

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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**MONTANA DIVISION**

# **TIME 42A TABLE**

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

**SUNDAY, SEPTEMBER 23, 1917**

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**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.**

**J. M. RAPELJE,**  
General Manager.

**A. V. BROWN,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**B. O. JOHNSON,**  
Superintendent.

**WESTWARD**

**FIRST SUB-DIVISION.  
(MAIN LINE)**

THIRD CLASS			SECOND CLASS				Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Billings	Time Table No. 42A Sept. 23, 1917 Succeeding No. 42				Distance from Livingston	Car Capacity of Sidings	FIRST CLASS								
817	Way Freight	Ex. Sun.	651	603	Freight	Freight				STATIONS			1			3	41	43	207	209	211	219	241	
										Telegraph Offices and Calls	Passenger	Passenger												Passenger
			Daily	Daily	Daily	Daily	S	.....	BILLINGS	DN	115.7	Yard	11.33 AM	12.30 AM	8.15 PM	6.10 AM	9.15 AM	3.30 PM	7.40 AM	10.30 AM	10.25 AM			
				L 7.20 AM	L 8.20 AM		WCO	956	0.0	BG	7.6		108.1	E 83	11.47	12.43	8.29	6.21	f 9.30	f 3.47	7.53	10.43	10.37	
				7.53	8.05		T Y	964	7.6	YEGEN	4.5		108.6	W 81	11.54	12.50	8.38	A 6.30 AM	f 9.38	f 3.57	8.00	10.51	A 10.46 AM	
				8.05	8.05			968	12.1	MOSSMAIN JUNCTION G. N. RY.	2.0		101.6		11.57	12.55	8.41		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				L 7.10 AM	L 8.20 AM		WCO	971	14.1	KD	1.2		101.6	Yard	11.57	12.55	8.41		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				7.15	11.20	12.10	T Y	972	15.3	AU	4.1		100.4	Yard	11.59 AM	12.57	s 8.45		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 7.35	11.40 AM	12.21		976	19.4	SPURLING	3.6		96.3		12.05 PM	1.04	8.54		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 7.50	12.11 PM	12.40		979	23.0	RK	4.6		92.7	E 82	12.11	1.10	f 9.01		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 8.10	12.35	1.00	W	983	27.6	YOUNG'S POINT	4.5		88.1	W 86	12.18	1.18	9.10		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 8.35	12.53	1.30		989	32.1	RAPIDS	2.9		83.6		12.25	1.25	9.19		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 8.48	1.03	1.42		992	35.0	MISKO	5.7		80.7		12.29	1.30	9.24		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 9.15	1.20	2.08	W	996	40.7	CO	4.8		75.0	E 81	12.37	s 1.40	s 9.35		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 10.13	1.45	2.42		1001	45.5	WATAGA	3.5		70.2	W 83	12.45	1.48	9.44		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 10.28	2.02	2.56		1005	49.0	MERRILL	4.9		66.7		12.50	1.54	9.51		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 10.48	2.27	3.15		1010	53.9	ONEIDA	3.4		61.8		12.58	2.03	10.00		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 11.05	2.45	3.29	W	1014	57.3	REED POINT	5.0		58.4	E 84	1.03	2.10	f 10.06		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 11.25	3.07	3.47		1019	62.3	QUEBEC	3.5		53.4	W 83	1.11	2.19	10.15		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 11.40	3.20	4.00		1022	65.8	PATCUM	4.8		49.9		1.17	2.25	10.22		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 11.59 AM	3.38	4.18	W C	1026	70.6	GREYCLIFF	5.0		45.1	E 84	1.24	2.34	10.30		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				12.10 PM	4.00	4.35		1031	75.6	REYNOLDS	5.6		40.1	W 83	1.32	2.43	10.39		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 12.39	4.25	4.59	W	1037	81.2	BIG TIMBER	5.2		34.5	E 83	1.42	s 2.55	s 10.49		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 1.00	4.51	5.25		1043	86.4	DEHART	4.9		29.3	W 83	1.51	3.05	10.59		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 1.42	5.10	5.45		1047	91.3	CARNEY	4.9		24.4		1.59	3.13	11.07		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 2.05	5.35	6.10	W	1051	96.2	SPRINGDALE	6.4		19.5	E 89	2.07	s 3.23	s 11.17		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				f 2.30	6.00	6.40	W	1058	102.6	ELTON	7.5		13.1	W 83	2.18	3.35	11.27		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 2.51	6.30	7.15		1065	110.1	MISSION	5.6		5.6	E 83	2.30	3.47	11.40		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 3.20															f 9.38	f 3.57	8.05	10.54	10.25 AM	
				s 3.45															f 9.38	f 3.57	8.05	10.54	10.25 AM	
				A 4.02 PM	A 7.00 PM	A 7.40 PM	WCO	1071	115.7	LIVINGSTON			0.0	Yard	A 2.40 PM	A 4.00 AM	A 11.55 PM		f 9.38	f 3.57	8.05	10.54	10.25 AM	
				Ex. Sun.	Daily	Daily	T Y							Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	
				8.52	7.45	12.20								3.07	3.30	3.40	.20	.30	.35	.30	3.25	.21		
				13.7	13.1	13.5								37.1	33.0	31.5	36.3	30.6	28.2	30.6	33.8	34.5		
<b>EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.</b>																								
<b>FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 8. AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS, SEE SPECIAL RULES, PAGE 8.</b>																								

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.  
 Nos. 219 and 220 will stop on flag at Oneida section house.  
 Nos. 219 and 220 will stop on flag at Mossmain on Sundays only.  
 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 7.30 a. m. No. 215 arrives Livingston 1.15 p. m.  
 No. 214 leaves Livingston 7.30 a. m. No. 213 arrives Livingston 1.40 p. m.  
 Mission will be flag stop for No. 219 Sundays only.

FIRST SUB-DIVISION  
(MAIN LINE)

EASTWARD

FIRST CLASS										Time Table No. 42A Sept. 23, 1917 Succeeding No. 42			THIRD CLASS						
242	220	212	210	208	44	42	4	2		Station Numbers	Distance from Billings	STATIONS	Distance from Livingston	Car Capacity of Sidings	818				
G. N. Passenger	Passenger	CB & Q 29 Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger	Water, Fuel, Scales, Turn Tables and Ways			Telegraph Offices and Calls			Way Freight				
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily							Ex. Sun.				
A 5.25PM	A 4.15PM	A 6.20PM	A 11.05AM	A 5.20PM	A 6.25PM	A 7.25AM	A 7.12PM	A 4.45AM	WCO T Y	956	0.0	S.....BILLINGS.....DN	115.7	Yard					
5.06	3.55	6.02	f 10.47	f 5.01	6.07	7.07	6.52	4.27		964	7.6	.....YEGEN.....P	108.1	E 83 W 81					
L 4.58PM	3.47	5.50	f 10.40	f 4.52	L 5.55PM	7.01	6.45	4.20		968	12.1	GN.....MOSSMAIN.....DN	103.6						
	3.43	5.47	f 10.37	4.47		6.57	6.42	4.17	WCO T Y	971	14.1	KD....LAUREL YARD....DN	101.6	Yard	A 6.00PM				
	s 3.41	L 5.45PM	L 10.35AM	L 4.45PM		s 6.55	f 6.40	4.15		972	15.3	AU.....LAUREL.....DN	100.4	Yard	5.55				
	3.33					6.48	6.34	4.09		976	19.4	.....SPURLING.....P	96.3	83	f 5.40				
	s 3.27					s 6.42	f 6.29	4.04		979	23.0	RK.....PARK CITY.....DN	92.7	E 82 W 86	s 5.30				
	f 3.18					6.34	6.22	3.57	W	983	27.6	.....YOUNG'S POINT.....P	88.1	84	s 5.10				
	f 3.09					6.26	6.15	3.50		989	32.1	.....RAPIDS.....DN	83.6	84	s 4.50				
	3.05					6.22	6.11	3.46		992	35.0	.....MISKO.....P	80.7	83	f 4.40				
	s 2.53					s 6.12	s 6.03	3.38	W	996	40.7	CO.....COLUMBUS.....DN	75.0	E 81 W 83	s 4.15 3.40				
	2.42					6.01	5.53	3.29		1001	45.5	.....WATAGA.....P	70.2	83	s 3.15				
	f 2.36					5.55	5.48	3.24		1005	49.0	ME.....MERRILL.....DN	66.7	83	s 2.56 6.03				
	2.27					5.47	5.40	3.17		1010	53.9	.....ONEIDA.....P	61.8	84	f 2.27 220-651				
	s 2.21					s 5.42	f 5.34	3.11	W	1014	57.3	RN.....REED POINT.....DN	58.4	E 84 W 83	s 2.00				
	f 2.13					5.34	5.26	3.03		1019	62.3	.....QUEBEC.....P	53.4	84	s 1.35				
	2.08					5.28	5.21	2.58		1022	65.8	.....PATCUM.....P	49.9	83	f 1.17				
	s 2.00					5.20	5.14	2.51	W C	1026	70.6	GC.....GREYCLIFF.....DN	45.1	E 84 W 83	s 12.31 12.04PM 219-817				
	1.51					5.12	5.07	2.43		1031	75.6	.....REYNOLDS.....P	40.1	83	f 11.30AM				
	s 1.42					s 5.03	s 4.59	2.36	W	1037	81.2	BD.....BIG TIMBER.....DN	34.5	E 83 W 83	s 11.00 10.25				
	f 1.17					4.53	4.51	2.26		1043	86.4	.....DEHART.....P	29.3	84	f 10.00				
	f 1.08					4.46	4.44	2.19		1047	91.3	.....CARNEY.....P	24.4	84	f 9.45				
	s 12.58					s 4.38	s 4.37	2.12	W	1051	96.2	SX.....SPRINGDALE.....DN	19.5	E 89 W 83	s 9.30				
	f 12.45					4.27	4.28	2.03	W	1058	102.6	.....ELTON.....P	13.1	87	s 9.05				
	f 12.31					4.12	4.17	1.52		1065	110.1	MS.....MISSION.....DN	5.6	E 83 W 83	s 8.40				
	L 12.20PM					L 4.00AM	L 4.07PM	L 1.42AM	WCO T Y	1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard	L 8.20AM				
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily				Time Over Subdivision			Ex. Sun.				
.27	3.55	.30	.30	.35	.25	3.25	3.05	3.03				Average Speed Per Hour			9.40				
26.8	29.5	30.6	30.6	26.2	29.0	33.8	37.2	37.9							11.9				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 8. 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.  
Eastward freight trains will stop at Springdale to inspect trains.  
Eastward first sub-division freight trains except fruit trains going into Laurel will pull down to tower and head into new yard. Crews on these trains will handle their own switches.  
Eastward first sub-division fruit trains will head into old eastward yard at Laurel depot.

WESTWARD

SECOND SUB-DIVISION  
(MAIN LINE)

THIRD CLASS				SECOND CLASS				FIRST CLASS					
821		819		651		603		1 3 41 219 221 235					
Way Freight	Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 7.10AM	L 7.10AM	L 8.35PM	L 9.00PM	L 2.50PM	L 4.10AM	L 12.05AM	L 2.05PM						
f 8.00	f 8.00	9.25	9.50	3.12	4.35	12.27	f 2.27						
f 8.30	f 8.30	9.50	10.15	3.25	4.50	12.40	f 2.40						
f 8.40	f 8.40	10.00	10.25	3.30	4.55	12.45	f 2.45						
s 9.00	s 9.00	10.15	10.40	3.37	5.02	12.52	s 2.52						
f	f												
s 9.30AM 12.01PM 220-820	s 9.30AM 12.01PM 220-820	10.45	11.10	s 3.50	s 5.20 652	s 1.12	s 3.05 4						
f 12.18	f 12.18	11.00	11.24	3.57	5.27	1.19	f 3.16						
s 12.40 1.50	s 12.40 1.50	11.17	11.40PM	4.05	s 5.36	f 1.27	s 3.30						
s 2.18 4	s 2.18 4	11.32	12.02AM	4.13	5.44	1.34	s 3.43						
s 2.40 3.15	s 2.40 3.15	11.53PM	12.15	4.19	s 5.50	f 1.40	s 3.54						
L 7.15AM	A 3.35PM 822	A 12.15AM 603	12.35 651	A 4.30PM s 219-235 822	s 6.00 6.05	A 1.50AM s 42-652	A 4.10PM s 1-235 822	L 10.15AM 220-236	L 4.35PM 1-219				
f 7.33			12.58					10.23	4.42				
s 7.45			1.04					s 10.27	s 4.46				
f 8.15			1.16					f 10.34	f 4.54				
f 8.32			1.29					f 10.41	f 5.03				
s 8.58 9.30 236			1.47	s 6.50				s 10.53	s 5.15				
f 9.55			2.08	7.01				11.05	f 5.27				
s 10.20 11.12 221			2.18	f 7.07				s 11.12 821	s 5.35				
f 11.45AM 822			2.33	7.18				11.21	f 5.45				
s 12.05PM 1.05 4			2.50	f 7.30				s 11.28 822	s 5.58				
f 1.25			3.05	7.38				f 11.39	6.05				
f 1.55			3.30	7.51				f 11.52AM	6.16				
s 2.20			3.56	f 8.05 236				s 12.06PM	s 6.28				
f 2.40			4.18	8.15				f 12.18 4	6.36				
f 3.00			4.40	8.25 822				f 12.28	f 6.46				
s 3.30			5.10	8.35				s 12.38	s 6.56				
A 3.50PM		A 5.35AM WCO TY		A 8.45AM s				A 12.50PM	A 7.05PM				
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
8.35	8.25	3.40	8.35	1.40	4.35	1.45	2.05	2.35	2.30				
11.8	5.8	13.3	14.3	29.4	26.7	28.0	23.5	29.8	29.5				

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

For double track limits and rules see Special Rules, page 8. Automatic block between Livingston and Muir and Between West End and Toston, see Special Rules, page 8. Staff system between Muir and West End.

No. 1 will stop at Belgrade and Manhattan to let off passengers from points East of Billings.  
 No. 221 and No. 235 will stop on flag at Stanley Spur about 1 1/2 miles East of Lombard.  
 Trident will be a flag stop for No. 3 for passengers destined to points west of Helena or to let off passengers from Billings and points east and south thereof.  
 No. 219 will stop on flag at Montellis one-half mile west of Gordon.

SECOND SUB-DIVISION  
(MAIN LINE)

EASTWARD

FIRST CLASS						STATIONS			SECOND CLASS			THIRD CLASS	
236	222	220	42	4	2	Time Table No. 42A			652	820	822		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sept. 23, 1917 Succeeding No. 42			Freight	Way Freight	Way Freight		
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			Daily	Ex. Sun.	Ex. Sun.		
						Telegraph Offices and Calls							
		A 11.55AM	A 3.50AM	A 3.57PM	A 1.32AM	VS.....LIVINGSTON.....DN	122.8	Yard	A 7.30AM	A 3.10PM			
		f 11.38	3.33	3.44	1.15	.....HOPPERS.....P	115.1	81	6.55	f 2.35			
		f 11.30	3.23	3.35	1.07	MU.....MUIR.....DN	110.9	88	6.40	f 2.20			
		f 11.25	3.18	3.30	1.02	WS.....WEST END.....DN	109.7	E 86 W 60	6.30	f 2.10			
		s 11.14	3.07	3.19	12.55	CD.....CHESTNUT.....D	106.4		6.05	s 1.48			
		11.04	2.59	3.10	12.49	.....GORDON.....P	103.6	56	5.40	f 1.30			
		s 10.50	s 2.45	s 2.52	s 12.35	BZ.....BOZEMAN.....DN	98.0	150	5.00	s 12.55PM			
		f 10.39	2.32	2.39	12.22	G. V. Ry. Track Connection	94.0	83	4.15	f 11.30			
		s 10.29	s 2.22	s 2.29	12.13	.....STOREY.....P	94.0	83	3.50	s 10.54			
		s 10.19	2.11	2.18	12.02AM	BA.....BELGRADE.....DN	88.5	E 83 W 83	3.20	10.05			
		s 10.10	s 2.03	s 2.10	11.53PM	.....CENTRAL PARK.....P	83.5	83	2.55	s 9.15			
A 9.45AM	A 11.30PM	L 10.00AM	L 1.50AM	s 1.57	L 11.42PM	MN.....MANHATTAN.....DN	79.1	E 83 W 85	L 2.15AM	L 8.10AM	A 4.00PM		
s 220-221	s 2	s 221-236	s 41-652		s 222	CH.....LOGAN.....DN	73.8	Yard	41-42		1-219 819		
9.36	11.18			1.47		.....GALLATIN.....P	69.8	83			f 3.25		
s 9.32	f 11.13			1.44		RT.....TRIDENT.....DN	67.9	83			s 3.15		
f 9.25	11.05			1.38		.....REKAP.....P	63.9	83			f 2.45		
f 9.16	f 10.56			1.32		.....CLARKSTON.....P	59.5	84			f 2.26		
s 9.05	s 10.45			s 1.23		CJ.....LOMBARD.....DN	53.5	102			s 2.00		
8.55	f 10.36			1.12		C. M. & St. P. Track Connection	47.7	83			f 1.12		
s 8.49	s 10.28			f 1.06		.....BREWER.....P	44.2	E 83 W 84			s 12.45		
f 8.38	10.18			12.57		TS.....TOSTON.....DN	44.2	E 83 W 84			12.05PM		
s 8.29	s 10.09			s 12.49		.....HOLKER.....P	38.2	86			f 11.45AM		
f 8.23	10.00			8.21		TN.....TOWNSEND.....DN	33.1	E 83 W 83			s 11.28		
f 8.14	9.51			12.41		.....LEWARK.....P	30.2	83			10.00		
s 8.05	s 9.43			12.33		.....CLOW.....P	25.0	83			f 9.35		
f 7.50	9.34			f 12.26		WN.....WINSTON.....DN	20.3	E 83 W 81			s 9.05		
f 7.40	9.23			12.18		.....PLACER.....P	15.6	83			f 8.45		
s 7.25	s 9.09			12.07PM		.....LOUISVILLE.....P	10.4	83			f 8.25		
L 7.15AM	L 9.00PM			11.54AM		JN.....EAST HELENA.....DN	4.4	E 79 W 83			s 7.50		
s 822	s 236			L 11.45AM		HY.....HELENA.....DN	0.0	Yard			L 7.30AM		
Daily	Daily	Daily	Daily	Daily	Daily				Daily	Ex. Sun.	Ex. Sun.		
2.30	2.30	1.55	2.00	4.12	1.50				5.15	7.00	8.30		
29.5	29.5	25.5	24.5	29.2	26.7				9.3	10.4	11.7		
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 8.

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

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 1½ miles East of Lombard.  
At Toston north siding will be used by westward trains and south siding by eastward trains.  
Special attention of trains using Lombard and Rekap sidings is called to Rule 90a.  
No. 220 will stop on flag at Montellis one-half mile west of Gordon.

Trident will be a flag stop for No. 4 for passengers destined to points east and south of Billings or to let off passengers from points west of Helena.  
Eastward freight trains unless advised to the contrary will head in at Bozeman.  
At least fifteen retainers will be left up on the head end of eastward freight trains heading in at Livingston until train stops west of Fifth street.

WESTWARD

THIRD SUB-DIVISION  
(MAIN LINE)

EASTWARD

SECOND CLASS				FIRST CLASS				Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Logan	Time Table No. 42A Sept. 23, 1917 Succeeding No. 42				Distance from Butte	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS						
825	651	225		223	219	41	1				STATIONS	2	42	220			224		226	652	826						
Way Freight	Freight	Mixed		Passenger	Passenger	Passenger	Passenger	STATIONS	Passenger	Passenger	Passenger	Passenger		Mixed	Freight	Way Freight											
Tu., Thu., Sat.	Daily	Ex. Sun.		Daily	Daily	Daily	Daily	Telegraph Offices and Calls	Daily	Daily	Daily	Daily		Ex. Sun.	Daily	Mo., We., Fri.											
L 8.00AM	L 1.00AM 652	L 7.05AM		L 6.15AM	L 4.45PM 1	L 1.55AM 42	L 4.30PM 219	CH.....LOGAN.....DN 6.6	71.0	Yard	A 11.40PM	A 1.35AM 41	A 9.50AM	A 1.45PM	A 2.15PM	A 1.00AM 651	A 1.00PM										
s 8.35	1.23 42	s 7.35		s 6.25	s 4.57	f 2.06	4.38	KS.....THREE FORKS.....D 5.9	64.4	83	11.30	s 1.23 651	s 9.35	s 1.30	s 1.55	12.43	s 12.40										
s 9.20 220	1.50	s 8.00		s 6.35	s 5.11	2.17	4.48	CK...WILLOW CREEK.....D 6.7	58.5	83	11.22	1.12	s 9.20 825	s 1.16	s 1.35	12.25	s 12.13PM										
10.00	2.28 41	A 8.35AM 220		s 6.46	s 5.25	2.28 651	4.59	SO.....SAPPINGTON.....DN C. M. & St. P. CROSSING Track Connection, Interlocked 8.6	51.8	84	11.12	1.00	s 9.05 225	s 1.03 226	L 1.15PM 224	12.05AM	s 11.45AM										
f				f 6.53				.....HUBBARD..... 3.0	48.2					f 12.56			f										
f 10.30	3.03			6.58	f 5.38	2.42	5.10	.....CAVERN.....P 1.1	45.2	83	11.02	12.49	f 8.51	12.50		11.45PM	f 11.10										
f				f 7.00	f 5.41			.....LIME SPUR..... 4.4	44.1				f 8.49	f 12.46			f										
s 11.10	3.25			s 7.08	s 5.50	2.52	5.20	CA.....CARDWELL.....D 7.0	39.7	83	10.53	12.40	s 8.41	s 12.38		11.25	s 10.35										
s 11.35AM 12.25PM 224	3.45 4.05			s 7.22	s 6.05	s 3.05	5.35	WH.....WHITEHALL.....DN 6.9	32.7	75	10.43 652	s 12.28	8.30 8.25	s 12.25 825		10.43 2	s 10.10 9.30										
s 1.00	4.40			s 7.38	s 6.21	3.25	5.53	.....PIPESTONE.....P 5.0	25.8	64	10.31	12.13	s 8.10	s 12.09PM		10.05	s 9.10										
f 1.35	5.20			f 7.56 220	f 6.39	3.44	6.13	.....SPIRE ROCK.....P 4.5	20.8	53	10.20	12.01AM	f 7.56 223	f 11.55AM		9.45	f 8.45										
f 2.15	6.20			f 8.16 826	f 7.02	4.01	6.33	H.....WELCH.....DN 4.4	16.3	55	10.09	11.49PM	s 7.45	s 11.40		9.25	f 8.16 223										
								.....LEWIS..... 1.7	11.9				f														
s 2.55	7.31 220-826			s 8.38	s 7.25	4.25	6.55	HO.....HOMESTAKE.....DN 0.4	10.3	68	9.55	f 11.35	s 7.31 651-826	s 11.25		9.00	s 7.45 7.00 220-651										
f 3.00	7.36			8.40	7.27	4.27	6.57	.....HIGHVIEW.....P 4.1	10.0	13	9.53	11.33	7.29	11.23		8.55	f 6.55										
f 3.20	8.00			8.50	7.41	4.37	7.10	.....SKONES.....P 4.1	5.7	60	9.38	11.15	7.17	11.05		8.35	f 6.15										
A 3.40PM	A 8.30AM			f 9.03	f 7.53 652	4.47	7.20	MT....M. U. TRANSFER... DN 1.6	1.6	Yard	9.25	11.00	f 7.05	f 10.50		L 8.00PM 219	L 5.45AM										
				A 9.15AM	A 8.00PM	A 4.55AM	A 7.25PM	W.....BUTTE..... DN 0.0	0.0	Yard	L 9.20PM	L 10.55PM	L 7.00AM	L 10.45AM													
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		3.00	3.15	3.00	2.55				2.20	2.40	2.50	3.00	1.00	5.00	7.15										
10.1	9.7	12.8		23.6	21.8	23.6	24.3				30.4	26.6	25.0	23.6	19.2	13.8	11.1										
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 8.  
EASTWARD TRAINS WILL BE GOVERNED BY AUTOMATIC SIGNALS APPROACHING LOGAN YARD.

Eastward trains will have Tunnel clearance before leaving Highview.  
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. 1 will stop on flag at Three Forks to let off passengers from St. Paul, Minneapolis, Duluth and points east, also to pick up passengers for Missoula and points west.  
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 west.  
No. 219 and No. 220 will stop on flag at Saeries Ranch and at public crossing three miles west of Cardwell.

No. 2 will stop on flag at Three Forks to pick up passengers for Minneapolis, St. Paul and beyond.  
When trains by positive meeting order, or trains of the same class on their schedule right, meet at Pipestone, Spire Rock, Welch, Homestake or Skones, the ascending train will take siding, except that descending light engine will take siding.  
No engine heavier than a "Y" engine is permitted on quarry spur at Welch, switching on this track will always be done by westbound trains so down-hill movement from the quarry will be made with engine headed west.  
Retainers on westward freight trains will be left up until train stops to head in at M. U. Transfer.

BLOCK OPERATION--BUTTE MOUNTAIN

- 1—The normal indication of the train order signal at Homestake will be stop.
- 2—The normal indication of the semaphore arm governing eastward trains at Welch will be at stop.
- 3—Operators will block descending trains Homestake to MU Transfer, Homestake to Welch and Welch to Whitehall, or Homestake to Whitehall when Welch is closed. A block record will be kept at each station beginning at 12:01 A. M., the required entries to be made at time of occurrence. A train will not be admitted to a block which is occupied by a passenger train and a passenger train will not be admitted to a block occupied by any train unless otherwise instructed by the train dispatcher.
- 4—Other descending trains will be blocked 15 minutes apart except in obscure weather when a positive block is maintained.
- 5—An inferior eastward train taking siding to let a passenger train by at Welch, Spire Rock or Pipestone when operator not on duty will report on telephone to operator at Whitehall or Homestake that train is into clear and will ascertain that passenger train is clear of block before proceeding.

- 6—If, on account of failure of telephone, Conductor is unable to report train into clear, dispatcher may authorize operator to allow passenger train to go provided thirty minutes have elapsed since departure of last preceding train, advising them by train order that block is not clear and time of departure of preceding train.
- 7—When through failure of telephone Conductor is unable to ascertain if passenger train is clear of block they may proceed provided thirty minutes have elapsed since the departure of such train.
- 8—In case of wire failure where operator is unable to secure advice that block is clear and is unable to communicate with dispatcher he may permit passenger train to proceed provided thirty minutes have elapsed since departure of last preceding train, holding any following train until 30 minutes have elapsed after departure of the passenger train, in each instance advising Conductor and Enginemen in writing that block is not clear and time of departure of preceding train.
- 9—Freight trains must clear a block before a passenger train is due to enter the same.
- 10—The above does not relieve train and enginemen from complying with rule 99.

WESTWARD

FOURTH SUB-DIVISION—Rocky Fork Branch.

EASTWARD

THIRD CLASS			FIRST CLASS			STATIONS			FIRST CLASS			THIRD CLASS		
815	813		211	209	207	Time Table No. 42A Sept. 23, 1917 Succeeding No. 42			208	210	212	814	816	
Way Freight	Way Freight		C.B. & Q 30 Passenger	Passenger	Passenger	STATIONS			Passenger	Passenger	C.B. & Q 29 Passenger	Way Freight	Way Freight	
Ex. Sun.	Ex. Sun.		Daily	Ex. Sun.	Daily	Telegraph Offices and Calls			Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	
L 7.00AM 813	L 6.50AM 815		L 8.10AM	L 4.05PM 814	L 9.45AM	WOY	972	0.0	AU.....LAUREL.....DN 4.5	44.1	Yard	A 4.45PM s	A 10.35AM s	A 5.45PM s
s 7.30	s 7.05		8.20	f 4.15	f 9.57	TA	8	4.5	.....MASON..... 5.0	39.6	50	f 4.35	f 10.22	5.35
A 8.00AM s	s 7.25		A 8.30AM s	A 4.25PM 208	A 10.10 210	TA	10	9.5	RC.....SILESIA.....DN 2.6	34.6	70	s 4.25 209	L 10.10AM 207	L 5.25PM
	f				f 10.17	TA	12	12.1	.....ROCKVALE..... 6.0	32.0	24	f 4.14		
	s 8.00				s 10.30	TA	18	18.1	WC.....JOLIET.....D 4.8	26.0	48	s 4.02		s 2.35
	s 8.25				f 10.45	TA	21	22.9	.....BOYD.....P 5.7	21.2	48	f 3.48		s 2.05
	s 8.50				f 11.00	TA	28	28.6	.....SELMES.....P 3.2	15.5	35	f 3.36		s 1.40
	s 9.20				s 11.09	TA	31	31.8	RO.....ROBERTS.....D 6.3	12.3	60	s 3.29		s 1.25 1.11
	s 9.55				f 11.26	TA	38	38.1	.....FOX.....P 6.0	6.0	74	f 3.14		s 12.45
	A 10.40AM				A 11.50AM 814	WCOY	TA 44	44.1	RG.....RED LODGE.....DN	0.0	Yard	L 3.00PM		L 12.20PM 207
Ex. Sun.	Ex. Sun.		Daily	Ex. Sun.	Daily							Daily	Ex. Sun.	Ex. Sun.
1.00	3.50		.20	.20	2.05				Time Over Subdivision			1.45	.25	.20
9.5	10.7		28.8	28.8	21.4				Average Speed Per Hour			25.2	22.8	28.8

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

No. 207 has right over No. 208 Laurel to Red Lodge.  
 No. 813 has right over No. 814 Laurel to Red Lodge.  
 Nos. 207 and 208 will stop on flag at Dutton's Spur, about two miles west of Rockvale.  
 When trains by meeting order, meet at Joliet, Boyd, Selmes, Roberts or Fox, the ascending train will take siding, except that descending light engines will take siding.  
 Trains will stop before crossing intersection of Clark's Fork and Rocky Fork Branches at Silesia.  
 Eastward trains will not follow one another closer than 30 minutes out of Red Lodge.  
 Eastward Fourth Sub-Division freight trains will head into old eastward yard at Laurel.  
 Eastward Fourth Sub-Division C. B. & Q. freight trains will use old eastward yard at Laurel for passing track purposes and for setting out Northern Pacific business.

All trains including First Class trains will observe Rule 93 between yard limit signs at Silesia.  
 Eastward freight trains will stop at Roberts 15 minutes to cool wheels and inspect train.

WESTWARD

FIFTH SUB-DIVISION—Clark's Fork Branch

EASTWARD

THIRD CLASS		FIRST CLASS		STATIONS			FIRST CLASS		THIRD CLASS	
815		211	209	Time Table No. 42A Sept. 23, 1917 Succeeding No. 42			210	212	816	
Way Freight		C.B. & Q 30 Passenger	Passenger	STATIONS			Passenger	C.B. & Q 29 Passenger	Way Freight	
Ex. Sun.		Daily	Ex. Sun.	Telegraph Offices and Calls			Ex. Sun.	Daily	Ex. Sun.	
L 8.00AM		L 8.30AM	L 4.30PM	RC.....SILESIA.....DN 4.3	19.5	70	A 10.05AM s	A 5.24PM	A 1.30PM s	
			4.45	.....GRAVEL PIT SPUR..... 2.4	15.3	8		5.10		
s 8.30		f 8.50	s 5.02 212	GA.....EDGAR.....D 5.8	12.9	76	s 9.45	f 5.02 209	s 1.00	
s 8.50 9.50 210-211		A 9.05AM 210-815	s 5.12	FB.....FROMBERG.....DN JUNCTION C. B. & Q RY. 7.1	7.1	49	s 9.25 815-211	L 4.50PM	s 12.25PM	
A 10.30AM		A 5.30PM	W T	BX.....BRIDGER.....D	0.0	Yard	L 9.10AM		L 11.45AM	
Ex. Sun.		Daily	Ex. Sun.				Ex. Sun.	Daily	Ex. Sun.	
2.20		.35	1.00	Time Over Subdivision			.55	.35	1.45	
8.3		21.2	19.5	Average Speed Per Hour			19.0	21.2	10.9	

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

No. 815 has right over No. 816 Silesia to Bridger.  
 Trains will stop before crossing intersection of Clark's Fork and Rocky Fork Branches at Silesia.  
 All trains including First Class trains will observe Rule 93 between yard limit signs at Silesia.  
 Conductors and Enginemen using C. B. & Q. main track between junction switch at Fromberg and Crossover switch, one mile west of the depot, for passing track purposes, will understand that such C. B. & Q. track is C. B. & Q. main track not protected with yard limit signs, and must properly protect their trains against C. B. & Q. trains as per Rule 99, while occupying above mentioned track.

Westward TENTH SUB-DIVISION—Ruby Valley Branch Eastward

SECOND CLASS		FIRST CLASS		STATIONS			FIRST CLASS		SECOND CLASS	
231	229	Time Table No. 42A Sept. 23, 1917 Succeeding No. 42			230	232				
Mixed	Passenger	STATIONS			Passenger	Mixed				
Ex. Sun.	Sun. Only	Telegraph Offices and Calls			Sun. Only	Ex. Sun.				
L 8.50AM	L 8.30AM	WH.....WHITEHALL.....DN 2.0	45.3	Yard	A 5.55PM	A 5.50PM				
		.....C. M. & St. P. CROSSING... 2.3	43.3							
s 9.05	s 8.39	.....RENOVA..... 5.5	40.0	5	s 5.45	s 5.35				
f 9.20	f 8.53	.....LOOMONT..... 1.7	35.5	25	f 5.32	f 5.08				
s 9.30	s 8.57	WA.....WATERLOO.....D 4.2	33.8	35	s 5.27	s 5.03				
s 9.45	s 9.07	.....SILVER STAR..... 3.6	29.6	3	s 5.17	s 4.45				
f 9.58	f 9.15	.....IRON ROD..... 6.9	26.0	25	f 5.09	f 4.35				
s 10.27	s 9.31	TB.....TWIN BRIDGES.....D 9.1	19.1	25	s 4.52	s 4.20				
s 11.10	s 9.52	SD.....SHERIDAN.....D 7.9	10.0	14	s 4.30	s 3.43				
s 11.46	s 10.10	.....LAURIN..... 2.1	2.1	4	s 4.12	s 3.22				
A 12.01PM	A 10.15AM	AD.....ALDER.....D	0.0	45	L 4.05PM	L 3.15PM				
Ex. Sun.	Sun. Only				Sun. Only	Ex. Sun.				
2.55	1.45	Time Over Subdivision			1.50	2.35				
15.5	25.1	Average Speed Per Hour			25.1	18.0				

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

No. 231 has right over No. 232 Whitehall to Alder. No. 229 has right over No. 230 Whitehall to Alder.  
 Bridge 9 over Jefferson river will not clear a man on top of car.  
 Double heading of any type of engines is positively forbidden over bridge 9, Ruby Valley Branch.

WESTWARD		NINTH SUB-DIVISION (RED BLUFF AND PONY BRANCHES)				EASTWARD				
SECOND CLASS		Time Table No. 42A Sept. 23, 1917 Succeeding No. 42				SECOND CLASS				
227	225	STATIONS				226	228			
Mixed	Mixed	Telegraph Offices and Calls				Mixed	Mixed			
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.			
	L 9.05AM	W Y	T D	19	0.0	SO.....SAPPINGTON.....DN	20.6	84	A 1.00PM	
	s 9.45		T E	9	9.5	HA.....HARRISON.....D	11.1	15	s 12.25PM	
	A 10.20AM	W Y	T E	20	20.6	NO.....NORRIS.....D	0.0	20	L 10.50AM	
	L 11.25AM		T E	9	0.0	HA.....HARRISON.....D	6.3	15		A 12.25PM
	A 11.50AM		T I	6	6.3	PY.....PONY.....D	0.0	15		L 12.01 PM
	Ex. Sun.								Ex. Sun.	Ex. Sun.
	.25								1.10	.24
	15.1								17.6	15.7

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

Double heading of any type of engines is positively forbidden over bridge 2 Red Bluff and Pony branch.  
 No. 225 has right over No. 226 Sappington to Norris.  
 No. 227 has right over No. 228 Harrison to Pony.  
 Nos. 225 and 226 will stop on flag at Dawes Spur 16.7 miles west of Sappington.

WESTWARD		ELEVENTH SUB-DIVISION (ELKHORN BRANCH)				EASTWARD	
SECOND CLASS		Time Table No. 42A Sept. 23, 1917 Succeeding No. 42				SECOND CLASS	
STATIONS		Telegraph Offices and Calls				STATIONS	
		0.0				.....G. N. TRANSFER.....	18.2
		2.6				.....BOULDER.....D	15.6
		5.9				.....HOT SPRINGS.....	12.3
		11.3				.....FINN.....	6.9
		18.2				.....QUEEN SIDING.....	0.0

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

WESTWARD		TWELFTH SUB-DIVISION (CAMP CREEK BRANCH)				EASTWARD	
SECOND CLASS		Time Table No. 42A Sept. 23, 1917 Succeeding No. 42				SECOND CLASS	
STATIONS		Telegraph Offices and Calls				STATIONS	
		0.0				MN.....MANHATTAN.....DN	15.2
		2.0				.....G. V. Ry. CROSSING.....	13.2
		3.3				.....WHITE.....	11.9
		4.8				.....BUELL.....	10.4
		7.0				.....AMSTERDAM.....	8.2
		8.2				.....WALRATH.....	7.0
		10.5				.....ARNOLD.....	4.7
		12.0				.....VINCENT.....	3.2
		15.2				.....ANCENEY.....	0.0

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

WESTWARD		SIXTH SUB-DIVISION (SHIELDS RIVER BRANCH)				EASTWARD	
SECOND CLASS		Time Table No. 42A Sept. 23, 1917 Succeeding No. 42				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	22.7
s 11.25	s 12.34		T M	20	2.8	.....SHIELDS.....	19.9
s 11.55AM	s 12.49	W	T M	14	8.0	.....CLYDE PARK.....DP	14.7
f 12.05PM	f 12.58		T M	12	10.8	.....TREGLOAN.....	11.9
s 12.20	s 1.07		T M	8	14.3	.....CHADBORN.....	8.4
f 12.35	f 1.20		T M	4	18.7	.....GRANNIS CROSSING.....	4.0
A 1.00PM	A 1.30PM				1065	MS.....MISSION.....DN	0.0
Tu., Thu., Sat.	Mo., We., Fri.						
1.45	1.05						
12.9	20.9						

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

Nos. 213, 214, 215 and 216 will stop on flag at Steeves Crossing, 1 1/2 miles east of Mission.

WESTWARD		SEVENTH SUB-DIVISION—Park Branch				EASTWARD	
SECOND CLASS		Time Table No. 42A Sept. 23, 1917 Succeeding No. 42				SECOND CLASS	
233	217	STATIONS				218	234
Mixed	Passenger	Telegraph Offices and Calls				Passenger	Mixed
Mo., We., Fri.	Tu., Thur., Sat., Sun.					Tu., Thur., Sat., Sun.	Mo., We., Fri.
L 8.00AM	L 8.00AM	WCO	TY	1071	0.0	VS.....LIVINGSTON.....DN	54.1
f 8.40	f 8.23		T B	10	10.3	.....BRISBIN.....	43.8
f 8.57	f 8.33		T B	14	14.5	.....TRAIL CREEK.....	39.6
s 9.07	s 8.41		T B	17	17.1	.....PRAY.....	37.0
f 9.19	f 8.47		T B	20	20.3	.....CHICORY.....	33.8
s 9.29	s 8.54	W	T B	23	23.2	RA.....EMIGRANT.....D	30.9
f 9.57	f 9.11	1/4 m. E	T B	31	30.8	.....DAILEY.....	23.3
s 10.22	s 9.24		T B	37	37.5	.....CARBELLA.....	16.6
f 10.34	f 9.34	W	T B	41	40.3	.....SPHINX.....P	13.8
s 10.57	s 9.47		T B	46	46.7	.....CORWIN SPRINGS.....	7.4
s 11.07	s 9.57	W 1 mi. W	T B	49	49.1	.....ELECTRIC.....P	5.0
f 11.18	f 10.07		T B	52	52.0	.....DEEVER.....	2.1
A 11.30AM	A 10.15AM	Y	T B	54	54.1	GD.....GARDINER.....D	0.0
Mo., We., Fri.	Tu., Thur., Sat., Sun.						
3.30	2.15						
15.5	24.0						

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

No. 217 has right over No. 218, No. 233 has right over No. 234 Livingston to Gardiner.  
 Nos. 217, 218, 233 and 234 will stop on flag at Bottler's Crossing located between mile posts 26 and 27.



**COMMERCIAL SPURS.  
FIRST SUB-DIVISION.  
DISTANCE FROM BILLINGS**

Foster.....	9.0 Miles
Siding No. 2.....	9.5 Miles
Nichols Spur.....	107.9 "

**SECOND SUB-DIVISION.  
DISTANCE FROM LIVINGSTON**

Montellis.....	19.7 Miles
Stanley.....	68.0 "
Penwell.....	115.5 "

**THIRD SUB-DIVISION.  
DISTANCE FROM LOGAN**

Moncrete Spur.....	2.4 Miles
Bardsen.....	30.1 "
Blackstone.....	42.2 "

**FOURTH SUB-DIVISION.  
DISTANCE FROM LAUREL**

Dutton.....	14.0 Miles
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**SEVENTH SUB-DIVISION.  
DISTANCE FROM LIVINGSTON**

Lime Kiln.....	4.5 Miles
Allens Spur.....	4.5 "
Stock Spur.....	23.8 "

**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
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**AUTHORIZED SURGEONS.**

Location of Stretcher—(S)

DR. GEO. M. JENNINGS, Chief Surgeon, Central Dist., Missoula	DR. J. A. SACRY, Harrison
DR. P. A. REMINGTON, Asst. Surgeon, Missoula Hospital, Missoula(S)	DR. J. F. BLAIR, Bozeman (S)
DR. R. H. BEACH, Chief Surgeon Yellowstone Dist., Glendive	DR. B. L. PAMPEL, Livingston (S)
DR. J. A. DONOVAN, Oculist, Butte	DR. P. L. GREENE, Livingston (S)
DR. D. CAMPBELL, Butte (S)	DR. J. C. DENNY, Clyde Park
DR. W. R. MORRISON, Oculist, Billings	DR. D. CLAIBORN, Big Timber (S)
DR. S. A. COONEY, Helena (S)	DR. W. P. SMITH, Columbus
DR. J. A. LEIGHTON, Boulder	
DR. E. M. WILSON, Twin Bridges	
DR. L. R. PACKARD, Whitehall (S)	
DR. G. W. GILHAM, Townsend (S)	
DR. CHAS. E. WHITEHEAD, Logan (S)	
DR. C. C. SEERLEY, Manhattan	
DR. L. STEVENS, Laurel (S)	
DR. R. BROUGHTON, Laurel	
DR. L. A. GATES, Bridger	
DR. W. F. WEEDMAN, Joliet	
DR. S. M. SOUDERS, Red Lodge (S)	
DR. T. J. BENSON, Fromberg	
DR. E. G. BALSAM, Billings (S)	
DR. H. E. ARMSTRONG, Billings	

**NOTE**

Company Physicians, on their way to visit sick or injured persons, will be allowed to ride on freight trains upon presentation of proper transportation. In case of accident or other emergency where a physician is called, every effort should be made to secure the services of a Company Physician. If a Company physician is not available at the time, the case will be turned over to him as soon as possible afterward.

**TONNAGE RATING—FREIGHT ENGINES**

EASTWARD	ENGINES.								
	Max. Grade	Class S 2	Class W	Class W 3	Class Y	Class Y 4	Class Z	Class Z 2	Car Limit
Helena to Placer.....	1.0	950	1300	1900	1375	1150	.....	.....	.....
Placer to Logan.....	0.4	1750	2400	3000	2400	2100	.....	.....	.....
Logan to Bozeman.....	0.8	1100	1500	2100	1425	1300	1800	.....	.....
Bozeman to Muir.....	1.9	525	725	1100	750	650	1100	1400	.....
Muir to Livingston.....	Down		Descending	Mountain	Grade				
Livingston to Billings...	Water		Car Limit.						90
Butte to Homestake....	2.2	425	600	720	575	525	850	1040	.....
Homestake to Whitehall	Down		Descending	Mountain	Grade				
Whitehall to Logan....	Water		Car Limit.						75

  

WESTWARD	ENGINES.								
	Max. Grade	Class S 2	Class W	Class W 3	Class Y	Class Y 4	Class Z	Class Z 2	Car Limit
Billings to Livingston...	0.5	1500	2600	3500	2200	1800	.....	.....	.....
Livingston to West End	1.8	550	850	1100	775	675	1125	1460	.....
West End to Townsend.	Water			Car Limit.					90
Townsend to Winston..	1.0	950	1300	1900	1375	1150	.....	.....	.....
Winston to Helena.....	Down			Car Limit.					
Logan to Whitehall....	0.4	1750	2400	2950	2400	2100	.....	.....	.....
Whitehall to Homestake	2.2	425	600	800	575	525	850	1100	.....
Homestake to Butte....	Down		Descending	Mountain	Grade				

**SPECIAL RULES FOR MOVEMENT OF TRAINS  
ON DOUBLE TRACK.**

RULE 1. Double track extends from Billings stock yards 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 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 not exceed ten (10) miles per hour passing over the switches from single to double track at Laurel.

At BILLINGS NORMAL POSITION OF CROSSOVER SWITCHES AT STOCK YARDS AND 29th STREET WILL BE FOR OLD DOUBLE TRACK LINE, and passenger trains coming into Billings from the east and also from the west, will be handled exactly as heretofore. Westward freight trains approaching stock yard crossovers from the east will whistle for westward freight main track by use of four blasts of the whistle, but will stop clear of crossover switches unless switch tender gives them a proceed signal. Westward freight trains approaching 29th street crossovers and destined west of Billings will whistle for westward main line with four blasts of the whistle and will stop clear of 27th street unless they receive a signal from switch tender at 29th street to proceed. Westward freight trains destined to Billings on approaching 27th street will whistle for yard, using one long station whistle and four short whistles, but will stop clear of 27th street unless they receive a signal to proceed. If switch tender is ready for them he will head them into yard.

Eastward freight trains will whistle for 29th street crossovers and stop clear of these crossovers unless they get a signal from switch tender to proceed, when they will be headed down eastward freight main line. Same trains on approaching stock yard crossovers will whistle for same and stop clear of crossovers unless they get a signal from switch tender to proceed.

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 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 7. 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 8. Every precaution must be taken in moving trains on double track to prevent accident from swinging doors on cars, lumber protruding from cars, or any other loose obstructions attached to cars or locomotives.

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

**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.

Blasting operations at Lime Spur are protected by signals located and operated as follows:

The eastward advance signal is located 2500 feet west of main track switch, Lime Spur. The eastward home signal is a board located 500 feet west of main track switch, Lime Spur, reading "STOP IF SIGNAL WAS YELLOW."

The westward advance signal is located 4000 feet east of main track switch, Lime Spur. The westward home signal is a board located 500 feet east of main track switch, Lime Spur, reading "STOP IF SIGNAL WAS YELLOW."

If a train finds the advance signal in yellow or caution position, engineman will immediately bring his train under full control, and stop before passing home board and remain at home board until conductor has ascertained from quarry foreman that track is clear.

If a train finds advance signal in red position they will immediately come to a stop and proceed to signal in opposite direction under flag. After flagging to signal in opposite direction they may proceed as usual.

In reporting automatic signals out of order, form 1451 instead of message blank should be used.

Enginemen can be supplied with these blank forms by applying at Trainmaster's Office, Livingston.

The east switch of westward siding at Muir, and the west switch of eastward siding at West End, are known as Automatic switches and can be operated electrically by the operator at Muir and West End respectively.

These switches can also be operated by hand. Switch lever is locked up in a box on signal mast, door of which is locked with switch key. When switch has been closed behind train be sure and return the lever to the box in proper position, or the Automatic signals in rear will be left at stop position.

When throwing these switches by hand don't stop when the points come up against the rail but keep turning as far as possible so the switch will lock.

### SPECIAL INSTRUCTIONS

An engineman and conductor pilot will be furnished to all foreign trains detoured. The engineman of the foreign train to handle the engine under the supervision of the pilot with reference to speed, observance of signals, train orders and special rules. The conductor and engineer of the detoured train and both pilots to be furnished copies of all train orders as provided for by Transportation Rule 204

Outfit cars must not be placed on passing sidings without instructions. Sidings so occupied must not be used to meet or pass trains.

Freight trains will receive signal from rear before passing through stations.

Work train conductors will issue instructions to their flagmen in writing.

All cars with weak draft rigging must be placed on rear of train regardless of destination.

The attention of enginemen and firemen is called to the possibility of magnetizing their watches and stopping their watches on account of getting too close to headlight dynamo. Be very careful about this, and if necessary to do any work on dynamo see that watch is kept away from dynamo when work is being done.

It must be understood that freight trains arriving at Red Lodge may expect to find any track, including the main track, occupied or fouled by cars and every freight train movement at Red Lodge must be made in strict compliance with Rule 93, Book of Transportation Rules.

At Billings, Livingston, Bozeman and Butte, when a passenger train is standing at the depot discharging passengers, other passenger trains will be permitted to pull by the standing train, by first coming to full stop and then proceeding, prepared to stop. See Rule D153. Book of Transportation Rules.

When coupling Road Engine on head end of train or helper on rear of train, either passenger or freight, brakeman will immediately give engineman a signal to slack back and see that coupling is made.

The tracks which are interlocked at the cross-over in Laurel Yard will be designated as follows:

- Westward Lead, Track No. 1.
- Westward Main, Track No. 2.
- Eastward Main, Track No. 3.
- Eastward Lead, Track No. 4.

An engine approaching and wanting cross-over, will call the attention of the tower man by a long blast of the whistle, and short blast to signify the number of the track he wants to use.

EXAMPLE—An engine from westward lead wanting to cross to Eastward lead will signal one long and four short blasts.

Dwarf signals are placed at the entrance of cross-over from both East and West leads and engine will not pass from the leads onto the cross-over while the dwarf signals are against them.

Cross compound "Y" engines will not handle over thirty-eight cars of coal out of Red Lodge. "W" engines will not handle over fifty-five cars out of Red Lodge.

Helper engines will not be coupled to or uncoupled from train while in motion.

Freight cars stored on isolated tracks should be separated into cuts of ten cars each with one hundred feet clear space between each cut.

#### STANDARD CLOCKS.

Billings, Laurel Yard, Livingston, Logan, Helena, Whitehall, Butte

#### WATCH INSPECTORS

J. L. Murphy, Livingston.	Alex Califf, Billings.
D. J. Meagher, Helena.	Jas. D. Leys, Butte.
H. A. Carlisle, Laurel.	Leslie E. Gage, Bozeman.
S. V. Justus, Whitehall.	

#### BULLETIN STATIONS

Billings,	Laurel Yard,	Fromberg,	Livingston,
Bozeman,	Logan,	Helena,	Whitehall,
M. U. Transfer,	Butte,	Mossmain	Townsend,

#### REGISTERING STATIONS

Billings,	Laurel Yard,	Laurel,	Silesia,
Red Lodge,	Fromberg,	Bridger,	Mission,
Wilsall,	Livingston,	Gardiner,	Bozeman,
Logan,	Helena,	Sappington,	Norris,
Pony,	Whitehall,	Alder,	M. U. Transfer,
Butte,			

#### TRAIN REGISTER EXCEPTIONS

At LAUREL YARD first class trains will register by card, Form 608. Westward first class trains will be furnished train order giving check of register at Laurel Yard.

At LAUREL first sub-division trains will not register.

At MISSION first sub-division trains will not register.

At SAPPINGTON third sub-division trains will not register.

At WHITEHALL No. 2 will register by card, Form 608.

At M. U. TRANSFER first class trains will register by card, Form 608.

In event of wire failure, conductors must personally check register.

Enginemen will not be required to consult register except at initial or starting point.

#### CLEARANCES

At LAUREL YARD first class trains will not require clearance unless train order signal is at caution or stop.

At LAUREL first sub-division trains except those originating at Laurel will not require clearance unless train order signal is at caution or stop.

At MISSION first sub-division trains will not require clearance unless train order signal is at caution or stop.

At SAPPINGTON third sub-division trains will not require clearance unless train order signal is at caution or stop.

At M. U. TRANSFER first class trains will not require clearance unless train order signal is at caution or stop.

#### INTERLOCKING PLANTS

Mossmain, Laurel Yard, Sappington

### SPEED RESTRICTIONS

#### GENERAL

Maximum speed of passenger trains is one (1) minute, or sixty (60) seconds, per mile. This limit will not be exceeded.

The speed of trains through inter-locking plants will be limited to thirty (30) miles per hour.

Through cross-overs and turn-outs, fifteen (15) miles per hour.

Freight trains will not exceed twenty (20) miles per hour, passenger trains will not exceed thirty (30) miles per hour between Fromberg and Silesia.

Passenger trains will not exceed thirty-five (35) miles per hour and freight trains twenty-five (25) miles per hour between Silesia and Laurel.

All trains will reduce speed to five (5) miles per hour while passing over Norwegian Gulch bridge, five (5) miles east of Norris.

Speed of switch engines moving between terminals over the main track will not exceed twelve (12) miles per hour.

Trains handling the steam wrecker will not exceed a speed of thirty (30) miles per hour, without special instructions to do so, and will equal that speed only under favorable conditions.

Speed of freight trains entering Livingston Yard from the West will not exceed eight (8) miles per hour from the cross-over near the wye switch until train has stopped in the yard.

W, W1, W2 and W3 engines will not exceed a speed of thirty (30) miles per hour, at any point on the division.

Over Bridges No. 51, "Yellowstone River," 2½ miles west of Merrill; No. 79, "Boulder River," 1½ miles east of Big Timber, and Bridge No. 113, "Yellowstone River just east of Livingston," the following will govern:

On trains with one engine of "Q" or "S" type there are no restrictions. With "T" type a speed of fifteen (15) miles per hour will not be exceeded.

Trains double headed with "Q" 1, 2, 3 and 4, or "P" type engines will not exceed a speed of fifteen (15) miles per hour.

Trains with one engine of "W" or Mallet type will not exceed a speed of eight (8) miles per hour, but when double headed the lead engine will be cut off before crossing the bridge. "W" or Mallet engines coupled into a train between cars may pass over the bridge without cutting off, but will not exceed a speed of eight (8) miles per hour.

Speed limit on all classes of "Q" and "S" engines is five (5) miles per hour across Bridge No. 2, Antelope creek, Norris branch. No engines heavier than "Q" or "S" engines are permitted across this bridge. Speed limit on engines smaller than "Q" or "S" type is fifteen (15) miles per hour.

Trains will not exceed fifteen (15) miles per hour over Broadway street crossing just west of depot at Belgrade nor fifteen (15) miles per hour over Broadway street crossing just west of depot at Manhattan.

Maximum speed of freight trains between Joliet and Silesia is hereby fixed at twenty (20) miles per hour.

Maximum speed of freight trains between Fromberg and Bridger is hereby fixed at twenty-five (25) miles per hour.

Speed of double headers on passenger trains on those portions of our track covered by slow boards will be ten (10) miles per hour less than limit specified on slow board.

#### SPEED RESTRICTIONS—MOUNTAIN GRADES

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 (3) minutes.

Passenger trains will consume not less two (2) minutes and thirty (30) seconds, and freight trains not less than four (4) minutes in passing through Bozeman tunnel.

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 freight trains any one mile in four (4) minutes, on descending grade.

JOLIET TO RED LODGE.—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.

TWO MILES WEST OF SAPPINGTON TO TWO MILES EAST OF HARRISON and from PONY TO TWO MILES EAST.—Speed of passenger trains will not ex-

ceed any one mile in two (2) minutes and of freight trains any one mile in four (4) minutes, on descending grades.

FINN TO QUEEN SIDING.—Speed of trains will not exceed any one mile in six (6) minutes on descending grade.

#### HELPER DISTRICTS

Between Whitehall and M. U. Transfer.

#### PUSHER DISTRICTS

Between Livingston and Bozeman and between Townsend and Helena.

#### YARD LIMITS

Billings,	Laurel Yard,	Laurel,	Columbus,
Greycliff,	Big Timber,	Springdale,	Livingston,
Bozeman,	Belgrade,	Manhattan,	Logan,
Trident,	Lombard,	Toston,	Townsend,
Winston,	East Helena,	Helena,	Sappington,
Whitehall,	M. U. Transfer,	Butte,	Silesia,
Joliet,	Roberts,	Red Lodge,	Edgar,
Fromberg,	Bridger,	Waterloo,	Twin Bridges,
Sheridan,	Alder,	Gardiner,	Harrison,
Norris,	Pony,	Wilsall,	Clyde Park,
Boulder,	Queen Siding.		

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.

Yard limit signs at Homestake and Highview are placed as follows: One 2,500 feet east of extreme east switch at Homestake on north side of main track and one 2,000 feet west of extreme west switch at Highview on south side of main track. Be governed by Rule 93, Book of Transportation Rules, between their limits except that eastward trains will have tunnel clearance before leaving Highview. A yard limit sign is located 2,500 feet east of the east switch at Muir on the westward track. Also a yard limit sign is located 2,300 feet west of the west switch on the eastward track at West End.

These signs govern only westward trains at Muir and eastward trains at West End in accordance with Rule 93, Book of Transportation Rules.

#### LAP SIDINGS

Park City,	Reed Point,	Greycliff,	Big Timber,
Springdale,	Mission,	Belgrade,	Manhattan,
Winston,	East Helena,	Townsend,	

Trains taking siding will head in at lap.

#### STAFF SYSTEM

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.

**DERAIL SWITCHES.**

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  
 "..... East Lead to Car Repair 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  
 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..... East End of Spur  
 Lombard..... West End of Transfer Track  
 Clow..... East End of Spur  
 Winston..... West End of House Track  
 Placer..... West End of Spur

Livingston Yard..... East End of Freight House Track  
 "..... East End of House Track  
 "..... East End of Coal Dock Track  
 "..... At Blacksmith Shop Dooley Track  
 "..... East End of Track No. 5 at Shops  
 "..... East End of Track No. 6  
 "..... East End of Track No. 8  
 "..... East End of Track No. 9  
 "..... East End of Track No. 10  
 Logan..... West Coal Dock Track  
 Moncrete..... East End of Spur  
 Bardsen..... East End Spur  
 Whitehall..... East End of House Track  
 "..... East End of Yard  
 "..... East End of Coal Dock Track  
 Blackstone..... East End of Spur  
 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  
 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  
 Fromberg..... McCarthy Mine Track  
 Heiser..... Beet Spur  
 Bridger..... Coal & Implement Spur  
 "..... (600 ft. West of Main Line Switch) Coal Spur  
 "..... Mine Spur West of Water Tank  
 Clyde Park..... West End of Elevator Track  
 Chadborn..... West End of Elevator Track  
 Grannis Crossing..... East End of Spur  
 Gardiner..... East End of Yard-Track 3  
 Brisbin..... Spur Track  
 Livingston..... On Boot Track  
 Beals..... West End of Spur  
 Harrison..... East End of Elevator Track  
 Pony..... East End of House Track  
 G. N. Transfer..... G. N. Interchange Track  
 Anceney..... On main track 180 ft. east of head-block to elevator track.

Derail switches must be set for derail as normal position.

NOTE—Length of Load 40 feet.  
 Max. width of Load independent of Clearances 11'-6".  
 Heights and Widths in Table allow 9 inches Clearance.

**MAXIMUM CLEARANCES**

Subdivision	Route	LIMIT OF LOAD--MEASUREMENT																	Max. Height	Max. Width	Governing Structure				
		HEIGHT ABOVE TOP OF RAIL																							
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide	11'-6" Wide							
1st Subdivision...	M. L., Billings to Livingston...	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	Bozeman Tunnel
2nd Subdivision...	M. L., Livingston to Logan...	18'-9"	18'-8"	18'-7"	18'-5"	18'-3"	18'-1"	17'-10"	17'-8"	17'-7"	17'-5"	17'-3"	17'-0"	16'-10"	16'-9"	16'-7"	16'-3"	16'-0"	18'-9"	11'-6"					
2nd Subdivision...	M. L., Logan to Helena.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
3rd Subdivision...	M. L., Logan to Butte.....	18'-2"	18'-1"	18'-0"	17'-10"	17'-8"	17'-6"	17'-3"	17'-1"	16'-11"	16'-9"	16'-7"	16'-5"	16'-2"	16'-1"	16'-0"	15'-9"	15'-6"	18'-2"	11'-6"					Tunnel at M.P. 57 1/2 on 12° curve.
4th Subdivision..	Laurel to Red Lodge .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
5th Subdivision..	Silesia to Bridger.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
6th Subdivision..	Mission to Wilsall .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
7th Subdivision	Livingston to Gardiner .. .	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
9th Subdivision..	Sappington to Norris and Pony	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
10th Subdivision..	Whitehall to Alder .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
11th Subdivision..	G. N. Transfer to Queen Siding	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
12th Subdivision..	Manhattan to Anceney .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"

**H. D. MUDGETT,**  
Trainmaster.

**J. J. SEXTON,**  
Trainmaster.

**D. A. MACMILLAN,**  
Trainmaster.

**T. J. REGAN,**  
Trainmaster.

**C. G. MITCHELL,**  
Trainmaster.

**E. W. WESTON,**  
Chief Dispatcher.

