

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 235

Livingston, December 27, 1912.

ALL CONCERNED:

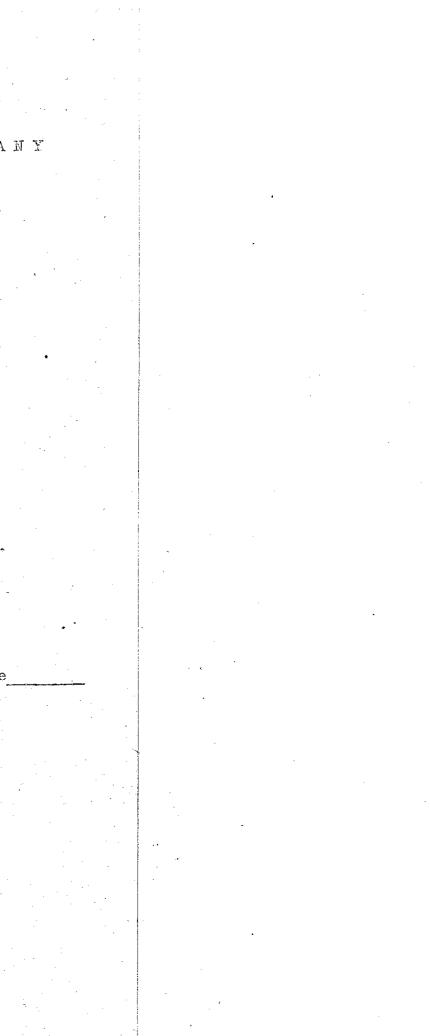
Effective December 29th, 1912, and until otherwise instructed, Train One will stop wherever necessary to let Mff passengers from points North of Manitoba Junction.

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 |
| | | | Way Freight | | | | | Freight | Freight | Freight | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 | | nce fr | STATIONS. | ston | apacî gs. | Passenger | Passenger | Passenger | Passenger | G. N. Passenger | Passenger | Passenger |
| Assas | | | Tuesday Thursday Saturday | | | | | DAILY | DAILY | DAILY | Wate | Station | Distance from | Telegraph Offices and Calls | Distance Livingstor | Car C Sidin | | <u>``</u> | | | | | |
| | | | | | | | | | 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 |
| · · · · · · · · · · · · · · · · · · · | | - | | | | | | - | 2.40 | 7.48 | <u> </u> | 1 | 1 | ра 7.6 YEGEN Р | + I | | | <u>.</u> | <u> </u> | · · · | | | |
| | :::::::::::::::::::::::::::::::::::: | | - | _ | - | - | | | 2.55 | 8.05 | | | 5 667 | GNG. N. Junction DN | I I | W80 | 11.15 | 12.43 | 11 54AM | ten da managera de | | s 9.30 | T. 752 555 FROM -00 |
| | | - | L 7.104 42-811 | | - | | | L12.20 | HA 3 104 | | w.cc | | · | 3.2 | | Vord | 1.12 | 12.50 12.57 | 12.038 | | | | i 4.87 |
| | · | | 42-311 | | | | | 5 | | 8.20 11.274 1-6 165-168 | TΥ | | | KD LAUREL DN AU 7.7 | 100.4 | 1410 | 603 | 12.07 | \$ 12.10 651 | \$ 8.45 | | A 9.454 \$ 6-603 | A 4.45 s 165 |
| | | | 8 7.50 | | | | | 1.00 | و تصبیف میں انسانی ا | 12.07P | 1 | 979 | 23.0 | RKPARK CITY DN 4.5 | 92.7 | E 80 | 11.89 | f 1.10 | s 12.26 | f 9.01 | | 201782 80 10 102 10 | - |
| | | | 8 8.10 | | | | | 1.20 | | 12.34 | w | | | | | | 11.46 | 1.18 | i 12.34 | 9.10 | | | |
| | | _ | \$ 8.35 | | | | | 1.40 | | 12.59 | | 989 | 32.1 | P | 83.6 | 85 | 11.54 | 1.25 | f 12.43 | 9.19 | | | - |
| | | | f 8.48 | 1997 - 1988 1997 - 1998 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1 | | | 3 | 1.51 | | 1.10 | | | | MISKOP | | | 11.584 | 1.80 | 12.49 | 9.24 | | | • |
| | | | \$ 9.15 10.00 | | | | | 2.20 | | 1.84 | W | 996 | 40.7 | CO COLUMBUS DN 4.9 | 75.0 | E 80 W 65 | 12.08PM | s 1.40 | s 12.59 | s 9.35 | | · | |
| | | 2.46.254.09 | \$ 10.25 | | <u> </u> | 2012-00-00 | 17.5.5% | 2.40 | z menn lateratur server | 1.55 | | | | WATAGA P 3.4 | | | 12.16 | 1.48 | 1.08 | 9.44 | | | |
| | | | s 10.40 | | | | | 2.55 818 | | 2.10 | | | S. 15 | MED | | | 12.22 | 1.54 | f 1.15 | 9.51 | | 4 D | |
| · · · · | | int dae | f 11,00 | | | | | 3.15 603 | | 2.30 818 | | | | ONEIDA P 3.4 | 13 1 | | 12.29 | 2.03 | 1.24 | 10.00 | | landa na ta | |
| | | | s 11.15 | | | | | 3.29 | | 2.46 602 | W | | <u> </u> | RNREED POINTDN 5.0 | 1.5 | W75- | 12.37 | 2.10 | f 1.81 | 10.06 | | | |
| | | | s 11.35 | | | | 1 N. | 3.47 | | 8.07 | | 1019 | 62.3 | P 8.5 | 53.4 | 84 | 12.47 | 2.19 | f 1.40 818 | 10.15 | | | - |
| | | | f 11.50A | | | - | | 4.00 | - <u> </u> | 8.20 | | 1022 | 65.8 | PATCUMP | 49.9 | 84 | 12.52 | 2.25 | 1.46 | 10.22 | | | |
| , | | · | 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 | | | · · |
| | | · [| f 12.45 | | - | | | 4.36 | | 4.00 | | | | | i | - 1 | 1.08 | 2.43 | 2.05 | 10.39 | | | |
| · | | | . 1 05 | | | | | | | | | | | 0.5 | | | | | | | | | |
| | | <u> </u> | # 1.05 1.40 1-602 | | | | | 4.59 4 | | 4.25 | l.W | 1037 | 81.2 | BDBIG TIMBER DN 5.6 | 34.5 | E 65 W70 | 1.18 602-817 | \$ 2.55 | s 2.17 | s 10.49 | | : | |
| | | | 1 2,05 | | | | | 5.25 | | 4.51 4 | | 1043 | 86.8 | DEHART P 4.5 | 28.9 | 75 | 1.27 | 3.05 | 2.28 | 10.59 | | | |
| | | [| 2 36 | | | 1 | 44 S | 5.45 | | 5.10 | | 1047 | 91.3 | P | 24.4 | 75 | 1.38 | 3.13 | 2.36 817 | 11.07 | | | |
| | ······································ | | s 3.06 | | | | | 6.10 | | 5.85 | W | 1051 | 96.2 | SX SPRINGDALE DN 6.4 | 19.5 | E 85 W75 | 1.42 | 3.28 | \$ 2.47 | s 11.17 | | | |
| | | 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 | | | |
| | | | 8 4.17 4 | | | | | 7.15 | | 6.30 | | · | | MS MISSION DN 5.6 | 1 | N75 | 2.02 | 3.47 | 3.18 | 11.40 | 97 Dia Serias Los ma | | FT Called in a lat |
| | | | A 4.45PM | | | | | A 7.40PM | | А 7.00ры | WCO TY | 1071 | 115.7 | vsDN | 0.0 | Yard | 2.15P | 4.00AH | A 3.25PM | A 11.55P# | و میرپوهی می می از ا | | مندور عوجد استعد |
| | | | Tuesday Thursday Saturday | 1 - T | 2 | | | DAILY | DAILY | DAILY | | | | | | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | EXCEPT SUNDAY |
| - | | | 9.35 | | | • | | 7.20 | 1.00 | 11.40 | | | | Time over Sub-Division | | | 3.15 | 3.30 | 3.45 | 3.40 | .20 | .30 | SUNDAY |
| 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.

| | | | | Ĩ) |
|-------------|-----------------------------------|-------------------------|---------------------------------------|---|
| ÷. | | | | |
| | 241 | 311 | | |
| er | G. N. Passenger | C. B. & Q | | |
| T Y Y | DAILY | EXCEPT. SUNDAY | | 4 |
| | L12,10PM | | | |
| , | 12.25 | 7.15 | | а |
| | A 12.35PM | - | | |
| 諧 | | A 7.30A | | |
| | pang it. Series hill (series - of | | | |
| - | | | | |
| _ | | | | |
| | 3.51 | | | |
| | | | | |
| - | | | | |
| _ | | | | |
| | <u>144</u> | | | |
| _ | | | | |
| | | | | |
| _ - | | | | |
| - - | | | | |
| | | | | |
| - - | | | | . |
| | | | | |
| * | | | | a de la companya de la company |
| - | | | ارتین این دی کر می رود | - |
| | DAILY | ЕХСЕРТ | | |
| | .25 | EXCEPT SUNDAY .30 | · · · · · · · · · · · · · · · · · · · | |
| | 28.8 | 30.4 | | |
| _!_ | | | | ī |
| ns l | between L | ivingston | and Mission. | |



| | | | | | | | | | | | | | | FI | RST SUB-DIVISION (MAIN LINE) | | | | | | |
|----------|------------------|---------------------------|--|---|--------------------------------------|-------------------------|---|----------------------|-------------------|---------------|-----------|-----------------|-----------|--------|--|----------------|-------------------|--|---|--|-----|
| | | 1 | | | | FIRST | CLASS | | | <u></u> | | otes | S. | | Time Table No. 37 | | | ppersonal sector of the sector | | SECON | D (|
| | | | 312 | 242 | 168 | 166 | 44 | 42 | 6 | 4 | 2 | uel, irn Tal | fumber | s from | Dec. 29th, 1912. Succeeding No. 36B | lrom | ity of | 602 | 1 A 4 4 | | |
| | | | C., B. & Q. Passenger | G. N. Passenger | Passenger | Passenger | G. N. Passenger | Passenger | Passenger | Passenger | Passenger | ter, F Vva | Station N | tance | STATIONS. | Distances from | Capacity | Freight | | · | 1. |
| | | l | EXCEPT SUNDAY | DAILY | EXCEPT SUNDAY | | DAILY | DAILY | DAILY | DAILY | DAILY | Va Sce | | Dist | Telegraph Offices and Calls | EP: | Car | DAILY | |] | |
| | | - | A 5.45PM | A 3.45P | A 11.054 | NA 5.20PM | A 6.35P | A 7.25A 311-603 | A 9.55A | A 7.12P | A 5.05A | WCO TY | 956 | 0.0 | SBILLINGSD.N BG 7.6 | 115.7 | Yard | A 8 00P# | - 55 - 5 | | - |
| | | | 5.27 | | \$ 10.49 | | 6.18 | 7.09 | 9.39 | 6.58 | 4.51 | · | 964 | 7.6 | YEGEN I 4.5 | 108.1 | E 85 W80 | 7.83 | | - | - |
| | | www. | | | | 1 4.53 | | 7.02 | 9.31 | 6.45 | 4 4 3 | | 968 | F 1 | GN G. N. Junction DN 3.2 | 1 | | 7.20 | | , and the second se | · · |
| | | | L 5.10PM 602 | 1 | L 10.354 | L 4 45 PM 167 | | s S.55 817 | s 9.25 165-603 | 6 40 602 | 4.38 | WCO TY | 972 | 15.3 | KÐ LAUREL DN AU 7.7 | 100.4 | Yard | 7 10 5 35 4 312 | | | |
| | | | | | ی خانی ریز کا تک | | | s 6.42 | s 9.10 | f_6.29 | 4.27 | | 979 | 23.0 | RK PARK CITY DN 4.5 | 92.7 | E 80 | 4-312 5.08 | | i (Cillion Contain State) - | - |
| | <u> </u> | | | · · · · | | | | 6.84 | f 9.01 | 6.22 | 4.20 | Ŵ | 983 | 27.5 | | 88.2 | 85 | 4 51 | | | - |
| | | | 4 | | | | | 6.26 | f 8.53 | 6.15 | 4.13 | | 989 | 32.1 | | 83.6 | 85 | 4 35 | | · · · · · | - |
| | · · · · · | <u> </u> | | | | | | 6.22 | 8 48 817 | 6.11 | 4.09 | | 992 | 34.9 | MISKO P 5.8 | \$0.8 | 85 | 4 25 | | · · · · | - |
| ••• •••• | 3-792-7- | محافظة الحديد إرابي | n | ≫ | دار میلادونوند امر امرد . ۱۱ | e latere setter sy och | na server net Statistic | s 6.12 | s 8.38 | s 6.08 | 4.00 | W | 996 | 40.7 | CO COLUMBUS DN 4.9 | 75.0 | E 80 W65 | 4.04 | and the large of the | 29-21-29,290,00 | |
| | | n s presidente de su P | | | -09 2003 19 200 20 03 | | n an sean an s Tha tha tha tha tha tha tha tha tha tha t | 6.01 | 8.28~ | 5.58 | | | 1001 | 45.6 | | 70.1 | ~85 _{.1} | 8.45 | - 28.51 | i Alexandration Alexandration | |
| | a | in na frienden skose | al for the first state of the s | Sector of the | . The last state of the second state | a Marando na Lago ano L | ane nega | 5.55 | f 8.22 | 5.48 | 8.45 | • •9+995*** | 1005 | 49.0 | ME MERRILL D 4.9 | 66.7 | 85 | 8.82 | - 1944. | - 1.55 m = 3(3), 45 m = 1 | |
| | | • | <u>.</u> | ······ | | | | 5.47 | 8.13 | 5.40 | 3.38 | | 1010 | - | P | | 8 | 3.15 651 | | | • |
| | | ··· | | · | · | | | 5.42 | f 806 | 5.84 | 3.32 | w | 1014 | 57.3 | RN REED POINT DN | 58.4 | E 85 W75 | 2.46 603 | | | - |
| • • | | •• •• | | | | | | 5.34 | \$ 7.57 | 5.26 | 3.24 | | 1019 | 62.8 | | 53.4 | 84 | 2.28 | | <u>*</u> | - |
| | | | | | | | ····· | 5.28 | 7.51 | 5.21 | 8.19 | | 1022 | 65.8 | | 49.9 | 84 | 2.15 | | | · |
| | | | | | | | | 5.20 | 1 7.42 | 5.14 | 8.12 | WC | 1026 | 70.6 | GC GREYCLIFF DN 5.1 | 45.1 | E 80 W65 | 1.56 | | <u> </u> | • |
| | | | | | | <u> </u> | | | | | | · . | · . | | | | | 50.5 | · | | |
| | | | | | | | | 5.12 | 7.82 | 5.07 | 8.04 | | 1031 | 75.7 | | 40.0 | 70 | 1.85 | | | |
| | . " | | | | | 1.50 | | s 5.08 | s 7.21 | s 4.59 651 | 2,55 | W | 1037 | 81.2 | BD BIQ TIMBER DN 5.6 | 34.5 | E 65 W70 | 1.15 1-817 | | · · · | |
| | | | | | | - U * | | 4.58 | ·7.10 - | 4.51 603 | 2.45 | | 1043 | 86.8 | PEHARTP | 28:9 | 75 | 12.45 | | <u></u> | · |
| | | · · · · | | | | با ان ان | | 4.46 | 7.02 | 4.44 | 2.88 | | 1047 | 91.3 | P | 24.4 | 75 | 12.25 | | | - |
| | | · · · · · | e | | | 15 g - 1 | | s 4.88 - | s 6.52 | s 4.87 | 2.80 | W | 1051 | 96.2 | · · · · · · · · · · · · · · · · · · · | 19.5 | E 85 W75 | 12.05PM | | | · |
| | - | | | 1944 X 09 25 64 | | ()() () () () | | 4.27 | f 639 | 4.28 | 2.18 | ₩ | 1058 | 102.6 | | 13.1 | 84 | 11.454 | | н | |
| | | | ille this are 144740 ato | | 671165 ><\tampo og | | | 4.12- | 6.26 | 4.17 | 2.05 | | 1065 | 110.1 | MS MISSION, DN 5.6 | 5.6 | E 75 W75 | 11.15 | | · · · · | · |
| · ·- | ···· ··· - | | · | · · · · | | 61.1 | · · · · | L 4 00M | L 6.15M | L_4.07PH | L 1.55AM | WCO TY | 1071 | 115.7 | VSDN | 0.0 | Yard | L10.50AM | انتانتانا وچیکا بیدگا | | - |
| | | | EXCEPT SUNDAY | DAILY | EXCEPT SUNDAY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | 45.3 4.1 | | 71°. | BY LE STREET | | | DAILY | | • | |
| | | | .35 26.0 | 25 | 30 | | .25 | 3.25 | 3.40 | - 3.(15 A | 3.10 | • • • | | 7 di. | Time over Sub-division | | | 9.10 | | | |
| | | | -uro | 40.0 | 30.4 | 26.2 | 28.8 | 33.8 | 31.5 | 37.5 | 36.5 | | | ··· [: | Average Speed per Hour | · | | 12.6 | | | |

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

And State of the second second second and the second of the second se उम्रे करक

12.

s. Server B

1

Sec. 2

G

| HIRD CLASS | | | - | | CLASS |
|--|------------|---|-------------------------|---|--|
| · · · · · · · · | | 818 | | | - 18 - 18 - 18 |
| | - | Way Freight | | | |
| | - y | Monday Wednesd' Friday | | | • • • |
| | · | | | | |
| | | | | | · |
| | | | | | |
| | | Å 6.00P | | | |
| | | s 5.80 | | | |
| · · · · · · · · · · · · · · · · · · · | <u> </u> | 5 5.10 | | · · · · · · · · | |
| · · · · · · · · · · · · · · · · · · · | _ | \$ 4.50 | | | |
| | - | f 4.40 | • • • | | |
| un | | 3.40 602 | وموقعة والمنافع المسرية | and a straight of the state of | ************************************** |
| 11 - szenen telepeletetetetetetetetetetetetetetetete | | s '8,15 | 1200-051 8270-00 voc. / | 1998 (1997) (1997) 1997 (1997) (1997) 1997 (1997) (1997) (1997) 1997 (1997) (19 | - 200 Intervente |
| | | s 2.55 | vicence and | Companya Salaman | 9967864874-36446754-3 |
| | - | f 2.30 | | | |
| | | s 2.05 | ··· · ·· | | |
| · · · · · · · · · · · · · · · · · · · | | s 1.40 | | | |
| | | f 1.20 | | | · · · · · · · · · · · · · · · · · · · |
| | - - H | 3 1.00 12.04W | | | |
| | - _ | f 11.804 | | | |
| | <u> </u> | *u uster | | | |
| | | \$ 11.00 10.25 | | | |
| | - a - | 10.00 | | | |
| | | £ 9.45 | | ··· · · · · · | |
| | | 9.8 0 | | | |
| | | \$ 9.05 | | | |
| | | s 8.40 | | | |
| | _ | L 8.20AM | | ····· | |
| | , | Monday Wednesd'y Friday | | | |
| | 4 | 9.40 | | | |
| | 1 | · · · · · · · · · · · · · · · · · · · | | | |
| | | Monday Wednesd'y Friday 9.40 10:5 | GS. | BILLIN | and the same in |

| WESTWAF | <u>ም</u> . | | | | | | : | | | | | 9 | ECOND SUB-DIVISION | N | | | | | | | | |
|--|---------------------------------------|----------------------|--------------------------------|---------------------------------------|---|---------------------------------------|---------------------------------------|--|--|-------------------------|----------|-----------------------------|--------------------------------------|----------------------|---|----------------|---------------------|-------------------|---------------------|--------------------|----------------------|----------------|
| Ť | HIRD CL | ASS | | ς. ζ | : .* | | | pal laria | | sa | | | Time Table No. 37 | ĺ | | | | | | | IRST CLA | ISS |
| | | 821 | 819 | | | CLASS | arosa | 651 | 603 | el, n Tabl | Numbers | шo | Dec. 29, 1912 Succeeding No. 36B. | Irôm | icity 6f | 1 | -3 | -5 | -41 | 169 | 171 | |
| | | Way Freight | Way Freight | | | - | | Freight | Freight | sr. Fu S. Tu Wyce | on Nu | Distance from Livingston | STATIONS. | Distance f Helena | Carin | Passenger | Passenger | Passenger | Passenge | Passenger | Passenger | |
| · · · · · · · · · · · · | • • • • • • • • • • • | EXCEPT | EXCEPT SUNDAY | | · | ه د د در مدر | | DAILY | DAILY | Wate Scale | Station | | Telegraph Offices and Calls | | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | |
| | - | | L 8 154 | | | | | L 9.00P | L 8.35P | ITY. | | 1 | VSDN 8.1 | 1 | | L 2.25M | L 4 10AM | L 3.35PH 4+820 | L12.054 | L 3.15PM | 1 7.1973 | 14 U 14 |
| <u></u> | · | | 1 9.05 | <u></u> | | | | 9.50 | 9.25 | 1 | [| 1 | HUDN 3.8 | I | | 2.50 | 4.85 | 4.00 | 12.30 | f :3.40 | | 1956. 1 |
| 9445 | • | | 1-9.85 | <u></u> | | - | | 10.15 | 9.50 | W | 1083 | .11.9 | MUDN | 110.9 | .75 | 8.05 | 4.50 | 4.15 | 12.40 | f 3.50 | | 1 1 |
| مرد مردم بالمراجع المراجع | N - ANTERDARIA | e e angle na saang | 19-45 | | Mill street B Assess | | | 10.25 | 10.00 | | 1084 | 131 | WS | 109.7 | E 90 W65 | 3.10 | 4.55 | 4.20 | 12.45 | 1855 | | |
| ningen Terland de Landssandan Mara | ant septementes - 27 | e - a Roman a server | \$ 10.00 | ing gammers o | e manazarian katar | | negenning; ta | 10.40 | 10.15 | W.~ | 1088, | 16_4 | CDDN | 108.4 | | 3.17 | 5.02 | 4.27 | 12.52 | s 4 02 | | |
| and the state of the | | | f | ne ne ne ne ne ne | . Shippingan | | · · · · · · · · · · · · · · · · · · · | | Transformed in the | | 1092 | 19,2 | | 103.6 | 53 | | | | يرغر فرار در الدرار | f | | |
| | | | + 10.354 12.0198 170-820 | | م محمد مر | | - | 11.10 | 10.46 | W C O T | 1096 | 24.8 | BZBOZEMANDN 4.3 | 98.0 | 150 | s 3.30 | s 5.20 6-652 | \$ 4.45 | | s 4.25 | | • |
| | | | 170-820 112.18 | | <u> </u> | | | 11.80 | 11.05 | | 1101 | 29.1 | STOREYP | 93.7 | 75. | 8.37 | 5.27 | 4.54 | 1.19 | 4.34 | | - |
| | <u>.</u> | | 03.) 12.40 | | | | - | 11.509 | () = | W | . · | 1.2 | 5.2 BADN | | E 75 | 8.45 | 5.36 602 | 5.02 | f 1.27 | \$ 4.43 | | - |
| | | | 4:50 • 2.18- | - | · | | | -12-154 | - 6.4 g | <u> </u> | | · . | CENTRAL PARKP | | W75 | 8.53 | 602 5.45 | 5.10 | 1.34 | s 4.58 | | • |
| an and a set of the se | | 1 | 1 314 a | | <u>i</u> | - | - | 2 12.27 | 12.064 | 1.1 | 13.1 | _ اند بر ا | 4.4 MNDN | 1.2.54 | | 3.59 | 5.58 | 5.17 | f 1.40 | \$ 5.02 | |) |
| | | | 2 40 3 15 A 3.35PH | | | • | | ن د محمد محمل محمد بندین محمد ا لا | 2 | | سند سه ا | | 5.6 CHDN | | W75~ | | | | and and a second | | L 2.00% | |
| | Sec. Sec. | 15 V.10A | A 0.00m | | | | ······ | A 12 454 | 12 30 651 | OT Y | 1120 | 49.0 | 3.6 | | 14.0 | s -822 | | s 5.30 | s 42-652 | s 5 | L 2.00PM | |
| | | 1 7.83 | 08.5 | . | | | | | -12.48 | | 1125 | .52.9 | P | .69.9 | . 75 . | н н. Наста | 6.18 | 5.38 | | • ••• •• | 2.08 - | |
| 1 | · · · · · · · · · · · · · · · · · · · | 7.45 | | | · · · · · · | · · · · · · · | •••• | | 12.49 | | 1127 | 54.9 | RTDN 4.0 | 67.9 | 75 | : | f 6.22 | f 5.42 | : | | \$ 2.12 | |
| | | 1 8-15 | | | | | | | 1.02 | W | 1129 | 58.9 | КР 4,4 | 63.9 | 75_ | , | 6.30 | 5.50 | e : | | 1 2.19 | |
| ······ | | 1 8.32 | · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | | - | ··· | | 1.16 | | 1135 | . 63.3 | CLARKSTONP | 59.5 | 75 | | 6.88 | 5.58 | | | i 2.26 822 | |
| | | 8.58 | <u>, 0. (</u> | 2 | | | - | | 1.85 | . w. | 1141 | 69.3 | CJDN | 53.5 | 100 | | 1 6.50 | f 6.10 | | | s 2.38 | <u> </u> |
| | | 8.58 9.30 172 | | | | <u> </u> | _ | | ⊖+_}. | | . | · · · * . | 5.8 | | | | | | | | | |
| | | 1 9.55 | | | | | | | 2 00 602 | | | t | BREWERP 3.5 | | i | | 7.01 | 6 21 | | • • | 2.50 | |
| | | 10.20 11.10 | | | | | | | 8.17 | Ŵ | 1150 | 78.6 | TSDN 5.9 | 44.2 | E 75 W75 | | 1 7.07 | f 6.28 | | | s 2.58 | |
| | | 111.404 822 | | | | | | · | 2 48 | | 1156 | 84 5 | | 38.3 | 75 | | 7.18 | 6.88 | | | 3.08 | |
| · | | + 12.05PM | | | · | · · · · · · · · · · · · · · · · · · · | | · | | wc | 1161 | 89.7 | TN | 33.1 | E 75 W75 | 2 | 1 7.30 | s 6.48 | · · · · · | | \$ 8.20 | |
| | | 1 1.25 | | , · | | | | | 3.21 | | | | · · · · · · · | 30.2 | · · · | | 7.38 | 6.57 | | | 1 3.28 | |
| | · · · · · | | | · · · · | <u> </u> | | • | | 8.45 | · · · · · · · · · | | | BEDFORDP 5.2 | <i>.</i> | · | | 7.51 | 7.12 | | | f 3.48 | |
| | | 1.55 | | · | | | · | | 4.10 | | | | 4.7 WN | | · | | | 1 7.28 | | | s 4.00 | |
| 5 532050 (1. 100 (k.a. 5).002 | | s 2.20 | | درونه منهوم | - 14. 25. 19 - 1884, 2 83 | e recención de | s which he have been | ante anno a | - <u></u> | 1.1.1 | . e.e., | · • • | 4.6 | 4 3 3 4 4 4 4 | W-75 | and the second | 8.05 172 8.15 | 7.85 | | - 20 - 20 - 20 | f 4.08 | |
| nist for entry of a long to the second | | 1 2.40 | | | s darameter da ess | a da se an an | | na statione installed | 4.30 | | 1 | | | المنبعب | - i - i - i - i - i - i - i - i - i - i | | · · · · · · | 7.48 | | | 1 4.18 | · |
| ····· | · · · · · · | 1 3 00 | | | | | | . <u> </u> | | M. E. | | | 6.0 | · · | | · | 8.25 822 | | | | | |
| | | \$ 3.30 | | <u>.</u> | | | | | | | | | JN EAST HELENADN 4.4 | | | · · · | 8.35 | 7.58 | . 14 * | | s 4.28 | |
| ند د | | A 3.50PH | | | · ··· ·· | | | | A 5.35A | WCO TY | 1194 | 122.8 | HNDN | 0.0 | Yard | | а 8.45ан | A 8.05PM | | | A 4.40PM | |
| | | EXCEPT SUNDAY | EXCEPT SUNDAY | | | | | ÐAILY | DAILY | | | | | i | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | |
| | | 8.85 | 7.10 | | 514.94% - | | | 3.45 .13,1 | 9,00 13,6 | | ···· | - 12 | Time over Sub-division | · · · ! | | 1.45 | $\frac{4.35}{26.7}$ | 4.30 | 1.45 | 2.00 | 2.40 - 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 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.

| - | | . : | | | | | |
|-----------|---------------------------|--|------------------------|-----------|-------------------|--------------|----------|
| | <u></u> | <u>'s in d'a</u> | | _ | | | |
| | | <u></u> | | | | • | |
| | | · | | - | | | |
| | | | | ~ | | - fine | 2 |
| | | . <i>4. 1</i> | | - | | | • |
| 1 | | | | - | ····· | 1 | |
| | | ·- | | | | | |
| a stanana | - 14 - 16 - 16 | | | / ~ ~ | | · 5. | |
| | -10 913 201 | | | - | [| , | - |
| | | - 1917 No. 19 | | | | | |
| | | | | | | | |
| - | | | | - | | | |
| · | | | | - | | | |
| | | | | | | | |
| | | | ال معر مي الخزيمي من . | - | | | |
| - | | an a | | | | | |
| | | | | | | | |
| | · · · · · · · · · · · · · | | - ··· ··· | | | | |
| | | | | | | | |
| | | · · - | ··· | | | | |
| | | | | - . | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | `` |
| | | | | | | | |
| | | | | | [] | | |
| | | | | | [] | | |
| | | | | | | 第 | |
| | | | | | | <u>\$</u> . | |
| | | | <u> </u> | | | 聲 4 | |
| | | | | | [] | .* | |
| | | | S. 1. 33 L 7 7 18 1. | · | | | |
| | | • | | | - : | | |
| | | | | | _ <u></u> | | |
| | | | · | | | | |
| | | <u></u> | | | | | |
| | - | | | | | | |
| | ; | | | | | | |
| | | | | l | | -,1 | |
| | | | est End. | | | \ \$ | |
| le div | rided a | us follo | ing Bozer ws: Muin | to | The second second | * | <u>.</u> |
| eastwa | rd mus | st run fr | om Muir | 10 | The Party Second | . . . | |
| | | possess | ion of a S | taff | | | - |
| f Livin | gston. | | | | | | |

| i 10:35au i 2:0120 i 12:18 i 13:40 i 13:50 i 2:18 i 3:50 i 2:18 i 3:50 i 7:15M i 7:33 i 7:45 i 7:45 i 7:45 i 8:32 i 7:45 i 8:32 i 10:20 i 10:20 i 10:20 i 11:10 i 1:10 i 1:10 <th>THIRD</th> <th>CLASS</th> <th></th> <th>1</th> <th></th> <th>SECO</th> <th>ND CLASS</th> | THIRD | CLASS | | 1 | | SECO | ND CLASS |
|---|---|---------------------------------------|--|---|---------------------------------------|--|---|
| Way Way Way Way EXCEPT EXCEPT SUNDAY - I 8.158 - - I 9.05 - - I 9.10.00 - - - I 9.46 - - - I 12.018 - - - I 12.40 - - - I 12.40 - - - I 7.45 - - - - I 7.45 - - - - I 8.16 - - - - I 9.55 - - - - I | | 821 | 819 | 1 | | | |
| EXCEPT SUNDAY I. 8. 158 I. 9. 06 I. 9. 45 I. 9. 45 | | Way | Way | | _ | | |
| I 8.158 I 9.05 I 9.05 I 9.45 I 9.45 I 10.358 I 10.358 I 10.358 I 10.358 I 12.00 I 12.10 I 12.10 I 12.10 I 12.10 I 12.10 I 12.10 I 13.40 I 13.50 I 7.45 I 8.35 I 8.15 I 8.35 I 9.55 I 9.55 I 9.55 I 1.20 | | | | · · · · · | - | | |
| f 9.05 f 9.35 f 9.35 f 9.35 f 9.35 f 9.35 f 10.00 f 10.30 f 10.30 f 11.2.18 f 13.40 i 13.50 i 13.50 </td <td>· · · · · · · · · · · · · · · · · · ·</td> <td>SUNDA</td> <td></td> <td>Sure and</td> <td></td> <td>• </td> <td>-</td> | · · · · · · · · · · · · · · · · · · · | SUNDA | | Sure and | | • | - |
| f 9.85 f. 9.45. f. 9.45. f. 9.45. f. 0.00 f. 10.00 f. 10.35m f. 10.35m f. 12.18 f. 12.18 f. 12.18 f. 12.40 f. 12.18 f. 12.40 f. 12.18 f. 12.40 f. 12.18 f. 7.83 f. 7.45 f. 7.83 f. 7.45 f. 7.83 f. 7.45 f. 8.16 f. 7.83 f. 7.45 f. 8.16 f. 7.83 f. 7.45 f. 7.85 f. 7.8 | <u> </u> | | | | | _ | |
| f. 9.45. +10.00 +10.00 (10.35m 10.35m 10.35m 10.35m 10.35m 11.2.18 11.2.18 11.2.18 11.2.18 11.2.18 11.2.18 11.2.18 11.2.18 1 | 2 | | | | | | · . |
| 4 10,00 4 10,00 4 10,354 4 12,014 4 13,014 4 14,014 4 14,014 | 3 | ··· | 1 9.85 | | | | |
| i | di manana ang kanana an | e de la segu | 6-9.45- | | · · · · · · · · · · · · | e e e e e e e e e e e e e e e e e e e | a pears in |
| i 10.35 as i 12.01 as i 2.01 as i 2.01 as i 2.01 as i 2.01 as i 7.45 i 7.45 i 8.16 i 8.38 i 9.55 i 10.20 i 11.10 i 11.10 <td< td=""><td></td><td></td><td>\$ 10.00</td><td>Tax star B</td><td>- Constantiantes -</td><td>n de l'actività contra de la contr La contra de la contr</td><td>·</td></td<> | | | \$ 10.00 | Tax star B | - Constantiantes - | n de l'actività contra de la contr La contra de la contr | · |
| 112.18 12.40 13.50 2.18 316 2.18 316 2.18 316 2.18 316 316 1.7.33 4.7.45 1.7.45 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.1.10 1.1.10 1.1.10 1.1.10 1.1.10 1.1.25 1.2.056 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 | A AND A CONTRACT OF A CONTRACT. | 3 m ² | f | l totalistica totalistica | 10 classer | | |
| 112.18 12.40 13.50 2.18 316 2.18 316 2.18 316 2.18 316 316 1.7.33 4.7.45 1.7.45 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.8.15 1.1.10 1.1.10 1.1.10 1.1.10 1.1.10 1.1.25 1.2.056 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 1.1.55 | | | 4 10.35A | | | | - |
| ila.40 ila.40 ila.40 ila.40 ila.50 ila.50 ila.60 | | | -1 | 10 10 10 10 10 10 10 10 10 10 10 10 10 1 | | | |
| 3:50 4:50 4:2:18 4:3:14 4:3:15 4:3:16 4:3:16 4:3:172 4:3:172 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:10 1:1 | | | <u></u> | | | | |
| L 7.15AN A 8.35FW A 8.35FW A 8.35FW A 8.35FW A 8.35FW A 8.35FW A 8.35FW A 8.35 A 8.30 A 8.30 | | | 1:50 | 6 | | | - |
| Image: second system Image: second system Image: second | | · · · · · · · · · · · · · · · · · · · | 1 314à | | | · · · · · · · · | - |
| i 7.33 i 7.45 i 8.15 i 8.32 i 8.68 9.30 172 i 9.55 i 10.20 i 11.10 i 11.20 i 12.05% i 12.05% i 12.05% i 1.25 i 2.20 i 2.20 | | | * 2.40 3.15 | | | _ | |
| 1 7.33 i 7.45 i 8.15 i 8.15 i 8.32 i 8.32 i 9.55 i 10.20 11.10 11.40M i 1.205 i 1.25 i 1.25 i 1.25 i 1.25 i 2.20 i 2.40 | · · · · · · · · · · · · · · · · · · · | L 7.15A | | | | | |
| 4 7.45 1 8.15 1 8.32 1 8.32 1 9.55 1 10.20 1 11.10 1 11.10 1 1.055 1 1.20 1 1.25 1 1.55 1 1.55 1 2.40 | | 1 7.88 | | 8 8 | • • • • • • • • • • • • • • • • • • • | - | • <u>************************************</u> |
| i 8.32 i 9.55 i 10.20 i 10.20 i 11.10 i 12.05PM i 1.35 i 1.55 i 2.40 | · · · · · · · · · · · · · · · · · · · | \$ 7.45 | <u> </u> | seen suc | | • • • • • • • • • • | _ |
| i 8.32 i 8.58 9.30 172 i 9.55 i 10.20 i 10.20 i 11.10 i 12.05PM i 1.35 i 1.55 i 2.40 | | f8,15 | - | | | - | - |
| i 9.58 j 9.55 i 10.20 i 11.10 i 11.40AB S22 i i 12.05PE i 1.35 i 1.55 i 1.25 i 1.20 | | <u>:</u> | | | | - | |
| 172 1 9.55 1 0.20 1 1.020 1 1.40AB 1 1. | | | a a car | | | | |
| I 9.55 i 10.20 i 11.10 I 11.10 I 11.10 I 11.10 I 12.05Pk I 1.25 I 1.55 I 1.55 I 2.40 | | * 8.58 9.30 | - | | | · · · · · | · · · · · · · · · · · · · · · · · · · |
| I 11.4048 \$22 I 12.05PE I 1.85 I 1 | · | | | e parte | | | |
| f 11.4048 S22 F 12.05PK 1.05 f 1.85 f 1.55 f 1.55 f 2.40 | | \$ 10.20 | - | | | - | |
| i 12.05 ^{Pk} i 12.05 ^{Pk} i 1.25 i 2.20 i 2.40 | | 11.10 | | | ···· ·· · | | |
| 1.05 <i>i</i> 1.25 <i>i</i> 1.55 <i>i</i> 2.20 <i>i</i> 2.40 | | Í 11.404 822 | | Serve 44 | | | |
| <i>i</i> 1.25 <i>i</i> 1.55 <i>i</i> 2.20 <i>i</i> 2.40 | | 1.05 | N 60 7 7 | | | | |
| | | | ······································ | | · | | · · · · · · |
| | | 1 1.55 | | j | | - | · · · |
| | | | | <u>.</u> | -1 nt | | |
| terment and and and an | | n magi Karago nagar nawara | 1. 1993 | ALCONSECUTION OF | 1852482529952764448 | and the second s | |
| | | 9 (JA) (1. 10) 20 / 972826(1. | e sterre generation The second second | a Land The State of States | 2 20621030622070-0000 | e exact of the | 1, 20% (12, 16), 7 (2, 17), |
| | | · · · · · · · · · · · · | |) | | i Anna ana ita Ann <u>a an</u> a | |
| 6 3.80 | | s 3.80 | | · · · · · · · · · · · · · · · · · · · | | | |
| A 8.50m | | A 8.50PM | | | | | · · · · · · |
| EXCEPT SUNDAY SUNDAY | | EXCEPT | EXCEPT SUNDAY | | | • | · |
| 8.25 7.10 | | | | | | | ~~ |
| | · · | <u> </u> | 6.8 | .20 | | 1944 ISBN 1 | |
| EASTWA Double track between Livingston and Muir and between West End and B REGISTERING AND BULLETIN STATIONS—Livingston, Bozeman, Logan and H LAP SIDINGS—Belgrade, Manhattan, Winston and East Helena. Traine taking Sid STANDARD CLOCKS—Livingston, Logan and Helena. DERAIL SWITCHES—See page 8. | | | | | | | nd and B |

NORTHERN PACIFIC BAILWAY COMPANY

Office of Division Superintendent

BULLETIN NO. 117

Livingston, January 30, 1913.

1 CONCERNED -

Effective at once, Louisville tank will be a

flag stop for trains 171 and 172.

- 19 and

B. O. JOHNSON,

Superintendent.

Copies to all Bulletin Bds. x r - JMR-EWW(3)-FB(4)-JS(4)-PHM(18)

Bulletin 117 posted at Time Date

1.0

مسرييه

2

منتخر ۽

een Muir and West End.

enger trains descending Bozeman e, divided as follows: Muir to eastward must run from Muir to

a Staff. The possession of a Staff

| | | | | Į | FIRST CLA | SS. | | | | | les | | Tin | e Table No | . 37 | | | | SECOND | CLASS. | | | | TI | HRD CLA | ASS. |
|---|---|---|---|--|---|---------------------------|--|--------------------|---------------------|----------------------------|---------------------------------------|--|-----------------------|-------------------------------------|---------------------------------|---------------------------------------|--|--------------------------|---|--|----------------------------------|--------------------------|--|--------------------|-------------------------|----------------------------|
| | | | | | 172 | 170 | 42 | 6 | 4 | 2 | u, Tab | nbers | | Dec. 29, 1912 Succeeding No. 3 | | u of | 602 | 652 | | | | | 820 | 822 | | |
| | • | _ | | | Passenger | Passenger | Passenger | Passenge | Passenger | Passenger | T Put | n Nur n Nur nce fre | zston | STATIONS, | | nce fro A apacit | Freight | Freight | | | <u>·</u> | 1.553 | Way Freight | Way Freight | | · |
| | - | · | | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | Wate | and wye Station N Distance | | legraph Offices a Calls | đ | Distance Helena Car, Capa | DAILY | DAILY | | | - | | | EXCEPT | <u></u> | · |
| | | | | | | A 11.55AN | A 3.50A | A 6.05 | MA 3.57P | A 1.45M | WCC TY | 0 1071 0 | 0 vs | LIVINGSTON. | DN | · | d A 9.054 | | | | | | A 3.10PW 5-169 | | | |
| | | - | - | - | | 111.88 | 8.88 | 5.48 | 3.40 | 1.28 | w | 1080 8 | 1 HU | HOPPERS 3.8 | D N | 114.7 7 | 5 8.30 | 6.55 | ······ | <u> </u> | | | f 2.35 | | | · _ · . |
| - | | | | - | | f11.30 | 3.28 | 5.38 | 3.30 169 | 1.20 | W | 1083 11 | .9 MU | | DN | 110 9 7 | £ 8.15 | 6.40 | | | | | f 2.20 | | | <u> </u> |
| | | - | | | | 111.25 | 8.18 | 5.83 | 3.25 | 1.15 41 | - | 1084 13 | 1 WS | WEST END. | DN | 09 7 E 9 W6 | 8.05 | 6.80 | | | | | f 2.10 | . | | |
| · · \ | - 1at. | | | 1 1.1.1 1 1.1.1 | | s 11.14 | 3.07 | 5.21 | 8.14 | 1.08 | w. | 1088 15. | 4 CD | CHESTNUT. | | 06.4 | 7.40 | 6.05 | | · · · · · · | | | s 1:48 | - | · .· | |
| | ar since is a | a para an | | · · · · · | · · · · · · · · · · · · · · · · · · · | i 11.04 | 2.59 | 5.18 | 8.07 | 1.00 | , | 1092 19. | 2 | GORDON 5 6 | | 03.6 5 | 3 7.20 | 5.40 | | | | | f 1.80 | | | |
| | | | | 1.4.55 | | s 10.50 819 | s 2.45 | s 5.00 3-652 | s 2.52 | s 12.45 | WC OT | 1096 24. | 8 BZ | BOZEMAN. | DN | 98.0 15 | 0 6.45 | 5,00 3-6 | | · | · [| | s 12.55PM 11.554 | | • | |
| <u></u> | | | - | | - | 10:89 | 2.32 | 4.48 | 2.89 | 12.36 | | 1101 29. | 1 | STOREY | P | 93.7 7 | 6.15 | 4.15 | <u> </u> | | | | 819 f 11.80 | - <u></u> | | · |
| | | / | | | | s 10.29 820 | 2.22 | f 4.82 | f 2.29 | 12.25 | Ŵ | | _ | BELGRADE. | | ·. · | 10 | 3.50 | | | | | \$ 10.54 10.05 | - | | |
| | | <u>i na sta na sta na sta na sta sta sta</u> L | Constant | <mark>- maria arria</mark> NG 181 | · · · · · · · · · · · · · · · · · · · | s 10.19 | 2.11 | 4.19 | 2.18 819 | 12.15 651 | | | | CENTRAL PARK | | | | 3)20 | <u></u> | | <u></u> | | 170 170 s 9.40 | | <u></u> | |
| 2010-00-00-00-00-00-00-00-00-00-00-00-00- | 100 (00) (00) (00) (00) 24(21) (20) (20) (20) (20) | and and makes the set | | | | s-10-10 | 2:03 | i 4.10 | _ | | - Y | | _1 | 4 4 MA\HAFTAN 5 6 | · · · | | ÷. | 1. | - astronoperor | مرد ۱۰۰۰ بر ۲۰۰۰ م | t December (1999) and the off | and the second second | 5. ÷. | | s - Attaczonoporacja | а |
| يسد سيرانانية | | | 5334 | | CONTRACTOR OF AND | | | 1601TD == 17 Dote1 | STREET, ARE STREET, | Ser. by States, Set Manual | | a better that be allowed | | 56 LOGAN 36 | TALL VOID DOLLARS | | | L 2.15AM 41-42 | | 6.2. V | <u> </u> | | s 9.15 845 L 8.10# | A 4.00PM | | , |
| - | | | | | | 172 | 41-652 | | | | OTY | | | л. _М | | 14. 14 | 6 | 41-42 | | 5 5 | | 1 | | 1 | نتيجي <u>محمد أن</u> | • |
| · · · · · · · · · | | | | | 9.44 s 9.40 | | | 3.46 | 1.47 | ·. ··· | | ! | | 2 0 | | | | 1 · 2 | | <u> </u> | | | - 13 B | f 8'26 | : | - |
| | | | | | 1 9.82 | | | 3.85 | 1.38 | | - | | 1 | 4 0 | | | | <u> </u> | <u> </u> | <u>.</u> | | | | s 8.15 | | . <u> </u> |
| | <u>.</u> | | | | f 9.82 | | | 8.28 | 1.30 | | · · · · · · · · · · · · · · · · · · · | | _[| REKAP 4.4 | | | 8, | = | 27 A . | | | | | f 2.45 | | |
| | <u> </u> | | | 11 | s 9.10 821 | | | 3.18 | f 1.21 | | w | - | | | | | <u>18</u> | <u> </u> | | : Y ^{in §} | | | C. X | 1 2.26 171 | | |
| <u></u> | | | | 10, * | | | | | | · | | 1 | | 5.8 | | | | | 82.8 | 41.1€ A | | | 1 (B. 11) | \$ 2.00 1.45 | | |
| | | <u></u> | | 1 - E | 8.59 | | ····· | 8.06 | 1, 12 822 | ·- | | | | BREWER 3.5 | | · . | 603 | | 23.3 - | ars in No se s | | A 14.090 | 1 | f 1,12 | 1 Tari | ta da cata c |
| | | | wei er er | | \$ 8.52 | | - 14 (1) | | 1 1.06 | < · | ₩ | | 1 | 5.9 | | W7 | 5 | | | .75618 | i | | ļ | s 12.45 12.05PM | | - |
| | | | | · · · · | 8.40 s 8.30 | | 2 3. 21 | 2,48 | 12.57 | - 9 - 1 | | | | HOLKER 5 2 | | · · | | , UAL. | i Marsh | i cana | - - | 3 116.271 1.75271 | | f 11.40AM 821 | <u>.</u> | |
| | <u></u> | <u> </u> | | | 1 8.23 | | | s 2.40 | 821 | | Y | | | | | | | | 0 %. | · | | | | s 11.15 10:80 | ÷ | |
| | | | | | F 8.14 | | | 2.22 | | कारत ह | <u>হ</u> ার | | 1 | 5.2 | | 4 | | | MAWFER | · ·· · | | | . | f 10.15 f 9.55 | | • |
| · | | · | | | \$ 8 05 | | | <u></u> | f 12.28 | <u>2009 - 20</u> | Ŵ | | | 4.7 WINSTON | | | | N | (e'1) :#¥ | | | | <u>`</u> | \$ 9.30 | · | |
| | · | | | - | 3 t 7.50 | | and the second s | 2.04 | 12.18 | | | | | 4.6 PLACER 5.3 | | W7 | 5 1 | | 2,27 - 4 | i tea sina e | 120-01-01 | 1. Jacobs | | f 8 58 | <u> 865 (63</u> | - 20081 |
| | | | | | 1 7.40 | | | 1.50 | 12.07% | | W1-8 | | | 5.3 | | 1 | | | | | el istraži | and Given The Theorem | n an | 1 8,25 | | NCAS REAL VS LL |
| | . eta a | i | | | 8.7.25 | alien ersen Ny Tricket | <u></u> | 1.85 | 11.54M | | M.E. | | | EAST HELENA | | | | | | بينيغ (دينين الإن بين ال | | <u></u> | ۳۰ د مدینه | 5 7.55 | (1.64) | <u>इन्द</u> ्रा |
| | 1.1 | la la clar | | | L 7.15AN 822 | | Gart de la | | L 11.454 | | wco | 1194 122 | 8 HN. | HELENA. | ··· | 1 | · • | | | | | milenser | ا ومديند وتشتر من | L 7.30A | adairann ACTASE E | <u>ar fsands</u> NUAT M |
| | | | | 11. 1.2 | DAILY | DAILY | DAILY | DAILY | DAILY | 1 13.00 | AX. | i da de la composición de la composición El composición de la c | likatosi. Nettenin | () (| <u>990605 4</u> 10020 | | Ne cecar | n na stað Hingdalar a | ्वे जनमञ्जू शहर हो र अन | n estat i esta Herritaria de | ini ulana Renire | 1,44,45,68,79 177777 | EXCEPT | 172 ÉXCEPT | la ede nur Tref elle | 3 160923 20.179 |
| | | | | | 2.40 | 1.55 | 2.00 | 4.40 | 4.12 | 1.50 | | 1 . 1 | | ie over Sub-Divis | 1 | | DAILY | DAILY 5:05 | | | | | - | SUNDAY | atigne 4.43 | 9 (9) (4 4) |
| | | | | 1 | 27.6 | 25.6 | | | 29.2 C | | | | | nde Speed per H | | · · · · · · · · · · · · · · · · · · · | | | | | 1 | l | 7.00 | 8.6 | | |
| | a ne ferei | | tari 1999 yan | • . • | Manua | DÔU L BLOCI | BLE TRA | CK BET | WEEN BO | ZEMAN | AND | WEST E | ND AND | GOF THE SA BETWEEN I MUIR AND | IUIR AN | D LIV | INGSTON. | SEE SP | ECIAL R | ULES PA | GË 5 |) MUIR | | | | Chi del |
| Helper Engin No. 42 | r engines r emen will will stop stop. Nort | nust not h not be rec on signal | e coupled uired to co at Manha ill be used | to or unco onsult regi ttan and F by West | upled from ster except elgrade to ard trains a | | | | ····· | | | | | ÷ | t Townse passenge main tr | end, trai r, train ack bef | ns taking si will not lea ween Hele struct West | ding will h ve Helena | ead in at f Eastward, o rer_station | s nori in rst switch r, East H | elena Wes | tward with | hout first o | btaining.jo | int track | card cov |

4

| ala (Kalèngana) (Kalèngan Kalèngan Kalèngan Kalèngan) Salah kalèngan (Kalèngan Kalèngan Kalèngan) (Kalèngan) (Kalèngan) (Kalèngan) (Kalèngan) (Kalèngan) (Kalèngan) (| | | | | EA | STWAI | 2D |
|--|---|--|---|--------------------|---|--|--------------------|
| CLASS. | | | | TI | HRD CLA | | |
| | | | 820 | 822 | | | <u>·</u> ·· |
| S. | | 1.54.8 | Way Freight | Way Freight | | | |
| | | 1 | EXCEPT SUNDAY | EXCEPT SUNDAY | · | · <u> </u> | |
| J. | | | A 3 10PM 5-169 | | | | · |
| | | ÷ | f 2.35 | | | | - |
| 04 Q | | * | 1 2.20 | | | | |
| | | | f 2.10 | | | | · |
| · · · · · | | | s 1:48 | | · · · · · · · · · · · · · · · · · · · | ··· | |
| | · | | f 1.80 | | · · · · · · · · · · · · · · · · · · · | . – 1991 – 19 <u>1997 – 1</u> 9 | . 5 45 - 4 |
| | | | ■ 12 55PM 11 554M 819 | | • | | |
| | | | f 11.80 | | | | |
| · . · | | | * 10.54 10/05 170 | | | 1993 I. 1 | |
| - 1 ³ | | | s 9.40 | | <u> </u> | | e di menerangan. |
| - 69.7 - 69.7 | Constant Control and August | e (utation inc. and an | s 9.15 8.45 | e and considers | a sonatzenneneze S | n and a second s | e november and the |
| 1 V. | | | L 8.104M | A 4.00™ 1 | | | · · · · |
| 5 T T | | a la companya de la compa | 42.9 | i 8'25 | النابية (1997). : | | |
| * | | BM. Wrote | | s 8.15 | | ······································ | |
| 1.87 A. | | 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | er et Filt F | f 2.45 | | | |
| 1 1 2 | ···· ··· | | | f 2.26 | · · · | · · · · · · · · · · · · · | |
| 6 | | | 1.4 | \$ 2.00 1.45 | | , | |
| 23 T | | 3611- | | f 1,12 | | | |
| 2.02.0 | | 4 | | s 12.45 12.05PM | | | |
| cana | <u></u> | i Alfredation Alfredations | | f 11.404 | <u></u> | | |
| | | | · · · · · · · · · · · · · · · · · · · | s 11.15 10:80 | <u> </u> | | <u> </u> |
| 3 | | | | f 10.15 f 9.55 | | | |
| | | | <u> </u> | s 9.30 | | | |
| स्टब्स्ट्र | 120-01-01 120-01-01 | | · · · · | t 8 68 | are de Record | 2022403 | |
| | <u></u> | n si taka Tan | en en en | f 8,25 | | RELATIO TEATRA STATES | - |
| 1999 - | | | | \$ 7.55 | 1 1 E E | <u>111 / 1134</u> | <u>v</u> |
| | <mark>. ⊉</mark> { National de la S | <u>mileasese</u> | رۇ ۋىدىيىچ ۋەشە مەربىكە قۇر رەربىمىرى ۋە م | L 7.30AM | <u>niai ann a</u> ATAN - 1 10 206 3.3 | <u>e Gashran</u> UATIV-O Gamas ti | 2 <u>1</u> |
| | <u>ni Juinarti</u> Menalarian | aadaa Tirii | EXCÉPT SUNDAY | ÉXCEPT | ustan en la La casa en la La casa en la | 267923 2. 00.17903 1 1864463359 | 20 70 71 |
| | | · · · · · · · · · · · · | 7:00 | 8.30 | | | |
| | 1 | ι | 7.00 | 8.6 | 1 | • | l |

.

| | ÷., | ÷ | 1.0 | - | . 1 | | |
|----|-----|---|-----|---|-----|---|---|
| WE | S | Т | W | A | R | T |) |

| 5 | |
|---|--|
| | |

| THIRD | SUB | -DIVISION |
|-------|-------|-----------|
| | (MAIN | LINE) |

| | | | | | | | | | | | | | (MAIN LINE) | | | | | | | | | | | | | |
|---|-------------------|---------------------------------|----------------------|---------------------------------------|---------------------------------------|-----------|-------------------------------|--------------------------------|-----------------|-------------------|------------------|--|--------------------------------------|---------------------------|--|--------------|--------------------------|----------------------|----------------|--|---|----------------------|-------------------------------|----------------------------|---|--|
| | SECON | CLASS | N., | · | | F | IRST CLA | ASS | - | | | 1 | Time Table No. 37 | - | 1 | | F | RST CLA | SS | | | | SECONI | CLASS | i | |
| | | 825 | 651 | 495 | | 173 | 169 | 41 | 1 | Tables | Jers | | Dec. 29, 1912. Succeeding No. 36B | c | of | 2 | 42 | 170 | 174 | | 496 | 652 | 826 | i | | |
| | | Way Freight | Freight | Mixed | | Passenger | Passenger | Passenger | Passenge | Fuel | Num | e fron | STATIONS. | e fro | pacity | Passenger | Passenger | Passenger | Passenger | | Mixed | Freight | Way Freight | | | ; |
| | | Tuesday Thursday Saturday | DAILY | EXCEPT | | DAILY | DAILY | DAILY | DAILY | Water, Scales, | and W Station | Distanc | Telegraph Offices and Calls | Distant | Car Ce Siding | DAILY | DAILY | DAILY | DAILY | | EXCEPT SUNDAY | DAILY | Monday Wednesd'y Friday | | | : |
| | | L 8.00AM | L 2.054 41-42-652 | H L 7.154M | | L 6.254 | L 5.40P | L 1.554 42-651-65 | L 4.10 | W C OTY | | | CHDA 6,6 | 71.0 | Yard | A 11.53PM | A 1.4544 \$41-651-652 | A 9.504K | A 1.45PM | | A 2.15PM | A 1.324 41-42-651 | M A. 1.00PM | | | |
| | | \$ 8.35 | 2.30 | s 7.45 | | \$ 6.40 | 5 5 52 | f 2.05 | 4.21 | | T D | 6.6 | KS THREE FORKSD | 64.4 | 70 | 11.43 | \$ 1.82 | s 9.35 | s 1.30 | | s 1.55 | 1.05 | s 12.40 | | | |
| | | \$ 9.20 170 | 2.53 | s 8.10 | | \$ 6.52 | s 6.02 | 2.17 | 4.81 | 1 | T D 13 | 12.5 | CK WILLOW CREEK D 6.7 | 58.5 | 70- | 11.85 | 1.20 | s 9.20 825 | s 1.16 | | s 1.85 | 12.45 | s 12.13PM | | | |
| indiala miain' | | 10.00 | 3.10 | A 8 354M | | s 7.05 | s 6.14 | 2.28 | 4 42 | W Y | T D 19 | 19.2 | SOSAPPINGTOND C.M.& P.S.CROSSING | 51.8 | 62 | 11.25 | 1.08 | s 9.05 195 | s 1.03 496 | | L 1.15PM 174 | 12.20 | s 11.45AM | to previous territorio fai | | 1 |
| | | Í | | p | | 1 7.12 | a <u>2012/07-07-108 valot</u> | 3 50° AN 108 12 - 19 08 | | - | an i Marian dan | a designation of the local division of the l | | and the local division of | and the second s | | | indication constants | 12.56 | | | | f | | a ann a chaine in the s | 1 |
| | | 1 10.80 | 8.82 | - | | 7.19 | f 6.26 | 2.42 | 4.53 | | T D 26 | 26.1 | CAVERN | 44.9 | 60 | 11.15 | 12.56 | 1 8.48 | 12.50 | | | 11.559 | f 11.10 | ··,, | - | |
| | | t . | |)) | · | f 7.21 | f 6.28 | | • | al adaption . | | 26.9 | LIME SPUR | 44 .1 | | | | í 8.44 | (12.46 | | | | t | | - | |
| | | s 11 10 | 3 47 | * | | \$ 7.30 | 5 6.37 | 2.52 | 5.02 | 10 | T D | 31.3 | CAD | 39.7 | . 75 | 11.06 | 12.47 | s 8.85 | s 12.88 | | | 11.85 | s 10.35 | | - | |
| | ••• | s 11.354 12.25% | 4.10 4.35 | | | s 7.45 | s 650 | s 3:05 | 5:15 | WCY | 7 T D 38 | 38.3 | WH WHITEHALL DN 6.8 | 32.7 | 7ð | 10.56 652 | s 12.35 | s 8.20 | * 12.25 825 | | | 10.56 | s 10.10 9.52 | alation have been dischard | | 1 |
| n serieszte a szere | | s 1.00 | 5 10 | | | s 8 05 | s 7.1 <u>1</u> | 8.25 | 5.32 | - | T D | 45.1 | NPIPÈSTONED | 25.9 | 75 | 10.44 | f 12.21 | s 8 05 | s 12.09M | | an a | 10. 10 | s 9.82 | | n (nie za zakradze i nie zakradze i Nie zakradze i nie zakr Nie zakradze i nie zak | f History and a state |
| 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - | RAN C. CONTRACTOR | f 1.85 | 5.50 | 1 247/2 1979 1999 1997 1998 1998 1998 | | | 1 7.33 | 3.44 | 5.50 | W1% | | 1.14 | | 20.8 | 50 | 10.38 | 12.08AM | î 7.54 | f 11.55AM | | | 9.50 | f 9.10 | | - | |
| <u> </u> | | 1 2.15 | 6.30 | | • • • • • • • • • • • • • • • • • • • | 1 8,37 | f 7.53 | 4.01 | 6.08 | W | T D | 54.7 | HD | 16.3 | 65 | 10.22 | 11.55PM | s 7.48 | s 11.40 | | en antañ e an | 9.80 | f 8.37 | | 5 Vert - 1 - 1 - 1 - 1 | * ************************************ |
| | - | | s | A CONTRACTOR | · | | | - | | | T D | 59.1 | LEWIS SPUR, | 11.9 | | | · | ····· ···· | | | | · | | | - | ·] |
| | | \$ 2.55 | 7.31 170-820 | | - | \$ 8.58 | s 8.17 | 4.25 | 6.80 | W T Y | T D. 60 | 60.7 | HO HOMESTAKE DN 0.4 | 10.3 | 75 | 10.08 | f 11.85 | s 7.31 651-826 | \$ 11.25 | | | 9.05 | s 7 45 7 00 170-651 | | • | · |
| | - | 1 8.00 | 7.86 | | | 9.00 | 8.19 | 4.27 | 6.32 | | T D 61 | 61.1 | | 9.9 | 22 | 10.06 | 11.33 | 7.29 | 11.28 | | | 9.00 | 6.55 | | | |
| | - | f 3 20 | 8.00 | | | 9.10 | 8 33 652 | 4.37 | 6.45 | | | 65.3 | | 5.7 | 25 | 9.48 | 11.15 | 7.17 | 11.05 | | | 8.33 169 | f 6.15 | | | · |
| • | | A 8.40P | A 8.804M | 4 | | 9.18 | | 4.47 | 6:54 | W C | T D 70 | 69.4 | MTM. U. TRANSFER DN 1.6 | 1.6 | Yard | 9.83 | 11.00 | 7.05 | 10.50 | | | L 8.00P | L 5.45AM | · · · · | - | |
| - (, , , , , , , , , , , , , , , , , , , | | | | | | A 9.304 | A 8.50PM | A 4.554 | A 7.00P | | | | WDN | | | | L 10.55PM | L 7.004 | L 10.454 | | NE COL | فستسعين مسجع فست | | | • | |
| | | Tuesday Thursday Saturday | DAILY | EXCEPT SUNDAY | · ··· | DAILY | DAILY | DAILY | DAILY | | | | - | | | DAILY | DAILY | DAILY | DAILY | | EXCEPT SUNDAY | DAILY | Monday Wednesd'y Friday | | | |
| | | 7.40 | 6.25 | 1.25 | | 3.05 | 3.10 | 3.00 | 2.50 | | | | Time over Sub-division | | | 2.25 | 2.50 | 2.50 | 3.00 | | 1,00 | 5.32 | 7.15 | | | <u> </u> |
| | | 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 |
|--------------|--|---|--|--|---|---|---|---|--|---|---|--|---|---|--|---|---|--|---|---|--|--|---|--|--|--|--|--|
| | | D CLASS. | and the second sec | | ples | | | Table N | | | FIRST | CLASS. | SECONI 824 | D CLASS. | THIRI | CLASS | FIRS | T CLASS | 8 | I. TAS | Time 1 | Cable No | 5 Gao 37 | | FIRST | CLASS | THIRD | D CLA |
| | LASS | | 1 CLASS | | Lu Ta | Tons 1 | L Suci | ec. 29, 1912 cecding No. 3 | 5 B | city of | <u></u> | | <u></u> | <u></u> | | 815 | 311 | 167 | Table | 37 | o∛i ∋ Deo | c. 29, 1912. | | | 168 | 312 | 816 | |
| |][| Mixed | | assenger | | n Nu nce fi | | STATIONS. | 4 | apac | Rassenge | _! | Mixed | <u> </u> | | Way | E 8 % | . 888 | Fuel, Turn es Numi | | | ding No. 36 | | ron acity | <u> </u> | 3 6 22 | | |
| ~ ? * | | MONDAY WEDNSDY FRIDAY | | luesday hursday it. Sun. | Wate: Scales and V | Station N Distance Livingsto | Teles | raph Offices Calls | and | Carliner Car Capa Sidings | Tuesday Thursday Sat. Sur | | MONDAY WEDNSDY FRIDAY | | | Freight | Passenge | r Passenge | <u>,</u> , , , , , , , , , , , , , , , , , , | i č. | 0.00 C 1.00 C 1.00 | در حدر | . | Distance Bridger Car Capa Sigings | | C., B. & Q Passenger | | |
| |] | L 8.004 | | | | | s | LIVINGSTON | DN 54 | | | | A 8.05PM | 1 | | | | F EXCEPT | | | | aph Offices an Calls SILESIA | | | 1 1.1 20 2 1.2 | | EXCEPT | 1 |
| معا موسعا | | f 8.30 | Į. | 8.25 | i a T | B 10.2 | ••••• | BRISBIN | 43 | :9 30 | f_(2.20) | - | f 2.80 | | | · · · · · · · · · · · · · · · · · · · | | | miw | <u>. </u> | 201012199 | 6.7 | 18 J. V | 17 / 5 | \$ 5.5 5 | 1 | s | |
| | | | | 12.628 | | | | | | · · . · · · · · · · · · · · · · · · · · | | <u>.</u> | | | | s 8.40 | · · · · · | s 5.24 | -6 | | | EDGAR 5.8 | 110 0 | 12 2 2 1 | 8 6 65 | 1 : | 1 | |
| | <u> </u> | f '8.43 ' | | 8.35 * | | 14 | | | د | | f 2.10 | in the second | f 2.15 | | | \$ 9.05 9.50 | A 8.30 | M s 5.48 | WY T | K 12.5 FB | | ROMBERG 7.0 0 | D | 7.0 54 | <u>8 9.32</u> ంై ⁸¹⁵ | L_4.00P | is 12.25P# | # |
| | <u></u> | f 8.58 | S | 8.42 | | FB 17.1 | | PRAY 3.2 | | .0 4 | s 2.04 | | 1 2.05 | <u> </u> | and The second | A-10-80A | an contente ra Nota de Cal | A~6:05 | entra separation | 1975 BX | v 02191 | BRIDGER | D | 0.0 Yard | L 9.10A | | L 11.45AM | M |
| ۶. | Nay na | f 9.05 | ۴ ^۵ | 8.50 | | 20 3 | | | | - 1 | 1.55 | | f 1.55 | | att men statistic statistic a | EXCEPT | EXCEPT | EXCEPT | | | 5. 6 | | - | | · · | EXCEPT | | |
| | | s 9.15 | 8 | 8.57 | W T ¼mE | B 23.2 I | Α | EMIGRANT. 7.6 | D 30 | .9 5 | s 1.47 | | s 1.45 | | | SUNDAY 2.15 | SUNDAL 40 | | | | | ver Sub-divisio | İ | | SUNDAY | SUNDAY | SUNDAY | |
| | | f 9.40 | 1 | 9.14 | T | B 30.8 | | DAILEYS. | 23 | .3 12 | f 1.28 | | f 1.17 | | | | <u></u> | 19.2 | ~~~ | | | Speed per IIa | | | 19.2 | | 10.9 | -[|
| 4 | | f 10.00 | s s | 9.29 | T | B 37.5 | | | | .6 4 | s 1.13 | - | f 12.55 | | | EASTWAR | D TRA | INS ARE | SUPERIC | | RAINS O | F THE SA | ME CL | LASS IN 1 | тне орр | OSITE D | IRECTIO |)N ····· |
| | | f.10.10 | ······ | 9.37 | E ! ~~ | ····· | | | | | f 1.06/ | | 1 12.45 | | No ²³ | 315 has reli | it över N | lő. 816 Sil | sia to Bit | | | | - OX-550 | 2. 8182395 | <u> 2000</u> 214 | ANT OF | A ST MIL | 1 |
| | | s 10.30 | | 9.51 | | 46.6 | COR | WIN SPRIN | 15 7. | 5 4 | 5 12:51 | | s 12 25 | | REG DER | ISTERING AIL SWITC D LIMITS- | AND B | ULLETIN See page 8 | STATION | IS—Silesia | a, Fromber | o 2111AST rg and Brid | ger. | ata ajterra i General | en an | ava shi i Siya shi i | and and an the second | 7 |
| | | s 10.40 | s | 10.00 | W 1 T | I 1 | | | D-5 St 91_C | | | | s 12.15 | | YAR | D LIMITS- | Silesia | , Edgar, Fi | omberg aı | nd Bridger | | | 2 S - 1977 (A - 1 | na si si si si Na si si si si si Mana si si si si si | バイ とらくしょ | A.S.C. 1999 | , ೧೯೭೭ ಕನ್ನಡ ಸಂಗತ | 22 |
| • | | 1012032 f 10.50 | 13 AT18049 | <u>*: 36</u> 10.06 | <u>ani W .</u> | 49 <u>a 33 43</u> ' B 52.0 . | elaști Refer | 2.9 DEEVERS | <u> 87 94 -</u> | <u>ः ३</u> २८ 1. 4 | f 12,35 | and the second sec | f 12.05PH | <u> </u> | | | | | | al h se | | The states | | - · . | a si i | a Hutar Adroba | n de la El El Maria | sa Vé |
| | | A 11.00AW | | 10.15AM | | 52 | | 2.1 | | 11 - M 1 | | | L11 554 | | | Alat de la | | an an tair An an tair | n let i k | i viena la com | a da yake dala | , ta ser a | alze çav | en la se | . 1 | | ئې ومې يې هخه ورو ورو ور | |
| | | | | | | 54 | | | | | | <u> </u> | | | and a second | a series and the | an a | an a | anastan intern | an tak put with the | an a consegnates colo | Antini alian manifesi di territori | ana sanja nisana i | 2207 •···••=0:000 = | -w.e* | engeleren dataer die Die | n ga e karan sa kara na ka | 200-1470-1673 - * |
| | RD | Mon., Wed. | Sa Sa | e. Thur t. Sun. | _ _ | 303 | | | | | Tue. Thur Sat. Sun | <u> </u> | Mon, Wed. Friday | <u></u> | an Aliy | 1 Stand | | | 17 miles | مُن الم تلقي في تقد في أ | | ENTH EISEA | VELA | | | | RÁVER | ્ય છે. ો |
| | | 3.00 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 18.3 | | 2.15 24.0 | | | | over Sub-divi e Speed per 1 | | | 2.15 24.0 | - | 3.10 17.0 | | | | ς. | - 11 - E | | | - | 54 - 144 | | | 1911 | | ar ar s | a m |
| | | 18.3 EASTWAI | D TRAINS | 24.0 | SUPER | IOR TO | Averag TRAINS | e Speed per 1 OF THE | | S IN T | 24.0 THE OPP | POSITE D | 17.0 | N | | | ×. | 1990 - 19900 - 19900 - 19900 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - | • | ίξ. Γ | | n n Tomil M | | North V - - - - - - - - | 1971-199 19 | | in de la | a m |
| | No. REC | 18.3 EASTWAI 63 has righ ISTERING | RD TRAINS t over No. 16 AND BULL | 24.0 ARE S 4 Living ETIN ST | SUPER ston to TATION | IOR TO | Averag TRAINS No. 823 gston and | e Speed per 1 OF THE: has right o Gardiner. | AME CLAS | ivingsto | 24.0 THE OPI on to Gar CK-Livi | POSITE D diner. ngston. | 17.0 | N 1 | | | ъ. | and an and an and an and an and an an and an | | ίξ. Γ | in de la c | n n Tomil M | and the second se | n ar old Pictory of An State State of the State State of States of the State of States of the | | A second s | | an |
| | DEF | 18.3 EASTWAI 63 has righ ISTERING | RD TRAINS t over No. 16 AND BULLI CHES—See p | 24.0 ARE S 4 Living ETIN ST | SUPER sten to TATION | IOR TO Gardiner NS-Livin | Averag TRAINS No. 823 gston and YAR | e Speed per 1 OF THE 1 has right o Gardiner. D LIMITS- | our SAME CLAS ver No. 824 I STANDAF -Livingston, | ivingsto D CLO Gardine | 24.0 THE OPI on to Gar CK-Livi er. | diner. ngston. | 17.0 IRECTIO | N 4 | | E | ASTW | 'ARD. | West | | | n n Tomil M | VISIO |)N-Bu | by Valle | y Bran | | |
| | WES | 18.3 EASTWAN 63 has righ ISTERING AIL SWITC TWARI | RD TRAINS t over No. 16 AND BULLI CHES—See p | 24.0 ARE S 4 Living ETIN S age 8. | ston to TATIO | IOR TO Gardiner NS-Livin | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE S has right o Gardiner. D LIMITS- I SUB-D | our SAME CLAS ver No. 824 1 STANDAH -Livingston, DIVISION | ivingsto ED CLO Gardine | 24.0 THE OPI on to Gar CK—Livi ar. cky Fc | diner. ngston. | 17.0 IRECTIO | FIRST | CLASS. | | ASTW | | | ward. T | ENTH | ີງ ອຍເຖິ ລະເ ເຊ ŞUB-DI | | | ··· ··· ··· · | | ch. Eas | stwa |
| | THIRD | 18.3 EASTWAN 63 has righ ISTERING AIL SWITC TWARI CLASS. | RD TRAINS t over No. 16 AND BULLI CHES—See p | 24.0 ARE S 4 Living ETIN SI age 8. FIRST (| cLASS. | IOR TO Gardiner. NS – Livin | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE S has right o Gardiner. D LIMITS- I SUB-D | AME CLAS Ver No. 824 J STANDAH Livingston, DIVISION Time Ta Dec. | Dele No | 24.0 THE OPI on to Gar CK—Livi ar. cky F(0. 37 | diner. ngston. | nch | FIRST | | 1 | THIRD | CLASS. | SECOND CLASS | ward. T | ENTH | Tamil S <mark>UB-DI</mark> | Fime T Dec | Fable N c. 29, 1912. | o. 37 | Ju - | ch. Eas FIRST CLASS | stwa SEC |
| | WES THIRD 815 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITC TWARI CLASS. 813 | RD TRAINS t over No. 16 AND BULLI CHES—See p | 24.0 ARE S 44 Living ETIN ST age 8. FIRST (B11 | rston to TATION CLASS. 167 | IOR TO Gardiner. NS – Livin | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D | our SAME CLAS Ver No. 824 I STANDAH Livingston, DIVISION Time - Tal Dec. Sacceedin | Avingsto CLO Gardine | 24.0 THE OPI on to Gar CK—Livi ar. cky F(0. 37 | diner. ngston. ork Bra | 17.0 IRECTION | FIRST 168 | 312 | | THIRD | CLASS. 816 | SECOND CLASS | ward. T | ENTH | Tamil S <mark>UB-DI</mark> | Fime T Dec Succes | Fable N c. 29, 1912. meding No. 36 | о. 37 5в | | ch. Eas | stwa SEC |
| | DEF WES THIRD 815 Way Freight | 18.3 EASTWAI 63 has righ ISTERING AIL SWITC TWARI CLASS. 813 Way Freight | RD TRAINS t over No. 16 AND BULLI CHES—See p D. C. C., Pa | 24.0 ARE S 4 Living ETIN ST age 8. FIRST B.11 B. & Q issenger | cLASS. 167 Passenge | IOR TO Gardiner. NS - Livin F 165 er Passeng | Averag TRAINS No. 823 gston and YAR OURTE | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D | AME CLAS ver No. 824 I STANDAH Livingston, IVISION Time Ta Dec. Succeedin STA | ble No g No. 36 TIONS. | 24.0 THE OPI on to Gar CK—Livi ar. cky Fc 0. 37 38 | diner. ngston. ork Braz | 17.0 IRECTION IRECTION IRECTION IRECTION | FIRST 168 Passedger | 312 C., B. & Q. Passenger | | THIRD B14 Way Freight | CLASS. 816 Way Freight | SECOND CLASS 499 Mixed | ward. T FIRST CLASS 175 Passenger | tr, fuel, s, furn Tables Wyse Numbers on Numbers | | Time T Dec Succes | Table N c. 29, 1912. eding No. 36 | о. 37 5В | Ju - | ch. Eas FIRST CLASS 176 Passenger | stwa SEC CL 5(Mi |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY | 18.3 EASTWAI 63 has righ ISTERING AIL SWITT TWARI CLASS. 813 Way Freight EXCEPT SUNDAY | RD TRAINS t over No. 16 AND BULLI CHES See p C. C., Pa ED St | 24.0 ARE S 4 Living ETIN S7 age 8. FIRST 6 B. & Q B. & Q ESSENGET KCEPT JNDAY | CLASS. 167 Passenge EXCEP SUNDA | IOR TO Gardiner. NS - Livin Fi 165 er Passeng T DAIL | Averag TRAINS No. 823 gston and YAR OURTH Juny solution (1974) (1 | e Speed per I OF THE : has right o Cardiner. D LIMITS I SUB-L | our SAME CLAS Ver No. 824 I STANDAS –Livingston, JIVISION Time -Tal Dec. Succeedin STA Telegraph C | ivingstc D CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. CKY FC 0. 37 3B | diner. ukston Red Looge from Car Capacity of Sidings | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION | FIRST 168 Passenger EXCEPT SUNDAY | 312 C., B. & Q. Passenger EXCEPT SUNDAY | E | THIRD B14 Way Freight XCE PT UNDAY | CLASS. 816 Way Freight EXCEPT SUNDAY | SECOND CLASS 499 Mixed EXCEPT SUNDAY | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY | Water, Fuel, Tables, BA | Distance trom | Time T Dec Succes ST Telegra | Table N c. 29, 1912. seding No. 36 TATIONS. aph Offices a Calls | 0. 37 5B | Distance from Aider Car Capacity of Sidings | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY | stwa SEC CL/ 50 Mi EXC SUN |
| 4 | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A | 18.3 EASTWAI 63 has righ ISTERING AIL SWITC TWARI CLASS. 813 Way Freight EXCEPT SUNDAY | RD TRAINS t over No. 16 AND BULLI CHES See p C. C., Pa ED St | 24.0 ARE S 4 Living ETIN S7 age 8. FIRST 6 B. & Q B. & Q ESSENGET KCEPT JNDAY | cLASS. 167 Passenge EXCEP SUNDA L 4.45 166 | IOR TO Gardiner. NS — Livin Fi 165 er Passeng T DAIL PML 9.50 | Averag TRAINS No. 823 gston and YAR OURTE | e Speed per I OF THE : has right o Cardiner. D LIMITS I SUB-L | AME CLAS ver No. 824 I STANDAH Livingston, IVISION Time Ta Dec. Succeedin STA | ivingstc D CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. CKY FC 0. 37 3B | diner. ukston Red Looge from Car Capacity of Sidings | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION | FIRST 168 Passenger EXCEPT SUNDAY | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM | ESA | THIRD B14 Way Freight XCE PT UNDAY 3.50PM | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PH | SECOND CLASS 499 Mixed EXCEPT SUNDAY | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY | Water, Fuel, Tables, BA | T amil SUB-DI SUB-DI Internet | Fime T Dec Succes ST Telegra | Table N. c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls VHITEHALL 2.0 | 0. 37 58 and | 24 Distance from Adder Capacity of ASG(Inga | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY | stwa SEC CL 50 Mi EXC SUN |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A | 18.3 EASTWAI 63 has righ ISTERING AIL SWITT TWARI CLASS. 813 Way Freight EXCEPT SUNDAY | RD TRAINS t over No. 16 AND BULLI CHES—See p | 24.0 ARE S 4 Living ETIN S7 age 8. FIRST 6 B.11 B. & Q B. & Q State S | cLASS. 167 Passenge EXCEP SUNDA L 4.45 166 | IOR TO Gardiner. NS - Livin Fi 165 er Passeng T DAIL | Averag TRAINS No. 823 gston and YAR OURTE | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D I SUB-D U U U U U U U U U U U U U U U U U U U | our SAME CLAS Ver No. 824 I STANDAH Livingston, DIVISION Time - Tal Dec. Sacceedin STA Telegraph C DLA | Avingstc RD CLO Gardine CLO Gardine CLO 29, 1912 g No. 36 TIONS. Offices a alls UREL. 1.5 SON. 5.0 | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 3B | diner. ngston. Prk Bra up of port of the pra- trong of the pra- tr | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION INC. Passenger DAILY A 4.45PM 5 167 f 4.35 | FIRST 168 Passenger EXCEPT SUNDAY A 10.85AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | E S A | THIRD B14 Way Freight XCEPT UNDAY 3.50PM 3.30 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8:50A | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY | Water, Fuel, Tables, BA | T amil SUB-DI SUB-DI Internet | Time T Dec Succei ST Telegra W C. M. & | Table N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls VHITEHALL 2.0 P. S. CROS 1.8 | 0. 37 | 2 Pistance from 2 Pistance from 2 Pistance from 2 Pistance from 2 Pistance from | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM | stwa SEC CLJ 50 Mi ExC SUN A 6 |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITC TWARI CLASS. 813 Way Freight EXCEPT SUNDAY | PD TRAINS t over No. 16 AND BULLI CHES See p | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. NS — Livin Fi 165 er Passeng T DAIL PML 9.50 | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D I SUB-D U U U U U U U U U U U U U U U U U U U | our SAME CLAS Ver No. 824 I STANDAH Livingston, DIVISION Time - Tal Dec. Sacceedin STA Telegraph C DLA | Avingstc RD CLO Gardine CLO Gardine CLO 29, 1912 g No. 36 TIONS. Offices a alls UREL. 1.5 SON. 5.0 | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 3B | diner. ngston. Prk Bra up of port of the pra- trong of the pra- tr | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.45PM 5 167 | FIRST 168 Passenger EXCEPT SUNDAY A 10.85AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | E S A | THIRD B14 Way Freight XCEPT UNDAY 3.50PM 3.30 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PH | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8.50M | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY | ENLH Scales, Turn Tables and Wyes and Wyes Station Numbers | T amil SUB-DI SUB-DI Internet | Time T Dec Succei ST Telegra W C. M. & | Table N. c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls VHITEHALL 2.0 | 0. 37 | 2 Pistance from 2 Pistance from 2 Pistance from 2 Pistance from 2 Pistance from | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY | SEC CLA 5(Mi EXC SUN A 6 |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITA TWARI CLASS. 813 Way Freight EXCEPT SUNDAY L 6.0044 5 6.20 | PD TRAINS t over No. 16 AND BULLI CHES See p | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. NS - Livin F I 65 er Passeng T DAIL SML 9.56 (9.51 | Average TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D ULMITS- I SUB-D I SUB-D | our SAME CLAS Ver No. 824 I STANDAR –Livingston, JIVISION Time -Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine I-RO ble No 29, 1912 g No. 36 TIONS. Offices a: alls UREL 5.0 ESIA 2.6 | 24.0 THE OPH on to Gar CK —Livi ar. Cky Fc 0. 37 38 10 10 10 10 10 10 10 10 10 10 | diner. ngston. Prk Bra up of port solution of port of | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION ISSUE Passenger DAILY A 4.45PH 5 167 f 4.85 s 4.25 | FIRST 168 Passenger EXCEPT SUNDAY A 10.85AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | E S A | THIRD B14 Way Freight XCEPT UNDAY 3.50PM 3.30 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8:50A | ward. T FIRST CLASS 175 Passenger SUNDAY ONLY L 8.254 | Mater, Fuel, Scales, Turn Tables and Wyce B 2 2 2 2 3 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 | T amil SUB-DI SUB-DI Uuu SUB-DI SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB- | Fime T Dec Succei Si Telegra W C. M. & I | Table N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls VHITEHALL 2.0 P. S. CROS 1.8 | 6B | To the second se | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM s 6.40 | SEC CLA 5(Mil EXC SUN A 6. |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITA TWARI CLASS. 813 Way Freight EXCEPT SUNDAY L 6.0044 5 6.20 | PD TRAINS t over No. 16 AND BULLI CHES See p | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. VS - Livin F IGE er Passeng T DAIL FM I 9.51 FM I 9.51 | Average TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D ULMITS- I SUB-D I SUB-D | our SAME CLAS Ver No. 824 I STANDAR –Livingston, JIVISION Time -Tal Dec. Succeedin STA Telegraph C | Avingstc CD CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 38 and DN | diner. ngston. prk Brai prk Brai pressed | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.25 I 4.35 I 4.25 I 4.14 | FIRST 168 Passenger EXCEPT SUNDAY A 10.85AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | 5 5 7 | THIRD B14 Way Freight XCEPT UNDAY 3.50PM 3.30 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8.50M s 9.05 f 9.28 | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY L 8.254 s 8.34 | Mater, Fuel, Scales, Turn Tables and Wyce B 2 2 2 2 3 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 | T amil SUB-DI Burgar SUB-DI Sub- Sub- Sub- Sub- Sub- Sub- Sub- Sub- | Fime T Dec Succei Si Telegra W C. M. & I | Fable N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls VHITEHAEL 2.0 P. S. CROS 1.8 RENOVA. 6.2 | 0. 37 58 and DN SSING | All of the second secon | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM s 6.40 | SEC CL/ 5(Min Exc SUN A 6. 5 6. 1 - 5. |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITC TWARI CLASS. 813 Way Freight EXCEPT SUNDAY 1 6.0044 s 6.20 s 6.40 | PD TRAINS t over No. 16 AND BULLI CHES See p | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. VS - Livin F IGE er Passeng T DAIL FM I 9.51 FM I 9.51 | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D JUNTS- I SUB-D U SUB-D SUB- | our SAME CLAS Ver No. 824 I STANDAT Livingston, IVISION Time Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine CLO Gardine RO 29, 1912 g No. 36 TIONS. Offices a alls UREL. 1.5 SON. 5.0 ESIA 2.6 VALE. | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 3B and DN | diner. ngston. rtk Bra brk Bra brk Bra brk Bra brk Bra bra bra bra bra bra bra bra b | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.45PM 5 167 f 4.35 s 4.25 f 4.14 s 4.08 | FIRST 168 Passenger EXCEPT SUNDAY A 10.85AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | | THIRD B14 Way Freight XCEPT UNDAY 3.50PH 3.30 3.10 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8.50M s 9.05 t 9.28 s 9.34 | ward. T FIRST CLASS 175 Passenger SUNDAY ONLY L 8.25M s 8.34 f 8.48 | Mater, Fuel, Scales, Turn Tables and Wyce B 2 2 2 2 3 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 | T antil SUB-DI SUB-DI U U U U U U U U U U U U U U U U U U U | Fime T Dec Succei Si Telegra C. M. & I LO | Fable N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls vHITEHAEL 2.0 P. S. CROS 1.8 RENOVA 6.2 00MONT 1.6 | 0. 37 58 and 551NG | uou Biging Agarting A | ch. Eas FIRST CLASS 176 Passenger SUNDAY A 6.50PM s 6.40 t 6.27 | twa: SEC CL/ 5(SUN A 6. 5 6. 5 5. |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITY TWARI CLASS. 813 Way Freight EXCEPT SUNDAY AL 6.00Ai \$ 6.20 1 5 6.40 1 3 7.45 | PD TRAINS t over No. 16 AND BULLI CHES See p | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. VS - Livin Fi IGE er Passeng T DAIL SPM L 168 f 10.1' s 10.30 | Averag TRAINS No. 823 gston and YAR OURTE agston and YAR OURTE agston and YAR OURTE agston and YAR OURTE agston and YAR OURTE agston and YAR T agston and YAR agston and yAR yAR yAR yAR yAR yAR yAR yAR | e Speed per I OF THE : has right o Cardiner. D LIMITS- I SUB-D SUB-D I SUB-D I SUB-D I SUB-D I SUB-D I SUB-D I SUB-D I SUB-D SUB-D I S | our SAME CLAS ver No. 824 1 STANDAN -Livingston, DIVISION Time -Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. Cky Fc 0. 37 B B Ind DN D D | diner. ngston. prk Brai u og geo u og geo | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.45PH 5 167 f 4.85 s 4.25 f 4.14 s 4.02 f 3.48 | FIRST 168 Passenger EXCEPT SUNDAY A 10.85AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | E S A S S I I S S | THIRD B14 Way Freight XCEPT UNDAY 3.50P# 3.80 3.10 9.35 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8.50M s 9.05 t 9.28 s 9.34 | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY L 8.254 s 8.34 f 8.48 s 8.52 f 9.02 | ENTH Water, Fuel, Scales, Fuel, More and Wyse and Wyse Mex Tables L1 10 10 10 10 10 10 10 10 10 10 10 10 10 | SUB-DI | Time T Dec Succei SI Telegra W C. M. & I LO | Fable N c. 29, 1912. sedding No. 36 TATIONS. aph Offices a Calls VHITEHAEL 2.0 P. S. CROS 1.8 RENOVA. 6.2 OOMONT 1.6 ATERLOO 4.1 AARBISON 3.6 | 0. 37 58 and SSING | uou Bigituge 43.3 43.3 41.5 41.5 35.3 25 33.7 | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM 5 6.40 F 6.27 5 6.22 | s 6. |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITC TWARI CLASS. 813 Way Freight EXCEPT SUNDAY L 6.00AI 5 6.20 5 6.40 7 5 7.45 5 8.16 | RD TRAINS t over No. 16 AND BULLI CHES See p C. C., Pa ED SU L | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. NS - Livin Fi I 65 er Passeng T DAIL 9M \$ 10 11 168 f 10.1' \$ 10.3(f 10.4) | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D | our SAME CLAS Ver No. 824 I STANDAT Livingston, IVISION Time - Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine CLO Gardine CLO CLO CO CO CO CO CO CO CO CO CO C | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 38 and DN DN DN DN | diner. ngston. rtk Bra brk Bra brk Bra diagonal for the second star for the second seco | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION INTERNIT Passenger DAILY A 4.45PM 5 4.25 I 4.14 5 4.09 I 3.48 I 3.36 | FIRST 168 Passenger EXCEPT SUNDAY A 10.35AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | S S S S S S S S S S S S S S S S S S S | THIRD B14 Way Freight XCEPT UNDAY 3.50P# 3.30 3.10 9.35 2.05 1.40 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 L 1.40PM | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8:50A 5 9.05 f 9.28 5 9.84 f 9.49 | ward. T FIRST CLASS 175 Passenger SUNDAY ONLY L 8.25W s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 | ENTH Water, Fuel Scales, Turn Tables Marker, Fuel Myre Marker, Fuel Marker, Fuel Ma | SUB-DI SUB-DI SUB-DI SUB-DI SOM SOM SOM SOM SOM SOM SOM SOM SOM SOM | Fime T Dec Succei Si Telegra C. M. & I LO | Fable N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls vHITEHAEL 2.0 P. S. CROS 1.8 RENOVA 6.2 OOMONT 1.6 ATERLOO 4.1 ATERLOO 6.8 | 0. 37 58 and DN SSING | un and a second an | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM 5 6.40 F 6.27 5 6.22 f 6.12 5 6.04 | s c cL sun s c s c s c s c s c s c s c s c s c s c |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITH TWARI CLASS. 813 Way Freight EXCEPT SUNDAY L 6.0044 5 6.20 5 6.20 5 8.15 5 8.15 5 8.45 | RD TRAINS t over No. 16 AND BULLI CHES See p C. C., Pa ED SU L | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. NS Livin Fi I 65 er Passeng Y DAIL SM L 9.60 (9.59 f 10.1' s 10.10 s 10.30 f 10.41 | Averag TRAINS No. 823 gston and YAR OURTE | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D I SUB- | our SAME CLAS Ver No. 824 1 STANDAS –Livingston, DIVISION Time - Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. Cky Fc 0. 37 38 38 40 0. 37 38 58 40 0 0 0 0 0 0 0 0 0 0 0 0 0 | diner. ngston. Prk Brat u | 17.0 IRECTION IRECTION 166 Passenger DAILY A 4.45PH 5 167 f 4.35 5 4.25 f 4.14 5 4.02 f 3.48 f 3.36 f 3.29 | FIRST 168 Passenger EXCEPT SUNDAY A 10.35AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | 5 5 5 | THIRD 814 Way Freight XCEPT UNDAY 3.50PE 3.30 3.10 2.35 2.05 1.40 1.26 1.11 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 L 1.40PM | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8:50M s 9.05 f 9.28 f 9.28 f 9.49 s 10.02 | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY L 8.254 s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 s 9.26 | ENTH Water Fuel Scales Turn Tables Mex 38 Mex 4 J J J J J J J J J J J J J J J J J J J | SUB-DI SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB- | Fime T Dec Succei ST Telegra W C. M. & I LO LO WA | Fable N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calls VHITEHAEL 2.0 P. S. CROS 1.8 RENOVA. 6.2 OOMONT 1.6 ATERLOO | o. 37 58 and SSING 5 | und for the second seco | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM s 6.40 f 6.27 s 6.22 f 6.12 s 6.04 s 5.47 | 5 6 5 5 5 5 5 5 5 5 5 5 |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITH TWARI CLASS. 813 Way Freight EXCEPT SUNDAY L 6.0044 5 6.20 5 6.20 5 8.15 5 8.15 5 8.45 | RD TRAINS t over No. 16 AND BULLI CHES See p C. C., Pa ED SU L | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. NS Livin Fi I 65 er Passeng Y DAIL SM L 9.60 (9.59 f 10.1' s 10.10 s 10.30 f 10.41 | Averag TRAINS No. 823 gston and YAR OURTE | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D I SUB- | our SAME CLAS Ver No. 824 I STANDAT Livingston, IVISION Time - Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. Cky Fc 0. 37 38 38 40 0. 37 38 58 40 0 0 0 0 0 0 0 0 0 0 0 0 0 | diner. ngston. Prk Brat u | 17.0 IRECTION IRECTION 166 Passenger DAILY A 4.45PH 5 167 f 4.35 5 4.25 f 4.14 5 4.02 f 3.48 f 3.36 f 3.29 | FIRST 168 Passenger EXCEPT SUNDAY A 10.35AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY A 5.10PM 4.57 167 | 5 5 5 | THIRD B14 Way Freight XCEPT UNDAY 3.50P# 3.30 3.10 9.35 2.05 1.40 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 L 1.40PM | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8.50A s 9.05 f 9.28 s 9.84 f 9.49 s 10.02 s 10.27 s 11.01 | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY L 8.25M s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 s 9.26 s 9.47 | ENTH Sector Variation of the sector of the s | SUB-DI U U U U U U U U U U U U U | Fime T Dec Succei ST Telegra W C. M. & H LO WA H/ H/ LO WA SH | Fable N c. 29, 1912. seiding No. 36 TATIONS. aph Offices a Calls vHITEHAEL 2.0 P. S. CROS 1.8 RENOVA 6.2 OOMONT 1.6 ATERLOO 4.1 ARBISON 8.8 RON ROD 6.8 IN BRIDGES 9.2 HERIDAN 7.8 | 0. 37 58 and DN SSING D | un de la compara | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM s 6.40 f 6.12 f 6.12 s 6.04 s 5.47 s 5.25 | SEC CL 5(5(5) 5 5 5 5 5 5 5 5 5 5 5 5 5 |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 5 7.40 311 | 18.3 EASTWAI 63 has righ ISTERING AIL SWITC TWARI CLASS. 813 Way Freight EXCEPT SUNDAY 1 6.20 1 6.20 1 7 1 7 1 8 7.45 1 8 9.10 | RD TRAINS t over No. 16 AND BULLI CHES See p C. C., Pa ED SU L | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | ston to TATIOF CLASS. 167 Passenge EXCEP SUNDA L 4.45 166 1 4.57 | IOR TO Gardiner. NS - Livin Fi I 65 er Passeng T DAIL Y DAIL Y I 9.59 F10.1' \$ 10.30 f 10.1' \$ 10.30 f 11.00 f 11.00 f 11.20 | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-L | our SAME CLAS Ver No. 824 1 STANDAS –Livingston, DIVISION Time - Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine I-RO 29, 1912 g No. 36 TIONS. Offices a alls UREL. 1.5 SON. 2.6 CVALE. 0 VLIET. 4.8 OYD. 3.2 BERTS. 3.2 | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 3B and DN D D P P | diner. ngston. ork Bra by geo geo geo geo geo geo geo geo | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.08 f 4.35 s 4.25 f 4.14 s 4.08 f 3.48 f 3.36 f 3.29 f 3.14 L 3.00PM | FIRST 168 Passenger EXCEPT SUNDAY A 10.35AW 5 f 10.25 L 10.10AW 165 | 312 C., B. & Q. Passenger EXCEPT SUNDAY 4.57 167 L 4.45PM | 5 5 5 5 5 5 | THIRD 814 Way Freight XCEPT UNDAY 3.50PE 3.30 3.10 2.35 2.05 1.40 1.26 1.11 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 L 1.40FM | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8:50M s 9.05 f 9.28 f 9.28 f 9.49 s 10.02 s 10.02 s 11.01 s 11.80 ⁻ | ward. T FIRST CLASS 175 Passenger SUNDAY ONLY L 8.25M s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 s 9.26 s 9.47 s 10.05 | ENTH ENTH State: Line States States TJ 19 TJ 26 W TJ 26 W TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 T 7 T 27 T 2 | SUB-DI SUB-DI SUB-DI 2.0 3.8 10.0 11.6 15.7 19.3 26.1 TB. 35.3 SD. 43.1 | Fime T Dec Succei Si Telegra C. M. & I LO LO WA H/ H/ SH | Fable N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calis vHITEHAEL 2.0 P. S. CROS 1.8 RENOVA 6.2 00MONT 1.6 ATERLOO 4.1 ATERLOO 6.8 IN BRIDGES 9.2 HERIDAN 7.8 LAURIN 2.2 | 0. 37 58 and DN SSING 5D | uno 1 20 20 20 20 20 20 20 20 20 20 20 20 20 | ch. Eas FIRST CLASS 176 Passenger SUNDAY NLY A 6.50PM s 6.40 f 6.12 s 6.22 f 6.12 s 6.22 f 6.12 s 5.47 s 5.25 s 5.07 | twa SEC CL 50 50 50 50 50 50 50 50 55 55 55 55 55 |
| | DEF WES THIRD 815 Way Freight EXCEPT | 18.3 EASTWAI 63 has righ ISTERING AL SWITA TWARI CLASS. 813 Way Freight EXCEPT SUNDAY AL 6.00Ai \$ 6.20 \$ 6.40 \$ 7.45 \$ 8.16 \$ 9.10 \$ 9.50 | RD TRAINS t over No. 16 AND BULLI HES—See p | 24.0 ARE S 4 Living ETIN ST age 8. FIRST C 311 B. & Q SISSENGET T.30M I 7.30M I 7.30M I 7.50M 4 | cLASS. 167 Passenge SUNDA L 4.45 166 1 4.45 166 1 4.45 1 65 1 4.45 1 65 1 | IOR TO Gardiner. NS Livin Fi Passeng T DAIL PM L 9.50 (9.51 5 10.1 5 10.30 f 10.4 f 11.00 f 11.00 f 11.20 A 11.50 S14 | Average TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-L | our SAME CLAS Ver No. 824 I STANDAH Livingston, JIVISION Time - Tal Dec. Succeedin STA Telegraph C D. LA MA SIL ROCE B C Succeedin STA Succeedin STA C Succeedin STA ROCE Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin SUCCEE Succeedin SUCCEEDIN SU | Avingstc RD CLO Gardine I-RO 29, 1912 g No. 36 TIONS. Offices a alls UREL. 1.5 SON. 2.6 CVALE. 0 VLIET. 4.8 OYD. 3.2 BERTS. 3.2 | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 3B and DN D D P P | diner. ngston. ork Bra by geo geo geo geo geo geo geo geo | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.08 f 4.35 s 4.25 f 4.14 s 4.08 f 3.48 f 3.36 f 3.29 f 3.14 L 3.00PM | FIRST 168 Passenger EXCEPT SUNDAY A 10.35AW 5 f 10.25 L 10.10AW 165 | 312 C., B. & Q. Passenger EXCEPT SUNDAY 4.57 167 L 4.45PM | | THIRD B14 Way Freight XCEPT UNDAY 3.50PH 3.30 3.10 2.35 2.05 1.40 1.26 1.11 12.45 165 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 L 1.40FM | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8:50A 5 9.05 f 9.28 5 9.34 f 9.49 s 10.02 s 10.27 s 11.01 s 11.80 A 11.45A | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY L 8.25A s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 s 9.10 s 9.47 s 10.05 A10.15A | ENTH ENTH State: Line States States TJ 19 TJ 26 W TJ 26 W TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 T 7 T 27 T 2 | SUB-DI U U U U U U U U U U U U U | Fime T Dec Succei Si Telegra C. M. & I LO LO WA H/ H/ SH | Fable N c. 29, 1912. seeding No. 36 TATIONS. aph Offices a Calis vHITEHAEL 2.0 P. S. CROS 1.8 RENOVA 6.2 00MONT 1.6 ATERLOO 4.1 ATERLOO 6.8 IN BRIDGES 9.2 HERIDAN 7.8 LAURIN 2.2 | 0. 37 58 and DN SSING 5D | uno 1 20 20 20 20 20 20 20 20 20 20 20 20 20 | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM s 6.40 f 6.27 s 6.22 f 6.12 s 6.24 s 5.47 s 5.25 s 5.07 L 5.00PM | 5 6 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 |
| | DEF WES THIRD 815 Way Freight EXCEPT | 18.3 EASTWAI 63 has righ ISTERING AIL SWITY TWARI CLASS. 813 Way Freight EXCEPT SUNDAY AL 6.00Ab \$ 6.20 \$ 6.20 \$ 6.20 \$ 6.20 \$ 6.20 \$ 7.45 \$ 8.16 \$ 9.50 A 10.30AM EXCEPT | RD TRAINS t over No. 16 AND BULLI HES—See p | 24.0 ARE S 4 Living ETIN ST age 8. FIRST 6 3.11 B. & Q ISSENDER CEPT INDAY 7.30M 1 7.40 815 | cLASS. 167 Passenge SUNDA L 4.45 166 1 4.45 166 1 4.45 1 65 1 4.45 1 65 1 | IOR TO Gardiner. YS - Livin F IGE er Passeng T DAIL YML PMS IO Y DAIL Y S Y IO Y S Y IO Y DAIL Y S Y IO Y DAIL Y S Y IO Y S Y T Y DAIL | Averag TRAINS No. 823 gston and YAR OURTE | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-L | our SAME CLAS Ver No. 824 I STANDAH Livingston, JIVISION Time - Tal Dec. Succeedin STA Telegraph C D. LA MA SIL ROCE B C Succeedin STA Succeedin STA C Succeedin STA ROCE Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin STA Succeedin SUCCEE Succeedin SUCCEEDIN SU | Avingstc RD CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 38 and DN DN DN DN DN DN DN DN DN DN | diner. ngston. ork Bra by geo geo geo geo geo geo geo geo | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.08 f 4.35 s 4.25 f 4.14 s 4.08 f 3.48 f 3.36 f 3.29 f 3.14 L 3.00PM | FIRST 168 Passenger EXCEPT SUNDAY A 10.85AM 8 10.25 | 312 C., B. & Q. Passenger EXCEPT SUNDAY 4.57 167 L 4.45PM | | THIRD B14 Way Freight XCEPT 0.3.50PH 3.50PH 3.50PH 3.30 3.10 2.35 1.40 1.26 1.11 12.45 12.20PH 165 XCEPT | CLASS. 816 Way Freight EXCEPT | SECOND CLASS 499 Mixed EXCEPT SUNDAY 5 9.05 7 9.28 5 9.34 7 9.49 5 10.02 5 10.27 5 11.01 5 11.80 4 11.45A | ward. T FIRST CLASS 175 Passenger SUNDAY ONLY L 8.25M s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 s 9.26 s 9.47 s 10.05 | ENTH ENTH State: Line States States TJ 19 TJ 26 W TJ 26 W TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 T 7 T 27 T 2 | SUB-DI SUB-DI SUB-DI 2.0 3.8 10.0 11.6 15.7 19.3 26.1 TB. 35.3 SD. 43.1 | Fime T Dec Succei ST Telegra W C. M. & H LO WA LO WA SH | Fable N c. 29, 1912. seiding No. 36 TATIONS. aph Offices a Calls vHITEHAEL 2.0 P. S. CROS 1.8 RENOVA 6.2 OOMONT 1.6 ATERLOO 4.1 ARBISON 3.6 RON ROD 6.8 IN BRIDGES 9.2 HERIDAN 7.8 LAURIN 2.2 ALDER | 0. 37 58 and DN SSING 5 D D | uno 1 20 20 20 20 20 20 20 20 20 20 20 20 20 | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM s 6.40 f 6.22 f 6.12 s 6.22 f 6.12 s 5.07 s 5.25 s 5.07 L 5.00PM SUNDAY ONLY | 5 6 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A 3 11 A 8.05A 5 EXCEPT SUNDAY | 18.3 EASTWAI 63 has righ ISTERING AL SWITA TWARI CLASS. 813 Way Freight EXCEPT SUNDAY AL 6.0044 \$ 6.20 \$ 6.20 \$ 6.20 \$ 6.20 \$ 8.16 \$ 9.10 \$ 9.50 A 10.3044 EXCEPT | RD TRAINS t over No. 16 AND BULLI SHES—See p C, Pa By SU L A A Example SU SU SU SU | 24.0 ARE S 4 Living ETIN S age 8 FIRST (311 B. & Q ISSENGER (CEPT NDAY 7.50M 5 7.50M 5 7.50M 5 7.50M 5 7.50M 5 7.50M 5 7.50M 5 7.50M 5 7.50M 5 5 5 5 5 5 5 5 5 5 5 5 5 | Excep SUNDA 28 S | IOR TO Gardiner. YS - Livin F1 I 65 er Passeng T DAIL Y DAIL STO Y DAIL STO Y STO Y JOAIL STO Y STO STO Y STO STO Y A Y A Y A Y A Y A | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D | Gour SAME CLAS Ver No. 824 I STANDAT Livingston, IVISION Time - Tal Dec. Succeedin STA Telegraph C | Avingstc RD CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. cky Fc 0. 37 38 and DN DN DN DN DN DN DN DN DN DN | diner. ngston. Tk Bra 500 500 500 500 500 500 500 50 | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.45PM 5 4.25 F 4.14 5 4.09 F 3.36 F 3.36 F 3.36 F 3.36 F 3.29 F 3.14 L 3.00PM DAILY 1.45 25.2 | FTRST 168 Passenger EXCEPT SUNDAY 10.25 10.25 L 10.1044 165 EXCEPT SUNDAY .25 23.0 | 312 C, B. & Q. Passenger EXCEPT SUNDAY 4.57 167 L 4.45PM EXCEPT SUNDAY .25 23.0 | | THIRD B14 Way Freight XCEPT UNDAY 3.50PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.60PH 3.6 | CLASS. 816 Way Freight EXCEPT SUNDAY A 2.30PM s 2.05 L 1.40PM | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8.50A s 9.05 f 9.28 s 9.84 f 9.49 s 10.02 s 10.27 s 11.01 s 11.80 A 11.45A EXCEPT SUNDAY 2.55 | ward. T. FIRST CLASS 175 Passenger SUNDAY ONLY L 8.25A s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 s 9.26 s 9.47 s 10.05 A 10.15A SUNDAY ONLY 1.50 | ENTH ENTH State: Line States States TJ 19 TJ 26 W TJ 26 W TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 26 TJ 27 TJ 26 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 TJ 27 TJ 26 TJ 27 T 7 T 27 T 2 | SUB-DI SUB-DI SUB-DI 2.0 3.8 10.0 11.6 15.7 19.3 26.1 TB. 35.3 SD. 43.1 | Time T Dec Succei ST Telegra W C. M. & H LO | Fable N c. 29, 1912. seiding No. 36 TATIONS. aph Offices a Calls vHITEHAEL 2.0 P. S. CROS 1.8 VHITEHAEL 2.0 P. S. CROS 1.8 OOMONT 1.6 ATERLOO 4.1 ARB ISON 8.6 RON ROD 6.8 IN BRIDGES 9.2 HERIDAN 7.8 LAURIN 2.2 ALDER ver Sub-divis | 0. 37 58 and DN SSING 5 D b b D D | uno 1 20 20 20 20 20 20 20 20 20 20 20 20 20 | ch. Eas FIRST CLASS 176 Passenger SUNDAY ONLY A 6.50PM s 6.40 f 6.12 s 6.22 f 6.12 s 5.47 s 5.25 s 5.07 L 5.00PM SUNDAY ONLY I.50 | SEC CL SUN A 6 SUN SUN SUN SUN SUN SUN S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 |
| | DEF WES THIRD 815 Way Freight EXCEPT SUNDAY L 7.00A \$ 7.40 \$ 7.40 \$ 7.40 \$ 7.40 \$ 7.40 \$ 7.40 \$ 7.40 \$ 7.40 \$ 8.05A \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 18.3 EASTWAI 63 has righ ISTERING AIL SWITY TWARI CLASS. 813 Way Freight EXCEPT SUNDAY AL 6.00Ai \$ 6.20 \$ 6.40 \$ 7.45 \$ 8.16 \$ 9.50 A 10.30AM EXCEPT SUNDAY 4.30 9.7 165 has rigit | RD TRAINS t over No. 16 AND BULLI SHES—See p C, Pa By SU L A A Example SU SU SU SU | 24.0 ARE S 4 Living ETIN S age 8 FIRST 6 B 1 1 B. & Q Starsenger KCEPT JNDAY 7. 5044 7. 5044 7. 5044 S 7. 5044 S S S S S S S S S S S S S | EXCEP SUNDA CLASS. 167 Passenge EXCEP SUNDA L 4.45 165 145 165 145 165 145 165 145 165 145 165 145 165 145 165 145 165 165 165 165 165 165 165 165 165 16 | IOR TO Gardiner. YS - Livin Fi I 65 er Passeng T DAIL Y DAIL Y DAIL Y ML 9.60 f 10.1' s 10.30 f 11.00 f 11.00 f 11.00 f 11.00 f 11.00 f 11.00 f 11.20 A 11.50 S14 T DAIL | Averag TRAINS No. 823 gston and YAR OURTH | e Speed per I OF THE : has right o Gardiner. D LIMITS- I SUB-D | our SAME CLAS Ver No. 824 I STANDAT Livingston, JIVISION Time Tal Dec. Succeedin STA Telegraph C LA SIL ROCE ROCE RED Time over Average Spe RAINS OF | Avingstc RD CLO Gardine | 24.0 THE OPH on to Gar CK —Livi ar. Cky FC 0. 37 38 and DN D D P D P D P D D P D D D D D D D D D D D D D | diner. ngston. PTK Bra: brk Bra: | 17.0 IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION IRECTION Passenger DAILY A 4.45PM 5 167 f 4.35 s 4.25 f 4.14 s 4.08 f 3.48 f 3.49 F 3.48 f 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.48 f 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.48 f 3.48 f 3.48 f 3.49 F 3.48 f 3.48 f 3.48 f 3.48 f 3.48 f 3.48 f 3.49 F 3.48 f 4.99 f 4.99 f 4.99 f 4.99 f 4.99 f 4.99 f 4.99 f 4.99 f 7.99 f 7.99 | FIRST 168 Passenger EXCEPT SUNDAY A 10.35AW s 10.25 L 10.10AW 165 EXCEPT SUNDAY 23.0 DSITE DI cel Lodge | 312 C, B. & Q. Passenger EXCEPT SUNDAY 4.57 167 L 4.45PM EXCEPT SUNDAY 25 23.0 RECTION | | THIRD B14 Way Freight XCEPT UNDAY 3.50P# 3.30 3.10 9.35 9.35 9.35 1.40 1.26 1.11 12.45 12.20P# 165 12.5 | CLASS. 816 Way Freight EXCEPT SUNDAY a 2.30PM s 2.05 L 1.40FM EXCEPT SUNDAY .50 11.4 | SECOND CLASS 499 Mixed EXCEPT SUNDAY L 8:50M s 9.05 f 9.28 f 9.28 f 9.28 f 9.28 f 9.28 f 9.28 f 9.49 s 10.02 f 11.01 s 11.80 a 11.45M EXCEPT SUNDAY 2.55 15 5 | Ward. T. FIRST CLASS 175 Passenger SUNDAY NLY L 8.25M s 8.34 f 8.48 s 8.52 f 9.02 s 9.10 s 9.26 s 9.47 s 10.05 A10.15M SUNDAY ONLY 1.50 25.1 | ENTH States T J T J T J T J T J T J T J T J | SUB-DI SUB-DI SUB-DI SUB-DI SUB-DI SARE SU | Time 1 Dec Succei ST Telegra W C. M. & I LO | Fable N c. 29, 1912. sedding No. 36 TATIONS. aph Offices a Calls vHITEHAEL 2.0 P. S. CROS 1.8 RENOVA 6.2 00MONT 1.6 ATERLOO 4.1 ARBISON 6.8 IN BRIDGES 9.2 HERIDAN 7.8 LAURIN 2.2 ALDER ver Sub-divis Speed per 1 | o. 37 68 and DN SSING SSING SSING SSING D D Sion. four AINS OF | uu suu suu suu suu suu suu suu | ch. Eas FIRST CLASS 176 Passenger SUNDAY A 6.50PM 5 6.40 F 6.27 5 6.22 f 6.12 5 6.22 f 6.12 5 5.47 s 5.25 s 5.07 L 5.00PM SUNDAY ONLY 1.50 25.1 | stwa SEC CL SEC SU SU A (SU SU A (SU SU SU SU SU SU SU SU SU SU SU SU SU |

• . •

. -

| SECOND CLASS | - 【 二十二字》: [1] 注: [2] 注: [2] [2] [2] [2] [2] [2] [2] [2] [2] [2] | · · · · · | | | | SIXTH (SHIELDS | S RIVER BRANCH) | | | | |
|--|--|---|----------------------------------|--|--|---|---|---|--|-------|---------------------------------|
| 497 495 | Time Table No. 37 | SECOND CLASS | SECOND CL | ASS FIRST CLAS | S. | | Table No. 37 | Mission | FIRŠT | CLASS | SECOND |
| | Bec. 29, 1912. | 3 496 498 | 5 | 03 17 | | | Dec. 29, 1912. acceeding No. 36B | | 178 | | 504 |
| | STATIONS. | | | lixed Pass | nger H | | STATIONS | ce from | Passenger | | Mixed |
| EXCEPT EXCEPT SUNDAY | Telegraph. Offices and | | | | day officer and a solution of the solution of | 9 ! | | stanc | Passenger Monday Wednesd'y Friday | | Tuesday Thursday |
| SUNDAY SUNDAY ≥3 L 9.054 W | | SUNDAY SUNDAY | Sat | urday Fri | day ≥ % ₩ 5 | | egraph Offices and Calls | _ } | 5 A10 304 | 1 I' | Saturday |
| | 19 9.5 | | <u> </u> | | 2 | | | | | | A 11.00AM |
| | X T E. 9.5 HA HARRISON. D 11.1 | 1.40 s-12:250 | | 2,55 s 1 | | | 5.2 | | | | s 10.40 |
| And the second | Y FE 20.6 NOD 0.0 | $-\frac{1}{2}$ | S. | 1.25 s 1 | 26 W T | 1 | CLYDE PARK 2.8 | | a car to a | | s 10.15 |
| L 11.25 M | Y T E 0.0 6.3 7.3 <th7.3< th=""> <th7.3< th=""> <th7.3< th=""></th7.3<></th7.3<></th7.3<> | | f 1 | 1.85 f 1 | 85 | 10.8 | .TREGLOAN | 11.9 | 5 f 9.54 | | f 97. 5 8 |
| A 1 1.504M 493 | TI 6.3 PY | 0 20 7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | 5 | 1.50 s.1 | 46 T | <u>M</u> 14.2 | CHADBORN | 8.5 | 20 s 9.43 | | s 9.45 |
| EXCEPT SUNDAY SUNDAY | | EXCEPT EXCEPT SUNDAY SUNDAY | 1 j | 2.05 f 2 | 00 | 18.6 GRA | ANNIS CROSSING | . 4.1 | f 9.29 | | f 9.80 |
| .25 1.15 | Time over Sub-division | 1.10 AS37-24 -20000000000000000000000000000000000 | A 8 | 2.25 ^{ph} A 2 | 15PM 10 | 65 22.7 MS | | N 0.0 10 | 35 L 9.154 | | L 9.15AM |
| EASTWARD TRAINS ARE SUP | Average Speed per Hour. | 17.6 15.7 IN THE OPPOSITE DIRECTION | 1 Th | lesday Mon uršday Wedr turday Fr | nday bsd'y day | | | | Monday Wednesd'y Friday | - | Tuesday Thursday Saturday |
| No. 495 has right over No. 496 Sappin No. 497 has right over No. 498 Harris REGISTERING STATIONS—Sappin YARD LIMITS—Sappington, Harriss DERAIL SWITCHES—See page 8. | ington to Norris. | | ···· | ····· | §15 | Time | e over Sub-division | | 1.15 | | 1.45 |
| REGISTERING STATIONS-Sappin YARD LIMITS-Sappington Harris | ington, Norris and Pony son, Norris, Pony | en an trainn an the star at the GMAZ | 1 1 | 13_6 19 WARD TRAINS AF | 1 | | rage Speed per Höur | | 18.1 | | 13 1 |
| WIECONT LDD | | | and a survey of the second state | and the second | | | | | | | |
| WESTWARD | ELEVENTH SUBDIVISION (ELKHORN BRANCH) | EASTWARD | | WARD | | | SUB-DIVISIC CREEK BRANCH) | N. | Tani Tuyi Tu | Ę | ASTWA |
| THIRD CLASS. FIRST CLASS. | (ELKHORN BRANCH) | FIRST CLASS. THIRD CLASS | | WARD | | (CAMP C | | | funit suit | | ASTWA |
| | (ELKHORN BRANCH) | FIRST CLASS. THIRD CLASS | | | | (CAMP C | CREEK BRANCH) Table: No. 37 Dec. 29, 1912. | 50362 4 | | | ASTWA |
| THIRD CLASS. FIRST CLASS. | (ELKHORN BRANCH) | FIRST CLASS. THIRD CLASS | | | Fuel Tûtn Jable es F | (CAMP C | CREEK BRANCH) Table: No. 37 Dec. 29, 1912. ucceeding No. 36B | | | | ASTWA |
| THIRD CLASS. FIRST CLASS. | (ELKHORN BRANCH) Time Table No. 37 Supervision Dec. 29, 1912. Succeeding No. 36B Succeeding No. 36B Succeeding No. 36B < | FIRST CLASS. THIRD CLASS | | <u></u> | Fuel Tûtn Jable es F | (CAMP C | CREEK BRANCH) Table: No. 37 Dec. 29, 1912. | | | | ASTWA |
| THIRD CLASS. FIRST CLASS. | (ELKHORN BRANCH) Time Table No. 37 Dec. 29, 1912. Succeeding No. 36B STATIONS. State Color Calls O.0 Dec. 29, 1912. Succeeding No. 36B STATIONS. State Calls O.0 Calls O.0 Dec. 29, 1912. Succeeding No. 36B STATIONS. State Calls O.0 O.0 Calls O.0 O.0 Calls O.0 O.0 O.0 Calls O.0 O.0 O.0 O.0 O.0 O.0 O.0 O.0 | FIRST CLASS. THIRD CLASS | | <u></u> | Wator, Puel> | CAMP C | CREEK BRANCH) Table: No. 37 Dec. 29, 1912, ucceeding No. 36B STATIONS; egraph Offices and Calls MANHATTAN | Distance from Andeny. | | | |
| THIRD CLASS. FIRST CLASS. | (ELKHORN BRANCH) Timle Table No. 37 Solution Dec. 29, 1912. Succeeding No. 36B Solution State State | FIRST CLASS. THIRD CLASS | | <u></u> | Mator, Puel | | CREEK BRANCH) Table: No. 37 Dec. 29, 1912. ucceeding No. 86B STATIONS: egraph Offices and Calls MANHATTAN I 3.3 | Xi Distance from Anceny. | | | |
| THIRD CLASS. FIRST CLASS. | (ELKHORN BRANCH) Time Table No. 37 Dec. 29, 1912. Succeeding No. 36B State State State State State State State State State State State State State State State State State State State State State State State State C T F 2.6 State State State State C T F 2.6 State State State State State T H 5.9 HOT SPRINGS 16.8 State State State | FIRST CLASS. THIRD CLASS | | <u></u> | Mater Fuel Scatas, Then Jain Rand Wyes LL LL Station Numbers | | CREEK BRANCH) Table: No. 37 Dec. 29, 1912. ucceeding No. 36B STATIONS: egraph Offices and Calls MANHATTAN I 3.3 WHITE: 1.5 | S 11.9 | | | |
| THIRD CLASS. FIRST CLASS. | (ELKHORN BRANCH) Timle Table No. 37 Solution Dec. 29, 1912. Succeeding No. 36B Solution State State | FIRST CLASS. THIRD CLASS | | <u></u> | Matching Scales/Thurship | CAMP C | CREEK BRANCH) Table No. 37 Dec. 29, 1912, ucceeding No. 36B STATIONS; egraph Offices and Calls MANHATTAN I 3.3 WHITE 1.5 BUEEL 2.2 | S 33 4 4 S 33 4 | 8 8 9 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | | |
| THIRD CLASS. FIRST CLASS. Image: Strategy of the str | (ELKHORN BRANCH) Time Table No. 37 Dec. 29, 1912. Succeeding No. 36B State State State State State State State State State State State State State State State State State State State State State State State State C T F 2.6 State State State State C T F 2.6 State State State State State T H 5.9 HOT SPRINGS 16.8 State State State | FIRST CLASS. THIRD CLASS | | <u></u> | And Andrews An | CAMP C | CREEK BRANCH) Table No. 37 Dec. 29, 1912. ucceeding No. 86B STATIONS: egraph Offices and Calls MANHATTAN | S. 20 Multiple Multiple<td>8 8 9 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8</td><td></td><td></td> | 8 8 9 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | | |
| THIRD CLASS. FIRST CLASS. Image: State of the state | (ELKHORN BRANCH) Image: Colspan="2">Time Table No. 37 Dec. 29, 1912. Succeeding No. 36B State State State State State State State State State State State State State State State State State State State Stat | FIRST CLASS. THIRD CLASS | | <u></u> | stadium (notital) (and the states) (and the states) (and the states) (and the states) (and the states) (and the states) (b) (b) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c | CAMP C | CREEK BRANCH) Table No. 37 Dec. 29, 1912. ucceeding No. 36B STATIONS: egraph Offices and Calls MANHATTANI 3.3 WHITE: 1.5 BUELL 2.2 AMSTERDAM 1.2 WOLRATH 2.3 | S | 9 9 9 8 8 8 5 5 | | |
| THIRD CLASS. FIRST CLASS. Image: State of the state | (ELKHORN BRANCH) Signature Timle Table No. 37 Dec. 29, 1912. Succeeding No. 36B E Signature State State State Signature State State State State Signature State State State State State Signature State State State State State State Signature State St | FIRST CLASS. THIRD CLASS | | <u></u> | Mile Mile Mile Mile Mile Mile Mile Mile | CAMP C Time: St Comparison | CREEK BRANCH) Table No. 37 Dec. 29, 1912. ucceeding No. 36B STATIONS: egraph Offices and Calls MANHATTANI 3.3 WHITE 1.5 BUEEL 2.2 AMSTERDAM 1.2 WOLRATH 2.3 ARNOLD 1.4 | S 200 X 200 | 9 9 8 8 8 8 9 9 8 8 8 8 8 8 8 8 8 8 8 8 | | |
| THIRD CLASS. FIRST CLASS. Image: State of the state | (ELKHORN BRANCH) S Time Table No. 37 Dec. 29, 1912. Succeeding No. 36B S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S | FIRST CLASS. THIRD CLASS | | <u></u> | And | CAMP C | CREEK BRANCH) Table: No. 37 Dec. 29, 1912. ucceeding No. 86B STATIONS: egraph Offices and Calls MANHATTAN I 3.3 | S 2 3 4 7 10 4 10 4 10 4 10 4 10 4 10 4 10 4 | | | |
| THIRD CLASS. FIRST CLASS. Image: state s | (ELKHORN BRANCH) S Time Table No. 37 Dec. 29, 1912. Succeeding No. 36B S S S S S S S S S S S S S S S S S | FIRST CLASS. THIRD CLASS | | | And | CAMP C Fime St CAMP C Fime St St St St St St St St St St | CREEK BRANCH) Table No. 37 Dec. 29, 1912, ucceeding No. 36B STATIONS; egraph Offices and Calls MANHATTAN I 3.3 WHITE 1.5 BUEEL 2.2 AMSTERDAM 1.2 WULRATH 2.3 ARNOLD 1.4 3.3 ANCENEY | S 2 3 4 7 10 4 10 4 10 4 10 4 10 4 10 4 10 4 | | | |
| THIRD CLASS. FIRST CLASS. Image: Stress of the s | (ELKHORN BRANCH) S E Time Table No. 37 E S S S S S S S S S S S S S S S S S S S | FIRST CLASS. THIRD CLASS | | | And | CCAMP c Fine: | CREEK BRANCH) Table No. 37 Dec. 29, 1912, ucceeding No. 36B STATIONS; egraph Offices and Calls MANHATTAN I 3.3 WHITE, 1.5 BUEEL 2.2 AMSTERDAM 1.2 WOLRATH 2.3 ARNOLD / 1.4 ANCENEY. pe over Sub-division | S 2 3 4 7 10 S 2 1 10 S | | | |
| THIRD CLASS. FIRST CLASS. Image: Stress of the s | (ELKHORN BRANCH) S Time Table No. 37 Dec. 29, 1912. Succeeding No. 36B S S S State of the | FIRST CLASS. THIRD CLASS | | | W.Y.TR W.Y.TR | CCAMP c Fime: | CREEK BRANCH) Table No. 37 Dec. 29, 1912, ucceeding No. 36B STATIONS; egraph Offices and Calls MANHATTAN I 3.3 WHITE 1.5 BUEEL 2.2 AMSTERDAM 1.2 WOLRATH 2.3 ARNOLD 1.4 3.3 ANCENEY BOUELL 2.2 AMSTERDAM 1.2 STATIONS; SUBJECT SUB | S 3.2 S 3.2 S 3.2 S 3.2 S 4.7 S 2 S 2 S 2 S 2 S 2 S 2 S 2 S 2 | 9 9 8 5 5 22 22 | | |

-

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

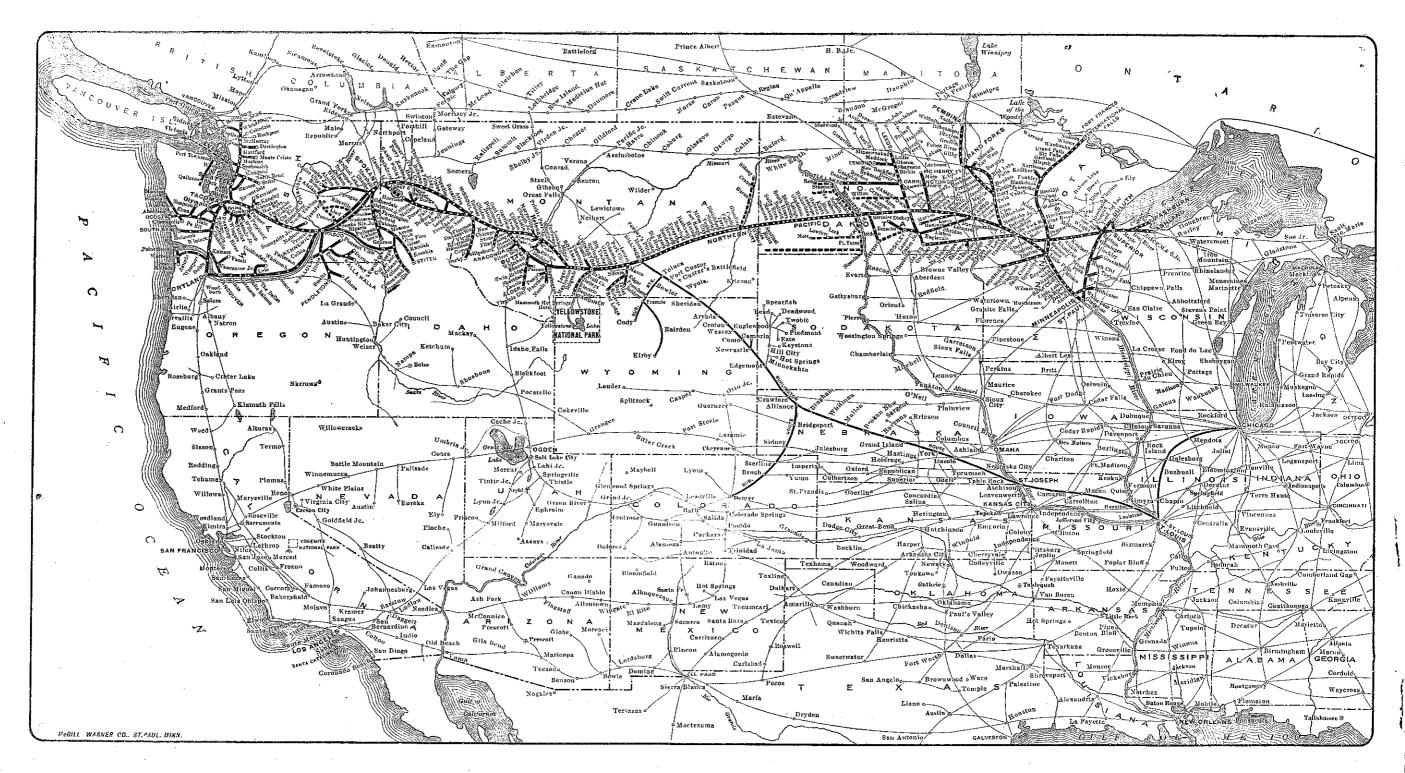
....Round House Track

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.



. * : ·