

In Effect at 12:01 A. M. Mountain or 105th Meridian Time. SUNDAY, JUNE 29th, 1913.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

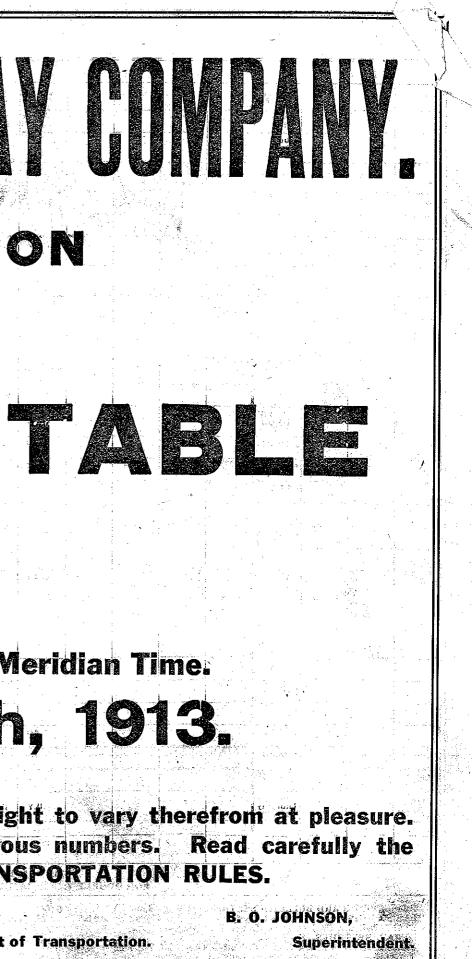
G. A. GOODELL, General Manager.

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J. M. RAPELJE,

General Superintendent.

P. H. McCAULEY, Superintendent of Transportation.



d	WESTWARD

FIRST SUB-DIVISION. (MAIN LINE)

	THIRD	CLASS				SE	COND CL	ASS			68	.	.	Time Table No. 38A		-				• • •	
			817					651	605	603	el, rn Tables	Numbers	from	June 29th 1913. Succeeding No. 38	from	lty of	1	3	5	41	4
			Way Freight					Freight	Freight	Freight	1. 1		ince fr	STATIONS.	nce fr	Capacity ngs.	Passenger	Passenger	Passenger	Passenger	G. Pass
			Tuesday Thursday Saturday					DAILY	DAILY	DAILY	Wate Scale and V	Station	Distance Billings	Telegraph Offices and Calls	Distance f	Car (Sidir	DAILY	DAILY	DAILY	DAILY	DA
						1997) 1993-1997 1993-1997			L 2.10AM	L 7.204 42-179	WCO TY	956	0.0	SBILLINGS DN BG 7.6	115.7	Yard	L 11.004M 6-168	L 12.30AM	L 1140AM	L 8.15PM	LG
						Strington Strington		·	2.40	7.48		964	7.6		108.1	E 85 W80	11.15	12.43	11 54AM	8.29	6
		النصور بينياني ب	د ور برای این در ا			ی خط مناخلین اندا منتر		• 420 (100 100 100 100 100 100	2.55	8.05		908	12.1	GNG. N. Junction DN 2.0	103.6		11.21	12.50	12.03PM	8.88	A 6
			L 7.104 42-179	المحتمدة	-			L 12-209	A 3.10AM	8.20 11.27 1-0	₩CO TY	971	14.1	KDLAUREL YARDDN 1.2	101.6	Yard	11.25 603	12.55	12.07 651	8.41	
			7.15	and former				12.25	·	11 32 165-168		972	15.3	AU LAUREL D 4 2	100.4	Yard	11.27	12.57	\$ 12.10	s 8.45	
			f 7.85		alle alle alle alle alle a			12.45		,11.52N		976	19.5		96.2	85	11.34	1.04	12.20	8.54	
			\$ 7.50	· ·				1.00	•	12.079		979	23.0	RK PARK CITY DN 4.5	92.7	E 80 W85	11.39	f 1.10	\$ 12.26	f 9.01	
			\$ 8 10		_			1.20		12.34	W.	983	27.5		88.2	85	11.46	1.18	f 12.34 603	9.10	
	·		s 8.35		-			1.40		12.59		5 S.					11.54	1.25	f 12.43	9.19	-
			f 8.48		_	· . -		1.51		1.10		<u> </u>				1.4	11.58AM	1.80	12.49	9.24	
			\$ 9 15 10 00 6					2.20		1.34	₩	996	40.7	CO COLUMBUS DN 4.9	75.0	E 80 W65	12.08%	s 1.40	\$ 12.59	\$ 9.35	
			s 10.25		_			2.40		1.55		<u> </u>	<u>}.</u>				12.16	1.48	1.08	9.44	
			5 10.40			(), See . • .		2.55 818		2.10]	<u> </u>	MED 4.9		.I	12.22		1.15	9.51	
			f 11.00				·	3.15 602		2.30 818		لمسمد		P 3.4			12.29	2.08	1.24	10.00	
			s 11.15		_		·	3.29		2.46 602 8.07	₩ 		<u> </u>	RNREED POINTDN 5.0	<u>.</u>	W75	12.37	2.10 2.19	·	f 10.06	
			\$ 11.85 f 11.50A				, ,	4.00		8.20	-			QUEBECP 8.5 PATCUMP			12.52	2.25	f 1.40 813 1.46	10.15	
			s 12.04PH 12.20		-		· · · ·	4.18		8.40	WC			4.8 GCGREYCLIFFDN 5.1			1.00	2.84	f 1.56	10.80	
	<u>.</u>		12.20					4.86		4.00	_						1.08	2.43	2.05	10.89	
		<u> </u>	\$ 1.05				·	4.59		4.25	· w	1037	81.2	5.5 BDBIG TIMBERDN	34.5	E 65	1 18	\$ 2.55	5 2.17	\$ 10.49	
			1.40 1-602		-	*		4	<u>.</u>	<u>.</u>	<u> </u>			5.6		W 10	002-817	2	Story and		-
			1 2.05				1770 S. S.	5.25 5.45	35% () % 	4.51 4 5.10		1043		P 4.5 			1.27	8.05	2.28	10.59	
<u> </u>			t 236 5 s 306					6.10	ens Telescons Marchaelt della	5.35	Ŵ			4.9 \$X	<u>. </u>		1.42	s 8.23	2.36 817 \$ 2.47	\$11.17	
		······	5 8.85					6.40		6.00	w		102.6	6.4		W.75	1.51		f 2.59	11.27	
			s 4.17					7.15		6.30		1065	110.1	7.5 MSDN		E 75	2.02	8.47		11.40	
			4 A 4.45PM				فنقاريه يعجبهم	A 7.40M	-	A 7.00M	WCO TY	1071	115:7	5.6 VSDN	0.0	W75 Yard	A 2.15PM	A 4.00AM	A 3.25PM s	A 11.55PM	
			Tuesday Thursday Saturday					DAILY	DAILY	DAILY	 						DAILY	DAILY	DAILY	DAILY	DA
	· · · · · · · · · · · · · · · · · · ·		9.35					7.20	1.00	11.40				Time over Sub-Division			3.15	3.80	3.45	3.40	18
			10.6					14.3	- 15.2	9.9				Average Speed per Hour	•••		35.6	33.0	30.8	31.5	30

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

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11.50

REGISTERING AND BULLETIN STATIONS—Pillings; Laurel Yard; Livingston. LAP SIDINGS—Park City, Reed Boint, Grey Cliff, Big Timber Springdale, and Mission. Trains taking siding will head in at lap. STANDARD CLOCKS—Billings, Laurel and Livingston. DERAIL SWITCHES—See page 8. YARD LIMITS—Billings, Laurel, Columbus, Grey Cliff, Big Timber, Livingston. Trains Nos. 817 and 818, may carry male passengers.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. At Columbus, South siding will be used by eastward trains and North siding by westward trains. Sixth Sub-Division Trains Nos.177 and 178, 503 and 504 will be moved by train orders between Livingston and Mission. No. 504 leaves Livingston 9.00 a.m. No. 503 arrives Livingston 2.45 p. m. No. 178 leaves Livingston 9.00 a.m. No. 177 arrives Livingston 2.30 p. m. Enginemen will not be required to consult register except at initial or starting point. See rule 83a.

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	DAY .30	UN			85)N		Y	DA 35	3N	S	AY	D.	UN	s	25		9. 9.	<u></u>	.20		
	.30				35 0			<u>.</u>						30		8				. 2u	-	

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

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

		-	• •			•							IRST SUB-DIVISION (MAIN LINE)		•		· · · · · · · · · · · · · · · · · · ·	e este este este este este este este es	· "i		-	·	· · · ·	EASTV	1¥ 2:
					FIRST	CLASS			·		bites	2	Time Table No. 38A				SECON	Ç CLASS		• .		T	HIRD CL	ASS	
	180		·		160	44	42	6	4	2	Fuet, urn Ta	Numbe es from	June 29th, 1913. Succeeding No. 38	Livingston Car Capacity of					· · · ·		818				
	C B&Q 312 Passenger	Passenger	Passenger	Passenger	G. N. 242 Passenger	G. N. Passenger	Passenger	Passenger	Passenger	Passenger	d Wy	Station	STATIONS.	Lingst	Freight	· · · ·					Way Freight				
	EXCEPT	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	N°S S°S S°S	Stat Dist	Telegraph Offices and Calls	S E	DAILY		1 - 1 - S - 1 - 1 - 1 				Monday Wednesd'y Friday				
	A 5.45PM	A 8.05PM	A 11.054	i A 5.20phi	A 3.45PH	A 6.35%	A 7.254	A11 154	A 7.12P	A 5.05A	WCO 9 TY	56 0	0 SBILLINGSD.N 115 BG 7.6	5.7 Yai	rd A · 8 00PM				-	***	-		-		
•	5.27	f 7.49	s 10.49	s 5.02	8 83	6.18	7.09	10.59	6.58	4.51	9	64 7.	6 YEGEN P 108 4.5	3.1 E 8	7.88						-		-		
	5.18	1 7.41	f 10.41	t 4.58	L 3.20PM	L 6.10PM	7.02	10 51	6.45	4 43	19	هد شا	4.5 1 GN G. N. Junction DN 103	-	7.20			Para kata da ka							
n hit Shi ka ka s	5.12 602	7.87	10.37 603	4.47			6.57 817	10.47 603	6.42 602	4.40;	WCO 97	71 14	IKDLAUREL YARDDN 101	.6 Yar	d 7.10 5.35 4-180			ه چانه کا ۲۵ م		an ta' settishing p	A 6.00PM	de Miris Rosang	a 2016. <u>In 1997</u> 1		
	L 5.10PM	L 7.35PM	L 10.354	L 4.459M		<u></u>	\$ 6.55	s 10.45	6:40	4.38	97	72 15.	AU D 100 4.2	.4 Yar	·						5.55	·			_
	• ••• ••••		يرو التجريد عنه التا الت				6.48	10.86	6.34	4.82			4.2 SPURLING				ده که که مع د			-	f Б.40	وروب من مشملها		•	
·		· ·					s 6.42	s 10.30	f 6.29	4.27			RK PARK CITY DN 92					· · ·		-	s 5.80				-
	-			·			6.84	f 10.21	6.22	4.20	W 98	3 27.		.2 85	4.51		<u> </u>	· .		-	s 5.10				-
		the state					6.26	f 10.13	6.15	4.13	98	9 32.	RAPIDS P 83. 2.8	.6 85	4 35		•			· · · · · ·	\$ 4.50			-	-
-							6.22	10.08	6.11	4.09	99	2 34.	MISKO P 80. 5.8	.8 85	4.25				a 20	1	f 4 .40		·		-
							\$ 6.12	s 9.58 817	s 6.08	4.00	W 99	6 40.	CO COLUMBUS DN 75. 4.9	.0 E 80 W65	4.04 818						⁵ 4.15 3.40				-
· · ·	-						6.01	9.48	5.53	8.51	100)1 45.0		.1 85	3.45						602 \$ 3.15				-
		-					5.55	f 9.42	5.48	8.45	100	5 49.0	MB MERRILL D 66.	7 85	3.82					·	s 2.55	· · · · · · · · ·			-
	-						5.47	9.88	5.40	8.38			P 61. 3.4		3.15 651				•	-	f 2.30			· · · · · · · · · · · · · · · · · · ·	-
							5.42	1 9 26	5.84	8.82	W 101	4 57.1	RN REED POINT DN 58. 5.0	4 E 85 W75	2.46 603	·	[-	s 2.05				-
· . ·						· ·	5.84	f 9.17	5.26	8.24	101	9 62.1	P 53. 3.5	.4 84	2.28			-			5 1.40 5		· · · · · ·	:	-
· ·							5.28	9.11	5.21	8.19	102	2 65.8	PATCUMP 49, 4.8	9 84	2.15						f 1.20		- 		-
	-	·		·····	· · · ·		5.20	1 9.02	5.14	8.12		<u></u>	GC OREYCLIFF DN 45.		· ····································	·			· · · ·	-	s 1.00 12.04PM				-
	-					· · ·		0 50										·			1				-
							5.19	8.52	5.07	8.04				-	-			-7	.:		f 11.80AM				
							5.03	\$ 8.41	5 4.59 651	2.55	W 103	7 81.2	BD BIG TIMBER DN 34.	5 E 65 W70	1.18 1-817				· · · · · ·		s 11.00 10.25			-	
	1						4.58	8.80	4.51 603	2.45	104	3 86.8	P 28.4.5	9 75	12.45	· · · · · · · ·			25 mar		f 10.00		· · · · · · · · · · · · · · · · · · ·		
							4.46	8.22	4.44	2.38			P 24. 4.9		12.25	· · · · · · · · · · · · · · · · · · ·				· · · · · · · ·	f 9.45		<u></u>		-
							4.38	5 8.12	\$ 4.87	2.80	W 105	1 96.2	SX SPRINGDALE DN 19.	5 E 85 W75	12.05PM						s 9.80		· · · ·		
						~	4.27 f	7 59	4.28	.2.18			P 13. 7.5		11.45枞						s 9.05				
							4.12	7.46	4.17 817	2.05			MS:DN 5:1	- 1	<u> </u>						s 8.40	•			
				-		Ĩ	4.00 AM	L 7.35AM	L 4′.07₽₩]	1.554	WCO TY	1 115.7	VSLIVINGSTON DN 0.1	0 Yard	L10.50M						L 8.20AM				
	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	-				DAILY						Monday Wednesd'y Friday				1
:	.35	.30	.30	.35	.25	.25	3.25	3.40	3.05	3.10			Time over Sub-division	-	9.10						9.40		·		
	26.0	30.4	30.4	26.2	28.8	28.8	33.8	31.5	37.5	36.5			Average Speed per Hour	ŀ .	12.6					÷	10.5				1

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	1	HIRD CI	ASS		l		SECOI	D CLASS	`		Ĩ.	[(MAIN LINE) Time Table No. 38A			1				
	[821	819					651	603	Tables	bers	=	June 29, 1913. Succeeding No. 38.	 F	of	. 1	3	5	41	16
			Way Freight	Way Freight		-	-		Freight	Freight	Fuel Turn ves	Num	ce froi		- 19	apacity	Passenge	r Passenger	Passenger		-
·	•	-	EXCEPT	- [DAILY	DAILY	Water, Scales, and W		Distance 1 Livinestor	Telegraph Offices and Calls	Distance	Car C	1	DAILY	DAILY	DAILY	DAI
<u>_</u>		-		L 8.154	· · · · · ·	- 	-	-		L 8.35P	£			VSD 8.1					1	1	
	-		-	1 9.05			-	·	9.50	9.25	w	1080		HUHOPPERSD				4.85	4.00	12.30	1 3.
				1 9.85		-[10.15	9.50	W	1083	11.9		N 110.	9 75	8.05	4.50	4.15	12.40	13.
			·	f 9.45		-		-	10.25	10.00		1084	13.1	WSD	N 109.	7 E 90 W65	3.10	4.55	4.20	12.45	1 8.
· · · · ·				s 10.00		-	- 	- -	10.40	10.15	w	1088	16.4	CDD	N 106.	4	8.17	5.02	4.27	12.52	s 4.
	-			1		- <u> </u>	- - -	-			-	1092	19.2	GORDON 5.6	. 103.	6 53			-	,	. [f
	-	- .	-	= 10.354 12.01P 170-820			-		11.10	10.45	W C	1096	24.8	BZBOZEMAND	98.	0 150	s 3.30	s 5.20	s 4.45	s 1.12	s 4.
-				170-520	·				11.80	11.05		1101	29.1		P 93.	7 75	3.37	5.27	4.54	1.19	4.
		-		\$ 12.40 1.50				- 	11.50%	· `	w	<u>.</u>		5.2 BAD	<u> </u>		- 3 S	f 5.36	5.02	1.27	- s 4.
		_	[1.50 2.18				·	12.154	11.45	ļ			5.0 CENTRAL PARK	_	W75		602 5.46	5.10	1.84	s 4.
				4 s 2.40 8.15					2	12 064				4.4 MN MANHATTAN D		-		6			s. 5.
			L 7.15M	8,15 A 3.35M				•	A12.454	6 9 2)		1120	49.8	5.6 CHD	N 78.	W75 5 Yard	1 2 2	1.7	s 5.30	A 1.50M	A. 5
		-						-	603		OT Y						s <u>\$22</u>		د : مدهندانند میروی ا	s 42-652 ,	5 5
		-	1 7.33. s 7.45		·····					12.43		1125	:	GALLATIN	1	-	23.27	6.18	5.38	· · ·	-
1		-	1 8.15					-	· · ·	12.49		1127	<u> </u>	RT TRIDENTD				f 6.22	1 5.42		
-		-	1 8.82				, 			1.02	- W	1129		KREKAP I 4.4 		9 75.	1 (de 1 %	6.80	5.50	· · ·	-
				ļ						1.16		1135	03.0	6.0	09.1	5 75	4.6	0.00	5.58		
			8.58 9.30 172	-			-			1.85	W	1141	69.3	CJDI 5.8	53.	5 100	1.2.3	f 6.50	1 6.10		
			f 9.55				-	-		2.00		1147	75.1	BREWER	47.	7 75		7.01	6.21		
······································		-	\$ 10.20 11.10							2.15	W			TSDi 5.9				f 7.07	f 6.28	· · · ·	
		-	111.40A	·					<u> </u>	2.38				HOLKER	<u> </u>	_		7.18	6.88		-
<u> </u>			822 \$ 12.05P# 1.05							2.50	wc	· .		5.2 TN	1.00		<u> </u>	t 7.80	s 6.48		·
			4								Y				· - ·	W75	<u> </u>				
·	; 		f 1.95	i						8.05	ļ			BEDFORDI		-		7.88	6.57		
			f 1.55							8.80	-		97.8	4.7	I			7 51	7.12		
	1 2 1		s 2.20	· · · · ·		1				3 56 6	· · · · · ·	<u> </u>	·[WN				f 8.05	f 7.28		
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	20 - 10 - 1		\$ 8.30		e Sector estates T		annen varia		a a ser provincia da a a a a a a a a a a a a a a a a a	N	guarayi T	• • • • • • •		convision of 4.4 consistence of the		E 70 W60		8.35	7.53	-	· • • • •
<u> </u>		····	A 8.50PH							A 5.35AM	WCO T-Y	1194	122.8	HNDN	0.0	Yard		A 8.45AM	A 8.05PH s		
	<u> </u>		SUNDAY	EXCEPT SUNDAY				1) 	DAILY	DAILY		 					DAILY	DAILY	DAILY	DAILY	DAII
	<u>.</u>		8.35	7.10 6.8	[`				3.45 13.1	9.00 13.6				Time over Sub-division Average Speed per Hour	·[·[1.45 28.1	4.35	4.30 27.2	28.1	2.0

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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-ena and Helena. Maximum speed of Passenger trains is one minute, or sixty seconds per mile. This limit must never be exceeded. MOUNTAIN GRADE—Livingston to west switch at Gordon. Speed of passenger trains must not exceed any one mile in two (2)

mountain, eastward, may run at a speed not to exceed 1019 (10) minutes; Hoppers use Six (6) minutes; Hoppers to Livingston use Twelve (12) Livingston at a speed not to exceed any one mile in three minutes. A train must not leave Muir Westward or West End Eastward witho makes the train superior to all biller trains between Muir and West En No. 5 will stop at Belgrade, Central Park, and Manhattan, to disch PUSHER DISTRICTS—Between Livingston and Bozeman. Between

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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 5

MANUAL BLOCK BETWEEN BOZEMAN AND WEST END AND BETWEEN MUIR AND LIVINGSTON. STAFF SYSTEM BETWEEN WEST END AND MUIR

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Helper engines must not be coupled to or uncoupled from train while in motion. Enginemen will not be required to consult register except at initial or starting point. See rule 83 a. No. 42 will stop on signal at Manhattan and Belgrade to receive passengers destined to points on C. B. & Q. east of Billings. At Toston, North siding will be used by Westward trains and South siding by Eastward trains.

At Townsend, trains taking siding will head in at first switch. All Eastward trains will come into Lombard under control. Special attention of trains using Lombard and Rekap sidings is called to Rule 90-a.

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THIRD SUB-DIVISION (MAIN LINE)

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			Tueso Thurs Satur	day	SUNDAY		DAILY	DAILY	DAILY	DAILY	Water, Scales,	station	Distance	Telegraph Offices and Calls	Distanc	Car Ca Siding	DAILY	DAILY	DAILY	D
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		- -	A 8.40	DPM A 8.30A	M		f 9.23	1 8.43	4.47	6.54	W C T Y	T D 70	69.4	MTM. U. TRANSFER DN 1.6	1.6	Yard	9.88	11.00	f 7.05	f 10
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	1	<u> </u>	9.0	11.7	12.8		22.4	22.4	23.5	24.9				Average Speed per Hour		1	28.8	25.0	24.9	2

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

FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 5.

REGISTERING STATIONS—Logan, Whitehall, M. U. Transfer and Butte. No. 2 will register at Whitehall by register ticket. BULLETIN STATIONS—Logan, M. U. Transfer and Butte. STANDARD CLOCKS—Logan, Whitehall and Butte.

DERAIL SWITCHES-See page 8.

DERAIL SWITCHES—See page 8. YARD LIMITS—Logan, Sapington, Whitehall, M. U. Transfer and Butte. The system of tracks between the yard limit sign east of M. U. Transfer yard and the yard limit sign west of Butte yard will be considered as one defined yard and operated accordingly. MOUNTAIN GRADE—From two miles east of Pipestone to two miles east of M. U. Transfer. Speed of passenger trains must not exceed any one mile in two (2) minutes, and of freight trains any one mile in four (4) minutes, on descending grade. When trains of any class by positive meeting order, or trains of the same class on their schedule rights, meet at Pipestone, Spire Rock, Welch, Homestake or Skones, the ascending train will take siding, except that descending light engines will take siding.

Eastward trains must have Tunnel clearance before leaving Highview. Helper engines must not be coupled to or uncoupled from train while in motion. Enginemen will not be required to consult registers except at initial or starting point. See rule 83a. Trains must approach "Y" switches at Logan under control. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. No. 42 will stop on signal at Cardwell and Willow Creek to receive passengers for south of Billings and to discharge passengers from Butte and beyond.

No. 1 will stop at Whitehall to discharge passengers from St. Paul, Minneapolis, Duluth, Superior, and points East of St. Paul. No. 2 will stop on signal at Whitehall to receive passengers for points on C. & N. W. reached by that train and to discharge passengers from points Spokane and west. HELPER DISTRICT—Between Whitehall and M. U. Transfer.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

RULE 1. Double track extends from the Cross-over just west of the Billings Passenger station to the switch just east of Laurel Passenger station; from Livingston Passenger station to Mur; from West End to switch just west. of Bozeman Passenger station; from M. U. Transfer Telegraph Office to Butte Passenger Station.
RULE 2. The switches at the end of the double track at Laurel, Billings, West End and M. U. Transfer will be set for Westward trains and at Livingston, Muir, Bozeman and Butte for Eastward trains, as normal position.
RULE 3. Trains must approach under control and receive signal from switch tenders before entering double track at Laurel and Billings and must not exceed ten (10) miles per hour passing over the switches.
RULE 4. First class trains will register at Laurel Yard by register ticket, Form 608. Westward first class trains will be furnished train order, Form 19, giving check of register at Laurel Yard.
RULE 5. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A", from the operator upon entering double track. Operators must secure authority from Dispatcher

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before issuing clearance. RULE 6. On double track, as indicated by division time table, Rule 86, is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order. RULE 7. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office. RULE 8. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.

RULE 9. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.

RULE 10. Except as modified above, the Transportation Rules govern.

EASTWARD SECOND CLASS 174 496 652 826 Way Freight Passenger Mixed Freight Monday Wednesd' Friday DAILY EXCEPT SUNDAY DAILY 1.45 PM 2.15PM A 1.32M A 1.00PM 41-42-651 1.80 1.55 1.05 \$ 12.40 1.85 12.45 s 12.13PM 1.16 1.03 1.15PM 174 12.20AM s 11.45A 12.56 11.55PM f 11.10 12.50 12.46 12.88 11.35 s 10.85 10.56 \$ 10.10 2 9.65 12.25 12.09 10.10 s 9.85 11.55A 9.50 f 9.13 11.40 9.80 f 8.42 11.25 5 7.45 7.00 170-651 9.05 11.28 9.00 6.55 11.05 6.158.33 169 10.50 L 8.00PM L 5.454 10.45AM Monday Wednesd'y Friday DAILY EXCEPT SUNDAY DAILY 3.00 1.00 5.327.15 23.5 19.2 12.8 9.5

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	.19	N 49	f 4.11		<u> </u>			2 ORY					F 1.17			A10.80	Alf.	A 5.45	PM T 1 19	X 19.5 BX		BRI	DGER	D	0.0 Yard	L 9, 1 0	AH	L 11.4	AM
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\$ 8		7.49					· · · ·	RANT	_		<u> </u>		12.36			2.15	.40	1.00			Tim	e over S	ub-division	·		1.00			_ _
	.57	8.05	f 4.32	3	1		6.3	EYS			_		<u> </u>		╏───	8.5	j 18,3	19,2					ed per Hou		<u> </u>	19.2			
	.22		s 4.45	3	7		3.0	ER		\$ 11.28	_		12.15						SUPERIC					· · ·	55 IN T	HE OP	POSITE	DIRECT	ON .
	.34	8.26		W T 4	1		6.1	NX		100			12.051		No RE	. 815 has ri GISTERIN	ght over N IG AND B	No. 816 Sile BULLETIN	esia to Brid STATION	lger. ISSilesia	a, Fron	berg a	nd Bride	S r.	· · · · ·	19 - 19 - 1 19 -		ustan he	
s 9		8.38			· · · · · · · · · · · · · · · · · · ·			SPRINOS		- income			s 11.45#		I DE	RAIL SWI	TCHES-	See page 8	3. 'romberg ar				B					ta da ante Antes antes	
s 10	.07 s	8.49	s 5.10	WIT miW 49	B 49.1 HI	R	<u> </u>	TRIC	<u></u>		نستعجب إ		11.85										5.			n Na sara		ан ала 1	
f 10	.18		f 5.15	5	B 52.0		2.1	ERS	_		_		11.25					÷							·				- s.
A 10	.30AM A	9.004	A 5.20PM	Y T 54	B 54.1 GI	D	GARDI	INER	D 0.0 40	L 10.45 823	ML 7.	.15PM I	5 11 .15A							•				-					
Mon., Fri	Wed. day	DAILY	DAILY	· · ·					_	DAILY	DAI	ILY	ion. Wed. Friday				• •			- 		· .			an an An an an		1 · · · · · · · · · · ·	· • .	
	3,30	2.00	1.50	·				ub-division		2.00		.15	3,15	·				· ·				-							
EAST	5.4 [WAR]	27.0 D TRAIN	29.5	SUPERI	OR TO T	FRAINS	OF T	her Hour	LASS IN	27.0 THE OP	POSIT	E DIF	17.3 RECTIO	N				• •				-		-	. }	*			
REGISTE	RIÑG A	AND BUL	LETIN S	. 161 has 1 TATION	ight over I S—Living	ston and	d Gardi	on to Gardiner ner. STAL	DARD CL	OCK-Liv	er No. 8 ingston	824 Liv. n.	ingstont	Gardiner.															
DERAIL S		IES—See	page 8.		FC			UTS-Living B-DIVIS			ork I	Bran	ch		-/-		EASTW	VARD.	West	ward. T	ENT	H SI	IB-DI	ISION	I	hv Vali	lev Bra	mch. Ea	stward
HIRD CLAS	`		FIRST	224 10	7	1 1			<u> </u>		1	1		FIRST	CLASS		THIRD		SECOND	FIRST	1	<u> </u>	<u> </u>		<u> </u>	• • •		FIRST	SECO
		1			165	ables	r.e		Table N une 29, 19			, -	100	168		100		;i	CLASS 499	CLASS		2	11		ble No 29, 1913.				CLAS
		i_				-126	dumbe	Su Su	ceeding No.		from Se	acity	100	100	190	CB&Q 312	·	 	+39	.17.5	uel,	Iumbe			ding No. 3	8	from trom	176	50
Way W reight Frei KCEPT EXC					Passenge		tion	Tele	STATIONS		d Lod	OFL		Passenger		Passenger	Way Freight	Way Freight EXCEPT		Passenger SUNDAY		tion N	ltence	· · · · ·	TIONS.		er. Can	Passeng	er Mixed
					EXCEPT SUNDAY			E 2 Tele	graph Offices Cails									EXCEPT SUNDAY		ONLY	≥% 2	Sta			Calls		C Alds	ONLY	SUND
	· ·				· · .			· ·	4.5			s	i	s 10.25			s 3.80		L 8.00M		mwcr	38			2.0			.rd A 6.50	MA 63
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f			8.03		f 10.17		- I+		ROCKVALE		1 1				f 7.00	·	μ. ·			f 8.48		10).0	· · · · · · · · · · · · · · · · · · ·	MONT 1.6	<u> </u>		5 f 6.27	
s 8.	.00	s	\$ 8.20		\$ 10.80			.1 WC		<u> </u>	·!		·		\$ 6.45		s 2:35		ll	s 8.52					1.1				\$ 5.5
s 8.	.25	f	6 8.85	<u>.</u>	f 10.45	_	21		5.7				3.48		f 6.30	· · ·	s 2.05		[] <u>·</u>	1 9.02				·	3.6			f 6.12	4
s 8.	.50		8.48		111.00		-~ I	.6	014		1. I		3.36		f 6.18		s 1.40			s 9.10		TJ 19	.3	IR0	N ROD 6.8		26.0 2	5 5 6.04	s 5.2
s 9.	.20	1	8.56		111.09	W 1 mi E	T A 31 31	.8 RO	ROBERTS	I	12.3	60 t	8.29	-	f 6.10		s 1.26 1.11		s 10.27	s 9.26		TJ 20 26	3.1 TB	TWIN	BRIDGES 9.2	D	19.2 2	5 5 5.47	\$ 5.0
s 9.	.55	- f	9.11		f 11.26	-	T A 38	.1	F0X		6.0	70 f	8.14		f 5.55	· · · · ·	s 12.45		\$ 11.01	s 9.47	w	TJ 34 35	5.3 SD	SHE	RIDAN 7.8	D	10.0 2	5 s 5.25	s 4.3
A 10	.404		9.30AM		A 11.50	AMWC		.1 RG	.0.0		_			<u> </u>	L 5.40PM		L 12.20PM		s 11.30	s 10.05		TJ 43	3.1	LA	URIN 2.2		2.2	8 s 5.07	\$ 4.0
		XCEPT			814	OY	44	_						EXCEPT SUNDAY			EXCEPT	EXCEPT	A 11.45A	A10.15M	H Y	TJ 4	5.3 AD	A	LDER	D	0.0 4	5 L 5.00	ML 8:50
CEPT FYC		UNDAY	ONLY 1.55	SUNDA	EXCEPT Y SUNDAY 2.00				over Sub-div	vision	 		SUNDAY	SUNDAY	ONLY 1.55	SUNDAY	SUNDAY 3.30	SUNDAY	EXCEPT	SUNDAY			_					SUNDAY	EXCEP
JNDAY SUN		28.8	-	28 8	22.0	-			e Speed per		<u> </u>		25.2	23.0	22.9		12.5	11.4	2.55	1.50				Time over	Sub-divisi	ion.		1.50	2.3
XCEPT UNDAY EXC SUN 1.05 3 8.8 10			166 Laure	el to Red	Lodge, N	Jo. 157 1	has righ	to TRAINS	S YART	LIMITS	-Laur	el Sile	esia and I	Red Lodge.					15 5 E/	25.1	D TR				peed per H		FTHE	25.1 SAME CL	18.0
JNDAY SUN 1.05 3 8.8 10 No. 165 ha	as right	over No			NT. 014	Townol 4	DATT	adma	MOD	NTAIN G	RADE	—Jolie	et to Red	Lodge. Sp	eed of pas	senger trai	ns must no four (4) 1	t exceed				11	I THE O	PPOSIT	E DIRE	CTION	•		
UNDAY SUN 1.05 3 8.8 10 No. 165 ha	us right	Jac Ma	019 hag -	right over	r 100. 814 J NSLaure	el Yard.	Silesia a	and Red Lode	e anvo	ne mile in	two (2)) minu	ites and o	i ireight tr	ains any o	ne mue in	10ur (4) I	mmules.		nga mmrr						hap right	OVER NO.1	176 W 61*65	
JNDAY SUN 1.05 3 8.8 10 No. 165 ha	ns right Red Lo RING I ns and	dge. No. A ND BUI Laurel D	813 has r LETIN S epot for fi	right over STATION irst class	r INO. 814 J VSLaure trains.	el Yard,	Silesia a	and Red Lodg	on de	scending g	rade.		-	l freight tr Roberts 15 i			· ·	_	REGIS White	STERING	STAT	ONS-	Whitehal	l and Ald	er. BULL	ETINS I	AND STA	176 Whiteh NDARD C an and Ald	LOCK

	D			ć		INTH SUB-DIVISION				İ	CASTW	ARD	WES	TWAR	Ð	·•			
SECO	ND CLASS		1	[Time Table No. 38A				SECOND	CLASS		SECOND	CLASS	FIRST	CLASS	ŝ		Wilsall
	497	495	il. Tables	Numbers		June 29, 1913. Succeeding No. 38		ty of-	496	498				503		177	oly rn Tables	mbers.	iw mo
	Mixed	Mixed	Tur.	n-Nar	2	STATIONS.		Capacity ngs	Mixed	Mixed				Mixed Tuesday		Passenger	1. P	n Nu	nce fi
	EXCEPT SUNDAY	EXCEPT SUNDAY	Wate Scale: and V	Station	Distance	Telegraph Offices and Calls	Distan	Car (EXCEPT SUNDAY	EXCEPT SUNDAY				Thursday Saturday		Monday Wednesd'y Friday		Statio	Distar
		L 9.054	W Y	T D 19.	0.0	SO SAPPINGTON D 9.5	20.6	62	A 1.00PM					l 12.45%		L 1.00PM	ŴΥ	Т М 23	0
	-	\$ 9 45	W Y	T E	9.5	HA HARRISON D 11.1	11.1	•40	s 12.25Pk 11.25A	à A				s 12.55		s 1.09		T M 2	2
		A 10.20M	W Y	ГЕ 20	20.6	NOD	0.0		L 10.50A	1				s 1.25	[s 1.26	W	T M 14	8
	L 11.254		WΥ	ТE	0.0		6.3	40		A 12.25P				f 1.85		f 1.85		-	10
	A 11.504	K t	1	TI	6.3	PYD	0.0	20		L 12.01PM 497				s 1.50		\$ 1.46	-	T M 8	14
	EXCEPT	ExCEPT SUNDAY			· ·				EXCEPT SUNDAY	EXCEPT SUNDAY	· ·			f 2.05		f 2.00			18
	.25	1.15			- ·	Time over Sub-division			1.10	.24	. ?			A 2.25PM		A 2.15P	4	1065	5 22
EASTW/	15.1	16.4	SUP	 	 R TA	Average Speed per Hour. TRAINS OF THE SAME CI		181-7	17.6 THE OPP	15.7 POSITE DI	RECTIO	Ň		Tuesday Thursday		Monday Wednesd'y		-	•
	-		_											Saturday		Friday 1.15			-
No. 497 h REGISTE	as right over is right over RING STA	: No. 498] TIONS	Harris Sappin	on to gton,	Pony. Norris	and Pony								13.6		18.1	<u> </u>		1
YARD LI.	MITS-Sap	pington, E		on, No	orris, P	ony.						· · ·	E	ASTWAR	D TRAII	NS ARE S	SÜPE	RIOF	t s
MOUNTA of passens	IN GRADE	-from tw	o mile	s wes	t of Sa ne mil	ppington to two miles east of H e in two (2) minutes and of freig	arriso tt tr	on and ains	l from Pon any one i	ny to two m mile in four	iles east. r (4) minu	Speed tes, on	REG	ISTERING	STATIC	ON-Wilsal	lland	Missi	ion.
descendin	g grades.									-	* * *					-1	/ ģ	. <u>;</u>	
WESTWAI	RD				ELE	VENTH SUBDIVISIO	N				EAST	WARD	WES	STWAR	D	1			τŢ
THIRD CLASS.	FIRST	CLASS.	les,	[Time Table No. 38A	·		FIRS	T CLASS.	THIRI) CLASS.							
			tel, rn Tables,	Numbers	our sfor	June 29, 1913. Succeeding No. 38	from	city of	<u>`</u>		· · · ·	-	_		1	1	Tables.	ers.	l.
			r: Fu Vves	n Nu	Tran.	STATIONS.	1 22		<u></u>				-	·		-	Fuel Turnes	dimu N	Distance from
			Wate Scale:	Station	Distance from G. N. Transfer	Telegraph Offices and Calls	Distance	Car		· .							ater, ales, d Wy	Station Numbers	
F .		-	1		0.0		. 22.7	7			-	-			·		Sca Sca	- あ 1118	
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TH SUB-DIVISION				F	EASTW	ARĎ	1
ELDS RIVER BRANCH)							_ []
ime Table No. 38A	sion		FIRST	CLASS	SECONI	CLASS	.
June 29, 1913. Succeeding No. 38	a. Mis	j.	178		504		
STATIONS	Distance from Mission	Capacity Ings	Passenger		Mixed		-
Telegraph Offices and	Istan	Car Ca Siding	Monday Wednesd'y Friday		Tuesday Thursday	·	- <u> </u> -
Calls	22.7	<u>ບ</u> ິທ 45	Friday A10 80AM	<u> </u>	Saturday A 11.00M		-11
2.8 SHIELDS	19.9	43			s 10.40		-
5.2 CLYDE PARK D			\$ 10.20				_
2.8	14.7	42	s 10.08		s 10.15		
TREGLOAN	11.9	5	f. 9.54		f 9.58	: 	
CHADBORN	8.5	20	s 9.48		s 9.45		
GRANNIS CROSSING 4.1	4.1		f 9.29		f 9. 80	:	
MISSION DN	0.0	165	L, 9.15AM		L 9.15AM		÷ -
-			Monday Wednesd'y Friday		Tuesday Thursday Saturday		
Time over Sub-division			1.15	········		([
Average Speed per Hour			18.1		13.1	1	-]]
AINS OF THE SAME CL	i				RECTIO	N	- 1 P
YARD LIMITS-	¥¥ 115	au ar	id Clyde Pa	ark.			
		1	<i>1</i>			• i	11
	<u>.</u> .		-	<u> </u>	ASTW		• 11
	[F	AOT W	ARD	
MP CREEK BRANCH)	[E	A01 W	ARD	
MP CREEK BRANCH) me Table No. 38Å June 29, 1913.				E			
MP CREEK BRANCH) me Table No. 38Å June 29, 1913. Succeeding No. 38		acity of					
MP CREEK BRANCH) me Table No. 38Å June 29, 1913. Succeeding No. 38 STATIONS.		Capacity					
MP CREEK BRANCH) me Table No. 38Å June 29, 1913. Succeeding No. 38 STATIONS. Telegraph Offices and Calls	Distance from Anceny.	Car Capacity					
MP CREEK BRANCH) me Table No. 38Å June 29, 1913. Succeeding No. 38 STATIONS. Telegraph Offices and Calls MANHATTANDN 3.3	GI Distance from	Car Capacity					
IMP CREEK BRANCH) ime Table No. 38Å June 29, 1913, Succeeding No. 38 STATIONS, Telegraph Offices and Calls MANHATTAN 8.3 WHITE. 1.5	6 11 Bistance from Anceny.	6 Car Capacity					
IMP CREEK BRANCH) ime Table No. 38Å June 29, 1913. Succeeding No. 38 STATIONS. Telegraph Offices and Calls MANHATTANDN 3.3 WHITE. 1.5 BUELL. 2.2	но Пон Пон Пон Пон Пон Пон Пон П	6 Car Capacity Sidings					
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TONNAGE RATING-FREIGHT ENGINES.

		ERGINES.												ENGINES.											
WESTWARD	Max. Grade	Class F 1	Class S 2	Class T	Class W	Class W 3	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Car Limit	EASTWARD	Max. Grade	Class F 1	Class S 2	Class T	Class W	Class W 3	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Car Limit
Billings to Livingston	0.5	1600	1500	1500	2200	2840	2200	2200	2100	1800			Helena to Placer	1.0	1000	950	1000	1300	1560	1375	1375	1325	1150		
Livingston to West End	1.8	575	550	525	750	900	775	775	750	675	1125		Placer to Logan	0.4	1800	1750	1725	2400	2880	2400	2400	2400	2100		
West End to Townsend	Water					Car Li	mit.					75 Cars.	Logan to Bozeman	0.8	1150	1100	1100	1500	1800	1425	1425	1400	1300	1800	
Townsend to Winston	1.0	1000	950	1000	1300	1560	1375	1325	1325	1150			Bozeman to Muir	1.9	550	525	500	725	875	750	750	725	650	1100	
Winston to Helens	Down					Car Li	mit.			- <u></u> -			Muir to Livingston	Down				Descen	ding Mo	untain	Grade.				
Logan to Whitehall	0,4	1800	1750	1725	2400	2880	2400	2400	2400	2100			Livingston to Billings	Water					Car Li	mit.					75 Cars.
Whitehall to Homestake	2.2	450	425	400	600	720	575	575	550	525	850	······	Butte to Homestake	2.2	450	425	400	600	720	575	575	550	525	850	
Homestake to Butte	Down				Descen	ding Mo	untain	Grade,		· · · ·			Homestake to Whitehall	Down				Descen	ding M	ountain	Grade.				
	<u> </u>	3		·	1		I <u>·</u>	1	1 1	<u>;</u>		J	Whitehall to Logan	Water				te di Antonia di Antonia. Se di Antonia di Antonia di Antonia di Antonia di Antonia di Antonia di Antonia di Antonia di Antonia di Antonia	Car Li	1. A. A. A.			1		75 Car

DERAIL SWITCHES.

	FIRST SUB-DIVISION	SECOND SUB-DIVISION	THIRD SUB-DIVISION	FOURTH SUB-DIVISION
Billings	Coal Dock Spur	West End*West End of Westward Siding	LoganWest Coal Dock Track SearsEast End of Spur-	RockvaleSpur Track
Beet Spir		Chestnut	Sears East End of Spur	Dutton Spur Track
Laurel	Track Leading to Coal Dock	BozemanWest End of Ladder Track South Yard	Whitehall*East End of House Track	Dutton Spur Track Joliet East End of House Track
Beet Spur.		" Round House Track	"FEast End of Yard	- DUYU
	16 Mile West M. P. 18	"	"	Selmes
Young's Point	East End Sugar Beet Track	"*West End of Old Main Track	Pipestone*East End of Siding Spire Rock*East End of Siding	Roberts
Columbus	On Quarry Spur	Story Rest End of Industry Prack	Spire Rock*Bast End of Siding	Fox
Merrill	East End Stock Yard Track	Central Park	Welch East End of Siding	Red Lodge East End of Storage Track
Big Timber	East End of House Track	Lombard	"West End of Spur Homestake*East End of Siding	" East End of House Track " " East End of Team Track
<i>ā</i>	East End of Stock Yard Track	ClowEast End of Spur	"	a construction of the second
Nichols	West End of Spur	WinstonWest End of House Track	Skones*West End of Siding	FIFTH SUB-DIVISION
		Placer	M. U. Transfer	FrombergMcCarthy Mine Track
· · · · ·			Butte Yard	FrombergMcCarthy Mine Track HeiserBeet Spur
	•		" "West End Old Main Track	BridgerCoal & Implement Spur
· · · ·	Livingston YardEast End	l of Freight House Track	" "	SEVENTH SUB-DIVISION
	" "	East End of House Track	" "West End of O. S. L. Freight House Track	Gardiner
		End of Coal Dock Track	" "West End No. 18 Track	LivingstonOn Boot Track
· · ·		smith Shop Dooley Track	" West End of Butte Electric Ry. Interchange Tracks	MINTH SUB-DIVISION
		l of Track No. 5 at Shops	Butte-Montana Union HillWest End Lexington Spur	Beals West End of Spur
		East End of Track No. 6	" " " West End West Colusa Spur	Harrison East End of Milling Track
		East End of Track No. 8	" " " West End Rarus Spur	Harrison East End of Milling Track Pony East End of House Track
		East End of Track No. 9	" " " East End Berkely Spur	ELEVENTH SUB-DIVISION
1. A.		Eost End of Track No. 10	" " " East End Tramway Track	Elkhorn Mine
			" " " Two on East End Leonard Track	Went a start of the start of the start of the start of the start of the start of the start of the start of the
*Connected wi	th and controlled by main track switch; whe	en main track switch is closed, derail is open.	Derail switches must be set for derail as normal p	osition.
OOHHCORG #1	······································			
		An example of the second s		YIDER S Stradic untracted Birth Mild Margaret
		AUTHORIZED S	URGEONS.	

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.

(S)-Location of Stretcher Equipment.

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.

FRED BRASTRUP, Train Master.

R. R. AUERBACH, Train Master.

W. E. BERNER, Train Master.

E. W. WESTON, Chief Dispatcher.

NORTHERN PACIFIC RAILWAY COMPANY

Office of Bivision Superintendent

BULLETIN NO. 146

Livingston, August 27, 1913

ALL CONCERNED -

Effective at once train No. 1 will

pick up passengers at Logan for points destined

Spokane - Lind - Pasco - North Yakima - Ellensburg

CleElum - Portland - Seattle and Tacoma at which

points this train stops.

B. O. JOHNSON,

Superintendent.

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

Bulletin No. 146 posted at Time Date

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

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

Date Time Bulletin No. 129 posted at

NORTHERN PACIFIC RAILWAY COMPANY Office of Division Superintendent

BULLETIN NO. 129

Livingston, July 18, 1913

B. O. JOHNSON,

Superintendent.

