</sup> <sub>4-820</sub>	L 12.15 <sup>AM</sup>	L 3.15 <sup>PM</sup> <sub>820</sub>						
f 9.35	f 9.45	9.50	9.25	W	1080	8.1	HU.....HOPPERS.....DN	3.8	114.7	75	2.50	5.28	4.00	12.40	f 3.40						
		10.15	9.50	W	1083	11.9	MU.....MUIR.....DN	1.2	110.9	75	3.05	5.43 <sub>6</sub>	4.15	12.55	f 3.50						
		10.25	10.00		1084	13.1	WS.....WEST END.....DN	3.3	109.7	E 90 W 65	3.10 <sub>4</sub>	5.48	4.20	1.00 <sub>2</sub>	f 3.55						
		10.40	10.15	W	1088	16.4	CD.....CHESTNUT.....DN	2.8	106.4		3.17	5.55	4.27	1.07	s 4.02						
					1092	19.2	GORDON.....	5.6	103.6	53											
		11.10	10.45	W C O T	1096	24.8	BZ.....BOZEMAN.....DN	4.3	98.0	150	s 3.30	s 6.08 <sub>652</sub>	s 4.45	s 1.22	s 4.25						
		11.30	11.05		1101	29.1	STOREY.....	5.2	93.7	75	3.37	6.15	4.54	1.80	4.34						
		11.50 <sup>PM</sup>	11.25	W	1106	34.3	BA.....BELGRADE.....DN	5.0	88.5	E 75 W 75	3.45	6.25	5.02	f 1.38	s 4.43						
		12.15 <sup>AM</sup> <sub>2</sub>	11.45 <sup>PM</sup>		1111	39.3	CENTRAL PARK.....	4.4	83.5	75	3.53	6.34	5.10	1.46	s 4.53						
		12.27	12.06 <sup>AM</sup> <sub>2</sub>		1115	43.7	MN.....MANHATTAN.....DN	5.6	79.1	E 75 W 75	3.59	6.42	5.17	f 1.55 <sub>42</sub>	s 5.02						
L 7.15 <sup>AM</sup> <sub>3</sub>	A 3.35 <sup>PM</sup>	A 12.45 <sup>AM</sup>	12.35	W C O T Y	1120	49.3	CH.....LOGAN.....DN	3.6	73.5	Yard	A 4.10 <sup>PM</sup> <sub>822</sub>	s 6.58 <sub>821</sub>	s 5.30	A 2.05 <sup>AM</sup> <sub>602</sub>	A 5.15 <sup>PM</sup>	L 2.00 <sup>PM</sup> <sub>4</sub>					
f 7.33			1.00		1125	52.9	GALLATIN.....	2.0	69.9	75		7.06	5.38			2.06					
s 7.45			1.17 <sub>602</sub>		1127	54.9	RT.....TRIDENT.....DN	4.0	67.9	75		7.09	f 5.42		s 2.12						
f 8.15			1.28	W	1129	58.9	K.....REKAP.....	4.4	63.9	75		7.17	5.50		f 2.19						
f 8.32			1.40		1135	63.3	CLARKSTON.....	6.0	59.5	75		7.25	5.58		f 2.26 <sub>822</sub>						
s 8.58 9.30 172			1.58	W	1141	69.3	CJ.....LOMBARD.....DN	5.8	53.5	100	f 7.36	f 6.10			s 2.37						
f 9.55			2.14		1147	75.1	BREWER.....	3.5	47.7	75		7.47	6.21		2.47						
s 10.20 11.10			2.25	W	1150	78.6	TS.....TOSTON.....DN	5.9	44.2	E 75 W 75	f 7.54	f 6.28		s 2.54							
f 11.40 <sup>AM</sup> <sub>823</sub>			2.48 <sub>6</sub>		1158	84.5	HOLKER.....	5.2	38.3	75		8.04	6.38		3.08						
s 12.05 <sup>PM</sup> <sub>4</sub>			3.06	W C Y	1161	89.7	TN.....TOWNSEND.....DN	2.0	33.1	E 75 W 75	f 8.15	s 6.48		s 3.16							
f 1.25			3.21		1164	92.6	BEDFORD.....	5.2	30.2	75		8.23 <sub>172</sub>	6.57		f 3.23						
f 1.55			3.45		1170	97.8	CLOW.....	4.7	25.0	75		8.37	7.12		f 3.38						
s 2.20			4.10	W	1175	102.5	WN.....WINSTON.....DN	4.6	20.3	E 75 W 75	f 8.49	f 7.28		s 3.55							
f 2.40			4.30		1179	107.1	PLACER.....	5.3	15.7	75		8.58 <sub>822</sub>	7.35		f 4.05						
f 3.00			4.50	W 1/2 M. E.	1183	112.4	LOUISVILLE.....	6.0	10.4	75		9.08	7.48		f 4.17						
s 3.30			5.15	O Y	1189	118.4	JN.....EAST HELENA.....DN	4.4	4.4	E 70 W 60		9.18	7.53		s 4.28						
A 3.50 <sup>PM</sup>		A 5.35 <sup>AM</sup>	5.35	WCO TY	1194	122.8	HN.....HELENA.....DN	0.0	0.0	Yard	A 9.28 <sup>AM</sup> <sub>s</sub>	A 8.05 <sup>PM</sup> <sub>s</sub>			A 4.40 <sup>PM</sup>						
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				
8.35	7.10	3.45	9.00								1.45	4.25	4.30	1.50	2.00	2.40					
8.5	6.8	13.1	13.6								28.1	27.8	27.2	26.8	24.6	27.6					

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

WESTWARD.

THIRD CLASS		SECOND	
821	819		
Way Freight	Way Freight		
EXCEPT SUNDAY	EXCEPT SUNDAY		
	L 8.15 AM 652		
	f 9.05		
	f 9.35		
	f 9.45		
	s 10.00		
	f		
	s 10.35 AM 12.01 PM 170-820		
	f 12.18		
	s 12.40 1.50		
	s 2.18 4		
	s 3.40 8.15		
	L 7.15 AM 8	A 8.35 PM	
	f 7.33		
	s 7.45		
	f 8.15		
	f 8.32		
	s 8.58 9.30 172		
	f 9.55		
	s 10.20 11.10		
	f 11.40 AM 823		
	s 12.05 PM 1.05 4		
	f 1.25		
	f 1.55		
	s 2.20		
	f 2.40		
	f 3.00		
	s 3.30		
	A 3.50 PM		
EXCEPT SUNDAY	EXCEPT SUNDAY		
8.35	7.10		
8.5	6.8		

NORTHERN PACIFIC RAILWAY COMPANY

OFFICE OF DIVISION SUPERINTENDENT

Livingston, Oct. 8, 1912

BULLETIN NO. 164.

ALL CONCERNED:

During the life time of time table 36-B Trident will be a flag stop for trains 3, 4 and 6.

EWV

B.O. Johnson,

By All Bltn Bds, WHM, JES,  
(18) PHM, Agt Trident

Superintendent

Posted at \_\_\_\_\_ Time \_\_\_\_\_ Date \_\_\_\_\_

EWV

Bulletin No. 164 posted at \_\_\_\_\_ Time \_\_\_\_\_ Date \_\_\_\_\_

Signed \_\_\_\_\_

1.17 802	1127	58.9	KI	TRIDENT	DN	63.9	75	7.17	5.50	2.19
1.28	W	1129	58.9	REKAP	P	63.9	75	7.17	5.50	2.19
1.40		1135	63.3	CLARKSTON	P	59.5	75	7.25	5.58	2.26 822
1.58	W	1141	69.3	LOMBARD	DN	53.5	100	7.36	6.10	2.37
2.14		1147	75.1	BREWER	P	47.7	75	7.47	6.21	2.47
2.25	W	1150	78.6	TOSTON	DN	44.2	75 W75	7.54	6.28	2.54
2.48		1156	84.5	HOLKER	P	38.3	75	8.04	6.38	3.08
3.08	W C Y	1161	89.7	TOWNSEND	DN	33.1	75 W75	8.15	6.48	3.15
3.21		1164	92.6	BEDFORD	P	30.2	75	8.23 172	6.57	3.28
3.45		1170	97.8	CLOW	P	25.0	75	8.37	7.12	3.38
4.10	W	1175	102.5	WINSTON	DN	20.3	75 W75	8.49	7.28	3.55
4.30		1179	107.1	PLACER	P	15.7	75	8.58 822	7.35	4.05
4.50	W 1/2 M. E.	1183	112.4	LOUISVILLE	P	10.4	75	9.08	7.48	4.17
5.15	O Y	1189	118.4	EAST HELENA	DN	4.4	70 W60	9.18	7.53	4.28
A 5.35 AM	W C O T Y	1194	122.8	HELENA	DN	0.0	Yard	A 9.28 AM s	A 8.05 PM s	A 4.40 PM s
DAILY	DAILY							DAILY	DAILY	DAILY
3.45	9.00							1.45	4.25	4.30
								Time over Sub-division	1.50	2.00
								Average Speed per Hour	26.8	24.6
13.1	13.6							28.1	27.8	27.6

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

FIRST CLASS.						Time Table No. 30B Sept. 22d, 1912. Succeeding No. 36A										SECOND CLASS.		THIRD CLASS.	
172	170	42	6	4	2	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Livingston	STATIONS. Telegraph Offices and Calls	Distance from Helena	Car Capacity of Sidings	602	652			820	822		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							Freight	Freight	Way Freight	Way Freight				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY		
A 11.55AM	A 3.50AM	A 6.05AM	A 3.57PM	A 1.45AM		WCO TY	1071	0.0	VS.....LIVINGSTON.....DN	122.8	Yard	A 7.45AM	A 8.35AM			A 3.10PM			
f 11.38	3.38	5.48	3.40	1.28		W	1080	8.1	HU.....HOPPERS.....DN	114.7	75	7.00	8.00			f 3.35			
f 11.30	3.28	5.38	3.30	1.20		W	1083	11.9	MU.....MUIR.....DN	110.9	75	6.45	7.45			f 3.20			
f 11.25	3.18	5.33	3.25	1.15			1084	13.1	WS.....WEST END.....DN	109.7	E 90 W 65	6.35	7.35			f 3.10			
s 11.14	3.07	5.21	3.14	1.08		W	1088	16.4	CD.....CHESTNUT.....DN	108.4		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 1.80			
s 10.50	s 2.45	s 5.00	s 2.52	s 12.45		WCO TY	1096	24.8	BZ.....BOZEMAN.....DN	98.0	150	5.00	6.08			s 12.55PM			
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	E 75 W 75	3.55	5.15			s 10.54			
s 10.19	2.05	4.24	2.18	12.15			1111	39.3	.....CENTRAL PARK.....P	88.5	75	3.20	4.40			s 9.40			
s 10.10	1.55	f 4.15	f 2.10	12.06AM		Y	1115	43.7	MN.....MANHATTAN.....DN	79.1	E 75 W 75	2.50	4.15			s 9.15			
A 9.55AM	L 10.00AM	L 1.45AM	s 4.00	s 1.57	L 11.55PM	WCO TY	1120	49.3	CH.....LOGAN.....DN	73.5	Yard	2.05	L 3.30AM			L 8.10AM	A 4.00PM		
9.44			3.50	1.46			1125	52.9	.....GALLATIN.....P	69.0	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	59.6	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	12.05AM				f 1.12			
s 8.52			2.59	1.06		W	1150	78.6	TS.....TOSTON.....DN	44.2	E 75 W 75	11.55PM				s 12.45			
8.40			2.43	12.57			1156	84.5	.....HOLKER.....P	38.3	75	11.30				f 11.40AM			
s 8.30			s 2.40	12.49		WCO TY	1161	89.7	TN.....TOWNSEND.....DN	33.1	E 75 W 75	11.05				s 11.15			
f 8.23			2.30	12.43			1164	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	12.28		W	1175	102.5	WN.....WINSTON.....DN	20.3	E 75 W 75	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	12.07PM		W 1-S M.E.	1183	112.4	.....LOUISVILLE.....P	10.4	75	9.35				f 8.25			
s 7.25			1.35	11.54AM		OY	1189	118.4	JN.....EAST HELENA.....DN	4.4	E 70 W 60	9.05				s 7.55			
L 7.15AM			L 1.25AM	L 11.45AM		WCO TY	1194	122.8	HN.....HELENA.....DN	0.0	Yard	L 8.45PM				L 7.30AM			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY		
2.40	1.55	2.05	4.40	4.12	1.50				Time over Sub-Division.			11.00	5.05			7.00	8.30		
27.6	25.6	23.6	25.3	29.2	26.8				Average Speed per Hour.			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 (1 1/2) miles East, except that dispatcher may instruct Westward trains to go to Roberts Junction and obtain joint track card by telephone.







WESTWARD

EASTWARD

(DAILY LINE)

Time Table No. 36B

Sept. 22d, 1912. Succeeding No. 36A

STATIONS.

Telegraph Offices and Calls

Main train schedule table with columns for Class (Second, First), Station, Time, and Direction. Includes sub-tables for Way Freight, Freight, and Mixed services.

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.

**WESTWARD**

**EASTWARD**

**OFFICE OF DIVISION SUPERINTENDENT**

**Montana Division**

**Livingston, Mont., Sept. 23rd, 1912**

**BULLETIN NO. 153**

**ALL CONCERNED:**

Effective Sept. 20th, 1912, and until otherwise instructed train No. 1 will pick up at Whitehall passengers destined to Missoula or points west of Missoula at which No. 1 is carded to stop.

**B. O. JOHNSON,**

Sup't

**SECOND CLASS**

**SECOND CLASS**

	325	651	495
	Way Freight	Freight	Mixed
	Tuesday Thursday Saturday	DAILY	EXCEPT SUNDAY
L	8.00 AM	2.05 AM 42-41-652	7.15 AM 173
s	8.35	2.30	7.45
s	9.20 170	2.58	8.10
	10.00	3.10	8.35 AM 170
f	10.80	3.32	
s	11.10	3.47	
s	11.35 AM 12.25 PM 174	4.10 4.35	
s	1.00	5.10	
f	1.35	5.50	
f	2.15	6.30	
s	2.55	7.31 170-826	
f	3.00	7.36	
f	3.20	8.00	
A	3.40 PM	8.30 AM	
	Tuesday Thursday Saturday	DAILY	EXCEPT SUNDAY
	7.40	6.25	1.25
	9.0	11.7	13.5

STATION	325	651	495	WTY	TD	60.7	61.1	65.3	69.4	71.0	75	22	25	Yard	Yard	Time over Sub-division	Average Speed per Hour
LEWIS SPUR						11.9											
HOMESTEAKE						10.3					10.08	11.45	7.31 651-826	11.25			
HIGHVIEW						9.9					10.06	11.48	7.29	11.23			
SKONES						5.7					9.48	11.28	7.17	11.05			
M. U. TRANSFER						1.6				Yard	9.33	11.15	7.05	10.50			
BUTTE						0.0				Yard	9.28 PM	11.10 PM	7.00 AM	10.45 AM			
											DAILY	DAILY	DAILY	DAILY			
											2.25	2.30	2.50	3.00			
											28.8	28.2	24.9	23.5			

	496	652	826
	Mixed	Freight	Way Freight
	EXCEPT SUNDAY	DAILY	Monday Wednesday Friday
A	2.15 PM	1.55 AM 41-651	1.00 PM
s	1.55	1.27 42	12.40
s	1.35	12.50	12.18 PM
L	1.15 PM 174	12.25 AM	11.45 AM
		11.55 PM	11.10
		11.35	10.85
		10.56 2	10.10 9.35
		10.10	9.15
		9.50	8.52 173
		9.30	8.20
		9.05	7.45 7.00 170-651
		9.00	6.55
		8.33 169	6.15
		L 8.00 PM	L 5.45 AM
		EXCEPT SUNDAY	DAILY
		1.00	5.55
			Monday Wednesday Friday
			7.15
		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.

**WESTWARD. SEVENTH SUB-DIVISION—Park Branch EASTWARD.**

SECOND CLASS.		FIRST CLASS.		Time Table No. 36B Sept. 22d, 1912 Succeeding No. 36A		FIRST CLASS.		SECOND CLASS.	
823		163		STATIONS.		164		824	
Way Freight	Passenger	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Livingston	Distance from Gardiner	Car Capacity of Sidings	Passenger	Way Freight	Way Freight
MONDAY WEDNSDY FRIDAY	DAILY						DAILY	MONDAY WEDNSDY FRIDAY	
L 5.45AM	L 8.00AM	WCO T Y	1071	0.0	VS.....	54.1	A 1.45PM	A 3.30PM	
f 6.25	f 8.25	T B 10	10.2		BRISBIN.....	43.9	f 1.20	f 2.55	
f 6.45	f 8.35	T B 14	14.5		TRAIL CREEK.....	39.6	f 1.10	f 2.35	
f 6.55	s 8.42	T B 17	17.1		PRAY.....	37.0	s 1.04	f 2.27	
f 7.10	f 8.50	T B 20	20.3		CHICORY.....	33.8	f 12.55	f 2.15	
s 7.25	s 8.57	W T B 23	23.2		EMIGRANT.....	30.9	s 12.47	s 2.04	
f 8.00	f 9.14	T B 31	30.8		DAILEYS.....	23.3	f 12.28	f 1.34	
f 8.25	s 9.29	T B 37	37.5		MINER.....	16.6	s 12.13	f 1.10	
f 8.37	f 9.37	W T B 41	40.5		SPHINX.....	13.6	f 12.05PM	f 12.59	
s 9.00	s 9.51		46.0		CORWIN SPRINGS.....	7.5	s 11.51AM	s 12.35	
s 9.25	s 10.00	W 1 mi W	49.1		ELECTRIC.....	5.0	s 11.42	s 12.20PM	
f 9.35	f 10.06	T B 52	52.0		DEEVERS.....	2.1	f 11.35	f 11.55AM	
A 9.45 163	A 10.15AM 823	Y T B 54	54.1		GARDINER.....	0.0	L 11.30AM 824	L 11.45AM 164	
Mon., Wed. Friday	DAILY						DAILY	Mon., Wed. Friday	
4.00	2.15				Time over Sub-division		2.15	3.55	
13.5	24.0				Average Speed per Hour		24.0	13.8	

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

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 Branch EASTWARD.**

THIRD CLASS.		FIRST CLASS.		Time Table No. 36B Sept. 22d, 1912. Succeeding No. 36A		FIRST CLASS.		THIRD CLASS.		
815		311 167		STATIONS.		168 312		816		
Way Freight	C. B. & Q. Passenger	Passenger	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Silesia	Distance from Bridger	Car Capacity of Sidings	Passenger	C. B. & Q. Passenger	Way Freight
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY						EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
L 8.15AM	L 7.50AM	L 5.05PM	W 2 1/2 mi W	TA 10	0.0	RC.....	19.5	A 10.10AM	A 4.45PM	A 1.30PM
s 8.40	f 8.10	s 5.24		T K 6	6.7	GA.....	12.8	s 9.51	f 4.20	s 1.00
s 9.05 815	A 8.30AM	s 5.43	W Y	T K 12	12.5	FB.....	7.0	s 9.32 815	L 4.00PM	s 12.25PM
A 10.30AM		A 6.05PM		T K 19	19.5	BX.....	0.0	L 9.10AM		L 11.45AM
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY						EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
2.15	.40	1.00						1.00	.45	1.45
8.5	18.3	19.2						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, Edgar, Fromberg and Bridger.

**WESTWARD. FOURTH SUB-DIVISION—Rocky Fork Branch EASTWARD.**

THIRD CLASS.		FIRST CLASS.			Time Table No. 36B Sept. 22d, 1912 Succeeding No. 36A		FIRST CLASS.			THIRD CLASS.		
815 813		311 167 165			STATIONS.		166 168 312			814 816		
Way Freight	Way Freight	C. B. & Q. Passenger	Passenger	Passenger	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Laurel	Distance from Red Lodge	Car Capacity of Sidings	Passenger	Way Freight	Way Freight
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY						DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
L 7.00AM	L 6.00AM	L 7.30AM	L 4.45PM 166	L 9.50AM	WOY	972	0.0	KD.....	44.1	A 4.45PM 167	A 10.35AM	A 5.10PM
s 7.40 311	s 6.20	7.40 815	f 4.57 312	f 9.59	T A 8	4.5		MASON.....	39.6	f 4.35	f 10.25	4.57 167
A 8.05AM	s 6.40	A 7.50AM	A 5.05PM	s 10.10 165	T A 10	9.5		RC.....	34.6	s 4.25	L 10.10AM 165	L 4.45PM
				f 10.17		12.1		ROCKVALE.....	32.0	f 4.14		
	s 7.45			s 10.30	W 1 1/2 mi W	18.1		WC.....	26.0	s 4.02		
	s 8.15			f 10.45	T A 21	22.9		BOYD.....	21.2	f 3.48		
	s 8.45			f 11.00	T A 28	28.6		SELMES.....	15.5	f 3.36		
	s 9.10			f 11.09	W 1 mi E	31.8		RO.....	12.3	f 3.29		
	s 9.50			f 11.26	T A 38	38.1		FOX.....	6.0	f 3.14		
	A 10.30AM			A 11.50AM 814	W C O Y	44.1		RG.....	0.0	L 3.00PM		L 12.20PM 165
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY						DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
1.05	4.30	.20	.20	2.00						1.45	.25	.25
8.8	9.7	23.8	23.8	22.0						25.2	23.0	23.0

**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. 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. TENTH SUB-DIVISION—Ruby Valley Branch. Eastward.**

SECOND CLASS.		FIRST CLASS.		Time Table No. 36B Sept. 22d, 1912. Succeeding No. 36A		FIRST CLASS.		SECOND CLASS.	
499		175		STATIONS.		176		500	
Mixed	Passenger	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Whitehall	Distance from Alder	Car Capacity of Sidings	Passenger	Mixed	Mixed
EXCEPT SUNDAY	SUNDAY ONLY						SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY
L 9.10AM	L 8.25AM	WCO Y	T D 38	0.0	WH.....	45.3	A 6.50PM	A 6.30PM	
				2.0	C. M. & P. S. CROSSING.....	43.3			
s 9.25	s 8.34		T J 4	3.8	RENOVA.....	41.5	s 6.40	s 6.15	
f 9.45	f 8.48		T J 10	10.0	PATNEY.....	35.3	f 6.27	f 5.55	
s 9.50	s 8.52			11.6	WATERLOO.....	33.7	s 6.22	s 5.50	
f 10.04	f 9.02			15.7	HARBISON.....	29.6	f 6.12	f 5.34	
s 10.15	s 9.10		T J 19	19.3	IRON ROD.....	26.0	s 6.04	s 5.23	
s 10.28	s 9.26		T J 26	26.1	TWIN BRIDGES.....	19.2	s 5.47	s 5.00	
s 11.08	s 9.47	W	T J 35	35.3	SHERIDAN.....	10.0	s 5.25	s 4.30	
s 11.34	s 10.05		T J 43	43.1	LAURIN.....	2.2	s 5.07	s 4.05	
A 11.45AM	A 10.15AM	Y	T J 45	45.3	ALDER.....	0.0	L 5.00PM	L 3.55PM	
EXCEPT SUNDAY	SUNDAY ONLY						SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY
2.35	1.50						1.50	2.35	
13.0	25.1						25.1	13.0	

**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.

497		495		496		498	
Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
L 9.05AM	W Y	T D 19	0.0	SO	SAPPINGTON	D	20.6
s 9.45	W Y	T E 9	9.5	HA	HARRISON	D	11.1
A 10.20AM	W Y	T E 20	20.6	NO	NORRIS	D	0.0
L 11.25AM	W Y	T E 9	0.0		HARRISON	D	6.3
A 11.50AM	W Y	T I 0	6.3	PY	PONY	D	0.0
EXCEPT SUNDAY	EXCEPT SUNDAY						
.25	1.15						
15.1	16.4						

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.  
 DERRAIL 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		EASTWARD	
SECOND CLASS		FIRST CLASS	
503	177	178	504
Mixed	Passenger	Passenger	Mixed
Tuesday Thursday Saturday	Monday Wednesday Friday	Monday Wednesday Friday	Tuesday Thursday Saturday
L 1.00PM	L 5.00PM	A 4.00PM	A 11.00AM
s 1.12	s 5.10	s 3.50	s 10.40
s 1.45	s 5.27	s 3.33	s 10.15
f 1.55	f 5.36	f 3.24	f 9.58
s 2.10	s 5.47	s 3.13	s 9.45
f 2.25	f 6.01	f 2.59	f 9.30
A 2.45PM	A 6.15PM	L 2.45PM	L 9.15AM
Tuesday Thursday Saturday	Monday Wednesday Friday	Monday Wednesday Friday	Tuesday Thursday Saturday
1.45	1.15	1.15	1.45
13.1	18.1	18.1	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		EASTWARD	
THIRD CLASS		FIRST CLASS	
501	502	501	502
Mixed	Mixed	Mixed	Mixed
Tuesday Thursday	Wednesday Friday	Wednesday Friday	Wednesday Friday
L 11.15AM	A 10.00AM	A 10.00AM	L 7.30AM
s	s	s	s
f	f	f	f
f	f	f	f
A 1.55PM	L 7.30AM	L 7.30AM	L 7.30AM
Tuesday Thursday	Wednesday Friday	Wednesday Friday	Wednesday Friday
2.40	2.30	2.30	2.30
8.5	9.0	9.0	9.0

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

DERRAIL 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.

WESTWARD		EASTWARD	
THIRD CLASS		FIRST CLASS	
501	502	501	502
Mixed	Mixed	Mixed	Mixed
Tuesday Thursday	Wednesday Friday	Wednesday Friday	Wednesday Friday
L 11.15AM	A 10.00AM	A 10.00AM	L 7.30AM
s	s	s	s
f	f	f	f
f	f	f	f
A 1.55PM	L 7.30AM	L 7.30AM	L 7.30AM
Tuesday Thursday	Wednesday Friday	Wednesday Friday	Wednesday Friday
2.40	2.30	2.30	2.30
8.5	9.0	9.0	9.0

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

YARD LIMITS—Manhattan.

COMMERCIAL SPURS

FIRST SUB-DIVISION		THIRD SUB-DIVISION	
DISTANCE FROM LIVINGSTON		DISTANCE FROM LOGAN	
Nichols Spur	7.8 Miles	Moncrete Spur	2.4 Miles
SECOND SUB-DIVISION		FOURTH SUB-DIVISION	
DISTANCE FROM LIVINGSTON		DISTANCE FROM LAUREL	
Coopers Spur	19.7 "	Dutton	14.0 Miles
McLellans Spur	120.8 Miles		
Powder Spur	121.1 "		

SEVENTH SUB-DIVISION		NINTH SUB-DIVISION	
DISTANCE FROM LIVINGSTON		DISTANCE FROM SAPPINGTON	
Lime Kiln	4.5 Miles	Beals Spur	5.6 Miles
Allens Spur	4.5 "	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	1800	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

Billings.....Coal Dock Spur  
 Beet Spur.....½ Mile West M. P. 12  
 Laurel.....Track Leading to Coal Dock  
 Beet Spur.....½ Mile West M. P. 15  
 ".....½ Mile West M. P. 18  
 Young's Point.....East End Sugar Beet Track  
 Columbus.....On Quarry Spur  
 Merrill.....East End Stock Yard Track  
 Big Timber.....East End of House Track  
 ".....East End of Stock Yard Track  
 Nichols.....West End of Spur

SECOND SUB-DIVISION

West End.....\*West End of Westward Siding  
 Chestnut.....West End of Industry Track  
 Bozeman.....West End of Ladder Track South Yard  
 ".....Round House Track  
 ".....West End of Coal Dock Track  
 ".....\*West End of Old Main Track  
 Story.....East End of Industry Track  
 Central Park.....West End of Industry Track  
 Lombard.....West End of Transfer Track  
 Clow.....East End of Spur  
 Winston.....West End of House Track  
 Placer.....West End of Spur

THIRD SUB-DIVISION

Logan.....West Coal Dock Track  
 Sears.....East End of Spur  
 Whitehall.....\*East End of House Track  
 ".....\*East End of Yard  
 ".....East End of Coal Dock Track  
 Pipestone.....\*East End of Siding  
 Spire Rock.....\*East End of Siding  
 Welch.....East End of Siding  
 ".....West End of Spur  
 Homestake.....\*East End of Siding  
 ".....East End of Wye Tracks  
 Skones.....\*West End of Siding  
 M. U. Transfer.....On Both Round House Tracks  
 Butte Yard.....West End No. 1 Track  
 ".....West End Old Main Track  
 ".....West End of Team Track  
 ".....West End of O. S. L. Freight House Track  
 ".....West End No. 18 Track  
 Butte-Montana Union Hill.....West End Lexington Spur  
 ".....".....West End West Colusa Spur  
 ".....".....West End Rarus Spur  
 ".....".....East End Berkely Spur  
 ".....".....East End Tramway Track  
 ".....".....Two on East End Leonard Track

FOURTH SUB-DIVISION

Rockvale.....Spur Track  
 Dutton.....Spur Track  
 Joliet.....East End of House Track  
 Boyd.....East End of Siding  
 Selmes.....East End of Siding  
 Roberts.....East End of Siding  
 Fox.....East End of Siding  
 Red Lodge.....East End of Storage Track  
 ".....East End of House Track  
 ".....East End of Team Track

FIFTH SUB-DIVISION

Fromberg.....McCarthy Mine Track  
 Heiser.....Beet Spur  
 Bridger.....Coal & Implement Spur

SEVENTH SUB-DIVISION

Gardiner.....East End of Yard-Track 3  
 Livingston.....On Boot Track

NINTH SUB-DIVISION

Beals.....West End of Spur  
 Harrison.....East End of Milling Track  
 Pony.....East End of House Track

ELEVENTH SUB-DIVISION

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. H. E. ARMSTRONG, Billings (S).  
 DR. W. R. MORRISON, Oculist.  
 DR. A. E. STRIPP, Laurel (S).  
 DR. L. M. LINE, Columbus.

DR. S. M. SOUDERS, Red Lodge (S).  
 DR. D. CLAIBORN, Big Timber (S).  
 DR. P. L. GREENE, Livingston (S).  
 DR. B. L. PAMPEL, Livingston (S).  
 DR. J. F. BLAIR, Bozeman (S).

GEO. M. JENNINGS Asst. Surgeon, Missoula Hospital, Missoula (S)  
 DR. CHAS. E. WHITEHEAD Logan (S).  
 DR. G. W. GILHAM, Townsend (S)  
 DR. D. CAMPBELL, Butte (S).  
 DR. J. A. DONOVAN, Oculist, Butte.

DR. L. R. PACKARD, Whitehall (S).  
 DR. C. E. COONEY, Helena (S).  
 DR. J. A. LEIGHTON, Boulder.  
 DR. H. H. JUDD, Corwin Springs.

(S)—Location of Stretcher Equipment.

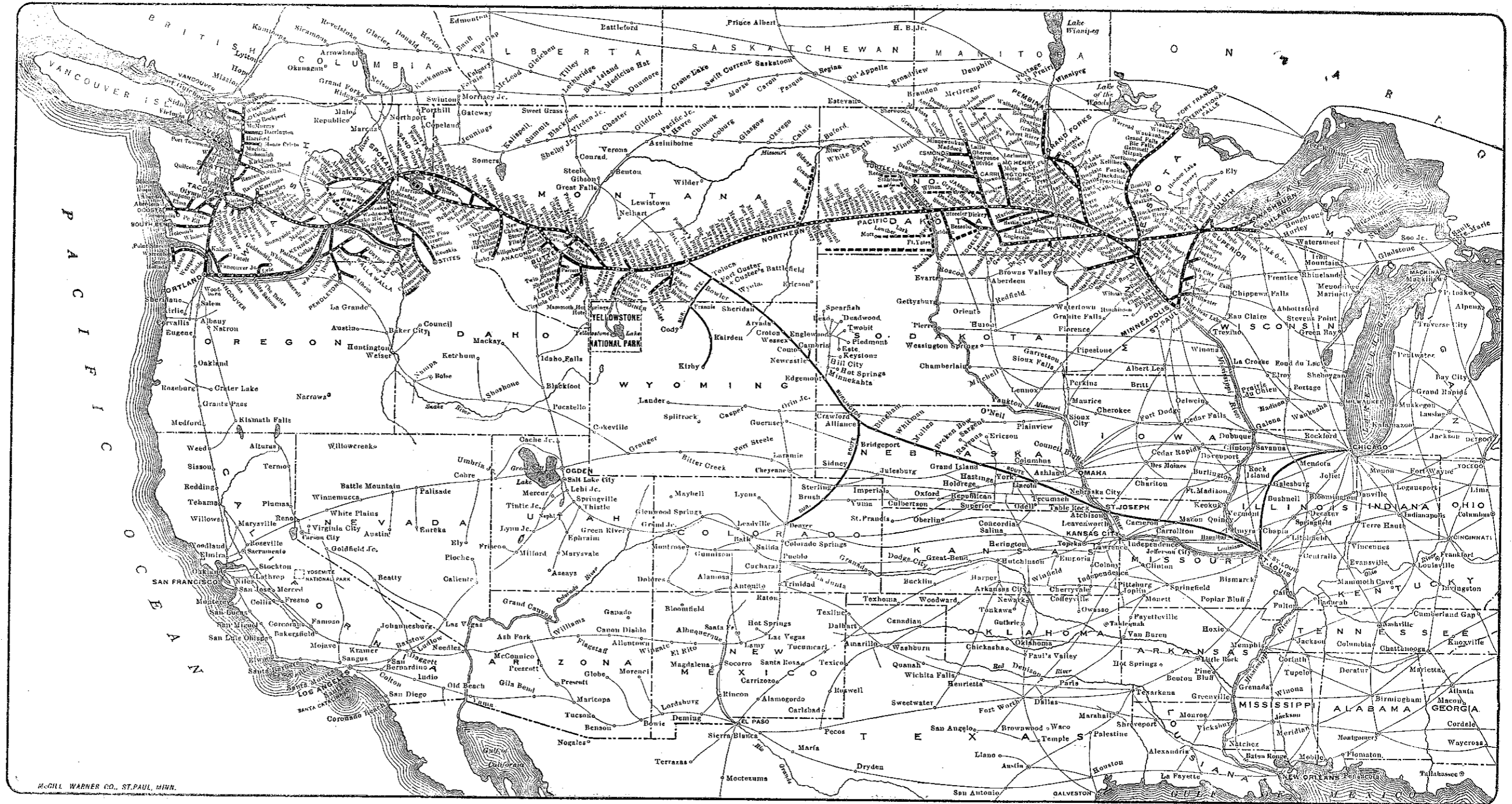
FRED BRASTRUP, Train Master.

R. R. AUERBACH, Train Master.

W.E. BERNER, Train Master.

E. W. WESTON, Chief Dispatcher.





H. GILL WARNER CO., ST. PAUL, MINN.