

United States Railroad Administration

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILWAY

MONTANA DIVISION

TIME 44 TABLE

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

SUNDAY, AUGUST 11, 1918.

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.

A. M. BURT,
Acting General Manager.

A. V. BROWN,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

T. F. LOWRY,
Superintendent.

WESTWARD

FIRST SUB-DIVISION.
(MAIN LINE)

| THIRD CLASS | | | | SECOND CLASS | | | | FIRST CLASS | | | |
|---------------------|--|--|--|--|--|--|--|---|--|--|--|
| 817 | | | | 651 603 | | | | 1 3 41 43 207 209 211 219 | | | |
| Way Freight | | | | Freight Freight | | | | Passenger Passenger G. N. Passenger Passenger CB & Q 30 Passenger Passenger | | | |
| Tu. Thu. Sat. | | | | Daily Daily | | | | Daily Daily Daily Daily Daily Ex. Sun. Daily Daily | | | |
| L 7.10 AM | | | | L 11.15 AM 219 8.20 AM 207-210 211-219 | | | | L 12.48 PM L 12.30 AM L 9.10 PM L 8.25 AM 211 L 9.15 AM L 3.30 PM L 8.15 AM 43 L 10.30 AM | | | |
| 7.15 | | | | 11.20 12.19 | | | | 1.17 12.57 s 9.40 A 9.45 AM s 4.05 PM s 8.45 AM s 11.04 210 | | | |
| f 7.35 | | | | 11.40 AM 12.37 | | | | 1.24 1.04 9.49 | | | |
| s 7.50 | | | | 12.11 PM 12.52 | | | | 1.30 1.10 f 9.55 | | | |
| s 8.10 | | | | 12.38 1.09 W | | | | 1.36 1.18 10.04 | | | |
| s 8.35 | | | | 12.53 1.30 | | | | 1.43 1.25 10.12 | | | |
| f 8.48 | | | | 1.03 1.47 1 | | | | 1.47 603 1.30 10.17 | | | |
| s 9.15 9.50 | | | | 1.20 2.08 W | | | | 1.56 s 1.40 s 10.29 | | | |
| s 10.13 | | | | 1.45 2.42 220 | | | | 2.05 1.48 10.37 | | | |
| 10.28 | | | | 2.10 2.56 818 | | | | 2.10 651 1.54 10.43 | | | |
| f 10.48 | | | | 2.27 220-818 3.15 | | | | 2.17 818 2.03 10.52 | | | |
| s 11.05 | | | | 2.45 3.29 W | | | | 2.23 220 f 10.59 | | | |
| s 11.25 | | | | 3.07 3.47 | | | | 2.31 2.19 11.08 | | | |
| f 11.40 | | | | 3.20 4.00 | | | | 2.37 2.28 2 11.14 | | | |
| s 11.59 AM 12.10 PM | | | | 3.38 4.18 W C | | | | 2.45 2.36 11.23 | | | |
| f 12.39 | | | | 4.00 4.35 | | | | 2.52 2.44 11.32 | | | |
| s 1.00 1.33 219-220 | | | | 4.25 4.59 4 W | | | | 3.03 s 2.55 s 11.44 | | | |
| f 1.52 | | | | 4.51 5.25 4 | | | | 3.13 3.05 11.54 PM | | | |
| f 2.10 | | | | 5.15 5.45 | | | | 3.19 3.13 12.02 AM | | | |
| s 2.35 | | | | 5.35 6.10 W | | | | 3.28 s 3.23 s 12.12 | | | |
| f 2.55 | | | | 6.00 6.40 W | | | | 3.39 3.35 42 12.23 | | | |
| f 3.20 | | | | 6.30 7.15 | | | | 3.52 3.47 12.35 | | | |
| A 3.45 PM 4 | | | | A 7.00 PM A 7.40 PM WCO T Y | | | | A 4.05 PM 4 A 4.00 AM 4 A 12.45 AM 4 | | | |
| Tu. Thu. Sat. | | | | Daily Daily | | | | Daily Daily Daily Daily Daily Ex. Sun. Daily Daily | | | |
| 8.35 | | | | 7.45 12.20 | | | | 3.12 3.30 3.35 .35 .30 .35 .30 3.35 | | | |
| 13.9 | | | | 13.1 13.5 | | | | 36.1 33.0 31.0 20.0 30.6 26.2 30.6 32.2 | | | |

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

FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 8. AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS, SEE SPECIAL RULES, PAGE 8.

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.
 Westward freight trains will stop at Columbus to inspect 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.
 Mission will be flag stop for No. 219 Sundays only.

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

EASTWARD

| FIRST CLASS | | | | | | | | | Water, Fuel, Sealer, Turn Tables and Wyes | Station Numbers | Distance from Billings | Time Table No. 44 | | | Distance from Livingston | Car Capacity of Sidings | THIRD CLASS | | | | | |
|-----------------|------------------------|-------------------|--------------|--------------------|-----------|--------------------|-------------|--------------------------------------|--|--------------------|---|------------------------|--------------|--|-----------------------------|----------------------------|-------------------|----------------------------|--|--|--|--|
| 220 | 212 | 210 | 208 | 44 | 42 | 4 | 2 | August 11, 1913 Succeeding No. 43 | | | | 818 | | | | | | | | | | |
| Passenger | CB & Q 29 Passenger | Passenger | Passenger | G. N. Passenger | Passenger | Passenger | Passenger | STATIONS | | | | Way Freight | | | | | | | | | | |
| Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Telegraph Offices and Calls | | | | Mon. Wed. Fri. | | | | | | | | | | |
| A 4.15 PM | A 7.59 PM | A 11.05 AM | A 5.20 PM | A 5.40 PM | A 6.40 AM | A 7.12 PM | A 4.20 AM | WCO T Y | 956 | 0.0 | S.....BILLINGS.....DN BQ 7.6 | 115.7 | Yard | | | | | | | | | |
| 3.55 | 7.42 | f 10.47 | f 5.01 | 5.23 | 6.21 | 6.52 | 4.02 | | 964 | 7.6 |YESEN.....P 4.5 | 103.1 | E 99 W 99 | | | | | | | | | |
| 3.47 | 7.32 | f 10.40 | f 4.55 44 | L 5.15 PM 203 | 6.14 | 6.45 | 3.54 | | 968 | 12.1 | GN.....MOSSMAIN.....DN JUNCTION G. N. RY. 2.0 | 103.6 | | | | | | | | | | |
| 3.43 | 7.28 | 10.37 603 | 4.52 | | 6.09 | 6.42 | 3.50 | WCO T Y | 971 | 14.1 | KD...LAUREL YARD...DN 1.2 | 101.6 | Yard | | | | | A 6.00 PM | | | | |
| s 3.41 209 | L 7.25 PM | L 10.35 AM 219 | L 4.50 PM | | s 6.06 | f 6.40 | 3.47 | | 972 | 15.3 | AU.....LAUREL.....DN 4.1 | 100.4 | Yard | | | | | 5.55 | | | | |
| 3.33 | | | | | | 5.58 | 6.34 | | 976 | 19.4 |SPURLING.....P 3.6 | 96.3 | 99 | | | | | f 5.40 | | | | |
| s 3.27 | | | | | s 5.52 | f 6.29 | 3.34 | | 979 | 23.0 | RK.....PARK CITY.....DN 4.6 | 92.7 | E 82 W 99 | | | | | s 5.30 | | | | |
| f 3.18 | | | | | | 5.44 | 6.22 | W | 983 | 27.6 |YOUNG'S POINT.....P 4.5 | 88.1 | 99 | | | | | s 5.10 | | | | |
| f 3.09 | | | | | | 5.36 | 6.15 | | 989 | 32.1 |RAPIDS.....P 2.9 | 83.6 | 99 | | | | | s 4.50 | | | | |
| 3.05 | | | | | | 5.32 | 6.11 | | 992 | 35.0 |MISKO.....P 5.7 | 80.7 | 99 | | | | | f 4.40 | | | | |
| s 2.53 | | | | | s 5.22 | s 6.03 | 3.08 | W | 996 | 40.7 | CO.....COLUMBUS.....DN 4.8 | 75.0 | E 81 W 99 | | | | | s 4.15 3.40 | | | | |
| 2.42 603 | | | | | | 5.11 | 5.53 | | 1001 | 45.5 |WATAGA.....P 3.5 | 70.2 | 99 | | | | | s 3.15 | | | | |
| f 2.36 | | | | | | 5.05 | 5.48 | | 1005 | 49.0 | ME.....MERRILL.....D 4.9 | 66.7 | 99 | | | | | s 2.56 603 | | | | |
| 2.27 651-818 | | | | | | 4.57 | 5.40 | | 1010 | 53.9 |ONEIDA.....P 3.4 | 61.8 | 99 | | | | | f 2.27 217 220-651-1 | | | | |
| s 2.23 1 | | | | | s 4.51 | f 5.34 | 2.41 | W | 1014 | 57.3 | RN.....REED POINT.....DN 5.0 | 58.4 | E 99 W 83 | | | | | s 2.00 | | | | |
| f 2.05 | | | | | | 4.43 | 5.26 | | 1019 | 62.3 |QUEBEC.....P 3.5 | 53.4 | 99 | | | | | s 1.31 | | | | |
| 1.58 | | | | | | 4.37 | 5.21 | | 1022 | 65.8 |PATCUM.....P 4.8 | 49.9 | 99 | | | | | f 1.05 | | | | |
| s 1.50 | | | | | | 4.29 | 5.14 | W C | 1026 | 70.6 | GC.....GREYCLIFF.....DN 5.0 | 45.1 | E 99 W 99 | | | | | s 12.47 12.04 PM 219 | | | | |
| 1.40 | | | | | | 4.20 | 5.07 | | 1031 | 75.6 |REYNOLDS.....P 5.6 | 40.1 | 99 | | | | | f 11.30 AM | | | | |
| s 1.33 817 | | | | | s 4.11 | s 4.59 603 | 2.05 | W | 1037 | 81.2 | BD.....BIG TIMBER.....DN 5.2 | 34.5 | E 83 W 99 | | | | | s 11.00 10.25 | | | | |
| f 1.17 219 | | | | | | 4.01 | 4.51 651 | | 1043 | 86.4 |DEHART.....P 4.9 | 29.3 | 99 | | | | | f 10.00 | | | | |
| f 1.08 | | | | | | 3.54 | 4.44 | | 1047 | 91.3 |CARNEY.....P 4.9 | 24.4 | 99 | | | | | f 9.45 | | | | |
| s 12.58 | | | | | s 3.46 | s 4.37 | 1.42 | W | 1051 | 96.2 | SX.....SPRINGDALE.....DN 6.4 | 19.5 | E 99 W 83 | | | | | s 9.30 | | | | |
| f 12.45 | | | | | | 3.35 3 | 4.26 | | 1058 | 102.6 |ELTON.....P 7.5 | 13.1 | 99 | | | | | s 9.05 | | | | |
| f 12.31 | | | | | | 3.22 | 4.15 | | 1065 | 110.1 | MS.....MISSION.....DN 5.6 | 5.6 | E 99 W 83 | | | | | s 8.40 | | | | |
| L 12.20 PM | | | | | L 3.10 AM | L 4.05 PM 817-1 | L 1.12 AM | WCO T Y | 1071 | 115.7 | VS.....LIVINGSTON.....DN | 0.0 | Yard | | | | | L 8.20 AM | | | | |
| Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | Time Over Subdivision | | | | | Mon. Wed. Fri. | | | | | |
| 3.55 | .35 | .30 | .35 | .25 | 3.25 | 2.57 | 3.08 | | | | | Average Speed Per Hour | | | | | 9.40 | | | | | |
| 29.5 | 26.2 | 30.6 | 26.2 | 28.6 | 33.8 | 37.3 | 37.0 | | | | | | | | | | 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 | | Time Table No. 44 August 11, 1918 Succeeding No. 43 | | | | | | | | | |
| Way Freight | | Way Freight | | Freight | | Freight | | STATIONS | | | | | | | | | |
| Ex. Sun. | | Ex. Sun. | | Daily | | Daily | | Telegraph Offices and Calls | | | | | | | | | |
| | | L 7.10AM | | L 8.35PM | L 9.00PM | WCO TY | 1071 | 0.0 | VS.....LIVINGSTON.....DN | 122.8 | Yard | L 4.15PM | L 4.10AM | L 12.55AM | L 2.15PM | | |
| | | f 8.00 | | 9.25 | 9.50 | W | 1080 | 7.7 |HOPPERS.....P | 115.1 | 81 | 4.37 | 4.35 | 1.17 | f 2.40 | | |
| | | f 8.30 | | 9.50 | 10.15 | W | 1083 | 11.9 | MU.....MUIR.....DN | 110.9 | 88 | 4.50 | 4.50 | 1.30 | f 2.55 | | |
| | | f 8.40 | | 10.00 | 10.25 | | 1084 | 13.1 | WS.....WEST END.....DN | 109.7 | E 86 W 60 | 4.55 | 4.55 | 1.35 | f 3.00 | | |
| | | s 9.00 | | 10.15 | 10.40 | | 1088 | 16.4 | CD.....CHESTNUT.....D | 106.4 | | 5.02 | 5.02 | 1.42 | s 3.10 | | |
| | | f | | | | | 1092 | 19.2 |GORDON.....P | 103.6 | 56 | | | | | | |
| | | s 9.30AM 12.01PM 220-820 | | 10.45 | 11.10 | WCO TY | 1096 | 24.8 | BZ.....BOZEMAN.....DN G. V. Ry. Track Connection | 98.0 | 150 | s 5.15 | s 5.20 | s 2.03 42 | s 3.35 4 | | |
| | | f 12.18 | | 11.00 | 11.24 | | 1101 | 28.8 |STOREY.....P | 94.0 | 83 | 5.22 | 5.27 | 2.10 | f 3.44 | | |
| | | s 12.40 1.00 | | 11.17 | 11.43PM 2 | W | 1106 | 34.8 | BA.....BELGRADE.....DN | 88.5 | E 83 W 83 | 5.30 | s 5.36 | f 2.20 | s 3.56 | | |
| | | s 2.18 4 | | 11.32 2 | 12.02AM | | 1111 | 39.3 |CENTRAL PARK.....P | 83.5 | 83 | 5.38 | 5.44 652 | 2.27 | s 4.10 | | |
| | | s 2.40 3.16 | | 11.53PM | 12.15 | | 1115 | 43.7 | MN.....MANHATTAN.....DN | 79.1 | E 83 W 85 | 5.44 | s 5.50 | f 2.35 | s 4.25 | | |
| | | L 7.15AM | A 3.35PM 822 | A 12.15AM 603 | 12.35 42-651 | WCO TY | 1120 | 49.0 | CH.....LOGAN.....DN | 73.8 | Yard | s 5.55PM | s 6.00 6.05 | A 2.45AM s | A 4.40PM s | L 10.15AM 220-236 | L 6.05PM |
| | | f 7.33 | | | 12.58 | | 1125 | 53.0 |GALLATIN.....P | 69.8 | 83 | | 6.15 | | | 10.23 | 6.12 |
| | | s 7.45 | | | 1.04 | | 1127 | 54.9 | RT.....TRIDENT.....D | 67.9 | 83 | | 6.22 | | | s 10.27 | s 6.16 |
| | | f 8.15 | | | 1.16 | | 1129 | 58.9 |REKAP.....P | 63.9 | 83 | | 6.30 | | | f 10.34 | f 6.25 |
| | | f 8.32 | | | 1.29 | | 1135 | 63.3 |CLARKSTON.....P | 59.5 | 84 | | 6.38 | | | f 10.41 | f 6.34 |
| | | s 8.58 9.30 236 | | | 1.47 | W | 1141 | 69.3 | CJ.....LOMBARD.....DN C M & St. P Ry. Track Con'tion | 53.5 | 102 | s 6.50 | | | | s 10.53 | s 6.45 |
| | | f 9.55 | | | 2.08 | | 1147 | 75.1 |BREWER.....P | 47.7 | 83 | | 7.01 | | | 11.05 | f 6.55 |
| | | s 10.20 11.12 221 | | | 2.18 | | 1150 | 78.6 | TS.....TOSTON.....D | 44.2 | E 83 W 84 | | f 7.07 | | | s 11.12 821 | s 7.04 |
| | | f 11.45AM 822 | | | 2.33 | | 1156 | 84.6 |HOLKER.....P | 38.2 | 86 | | 7.18 | | | 11.21 | f 7.14 |
| | | s 12.05PM 1.05 4 | | | 2.50 | W C Y | 1161 | 89.7 | TN.....TOWNSEND.....DN | 33.1 | E 83 W 83 | | f 7.30 | | | s 11.28 822 | s 7.28 |
| | | f 1.25 | | | 3.05 | | 1164 | 92.6 |LEWARK.....P | 30.2 | 83 | | 7.38 | | | f 11.39 | 7.36 |
| | | f 1.55 | | | 3.30 | | 1170 | 97.8 |CLOW.....P | 25.0 | 83 | | 7.51 | | | f 11.52AM | 7.48 |
| | | s 2.20 | | | 3.56 | | 1175 | 102.5 | WN.....WINSTON.....DN | 20.3 | E 83 W 81 | | f 8.05 236 | | | s 12.06PM | s 8.01 |
| | | f 2.40 | | | 4.18 | | 1179 | 107.2 |PLACER.....P | 15.6 | 83 | | 8.15 | | | f 12.18 4 | 8.10 |
| | | f 3.00 | | | 4.40 | | 1183 | 112.4 | U.....LOUISVILLE.....D | 10.4 | 83 | | 8.25 822 | | | f 12.28 | f 8.19 |
| | | s 3.30 | | | 5.10 | OY | 1189 | 118.4 | JN.....EAST HELENA.....DN | 4.4 | E 79 W 83 | | 8.35 | | | s 12.38 | s 8.30 222 |
| | | A 3.50PM | | | A 5.35AM | WCO TY | 1194 | 122.8 | HY.....HELENA.....DN | 0.0 | Yard | A 8.45AM s | | | | A 12.50PM | A 8.40PM |
| | | Ex. Sun. | Ex. Sun. | | Daily | Daily | | | | | | Daily | Daily | Daily | Daily | Daily | Daily |
| | | 8.35 | 8.25 | | 3.40 | 8.35 | | | Time Over Subdivision | | | 1.40 | 4.35 | 1.50 | 2.25 | 2.35 | 2.35 |
| | | 11.8 | 5.8 | | 13.3 | 14.3 | | | Average Speed Per Hour | | | 29.4 | 26.7 | 26.7 | 20.6 | 28.5 | 28.5 |

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 1½ 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 | | | | | | Water, Fuel, Sealer, Turn Tables and Wyes | Station Numbers | Distance from Livingston | Time Table No. 44 August 11, 1918 Succeeding No. 43 | | | | SECOND CLASS | | | | THIRD CLASS | | | |
|-------------|------------------------|-------------------|-------------------------|-------------------|---------------------|--|--------------------|--|--|-------|--------------|------------|--------------|--|--|--|-------------------------------|-------------------------|--|--|
| 236 | 222 | 220 | 42 | 4 | 2 | | | | STATIONS | | | | 652 | | | | 820 | 822 | | |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | | Telegraph Offices and Calls | | | | Freight | | | | Way Freight | Way Freight | | |
| Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | Daily | | | | Ex. Sun. | Ex. Sun. | | |
| | | A 11.55 AM s 1 | A 3.00 AM s | A 3.55 PM s 1 | A 1.02 AM s 11 | WCO TY | 1071 | 0.0 | VS.....LIVINGSTON.....DN 7.7 | 122.8 | Yard | A 10.00 AM | | | | | A 3.10 PM | | | |
| | | f 11.38 | 2.43 | 3.42 | 12.45 | W | 1080 | 7.7 |HOPPERS.....P 4.2 | 115.1 | 81 | 9.25 | | | | | f 2.35 | | | |
| | | f 11.30 | 2.33 | 3.33 | 12.37 | W | 1083 | 11.9 | MU.....MUIR.....DN 1.2 | 110.9 | 88 | 9.10 | | | | | f 2.20 | | | |
| | | f 11.25 | 2.28 | 3.28 | 12.32 | | 1084 | 13.1 | WS.....WEST END.....DN 3.3 | 109.7 | E 86 W 60 | 9.00 | | | | | f 2.10 | | | |
| | | s 11.14 | 2.16 | 3.17 | 12.25 | | 1088 | 16.4 | CD.....CHESTNUT.....D 2.8 | 106.4 | | 8.35 | | | | | s 1.48 | | | |
| | | 11.04 | 2.08 | 3.08 | 12.19 | | 1092 | 19.2 |GORDON.....P 5.6 | 103.6 | 56 | 8.10 | | | | | f 1.30 | | | |
| | | s 10.50 819 | s 1.53 41 | s 2.52 219 | s 12.05 AM WCO T | 1090 | 24.8 | BZ.....BOZEMAN.....DN Q. V. Ry. Track Connection 4.0 | 98.0 | 150 | 7.30 | | | | | | s 12.55 PM 11.55 AM 819 | | | |
| | | f 10.39 | 1.40 | 2.39 | 11.52 PM | | 1101 | 28.8 |STOREY.....P 5.5 | 94.0 | 83 | 6.45 | | | | | f 11.30 | | | |
| | | s 10.29 820 | s 1.27 | s 2.29 | 11.43 603 | W | 1106 | 34.3 | BA.....BELGRADE.....DN 5.0 | 88.5 | E 83 W 83 | 6.20 | | | | | s 10.54 10.05 220 | | | |
| | | s 10.19 | 1.12 | 2.18 819 | 11.32 651 | | 1111 | 39.3 |CENTRAL PARK.....P 4.4 | 83.5 | 83 | 5.44 3 | | | | | s 9.40 | | | |
| | | s 10.10 | s 1.04 | s 2.10 | 11.23 | | 1115 | 43.7 | MN.....MANHATTAN.....DN 5.3 | 79.1 | E 83 W 85 | 5.23 | | | | | s 9.15 8.45 | | | |
| | A 9.45 AM s 220-221 | A 11.00 PM 2 | L 10.00 AM s 221-236 | L 12.51 AM 603 | s 1.57 | WCO TY | 1120 | 49.0 | CH.....LOGAN.....DN 4.0 | 73.8 | Yard | L 4.45 AM | | | | | L 8.10 AM | A 4.00 PM 819-219 | | |
| | 9.36 | 10.46 | | | 1.47 | | 1125 | 53.0 |GALLATIN.....P 1.9 | 69.8 | 83 | | | | | | | f 3.25 | | |
| | s 9.32 | f 10.41 | | | 1.44 | | 1127 | 54.9 | RT.....TRIDENT.....D 4.0 | 67.9 | 83 | | | | | | | s 3.15 | | |
| | f 9.25 | 10.32 | | | 1.38 | | 1129 | 58.9 |REKAP.....P 4.4 | 63.9 | 83 | | | | | | | f 2.45 | | |
| | f 9.16 | f 10.22 | | | 1.32 | | 1135 | 63.3 |CLARKSTON.....P 6.0 | 59.5 | 84 | | | | | | | f 2.26 | | |
| | s 9.05 821 | s 10.10 | | | s 1.23 | W | 1141 | 69.3 | CJ.....LOMBARD.....DN C.M. & St. P. Track Connection 5.8 | 53.5 | 102 | | | | | | s 2.00 1.45 | | | |
| | 8.55 | f 9.58 | | | 1.12 822 | | 1147 | 75.1 |BREWER.....P 3.5 | 47.7 | 83 | | | | | | | f 1.12 4 | | |
| | s 8.49 | s 9.50 | | | f 1.06 | | 1150 | 78.6 | TS.....TOSTON.....D 6.0 | 44.2 | E 83 W 84 | | | | | | | s 12.45 12.05 PM | | |
| | f 8.38 | 9.40 | | | 12.57 | | 1156 | 84.6 |HOLKER.....P 5.1 | 38.2 | 86 | | | | | | | f 11.45 AM 821 | | |
| | s 8.29 | s 9.31 | | | s 12.49 821 | W C Y | 1161 | 89.7 | TN.....TOWNSEND.....DN 2.9 | 33.1 | E 83 W 83 | | | | | | | s 11.28 10.00 221 | | |
| | f 8.23 | 9.22 | | | 12.41 | | 1164 | 92.6 |LEWARK.....P 5.2 | 30.2 | 83 | | | | | | | f 9.35 | | |
| | f 8.14 | 9.13 | | | 12.33 | | 1170 | 97.8 |CLOW.....P 4.7 | 25.0 | 83 | | | | | | | f 9.20 | | |
| | s 8.05 3 | s 9.05 | | | f 12.26 | | 1175 | 102.5 | WN.....WINSTON.....DN 4.7 | 20.3 | E 83 W 81 | | | | | | | s 9.05 | | |
| | f 7.50 | 8.55 | | | 12.18 221 | | 1179 | 107.2 |PLACER.....P 5.2 | 15.6 | 83 | | | | | | | f 8.45 | | |
| | f 7.40 | f 8.44 | | | 12.07 PM | | 1183 | 112.4 | U.....LOUISVILLE.....D 6.0 | 10.4 | 83 | | | | | | | f 8.25 3 | | |
| | s 7.25 | s 8.30 235 | | | 11.54 AM | OY | 1189 | 118.4 | JN.....EAST HELENA.....DN 4.4 | 4.4 | E 79 W 83 | | | | | | | s 7.50 | | |
| | L 7.15 AM 822 | L 8.20 PM | | | L 11.45 AM | WCO T Y | 1194 | 122.8 | HY.....HELENA.....DN 0.0 | 0.0 | Yard | | | | | | | L 7.30 AM 235 | | |
| | Daily | Daily | Daily | Daily | Daily | | | | | | | Daily | | | | | Ex. Sun. | Ex. Sun. | | |
| | 2.30 | 2.40 | 1.55 | 2.09 | 4.10 | | | | Time Over Subdivision | | | 5.15 | | | | | 7.00 | 8.30 | | |
| | 29.5 | 28.5 | 25.5 | 23.5 | 29.2 | | | | Average Speed Per Hour | | | 9.3 | | | | | 10.4 | 11.7 | | |

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

FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 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

| THIRD CLASS | | | | SECOND CLASS | | | FIRST CLASS | | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Logan | Time Table No. 44 August 11, 1918 Succeeding No. 43 | | | | Distance from Butte | Car Capacity of Sidings | FIRST CLASS | | | | SECOND CLASS | | THIRD CLASS | | | | | | |
|------------------------|--|--|---|------------------------------------|-------------------------------------|--|----------------------|---------------------------|---------------------------|---------------------------|--|--------------------|------------------------|---|------|------|------------------------------------|--|-----------------------------------|-----------------------|--|---|-----------------------------|------------------------------|-----------|-------------|----------|---------|-------------------|--|--|--|
| | | | 825 | 651 | 225 | | 223 | 219 | 41 | 1 | | | | | | | | | | | | 2 | 42 | 220 | 224 | | 226 | 652 | 826 | | | |
| | | | Way Freight | Freight | Mixed | | Passenger | Passenger | Passenger | Passenger | | | | | | | | | | | | Passenger | Passenger | Passenger | Passenger | | Mixed | Freight | Way Freight | | | |
| | | | Tu., Th., Sat. | Daily | Ex. Sun. | | Daily | Daily | Daily | Daily | | | | | | | | | | | | Daily | Daily | Daily | Daily | | Ex. Sun. | Daily | Mo., We., Fri. | | | |
| | | | L 7.10 ^{AM} ₂₂₅ | L 1.00 ^{AM} ₄₂ | L 7.05 ^{AM} ₈₂₅ | | L 6.15 ^{AM} | L 4.50 ^{PM} | L 2.50 ^{AM} | L 5.55 ^{PM} | WCO TY | 1120 | 0.0 | CH.....LOGAN.....DN 6.6 | 71.0 | Yard | A 11.10 ^{PM} _s | A 12.36 ^{AM} _{s 651} | A 9.50 ^{AM} _s | A 1.45 ^{PM} | | A 2.15 ^{PM} | A 3.45 ^{AM} | A 2.55 ^{PM} | | | | | | | | |
| | | | 7.45 | 1.23 | s 7.35 | | s 6.25 | s 5.02 | f 3.01 | 6.03 | | T D 6 | 6.6 | KS....THREE FORKS.....D 5.9 | 64.4 | 83 | 11.00 | s 12.25 | s 9.35 | s 1.30 | | s 1.55 | 3.30 | 2.25 | | | | | | | | |
| | | | 8.25 | 1.50 | s 8.00 | | s 6.35 | s 5.16 | 3.12 652 | 6.13 | | T D 13 | 12.5 | CK....WILLOW CREEK.....D 6.7 | 58.5 | 83 | 10.52 | 12.13 | s 9.20 | s 1.16 | | s 1.35 | 3.12 41 | 1.55 | | | | | | | | |
| | | | 9.05 220 | 2.33 652 | A 8.35 ^{AM} ₂₂₀ | | s 6.46 | s 5.30 | 3.23 | 6.24 | W Y | T D 19 | 19.2 | SO.....SAPPINGTON.....DN C. M. & St. P. CROSSING Track Connection, Interlocked 3.6 | 51.8 | 84 | 10.42 | 12.03 ^{AM} | s 9.05 225-825 | s 1.03 226 | | L 1.15 ^{PM} ₂₂₄₋₈₂₆ | 2.33 651 | 1.25 226 | | | | | | | | |
| | | | | | | | f 6.53 | f | | | | T D 23 | 22.8 |HUBBARD..... 3.0 | 48.2 | | | | f | f 12.56 | | | | | | | | | | | | |
| | | | 9.35 | 2.55 | | | 6.58 | 5.43 | 3.37 | 6.35 | | T D 26 | 25.8 |CAVERN.....P 1.1 | 45.2 | 83 | 10.32 | 11.53 ^{PM} | 8.51 | 12.50 826 | | | 2.15 | 12.50 224 | | | | | | | | |
| | | | | | | | f 7.00 | f 5.46 | | | | T D 27 | 26.0 |LIME SPUR..... 4.4 | 44.1 | | | | f 8.49 | f 12.46 | | | | | | | | | | | | |
| | | | 10.20 | 3.20 | | | s 7.08 | s 5.55 | 3.47 | 6.45 | | T D 31 | 31.3 | CA.....CARDWELL.....D 7.0 | 39.7 | 83 | 10.23 | 11.42 | s 8.41 | s 12.38 | | | 1.55 | 12.01 ^{PM} | | | | | | | | |
| | | | 11.00 ^{AM} 12.25 ^{PM} 224 | 4.00 41 | | | s 7.22 | s 6.10 | s 4.00 651 | 7.00 | WCO TY | T D 38 | 38.3 | WH.....WHITEHALL.....DN 6.9 | 32.7 | 75 | 10.13 | s 11.30 | s 8.30 825 | s 12.25 825 | | | 1.13 | 11.30 ^{AM} 10 30 | | | | | | | | |
| | | | 1.00 | 4.40 | | | s 7.38 | s 6.26 | 4.20 | 7.18 | | T D 45 | 45.2 |PIPESTONE.....P 5.0 | 25.8 | 64 | 10.01 | f 11.18 | s 8.10 | s 12.09 ^{PM} | | | 12.35 | 9.58 | | | | | | | | |
| | | | 1.35 | 5.20 | | | f 7.56 220 | f 6.44 | 4.39 | 7.38 | W 1 1/2 M W | T D 50 | 50.2 | SR.....SPIRE ROCK.....DN 4.5 | 20.8 | 53 | 9.50 | 11.06 | f 7.56 223 | f 11.55 ^{AM} | | | 12 15 ^{AM} | 9.33 | | | | | | | | |
| | | | 2.15 | 6.20 | | | f 8.16 | f 7.07 | 4.56 | 7.58 | W | T D 55 | 54.7 |WELCH.....P 4.4 | 16.3 | 55 | 9.39 | 10.54 | f 7.45 | f 11.40 | | | 11.55 ^{PM} | 9.08 | | | | | | | | |
| | | | | | | | | f | | | | T D 59 | 59.1 |LEWIS..... 1.7 | 11.0 | | | | f | | | | | | | | | | | | | |
| | | | 2.55 | 7.31 220 | | | s 8.38 826 | s 7.30 | 5.20 | 8.20 | WY | T D 60 | 60.8 | HO.....HOMESTAKE.....DN 0.4 | 10.3 | 68 | 9.25 | f 10.40 | s 7.31 651 | s 11.25 | | | 11.30 | 8.38 223 | | | | | | | | |
| | | | 3.00 | 7.36 | | | 8.40 | 7.32 | 5.22 | 8.22 | | T D 61 | 61.2 |HIGHVIEW.....P 4.1 | 10.0 | 13 | 9.23 | 10.38 | 7.29 | 11.23 | | | 11.25 | 8.30 | | | | | | | | |
| | | | 3.20 | 8.00 826 | | | 8.50 | 7.46 | 5.32 | 8.37 | | T D 65 | 65.3 |SKONES.....P 4.1 | 5.7 | 60 | 9.08 | 10.20 | 7.17 | 11.05 | | | 11.05 | 8.00 651 | | | | | | | | |
| | | | 3.40 ^{PM} | A 8.30 ^{AM} | | | f 9.03 | f 7.58 | 5.42 | 8.50 2 | WCO TY | T D 70 | 69.4 | MT....M. U. TRANSFER...DN 1.6 | 1.6 | Yard | 8.55 | 10.05 | f 7.05 | f 10.50 | | | L 10.30 ^{PM} 42 | L 7.30 ^{AM} 220 | | | | | | | | |
| | | | | | | | A 9.15 ^{AM} | A 8.05 ^{PM} 2 | A 5.50 ^{AM} s | A 8.55 ^{PM} s | O | U O | 71.0 | W.....BUTTE.....DN | 0.0 | Yard | L 8.50 ^{PM} 1-219 | L 10.00 ^{PM} 652 | L 7.00 ^{AM} 826 | L 10.45 ^{AM} | | | | | | | | | | | | |
| | | | Tu., Th., Sat. | Daily | Ex. Sun. | | Daily | Daily | Daily | Daily | | | | | | | Daily | Daily | Daily | Daily | | Ex. Sun. | Daily | Mo., We., Fri. | | | | | | | | |
| | | | 8 30 | 7.30 | 1.30 | | 3.00 | 3.15 | 3.00 | 3 00 | | | | | | | 2.20 | 2.36 | 2.50 | 3.00 | | 1.00 | 5.00 | 7.25 | | | | | | | | |
| | | | 8.1 | 9.7 | 12.8 | | 23.6 | 21.8 | 23.6 | 23.7 | | | | | | | 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.
MANUAL BLOCK RULES GOVERN OPERATION BETWEEN WHITEHALL AND M. U. TRANSFER

Eastward trains will have Tunnel clearance before leaving Highview.

No. 1 will stop at Three Forks and Whitehall to let off passengers from Miles City and east.

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 Sacries Ranch and at public crossing three miles west of Cardwell.

Do not exceed fifteen miles per hour at public crossing in middle of M. U. Transfer Yard.

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.

Rule 317-A Book of Transportation Rules is modified to the extent that caution cards may be issued to any train either passenger or freight in the rear of other trains moving westward between Whitehall and Homestake and eastward M. U. Transfer and Homestake.

WESTWARD

FOURTH SUB-DIVISION—Rocky Fork Branch.

EASTWARD

| | | | | THIRD CLASS | | | FIRST CLASS | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Laurel | Time Table No. 44 August 11, 1918 Succeeding No. 43 | | | Distance from Red Lodge | Car Capacity of Sidings | FIRST CLASS | | | | THIRD CLASS | | | | | | | | |
|--|--|--|--|-----------------------------|-----------------------------|--|-------------|--|---------------------------|--|------------------------------|-------------------------|---|-----------|------------------------------|----------------------------|----------------------------|---------------------------|------------------------------|---------------------------|--|-------------|------------------------------|----------------------|--|--|--|--|--|--|
| | | | | 815 | 813 | | | | 211 | | | | 209 | 207 | STATIONS | | | 208 | 210 | 212 | | | 814 | 816 | | | | | | |
| | | | | Way Freight | Way Freight | | | | C.B. & Q 30 Passenger | | | | Passenger | Passenger | Telegraph Offices and Calls | | | Passenger | Passenger | C.B. & Q 20 Passenger | | | Way Freight | Way Freight | | | | | | |
| | | | | Ex. Sun. | Ex. Sun. | | | | Daily | | | | Ex. Sun. | Daily | | | | Daily | Ex. Sun. | Daily | | | Ex. Sun. | Ex. Sun. | | | | | | |
| | | | | L 7.00 ^{AM} 813 | L 6.50 ^{AM} 815 | | | | L 8.45 ^{AM} | L 4.05 ^{PM} 814 | L 9.45 ^{AM} | WOY | 972 | 0.0 | AU.....LAUREL.....DN 4.5 | 44.1 | Yard | A 4.45 ^{PM} s | A 10.35 ^{AM} s | A 7.25 ^{PM} s | | | A 3.50 ^{PM} 209 | A 2.30 ^{PM} | | | | | | |
| | | | | s 7.30 | s 7.05 | | | | 8.55 | f 4.15 | f 9.57 | | TA 8 | 4.5 |MASON..... 5.0 | 39.6 | 50 | f 4.35 | f 10.22 | 7.12 | | | s 3.30 | s 2.05 | | | | | | |
| | | | | A 8.00 ^{AM} s | s 7.25 | | | | A 9.05 ^{AM} s | A 4.25 ^{PM} 208 | s 10.10 210 | | TA 10 | 9.5 | RC.....SILESIA.....DN 2.6 | 34.6 | 70 | s 4.25 209 | L 10.10 ^{AM} 207 | L 7.00 ^{PM} | | | s 3.10 | L 1.40 ^{PM} | | | | | | |
| | | | | | f | | | | | | f 10.17 | | TA 12 | 12.1 |ROCKVALE..... 6.0 | 32.0 | 24 | f 4.14 | | | | | f | | | | | | | |
| | | | | | s 8.00 | | | | | | s 10.30 | W 1 1/2 mi. W | 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 | W 1 mi. E | TA 31 | 31.8 | RO.....ROBERTS.....D 6.3 | 12.3 | 60 | s 3.29 | | | | | s 1.26 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 10.40 ^{AM} | | | | | | A 11.50 ^{AM} 814 | WCOY | TA 44 | 44.1 | RG.....RED LODGE.....DN | 0.0 | Yard | L 3.00 ^{PM} | | | | | L 12.20 ^{PM} 207 | | | | | | | |
| | | | | Ex. Sun. | Ex. Sun. | | | | Daily | Ex. Sun. | Daily | | | | | | | Daily | Ex. Sun. | Daily | | | Ex. Sun. | Ex. Sun. | | | | | | |
| | | | | 1.00 | 3.50 | | | | .20 | .20 | 2.05 | | | | Time Over Subdivision | | | 1.45 | .25 | .25 | | | 3.30 | .50 | | | | | | |
| | | | | 9.5 | 10.7 | | | | 28.8 | 28.8 | 21.4 | | | | Average Speed Per Hour | | | 25.2 | 22.8 | 22.8 | | | 12.5 | 11.4 | | | | | | |

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.
 W3 engines will not go above tipple at Red Lodge.

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 | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Silesia | Time Table No. 44 August 11, 1918 Succeeding No. 43 | | | Distance from Bridger | Car Capacity of Sidings | FIRST CLASS | | | THIRD CLASS | | |
|-------------|---------------------------|--|---------------------------------|----------------------|------------------|--|-----------------|---|---|------|----------------------------|--------------------------|----------------------------|---------------------------|--------------------------|--|----------------|--|--|
| | 815 | | 211 | 209 | | | | | STATIONS | | | | | 210 | 212 | | 816 | | |
| | Way Freight | | C.B. & Q 30 Passenger | Passenger | | | | | Telegraph Offices and Calls | | | | | Passenger | C.B. & Q 29 Passenger | | Way Freight | | |
| | Ex. Sun. | | Daily | Ex. Sun. | | | | | | | | | | Ex. Sun. | Daily | | Ex. Sun. | | |
| | L 8.00 ^{AM} | | L 9.05 ^{AM} | L 4.30 ^{PM} | W 2 1/4 mi. W | T A 10 | 0.0 | RC.....SILESIA.....DN 4.3 | 19.5 | 70 | A 10.05 ^{AM} s | A 7.00 ^{PM} | | A 1.30 ^{PM} s | | | | | |
| | | | | 4.45 | W | T K 4 | 4.3 |GRAVEL PIT SPUR..... 2.4 | 15.3 | 8 | | | | | | | | | |
| | s 8.30 | | f 9.20 | s 4.52 | | T K 6 | 6.6 | GA.....EDGAR.....D 5.8 | 12.9 | 76 | s 9.49 | f 6.40 | | s 1.00 | | | | | |
| | s 8.50 9.35 210-211 | | A 9.35 ^{AM} 210-815 | s 5.10 | Y | T K 12 | 12.4 | FB.....FROMBERG.....DN JUNCTION C. B. & Q RY. 7.1 | 7.1 | 49 | s 9.35 815-211 | L 6.25 ^{PM} | | s 12.25 ^{PM} | | | | | |
| | A 10.30 ^{AM} | | | A 5.30 ^{PM} | W T | T K 19 | 19.5 | BX.....BRIDGER.....D | 0.0 | Yard | L 9.10 ^{AM} | | | L 11.45 ^{AM} | | | | | |
| | Ex. Sun. | | Daily | Ex. Sun. | | | | | | | Ex. Sun. | Daily | | Ex. Sun. | | | | | |
| | 2.20 | | .30 | 1.00 | | | | Time Over Subdivision | | | .55 | .35 | | 1.45 | | | | | |
| | 8.3 | | 24.8 | 19.5 | | | | Average Speed Per Hour | | | 19.0 | 24.0 | | 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 | Time Table No. 44 | | | | | | | | | | | |
|--------------|-------------|-----------------------------|--------|------|---|------|------|-----------|----------|--|--|--|--|
| 231 | 229 | August 11, 1918 | | | | | | | | | | | |
| Mixed | Passenger | Succeeding No. 43 | | | | | | | | | | | |
| Ex. Sun. | Sun. Only | STATIONS | | | | | | | | | | | |
| L 8.50AM | L 8.30AM | Telegraph Offices and Calls | | | | | | | | | | | |
| | | WCY | T D 38 | 0.0 | WH.....WHITEHALL.....DN 2.0 | 45.3 | Yard | A 5.55PM | A 5.50PM | | | | |
| | | | | 2.0 | ...C. M. & St. P. CROSSING... 2.3 | 43.3 | | | | | | | |
| s 9.05 | s 8.39 | | T J 4 | 4.3 | Track Connection Interlocked.....RENOVA..... 5.5 | 40.0 | 5 | s 5.45 | s 5.25 | | | | |
| f 9.20 | f 8.53 | | T J 10 | 9.8 |LOOMONT..... 1.7 | 35.5 | 25 | f 5.32 | f 5.00 | | | | |
| s 9.30 | s 8.57 | | T J 11 | 11.5 | WA.....WATERLOO.....D 4.2 | 33.8 | 35 | s 5.27 | s 4.55 | | | | |
| s 9.45 | s 9.07 | | T J 16 | 15.7 |SILVER STAR..... 3.6 | 29.6 | 3 | s 5.17 | s 4.40 | | | | |
| f 9.58 | f 9.15 | | T J 19 | 19.3 |IRON ROD..... 6.9 | 26.0 | 25 | f 5.09 | f 4.20 | | | | |
| s 10.27 | s 9.31 | | T J 26 | 26.2 | TB.....TWIN BRIDGES.....D 9.1 | 19.1 | 25 | s 4.52 | s 4.05 | | | | |
| s 11.10 | s 9.52 | W | T J 35 | 35.3 | SD.....SHERIDAN.....D 7.9 | 10.0 | 14 | s 4.30 | s 3.28 | | | | |
| s 11.46 | s 10.10 | | T J 43 | 43.2 |LAURIN..... 2.1 | 2.1 | 4 | s 4.12 | s 3.07 | | | | |
| A 12.01PM | A 10.15AM | Y | T J 45 | 45.3 | AD.....ALDER.....D | 0.0 | 45 | L 4.05PM | L 3.00PM | | | | |
| 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 | | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance | Time Table No. 44 August 11, 1918 Succeeding No. 43 | | | | Distance | Car Capacity of Sidings | 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 | 9.5 | 20.6 | 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 | 20.6 | NO.....NORRIS.....D | | 0.0 | 20 | L 10.50AM | | | | | | | |
| | L 11.25AM | | | T E 9 | 0.0 | HA.....HARRISON.....D | 6.3 | 6.3 | 15 | | A 12.25PM | | | | | | |
| | A 11.50AM 228 | | | T I 6 | 6.3 | PY.....PONY.....D | | 0.0 | 15 | | L 12.01PM 227 | | | | | | |
| | Ex. Sun. | Ex. Sun. | | | | | | | | | | | | | | | |
| | .25 | 1.15 | | | | Time Over Subdivision | | | | | 1.10 | .24 | | | | | |
| | 15.1 | 10.4 | | | | Average Speed Per Hour | | | | | 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

| | | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from G. N. Transfer | Time Table No. 44 | | Distance from Queen Siding | Car Capacity of Siding | | | | |
|--|--|-------------------|--------|--|------------------------|---------------------------------|--------------------------|----|-------------------------------|---------------------------|--|--|--|--|
| | | August 11, 1918 | | | | | | | | | | | | |
| | | Succeeding No. 43 | | | | | | | | | | | | |
| | | STATIONS | | | | | | | | | | | | |
| | | | | Telegraph Offices and Calls | | | | | | | | | | |
| | | | | | | 0.0 |G. N. TRANSFER..... | | 18.2 | | | | | |
| | | | | | | | 2.6 | | | | | | | |
| | | WCY | T F 33 | 2.6 |BOULDER.....D | | 15.6 | 75 | | | | | | |
| | | | | | | 3.3 | | | | | | | | |
| | | | T H 3 | 5.9 |HOT SPRINGS..... | | 12.3 | | | | | | | |
| | | | | | | 5.4 | | | | | | | | |
| | | | T H 9 | 11.3 |FINN..... | | 6.9 | 15 | | | | | | |
| | | | | | | 6.9 | | | | | | | | |
| | | W 14 E 15 | T H 16 | 18.2 |QUEEN SIDING..... | | 0.0 | 5 | | | | | | |

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. 44 August 11, 1918 Succeeding No. 43 | | | | 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 | | Y | T M 23 | 0.0 |WILSALL.....DP | 2.8 | 22.7 | 44 | A 9.55AM | A 10.30AM | | | | | | | | |
| s 11.25 | | s 12.34 | | | T M 20 | 2.8 |SHIELDS..... | 5.2 | 19.9 | 36 | 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 1.00PM s | | A 1.30PM s | | | 1005 | 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

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 | | | FIRST CLASS | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Livingston | Time Table No. 44 August 11, 1918 Succeeding No. 43 | | | Distance from Gardiner | Car Capacity of Siding | FIRST CLASS | | SECOND CLASS | |
|--------------|-------------------|-----------|------------------|--------------|--|-----------------|----------------------------------|---|-----------------------------|------------------|---------------------------|---------------------------|-------------|------------------|--------------|--|
| | 823 | 233 | 217 | | | | | | STATIONS | 218 | | | 234 | 824 | | |
| | Way Freight | Passenger | Passenger | | | | | | Telegraph Offices and Calls | Passenger | | | Passenger | Way Freight | | |
| | Mo., We., Fri. | Daily | Daily | | | | | | | Daily | | | Daily | Mo., We. Fri. | | |
| | L 6.00AM | L 4.20PM | L 9.25AM | WCO TY | 1071 | 0.0 | VS.....LIVINGSTON.....DN 10.3 | 54.1 | Yard | A 1.45PM | A 9.30PM | A 2.00PM | | | | |
| | f 6.30 | f 4.40 | 9.45 | | T B 10 | 10.3 |BRISBIN..... 4.2 | 43.8 | 23 | f 1.23 | 9.05 | f 1.35 | | | | |
| | f 6.47 | f 4.50 | 9.53 | | T B 14 | 14.5 |TRAIL CREEK..... 2.6 | 39.6 | 3 | f 1.17 | 8.55 | f 1.22 | | | | |
| | f 6.57 | s 4.58 | f 10.00 | | T B 17 | 17.1 |PRAY..... 3.2 | 37.0 | 7 | s 1.11 824 | f 8.49 | f 1.11 218 | | | | |
| | f 7.09 | f 5.04 | 10.05 | | T B 20 | 20.3 |CHICORY..... 2.9 | 33.8 | 17 | f 1.04 | 8.41 | f 12.42 | | | | |
| | s 7.19 | s 5.11 | s 10.12 | W M. E | T B 23 | 23.2 | RA.....EMIGRANT.....D 7.6 | 30.9 | 7 | s 12.57 | s 8.34 | s 12.30 | | | | |
| | f 7.50 | f 5.28 | 10.28 | | T B 31 | 30.8 |DAILEY..... 6.7 | 23.3 | 29 | f 12.40 | 8.16 | f 12.01PM | | | | |
| | f 8.15 | s 5.40 | 10.40 | | T B 37 | 37.5 |CARBELL..... 2.8 | 16.6 | 3 | s 12.28 | 8.03 | f 11.42AM | | | | |
| | f 8.27 | f 5.50 | 10.50 | W | T B 41 | 40.3 |SPHINX..... 6.4 | 13.8 | 24 | f 12.20 | 7.55 | f 11.35 | | | | |
| | s 8.40 | s 6.03 | 11.02 | | T B 46 | 40.7 |CORWIN SPRINGS..... 2.4 | 7.4 | 4 | s 12.05PM | 7.38 | s 11.18 | | | | |
| | s 8.50 | s 6.13 | 11.11 824 | W 1 mi. W | T B 49 | 49.1 |ELECTRIC..... 2.9 | 5.0 | 5 | s 11.57AM | 7.29 | s 11.11 217 | | | | |
| | f 9.06 | f 6.22 | 11.19 | | T B 52 | 52.0 |DEEVER..... 2.1 | 2.1 | 3 | f 11.51 | 7.22 | f 10.55 | | | | |
| | A 9.30AM | A 6.30PM | A 11.25AM 218 | Y | T B 54 | 54.1 | GD.....GARDINER.....D | 0.0 | 40 | L 11.45AM 217 | L 7.15PM | L 10.50AM | | | | |
| | Mo., We., Fri. | Daily | Daily | | | | | | | Daily | Daily | Mo., We. Fri. | | | | |
| | 3.30 | 2.10 | 2.00 | | | | Time Over Subdivision | | | 2.0 | 2.15 | 3.10 | | | | |
| | 15.4 | 25.0 | 27.0 | | | | Average Speed Per Hour. | | | 27.0 | 24.0 | 17.1 | | | | |

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

Nos. 233 and 218 will stop on flag at Bottler's Crossing located between mile posts 26 and 27.
 No. 217 has right over No. 218, No. 233 has right over No. 234 and No. 823 has right over No. 824, Livingston to Gardiner.

WESTWARD

TWELFTH SUB-DIVISION
(CAMP CREEK BRANCH)

EASTWARD

| | | | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Manhattan | Time Table No. 44 | | Distance from Ancney | Car Capacity of Sidings | | | | |
|--|--|--|--|--|-----------------|----------------------------|------------------------------------|------|-------------------------|----------------------------|--|--|--|--|
| | | | | | | | August 11, 1918 | | | | | | | |
| | | | | | | | Succeeding No. 43 | | | | | | | |
| | | | | | | | STATIONS | | | | | | | |
| | | | | Telegraph Offices and Calls | | | | | | | | | | |
| | | | | Y | 1115 | 0.0 | MN MANHATTAN DN | 15.2 | 150 | | | | | |
| | | | | | | 2.0 | G. V. Ry. CROSSING | 13.2 | | | | | | |
| | | | | | | 1.3 | | | | | | | | |
| | | | | TR 3 | 3.3 | | WHITE | 11.9 | 7 | | | | | |
| | | | | | | 1.5 | | | | | | | | |
| | | | | TR 5 | 4.8 | | BUELL | 10.4 | 7 | | | | | |
| | | | | | | 2.2 | | | | | | | | |
| | | | | W | TR 7 | 7.0 | AMSTERDAM | 8.2 | 17 | | | | | |
| | | | | | | 1.2 | | | | | | | | |
| | | | | | TR 8 | 8.2 | WALRATH | 7.0 | 3 | | | | | |
| | | | | | | 2.3 | | | | | | | | |
| | | | | | TR 10 | 10.5 | ARNOLD | 4.7 | 9 | | | | | |
| | | | | | | 1.5 | | | | | | | | |
| | | | | | TR 12 | 12.0 | VINCENT | 3.2 | 9 | | | | | |
| | | | | | | 3.2 | | | | | | | | |
| | | | | Y | TR 15 | 15.2 | ANCENBY | 0.0 | 16 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | Time Over Subdivision | | | | | | | |
| | | | | | | | Average Speed Per Hour | | | | | | | |

**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 |
|-------------|------------|

**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 " |

**ELEVENTH SUB-DIVISION.
DISTANCE FROM BOULDER**

| | |
|---------------|-----------|
| Menzemer..... | 1.5 Miles |
|---------------|-----------|

**TWELFTH SUB-DIVISION.
DISTANCE FROM MANHATTAN**

| | |
|---------------|-----------|
| Westlake..... | 9.1 Miles |
|---------------|-----------|

AUTHORIZED SURGEONS.

Location of Stretcher—(S)

DR. GEO. M. JENNINGS, Chief Surgeon, Central Dist., Missoula
DR. P. A. REMINGTON, Asst. Surgeon, Missoula Hospital, Missoula (S)
DR. R. H. BEACH, Chief Surgeon Yellowstone Dist., Glendive
DR. J. A. DONOVAN, Oculist, Butte
DR. D. CAMPBELL, Butte (S)
DR. W. R. MORRISON, Oculist, Billings
DR. H. E. ARMSTRONG, Consulting Physician and Surgeon, Billings.

DR. S. A. COONEY, Helena (S)
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. J. A. SACRY, Harrison
DR. J. F. BLAIR, Bozeman (S)
DR. W. J. KREES, Belgrade.
DR. B. L. PAMPEL, Livingston (S)
DR. J. E. STUART, Livingston (S)
DR. C. C. CRAVEN, Clyde Park.
DR. D. CLAIBORN, Big Timber (S)
DR. W. P. SMITH, Columbus.
DR. L. C. MELVIN, Reed Point

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. E. M. FARR, Asst. Surgeon, 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. | | | | | 9 |
| 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.

RULE 10. First class trains running against the current of traffic on double track must move within yard limit prepared to stop unless the main track is seen or known to be clear.

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, and between LIVINGSTON and LAUREL.

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 Train-master'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.

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 exceed 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..... | ½ 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..... | ½ Mile West M. P. 15 |
| "..... | ½ Mile West M. P. 18 |
| Young's Point..... | East End Sugar Beet Track |
| 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

| | | LIMIT OF LOAD--MEASUREMENT | | | | | | | | | | | | | | | | | | 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 | Max. Height |  |  | Max. Width |
| 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" | 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" | 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 ½ 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" | 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" | 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" | 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" | 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" | 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" | 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" | 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" | 11'-6" | |

C. G. MITCHELL,
Trainmaster.

J. J. SEXTON,
Trainmaster.

D. A. MACMILLAN,
Trainmaster.

H. P. RIGGS,
Chief Dispatcher.

