

United States Railroad Administration

W. D. HINES, Director General of Railroads

NORTHERN PACIFIC RAILROAD

MONTANA DIVISION

TIME 44B TABLE

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

SUNDAY, JUNE 1, 1919.

For the Government of Employees only. The Railroad 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,
Assistant General Manager.

A. V. BROWN,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

T. F. LOWRY,
Superintendent.

FIRST SUB-DIVISION.
(MAIN LINE)

THIRD CLASS				SECOND CLASS						Time Table No. 44B June 1, 1919 Succeeding No. 44A										FIRST CLASS											
			817						651	603	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Billings	STATIONS		Distance from Livingston	Car Capacity of Sidings	1	3	41	43	207	209	211	219		205				
		Way Freight						Freight	Freight									Telegraph Offices and Calls			Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger	CB & Q 30 Passenger	Passenger		CB & Q 10 Passenger
		Tu. Thu. Sat.						Daily	Daily													Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		Daily
			L 7.10AM					L 11.15AM 219	8.20AM 12.05PM 207-210 211-219		WCO TY	956	0.0	S.....BILLINGS.....DN 7.6	115.7	Yard	L 12.48PM	L 12.30AM	L 10.00PM	L 8.25AM 211	L 9.15AM	L 3.30PM	L 8.15AM 43	L 10.25AM		L 1.30AM					
									7.58			964	7.6	.....YEGEN.....P 4.5	108.1	E 99 W 99	1.00	12.43	10.15	8.42	f 9.30	f 3.47	8.28	10.39		1.44				
									8.12			968	12.1	GN.....MOSSMAIN JUNCTION G. N. R.V. 2.0	103.6		1.10	12.50	10.22	A 8.55AM	f 9.38	f 3.57	8.35	10.48		1.57					
												971	14.1	KD....LAUREL YARD.....DN 1.2	101.6	Yard	1.14	12.55	10.26		9.41 603	4.00	8.40 603	10.52 603-651		2.00					
			7.15					11.20	12.19			972	15.3	AU.....LAUREL.....DN 4.1	100.4	Yard	1.17	12.57	s 10.30		A 9.45AM s	A 4.05PM s 220	A 8.45AM	s 10.56 210		A 2.05AM					
			f 7.35					11.40AM	12.37			976	19.4	.....SPURLING.....P 3.6	96.3	99	1.24	1.04	10.39					11.06						
			s 7.50					12.11PM	12.52			979	23.0	RK.....PARK CITY.....DN 4.6	92.7	E 82 W 99	1.30	1.10	f 10.45					s 11.14							
			s 8.10					12.38	1.09	W		983	27.6	.....YOUNG'S POINT.....P 4.5	88.1	99	1.36	1.18	10.54					f 11.22						
			s 8.35					12.53	1.30			989	32.1	.....RAPIDS.....P 2.9	83.6	99	1.43	1.25	11.02					f 11.30						
			f 8.48					1.03	1.47 1			992	35.0	.....MISKO.....P 5.7	80.7	99	1.47 603	1.30	11.07					11.34						
			s 9.15 9.50					1.20	2.08 818	W		996	40.7	CO.....COLUMBUS.....DN 4.8	75.0	E 81 W 99	1.56 818	s 1.40	s 11.19					s 11.43							
			s 10.13					1.45 818	2.42 220			1001	45.5	.....WATAGA.....P 3.5	70.2	99	2.05	1.48	11.27					11.52						
			10.28					2.10 1	2.56			1005	49.0	ME.....MERRILL.....D 4.9	66.7	99	2.10 651	1.54	11.33					f 11.59AM							
			f 10.48					2.27 220	3.15			1010	53.9	.....ONEIDA.....P 3.4	61.8	99	2.17	2.03	11.41					12.07PM						
			s 11.05					2.45	3.29	W		1014	57.3	RN.....REED POINT.....DN 5.0	58.4	E 99 W 83	2.23 220	2.10	f 11.48					s 12.14 818							
			s 11.25					3.07	3.47			1019	62.3	.....QUEBEC.....P 3.5	53.4	99	2.31	2.19	11.57PM					f 12.25						
			f 11.40					3.20	4.00			1022	65.8	.....PATCUM.....P 4.8	49.9	99	2.37	2.28 2	12.03AM					12.31						
			s 11.59AM 12.10PM					3.38	4.18	W C		1026	70.6	GC.....GREYCLIFF.....DN 5.0	45.1	E 99 W 99	2.45	2.36	12.12					s 12.40							
			f 12.39					4.00	4.35			1031	75.6	.....REYNOLDS.....P 5.6	40.1	99	2.52	2.44	12.21					12.50						
			s 1.00 1.33 219-220					4.25	4.59 4	W		1037	81.2	BD.....BIG TIMBER.....DN 5.2	34.5	E 83 W 99	3.03	s 2.55	s 12.33					s 1.00 817							
			f 1.52					4.51 4	5.25			1043	86.4	.....DEHART.....P 4.9	29.3	99	3.13	3.05	12.44					f 1.17 220						
			f 2.10					5.15	5.45			1047	91.3	.....CARNEY.....P 4.9	24.4	99	3.19	3.13	12.52					f 1.25						
			s 2.35					5.35	6.10	W		1051	96.2	SX.....SPRINGDALE.....DN 6.4	19.5	E 99 W 83	3.28	s 3.23	s 1.00					s 1.33							
			f 2.55					6.00	6.40			1058	102.6	.....ELTON.....P 7.5	13.1	99	3.39	3.35 42	1.10					f 1.44						
			f 3.20					6.30	7.15			1065	110.1	MS.....MISSION.....DN 5.6	5.6	E 99 W 83	3.52	3.47	1.22 2					1.56							
			A 3.45PM 4					A 7.00PM 4	A 7.40PM 4	WCO TY		1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard	A 4.05PM 4	A 4.00AM 4	A 1.35AM 4					A 2.05PM 4							
			Tu. Thu. Sat.					Daily	Daily								Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		Daily					
			8.35					7.45	12.20								8.17	8.30	3.35	.30	.30	.35	.30	8.40		.35					
			11.8					13.1	13.5								35.2	33.0	32.2	24.2	30.6	26.2	30.6	31.5		26.2					
														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 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.

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.

SECOND SUB-DIVISION
(MAIN LINE)

THIRD CLASS				SECOND CLASS				Time Table No. 44B June 1, 1919 Succeeding No. 44A										FIRST CLASS														
			821	819				651	603	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Livingston	STATIONS		Distance from Helena	Car Capacity of Sidings	1	3	41	219	221	235										
			Way Freight	Way Freight				Freight	Freight				Telegraph Offices and Calls	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger											
			Ex. Sun.	Ex. Sun.				Daily	Daily					Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				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 1.45AM	L 2.15PM													
				f 8.00				9.25	9.50	W	1080	7.7	.....HOPPERS.....P	115.1	81	4.37	4.35	2.07	f 2.40												
				f 8.30				9.50	10.15	W	1083	11.9	MU.....MUIR.....DN	110.9	88	4.50	4.50	2.20	f 2.55													
				f 8.40				10.00	10.25		1084	13.1	WS.....WEST END.....DN	109.7	E 88 W 60	4.55	4.55	2.25	f 3.00													
				s 9.00				10.15	10.40		1088	16.4	CD.....CHESTNUT.....D	106.4		5.02	5.02	2.32	s 3.10													
				f							1092	18.2	.....GORDON.....P	103.6																	
				s 9.30 10.10				10.45	11.10	WCOT	1096	24.8	BZ.....BOZEMAN.....DN	98.0	150	s 5.15	s 5.20	s 2.53	s 3.35													
				f 10.39 220				11.00	11.24		1101	28.8	.....STOREY.....P	94.0	83	5.22	5.27	3.01	f 3.44												
				s 10.54 11.45AM 820				11.17	11.43PM	W	1106	34.3	BA.....BELGRADE.....DN	88.5	E 83 W 83	5.30	s 5.36	f 3.11	s 3.56													
				s 12.10PM				11.32	12.02AM		1111	39.3	.....CENTRAL PARK.....P	83.5	83	5.38	5.44	3.20	s 4.10												
				s 12.30 1.10				11.53PM	12.15		1115	43.7	MN.....MANHATTAN.....DN	79.1	E 83 W 85	5.44	s 5.50	f 3.33	s 4.25													
				L 7.15AM				A 12.15AM	12.35	WCO TY	1120	49.0	CH.....LOGAN.....DN	73.8	Yard	A 5.55PM	s 6.00 6.05	A 3.43AM	A 4.40PM	L 10.15AM	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	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 10.29 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					2.50	W C Y	1161	89.7	TN.....TOWNSEND.....DN	33.1	E 83 W 83		f 7.30			s 11.32 822	s 7.28											
				f 1.25					3.05		1164	92.6	.....LEWARK.....P	30.2	83		7.38			f 11.39	f 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	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			A 12.50PM	A 8.40PM											
				Ex. Sun.				Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
				8.35				3.40	8.35							1.40	4.35	1.58	2.25	2.35	2.35											
				11.8				13.3	14.3							29.4	26.7	24.9	20.2	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 Helena, 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. 44B		Distance from Helena	Car Capacity of Siding	SECOND CLASS						THIRD CLASS			
236	222	220	42	4	2	June 1, 1919 Succeeding No. 44A							820	822												
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS		Telegraph Offices and Calls					Way Freight	Way Freight												
Daily	Daily	Daily	Daily	Daily	Daily								Ex. Sun.	Ex. Sun.												
		A 11.55 AM s 1	A 3.00 AM s 1	A 3.55 PM s 1	A 1.02 AM s 1	WCO TY	1071	0.0	VS.....LIVINGSTON.....DN	122.8	Yard					A 3.10 PM										
		f 11.38	2.43	3.42	12.45	W	1080	7.7	.....HOPPERS.....P	115.1	81					f 2.35									
		f 11.30	2.33	3.33	12.37	W	1083	11.9	MU.....MUJR.....DN	110.9	88					f 2.20										
		f 11.25	2.28 41	3.28	12.32		1084	13.1	WS.....WEST END.....DN	109.7	E 86 W 60					f 2.10										
		s 11.14	2.16	3.17	12.25		1088	16.4	CD.....CHESTNUT.....D	106.4						s 1.48										
		11.04	2.08	3.08	12.19		1092	19.2	.....GORDON.....P	103.6	56					f 1.30									
		s 10.50	s 1.53	s 2.52 219	s 12.05 AM	WCO TY	1096	24.8	BZ.....BOZEMAN.....DN	98.0	150					s 12.55 PM 11.55 AM										
		f 10.39 819	1.40	2.39	11.52 PM		1101	28.8	.....STOREY.....P	94.0	83					f 11.30									
		s 10.29 820	s 1.27	s 2.29	11.43 603	W	1106	34.3	BA.....BELGRADE.....DN	88.5	E 83 W 83					s 10.54 10.05 220-819										
		s 10.19	1.12	2.18	11.32 651		1111	39.3	.....CENTRAL PARK.....P	83.5	83					s 9.40									
		s 10.10	s 1.04	s 2.10	11.23		1115	43.7	MN.....MANHATTAN.....DN	79.1	E 83 W 85					s 9.15 8.45										
A 9.45 AM s 220-221	A 11.00 PM s 2	L 10.00 AM s 221-236	L 12.51 AM s 603	s 1.57 819	L 11.12 PM s 222	WCO TY	1120	49.0	CH.....LOGAN.....DN	73.8	Yard					L 8.10 AM s 819-219	A 4.00 PM									
9.36	10.46			1.47			1125	53.0	.....GALLATIN.....P	69.8	83					f 3.25									
s 9.32	f 10.41			1.44			1127	54.9	RT.....TRIDENT.....D	67.9	83					s 3.15										
f 9.25	10.32			1.38			1129	58.9	.....REKAP.....P	63.9	83					f 2.45									
f 9.16	f 10.22			1.32			1135	63.3	.....CLARKSTON.....P	59.5	84					f 2.26									
s 9.05 821	s 10.10			s 1.23		W	1141	69.3	CJ.....LOMBARD.....DN	53.5	102					s 2.00 1.45										
8.55	f 9.58			1.12 822			1147	75.1	.....BREWER.....P	47.7	83					f 1.12 4									
s 8.49	s 9.50			f 1.06			1150	78.6	TS.....TOSTON.....D	44.2	E 83 W 84					s 12.45 12.05 PM										
f 8.38	9.40			12.57			1156	84.6	.....HOLKER.....P	38.2	86					f 11.45 AM 821									
s 8.29	s 9.31			s 12.49 821		WCO TY	1161	89.7	TN.....TOWNSEND.....DN	33.1	E 83 W 83					s 11.32 10.00 221										
f 8.23	9.22			12.41			1164	92.6	.....LEWARK.....P	30.2	83					f 9.35									
f 8.14	9.13			12.33			1170	97.8	.....CLOW.....P	25.0	83					f 9.20									
s 8.05 3	s 9.05			f 12.26			1176	102.5	WN.....WINSTON.....DN	20.3	E 83 W 81					s 9.05										
f 7.50	8.55			12.18 221			1179	107.2	.....PLACER.....P	15.6	83					f 8.45									
f 7.40	f 8.44			12.07 PM			1183	112.4	U.....LOUISVILLE.....D	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	E 79 W 83					s 7.50										
L 7.15 AM 822	L 8.20 PM			L 11.45 AM		WCO TY	1194	122.8	HV.....HELENA.....DN	0.0	Yard					L 7.30 AM 236										
Daily	Daily	Daily	Daily	Daily	Daily											Ex. Sun.	Ex. Sun.									
2.30	2.40	1.55	2.09	4.10	1.50				Time Over Subdivision							7.00	8.30									
29.5	27.6	25.5	22.7	29.4	26.7				Average Speed Per Hour							10.4	12.2									

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 HELENA 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 Montell's 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, Stages, Turn Tables and Wyes	Station Numbers	Distance from Logan	Time Table No. 44B June 1, 1919 Succeeding No. 44A				Distance from Butte	Car Capacity of Siding	FIRST CLASS				SECOND CLASS		THIRD CLASS				
825				651	225		223	219	41	1				STATIONS						2	42	220	224	226	826					
Way Freight				Freight	Mixed		Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls						Passenger	Passenger	Passenger	Passenger	Mixed	Way Freight					
Tu., Th., Sat.				Daily	Ex. Sun.		Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Ex. Sun.	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 3.48 ^{AM}	L 5.55 ^{PM}				WCO TY						11.10 ^{PM}	A 12.36 ^{AM} 651	A 9.50 ^{AM}	A 1.45 ^{PM}	A 2.15 ^{PM}	A 2.55 ^{PM}					
			7.45	1.23	s	7.35	s 6.25	s 5.02	f 4.00	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				2.25					
			8.25	1.50	s	8.00	s 6.35	s 5.16	4.11	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				1.55					
			9.05 ^{PM} 220	2.33	A	8.35 ^{AM} 220	s 6.46	s 5.30	4.22	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 ^{PM} 225-825	s 1.03 ^{PM} 226	L 1.15 ^{PM} 224-826				1.25 ^{PM} 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	4.35	6.35		T D 26	25.8	.....CAVERN.....P 1.1	45.2	83	10.32	11.53 ^{PM}	8.51	12.50 ^{PM} 826					12.50 ^{PM} 224				
							f 7.00	f 5.46				T D 27	26.9	.....LIME SPUR..... 4.4	44.1				f 8.49	f 12.46									
			10.20	3.20			s 7.08	s 5.55	4.45	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					12.01 ^{PM}					
			11.00 ^{AM} 12.25 ^{PM} 224	4.00			s 7.22	s 6.10	s 5.00	7.00	WCY	T D 38	38.3	WH.....WHITEHALL.....DN C. M. & St. P. CROSSING Track Connection. Interlocked	32.7	75	10.13	s 11.30	8.30 ^{PM} 8.25	s 12.25 ^{PM} 825				11.30 ^{AM} 10.30						
			1.00	4.40			s 7.38	s 6.26	5.20	7.18		T D 45	45.2	.....PIESTONE.....P 5.0	25.8	64	10.01	f 11.18	s 8.10	s 12.09 ^{PM}					9.58				
			1.35	5.39 ^{PM} 41			f 7.56 ^{PM} 220	f 6.44	5.39 ^{PM} 651	7.38	W 1 ^{PM} M W	T D 50	50.2	SR.....SPIRE ROCK.....DN 4.5	20.8	53	9.50	11.06	f 7.56 ^{PM} 223	f 11.55 ^{AM}					9.33					
			2.15	6.30			f 8.16	f 7.07	5.56	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					9.08				
								f				T D 59	59.1	.....LEWIS..... 1.7	11.9				f										
			2.55	7.31 ^{PM} 220			s 8.38 ^{PM} 826	s 7.30	6.20	8.20	WY	T D 60	60.8	HO.....HOMESTAKE.....DN 0.4	10.3	68	9.25	f 10.40	s 7.31 ^{PM} 651	s 11.25					8.38 ^{PM} 223					
			3.00	7.36			8.40	7.32	6.22	8.22		T D 61	61.2	.....HIGHVIEW.....P 4.1	10.0	13	9.23	10.38	7.29	11.23					8.30				
			3.20	8.00 ^{PM} 826			8.50	7.46	6.32	8.37		T D 65	65.3	.....SKONES.....P 4.1	5.7	60	9.08	10.20	7.17	11.05					8.00 ^{PM} 651				
			A 3.40 ^{PM}	A 8.30 ^{AM}			f 9.03	f 7.58	6.42	8.50 ^{PM} 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 7.30 ^{AM} 220					
							A 9.15 ^{AM}	A 8.05 ^{PM} 2	A 6.50 ^{AM}	A 8.55 ^{PM}	O	U O	71.0	W.....BUTTE.....DN	0.0	Yard	L 8.50 ^{PM} 1-219	L 10.00 ^{PM}	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.			Mo., We., Fri.					
			8.30	7.30	1.30		3.00	3.15	3.02	3.00				Time Over Subdivision			2.20	2.36	2.50	3.00	1.00			7.25						
			10.0	9.4	12.8		23.1	21.8	23.4	23.6				Average Speed Per Hour			30.4	27.2	25.0	23.6	19.2			11.0						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 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.
Rules 317-A and 376, Book of Transportation Rules are 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, Sealer, Turn Tables and Wyes	Station Numbers	Distance from Laurel	Time Table No. 44B June 1, 1919 Succeeding No. 44A				Distance from Red Lodge	Car Capacity of Siding	FIRST CLASS				THIRD CLASS											
815		813		205		211		209					207		STATIONS				208		210		212		206		814		816					
Way Freight		Way Freight		C.B. & Q. 10 Passenger		C.B. & Q. 30 Passenger		Passenger					Passenger		Telegraph Offices and Calls				Passenger		Passenger		C.B. & Q. 29 Passenger		C. B. & Q. 9 Passenger		Way Freight		Way Freight					
Ex. Sun.		Ex. Sun.		Daily		Daily		Ex. Sun.					Daily						Daily		Ex. Sun.		Daily		Daily		Ex. Sun.		Ex. Sun.					
	L 7.00 ^{AM} ₈₁₃	L 6.50 ^{AM} ₈₁₅		L 2.05 ^{AM}	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 8.10 ^{PM} _s	A 11.42 ^{PM}		A 3.50 ^{PM} ₂₀₉	A 2.30 ^{PM}													
	s 7.30	s 7.05		2.15	8.55	f 4.15	f 9.57		TA 8	4.5	.....MASON.....	5.0	39.6	50	f 4.35	f 10.22	7.57	11.30		s 3.30	s 2.05												
	A 8.00 ^{AM} _s	s 7.25		A 2.25 ^{AM} _s	A 9.05 ^{AM} _s	A 4.25 ^{PM} _s ₂₀₈	A 10.10 ^{PM} ₂₁₀		TA 10	9.5	RC.....SILESIA.....DN	2.6	34.6	70	s 4.25 ₂₀₉	L 10.10 ^{AM} ₂₀₇	L 7.45 ^{PM}	L 11.20 ^{PM}		s 3.10	L 1.40 ^{PM}													
							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} ₈₁₄					A 11.50 ^{AM} ₈₁₄	WCOY	TA 44	44.1	RC.....RED LODGE.....DN	0.0	0.0	Yard	L 3.00 ^{PM}					L 12.20 ^{PM} ₂₀₇														
	Ex. Sun.	Ex. Sun.		Daily	Daily	Ex. Sun.	Daily								Daily	Ex. Sun.	Daily	Daily		Ex. Sun.	Ex. Sun.													
	1.00	3.50		.20	.20	.20	2.05				Time Over Subdivision				1.45	.25	.25	.22		3.30	.50													
	9.5	11.5		28.5	28.5	28.5	21.1				Average Speed Per Hour				25.2	22.8	22.8	28.0		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 Keown 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 to exceed 475 feet 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, Seales, Turn Tables and Wyes	Station Numbers	Distance from Silesia	Time Table No. 44B June 1, 1919 Succeeding No. 44A				Distance from Bridger	Car Capacity of Siding	FIRST CLASS			THIRD CLASS				
		815	205	211	209		STATIONS				210	212	206	816										
		Way Freight	C.B. & Q. 10 Passenger	C.B. & Q. 30 Passenger	Passenger		Telegraph Offices and Calls				Passenger	C.B. & Q. 20 Passenger	C. B. & Q. 9 Passenger	Way Freight										
		Ex. Sun.	Daily	Daily	Ex. Sun.						Ex. Sun.	Daily	Daily	Ex. Sun.										
		L 8.00AM	L 2.25AM	L 9.05AM	L 4.30PM	W 2 1/4 mi. W	TA 10	0.0	RC.....SILESIA.....DN	4.3	19.5	70	A 10.05AM s	A 7.45PM	A 11.20PM s	A 1.30PM								
					4.45	W	TK 4	4.3	.....GRAVEL PIT SPUR.....	2.4	15.3	8												
		s 8.30	2.42	f 9.20	s 4.52		TK 6	6.6	GA.....EDGAR.....D	5.8	12.9	76	s 9.49	f 7.25	11.02	s 1.00								
		s 8.50 9.35 210-211	A 2.55AM	A 9.35AM 210-211	s 5.10	Y	TK 12	12.4	FB.....FROMBERG.....DN	7.1	49		s 9.35 815-211	L 7.10PM	L 10.50PM	s 12.25PM								
		A 10.30AM			A 5.30PM	W T	TK 19	19.5	BX.....BRIDGER.....D	0.0	Yard		L 9.10AM			L 11.45AM								
		Ex. Sun.	Daily	Daily	Ex. Sun.								Ex. Sun.	Daily	Daily	Ex. Sun.								
		2.30	.30	.30	1.00				Time Over Subdivision				.55	.35	.30	1.45								
		7.8	24.8	24.8	19.5				Average Speed Per Hour				21.3	21.2	24.8	11.1								

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	Water, Fuel, Sealer, Turn Tables and Wyes	Station Numbers	Distance from Whitehall	Time Table No. 44B			Distance from Alder	Car Capacity of Siding	FIRST CLASS	SECOND CLASS
231	229				June 1, 1919 Succeeding No. 44A					230	232
Mixed	Passenger				STATIONS					Passenger	Mixed
Ex. Sun.	Sun. Only				Telegraph Offices and Calls					Sun. Only	Ex. Sun.
L 8.50 ^{AM}	L 8.30 ^{AM}	WCY	TD 38	0.0	WH.....WHITEHALL.....DN 2.0	45.3	Yard	A 5.55 ^{PM}	A 5.40 ^{PM}		
				2.0	...C. M. & St. P. CROSSING... 2.3 Track Connection Interlocked	43.3					
s 9.05	s 8.39		TJ 4	4.3	.....RENOVA..... 5.5	40.0	5	s 5.45	s 5.15	
f 9.20	f 8.53		TJ 10	9.8	.....LOOMONT..... 1.7	35.5	25	f 5.32	f 4.50	
s 9.30	s 8.57		TJ 11	11.5	WA.....WATERLOO.....D 4.2	33.8	35	s 5.27	s 4.45		
s 9.45	s 9.07		TJ 16	15.7	.....SILVER STAR..... 8.6	29.6	3	s 5.17	s 4.30	
f 9.58	f 9.15		TJ 19	19.3	.....IRON ROD..... 6.9	26.0	25	f 5.09	f 4.10	
s 10.27	s 9.31		TJ 26	26.2	TB.....TWIN BRIDGES.....D 9.1	19.1	25	s 4.52	s 3.55		
s 11.10	s 9.52	W	TJ 35	35.3	SD.....SHERIDAN.....D 7.9	10.0	14	s 4.30	s 3.18		
s 11.46 ^{AM}	s 10.10		TJ 43	43.2	.....LAURIN..... 2.1	2.1	4	s 4.12	s 2.57	
A 12.01 ^{PM}	A 10.15 ^{AM}	Y	TJ 45	45.3	AD.....ALDER.....D	0.0	45	L 4.05 ^{PM}	L 2.50 ^{PM}		
Ex. Sun.	Sun. Only							Sun. Only	Ex. Sun.		
3.11	1.45				Time Over Subdivision			1.50	2.50		
14.2	25.8				Average Speed Per Hour			24.7	15.9		

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.
 Double heading of any type of engines is positively forbidden over bridge 9, Ruby Valley Branch.

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

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

FOURTH SUB-DIVISION.

DISTANCE FROM LAUREL

Keown.....	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 "

ELEVENTH SUB-DIVISION.

DISTANCE FROM BOULDER

Menzemer.....	1.5 Miles
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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. 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. L. R. CARSON, Wilsall
 DR. WM. PEARCE, Logan (S)
 DR. L. STEVENS, Laurel (S)
 DR. R. BROUGHTON, Laurel
 DR. L. A. GATES, Bridger

DR. J. F. BLAIR, Bozeman (S)
 DR. W. J. KREES, Belgrade.
 DR. B. L. PAMPEL, Livingston (S)
 DR. A. H. GEISCHEN, 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. 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	Satur-ated Class W	Super-heat Class W	Class W 3	Class Y	Class Y 4	Class Z	Class Z 2	Car Limit
Helena to Placer...	1.0	950	1300	1400	1900	1375	1150	.....	.....	.....
Placer to Logan...	0.4	1750	2400	2500	3000	2400	2100	.....	.....	.....
Logan to Bozeman.	0.8	1100	1500	1600	2100	1425	1300	1800	.....	.....
Bozeman to Muir..	1.9	525	725	825	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	700	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	Satur-ated Class W	Super-heat Class W	Class W 3	Class Y	Class Y 4	Class Z	Class Z 2	Car Limit
Billings to Livingston.....	0.5	1500	2600	2700	3500	2200	1800	.....	.....	.....
Livingston to West End.....	1.8	550	850	950	1100	775	675	1125	1460	.....
West End to Townsend.....	Water				Car Limit.					90
Townsend to Winston.....	1.0	950	1300	1400	0	1375	1150	.....	.....	.....
Winston to Helena..	Down				Car Limit.					
Logan to Whitehall	0.4	1750	2400	2500	2950	2400	2100	.....	.....	.....
Whitehall to Homestake.....	2.2	425	600	700	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 a point 600 feet east of 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. 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 5. 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.

SPECIAL RULES—AUTOMATIC BLOCK TERRITORY

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 third sub-division trains will not register.

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 and WHITEHALL 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.

Laurel Yard,

INTERLOCKING PLANTS

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
Keown.....	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																		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"	11'-6"			
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"	Bozeman Tunnel		
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"			

J. J. SEXTON,
Trainmaster.

D. A. MACMILLAN,
Trainmaster.

C. G. MITCHELL,
Trainmaster.

H. P. RIGGS,
Chief Dispatcher.

