

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 38A TABLE

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

SUNDAY, JUNE 29th, 1913.

For the Government of Employees 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 43 159 165 167 157 179									
Way Freight			Freight Freight Freight			Passenger Passenger Passenger Passenger G. N. Passenger G. N. 241 Passenger Passenger Passenger Passenger CB&Q 311 Passenger									
Tuesday Thursday Saturday			DAILY DAILY DAILY			DAILY DAILY DAILY DAILY DAILY DAILY EXCEPT SUNDAY EXCEPT SUNDAY SUNDAY ONLY EXCEPT SUNDAY									
L 7.10 AM 42-179			L 12.20 PM 5 A 3.10 AM 8.20 11.27 1-5			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 12.10 PM L 9.15 AM L 3.50 PM 160 L 7.00 AM 603 L 7.00 AM 42-603									
7.15			12.25 11.32 165-168			11.15 12.43 11.54 AM 8.29 6.44 12.25 s 9.80 s 4.07 f 7.17 7.15									
f 7.85			12.45 11.52 AM			11.21 12.50 12.03 PM 8.38 A 6.50 AM A 12.35 PM f 9.38 f 4.17 f 7.27 7.28									
s 7.50			1.00 12.07 PM			11.25 603 12.55 12.07 651 8.41 9.41 603 4.20 7.31 7.27 817									
s 8.10			1.20 12.34 5			11.27 12.57 s 12.10 s 8.45 9.45 AM s 4.25 PM A 7.35 AM A 7.30 AM									
s 8.35			1.40 12.59			11.34 1.04 12.20 8.54									
f 8.48			1.51 1.10			11.39 f 1.10 s 12.26 f 9.01									
s 9.15 10.00 8			2.20 1.84 W 998 40.7			11.46 1.18 f 12.34 603 9.10									
s 10.25			2.40 1.55 1001 45.6			11.54 1.25 f 12.43 9.19									
s 10.40			2.55 813 2.10 1005 49.0			11.58 AM 1.30 12.49 9.24									
f 11.00			3.15 602 2.30 813 1010 53.9			12.08 PM s 1.40 s 12.59 s 9.35									
s 11.15			3.29 2.46 602 W 1014 57.3			12.16 1.43 1.08 9.44									
s 11.35			3.47 3.07 1019 62.3			12.22 1.54 f 1.15 9.51									
f 11.50 AM			4.00 3.20 1022 65.8			12.29 2.03 1.24 10.00									
s 12.04 PM 12.20			4.18 3.40 W C 1026 70.6			12.37 2.10 f 1.31 f 10.06									
f 12.45			4.36 4.00 1031 75.7			12.47 2.19 f 1.40 813 10.15									
s 1.05 1.40 1-602			4.59 4 4.25 W 1037 81.2			12.52 2.25 1.46 10.22									
f 2.05			5.25 4.51 1043 88.8			1.00 2.34 f 1.56 602 10.30									
f 2.36 5			5.45 5.10 1047 91.3			1.08 2.43 2.05 10.39									
s 3.06			6.10 5.35 W 1051 96.2			1.18 2.55 s 2.17 s 10.49									
s 3.35			6.40 6.00 W 1058 102.6			1.27 3.05 2.28 10.59									
s 4.17 4			7.15 6.80 1065 110.1			1.33 3.13 2.36 817 11.07									
A 4.45 PM			A 7.40 PM A 7.00 PM W C O T Y 1071 115.7			1.42 s 3.23 s 2.47 s 11.17									
Tuesday Thursday Saturday			DAILY DAILY DAILY			1.51 3.35 f 2.59 11.27									
9.35			7.20 1.00 11.40			2.02 3.47 3.13 11.40									
10.6			14.3 15.2 9.9			2.15 PM s 4.00 AM s 3.25 PM A 11.55 PM s									
			Time over Sub-Division			3.15 3.30 3.45 3.40 .20 .25 .30 .35 .35 .30									
			Average Speed per Hour			35.6 33.0 30.8 31.5 36.0 28.8 30.4 26.0 26.0 30.4									

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.

WESTWARD.

SECOND SUB-DIVISION
(MAIN LINE)

THIRD CLASS		SECOND CLASS				FIRST CLASS								
821	819	651	603	STATIONS.				1	3	5	41	169	171	
Way Freight	Way Freight	Freight	Freight	Distance from Livingston	Station Numbers	Distance from Helena	Car Capacity of Sidings	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	VS	VS	VS	VS	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
L 8.15AM	L 8.15AM	L 9.00PM	L 8.35PM	0.0	1071	0.0	Yard	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	8.1	1080	8.1	75	2.50	4.35	4.00	12.30	f 3.40		
f 9.35	f 9.35	10.15	9.50	11.9	1083	11.9	75	3.05	4.50	4.15	12.40	f 3.50		
f 9.45	f 9.45	10.25	10.00	13.1	1084	13.1	75	3.10	4.55	4.20	12.45	f 3.55		
s 10.00	s 10.00	10.40	10.15	16.4	1088	16.4	75	3.17	5.02	4.27	12.52	s 4.02		
				19.2	1092	19.2	53							
s 10.35AM	s 10.35AM	11.10	10.45	24.8	1096	24.8	150	s 3.30	s 5.20	s 4.45	s 1.12	s 4.20		
f 12.18	f 12.18	11.30	11.05	29.1	1101	29.1	75	3.37	5.27	4.54	1.19	4.31		
s 12.40	s 12.40	11.50PM	11.25	34.3	1106	34.3	75	3.45	f 5.36	5.02	f 1.27	s 4.40		
s 2.18	s 2.18	12.15AM	11.45PM	39.3	1111	39.3	75	3.53	5.46	5.10	1.34	s 4.51		
s 2.40	s 2.40	12.27	12.06AM	43.7	1115	43.7	75	3.59	f 5.53	5.17	f 1.40	s 5.01		
L 7.15AM	A 3.35PM	A 12.45AM	12.30	49.3	1120	49.3	Yard	s 4.10PM	s 6.10	s 5.30	A 1.50AM	A 5.15PM	L 2.00PM	
f 7.33		12.43	12.30	52.9	1125	52.9	75		6.18	5.38			2.08	
s 7.45		12.49	12.49	54.9	1127	54.9	75	f 6.22	f 6.42				s 2.12	
f 8.15		1.02	1.02	58.9	1129	58.9	75	6.30	6.50				f 2.19	
f 8.32		1.16	1.16	63.3	1135	63.3	75	6.38	6.58				f 2.26	
s 8.58		1.35	1.35	69.3	1141	69.3	100	f 6.50	f 6.10				s 2.38	
f 9.55		2.00	2.00	75.1	1147	75.1	75	7.01	6.21				s 2.50	
s 10.20		2.15	2.15	78.6	1150	78.6	75	f 7.07	f 6.28				s 2.58	
f 11.40AM		2.38	2.38	84.5	1156	84.5	75	7.18	6.38				s 3.08	
s 12.05PM		2.50	2.50	89.7	1161	89.7	75	f 7.30	s 6.48				s 3.20	
f 1.35		3.05	3.05	92.6	1164	92.6	75	7.38	6.57				f 3.28	
f 1.55		3.30	3.30	97.8	1170	97.8	75	7.51	7.12				f 3.43	
s 2.20		3.56	3.56	102.5	1175	102.5	75	f 8.05	f 7.28				s 4.00	
f 3.40		4.18	4.18	107.1	1179	107.1	75	8.15	7.35				f 4.08	
f 3.00		4.40	4.40	112.4	1183	112.4	75	8.25	7.43				f 4.18	
s 8.30		5.10	5.10	118.4	1189	118.4	75	8.35	7.53				s 4.28	
A 8.50PM	A 5.35AM			123.8	1194	123.8	Yard	A 8.45AM	A 8.05PM				A 4.40PM	
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	Time over Sub-division				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
8.35	7.10	3.45	9.00	Average Speed per Hour				1.45	4.35	4.30	1.45	2.00	2.40	
8.5	6.8	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.						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	9.05AM	8.00AM	A 3.10PM					
f 11.38	8.33	7.08	8.40	1.28	W	8.30	7.25	f 8.35					
f 11.30	8.23	6.58	3.30	1.20	W	8.15	7.08	f 8.20					
f 11.25	8.18	6.53	3.25	1.15		8.05	6.58	f 8.10					
s 11.14	8.07	6.42	3.14	1.08	W	7.40	6.05	s 1.48					
f 11.04	8.59	6.34	3.07	1.02		7.20	5.40	f 1.30					
s 10.50	8.45	6.20	2.52	12.48	WCO TY	6.45	5.00	s 12.55PM					
10.39	8.32	6.07	2.39	12.38		6.07	4.15	f 11.30					
s 10.29	8.22	5.57	2.29	12.26	W	5.36	3.50	s 10.54					
s 10.19	8.11	5.46	2.18	12.15		5.00	3.20	s 9.40					
s 10.10	8.08	5.38	2.10	12.06	WCO TY	4.35	2.55	s 9.15					
A 9.55AM	L 10.00AM	L 1.50AM	s 5.25	s 1.57	WCO TY	3.55	L 2.15AM	L 8.10AM	A 4.00PM				
9.44			5.15	1.47		3.15			f 8.25				
s 9.40			5.12	1.44		3.08			s 8.15				
f 9.32			5.05	1.38	W	2.55			f 2.45				
f 9.22			4.59	1.32		2.40			f 2.26				
s 9.19			4.49	1.23	W	2.20			s 2.00				
8.59			4.40	1.12		2.00			f 1.12				
s 8.52			4.34	1.06	W	1.44			s 12.45				
8.40			4.26	12.57		1.24			12.05PM				
s 8.30			4.18	12.49	WCO TY	1.05			f 11.40AM				
f 8.23			4.10	12.41		12.48			s 11.15				
f 8.14			4.03	12.33		12.30			f 10.15				
s 8.05			3.56	12.26	W	12.15AM			f 9.55				
f 7.50			3.46	12.18		11.55PM			s 9.30				
f 7.40			3.38	12.07PM	W-1-8 M.R.	11.30			f 8.58				
s 7.25			3.19	11.54AM	OY	11.00			f 8.25				
L 7.15AM			L 8.10AM	L 11.45AM	WCO TY	L 10.45PM			s 7.55				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY				
2.40	1.55	2.00	4.15	4.12	1.50	10.20	5.45	7.00	8.30				
27.6	25.6	24.6	28.8	29.2	26.8	11.3	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.

WESTWARD

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

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 time table No. 38 A, June 29, 1913.

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.

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.

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.

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.

WESTWARD. SEVENTH SUB-DIVISION—Park Branch EASTWARD.

SECOND CLASS.		FIRST CLASS.		Time Table No. 38A										FIRST CLASS.		SECOND CLASS.	
823		163	161	June 29, 1913. Succeeding Supplement A, Page 6 of Time Table No. 38										162	164	824	
Way Freight	Passenger	Passenger	STATIONS.										Passenger	Passenger	Way Freight		
MONDAY WEDNSDY FRIDAY	DAILY	DAILY	Telegraph Offices and Calls										DAILY	DAILY	MONDAY WEDNSDY FRIDAY		
L 7.00AM	L 7.00AM	L 3.30PM	VS.....	LIVINGSTON.....	DN	54.1	Yard	A 12.45PM	A 9.30PM	A 3.30PM							
f 7.40	7.22	f 3.50		BRISBIN.....		43.9	30	f 12.23	9.05	f 2.00							
f 7.57	7.31	f 3.59		TRAIL CREEK.....		39.6	3	f 12.13	8.55	f 1.45							
f 8.07		s 4.04		PRAY.....		37.0	4	s 12.07	8.49	f 1.30							
f 8.19	7.43	f 4.11		CHICORY.....		33.8	15	f 12.01PM	8.41	f 1.17							
s 8.29	s 7.49	s 4.17		EMIGRANT.....	D	30.9	5	s 11.54AM	8.34	s 1.05							
f 8.57	8.05	f 4.32		DAILEYS.....		23.3	12	f 11.33	8.10	f 12.36							
f 9.22		s 4.45		MINER.....		16.6	4	s 11.23	8.03	f 12.15							
f 9.34	8.26	f 4.51		SPHINX.....		13.6	29	f 11.16	7.55	f 12.05PM							
s 9.57	s 8.38	s 5.02		CORWIN SPRINGS.....		7.5	4	s 11.04	7.38	s 11.45AM							
s 10.07	s 8.49	s 5.10		ELECTRIC.....	D	5.0	25	s 10.56	7.29	s 11.35							
f 10.13		f 5.15		DEEVERS.....		2.1	4	f 10.50	7.22	f 11.25							
A 10.30AM	A 9.00AM	A 5.20PM		GARDINER.....	D	0.0	40	L 10.45AM	L 7.15PM	L 11.15AM							
Mon., Wed. Friday	DAILY	DAILY						DAILY	DAILY	Mon., Wed. Friday							
3.30	2.00	1.50						2.00	2.15	3.15							
15.4	27.0	29.5						27.0	24.0	17.3							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 No. 163 has right over No. 162, and No. 161 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. 38A										FIRST CLASS		THIRD CLASS	
815		179	167	June 29, 1913. Succeeding No. 38										168	180	816	
Way Freight	Passenger	Passenger	STATIONS.										Passenger	Passenger	Way Freight		
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	Telegraph Offices and Calls										EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY		
L 8.15AM	L 7.50AM	L 4.45PM	RC.....	SILESIA.....	D	19.5	38	A 10.10AM	A 4.45PM	A 1.30PM							
s 8.40	f 8.10	s 5.04		EDGAR.....	D	12.8	15	s 9.51	f 4.20	s 1.00							
s 9.05	A 8.30AM	s 5.23		FROMBERG.....	D	7.0	54	s 9.32	L 4.00PM	s 12.25PM							
A 10.30AM		A 5.45PM		BRIDGER.....	D	0.0	Yard	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. 38A										FIRST CLASS.		THIRD CLASS.				
815		813	179	157	167	165	June 29, 1913. Succeeding No. 38										166	168	158	180	814	816
Way Freight	Way Freight	CB&Q 311 Passenger	Passenger	Passenger	Passenger	STATIONS.										Passenger	Passenger	Passenger	CB&Q 312 Passenger	Way Freight	Way Freight	
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	Telegraph Offices and Calls										EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
L 7.00AM	L 6.50AM	L 7.30AM	L 7.35AM	L 4.25PM	L 9.50AM	WDY	972	0.0	KD.....	LAUREL.....	DN	44.1	Yard	A 4.45PM	A 10.35AM	A 7.35PM	A 5.10PM	A 3.50PM	A 2.30PM			
s 7.40	s 7.05	7.40	f 7.47	f 4.35	f 9.59		TA	4.5	MASON.....		39.6	51	f 4.35	f 10.25	f 7.20	4.57	s 3.80	s 2.05				
A 8.05AM	s 7.25	A 7.50AM	s 8.00	A 4.45PM	s 10.10		TA	9.5	SILESIA.....	D	34.6	38	s 4.25	L 10.10AM	s 7.10	L 4.45PM	s 3.10	L 1.40PM				
			f 8.03		f 10.17		TA	12.1	ROCKVALE.....		32.0	28	f 4.14		f 7.00							
	s 8.00		s 8.20		s 10.30		W 1/2 mi W	TA	JOLIET.....	D	26.0	51	s 4.02		s 6.45		s 2.35					
	s 8.25		f 8.35		f 10.45		TA	22.9	BOYD.....	P	21.2	51	f 3.48		f 6.30		s 2.05					
	s 8.50		f 8.48		f 11.00		TA	28.6	SELMES.....	P	15.5	40	f 3.36		f 6.18		s 1.40					
	s 9.20		f 8.56		f 11.09		W 1 mi E	TA	ROBERTS.....	D	12.3	60	f 3.29		f 6.10		s 1.26	1.11				
	s 9.55		f 9.11		f 11.26		TA	38.1	FOX.....	P	6.0	70	f 3.14		f 5.55		s 12.45					
	A 10.40AM		A 9.30AM		A 11.50AM		WC OY	TA	RED LODGE.....	D	0.0	Yard	L 3.00PM		L 5.40PM		L 12.20PM					
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY								EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY				
1.05	3.50	.20	1.55	.20	2.00								1.45	.25	1.55	.25	3.30	.50				
8.8	10.7	23.8	22.9	28.8	22.0								25.2	23.0	22.9	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. 157 has right over No. 158 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. 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. 38A										FIRST CLASS		SECOND CLASS	
499		175	June 29, 1913. Succeeding No. 38										176	500			
Mixed	Passenger	STATIONS.										Passenger	Mixed				
EXCEPT SUNDAY	SUNDAY ONLY	Telegraph Offices and Calls										SUNDAY ONLY	EXCEPT SUNDAY				
L 8.50AM	L 8.25AM	WH.....	WHITEHALL.....	DN	45.3	Yard	A 6.50PM	A 6.30PM									
			C. M. & P. S. CROSSING.....		43.3												
s 9.05	s 8.34		RENOVA.....		41.5		s 6.40	s 6.15									
f 9.28	f 8.48		LOOMONT.....		35.3	25	f 6.27	f 5.55									
s 9.34	s 8.52		WATERLOO.....		33.7		s 6.22	s 5.50									
f 9.49	f 9.02		SILVER STAR.....		29.6	5	f 6.12	f 5.34									
s 10.02	s 9.10		IRON ROD.....		26.0	25	s 6.04	s 5.23									
s 10.27	s 9.26		TWIN BRIDGES.....	D	19.2	25	s 5.47	s 5.00									
s 11.01	s 9.47		SHERIDAN.....	D	10.0	25	s 5.25	s 4.30									
s 11.30	s 10.05		LAURIN.....		2.2	8	s 5.07	s 4.05									
A 11.45AM	A 10.15AM		ALDER.....	D	0.0	45	L 5.00PM	L 3.55PM									
EXCEPT SUNDAY	SUNDAY ONLY						SUNDAY ONLY	EXCEPT SUNDAY									
2.55	1.50						1.50	2.35									
15.5	25.1						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.

WESTWARD		NINTH SUB-DIVISION (RED BLUFF AND PONY BRANCHES)										EASTWARD	
SECOND CLASS		Time Table No. 38A June 29, 1913. Succeeding No. 38										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	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 11.25AM						
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 12.25PM					
A 11.50AM 498		TI 6	6.3	PY.....PONY.....D	0.0	20	L 12.01PM 497						
EXCEPT SUNDAY	EXCEPT SUNDAY						EXCEPT SUNDAY						
.25	1.15						EXCEPT SUNDAY						
15.1	16.4			Time over Sub-division			1.10	.24					
				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.
 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		SIXTH SUB-DIVISION (SHIELDS RIVER BRANCH)										EASTWARD	
SECOND CLASS		Time Table No. 38A June 29, 1913. Succeeding No. 38										SECOND CLASS	
503	177	STATIONS.		178		504							
Mixed	Passenger	Telegraph Offices and Calls		Passenger	Mixed								
Tuesday Thursday Saturday	Monday Wednesday Friday			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		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		1085	22.7	MS.....MISSION.....DN	0.0	165	L 9.15AM						
Tuesday Thursday Saturday	Monday Wednesday Friday						Monday Wednesday Friday						
1.40	1.16						1.15	1			13.1		
13.6	18.1			Time over Sub-division			18.1						
				Average Speed per Hour			18.1						

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. 38A June 29, 1913. Succeeding No. 38										THIRD CLASS.	
FIRST CLASS.		STATIONS.		FIRST CLASS.		THIRD CLASS.							
		Telegraph Offices and Calls											
		.....G. N. TRANSFER.....D		22.7								
		W C Y	TE 33	2.6	.....BOULDER.....D	20.1	75					
			TH 3	5.9	.....HOT SPRINGS.....D	16.8						
			TH 9	11.3	.....FINN.....D	11.4	15					
		W 1/2 mi W	TH 16	18.2	.....QUEEN SIDING.....D	4.5	5					
		W T	TH 20	22.7	.....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

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		TWELFTH SUB-DIVISION (CAMP CREEK BRANCH)										EASTWARD	
		Time Table No. 38A June 29, 1913. Succeeding No. 38											
		STATIONS.											
		Telegraph Offices and Calls											
		.....MANHATTAN.....DN		15.2	150							
		TR 3	3.3	.....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	6						
		TR 10	10.5	.....ARNOLD.....D	4.7	7						
		TR 12	11.9	.....VINCENT.....D	3.3	11						
		W Y	TR 15	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
SECOND SUB-DIVISION DISTANCE FROM LIVINGSTON.	
Rokek.....	18.3 Miles
Coopers Spur.....	19.7 "
Penwell.....	115.5 "

THIRD SUB-DIVISION DISTANCE FROM LOGAN	
Moncrete 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.	
Clark Spur.....	3.7 Miles
Beals Spur.....	5.6 "
Shaw's Spur.....	12.2 "
Tinsleys Spur—"On Pony Branch".....	12.5 "
Dawes Spur.....	16.7 "

TENTH SUB-DIVISION DISTANCE FROM WHITEHALL.	
Parrotts Spur.....	4.0 Miles
Winslow Spur.....	7.9 "
Colterville 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						Car Limit.					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						Car Limit.						Muir to Livingston.....	Down					Descending Mountain	Grade.						
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						Descending Mountain	Grade.					.....	.....	.....	.....	.....	.....	Descending Mountain	Grade.					
													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..... 1/2 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..... 1/2 Mile West M. P. 15	"..... Round House Track	"..... *East End of Yard	Boyd..... East End of Siding
"..... 1/2 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	Pipetone..... *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	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	Clow..... 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 Berkeley Spur	
		"..... East End Tramway Track	
		"..... Two on East End Leonard Track	

FIRST SUB-DIVISION	SECOND SUB-DIVISION	THIRD SUB-DIVISION	FOURTH SUB-DIVISION
Livingston Yard..... East End of Freight House Track			Fromberg..... McCarthy Mine Track
"..... East End of House Track			Heiser..... Beet Spur
"..... East End of Coal Dock Track			Bridger..... Coal & Implement Spur
"..... At Blacksmith Shop Dooley Track			
"..... East End of Track No. 5 at Shops			
"..... East End of Track No. 6			
"..... East End of Track No. 8			
"..... East End of Track No. 9			
"..... East End of Track No. 10			

FIRST SUB-DIVISION	SECOND SUB-DIVISION	THIRD SUB-DIVISION	FOURTH SUB-DIVISION
			SEVENTH SUB-DIVISION
			Gardiner..... East End of Yard-Track 3
			Livingston..... On Boof 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, 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. 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.

(S)—Location of Stretcher Equipment.

FRED BRASTRUP, Train Master.

R. R. AUERBACH, Train Master.

W. E. BERNER, Train Master.

E. W. WESTON, Chief Dispatcher.

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 146

Livingston, August 27, 1913

ALL CONCERNED -

Effective at once train No. 1 will pick up passengers at Logan for points destined Spokane - Lind - Pasco - North Yakima - Ellensburg CleElum - Portland - Seattle and Tacoma at which points this train stops.

B. O. JOHNSON,
Superintendent.

Copies to -
JMR-FB(4)-EWW(3)
JS-PHM(18)-Time Card File
JWS-WHM-ESR-MBP

Bulletin No. 146 posted at _____ Time _____ Date _____

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 129

Livingston, July 18, 1913

ALL CONCERNED:

Effective at once, and during the continuance of Time Card No. 38-A Brisbin and Pray will be made flag stops for train 164.

B. O. JOHNSON,
Superintendent.

Copies to -
JMR-FB(4)-EWW(3)-JS
WHM-JES-AMC-PHM(18)-
Agts. Gardiner, Electric
Emigrant, Corwin, Pray, Livingston
Bozeman and Billings.
All B. B. x r Time Card File.

Bulletin No. 129 posted at _____ Time _____ Date _____

