

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 38 TABLE

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

SUNDAY, APRIL 27th, 1913.

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	Time Table No. 38 April 27th, 1913. Succeeding No. 37.			1	3	5	41	43	165	167	241	311	
Way Freight	Freight	Freight	Freight	STATIONS.	Distance from Livingston	Car Capacity of Sidings	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	Distance from Billings		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	
				WCO TY	956	0.0	L 11.00 AM 6-168	L 12.30 AM	L 11.40 AM 6	L 8.15 PM 602	L 6.30 AM	L 9.15 AM	L 3.50 PM 242	L 12.10 PM	L 7.00 AM 42-608	
		2.40	7.48		964	7.6		11.15	12.43	11.54 AM	8.29	6.44	9.30	4.07	12.25	7.15
		2.55	8.05		968	12.1		11.21	12.50	12.03 PM	8.38	6.50 AM	9.38	4.17	12.35 PM	7.28
L 7.10 AM 42-311	L 12.20 PM 8	A 3.10 AM	8.20 11.27 AM 1-6 165-168	WCO TY	972	15.3	KD AU	11.27 603	12.57	12.10 651	8.45	9.45 AM 608	4.25 PM		A 7.30 AM 817	
					979	23.0	RK	11.39	1.10	12.26	9.01					
s 7.50	1.00		12.07 PM		983	27.5	YOUNG'S POINT	11.46	1.18	12.34 603	9.10					
s 8.10	1.20		12.34 5	W	989	32.1	RAPIDS	11.54	1.25	12.43	9.19					
s 8.35	1.40		12.59		992	34.9	MISKO	11.58 AM	1.30	12.49	9.24					
f 8.48	1.51		1.10		996	40.7	CO	12.08 PM	1.40	12.59	9.35					
s 9.15 10.00 6	2.20		1.34	W	1001	45.6	WATAGA	12.16	1.48	1.08	9.44					
s 10.25	2.40		1.55		1005	49.0	ME	12.22	1.54	1.15	9.51					
s 10.40	2.55 818		2.10		1010	53.9	ONEIDA	12.29	2.08	1.24	10.00					
f 11.00	3.15 602		2.30 818		1014	57.3	REED POINT	12.37	2.10	1.81	10.06					
s 11.15	3.29		2.46 602	W	1019	62.3	QUEBEC	12.47	2.19	1.40 818	10.15					
s 11.35	3.47		3.07		1022	65.8	PATCUM	12.52	2.25	1.46	10.22					
f 11.50 AM	4.00		3.20		1026	70.6	GREYCLIFF	1.00 818	2.34	1.56 602	10.30					
s 12.04 PM 12.20	4.18		3.40	W C	1031	75.7	REYNOLDS	1.08	2.43	2.05	10.39					
f 12.45	4.36		4.00		1037	81.2	BIG TIMBER	1.18 602-817	2.55 2	2.17	10.49					
s 1.05 1.40 1-602	4.59 4		4.25	W	1043	86.8	DEHART	1.27	3.05	2.28	10.59					
f 2.05	5.25		4.51 4		1047	91.3	CARNEY	1.33	3.13	2.36 817	11.07					
s 2.36 5	5.45		5.10		1051	96.2	SPRINGDALE	1.42	3.23	2.47	11.17					
s 3.06	6.10		5.35	W	1058	102.6	ELTON	1.51	3.35	2.59	11.27					
s 3.35	6.40		6.00	W	1065	110.1	MISSION	2.02	3.47	3.18	11.40					
s 4.17 4	7.15		6.30		1071	115.7	LIVINGSTON	2.15 PM	4.00 AM 42	3.25 PM	11.55 PM					
A 4.45 PM	A 7.40 PM		A 7.00 PM	WCO TY				DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	
Tuesday Thursday Saturday	DAILY	DAILY	DAILY					3.15	3.30	3.45	3.40	.20	.30	.35	.25	.30
9.35	7.20	1.00	11.40					35.6	33.0	30.8	31.5	36.0	30.4	26.0	28.8	30.4
10.6	14.3	15.2	9.9													

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 FOR DOUBLE TRACK LIMITS AND RULES 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 2.45 p. m.
 No. 178 leaves Livingston 9.00 a. m. No. 177 arrives Livingston 2.30 p. m.
 Enginemen will not be required to consult register except at initial or starting point. See rule 83a.

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

FIRST CLASS										STATIONS.			SECOND CLASS				THIRD CLASS			
312	242	168	166	44	42	6	4	2	Water, Fuel, Sec'd, Turn Tables and Wyes	Station Numbers	Distances from Billings	Time Table No. 38 April 27th, 1913. Succeeding No. 87	Distances from Livingston	Car Capacity of Sidings	602	818	Way Freight	Monday Wednes'd'y Friday		
C. B. & Q. Passenger	G. N. Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS.			Freight					
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Telegraph Offices and Calls			DAILY					
A 5.45PM	A 3.45PM 107	A 11.05AM 1	A 5.20PM	A 6.35PM	A 7.25AM 311-603	A 11.15AM s 1-5	A 7.12PM s	A 5.05AM s	WCO TY	956	0.0	S.....BILLINGS.....DN BG 7.6	115.7	Yard	A 8.00PM 41					
5.27	3 33	s 10.49	s 5.02	6.18	7.09	10.59	6.53	4.51		964	7.6	.....VEGEN.....P 4.5	108.1	E 85 W 80	7.33				
5.18	L 3.20PM	f 10.41	f 4.53	L 6.10PM	7.02	10 51	6.45	4.43		968	12.1	GN.....G. N. Junction.....DN 3.2	103.6		7.20					
L 5.10PM 602		L 10.35AM 603	L 4.45PM		s 6.55 817	s 10.45 603	6 40 602	4.38	WCO TY	972	15.3	KD.....LAUREL.....DN AU 7.7	100.4	Yard	7.10 5.35 4-312			A 6.00PM		
					s 6.42	s 10.30	f 6.29	4.27		979	23.0	RK.....PARK CITY.....DN 4.5	92.7	E 80 W 85	5.03			s 5.30		
					6.34	f 10.21	6.22	4.20	W	983	27.5	.....YOUNG'S POINT.....P 4.0	88.2	85	4.51			s 5.10	
					6.26	f 10.13	6.15	4.18		989	32.1	.....RAPIDS.....P 2.8	83.6	85	4.35			s 4.50	
					6.22	10.08	6.11	4.09		992	34.9	.....MISKO.....P 5.8	80.8	85	4.25			f 4.40	
					s 6.12	s 9 58 817	s 6.08	4.00	W	996	40.7	CO.....COLUMBUS.....DN 4.9	75.0	E 80 W 65	4.04 818			s 4.15 3.40 602		
					6.01	9.48	5.53	3.51		1001	45.6	.....WATAGA.....P 3.4	70.1	85	3.45			s 3.15	
					5.55	f 9.42	5.48	3.45		1005	49.0	ME.....MERRILL.....D 4.9	66.7	85	3.32			s 2.55 651		
					5.47	9.33	5.40	3.38		1010	53.9	.....ONEIDA.....P 3.4	61.8	75	3.15 651			f 2.30 603	
					5.42	f 9 26	5.34	3.32	W	1014	57.3	RN.....REED POINT.....DN 5.0	58.4	E 85 W 75	2.46 603			s 2.05		
					5.34	f 9.17	5.26	3.24		1019	62.3	.....QUEBEC.....P 3.5	53.4	84	2.28			s 1.40 5	
					5.28	9.11	5.21	3.19		1022	65.8	.....PATCUM.....P 4.8	49.9	84	2.15			f 1.20	
					5.20	f 9.02	5.14	3.12	WC	1026	70.6	GC.....GREYCLIFF.....DN 5.1	45.1	E 80 W 65	1.56 5			s 1.00 12.04PM 1		
					5.12	8.52	5.07	3.04		1031	75.7	.....REYNOLDS.....P 5.5	40.0	70	1.35			f 11.30AM	
					s 5.03	s 8.41	s 4.59 651	2.55 3	W	1037	81.2	BD.....BIG TIMBER.....DN 5.6	34.5	E 65 W 70	1.18 1-317			s 11.00 10.25		
					4.53	8.30	4.51 603	2.45		1043	86.8	.....DEHART.....P 4.5	28.9	75	12.45			f 10.00	
					4.46	8.22	4.44	2.38		1047	91.3	.....CARNEY.....P 4.9	24.4	75	12.25			f 9.45	
					s 4.38	s 8.12	s 4.37	2.30	W	1051	96.2	SX.....SPRINGDALE.....DN 6.4	19.5	E 85 W 75	12.05PM			s 9.30		
					4.27	f 7 59	4.28	2.18	W	1058	102.6	.....ELTON.....P 7.5	13.1	84	11.45AM			s 9.05	
					4.12	7.46	4.17 817	2.05		1065	110.1	MS.....MISSION.....DN 5.6	5.6	E 75 W 75	11.15			s 8.40		
					L 4 00AM 3	L 7.35AM	L 4.07PM	L 1.55AM	WCO TY	1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard	L 10.50AM			L 8.20AM		
EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY			Monday Wednes'd'y Friday		
.35	.25	.30	.35	.25	3.25	3.40	3.05	3.10							9.10			9.40		
26.0	23.8	30.4	26.2	23.8	33.8	31.5	37.5	36.5				Time over Sub-division			12.6			10.5		
												Average Speed per Hour								

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

Eastward Rocky Fork and Clarks Fork trains will use first track south of main track opposite Laurel station, and will not occupy main track west of double track junction switch.

WESTWARD.

SECOND SUB-DIVISION
(MAIN LINE)

THIRD CLASS		SECOND CLASS		FIRST CLASS					
821	819	651	603	1	3	5	41	169	171
Way Freight	Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
L 8.15AM	L 8.15AM	L 9.00PM	L 8.35PM	L 2.25PM	L 4.10AM	L 3.35PM	L 12.05AM	L 3.15PM	
f 9.05	f 9.05	9.50	9.25	2.50	4.35	4.00	12.30	f 3.40	
f 9.85	f 9.85	10.15	9.50	3.05	4.50	4.15	12.40	f 3.50	
f 9.45	f 9.45	10.25	10.00	3.10	4.55	4.20	12.45	f 3.55	
s 10.00	s 10.00	10.40	10.15	3.17	5.02	4.27	12.52	s 4.02	
s 10.35AM	s 10.35AM	11.10	10.45	3.30	5.20	4.45	1.12	s 4.20	
12.01PM	12.01PM	11.30	11.05	3.37	5.27	4.54	1.19	4.81	
170-820	170-820	11.50PM	11.25	3.45	5.36	5.02	1.27	s 4.40	
f 12.18	f 12.18	12.15AM	11.45PM	3.58	5.46	5.10	1.34	s 4.51	
s 12.40	s 12.40	12.27	12.06AM	3.59	5.53	5.17	1.40	s 5.01	
1.50	1.50	A 12.45AM	12.30	4.10PM	6.10	5.30	1.50AM	A 5.15PM	L 2.00PM
s 2.18	s 2.18	603	651	822	169	169	42-652	5	4
s 2.40	s 2.40								
3.15	3.15								
L 7.15AM	A 3.35PM								
f 7.33			12.43		6.18	5.38			2.08
s 7.45			12.49		6.22	5.42			2.12
f 8.15			1.02		6.30	5.50			2.19
f 8.32			1.16		6.38	5.58			2.26
s 8.58			1.35		6.48	6.08			2.36
9.30			1.50		6.58	6.18			2.46
172			2.00		7.07	6.27			2.56
f 9.55			2.15		7.18	6.38			2.66
s 10.20			2.33		7.30	6.48			2.76
11.10			2.50		7.42	6.58			2.86
f 11.40AM			3.05		7.54	7.08			2.96
822			3.20		8.05	7.18			3.06
s 12.05PM			3.35		8.15	7.28			3.16
1.05			3.50		8.25	7.38			3.26
f 1.25			4.05		8.35	7.48			3.36
f 1.55			4.20		8.45	7.58			3.46
s 2.20			4.40		8.55	8.08			3.56
f 2.40			4.55		9.05	8.18			3.66
f 3.00			5.10		9.15	8.28			3.76
s 3.30			5.25		9.25	8.38			3.86
A 3.50PM			5.40		9.35	8.48			3.96
EXCEPT SUNDAY	EXCEPT SUNDAY		5.55		9.45	8.58			4.06
8.35	7.10	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
8.5	6.8	8.45	9.00	1.45	4.35	4.30	1.45	2.00	2.40
		13.1	13.6	28.1	26.7	27.2	28.1	24.6	27.6

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. For double track limits and rules 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, Trident, 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.
 PUSHER DISTRICTS—Between Livingston and Bozeman. Between Townsend and Helena.

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

FIRST CLASS.						Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Livingston	Time Table No. 38 April 27, 1913. Succeeding No. 37		Distance from Helena	Car Capacity of Sidings	SECOND CLASS.				THIRD CLASS.			
172	170	42	6	4	2				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 7.25AM	A 3.57PM	A 1.45AM	WCO TY	1071	0.0	VS.....LIVINGSTON.....DN	122.8	Yard	A 9.05AM	A 8.00AM			A 3.10PM				
	f 11.38	3.33	7.08	3.40	1.28	W	1080	8.1	HU.....HOPPERS.....DN	114.7	75	8.30	7.25			f 2.35				
	f 11.30	3.23	6.58	3.30	1.20	W	1083	11.9	MU.....MUIR.....DN	110.9	75	8.15	7.08			f 2.20				
	f 11.25	3.18	6.53	3.25	1.15		1084	13.1	WS.....WEST END.....DN	109.7	E 90 W65	8.05	6.58			f 2.10				
	s 11.14	3.07	6.42	3.14	1.08	W	1088	16.4	CD.....CHESTNUT.....DN	106.4		7.40	6.05			s 1.48				
	f 11.04	2.59	6.34	3.07	1.00		1092	19.2	.....GORDON.....	103.6	53	7.20	5.40			f 1.80			
	s 10.50	s 2.45	s 6.20	s 2.52	s 12.45	WCO TY	1096	24.8	BZ.....BOZEMAN.....DN	98.0	150	6.45	5.00			s 12.55PM				
	10.39	2.32	6.07	2.39	12.36		1101	29.1	.....STOREY.....P	93.7	75	6.07	4.15			f 11.30			
	s 10.29	2.22	f 5.57	f 2.29	12.25	W	1106	34.3	BA.....BELGRADE.....DN	88.5	E 75 W75	5.36	3.50			s 10.54				
	s 10.19	2.11	5.46	2.18	12.15		1111	39.3	.....CENTRAL PARK.....P	83.5	75	5.00	3.20			s 9.40			
	s 10.10	2.03	f 5.38	f 2.10	12.06AM	Y	1115	43.7	MN.....MANHATTAN.....DN	79.1	E 75 W75	4.35	2.55			s 9.15				
	A 9.55AM	L 10.00AM	L 1.50AM	s 5.25	s 1.57	WCO TY	1120	49.3	CH.....LOGAN.....DN	73.5	Yard	3.55	L 2.15AM			L 8.10AM	A 4.00PM			
	9.44			5.15	1.47		1125	52.9	.....GALLATIN.....P	69.9	75	3.15				f 3.25			
	s 9.40			f 5.12	f 1.44		1127	54.9	RT.....TRIDENT.....DN	67.9	75	3.08				s 3.15				
	f 9.32			5.05	1.38	W	1129	58.9	K.....REKAP.....P	63.9	75	2.55				f 2.45				
	f 9.22			4.59	1.32		1135	63.3	.....CLARKSTON.....P	59.5	75	2.40				f 2.26			
	s 9.10			4.49	1.23	W	1141	69.3	CJ.....LOMBARD.....DN	53.5	100	2.20				s 2.00				
	8.59			4.40	1.12		1147	75.1	.....BREWER.....P	47.7	75	2.00				f 1.12			
	s 8.52			4.34	1.06	W	1150	78.6	TS.....TOSTON.....DN	44.2	E 75 W75	1.44				s 12.45				
	8.40			4.26	12.57		1156	84.5	.....HOLKER.....P	38.3	75	1.24				f 11.40AM			
	s 8.30			s 4.18	s 12.49	WCO TY	1161	89.7	TN.....TOWNSEND.....DN	33.1	E 75 W75	1.05				s 11.15				
	f 8.23			4.10	12.41		1164	92.6	.....BEDFORD.....P	30.2	75	12.48				f 10.15			
	f 8.14			4.03	12.33		1170	97.8	.....CLOW.....P	25.0	75	12.30				f 9.55			
	s 8.05			f 3.56	f 12.26	W	1175	102.5	WN.....WINSTON.....DN	20.3	E 75 W75	12.15AM				s 9.30				
	f 7.50			3.46	12.18		1179	107.1	.....PLACER.....P	16.7	75	11.55PM				f 8.58			
	f 7.40			3.33	12.07PM	W1-S M.E.	1183	112.4	.....LOUISVILLE.....P	10.4	75	11.30				f 8.25			
	s 7.25			3.19	11.54AM	OY	1189	118.4	JN.....EAST HELENA.....DN	4.4	E 70 W60	11.00				s 7.55				
	L 7.15AM			L 8.10AM	L 11.45AM	WCO TY	1194	122.8	HN.....HELENA.....DN	0.0	Yard	L 10.45PM				L 7.30AM				
	DAILY	DAILY	DAILY	DAILY	DAILY				Time over Sub-Division.			DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY			
	2.40	1.55	2.00	4.15	4.12				Average Speed per Hour.			10.20	5.45			7.00	8.30			
	27.6	25.6	24.6	28.8	29.2							11.8	8.5			7.00	8.6			

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

FOR DOUBLE TRACK LIMITS AND RULES 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.
All Eastward trains will come into Lombard under control. Special attention of trains using Lombard and Rekap sidings is called to Rule 90-a.

WEST WARD

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

Time Table No. 38 April 27, 1913. Succeeding No. 37. Table with columns for Second Class (825, 651, 495), First Class (173, 169, 41, 1), Stations (Logan, Three Forks, Willow Creek, Sappington, etc.), and Second Class (496, 652, 826). Includes arrival and departure times and average speeds.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR DOUBLE TRACK LIMITS AND RULES 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. When trains of any class by positive meeting order, or trains of the same class on their schedule rights, meet at Pipestone, Spire Rock, Welch, Homestake or Skones, the ascending train will take siding, except that descending light engines will take siding.

Eastward trains must have Tunnel clearance before leaving Highview. 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. HELPER DISTRICT—Between Whitehall and M. U. Transfer.

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 36, 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.

Table for SEVENTH SUB-DIVISION—Park Branch. Includes columns for Second Class (823), First Class (163), and Second Class (824). Stations include Livingston, Brisbane, Trail Creek, Pray, Chichory, Emigrant, Daileys, Miner, Sphinx, Corwin Springs, Electric, Deevers, and Gardiner.

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.

WESTWARD. FIFTH SUB-DIVISION—Clark's Fork Branch EASTWARD.

Table for FIFTH SUB-DIVISION—Clark's Fork Branch. Includes columns for Third Class (815), First Class (311, 167), and Third Class (816). Stations include Silesia, Edgar, Fromberg, and Bridger.

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.

Table for FOURTH SUB-DIVISION—Rocky Fork Branch. Includes columns for Third Class (815, 813), First Class (311, 167, 165), and Third Class (814, 816). Stations include Laurel, Mason, Silesia, Rockvale, Joliet, Boyd, Selmes, Roberts, Fox, and Red Lodge.

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 Yard, Silesia and Red Lodge for all trains and Laurel Depot for first class trains. DERAIL SWITCHES—See page 8.

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

Table for TENTH SUB-DIVISION—Ruby Valley Branch. Includes columns for Second Class (499), First Class (175), and Second Class (176, 500). Stations include Whitehall, C. M. & P. S. Crossing, Renova, Loomont, Waterloo, Silver Star, Iron Rod, Twin Bridges, Sheridan, Laurin, and Alder.

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.

WESTWARD		NINTH SUB-DIVISION (RED BLUFF AND PONY BRANCHES)										EASTWARD	
SECOND CLASS		Time Table No. 38 April 27, 1913. Succeeding No. 37										SECOND CLASS	
497		495		STATIONS.		496		498					
Mixed	Mixed	STATIONS.		Mixed	Mixed								
EXCEPT SUNDAY	EXCEPT SUNDAY	Telegraph Offices and Calls		EXCEPT SUNDAY	EXCEPT SUNDAY								
L 9.05AM	W Y	TD 19	0.0	SO.....SAPPINGTON..... D	20.6	62	A 1.00PM						
s 9.45	W Y	TE 9	9.5	HA.....HARRISON..... D	11.1	40	s 12.25PM						
A 10.20AM	W Y	TE 20	20.6	NO.....NORRIS..... D	0.0		L 10.50AM						
L 11.25AM	W Y	TE 9	0.0	HARRISON..... D	6.3	40							
A 11.50AM	TI 6		6.3	PY.....PONY..... D	0.0	20	L 12.01PM						
EXCEPT SUNDAY	EXCEPT SUNDAY												
.25	1.15												
15.1	16.4												
Time over Sub-division													
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. 38 April 27, 1913. Succeeding No. 37										FIRST CLASS		SECOND CLASS	
503		177		STATIONS.		178		504							
Mixed	Passenger	STATIONS.		Passenger	Mixed										
Tuesday Thursday Saturday	Monday Wednesday Friday	Telegraph Offices and Calls		Monday Wednesday Friday	Tuesday Thursday Saturday										
L 12.45PM	W Y	TM 23	0.0	WILSALL..... D	22.7	45	A 10.30AM								
s 12.55	W Y	TM 2	2.8	SHIELDS..... D	19.9	43	s 10.20								
s 1.25	W	TM 14	8.0	CLYDE PARK..... D	14.7	42	s 10.03								
f 1.35			10.8	TREGLOAN..... D	11.9	5	f 9.54								
s 1.50		TM 8	14.2	CHADBORN..... D	8.5	20	s 9.43								
f 2.05			18.6	GRANNIS CROSSING..... D	4.1		f 9.29								
A 2.25PM		1065	22.7	MISSION..... DN	0.0	165	L 9.15AM								
Tuesday Thursday Saturday	Monday Wednesday Friday														
1.40	1.15														
13.6	18.1														
Time over Sub-division															
Average Speed per Hour															
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		ELEVENTH SUB-DIVISION (ELKHORN BRANCH)										EASTWARD			
THIRD CLASS.		Time Table No. 38 April 27, 1913. Succeeding No. 37										FIRST CLASS.		THIRD CLASS.	
		STATIONS.													
		Telegraph Offices and Calls													
		WC Y	TF 33	2.6	G. N. TRANSFER..... D	22.7									
			TH 3	5.9	BOULDER..... D	20.1	75								
			TH 9	11.3	HOT SPRINGS..... D	16.8									
		W 1 1/2 mi W	TH 16	18.2	FINN..... D	11.4	15								
		WT	TH 20	22.7	QUEEN SIDING..... D	4.5	5								
					ELKHORN..... D	0.0	45								
Time over Sub-division															
Average Speed per Hour.															

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.

WESTWARD		TWELFTH SUB-DIVISION (CAMP CREEK BRANCH)										EASTWARD	
		Time Table No. 38 April 27, 1913. Succeeding No. 37											
		STATIONS.											
		Telegraph Offices and Calls											
		TR 3	3.3	MN..... MANHATTAN..... DN	15.2	150							
		TR 3	3.8	WHITE..... D	11.9	9							
		TR 5	4.8	BUELL..... D	10.4	8							
		W	TR 7	7.0	AMSTERDAM..... D	8.2	28						
			TR 8	8.2	WOLRATH..... D	7.0	5						
			TR10	10.5	ARNOLD..... D	4.7	7						
			TR12	11.9	VINCENT..... D	3.3	11						
		W Y	TR15	15.2	ANCENEY..... D	0.0	22						
Time over Sub-division													
Average Speed per Hour.													

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

YARD LIMITS—Manhattan.

COMMERCIAL SPURS			
FIRST SUB-DIVISION DISTANCE FROM LIVINGSTON Nichols Spur..... 7.8 Miles		THIRD SUB-DIVISION DISTANCE FROM LOGAN Moncrete Spur..... 2.4 Miles	
SECOND SUB-DIVISION DISTANCE FROM LIVINGSTON. Rokek..... 18.3 Miles Coopers Spur..... 19.7 " Penwell..... 115.5 " Powder Spur..... 121.1 "		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 " Watters Spur..... 39.5 "			

TONNAGE RATING—FREIGHT ENGINES.

WESTWARD	ENGINES.												EASTWARD	ENGINES.													
	Max. Grade	Class F 1	Class S 2	Class T	Class W	Class W 3	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Car Limit		Max. Grade	Class F 1	Class S 2	Class T	Class W	Class W 3	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Car Limit		
Billings to Livingston	0.5	1600	1500	1500	2200	2840	2200	2200	2100	1800	.....	.....	Helena to Placer	1.0	1000	950	1000	1300	1560	1375	1375	1325	1150	.....	.....
Livingston to West End	1.8	575	550	525	750	900	775	775	750	675	1125	.....	Placer to Logan	0.4	1800	1750	1725	2400	2880	2400	2400	2400	2100	.....	.....
West End to Townsend	Water											75 Cars.	Logan to Bozeman	0.8	1150	1100	1100	1500	1800	1425	1425	1400	1300	1800	.....	.....
Townsend to Winston	1.0	1000	950	1000	1300	1560	1375	1325	1325	1150	.....	.....	Bozeman to Muir	1.9	550	525	500	725	875	750	750	725	650	1100	.....	.....
Winston to Helena	Down												Muir to Livingston	Down													
Logan to Whitehall	0.4	1800	1750	1725	2400	2880	2400	2400	2400	2100	.....	.....	Livingston to Billings	Water												75 Cars.
Whitehall to Homestake	2.2	450	425	400	600	720	575	575	550	525	850	Butte to Homestake	2.2	450	425	400	600	720	575	575	550	525	850
Homestake to Butte	Down												Homestake to Whitehall	Down													
													Whitehall to Logan	Water												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	Spir Rock.....*East End of Siding	Fox.....East End of Siding
Merrill.....East End Stock Yard Track	Central Park.....West End of Industry Track	Welch.....*East End of Siding	Red Lodge.....East End of Storage Track
Big Timber.....East End of House Track	Lombard.....West End of Transfer Track	".....West End of Spur	".....East End of House Track
Nichols.....East End of Stock Yard Track	Crow.....East End of Spur	Homestake.....*East End of Siding	".....East End of Team Track
	Winston.....West End of House Track	".....East End of Wye Tracks	
	Placer.....West End of Spur	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	
		".....West End of Butte Electric Ry. Interchange Tracks	
		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 o' East End Leonard Track	

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

Deraill switches must be set for deraill 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.

