

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 235

Livingston, December 27, 1912.

ALL CONCERNED:

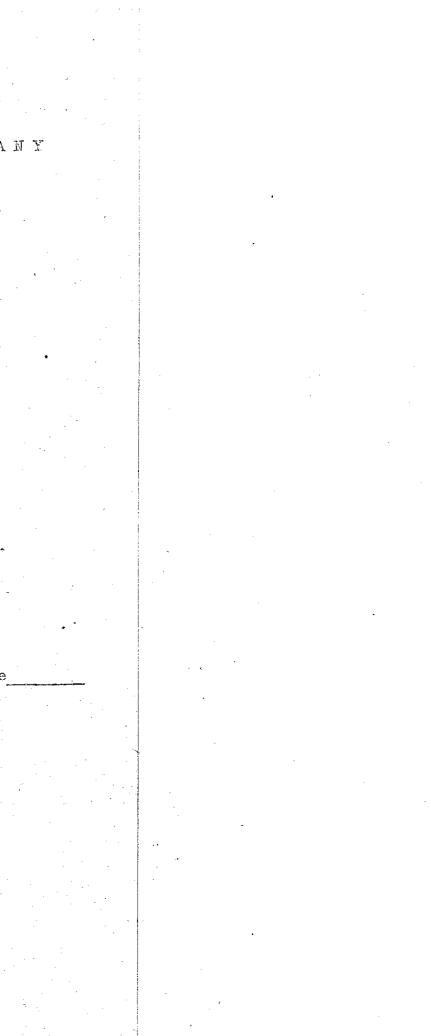
Effective December 29th, 1912, and until otherwise instructed, Train One will stop wherever necessary to let Mff passengers from points North of Manitoba Junction.

B. O. JOHNSON,

Superintendent.

CC-All Bulletin Bds. x r JMR-PHM(18)-FB(3)-EWW(3)-JS.

Bulletin No. 235 posted at _____ Date



WES.	TWAR	D												FIRST SUB-DIVISION (MAIN LINE)									
i. it	THIR	CLASS				SE	COND CL	ASS			es			Time Table No. 37							F	IRST CLA	ASS
			817					651	605	603	cel, rn Tab	Numbers	uno	Dec. 29th, 1912. Succeeding No. 36B.	- m	ty of	1	3	5	41	43	165	167
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									3) 5105-		wee	956	0.0	S BILLINGS DN BG 7.6	1.1	Yard	DAILY	DAILY L 12.304	DAILY	DAILY	DAILY		EXCEPT SUNDAY
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,		·	s 12.04PM 12.20		-			4.18	-	8.40	WC	1026	70.6	GC GREYCLIPF DN 5.1	45.1	E 80 W65	1.00	2.34	f 1.56	10.30			· ·
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		201 - 10 an 10 an 10	s 8.85		ور مر موجوع الم			6.40		6.00	W	1058	102.6	ELTON P 7.5	13.1	84	1.51	8.35	1 2.59	11.27			
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1 AN		n Neter -	10.6		144 - 144 144 - 144 144 - 144			14.3	15.2	9.9				Average Speed per Hour			35.6	33.0	30.8	31.5	36.0	30.4	26.0

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—Pilings; 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 Liv 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.

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

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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 b

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 Hel-

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)

wherween Livingston and Mult and between West End and Bozeman. Start system of minutes, and of freight trains any one mile in four (4) minutes, on descending grade, except Pa mountain, eastward, may run at a speed not to exceed forty (40) miles per hour to any one m Hoppers use Six (6) minutes; Hoppers to Livingston use Twelve (12) minutes. Freight Trains 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 makes the train superior to all other trains between Muir and West End. No. 5 will stop at Belgrade, Central Park, and Nauhattan, to discharge passengers from cast of PUSHER DISTRICTS—Between Livingston and Bozeman. Between Townsend and Helena.

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NORTHERN PACIFIC BAILWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 117

Livingston, January 30, 1913.

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Effective at once, Louisville tank will be a

flag stop for trains 171 and 172.

- 19 and

B. O. JOHNSON,

Superintendent.

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Bulletin 117 posted at Time Date

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		9.0	11.7	13.5		23.0	22.4	23.5	24.9				Average Speed per Hour		1	28.8	25.0	24.9	23.5		19.2	12.8	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.

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 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.

OF TRAINS ON DOUBLE TRACK. SPECIAL RULES FOR MOVEMENT

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.

M. U. I ranster 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 West-ward 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 honr passing over the switches.
 RULE 4. First data trains will register at Laurel Yard by tegister 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

RULE 7. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every RULE 10. Except as modified above, the Transportation Rules govern.

before issuing clearance. RULE 6. On double track, as indicated by division time table. Bule 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. 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.

EASTWARD

	WES	WARD	•		SEVI	ENTH	SUB-DI	IVISION	Park B	ranch	1		EASTW		WES	TWAR	D.	F	IFTH	SUB-D	IVISIO	N—Clarl	k's For	ork Braz	nch 🦯	()	EASTW	VARD
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NORTHERN FACILIC RALLWAY COMPANY

Office of Division Superintendent

BULLET IN NO. 136.

Livingston, February 14, 1913.

ALL CONCERNED -

Effective Saturday, February 15th, Bulletin 128 is cancelled, and the work of the crew assigned to Elkhorn Branch will be revised as follows -

> Monday - Lay over at Helena. Tuesday - Helena to Loganas way freight Wednesday - Logan to Helena as way freight Thursday - Helena to Logan as way freight Friday - Logan to Helena as way freight Saturday - Helena to Queen Siding and to Boulder Sunday - Boulder to Helena.

> > B. O. JOHNSON,

Time

Superintendent.

Copies to -ALL Dulletin Bds, x r, FB(4) EWW(3)-WHM-ESR-LAF-FEK-PHLI(18) WED-JS(3)-JMR.

Bulletin 136 posted at

Date

Bulletin 128 posted at

Livingston, February 8, 1913.

ALL CONCERNED

Effective Monday February 10th, the work of the crew assigned to Elkhorn Branch will be revised as follows -Honday - Lay over at Helena Tuesday - Helena to Queen Siding and to Boulder Wednesday - Boulder to Helena Thursday - Helena to Logan as way freight Friday - Logan to Helena as way freight Saturday - Helena to Logan as way freight

Sunday - Logan to Helena as way freight

Copies to -

All Bulletin Bds x r, FB(4) EVE (3)-WHE-ESR-LAF-FEK-PEM (18) WED-JS(3).JMR

NORTHERN PACIFIC RALLWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 128

B. O. JOHNSON,

Time

Superintendent.

Date

8

TONNAGE RATING-FREIGHT ENGINES.

						ENG	INES.												EN	GINES.					
WESTWARD	Max. Građe	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	EASTWARD	Max. Grade	Class F 1	Class S 2	Clasa S 3	Class T	Class W	Class Y	Class ¥ 1	Class Y 3	Class Y 4	Class Z	Car Lim
Billings to Livingston	0.5	1600	1500	1475	1500	2200	2200	2200	2100	1800			Helena to Placer	1.0	1000	950	900	1000	1300	1375	1375	1325	1150		
Livingston to West End	1.8	575	550	525	525	750	775	775	750	675	1125		Placer to Logan	0.4	1800	1750	1725	1725	2400	2400	2400	2400	2100	·····	•••••
West End to Townsend	Water					Car Li	mit.			~_ 		75 Cars.	Logan to Bozeman	0.8	1150	1100	1100	1100	1500	1425	1425	1400	1300	1800	
Fownsend to Winston	1.0	1000	950	900	1000	1300	1375	1325	1325	1150			Bozeman to Muir	1.9	550	525	500	50 0	725	750	750	725	650	1100	• • • • • • • • • •
Vinston to Helena	Down					Car Li	mit.						Muir to Livingston	Down				Descen	ding Mo	untain	Grade.				
ogan to Whitehall.	0.4	1800	1750	1725	1725	2400	2400	2400	2400	2100	••••		Livingston to Billings	Water					Car Li	mit.					75 Cars.
Vhitehall 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	
Iomestake to Butte	Down				Descen	ding Mo	untain	Grade.			·		Homestake to Whitehall	Down				Descen	ding M	ountain	Grade.				
	1					!							Whitehall to Logan	Water					Car Li	mit.	· · · · ·				75 Car

DERAIL SWITCHES.

Logan....

Sears...

Whitehall

Pipestone

Welch.

Skones.

Spire Rock.

Homestake

M. U. Transfer... Butte Yard

Butte-Montana Union Hill ...

...

...

FIRST SUB-DIVISION

Billings	Coal Dock Spur
Beet Spur	
Laurel	
Beet Spur	
4	
	East End Sugar Beet Track
Columbus	On Quarry Spur
Merrill	
Big Timber.	East End of House Track
	East End of Stock Yard Track
Nichols	West End of Spur

Livingston Yard East End of Freight House Track .East End of House Track East End of Coal Dock Track 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 Eost End of Track No. 10

West End

Chestnut.

Bozeman.

" "

Story. Central Park.

Clow....

Placer...

Lombard.

Winston.

•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.

THIRD SUB-DIVISION

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.

(S)-Location of Stretcher Equipment.

FRED BRASTRUP, Train Master.

R. R. AUERBACH, Train Master.

SECOND SUB-DIVISION

*West End of Westward Siding

West End of Ladder Track South Yard

...West End of Industry Track

......*West End of Coal Dock Track*West End of Old Main Track*West End of Industry TrackWest End of Industry Track

West End of House Track

West End of Spur

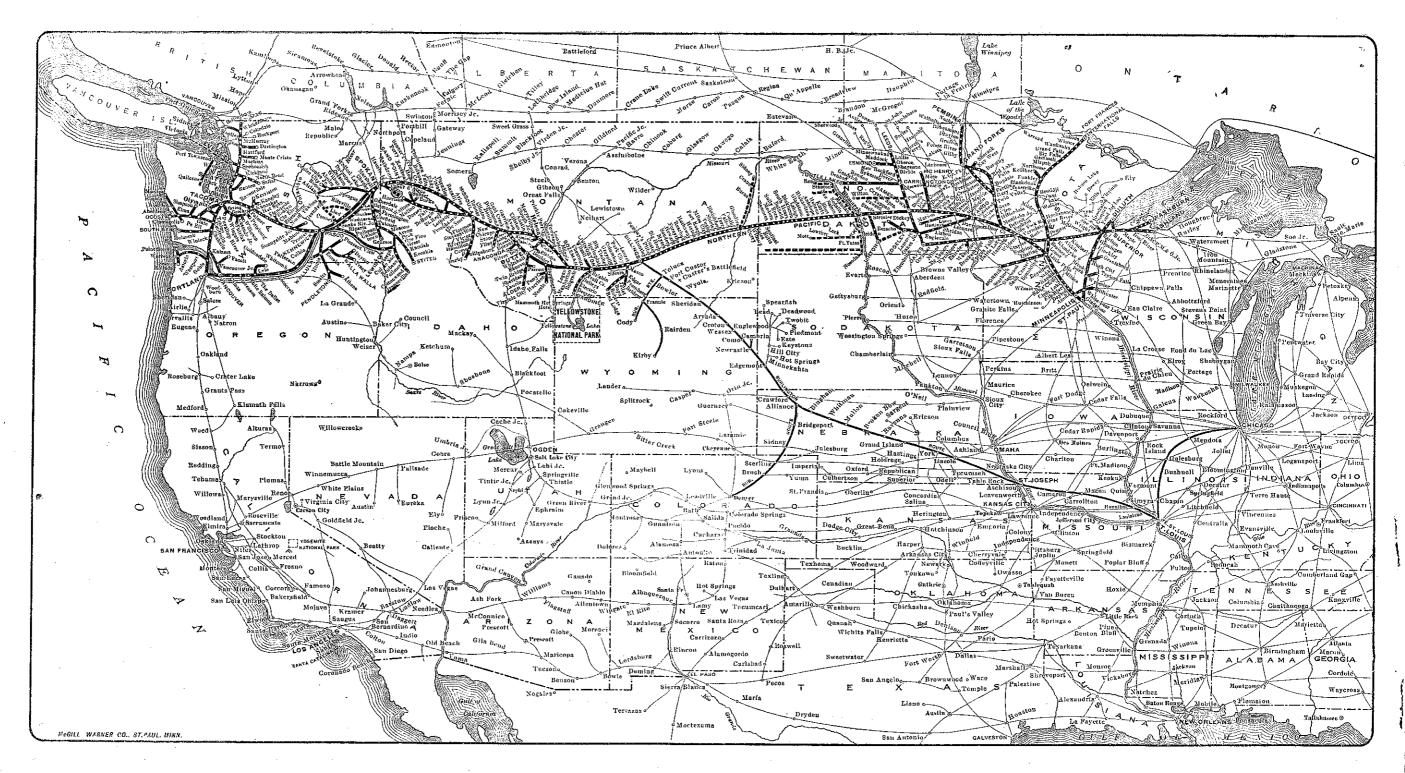
....Round House Track

W.'E. BERNER, Train Master.

FOURTH SUB-DIVISION

	· ·	
West Coal Dock Track	Rockvale	Spur Track
East End of Spur	Dutton	Spur Track
*East End of House Track		East End of House Track
*East End of Yard		East End of Siding
East End of Coal Dock Track		East End of Elding
*East End of Siding		East End of Siding
*East End of Siding		East End of Siding
East End of Siding		East End of Storage Track
	" "	East End of House Track
*East End of Siding	44 66 F	East End of House Track East End of Team Track
East End of Wye Tracks		
*West End of Siding		FIFTH SUB-DIVISION
	Fromberg	
West End No. 1 Track	Heiser	Beet Spur
	Bridger	
West End of Team Track		SEVENTH SUE-DIVISION
West End of O. S. L. Freight House Track	Gardiner	East End of Yard-Track 3
West End No. 18 Track		On Boot Track
Union HillWest End Lexington Spur	21,1230102000	-
" "		NINTH SUB-DIVISION
" "West End Rarus Spur		West End of Spur
" "		East End of Milling Track
" "East End Tramway Track	Pony	East End of House Track
" " Two on East End Leonard Track		ELEVENTH SUB-DIVISION
THO ON PART PHU DECHARU TROX	Elkhorn	Track Leading to Elkhorn Mine
	•	

E. W. WESTON, Chief Dispatcher.



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