

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 41A TABLE

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

SUNDAY, APRIL, 25th, 1915

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.

J. M. RAPELJE,
General Manager.

A. V. BROWN,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

B. O. JOHNSON,
Superintendent.

FIRST SUB-DIVISION.
(MAIN LINE)

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, SEE SPECIAL RULES, PAGE 8

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, giving check of register at Laurel yard.
Lap Sidings—Park City, Reed Point, Greycliff, 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, Greycliff, Big Timber, Livingston.
Trains Nos. 817 and 818 may carry male passengers.
No 1 will stop at Columbus, Springdale and Big Timber to let off passengers from east of Billings.
Nos. 207 and 209 will stop on flag at Foster, nine miles west of Billings.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Trains will not exceed 35 miles per hour over interlocked crossing at G. N. Junction.
At Columbus, south siding will be used by eastward trains and north siding by westward trains.
Sixth Sub-division Trains Nos. 213 and 214, 215 and 216 will be moved by train orders between Livingston and Mission.
No. 216 leaves Livingston 8.30 a. m. No. 215 arrives Livingston 1.15 p. m.
No. 214 leaves Livingston 8.30 a. m. No. 213 arrives Livingston 1.40 p. m.
Enginemen will not be required to consult register except at initial or starting point. See Rule 83a.

FIRST CLASS										SECOND CLASS										THIRD CLASS				
242	220	212	210	208	44	42	4	2		602	100									818				
G. N. Passenger	Passenger	CB & Q 29 Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger		Freight										Way Freight				
Ex. Surr.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily		Daily										Mo., We. Fri.				
A 3:45PM	A 4:00PM 209	A 6:10PM	A 10:40AM 219	A 5:20PM	A 6:20PM	A 7:25AM 211-803	A 7:12PM	A 4:45AM	WCO T Y	956	0.0	S...BILLINGS.....DN	115.7	Yard	A 8:00PM 41									
3.30	3.44	5.54	10.24	5.02	6.05	7.09	6.53	4.29		904	7.6	...YESEN.....P	108.1	E 83 W 81	7.33									
L 3:20PM	3.36	5.47	10.16	4.53	L 5:55PM	7.02	6.45	4.21		908	12.1	GN...G. N. JUNCTION....DN	103.0		7.20									
	3.32	5.42	10.12 803	4.47		6.57 817	6.42 802	4.17	WCO T Y	971	14.1	KD...LAUREL YARD....DN	101.6	Yard	7.10 5.35 4					A 6:00PM				
	3.30	L 5:40PM	L 10:10AM	L 4:45PM		6.55	6.40	4.15		972	15.3	AU...LAUREL.....D	100.4	Yard	5.30					5.55				
	3.23					6.48	6.34	4.09		976	19.4	...SPURLING.....P	96.3	83	5.18					5.40				
	3.17					6.42	6.29	4.04		979	23.0	RK...PARK CITY.....DN	92.7	E 82 W 80	5.08					5.30				
	3.08					6.34	6.22	3.57	W	983	27.0	...YOUNG'S POINT.....P	88.1	84	4.51					5.10				
	3.00					6.26	6.15	3.50		989	32.1	...RAPIDS.....P	83.6	84	4.35					4.50				
	2.55					6.22	6.11	3.46		992	35.0	...MISKO.....P	80.7	83	4.25					4.40				
	2.45					6.12	6.03	3.38	W	996	40.7	CO...COLUMBUS.....JDN	75.0	E 81 W 83	4.04 3.40 818					4.15 3.40 602				
	2.35 803					6.01	5.53	3.29		1001	45.5	...WATAGA.....P	70.2	83	3.45					3.15				
	2.29					5.55	5.48	3.24		1005	49.0	ME...MERRILL.....D	66.7	83	3.32					2.50 603				
	2.20 051-818					5.47	5.40	3.17		1010	53.9	...ONEIDA.....P	61.8	84	3.15 003					2.20 220-551				
	2.14					5.42	5.34	3.11	W	1014	57.3	RN...REED POINT.....DN	58.4	E 84 W 83	2.46 051					1.55				
	2.05					5.34	5.26	3.03		1019	62.3	...QUEBEC.....P	53.4	84	2.27					1.27				
	2.00					5.28	5.21	2.58		1022	65.8	...PATCUM.....P	49.9	83	2.17					1.06				
	1.52					5.20	5.14	2.51	W C	1026	70.0	QC...GREYCLIFF.....DN	45.1	E 84 W 83	2.05					12.31 12.04PM 219				
	1.42					5.12	5.07	2.43		1031	75.0	...REYNOLDS.....P	40.1	83	1.50					11.30AM				
	1.32 1-802-817					5.03	4.59 603	2.35	W	1037	81.2	BD...BIG TIMBER.....DN	34.5	E 83 W 83	1.32 1-220-817					11.00 10.25				
	1.17					4.53	4.51 651	2.26		1043	86.4	...DEHART.....P	29.3	84	12.59 219					10.00				
	1.08 219					4.46	4.44	2.19		1047	91.3	...CARNEY.....P	24.4	84	12.30					9.45				
	12.58					4.38	4.37	2.12	W	1051	96.2	SX...SPRINGDALE.....DN	19.5	E 89 W 83	12.05PM					9.30				
	12.45					4.27	4.28	2.03	W	1058	102.0	...ELTON.....P	13.1	87	11.40AM					9.05				
	12.31					4.12	4.17	1.52		1065	110.1	MS...MISSION.....DN	5.0	E 83 W 83	11.12					8.40				
	12.20PM					L 4:00AM 3	L 4:07PM 817	L 1:42AM	WCO T Y	1071	115.7	VS...LIVINGSTON.....DN	0.0	Yard	L 10.50AM					8.20AM				
Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily							Daily					Mo., We. Fri.				
25	3.40	30	30	35	25	3.25	3.05	3.03				Time Over Subdivision			9.10					9.40				
28.8	31.5	30.6	30.6	25.2	28.8	33.8	37.5	37.9				Average Speed Per Hour			15.3					12.3				

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, SEE SPECIAL RULES PAGE 8.

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.
Nos. 208 and 210 will stop on flag at Foster, six miles east of Laurel.
No. 2 will stop on flag at Big Timber to pick up passengers destined to Minneapolis, St. Paul and points east.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

THIRD CLASS				SECOND CLASS				Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Livingston	Time Table No. 41A April 25, 1915 Succeeding No. 41				Distance from Helena	Car Capacity of Siding	FIRST CLASS										
821		819		651		603					STATIONS						1	3	41	219	221	235					
Way Freight	Way Freight			Freight	Freight						Telegraph Offices and Calls						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
Ex. Sun.	Ex. Sun.			Daily	Daily												Daily	Daily	Daily	Daily	Daily	Daily					
		L 8.15AM		L 8.35PM	L 9.00PM	WCO TY	1071	0.0	VS.....LIVINGSTON.....DN	122.8	Yard	L 2.40PM	L 4.10AM	L 12.05AM	L 2.05PM												
		f 9.05		9.25	9.50	W	1080	7.7	HOPPERS.....P	115.1	81	3.02	4.35	12.27	f 2.27												
		f 9.35		9.50	10.15	W	1083	11.9	MU.....MUIR.....DN	110.9	88	3.15	4.50	12.40	f 2.40												
		f 9.45		10.00	10.25		1034	13.1	WS.....WEST END.....DN	109.7	E 88 W 60	3.20	4.55	12.45	f 2.45												
		s 10.00		10.15	10.40		1088	16.4	CD.....CHESTNUT.....D	106.4		3.27	5.02	12.52	s 2.52												
		f					1092	19.2	GORDON.....P	103.6	56				f												
		s 10.35AM 12.01PM 220-820		10.45	11.10	WCO TY	1090	24.8	BZ.....BOZEMAN.....DN	98.0	150	s 3.40	s 5.20 652	s 1.12	s 3.05 4												
		f 12.18		11.00	11.24		1101	28.8	STOREY.....P	94.0	83	3.47	5.27	1.19	f 3.16												
		s 12.40 1.50		11.17	11.40PM	W	1106	34.3	BA.....BELGRADE.....DN	88.5	E 83 W 83	3.55	f 5.36 602	f 1.27	s 3.30												
		s 2.18 4		11.32	12.02AM		1111	39.3	CENTRAL PARK.....P	83.5	83	4.03	5.46	1.34	s 3.43												
		s 2.40 3.15		11.53PM	12.15		1115	43.7	MN.....MANHATTAN.....DN	79.1	E 83 W 85	4.09	f 5.53	f 1.40	s 3.54												
		L 7.15AM	A 3.35PM 822	A 12.15AM 603	12.35	WCO TY	1120	49.0	CH.....LOGAN.....DN	73.8	Yard	A 4.20PM s 219-235 822	s 6.10	A 1.50AM s 42-652	A 4.10PM s 1-235 822	L 10.05AM 220-236	L 4.25PM 1-219 822										
		f 7.33			12.58		1125	53.0	GALLATIN.....P	69.8	83		6.18		10.13	4.32											
		s 7.45			1.04		1127	54.9	RT.....TRIDENT.....DN	67.9	83		f 6.22		s 10.17	f 4.35											
		f 8.15			1.16	W	1129	58.9	REKAP.....P	63.9	83		6.30		f 10.24	4.42											
		f 8.32			1.29		1135	63.3	CLARKSTON.....P	59.5	84		6.38		f 10.31	f 4.50											
		s 8.58 9.30 236			1.47	W	1141	69.3	CJ.....LOMBARD.....DN	53.5	102		f 6.50		s 10.43	s 5.01											
		f 9.55			2.08 602		1147	75.1	BREWER.....P	47.7	83		7.01		10.55	f 5.12											
		s 10.20 11.10 221			2.18	W	1150	78.6	TS.....TOSTON.....DN	44.2	E 83 W 84		f 7.07		s 11.02 821	s 5.19											
		f 11.40AM 822			2.33		1156	84.0	HOLKER.....P	38.2	86		7.18		11.11	5.28											
		s 12.05PM 1.05 4			2.50	WCO TY	1161	89.7	TN.....TOWNSEND.....DN	33.1	E 83 W 83		f 7.30		s 11.18 822	s 5.40											
		f 1.25			3.05		1164	92.0	LEWARK.....P	30.2	83		7.38		f 11.26	5.46											
		f 1.55			3.30		1170	97.8	CLOW.....P	25.0	83		7.51		f 11.36	5.56											
		s 2.20			3.56	W	1175	102.5	WN.....WINSTON.....DN	20.3	E 83 W 81		f 8.05 236		s 11.50	s 6.07											
		f 2.40			4.18		1179	107.2	PLACER.....P	15.6	83		8.15		f 11.59AM	6.14											
		f 3.00			4.40	W 1/2 M. E.	1183	112.4	LOUISVILLE.....P	10.4	83		8.25 822		f 12.07PM	6.23											
		s 3.30			5.10	OY	1189	118.4	JN.....EAST HELENA.....DN	4.4	E 79 W 83		8.35		s 12.18	f 6.32											
		A 3.50PM			A 5.35AM	WCO TY	1194	122.8	HN.....HELENA.....DN	0.0	Yard		A 8.45AM		A 12.30PM	A 6.40PM											
		Ex. Sun.	Ex. Sun.		Daily	Daily			Time Over Subdivis on						Daily	Daily	Daily	Daily	Daily	Daily							
		8.35	7.20		3.40	8.35			Average Speed Per Hour						1.40	4.35	1.45	2.05	2.25	2.15							
		11.8	10.0		13.3	14.3									29.5	26.7	28.1	23.5	30.5	32.0							

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 Muir and Between West End and Toston, see Special Rules, page 8. Staff system between Muir and West End.

Registering and Bulletin Stations—Livingston, Bozeman, Logan and Helena.

Lap Sidings—Belgrade, Manhattan, Winston and East Helena. Trains taking siding at these points will head in at the lap.

Standard Clocks—Livingston, Logan and Helena.

Derail Switches—See page 8.

Yard Limits—Livingston, Bozeman, Belgrade, Manhattan, Logan, Lombard, Trident, Toston, Townsend, Winston, East Helena and Helena.

Maximum speed of passenger trains is one minute, or sixty seconds per mile. This limit must never be exceeded.

Mountain Grade—Livingston to west switch at Gordon. Speed of passenger trains will not exceed any one mile in two (2) minutes

and of freight trains any one mile in four (4) minutes, on descending grade, except passenger trains descending Bozeman mountain, eastward, may run at a speed not to exceed forty (40) miles per hour to any one mile, divided as follows: Muir to Hoppers use seven (7) minutes; Hoppers to Livingston use eleven (11) minutes. Freight trains eastward will run from Muir to Livingston at a speed not to exceed any one mile in three minutes. A train will not leave Muir westward or West End eastward without the engineman having a staff. The possession of a staff makes the train superior to all other trains between Muir and West End.

No. 1 will stop at Belgrade and Manhattan to let off passengers from points East of Billings.

No. 221 will stop on flag at Stanley Spur about 1 1/2 miles East of Lombard.

Pusher Districts—Between Livingston and Bozeman. Between Townsend and Helena.

FIRST CLASS						SECOND CLASS						THIRD CLASS					
236	222	220	42	4	2	602	652					820	822				
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight					Way Freight	Way Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Ex. Sun.	Ex. Sun.				
		A 11.55AM	A 3.50AM	A 3.57PM	A 1.32AM	VS.....LIVINGSTON.....DN	VS.....LIVINGSTON.....DN	122.8	Yard	A 9.05AM	A 7.30AM	A 3.10PM					
		f 11.38	3.33	3.40	1.15	HOPPERS.....P	HOPPERS.....P	115.1	81	8.30	6.55	f 2.35					
		f 11.30	3.23	3.30	1.07	MU.....MUIR.....DN	MU.....MUIR.....DN	110.9	88	8.15	6.40	f 2.20					
		f 11.25	3.18	3.25	1.02	WS.....WEST END.....DN	WS.....WEST END.....DN	109.7	E 80 W 60	8.05	6.30	f 2.10					
		s 11.14	3.07	3.14	12.55	CD.....CHESTNUT.....D	CD.....CHESTNUT.....D	108.4		7.40	6.05	s 1.48					
		f 11.04	2.59	3.07	12.49	GORDON.....P	GORDON.....P	103.6	56	7.20	5.40	f 1.30					
		s 10.50	s 2.45	s 2.52	s 12.35	BZ.....BOZEMAN.....DN	BZ.....BOZEMAN.....DN	98.0	150	6.45	5.00	s 12.55PM					
		f 10.39	2.32	2.39	12.22	Q. V. Ry. Track Connection	Q. V. Ry. Track Connection	4.0		6.07	4.15	f 11.30					
		s 10.29	2.22	f 2.29	12.13	STOREY.....P	STOREY.....P	94.0	83	5.36	3.50	s 10.54					
		s 10.19	2.11	2.18	12.02M	BA.....BELGRADE.....DN	BA.....BELGRADE.....DN	88.5	E 83 W 83	5.00	3.20	s 9.40					
		s 10.10	2.03	f 2.10	11.53PM	CENTRAL PARK.....P	CENTRAL PARK.....P	83.5	83	4.35	2.55	s 9.15					
		A 9.45AM	A 11.30PM	L 10.00AM	L 1.50AM	MN.....MANHATTAN.....DN	MN.....MANHATTAN.....DN	79.1	E 83 W 85	3.55	2.15AM	L 8.10AM	A 4.00PM				
		s 220-221	s 221-236	s 41-652	s 222	CH.....LOGAN.....DN	CH.....LOGAN.....DN	73.8	Yard	3.30	L 41-42		L 1-219	235-819			
		9.36	11.20		1.47	GALLATIN.....P	GALLATIN.....P	69.8	83	3.15		f 3.25					
		s 9.32	f 11.16		f 1.44	RT.....TRIDENT.....DN	RT.....TRIDENT.....DN	67.9	83	3.08		s 3.15					
		f 9.25	11.09		1.38	REKAP.....P	REKAP.....P	63.9	83	2.57		f 2.45					
		f 9.16	11.01		1.32	CLARKSTON.....P	CLARKSTON.....P	59.5	84	2.44		f 2.26					
		s 9.05	s 10.51		f 1.23	CJ.....LOMBARD.....DN	CJ.....LOMBARD.....DN	53.5	102	2.26		s 2.00					
		8.55	f 10.42		1.12	C.M. & St. P. Track Connection	C.M. & St. P. Track Connection	5.8		2.08		f 1.12					
		s 8.49	f 10.36		f 1.06	BREWER.....P	BREWER.....P	47.7	83	1.44		s 12.45					
		8.38	10.27		12.57	TOSTON.....DN	TOSTON.....DN	44.2	E 83 W 81	1.24		f 12.05PM					
		s 8.29	s 10.19		s 12.49	HOLKER.....P	HOLKER.....P	38.2	86	1.05		f 11.40AM					
		f 8.23	10.11		12.41	TOWNSEND.....DN	TOWNSEND.....DN	33.1	E 83 W 83	12.48		s 11.18					
		f 8.14	10.03		12.33	LEWARK.....P	LEWARK.....P	30.2	83	12.30		f 10.15					
		s 8.05	f 9.56		f 12.26	CLOW.....P	CLOW.....P	25.0	83	12.15AM		s 9.30					
		f 7.50	9.48		12.18	WN.....WINSTON.....DN	WN.....WINSTON.....DN	20.3	E 83 W 81	11.55PM		f 8.58					
		f 7.40	9.37		12.07PM	PLACER.....P	PLACER.....P	15.6	83	11.30		f 8.25					
		s 7.25	f 9.24		11.54AM	LOUISVILLE.....P	LOUISVILLE.....P	10.4	83	11.00		s 7.50					
		L 7.15AM	L 9.15PM		L 11.45AM	JN.....EAST HELENA.....DN	JN.....EAST HELENA.....DN	4.4	E 79 W 83	L 10.45PM		L 7.30AM					
		Daily	Daily	Daily	Daily	HN.....HELENA.....DN	HN.....HELENA.....DN	0.0	Yard	Daily	Daily	Ex. Sun.	Ex. Sun.				
		2.30	2.15	1.55	2.00					10.20	5.15	7.00	8.30				
		29.5	32.8	25.5	24.6					11.8	9.3	10.5	10.7				
						Time Over Subdivision											
						Average Speed Per Hour											

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 TOSTON AND WEST END AND BETWEEN MUIR AND LIVINGSTON; SEE SPECIAL RULES, PAGE 8. STAFF SYSTEM BETWEEN WEST END AND MUIR

Helper engines will 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 83a.
 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.
 Passengers from Helena and points intermediate to Logan for points East of Logan where No. 2 is scheduled to stop will be handled on train No. 222 and transferred to No. 2 at Logan.

No. 236 will stop on flag at Stanley Spur about 1 1/4 miles East of Lombard.
 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 90a.
 Overhead trolley wire at street car crossing east end Helena yard, does not clear a man on high box car swinging lamp above his head. Trainmen must be careful about giving signals passing under this wire.
 All trains and light engines will consume at least 4 minutes in passing through Bozeman tunnel.

SECOND CLASS						FIRST CLASS				Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Logan	Time Table No. 41A April 25, 1915 Succeeding No. 41		Distance from Butte	Car Capacity of Siding	FIRST CLASS				SECOND CLASS				
	825	651	225		219	223	41	1	2				42	224			220		226	652	826				
	Way Freight	Freight	Mixed		Passenger	Passenger	Passenger	Passenger					Passenger	Passenger			Passenger	Passenger		Mixed	Freight	Way Freight			
	Tu., Thu., Sat.	Daily	Ex. Sun.		Daily	Daily	Daily	Daily					Daily	Daily			Daily	Daily		Ex. Sun.	Daily	Mo., We., Fri.			
	L 8.00AM	L 1.00AM 652	L 7.05AM		L 4.45PM 1	L 6.25AM	L 1.55AM 42-652	L 4.20PM 219	WCO TY				1120	0.0			CH.....LOGAN.....DN 6.0	71.0	Yard	A 11.40PM s	A 1.45AM s 41-652	A 1.45PM s	A 9.50AM s		A 2.15PM s
	s 8.35	1.32 42	s 7.35		s 4.57	s 6.40	f 2.06	4.28		T D 6	0.6	KS.....THREE FORKS.....D 5.9	64.4	83	11.30	s 1.32 651	s 1.30	s 9.35		s 1.55	12.43	s 12.40			
	s 9.20 220	1.52	s 8.00		s 5.11	s 6.52	2.17	4.38		T D 13	12.5	CK....WILLOW CREEK.....D 6.7	58.5	83	11.22	1.20	s 1.16	s 9.20 825		s 1.36	12.25	s 12.13PM			
	10.00	2.28 41	A 8.35AM 220		s 5.25	s 7.05	2.28 651	4.49	WY	T D 19	19.2	SO.....SAPPINGTON.....D C. M. & St. P. CROSSING Track Connection. Interlocked 3.6	51.8	84	11.12	1.08	s 1.03 226	s 9.05 225		L 1.15PM 224	12.05AM	s 11.45AM			
	f					f 7.12				T D 23	22.8	HUBBARD..... 3.0	48.2				f 12.56								
	f 10.30	3.03			f 5.38	7.19	2.42	6.00		T D 28	25.8	CAVERN.....P 1.1	45.2	83	11.02	12.56	12.50	f 8.48			11.45PM	f 11.10			
	f				f 5.41	f 7.21				T D 27	26.9	LIME SPUR..... 4.4	44.1				f 12.46	f 8.45							
	s 11.10	3.26			s 5.50	s 7.30	2.52	6.10		T D 31	31.3	CA.....CARDWELL.....D 7.0	39.7	83	10.53	12.47	s 12.38	s 8.37			11.25	s 10.35			
	s 11.35AM 12.25PM 224	3.45 4.05			s 6.05	s 7.45	s 3.05	5.25	WCY	T D 38	38.3	WH.....WHITEHALL.....DN 6.9	32.7	75	10.43 652	s 12.35	s 12.25 825	s 8.25			10.43 2	s 10.10 9.55			
	s 1.00	4.40			s 6.21	s 8.10 220	3.25	5.43		T D 45	45.2	NS.....PIPESTONE.....D 5.0	25.8	64	10.31	f 12.21	s 12.09PM	s 8.10 223			10.05	s 9.35			
	f 1.35	5.20			f 6.39	f 8.26	3.44	6.03	W 11 M W	T D 50	50.2	SPIRE ROCK.....P 4.5	20.8	53	10.20	12.08AM	f 11.55AM	f 7.56			9.45	f 9.13			
	f 2.15	6.20			f 7.02	f 8.42 826	4.01	6.23	W	T D 55	54.7	H.....WELCH.....D 4.4	16.3	55	10.09	11.55PM	s 11.40	s 7.45			9.25	f 8.42 223			
										T D 59	59.1	LEWIS SPUR..... 1.0	11.9												
	s 2.55	7.31 220-820			s 7.25	s 9.03	4.25	6.45	WY	T D 60	61.0	HO.....HOMESTEAK.....DN 0.3	10.3	68	9.55	f 11.35	s 11.25	s 7.31 651-820			9.00	s 7.45 7.00 220-651			
	f 3.00	7.36			7.27	9.05	4.27	6.47		T D 61	61.3	HIGHVIEW.....P 4.2	10.0	13	9.53	11.33	11.23	7.29			8.55	f 6.55			
	f 3.20	8.00			7.41	9.15	4.37	7.00		T D 65	65.3	SKONES.....P 4.1	5.7	60	9.35	11.15	11.05	7.17			8.35	f 6.15			
	A 3.40PM	A 8.30AM			f 7.53 652	f 9.23	4.47	7.10	WCO TY	T D 70	69.4	MT.....M. U. TRANSFER.....DN 1.6	1.6	Yard	9.20	11.00	f 10.50	f 7.05			L 8.00PM 219	L 5.45AM			
					A 8.00PM	A 9.35AM	A 4.55AM s	A 7.15PM s	O	U O	71.0	W.....BUTTE.....DN	0.0	Yard	L 9.15PM	L 10.55PM	L 10.45AM	L 7.00AM							
	Tu., Thu., Sat.	Daily	Ex. Sun.		Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily		Ex. Sun.	Daily	Mo., We., Fri.			
	7.40	7.30	1.30		3.15	3.10	3.00	2.55				Time Over Subdivision			2.25	2.50	3.00	2.50		1.00	5.00	7.15			
	10.1	9.7	12.8		21.8	23.4	23.6	24.3				Average Speed Per Hour			29.3	25.0	23.6	25.0		19.2	13.8	11.1			

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.
EASTWARD TRAINS WILL BE GOVERNED BY AUTOMATIC SIGNALS APPROACHING LOGAN YARD.

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 will 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 by positive meeting order, or trains of the same class on their schedule rights, meet at Pipestone, Spire Rock, Welch, Home-

stake or Skones, the ascending train will take siding, except that descending light engines will take siding. Eastward trains will have Tunnel clearance before leaving Highview.

Helper engines will 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 will 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.

Trains will not exceed 35 miles per hour over interlocked crossing at Sappington.

No. 1 will stop at Whitehall to let off passengers from Miles City and east and to pick up passengers for Missoula and points west at which No. 1 is scheduled to stop.

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 crossover 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 will approach under control and receive signal from switch tender before entering double track at Billings and will 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 will 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 will 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.

No. 217 has right over No. 218 and No. 233 has right over No. 234 Livingston to Gardiner.
Registering and Bulletin Stations—Livingston and Gardiner. **Standard Clock**—Livingston.
Derail Switches—See page 8. **Yard Limits**—Livingston, Gardiner.

WESTWARD				NINTH SUB-DIVISION (RED BLUFF AND PONY BRANCHES)										EASTWARD			
SECOND CLASS				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance	Time Table No. 41A April 25, 1915 Succeeding No. 41				Distance	Car Capacity of Siding	SECOND CLASS				
		227	225				STATIONS						226	228			
		Mixed	Mixed										Mixed	Mixed			
		Ex. Sun.	Ex. Sun.				Telegraph Offices and Calls						Ex. Sun.	Ex. Sun.			
			L 9.05AM	W Y	T D 19	0.0	SO.....SAPPINGTON.....D	9.5	20.0	84	A 1.00PM						
			s 9.45		T E 9	9.5	HA.....HARRISON.....D	11.1	11.1	15	s 12.25PM						
			A 10.20AM	W Y	T E 20	20.0	NO.....NORRIS.....D		0.0	20	L 10.50AM						
		L 11.26AM			T E 9	0.0	HA.....HARRISON.....D	6.3	6.3	15		A 12.25PM					
		A 11.50AM 228			T I 0	0.3	PY.....PONY.....D		0.0	15		L 12.01PM 227					
		Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.					
		.25	1.15				Time Over Subdivision				1.10	.24					
		15.1	16.4				Average Speed Per Hour				17.0	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 will not exceed any one mile in two (2) minutes and of freight trains any one mile in four (4) minutes, on descending grades.
All trains will reduce speed to 5 miles per hour while passing over Norwegian gulch bridge, five miles East of Norris.

WESTWARD				ELEVENTH SUB-DIVISION (ELKHORN BRANCH)								EASTWARD			
				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from G. N. Transfer	Time Table No. 41A		Distance from Queen Siding	Car Capacity of Siding					
		April 25, 1915					Succeeding No. 41								
		STATIONS													
		Telegraph Offices and Calls													
						0.0	G. N. TRANSFER..... 2.6		18.2						
				WCY	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 1/4 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 will not exceed any one mile in six (6) minutes on descending grade.

WESTWARD				SIXTH SUB-DIVISION (SHIELDS RIVER BRANCH)										EASTWARD			
SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wilsall	Time Table No. 41A April 25, 1915 Succeeding No. 41				Distance from Mission	Car Capacity of Siding	FIRST CLASS		SECOND CLASS		
	215		213				STATIONS							214		216	
	Mixed		Passenger				Telegraph Offices and Calls							Passenger		Mixed	
	Tu., Thu., Sat.		Mo., We., Fri.											Mo., We., Fri.		Tu., Thu., Sat.	
	L 11.15AM		L 12.25PM	W Y	T M 23	0.0	WILSALL.....DP	2.8		22.7	44	A 9.55AM		A 10.30AM			
	s 11.25AM		s 12.34		T M 20	2.8	SHIELDS.....	5.2		19.9	30	s 9.45		s 10.10			
	s 11.55AM		s 12.49	W	T M 14	8.0	CLYDE PARK.....DP	2.8		14.7	35	s 9.28		s 9.45			
	f 12.05PM		f 12.58		T M 12	10.8	TREGLOAN.....	3.5		11.9	5	f 9.19		f 9.28			
	s 12.20		s 1.07		T M 8	14.3	CHADBORN.....	4.4		8.4	17	s 9.08		s 9.15			
	f 12.35		f 1.20		T M 4	18.7	GRANNIS CROSSING....	4.0		4.0		f 8.54		f 9.00			
	A s 1.00PM		A s 1.30PM		1065	22.7	MS.....MISSION.....DN	0.0		0.0	165	L 8.40AM		L 8.45AM			
	Tu., Thu., Sat.		Mo., We., Fri.									Mo., We., Fri.		Tu., Thu., Sat.			
	1.45		1.05				Time Over Subdivision					1.15		1.45			
	12.9		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				TWELFTH SUB-DIVISION (CAMP CREEK BRANCH)										EASTWARD				
				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Manhattan	Time Table No. 41A April 25, 1915 Succeeding No. 41			Distance from Anconey	Car Capacity of Sidings							
							STATIONS											
							Telegraph Offices and Calls											
				Y	1115	0.0	MN....MANHATTAN....DN	2.0		15.2	150							
						2.0	G. V. Ry. CROSSING	1.3		13.2								
					TR 3	3.3	WHITE.....	1.5		11.9	7							
					TR 5	4.8	BUELL.....	2.2		10.4	7							
				W	TR 7	7.0	AMSTERDAM.....	1.2		8.2	17							
					TR 8	8.2	WOLRATH.....	2.3		7.0	3							
					TR 10	10.5	ARNOLD.....	1.5		4.7	6							
					TR 12	12.0	VINCENT.....	3.2		3.2	9							
				Y	TR 15	15.2	ANCENEY.....	0.0		0.0	16							
							Time Over Subdivision											
							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 BILLINGS	
Foster.....	9.0 Miles
Nichols Spur.....	107.9 "
SECOND SUB-DIVISION. DISTANCE FROM LIVINGSTON	
Cooper 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	
Parrotts Spur.....	4.0 Miles
Winslow Spur.....	7.9 "
Colterville Spur.....	39.5 "
TWELFTH SUB-DIVISION. DISTANCE FROM MANHATTAN	
Westlake.....	9.1 Miles

TONNAGE RATING—FREIGHT ENGINES.

WESTWARD	ENGINES.													EASTWARD	ENGINES.												
	Max. Grade	Class F 1	Class S 2	Class T	Class W	Class W 3	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Class Z 2	Car Limit		Max. Grade	Class F 1	Class S 2	Class T	Class W	Class W 3	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z	Class Z 2	Car Limit
Billings to Livingston.....	0.5	1600	1500	1500	2500	3000	2200	2200	2100	1800	.....	.....	.....	Helena to Placer.....	1.0	1000	950	1000	1300	1800	1375	1375	1325	1150	.....	.....	.....
Livingston to West End....	1.8	575	550	525	750	925	775	775	750	675	1125	1460	.....	Placer to Logan.....	0.4	1800	1750	1725	2400	3000	2400	2400	2400	2100	.....	.....	.....
West End to Townsend....	Water					Car Limit.							90 Cars	Logan to Bozeman.....	0.8	1150	1100	1100	1500	2000	1425	1425	1400	1300	1800	.....	.....
Townsend to Winston.....	1.0	1000	950	1000	1300	1600	1375	1325	1325	1150	.....	.....	.....	Bozeman to Muir.....	1.9	550	525	500	725	900	750	750	725	650	1100	1400	.....
Winston to Helena.....	Down					Car Limit.							.....	Muir to Livingston.....	Down				Descending Mountain	Grade.							.....
Logan to Whitehall.....	0.4	1800	1750	1725	2400	2950	2400	2400	2400	2100	.....	.....	.....	Livingston to Billings....	Water					Car Limit.							90 Cars
Whitehall to Homestake...	2.2	450	425	400	600	740	575	575	550	525	850	1100	.....	Butte to Homestake.....	2.2	450	425	400	600	720	575	575	550	525	850	1040	.....
Homestake to Butte.....	Down				Descending Mountain	Grade.							.....	Homestake to Whitehall...	Down				Descending Mountain	Grade.							.....
													.....	Whitehall to Logan.....	Water					Car Limit.							75 Cars

DERAIL SWITCHES.

FIRST SUB-DIVISION

Billings..... Coal Dock Spur
 Beet Spur..... 1/2 Mile West M. P. 12
 Laurel..... Track Leading to Coal Dock
 "..... Tower Spur
 "..... Both Ends of Interchange Track
 Beet Spur..... 1/2 Mile West M. P. 15
 "..... 1/2 Mile West M. P. 18
 Young's Point..... East End Sugar Beet Track
 Columbus..... On Quarry Spur
 Merrill..... East End Stock Yard Track
 Big Timber..... East End of House Track
 "..... East End of Stock Yard Track
 Nichols..... East End of Spur

SECOND SUB-DIVISION

Hoppers..... East End of Spur
 Chestnut..... West End of Industry Track
 Bozeman..... West End of Ladder Track South Yard
 "..... West End of Lower Yard House Lead
 "..... Round House Track
 "..... West End of Coal Dock Track
 "..... West End of Old Main Track
 Storey..... East End of Industry Track
 Central Park..... West End of Industry Track
 Stanley Spur..... 1 1/2 Miles East of Lombard
 Lombard..... West End of Transfer Track
 Clow..... East End of Spur
 Winston..... West End of House Track
 Placer..... West End of Spur

THIRD SUB-DIVISION

Logan..... West Coal Dock Track
 Monocete..... East End of Spur
 Whitehall..... East End of House Track
 "..... East End of Yard
 "..... East End of Coal Dock Track
 Pipestone..... East End of Siding
 Spire Rock..... East End of Siding
 Welch..... East End of Siding
 "..... West End of Spur
 Homestake..... East End of Siding
 "..... East End of Wye Tracks
 Skones..... West End of Siding
 M. U. Transfer..... On Both Round House Tracks
 Butte Yard..... West End No. 1 Track
 "..... West End Old Main Track
 "..... West End of Team Track
 "..... West End of O. S. L. Freight House Track
 "..... West End No. 18 Track
 "..... West End of Butte Electric Ry. Interchange Tracks
 Butte-Montana Union Hill..... West End Lexington Spur
 "..... West End West Colusa Spur
 "..... West End Rarus Spur
 "..... East End Berkely Spur
 "..... East End Tramway Track
 "..... Two on East End Leonard Track

FOURTH SUB-DIVISION

Rockvale..... Spur Track
 Dutton..... Spur Track
 Joliet..... East End of House Track
 Boyd..... East End of Siding
 Selmes..... East End of Siding
 Roberts..... East End of Siding
 Fox..... East End of Siding
 Red Lodge..... East End of Storage Track
 "..... East End of House Track
 "..... East End of Team Track

FIFTH SUB-DIVISION

Fromberg..... McCarthy Mine Track
 Heiser..... Beet Spur
 Bridger..... Coal & Implement Spur

SEVENTH SUB-DIVISION

Gardiner..... East End of Yard-Track 3
 Brisbin..... Spur Track
 Livingston..... On Boot Track

NINTH SUB-DIVISION

Beals..... West End of Spur
 Harrison..... East End of Elevator Track
 Pony..... East End of House Track

ELEVENTH SUB-DIVISION

G. N. Transfer..... G. N. Interchange Track

Derail switches must be set for derail as normal position.

SPECIAL RULES—AUTOMATIC BLOCK TERRITORY.

In Automatic Signal Territory, trains using a crossover will have at least one switch open while occupying any part of the crossover

The following amendments have been made to Automatic Signal Rule No. 504, Book of Transportation Rules and will apply only between BOZEMAN AND TOSTON.

504-C. When a train is stopped by a Block Signal having two lights (called the home signal) on single track, Automatic Block Signal territory, it may proceed when the signal goes to caution or to clear position, or if not immediately cleared, it may proceed under caution after obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution.

504-D When a train is stopped by an intermediate Block Signal on single track, it may proceed when the signal goes to caution or to clear position, or if not immediately changed it may proceed at once under caution, except when a train is proceeding under flag from the last Home Signal as provided in Rule 504-C.

AUTHORIZED SURGEONS.

DR. GEO. M. JENNINGS, Chief Surgeon, Central Dist., Missoula
 DR. P. A. REMMINGTON, Asst. Surgeon, Missoula Hospital, Missoula (S)
 DR. W. M. COPENHAVER, Ophthalmic Surgeon, Helena
 DR. MOTT H. ARNOLD, Billings (S)
 DR. E. G. BALSAM, Billings (S)

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)
 DR. CHAS. E. WHITEHEAD, Logan (S)
 DR. G. W. GILHAM, Townsend (S)
 DR. D. CAMPBELL, Butte (S)

DR. J. A. DONOVAN, Oculist, Butte
 DR. L. R. PACKARD, Whitehall (S)
 DR. C. E. COONEY, Helena (S)
 DR. J. A. LEIGHTON, Boulder
 DR. J. C. DENNY, Clyde Park
 DR. R. H. BEACH, Chief Surgeon Yellowstone Dist., Glendive

(S)—Location of Stretcher Equipment.

FRED BRASTRUP,
Trainmaster.

R. R. AUERBACH,
Trainmaster.

H. D. MUDGETT,
Trainmaster.

E. W. WESTON,
Chief Dispatcher.

