

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 40A TABLE

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

SUNDAY, AUGUST 2nd, 1914.

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

G. A. GOODELL,
General Manager.

J. M. RAPELJE
Assistant General Manager.

A. V. BROWN,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

B. O. JOHNSON,
Superintendent.

FIRST SUB-DIVISION.
(MAIN LINE)

THIRD CLASS				SECOND CLASS				Time Table No. 40A Aug. 2, 1914. Succeeding No. 40				FIRST CLASS									
817				651 605 603				STATIONS.				1 3 41 43 205 207 209 211 219 237									
Way Freight				Freight Freight Freight				Telegraph Offices and Calls				Passenger Passenger Passenger G. N. Passenger G. N. 241 Passenger Passenger Passenger CB&Q 311 Passenger Passenger Passenger									
Tuesday Thursday Saturday				DAILY DAILY DAILY								DAILY DAILY DAILY DAILY DAILY EXCEPT SUNDAY EXCEPT SUNDAY EXCEPT SUNDAY DAILY SUNDAY ONLY									
L 7.10 AM 42-211				L 11.15 AM 219				S. BILLINGS DN 7.6				L 11.20 AM 603									
7.15				11.20				AU. LAUREL D 4.1				11.45									
7.35				11.51 AM 1				SPURLING 3.6				11.51 651									
7.50				12.10 PM				RK. PARK CITY DN 4.0				11.57 AM 602									
8.10				12.29				DUNG'S POINT 4.5				12.04 PM									
8.35				12.48				RAPIDS 2.0				12.11									
8.48				1.00				MISKO 5.7				12.15									
9.15 9.50				1.22				CO. COLUMBUS DN 4.8				12.28 81									
10.18				1.43				WATAGA 3.5				12.31									
10.28				1.58				ME. MERRILL D 4.0				12.36									
10.48				2.20 220-818				ONEIDA 3.4				12.45									
11.05				2.43 602				RN. REED POINT DN 5.0				12.51									
11.25				3.07				QUEBEC 3.5				1.00									
11.40				3.20				PATCUM 4.8				1.06 818									
11.59 AM 12.10 PM				3.38				GC. GREYCLIFF DN 5.0				1.14									
12.39 219				4.00				REYNOLDS 5.6				1.22 2									
1.00 1.40 1-220-602				4.25				BD. BIG TIMBER DN 5.2				1.32 220-602 817									
2.05				4.51				DEHART 4.9				1.41									
2.30				5.10				CARNEY 4.0				1.49									
2.51				5.35				SX. SPRINGDALE DN 6.4				1.57									
3.20				6.00				ELTON 7.5				2.08									
3.45				6.30				MS. MISSION DN 5.0				2.20									
A 4.07 PM 4				A 7.00 PM				VS. LIVINGSTON DN 0.0				A 2.30 PM 42									
Tuesday Thursday Saturday				DAILY DAILY DAILY								DAILY DAILY DAILY DAILY DAILY EXCEPT SUNDAY EXCEPT SUNDAY EXCEPT SUNDAY DAILY SUNDAY ONLY									
8.57				7.45 1.00 12.20				Time over Sub-Division				3.10 3.30 3.40 20 25 30 35 30 33 0 30.6									
11.3				13.1 14.1 13.5				Average Speed per Hour				36.6 33.0 31.5 27.3 29.0 30.6 26.2 30.6 33 0 30.6									

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

REGISTERING AND BULLETIN STATIONS—Billings; Laurel Yard; Livingston. 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.

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 Yard and Livingston.

DERAIL SWITCHES—See page 8.

YARD LIMITS—Billings, Laurel and Laurel Yard, Columbus, Grey Cliff, Big Timber, Livingston. Trains Nos. 817 and 818, may carry male passengers.

Maximum speed of passenger trains is one mile 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. 213 and 214, 25 and 216 will be moved by train orders between Livingston and Mission. No. 216 leaves Livingston 8.30 a. m. No. 25 arrives Livingston 1.25 p. m. No. 214 leaves Livingston 8.30 a. m. No. 25 arrives Livingston 1.40 p. m. Enginemen will not be required to consult roster except at initial or starting point. See rule 83a.

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS										Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distances from Billings	Time Table No. 40A Aug. 2, 1914 Succeeding No. 40			Distances from Livingston	Car Capacity of Sidings	SECOND CLASS					THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
238	220	212	210	208	206	44	42	4	2				STATIONS.					602						818																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Passenger	Passenger	C & Q 312 Passenger	Passenger	Passenger	G. N. 242 Passenger	G. N. Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls					Freight						Way Freight																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
SUNDAY ONLY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY									DAILY						Monday Wednesd'y Friday																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
A 6.15PM	A 4.00PM 209	A 5.45PM	A 10.40AM 219	A 5.20PM	A 3.45PM 209	A 6.35PM	A 7.25AM 211-603 237	A 7.12PM	A 4.45AM	WCO TY	956	0.0	S.....BILLINGS.....DN 7.0	115.7	Yard	A 8.00PM 41																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

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

Eastward Rocky Fork and Clarks Fork trains will use first track south of main track opposite Laurel station, and will not occupy main track west of double track junction switch.
In Automatic Signal Territory, trains using a crossover must have at least one switch open while occupying any part of the crossover.

THIRD CLASS

SECOND CLASS

Time Table No. 40A

Aug. 2, 1914.

Succeeding No. 40.

FIRST CLASS

821 819

Way Freight Way Freight

EXCEPT SUNDAY EXCEPT SUNDAY

L 8.15AM

f 9.05

f 9.35

f 9.45

s 10.00

f

s 10.35AM

f 12.18

s 12.40

s 1.50

s 2.18

s 2.40

s 3.15

L 7.15AM

f 7.38

s 7.45

f 8.15

s 8.30

s 8.58

f 9.55

s 10.20

f 11.10

f 11.40AM

s 12.05PM

f 1.05

f 1.25

f 1.55

s 2.20

f 2.40

f 3.00

s 3.30

A 3.50PM

EXCEPT SUNDAY

8.35

11.8

651 603

Freight Freight

DAILY DAILY

L 8.35PM

9.25

9.50

10.15

10.00

10.15

10.40

10.45

11.00

11.17

11.82

11.53PM

A 12.15AM

12.35

12.58

1.04

1.16

1.29

1.47

2.08

2.18

2.38

2.50

3.05

3.80

3.80

3.80

4.18

4.40

5.10

A 5.35AM

DAILY

3.40

13.3

Water, Fuel, Scales, Turn Tables and Wyes

Station Numbers

Distance from Livingston

VS.....

HU.....

MU.....

WS.....

CD.....

GORDON.....

BZ.....

STOREY.....

BA.....

CENTRAL PARK.....

MANHATTAN.....

CH.....

ALLATIN.....

TRIDENT.....

REKAP.....

LARKSTON.....

LOMBARD.....

BREWER.....

TOSTON.....

HOLKER.....

OWNSEND.....

BEDFORD.....

CLOW.....

WINSTON.....

PLACER.....

LOUISVILLE.....

EAST HELENA.....

HELENA.....

Distance from Helena

Yard

Capacity of Siding

TATIONS.

Telegraph Offices and Calls

1

3

41

219

221

235

Passenger

Passenger

Passenger

Passenger

Passenger

Passenger

DAILY

DAILY

DAILY

DAILY

DAILY

DAILY

L 2.40PM

L 4.10AM

L 12.05AM

L 2.05PM

L 2.05PM

L 2.05PM

3.05

4.35

12.30

f 2.30

f 2.30

f 2.30

3.15

4.50

12.40

f 2.40

f 2.40

f 2.40

3.20

4.55

12.45

f 2.45

f 2.45

f 2.45

3.27

5.02

12.52

s 2.52

s 2.52

s 2.52

3.40

5.20

1.12

s 3.05

s 3.05

s 3.05

3.47

5.27

1.19

3.16

3.16

3.16

3.55

5.36

1.27

s 3.30

s 3.30

s 3.30

4.03

5.46

1.34

s 3.43

s 3.43

s 3.43

4.09

5.53

1.40

s 3.54

s 3.54

s 3.54

4.20PM

6.10

1.50AM

4.10PM

L 10.05AM

L 4.25PM

s 2.19-2.35

s 42-552

s 1-235

s 822

s 220-236

s 1-210

6.18

6.18

10.13

4.32

4.32

4.32

6.22

6.22

10.17

f 4.35

f 4.35

f 4.35

6.30

6.30

10.21

4.42

4.42

4.42

6.38

6.38

10.25

f 4.50

f 4.50

f 4.50

6.50

6.50

10.29

s 5.01

s 5.01

s 5.01

7.01

7.01

10.33

5.12

5.12

5.12

7.07

7.07

11.02

s 5.19

s 5.19

s 5.19

7.18

7.18

11.11

5.28

5.28

5.28

7.30

7.30

11.15

s 5.40

s 5.40

s 5.40

7.38

7.38

11.19

5.46

5.46

5.46

7.51

7.51

11.23

5.56

5.56

5.56

8.05

8.05

11.27

s 6.07

s 6.07

s 6.07

8.15

8.15

11.31

6.14

6.14

6.14

8.25

8.25

12.07PM

6.23

6.23

6.23

8.35

8.35

12.11

6.32

6.32

6.32

8.45AM

8.45AM

A 12.30PM

A 6.40PM

DAILY

DAILY

DAILY

DAILY

DAILY

DAILY

1.40

4.35

1.45

2.05

2.05

2.05

29.5

26.7

28.1

23.5

30.5

32.0

For double track limits and rules see special rules, page 5. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING AND BULLETIN STATIONS—Livingston, Bozeman, Logan and Helena.
 LAP SIDINGS—Belgrade, Manhattan, Winston and East Helena. Trains taking Siding at these points will head in at the Lap.
 STANDARD CLOCKS—Livingston, Logan and Helena.
 DERAIL SWITCHES—See page 8.
 YARD LIMITS—Livingston, Bozeman, Belgrade, Manhattan, Logan, Lombard, Trident, Toston, Townsend, Winston, East Helena and Helena.
 Maximum speed of Passenger trains is one minute, or sixty seconds per mile. This limit must never be exceeded.
 MOUNTAIN GRADE—Livingston to west switch at Gordon. Speed of passenger trains must not exceed any one mile in two (2)

minutes, and of freight trains any one mile in four (4) minutes, descending grade, except Passenger trains descending Bozeman mountain, eastward, may run at a speed not to exceed forty (40) miles per hour to any one mile, divided as follows: Muir to Hoppers use Seven (7) minutes; Hoppers to Livingston use Eleven (11) minutes. Freight Trains eastward must run from Muir to Livingston at a speed not to exceed any one mile in three minutes.
 A train must not leave Muir Westward or West End Eastward without the engineman having a Staff. The possession of a Staff makes the train superior to all other trains between Muir and West End.
 PUSHER DISTRICTS—Between Livingston and Bozeman. Between Townsend and Helena.

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS.										Time Table No. 40A										SECOND CLASS.										THIRD CLASS.									
										Aug. 2, 1914. Succeeding No. 40																													
										STATIONS.																													
										Telegraph Offices and Halls																													
236	222	220	42	4	2	Water, Fuel, Scales, Turn Tables and Wyes		Station Numbers	Distance from Livingston			Distance from Helena	Car Capacity of Sidings	602	652							820	822																
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger									Freight	Freight							Way Freight	Way Freight																
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY									DAILY	DAILY							EXCEPT SUNDAY	EXCEPT SUNDAY																
		A 11.55AM s	A 3.50AM s	A 3.57PM s	A 1.32AM s	WCO TY		1071	0.0	VS.....	LIVINGSTON.....	DN	122.8	Yard	A 9.05AM A 7.30AM							A 3.10PM																	
		f 11.38	8.38	8.40	1.15	W		1080	7.7	HU.....	MUIR.....	DN	115.1	81	8.30	6.55						f 2.35																	
		f 11.30	8.28	8.30	1.07	W		1083	11.9	MU.....	MUIR.....	DN	110.9	88	8.15	6.40						f 2.20																	
		f 11.25	8.18	3.25 1	1.02			1084	13.1	WS.....	WEST END.....	DN	109.7	E 86 W 60	8.05	6.30						f 2.10																	
		s 11.14	3.07	8.14	12.55			1088	16.4	CD.....	CRISTNUT.....	DN	106.4		7.40	6.05						s 1.48																	
		f 11.04	2.59	8.07	12.49			1092	19.2		GORDON.....	P	103.6	56	7.20	5.40						f 1.80																	
		s 10.50 819	s 2.45	s 2.52 219	s 12.85	WC OT		1096	24.8	BZ.....	BEEMAN.....	DN	98.0	150	6.45	5.00 3						s 12.55PM 11.55AM 819																	
		10.39	2.32	2.39	12.22			1101	28.8		SWEET.....	P	94.0	83	6.07	4.15						f 11.30																	
		s 10.29 820	s 2.22	f 2.29	12.13	W		1106	34.3	BA.....	BEGRAD.....	DN	88.5	E 83 W 83	5.36 3	3.50						s 10.54 10.05 220																	
		s 10.19	2.11	2.18 819	12.02AM 603			1111	39.3		CENTRAL PARK.....	P	83.5	83	5.00	3.20						s 9.40																	
		s 10.10	2.03	f 2.10	11.53PM 651	Y		1115	43.7	MN.....	MANHATTAN.....	DN	79.1	E 83 W 85	4.35	2.55						s 9.15 8.45																	
A 9.45AM s 220-221	A 11.30PM 2	s 10.00 221-236	L 1.50AM 41-652	s 1.57	L 11.42PM 222	WC OT Y		1120	49.0	CH.....	CHANDLER.....	DN	73.8	Yard	3.55 3.30	L 2.15AM 41-42						L 8.10AM 1-219 235-819	A 4.00PM 1-219 235-819																
9.36	11.20			1.47				1125	53.0		GARDIN.....	P	69.8	83	3.15							f 3.25																	
s 9.32	11.13			f 1.44				1127	54.9	RT.....	TOWNSEND.....	DN	67.9	83	3.08							s 3.15																	
f 9.21	11.09			1.38		W		1129	58.9		RECAP.....	P	63.9	83	2.57							f 2.45																	
f 9.16	11.01			1.32				1135	63.3		CLARKSTON.....	P	59.5	84	2.44							f 2.26																	
s 9.05 821	10.51			f 1.23		W		1141	69.3	CJ.....	LOMBARD.....	DN	53.5	102	2.26							s 2.00 1.45																	
8.55	10.42			1.12 822				1147	75.1		BEVER.....	P	47.7	83	2.08 603							f 1.12																	
s 8.49	10.36			f 1.06		W		1150	78.6	TS.....	TOWNSEND.....	DN	44.2	E 83 W 84	1.44							s 12.45 12.05PM																	
8.38	10.27			12.57				1156	84.6		HOKER.....	P	38.2	86	1.24							f 11.40AM 821																	
s 8.29	10.19			s 12.49 821		WC Y		1161	89.7	TN.....	TOWNSEND.....	DN	33.1	E 83 W 83	1.05							s 11.18 10.30 221																	
f 8.23	10.11			12.41				1164	92.6		BEARD.....	P	30.2	83	12.48							f 10.15																	
f 8.14	10.03			12.33				1170	97.8		COW.....	P	25.0	83	12.20							f 9.55																	
s 8.05 3	9.56			f 12.26		W		1175	102.5	WN.....	WILSON.....	DN	20.3	E 83 W 81	12.15AM							s 9.30																	
f 7.50	9.48			12.18				1179	107.2		PETER.....	P	15.6	83	11.55PM							f 8.58																	
f 7.40	9.37			12.07PM 221		W1-S M.E.		1183	112.4		LOMBVILLE.....	P	10.4	83	11.30							f 8.25 3																	
s 7.25	9.24			11.54AM		OY		1189	118.4	JN.....	EAST HELENA.....	DN	4.4	E 79 W 83	11.00							s 7.50																	
L 7.15AM 822	L 9.15PM			L 11.45AM		WCO TY		1194	122.8	HN.....	HELENA.....	DN	0.0	Yard	L 10.45PM							L 7.30AM 236																	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY									DAILY	DAILY						EXCEPT SUNDAY	EXCEPT SUNDAY																	
2.30	2.15	1.55	2.00	4.12	1.50					Time over Sub-Division.				10.20	5.15						7.00	8.30																	
29.5		25.5	24.6	29.2	26.8					Average Speed per Hour.				11.8	9.3						10.5	10.7																	

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

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

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

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

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

SECOND CLASS				FIRST CLASS				Time Table No. 40A										FIRST CLASS				SECOND CLASS			
								Aug. 2, 1914. Succeeding No. 40																	
								STATIONS.																	
								Telegraph Offices and Calls																	

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. First class trains will register by ticket, form 608 at M. U. Transfer, but will not be required to get clearance at this point unless train order signal is displayed.

BULLETIN STATIONS—Logan, M. U. Transfer and Butte.

STANDARD CLOCKS—Logan, Whitehall and Butte.

DERAIL SWITCHES—See page 8.

YARD LIMITS—Logan, Sappington, Whitehall, M. U. Transfer and Butte.

The system of tracks between the yard limit sign east of M. U. Transfer yard and the yard limit sign west of Butte yard will be considered as one defined yard and operated accordingly.

MOUNTAIN GRADE—From two miles east of Pipestone to two miles east of M. U. Transfer. Speed of passenger trains must not exceed any one mile in two (2) minutes, and freight trains any one mile in four (4) minutes, on descending grade. When trains by positive meeting order, or trains of the same class on their schedule rights, meet at Pipestone, Empire

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.

HELPER DISTRICT—Between Whitehall and M. U. Transfer.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

RULE 1. Double track extends from the C-ss-over just west of the Billings Passenger station to the switch just east of Laurel Passenger station; from Livingston Passenger station to Muir; from West End to switch just west of Bozeman Passenger station; from M. U. Transfer Telegraph Office to Butte Passenger Station.

RULE 2. The switches at the end of the double track at Billings, West End and M. U. Transfer will be set for Westward trains and at Laurel, Livingston, Muir, Bozeman and Butte for Eastward trains, as normal position.

RULE 3. Trains must approach under control and receive signal from switch tender before entering double track at Billings and must not exceed ten (10) miles per hour passing over the switches from single to double track at Laurel and Billings.

RULE 4. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A", from the operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearance.

RULE 5. 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 6. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.

RULE 7. 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 8. 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 9. Except as modified above, the Transportation Rules govern.

WESTWARD

NINTH SUB-DIVISION
(RED BLUFF AND PONY BRANCHES)

EASTWARD

SECOND CLASS		Time Table No. 40A Aug. 2, 1914. Succeeding No. 40		SECOND CLASS	
227	225	STATIONS. Telegraph Offices and Calls	Distance	226	228
Mixed	Mixed			Mixed	Mixed
EXCEPT SUNDAY	EXCEPT SUNDAY			EXCEPT SUNDAY	EXCEPT SUNDAY
L 9.05AM	W Y	SO.....SAPPINGTON.....	0.0	A 1.00PM	
* 9.45	T E	HA.....HARRISON.....	9.5	s 12.25PM	
A 10.20AM	W Y	NO.....NORRIS.....	20.6	L 10.50AM	
L 11.25AM	T E	HA.....HARRISON.....	0.0	A 12.25PM	
A 11.50AM	T E	PY.....PONY.....	6.3	L 12.01PM	
EXCEPT SUNDAY	EXCEPT SUNDAY			EXCEPT SUNDAY	EXCEPT SUNDAY
.25	1.15	Time over Sub-division		1.10	.24
15.1	16.4	Average Speed per Hour.		17.6	15.7

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

No. 225 has right over No. 226 Sappington to Norris.
No. 227 has right over No. 228 Harrison to Pony.
REGISTERING STATIONS—Sappington, Norris and Pony.
YARD LIMITS—Sappington, Harrison, Norris, Pony.
DERAIL SWITCHES—See page 8.

MOUNTAIN GRADE—from two miles west of Sappington to two miles east of Harrison and from Pony to two miles east. Speed of passenger trains must not exceed any one mile in two (2) minutes and of freight trains any one mile in four (4) minutes, on descending grades.

WESTWARD

SIXTH SUB-DIVISION
(SHIELDS RIVER)MISSION
(OH)

EASTWARD

SECOND CLASS		FIRST CLASS		Time Table No. 40A Aug. 2, 1914. Succeeding No. 40		FIRST CLASS		SECOND CLASS	
215		213		STATIONS. Telegraph Offices and Calls	Distance	214		216	
Mixed		Passenger				Passenger		Mixed	
Tuesday Thursday Saturday		Monday Wednesday Friday				Monday Wednesday Friday		Tuesday Thursday Saturday	
L 11.30AM	W Y	L 12.25PM	T M	WILSALE.....	0.0	A 9.55AM	A	10.30AM	
s 11.40AM		s 12.34	T M	SHIELDS.....	2.8	s 10.10		s 10.10	
s 12.10PM	W	s 12.49	T M	CLYDE PARK.....	8.0	s 9.28		s 9.28	
f 12.20		f 12.58	T M	TREGLOAN.....	10.8	f 9.19		f 9.28	
s 12.35		s 1.07	T M	CHADBORO.....	14.3	s 9.08		s 9.15	
f 12.50		f 1.20	T M	GRANNIS CROSSING.....	18.7	f 8.54		f 9.00	
A 1.10PM		A 1.30PM	1065	MISSION.....	22.7	L 8.40AM		L 8.45AM	
Tuesday Thursday Saturday		Monday Wednesday Friday				Monday Wednesday Friday		Tuesday Thursday Saturday	
1.40		1.05		Time over Sub-division		1.15		1.45	
13.6		20.9		Average Speed per Hour.		18.1		13.1	

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

REGISTERING STATIONS—Wilsall and Mission.

YARD LIMITS—Wilsall and Clyde Park

WESTWARD

ELEVENTH SUB-DIVISION
(ELKHORN BRANCH)

EASTWARD

THIRD CLASS.		FIRST CLASS.				Time Table No. 40A				FIRST CLASS.		THIRD CLASS.	
							Aug. 2, 1914. Succeeding No. 40						
							STATIONS.						
							Telegraph Offices and Calls						
						0.0	G. N. TRANSFER..... 2.6	18.2					
				W C Y	T F 33	2.6	BOULDER..... D 3.3	15.6	75				
					T H 3	5.9	HOT SPRINGS..... 5.4	12.3					
					T H 9	11.3	FINN..... 6.9	6.9	15				
				W 1 1/2 mi E	T H 16	18.2	QUEEN SIDING.....	0.0	5				

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

DERAIL SWITCHES—See page 8.

YARD LIMITS—Boulder, Queen Siding.

MOUNTAIN GRADE—Finn to Queen Siding. Speed of trains must not exceed any one mile in six (6) minutes on descending grade.

WESTWARD

TWELFTH SUB-DIVISION
(CAMP CREEK BRANCH)

EASTWARD

		Time Table No. 40A					
		Aug. 2, 1914					
		Succeeding No. 40					
		STATIONS					
		Telegraph Offices and Calls					
		Distance from Manhattan.					
		Station Numbers					
		Water, Fuel Scales, Turn Tables, and Wyes					
		Y	1115	0.0	MN..... MANHATTAN 3.3	15.2	150
			TR 8	3.3	 WHITE 1.5	11.9	7
			TR 5	4.8	 BUELL 2.3	10.4	7
		W	TR 7	7.0	 AMSTERDAM 1.2	8.2	17
			TR 8	8.2	 WOLFE 2.3	7.0	3
			TR10	10.5	 ARNOLD 1.5	4.7	6
			TR12	12.0	 VINCENT 3.2	3.2	9
		Y	TR15	15.2	 ANCHER 3.2	0.0	16
				Time over Sub-division			
				Average Speed per Hour			

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

YARD LIMITS—Manhattan.

COMMERCIAL SPURS

FIRST SUB-DIVISION

DISTANCE FROM LIVINGSTON

Nichols Spur..... 7.8 Miles

SECOND SUB-DIVISION

DISTANCE FROM LIVINGSTON.

Coopers Spur..... 19.7 Miles

Stanley..... 68.0 "

Penwell..... 115.5 "

THIRD SUB-DIVISION

DISTANCE FROM LOGAN

Moncrete Spur..... 2.4 Miles

FOURTH SUB-DIVISION

DISTANCE FROM LAUREL.

Dutton..... 14.0 Miles

SEVENTH SUB-DIVISION

DISTANCE FROM LIVINGSTON.

Lime Kiln..... 4.5 Miles

Allens Spur..... 4.5 "

NINTH SUB-DIVISION

DISTANCE FROM SAPPINGTON.

Clark Spur..... 3.7 Miles

Beals Spur..... 5.6 "

Shaw's Spur..... 12.2 "

Tinsleys Spur—"On Pony Branch"..... 12.5 "

Dawes Spur..... 16.7 "

TENTH SUB-DIVISION

DISTANCE FROM WHITEHALL

Four..... 4.0 Miles

Spur..... 7.9 "

Ele Spur..... 39.5 "

TWELFTH SUB-DIVISION

DISTANCE FROM MANHATTAN

Ke..... 9.1 Miles