

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 52 TABLE

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

SUNDAY, JANUARY 18, 1925.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

C. L. NICHOLS,
General Manager.

T. H. LANTRY,
General Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

G. H. JACOBUS,
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 Passenger G. N. Passenger Passenger Passenger Passenger Passenger									
Tu. Thu. Sat.			Daily Daily					Daily Daily Daily Daily Daily Ex. Sun. Daily Daily									
L 7.00AM			L 11.45AM A 4.00					L 11.58PM L 11.20AM L 10.00PM L 8.25AM L 9.15AM L 3.30PM L 7.20AM L 10.00AM									
f 7.05			f 11.51AM f 7.36					f 12.10AM f 11.33 f 10.13 f 8.42 f 9.30 f 3.45 f 7.35 f 10.14									
f 7.22			f 12.11PM f 7.52					f 12.16 f 11.41 f 10.21 f 8.55AM f 9.38 f 3.53 f 7.43 f 10.22									
s 7.35			s 12.25 s 8.06					s 12.19 s 11.45 s 10.25 s 9.42 s 3.57 f 7.47 f 10.26									
f 7.55			f 12.38 f 8.23					f 12.21 f 11.47 s 10.27 s 9.45AM s 4.00PM s 7.50AM s 10.29									
f 8.11			f 12.55 f 8.38					f 12.28 f 11.55AM f 10.35 f 12.34 f 12.01PM s 10.41 s 10.44									
f 8.21			f 1.03 f 8.48					f 12.41 f 12.08 f 10.48 f 12.48 f 12.15 f 10.55 f 11.01									
s 8.44			s 1.30 f 9.10					f 12.52 f 12.20 f 11.00 f 1.01 s 12.30 s 11.10 s 11.17									
f 9.02			f 1.45 f 9.26					f 1.08 f 12.38 f 11.18 f 1.14 f 12.44 f 11.25 f 11.32									
f 9.13			f 2.09 f 9.57					f 1.23 f 12.53 f 11.35 f 1.28 f 12.59 s 11.41 s 11.41									
s 9.46			s 2.25 f 10.15					f 1.37 f 1.07 f 11.50 f 1.43 f 1.13 f 11.57PM f 12.05PM									
f 10.05			f 2.42 f 10.42					f 1.51 f 1.21 f 12.06AM f 2.00 f 1.30 f 12.16 f 12.25									
f 10.28			f 2.55 f 10.59					f 2.09 s 1.39 s 12.26 f 2.17 f 1.48 f 12.36 f 12.46									
s 10.45			s 3.16 f 11.26					f 2.25 f 1.56 f 12.45 f 2.34 s 2.05 s 12.54 s 1.05									
f 11.05			f 3.37 f 11.49AM					f 2.44 f 2.16 f 1.05 f 2.58 f 2.30 f 1.20 f 1.30									
s 11.25			s 3.57 f 12.14PM					f 2.58 f 2.30 f 1.20 f 3.08AM f 2.40PM f 1.30AM f 1.40PM									
f 11.40			f 4.17 f 12.46					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
f 11.59AM			f 4.37 f 1.15					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
s 12.18PM			s 5.00 f 1.32					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
f 12.53			f 5.25 f 1.51					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
f 1.15			f 5.55 f 2.20					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
A 1.35PM			A 6.15PM A 2.35PM					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
Tu. Thu. Sat.			Daily Daily					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
6.35			6.30 7.05					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									
15.4			15.6 14.3					f 3.10 f 3.20 f 3.30 f 3.10 f 3.20 f 3.30 f 3.35									

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN BILLINGS AND LAUREL.
AUTOMATIC BLOCK BETWEEN BILLINGS AND LIVINGSTON.
SPECIAL INSTRUCTIONS PAGES 9, 11, 12.

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

FIRST CLASS									Water, Fuel, Seals, Turn Tables, Wyse, and Yard Limits.	Station Numbers	Distance from Billings	Time Table No. 52 January 18, 1925. Succeeding No. 51B				Distance from Livingston	Car Capacity of Siding	SECOND CLASS				THIRD CLASS				
220	212	210	208	44	42	4	2	STATIONS						602				818								
Passenger	CB & Q 29 Passenger	Passenger	Passenger	G. N. Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls						Freight				Way Freight								
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily							Daily				Mon. Wed. Fri.								
A 4.20 PM 602	A 6.55 PM	A 10.40 AM	A 5.20 PM	A 5.50 PM	A 6.30 AM	A 5.15 AM	A 6.50 PM	WCO TYX	956	0.0	BG BS	BILLINGS 7.6	DN	115.7	Yard	A 4.00 PM 220										
4.04	6.41	10.23	5.05	5.33	6.15	5.01	6.36		964	7.6		YESEN 4.5	Cross Over	103.1	E 99 W 98	3.37										
s 3.56	6.34	10.13	s 4.57	L 5.25 PM	6.05	4.54	6.29		968	12.1		MOSSMAIN Junction G. N. Ry. 1.9	Cross Over	103.6		3.23										
s 3.53	6.31	10.08	4.53		6.01	4.51	6.26	WCO TYX	971	14.0	KD Interlocked	LAUREL YARD 1.2	DN	101.7	Yard	L 3.15 A 12.30										
s 3.50 209	L 6.28 PM 2	L 10.05 AM 207	L 4.50 PM		s 5.58	4.48	6.23 212	X	972	15.2	AU	LAUREL 4.2	DN	100.5	Yard	12.25										
3.42					5.50	4.42	6.17		976	19.4		SPURLING 3.6	P	96.3	97	12.11 651										
s 3.35					s 5.43	4.37	6.12		979	23.0	RK	PARK CITY 4.6	DN	92.7	E 80 W 97	12.01 PM 3										
f 3.26					5.34	4.31	6.06	W	983	27.6		YOUNG'S POINT 4.5	P	88.1	97	11.40 AM										
f 3.17					5.26	4.25	6.00		989	32.1		RAPIDS 2.8	P	83.6	97	11.24										
f 3.11					5.21	4.21	5.56		992	34.9		MISKO 5.8	P	80.8	97	11.06 219										
s 3.00					s 5.11	4.13	s 5.48	WX	996	40.7	CO	COLUMBUS 4.7	DN	75.0	E 97 W 78	10.42										
2.50					5.02	4.07	5.42		1001	45.4		WATAGA 3.6	P	70.3	97	10.27										
f 2.43					4.55	4.02	5.37		1005	49.0		CRAVER 5.0	P	66.7	98	10.15										
2.32					4.45	3.55	5.30		1010	54.0		ONEIDA 3.3	P	61.7	97	9.57 603										
s 2.25 651					s 4.38	3.50	5.25		1014	57.3	RN	REED POINT 5.0	DN	58.4	E 97 W 80	9.46 817										
f 2.15					4.28	3.43	5.18		1019	62.3		QUEBEC 3.4	P	53.4	97	9.31										
2.08					4.22	3.38	5.13		1022	65.7		PATCUM 4.9	P	50.0	97	9.21										
s 1.59					f 4.12	3.31	5.06	WCX	1026	70.6	GC	GREYCLIFF 5.1	DN	45.1	E 112 W 97	9.06										
f 1.50					4.03	3.24	4.59		1031	75.7		REYNOLDS 5.5	P	40.0	98	8.51										
s 1.39 8					s 3.53	3.16	s 4.51	WX	1037	81.2	BD	BIG TIMBER 5.2	DN	34.5	E 80 W 97	8.35										
f 1.25					3.44	3.09	4.44		1043	86.4		DEHART 4.7	P	29.3	98	8.20										
f 1.15 603					3.35	3.02	4.37 651		1047	91.1		CARNEY 5.1	P	24.6	97	8.07										
s 1.05 219					s 3.25	2.54	4.30	WX	1051	96.2	SX	SPRINGDALE 6.0	DN	19.5	E 98 W 80	7.51										
11.53 817					3.13	2.44 1	4.21		1058	102.2		ELTON 7.9	P	13.5	98	7.33										
11.24.0					2.58 1	2.32	4.09		1065	110.1	MS	MISSION 5.6	DN	5.6	E 98 W 80	7.08										
L 12.30 PM					L 2.45 AM	L 2.22 AM	L 4.00 PM	WCO TYX	1071	115.7	VS	LIVINGSTON	DN	0.0	Yard	L 6.50 AM 813										
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily					Time Over Subdivision				5.33										
30.1	33.7	26.0	30.4	29.0	30.8	40.1	40.8					Average Speed Per Hour				18.3										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN LAUREL AND BILLINGS.
AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS.
SPECIAL INSTRUCTIONS PAGES 9, 11, 12.

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

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN LIVINGSTON AND MUIR AND BETWEEN WEST END AND BOZEMAN.
AUTOMATIC BLOCK BETWEEN LIVINGSTON AND MUIR AND BETWEEN WEST END AND HELENA.
STAFF SYSTEM BETWEEN MUIR AND WEST END.
SPECIAL INSTRUCTIONS PAGES 9, 11, 12.**

EASTWARD

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN BOZEMAN AND WEST END AND BETWEEN MUIR AND LIVINGSTON.
AUTOMATIC BLOCK BETWEEN HELENA AND WEST END AND BETWEEN MUIR AND LIVINGSTON.
STAFF SYSTEM BETWEEN WEST END AND MUIR.
SPECIAL INSTRUCTIONS PAGES 9, 11, 12.**

WESTWARD				THIRD SUB-DIVISION (MAIN LINE)														EASTWARD									
THIRD CLASS				SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers	Distance from Logan	Time Table No. 52 January 18, 1925. Succeeding No. 51B			Distance from Butte	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS			
825		819	651	237	219		41	1	STATIONS				2	42	220			238		820	826						
Way Freight		Way Freight	Freight	Mixed	Passenger		Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger	Passenger			Mixed		Way Freight	Way Freight						
Sun. Only		Tu., Th., Sat.	Daily	Tu., Th., Sat.	Daily		Daily	Daily					Daily	Daily	Daily			Tu., Th., Sat.		Mo., We., Fri.	Sun. Only						
		L 11.05 ^{AM}	L 12.20 ^{AM}			L 4.45 ^{PM}	L 3.40 ^{AM}	L 4.50 ^{AM}	WCO TYX	1120	0.0	CH	LOGAN 6.6	DN	71.0	Yard	A 1.58 ^{PM}	A 11.59 ^{PM}	A 9.40 ^{AM} 820			A 9.23 ^{AM} 220					
		s 11.30	12.42			s 4.57	f 3.53	5.01	X	T D 6	6.6	KS	THREE FORKS 5.9	D	64.4	80	1.48	s 11.47	s 9.28			s 9.03					
		s 11.50 ^{AM}	1.02			s 5.09	f 4.05	5.10	X	T D 13	12.5	CK	WILLOW CREEK 6.7	D	58.5	80	1.39	f 11.37	s 9.17			s 8.45					
		s 12.15 ^{PM}	1.25	L 1.30 ^{PM} 2		s 5.23	4.17	5.21	WY X	T D 19	19.2	SA	SAPPINGTON C. M. & St. P. Crossing Interlocked Track Connection. 3.6	D	51.8	80	1.28 237	11.25	s 9.05		A 8.35 ^{AM}	s 8.25					
		f		f 1.48		f				T D 23	22.8		HUBBARD 3.1		48.2				f		f 8.17	f					
		f 12.40	1.47	f 1.57		f 5.35	4.31	5.32		T D 26	25.9		DANMOR 1.0	P	45.1	80	1.16	11.13	f 8.52		f 8.08	f 8.06					
		f		f 2.00		f 5.37				T D 27	26.9		LIME SPUR 4.3		44.1	20 Spur			f 8.50		f 8.05	f					
		s 1.06 2	2.06	f 2.12		s 5.46	4.42	5.42	X	T D 31	31.2	CA	CARDWELL 7.1	D	39.8	79	1.06 819	f 11.03	s 8.42		f 7.53	s 7.50					
		L 8.30 ^{AM} 220	A 1.35 ^{PM}	2.30	A 2.30 ^{PM}	s 6.00	s 4.55	5.54	WCO X	T D 38	38.3	WH	WHITEHALL 6.7	DN	32.7	114	12.55	s 10.51	s 8.30 825		L 7.35 ^{AM}	L 7.30 ^{AM}	A 2.45 ^{PM}				
		f 8.55		3.05		s 6.18	5.15	6.10		T D 45	45.0		PIPESTONE 5.3	P	28.0	64	12.44	f 10.39	s 8.15			f 2.20					
		f 9.25		3.45		f 6.36	5.35	6.27		T D 50	50.3	SR	SPIRE ROCK 4.6	DN	20.7	60	12.33	10.28	f 8.04			s 1.50					
		f 10.00		4.25		f 6.55	5.55	6.44	W	T D 55	54.9		WELCH 4.3	P	16.1	55	12.23	10.18	f 7.54			f 1.30					
		f				f				T D 59	59.2		LEWIS 1.6		11.8	13 Spur			f			f					
		s 10.40		5.10		s 7.21	6.18	7.10	WYX	T D 60	60.8	HO	HOMESTAKE 0.4	DN	10.2	66	12.11	f 10.06	s 7.41			s 1.05					
		f 10.45		5.15		7.23	6.20	7.12	X	T D 61	61.2		HIGHVIEW 4.3	P	9.8	14	12.09 ^{PM}	10.04	7.40			f 1.00					
		f 11.06		5.33		7.36	6.33	7.25 220		T D 65	65.5		SKONES 3.8	P	5.5	60	11.53 ^{AM}	9.48	7.25 1			f 12.35					
		f 11.18		5.45		f 7.45	6.45	7.35	WCO TYX	T D 70	69.3		M. U. TRANSFER 1.7	P	1.7	Yard	11.40	9.35	f 7.05			f 12.15					
		A 11.30 ^{AM} 2	A 5.55 ^{AM}			A 7.50 ^{PM}	A 6.50 ^{AM} 220	A 7.40 ^{AM}	OX	U O	71.0	BY	BUTTE C.M.&St.P., G.N. & B.A.&P. Track Cont.	DN	0.0	Yard	L 11.35 ^{AM} 825	L 9.30 ^{PM}	L 7.00 ^{AM} 41			L 12.05 ^{PM}					
		Sun. Only	Tu., Th., Sat.	Daily	Tu., Th., Sat.	Daily	Daily	Daily									Daily	Daily	Daily		Tu., Th., Sat.	Mo., We., Fri.	Sun. Only				
		8.00	2.30	5.35	1.00	3.05	3.10	2.50									2.23	2.29	2.40		1.00	1.53	2.40				
		10.9	15.4	12.4	19.1	23.0	22.4	25.0									29.7	28.5	26.5		19.1	20.3	12.2				

WESTWARD

SEVENTH SUB-DIVISION—Rocky Fork Branch.

EASTWARD

THIRD CLASS					FIRST CLASS					Time Table No. 52 January 18, 1925. Succeeding No. 51B					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. 30 Passenger	Way Freight	Way Freight										
Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily						Daily	Ex. Sun.	Daily	Tu., Thu., Sat.	Mo., We., Fri.										
L 6.40AM	L 6.00AM	L 7.50AM	L 4.05PM	L 9.45AM	WCO TYX	972	0.0	AU	LAUREL 4.5	DN	44.1	Yard	A 4.45PM	A 10.05AM	A 6.25PM	A 3.00PM	A 12.30PM							
f 7.00	f 6.16	8.00	f 4.15	f 9.55 210		TA 8	4.5		MASON 5.0		39.6	98	f 4.35	f 9.55 207	6.13	f 2.38	f 12.08PM							
A 7.20AM	s 6.35	A 8.10AM	A 4.25PM 208	s 10.05	X	TA 10	9.5	RC	SILESIA 2.7	D	34.6	48	s 4.25 209	L 9.45AM	L 6.00PM	f 2.20	L 11.45AM							
	f 6.44			f 10.12		TA 12	12.2		ROCKVALE 5.9		31.9	24 Spur	f 4.14											
	s 7.05			s 10.28	W 1 1/4 mi. W X	TA 18	18.1	WC	JOLIET 4.9	D	26.0	48	s 4.02			s 1.50								
	s 7.35			s 10.45		TA 21	23.0	BO	BOYD 5.6	D	21.1	48	s 3.48			f 1.25								
	f 8.10			f 11.00		TA 28	28.6		SELMES 3.2	P	15.5	36	f 3.36			f 1.00								
	s 8.30			s 11.09	W 1 mi. E X	TA 31	31.8	RO	ROBERTS 6.3	D	12.3	57	s 3.29			s 12.45								
	f 9.10			f 11.26		TA 38	38.1		FOX 6.0	P	6.0	71	f 3.14			f 12.17PM								
	A 9.45AM			A 11.50AM 814	WCO YX	TA 44	44.1	RG	RED LODGE	D	0.0	Yard	L 3.00PM			L 11.50AM 207								
Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	Time Over Subdivision					Daily	Ex. Sun.	Daily	Tu., Thu., Sat.	Mo., We., Fri.										
.40	3.45	.20	.20	2.05	Average Speed Per Hour					25.2	28.5	22.8	13.9	12.6										
14.2	11.7	28.5	28.5	21.1																				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 207 IS SUPERIOR TO No. 208 AND No. 813 IS SUPERIOR TO No. 814, LAUREL TO RED LODGE.
SPECIAL INSTRUCTIONS PAGES 10, 11, 12.

WESTWARD

EIGHTH SUB-DIVISION—Clark's Fork Branch

EASTWARD

THIRD CLASS				FIRST CLASS				Time Table No. 52 January 18, 1925. Succeeding No. 51B						FIRST CLASS				THIRD CLASS			
			815	211	209	Water, Fuel, Seales, Turn Tables, Wyse and Yard Limits.	Station Numbers	Distance from Sidings	STATIONS				Distance from Bridge	Car Capacity of Sidings	210	212	816				
			Way Freight	C.B.&Q. 30 Passenger	Passenger				Passenger	C.B.&Q. 29 Passenger	Way Freight										
			Mo., We., Fri.	Daily	Ex. Sun.				Ex. Sun.	Daily	Mo., We., Fri.										
			L 7.20AM	L 8.10AM	L 4.30PM	X	TA 10	0.0	RC	SILESIA 4.3	D 19.5	83	A 9.42AM	A 6.00PM	A 11.45AM						
			f 7.35	8.21	f 4.45	WX	TK 4	4.3		BLUM 2.3	15.2	21	f 9.32	5.48	f 11.22						
			s 7.45	f 8.27	s 4.52	X	TK 6	6.6	GA	EDGAR 5.9	D 12.9	71	s 9.27	f 5.42	f 11.08						
			s 8.14	A 8.40AM	s 5.10 212	YX	TK 12	12.5	FB	FROMBERG Junction C. B. & Q. Ry. 7.0	DN 7.0	49	s 9.14	L 5.25PM 209	s 10.37						
			A 9.00AM 210		A 5.30PM	WT X	TK 19	19.5	BX	BRIDGER M. W. & S. Track Conn.	D 0.0	Yard	L 9.00AM 815		L 10.00AM						
			Mo., We., Fri.	Daily	Ex. Sun.								Ex. Sun.	Daily	Mo., We., Fri.						
			1.40	.30	1.00					Time Over Subdivision			.42	.35	1.45						
			11.7	25.0	19.5					Average Speed Per Hour			27.8	21.4	11.1						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 815 IS SUPERIOR TO No. 816, SILESIA TO BRIDGER.
SPECIAL INSTRUCTIONS PAGES 10, 11, 12.

Westward THIRTEENTH SUB-DIVISION—Ruby Valley Branch Eastward

SECOND CLASS					Time Table No. 52 January 18, 1925. Succeeding No. 51B					SECOND CLASS				
231	231	231	231	231	STATIONS					232	232	232	232	232
Mixed	Mixed	Mixed	Mixed	Mixed	Telegraph Offices and Calls					Mixed	Mixed	Mixed	Mixed	Mixed
Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.						Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.
L 9.20AM	L 9.20AM	L 9.20AM	L 9.20AM	L 9.20AM	WH	WHITEHALL 2.0	DN 45.3	Yard	A 4.00PM	L 9.20AM	L 9.20AM	L 9.20AM	L 9.20AM	L 9.20AM
						C. M. & St. P. CROSSING Interlocked Track Connection 2.3	43.3							
s 9.35	s 9.35	s 9.35	s 9.35	s 9.35		RENOVA 5.5	40.0	5 Spur	s 3.39	s 9.35	s 9.35	s 9.35	s 9.35	s 9.35
f 9.50	f 9.50	f 9.50	f 9.50	f 9.50		LOOMONT 1.7	35.5	25	f 3.19	f 9.50	f 9.50	f 9.50	f 9.50	f 9.50
s 10.00	s 10.00	s 10.00	s 10.00	s 10.00	X	WA	WATERLOO 4.2	D 33.8	35	s 10.00	s 10.00	s 10.00	s 10.00	s 10.00
s 10.15	s 10.15	s 10.15	s 10.15	s 10.15		SILVER STAR 3.6	29.6	3 Spur	s 2.57	s 10.15	s 10.15	s 10.15	s 10.15	s 10.15
f 10.28	f 10.28	f 10.28	f 10.28	f 10.28		IRON ROD 6.9	26.0	25	f 2.44	f 10.28	f 10.28	f 10.28	f 10.28	f 10.28
s 10.57	s 10.57	s 10.57	s 10.57	s 10.57	X	TB	TWIN BRIDGES 9.1	D 19.1	25	s 10.57	s 10.57	s 10.57	s 10.57	s 10.57
s 11.40AM	s 11.40AM	s 11.40AM	s 11.40AM	s 11.40AM	WX	SD	SHERIDAN 7.9	D 10.0	14	s 11.40AM	s 11.40AM	s 11.40AM	s 11.40AM	s 11.40AM
s 12.16PM	s 12.16PM	s 12.16PM	s 12.16PM	s 12.16PM		LAURIN 2.1	2.1	4 Spur	s 1.25	s 12.16PM	s 12.16PM	s 12.16PM	s 12.16PM	s 12.16PM
A 12.30PM	A 12.30PM	A 12.30PM	A 12.30PM	A 12.30PM	YX	AD	ALDER	D 0.0	45	L 1.20PM	L 1.20PM	L 1.20PM	L 1.20PM	L 1.20PM
Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Time Over Subdivision					Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.	Mo., We., Fri.
3.10	3.10	3.10	3.10	3.10	Average Speed Per Hour					3.10	3.10	3.10	3.10	3.10
14.3	14.3	14.3	14.3	14.3						14.3	14.3	14.3	14.3	14.3

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 231 IS SUPERIOR TO No. 232 WHITEHALL TO ALDER.
SPECIAL INSTRUCTIONS PAGES 11, 12.

NORTHERN PACIFIC RAILWAY COMPANY
OFFICE OF THE DIVISION SUPERINTENDENT
MONTANA DIVISION

Livingston, Montana.

March 9, 1925.

Circular No. 45.

All Concerned:

Effective Wednesday, March 11, the present service on the Lake Basin, Rocky Fork and Clarks Fork Branches will be discontinued and the following service put into effect:

One train and engine crew will be assigned to handle ^{is} local freight run on Rocky Fork Branch, Mondays, Wednesdays and Fridays and to handle 827 and 828 on the Lake Basin Branch, Tuesdays, Thursdays and Saturdays. Nos. 815 and 816 on the Clarks Fork Branch will be handled by chain gang crews.

G. H. Jacobus,

Superintendent.

cc-All EBS except Rhs,
TFL GHJ DSO JAM AJC RPB
EHC JPM JWT, Agents at
Bgs. Laurel, Silesia,
Joliet, Roberts, Red Lodge,
Edgar, Fromberg, Bridger,
JES PHM

WESTWARD		NINTH SUB-DIVISION (SHIELDS RIVER BRANCH)										EASTWARD	
SECOND CLASS		Time Table No. 52 January 18, 1925. Succeeding No. 51B										SECOND CLASS	
		STATIONS											
		Telegraph Offices and Calls											
	215											216	
	Mixed											Mixed	
	Tu., Thu., Sat.											Tu., Thu., Sat.	
	L 11.00AM	XY	TM 23	0.0								A 10.30AM	
	s 11.10		TM 20	2.8								s 10.10	
	s 11.40	WX	TM 14	8.0								s 9.45	
	f 11.50AM		TM 12	10.8								f 9.28	
	s 12.05PM		TM 8	14.8								s 9.15	
	f 12.20		TM 4	18.7								f 9.00	
	A 12.45PM											L 8.45AM	
	Tu., Thu., Sat.											Tu., Thu., Sat.	
	1.45											1.45	
	12.9											12.9	
		Time Over Subdivision											
		Average Speed Per Hour											

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

SPECIAL INSTRUCTIONS PAGES 10, 11, 12.

WESTWARD		TENTH SUB-DIVISION—Park Branch										EASTWARD	
SECOND CLASS		Time Table No. 52 January 18, 1925. Succeeding No. 51B										SECOND CLASS	
		STATIONS											
		Telegraph Offices and Calls											
	233											234	
	Mixed											Mixed	
	Sun., Mo., Wed., Fri.											Sun., Mo., Wed., Fri.	
	L 7.00AM	WCO	TYX	1071	0.0							A 2.20PM	
	f 7.30		TB 10	10.3								f 1.46	
	f 7.42		TB 14	14.6								f 1.31	
	s 7.49		TB 17	17.1								f 1.22	
	f 7.59		TB 20	20.3								f 1.10	
	s 8.09	W	TM 23	23.2								s 1.00	
	f 8.19	4m. E	TB 26	25.9								f 12.48	
	f 8.37		TB 31	30.8								f 12.33	
	s 9.02		TB 37	37.6								s 12.09PM	
	f 9.14	W	TB 41	40.3								f 11.59AM	
	s 9.37		TB 46	46.7								s 11.36	
	s 9.47	W 1 mi. W	TB 49	49.1								f 11.27	
	f 9.54		TB 52	52.0								f 11.17	
	A 10.10AM	YX	TB 54	54.1								L 11.10AM	
	Sun., Mo., Wed., Fri.											Sun., Mo., Wed., Fri.	
	3.10											3.10	
	17.1											17.1	
		Time Over Subdivision											
		Average Speed Per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 233 IS SUPERIOR TO No. 234, LIVINGSTON TO GARDINER.

SPECIAL INSTRUCTIONS PAGES 11, 12.

WESTWARD		SIXTH SUB-DIVISION (LAKE BASIN BRANCH)										EASTWARD	
SECOND CLASS		Time Table No. 52 January 18, 1925. Succeeding No. 51B										SECOND CLASS	
		STATIONS											
		Telegraph Offices and Calls											
	827											828	
	Mixed											Mixed	
	Tu., Thu., Sat.											Tu., Thu., Sat.	
	L 10.00AM		TS 4	0.0								A 3.30PM	
	f 10.17		TS 8	4.4								f 3.15	
	s 10.52	W	TS 18	13.7								s 2.43	
	s 11.15		TS 24	19.8								s 2.23	
	s 11.45AM		TS 32	27.6								s 1.58	
	A 12.30PM	YW	TS 42	37.7								L 1.25PM	
	Tu., Thu., Sat.											Tu., Thu., Sat.	
	2.30											2.05	
	15.0											18.0	
		Time Over Subdivision											
		Average Speed Per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 827 IS SUPERIOR TO No. 828, HESPER TO RAPELJE.

SPECIAL INSTRUCTIONS PAGES 10, 11, 12.

WESTWARD		TWELFTH SUB-DIVISION (RED BLUFF AND PONY BRANCHES)										EASTWARD	
SECOND CLASS		Time Table No. 52 January 18, 1925. Succeeding No. 51B										SECOND CLASS	
		STATIONS											
		Telegraph Offices and Calls											
	227 225											226 228	
	Mixed Mixed											Mixed Mixed	
	Tu., Thu., Sat. Tu., Thu., Sat.											Tu., Thu., Sat. Tu., Thu., Sat.	
	L 9.10AM	WYX	TD 19	0.0	SA	SAPPINGTON	D	20.6	84	A 1.10PM			
	s 9.40	X	TE 9	9.5	HA	HARRISON	D	11.1	15	s 12.20PM			
	A 10.15AM	WYX	TE 20	20.6	NO	NORRIS	D	8.0	20	L 10.45AM			
	L 11.20AM		X	TE 9	0.0	HA	HARRISON	D	6.3	16		A 12.20PM	
	A 11.45AM		X	TY 6	6.2		PONY		0.0	16		L 11.55AM	
	Tu., Thu., Sat. Tu., Thu., Sat.											Tu., Thu., Sat. Tu., Thu., Sat.	
	.25 1.10											1.25 .25	
	15.1 17.6											14.5 15.1	
		Time Over Subdivision											
		Average Speed Per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 225 IS SUPERIOR TO No. 226, SAPPINGTON TO NORRIS, AND No. 227 IS SUPERIOR TO No. 228, HARRISON TO PONY.

SPECIAL INSTRUCTIONS PAGES 11, 12.

WESTWARD			ELEVENTH SUB-DIVISION						EASTWARD		
(CAMP CREEK BRANCH)											
		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Manhattan	Time Table No. 52 January 18, 1925. Succeeding No. 51B.			Distance from Ancney	Car Capacity of Siding		
STATIONS											
Telegraph Offices and Calls											
		Y X	1115	0.0	MN	MANHATTAN 2.0	DN	15.2	150		
				2.0		G. V. Ry. CROSSING 1.3		13.2			
			TR 3	3.3		WHITE 1.5		11.9	7 Spur		
			TR 5	4.8		BUELL 2.2		10.4	7 Spur		
			TR 7	7.0		AMSTERDAM 1.2		8.2	17		
			TR 8	8.2		WALRATH 2.3		7.0	3 Spur		
			TR 10	10.5		ARNOLD 1.5		4.7	9 Spur		
			TR 12	12.0		VINCENT 3.2		3.2	9 Spur		
		Y	TR 16	15.2		ANCENEY		0.0	16		
					Time Over Subdivision						
					Average Speed Per Hour						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN
THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 11, 12.

WESTWARD		FOURTH SUB-DIVISION				EASTWARD				
(MAIN LINE)										
		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Bozeman.	Time Table No. 52 January 18, 1925. Succeeding No. 51B.			Distance from Logan.	Car Capacity of Siding.	SECOND CLASS
					STATIONS					602
					Telegraph Offices and Calls			Freight		
								Daily		
		WCO TX	1096	0.0	BZ	BOZEMAN 8.5	DN	33.8	150	A 2.15AM
			TX 9	8.5		COWAN 5.2	P	25.3	102 Spur	1.45
			1104	13.7	BR	BELGRADE TOWER DN Second Subdivision Crossing Interlocked 2.1	DN	20.1		
			TX 16	15.8		SPAIN 2.7		18.0	10	
		W	TX 19	18.5		POWERS 7.2	P	15.3	102	1.10
			TX 20	25.7		MAC LEES 8.1	P	8.1	103 Spur	12.40
		WCO TYX	1120	33.8	CH	LOGAN	DN	0.0	Yard	12.05AM
								Daily		
					Time Over Subdivision			2.10		
					Average Speed Per Hour			15.6		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN
THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 10, 11 AND 12.

WESTWARD				FIFTH SUB-DIVISION				EASTWARD					
(BILLINGS AND CENTRAL MONTANA BRANCH)													
		Water, Fuel, Scales, Turntables, Wyes, and Yard Limits.	Station Numbers	Distance from Billings	Time Table No. 52 January 18, 1925. Succeeding No. 51B.		Distance from Shepherd.	Car Capacity of Sidings.					
					STATIONS								
					Telegraph Offices and Calls								
		WCO TYX	956	0.0	BG	BILLINGS 2.3	DN	14.0	Yard				
			T O 2	2.3		McELROY 1.7		11.7	Spur 22				
			T O 4	4.0		McCRACKEN 2.4		10.0	15				
			T O 6	6.4		DENNIS 2.0		7.6	7				
			T O 8	8.4		DRURY 2.0		5.6	Spur 5				
			T O 10	10.4		GALLAGHER 3.6		3.6	7				
		Y	T O 14	14.0		SHEPHERD		0.0	9				
					Time over Sub-Division								
					Average Speed per Hour								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN
THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 10 AND 11.

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION
(MAIN LINE)

- Double Track** extends from Billings stock yard to the switch just east of Laurel passenger station. The normal position of the latter switch is for eastward trains.
- At Billings** normal position of cross-over switches at stock yards is for passenger main tracks, and will be handled by switch tenders. Westward freight trains approaching stock yard crossovers will call for westward freight main track by four blasts of the whistle, but will stop clear of crossover switches unless they receive proceed signal from switch tender. Westward freight trains approaching 29th street crossovers and destined west of Billings will call for westward main track with four blasts of whistle but will stop clear of 27th street unless they receive a proceed signal from switch tender at 29th street. Westward freight trains destined to Billings will, on approaching 27th street, whistle for yard, with one long and four short blasts of the whistle, but will stop clear of 27th street, unless they receive a proceed signal from switch tender. Eastward freight trains approaching 29th street crossovers will call for eastward freight main track by four short blasts of whistle, but will stop clear of crossovers, unless they receive proceed signal from switch tender. Approaching stock yard crossovers, they will call for switches with four blasts of whistle but will stop clear of crossovers, unless they receive proceed signal from switch tender. Eastward passenger trains will not pass 29th street crossovers until they receive proceed signal from switch tender.
- Laurel Interlocking**—Trains will call for route as follows:
Westward Lead—One long and one short blast of engine whistle.
Westward Main—One long and two short blasts of engine whistle.
Eastward Main—One long and three short blasts of engine whistle.
Eastward Lead—One long and four short blasts of engine whistle.
- Speed Restrictions**—At Laurel ten (10) miles per hour over switches from single to double track and fifteen (15) miles per hour over the two crossings west of passenger station.
At Columbus twenty (20) miles per hour over Pratten Street crossing and crossing just west of station.
- Train Inspection**—Eastward freight trains will stop at Springdale and westward freight trains at Columbus for inspection.
- Special Stops, Connections, Etc.**
No. 2 will stop on flag at Springdale for passengers destined Billings and points east where scheduled to stop and to discharge passengers from Butte, Helena and points west.
No. 3 will stop at Laurel Sundays only to discharge passengers from east of Billings.
No. 4 will stop on flag at Big Timber and Columbus for passengers destined Duluth, Superior, St. Paul, Minneapolis and east.
No. 4 will stop on flag at Springdale for passengers destined east of Billings and at Springdale, Big Timber, Reed Point, Columbus, Park City and Laurel to discharge passengers from west of Logan.
Nos. 207, 208, 209 and 210 will stop on flag at Foster nine miles west of Billings.
No. 208 will connect at Mossmain with Lake Basin branch train.
No. 219 will connect at Laurel with No. 210.
Nos. 219 and 220 will stop on flag at road crossing 1.3 miles east of Onelda.
Nos. 817 and 18 may carry male passengers.
- Register Stations**—
Billings.
Laurel Yard for second class and inferior trains.
Laurel for first class trains only.
Livingston.
- Register Exceptions**—
At Laurel first class trains will register by card Form 608. Westward first class trains will be furnished train order giving check of register. Eastward second class and inferior trains will be furnished check of register Form 602, by the operator.
- Clearance Exceptions**—
At Laurel first subdivision trains except those originating at Laurel, will not require clearance if train order signal is in clear position.
- Bulletin Stations**—
Billings.
Laurel Yard.
Livingston.
- Standard Time Clocks**—
Billings.
Laurel Yard.
Livingston.
- Watch Inspectors**—
Alex Califf, Billings.
A. P. Lytle, Livingston.
C. L. Calloway, Laurel.
- Derail Switches**—
Billings..... Coal Dock Track.
Billings..... East End Heating Plant Track.
Laurel Yard..... Coal Dock Track.
Laurel Yard..... Tower Spur.
Laurel Yard..... Both Ends Interchange Track.
Laurel Yard..... East Lead to Car Repair Track.
Laurel Yard..... Beet Spur.
Youngs Point..... East End Beet Track.
Craver..... East End Stock Yard Track.
Big Timber..... East End House Track.
Big Timber..... East End Stock Yard Track.

14. Commercial Spurs—

Siding No.	Miles from Billings	Car Capacity
Siding No. 1.....	4.5	37
Siding No. 2.....	9.5	35

SECOND SUBDIVISION.
(MAIN LINE)

- Double Track** extends from Livingston passenger station to Muir; from West End to switch just west of Bozeman telegraph office. The normal position of switches at Livingston, Muir and Bozeman is for eastward trains. The normal position of switch at West End is for westward trains.
- Automatic Switches**—The east switch of westward siding at Muir and the west switch of eastward siding at West End are automatic switches, and can be operated electrically by the operator at Muir and West End, respectively. These switches can also be operated by hand, but when opened by hand must be closed by hand and the handle turned as far as possible to make sure the switch locks. Switch lever is kept in a box, locked with a switch lock, located on signal mast. When switch has been closed behind trains, lever must be returned to proper position in the box in order to clear automatic signals in the rear. The two arm signal at the east end of siding at Muir and the two arm signal at the west end of eastward siding at West End are interlocking home signals. (See page 129, Book of Transportation Rules). These are positive stop signals and when found in stop position can not be passed until automatic switch has been examined by some member of the train crew and found to be in proper position, after which train may proceed to telegraph office under control expecting to find track impassable.
- Pusher Districts**—Between Livingston and Bozeman and between Townsend and Helena.
- At Bozeman** old coal dock track will be used as westward siding. On track leading from yard to freight house crossing with the C. M. & St. P. Ry. This crossing is protected with gates and when it is in use by the C. M. & St. P. Ry. trains gates will be placed across our track. All engines must approach this crossing expecting to find it occupied.
- At Muir and West End** a yard limit sign is located 2500 feet east of the east switch at Muir on the westward track. Also a yard limit sign is located 2300 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.
- At Toston** north siding will be used by westward trains and south siding by eastward trains.
- At Manhattan**—Class W-3 and heavier engines must not use wye.
- Bridge Restrictions**—Engines classes Q-5, W-3 and heavier must not exceed twenty (20) miles per hour over Bridge 184, Sixteen Mile Creek near Lombard.
- Speed Restrictions**—At Livingston freight trains from the west eight (8) miles per hour from the crossover near the wye switch until the train has stopped in the yard.
At Belgrade all trains fifteen (15) miles per hour over Broadway Street crossing just west of depot.
At Manhattan fifteen (15) miles per hour over Broadway Street crossing just west of depot between the hours of 3:30 p. m. and 5 p. m.
Between Winston and Townsend eastward freight trains a speed of twenty-five (25) miles per hour and will use time between stations as follows:
Fifteen (15) minutes, Winston to Clow.
Fifteen (15) minutes, Clow to Lewark.
Ten (10) minutes, Lewark to Townsend.
At Helena twenty (20) miles per hour over main track switch at east end of Yard.
- Train Inspection**—Eastward freight trains will stop at Townsend for inspection.
- Staff System**—A train will not leave Muir westward nor West End eastward without the engineman having a staff. Possession of a staff makes the train superior to all other trains between Muir and West End.
- Mountain Grade Operation**—Mountain grade Livingston to west switch at Gordon.
Speed of passenger trains must not exceed any one (1) mile in two (2) minutes and freight trains any one (1) mile in four (4) minutes on descending grade, except passenger trains descending Bozeman mountain eastward may run at a speed not to exceed thirty-five (35) miles per hour to any one (1) mile, divided as follows: Muir to Hoppers use eight (8) minutes, Hoppers to Livingston use thirteen (13) minutes.
Passenger trains must consume not less than two (2) minutes and thirty (30) seconds and freight trains not less than four (4) minutes in passing through Bozeman tunnel.
- Special Stops, Connections, Etc.**
No. 3 will stop at Belgrade and Manhattan to discharge passengers from east of Billings.
No. 2 will connect at Logan with No. 222.
No. 3 will stop on flag at Trident for passengers destined west of Helena or to discharge passengers from Billings and east and south.
No. 4 will connect at Logan with No. 42.
No. 4 will stop on flag at Manhattan and Belgrade to receive passengers destined east of Billings and to discharge passengers from west of Logan on Helena line.
No. 4 will stop at Trident to discharge passengers from Missoula and west and pick up passengers for Billings and east.
Nos. 219 and 220 will stop on flag at Montellis.
No. 220 will connect at Logan with No. 236.
No. 221 will connect at Logan with Nos. 1 and 41.

No. 235 will connect at Logan with No. 219.
Nos. 221, 235 and 236 will stop on flag at Stanley Spur.

14. Register Stations—

Livingston.
Bozeman.
Logan.
Helena.

15. **Register Exceptions**—At Bozeman train register for first class trains is located at the passenger depot. Train register for other trains is located at the telegraph office. First class trains in addition to registering at the passenger depot will register by card form 608 at the telegraph office.

16. Bulletin Stations—

Livingston.
Bozeman.
Logan.
Townsend.
Helena.

17. Standard Time Clocks—

Livingston.
Logan.
Helena.

18. Watch Inspectors—

A. P. Lytle, Livingston.
Leslie E. Gage, Bozeman.
R. R. Horner, Townsend.
D. J. Meagher, Helena.

19. Derail Switches—

Livingston.....	East End Freight House Track.
Livingston.....	East End Boot Track Extension.
Livingston.....	East End Mill Spur.
Livingston.....	East Lead to Freight Yard.
Hoppers.....	East End Spur.
Chestnut.....	West End Spur.
Bozeman.....	West End Ladder Track, South Yard.
Bozeman.....	West End Lower Yard, House Lead.
Bozeman.....	Roundhouse Track.
Bozeman.....	West End Coal Dock Track.
Bozeman.....	West End of Old Main Track.
Bozeman.....	West End Benepe Track.
Story.....	East End Spur.
Central Park.....	West End Spur.
Logan.....	Coal Dock Track.
Stanley Spur.....	East End Spur.
Lombard.....	West End Transfer Track.
Clow.....	East End Spur.
Winston.....	West End House Track.
Placer.....	West End Spur.

20. Commercial Spurs—

	Miles from Livingston	Car Capacity
Montellis.....	19.7	29
Stanley.....	68.0	6
Penwell.....	115.5	4

THIRD SUBDIVISION.
(MAIN LINE.)

- Double Track** extends from M. U. Transfer to a point 1400 feet east of Butte passenger station. The normal position of switches at M. U. Transfer and Butte for westward trains.
- At Lime Spur** blasting operations are protected by automatic 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 caution position, engineman will immediately bring his train under control and stop before passing home board and not proceed until conductor has ascertained from quarry foreman that track is clear. If a train finds advance signal in stop 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.
- Helper District** between Whitehall and Butte.
- At Logan**—eastward first class trains must move expecting to find the main track occupied by other trains from the emergency water tank opposite the coal dock to the third Sub-division main-track switch just east of the passenger station.
- At Danmor**—Trains stopping to receive or discharge passengers will stop at road crossing about twelve car lengths east of east switch. Ore chutes on spur will not clear engine or box car.
- At Butte and M. U. Transfer**—The system of tracks between 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.
- Speed Restrictions**—At M. U. Transfer fifteen (15) miles per hour over public crossing in middle of Yard.
Bridge 63 between Highview and Skones twelve (12) miles per hour.

SPECIAL INSTRUCTIONS—Continued.

8. **Mountain Grade Operation**—Mountain grade two (2) miles east of Pipestone to two (2) miles east of M. U. Transfer.
When trains by meet order meet at Pipestone, Spire Rock, Welch or Homestake, the westward train will take siding except that eastward light engines will take siding.

When trains by meet order meet at Highview or Skones, the eastward train will take siding except that westward light engines will take siding.
Retainers on westward freight trains will be left up until train stops to head in at M. U. Transfer.

Eastward freight trains will stop at Spire Rock to cool wheels and inspect train. Engines heavier than class Y are not permitted on quarry spur at Welch. This track must not be used above a point two thousand feet from siding. Switching on this track must only be done with engine headed west.
Transportation Rules 317-A and 376 are modified to the extent that caution cards may be issued to any train in the rear of other trains moving westward between Whitehall and Homestake and eastward between M. U. Transfer and Homestake. Passenger trains must not exceed any one (1) mile in two (2) minutes and freight trains any one (1) mile in four (4) minutes on descending grade.

9. **At Homestake and Highview**—One yard limit sign is located 2500 feet east of east switch at Homestake, and one 2000 feet west of west switch at Highview. Trains will be governed by Transportation Rule 93 between these limits.

10. **Special Stops, Connections, Etc.**

No. 1 will stop at Whitehall to discharge passengers from east of Billings.
No. 2 will stop on flag at Sappington for passengers from No. 226 for Logan and east where scheduled to stop.
No. 219 and No. 220 will stop on flag at Fisherman's Crossing about midway between Cardwell and Whitehall on Sundays and holidays.
No. 219 will connect at Logan with No. 3.
No. 42 will stop on flag at Lime Spur on Wednesdays and Saturdays.
When No. 226 fails to connect with No. 2 at Sappington, conductors will honor via Whitehall transportation from points on Pony and Norris Branch to points east of Sappington.
Transportation from points east of Sappington for points on the Pony and Norris Branch will be honored via Whitehall.
In case Nos. 1 and 41 are late and will not make Whitehall by 7.30 A. M., they will stop at Sappington to discharge passengers for the branch.

11. **Register Stations—**

Logan.
Butte.
M. U. Transfer. Register in yard office for helper engines only. Information to be telephoned by engineer to operator at Butte by city telephone.

12. **Clearance Exceptions—**

Eastward trains must have tunnel clearance before leaving Highview. If clearance is received at Butte it will be furnished by dispatcher. If received at Highview it will be furnished by operator at Homestake.

13. **Bulletin Stations—**

Logan.
Whitehall.
Butte.

14. **Standard Time Clocks—**

Logan.
Whitehall.
Butte.

15. **Watch Inspectors—**

S. V. Justus, Whitehall.
J. D. Leys, Butte.

16. **Derail Switches—**

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

17. **Commercial Spurs—**

	Miles from Logan	Car Capacity
Moncrete.....	2.4	72
Blackstone.....	42.2	7

FOURTH SUBDIVISION.

(MAIN LINE.)

1. **Speed Restrictions**—Thirty (30) miles per hour.

2. **Register Stations—**

Bozeman.
Logan.

3. **Bulletin Stations—**

Bozeman.
Logan.

4. **Standard Time Clock—**

Logan.

5. **Commercial Spurs—**

	Miles from Bozeman	Car Capacity
Kerns.....	6.8	3

FIFTH SUBDIVISION.

(BILLINGS & CENTRAL MONTANA BRANCH)

1. **Engine Restrictions**—Heavier than Class D-3 must not be used.

2. **Speed Restrictions**—Twenty (20) miles per hour.

3. **Register Stations—**

Billings.

SIXTH SUBDIVISION.

(LAKE BASIN BRANCH)

1. **Lake Basin Branch Trains** Tuesdays, Thursdays and Saturdays, leave Laurel 9:45 A. M., returning arrive Mossmain 3:40 P. M., Laurel 4:00 P. M.

2. **Between Mossmain and Hesper** trains will be governed by Great Northern time tables, rules and regulations.

3. **Register Stations—**

Hesper.
Rapelje.

SEVENTH SUBDIVISION.

(ROCKY FORK BRANCH)

1. **Speed Restrictions.**

Between Joliet and Silesia freight trains twenty (20) miles per hour.
Between Silesia and Laurel passenger trains thirty-five (35) miles per hour and freight trains twenty-five (25) miles per hour.
West leg of wye Red Lodge eight (8) miles per hour.

2. **Mountain Grade Operation**—Mountain grade between Joliet and Red Lodge.

When trains by meet order meet at Joliet, Boyd, Selmes, Roberts or Fox the westward train will take siding, except that eastward light engines will take siding.
Eastward freight trains will stop at Roberts to cool wheels and inspect train.
Eastward trains must keep at least thirty (30) minutes apart leaving Red Lodge.
Passenger trains must not exceed any one (1) mile in two (2) minutes and freight trains any one (1) mile in four (4) minutes on descending grade.

3. **Special Stops, Connections, Etc.**

No. 207 and No. 208 will stop on flag at Keown Spur.
No. 207 will connect at Silesia with No. 210.
No. 209 will connect at Laurel with No. 220.
Nos. 813, 814, 815 and 816 may carry adult male passengers.

4. **Register Stations—**

Laurel.
Silesia.
Red Lodge.

5. **Register Exceptions**—Eastward second class and inferior trains will register by card Form 608 at Laurel and will be furnished register check on Form 602 by the operator.

6. **Derail Switches—**

Rockvale.....	Spur Track.
Keown.....	Spur Track.
Joliet.....	East End House Track.
Boyd.....	East End Siding.
Selmes.....	East End Siding.
Roberts.....	East End Siding.
Fox.....	East End Siding.
Red Lodge.....	East End Storage Track.
Red Lodge.....	East End House Track.
Red Lodge.....	East End Team Track.
Red Lodge.....	Stock Yard Switch on Main Track.
Red Lodge.....	West Wye Switch on Main Track.

7. **Commercial Spurs—**

	Miles from Laurel	Car Capacity
Keown.....	14.0	29

EIGHTH SUBDIVISION.

(CLARKS FORK BRANCH)

1. **Speed Restrictions**—Between Silesia and Fromberg freight trains twenty (20) miles per hour and passenger trains thirty (30) miles per hour.
Between Fromberg and Bridger freight trains twenty-five (25) miles per hour.

2. **At Fromberg**—Northern Pacific trains occupying C. B. & Q. main track between junction switch and crossover one mile west of depot, must understand that this piece of track is C. B. & Q. main track and while it is protected with yard limit signs, the C. B. & Q. rules do not permit movement within yard limits without protection and under these conditions you must positively know that you are fully protected by flag when using the above track.
Loading tipple of McCarthy Mine will not clear a man on side of car or engine.

3. **Special Stops, Connections, Etc.**

Nos. 209 and 210 will stop on flag at Heiser Spur.
Nos. 209 and 210 will stop on flag at Sand Creek school house three miles east of Bridger.
No. 209 will connect at Silesia with No. 208.
Nos. 815 and 816 may carry adult male passengers.

4. **Register Stations—**

Silesia.
Fromberg.
Bridger.

5. **Bulletin Stations—**

Fromberg.

6. **Derail Switches—**

Fromberg.....	McCarthy Mine Track.
Heiser.....	West End Beet Spur.
Bridger.....	On Mine Spur.
Bridger.....	Coal and Implement Spur
Hilderman Spur.....	On Spur.

7. **Commercial Spurs—**

	Miles from Silesia	Car Capacity
Heiser Spur.....	9.6	27
Hilderman Spur.....	15.3	4

NINTH SUBDIVISION.

(SHIELDS RIVER BRANCH)

1. **Bridge Restrictions—**

Speed is restricted over Bridge O, Yellowstone River as follows: Engines classes W, W-1, W-2 and W-4 ten (10) miles per hour.
Engines classes Q-5, and heavier not permitted.
Speed is restricted over Bridges 10 and 15, Shields River, as follows: Engines classes S, S-1, S-2, S-3, S-4, S-10 and Q eight (8) miles per hour.
Double header Engines Class F must not exceed eight (8) miles per hour.
Engines classes T, Q-1 and heavier not permitted.

2. Nos. 215 and 216 will be moved by train orders between Livingston and Mission.
No. 216 leave Livingston 8:30 A. M.
No. 215 arrive Livingston 1:00 P. M.

3. **Special Stops, Connections, Etc.**

Nos. 215 and 216 will stop on flag at Steeves Crossing, one and one-half miles east of Mission.

4. **Register Stations—**

Mission.
Wilsall.

5. **Derail Switches—**

Clyde Park.....	West End Elevator Track
Chadbourne.....	West End Elevator Track
Grannis.....	East End Spur.

TENTH SUBDIVISION.

(PARK BRANCH)

1. **Speed Restrictions**—Passenger trains forty (40) miles per hour.
2. **Special Stops and Connections, Etc.**
Nos. 233 and 234 will stop on flag at Holidays Crossing six miles west of Livingston and at Bottlers Crossing between Mile posts 26 and 27.
3. **Register Stations**—
Livingston.
Gardiner.
4. **Bulletin Station**—
Livingston.
5. **Standard Time Clock**—
Livingston.
6. **Derail Switches**—
Brisbin.....East End Spur.
Gardiner.....East End House Track.
7. **Commercial Spurs**—
- | | Miles from Livingston | Car Capacity |
|---------------------|-----------------------|--------------|
| Allens Spur..... | 4.5 | 5 |
| Stock Spur..... | 23.8 | 10 |
| Kenniston Spur..... | 32.7 | 5 |

ELEVENTH SUBDIVISION.

(CAMP CREEK BRANCH)

1. **Derail Switches**—
Anceney.....On Main Track 180 feet east of Head Block to Elevator Track.
2. **Commercial Spurs**—
- | | Miles from Manhattan | Car Capacity |
|---------------|----------------------|--------------|
| Westlake..... | 9.1 | 2 |

TWELFTH SUBDIVISION.

(RED BLUFF AND PONY BRANCHES)

1. **Bridge Restrictions**—
Speed must be restricted over Bridge 14, Norwegian Gulch to five (5) miles per hour.
2. **Mountain Grade Operation**—Mountain grade two (2) miles west of Sappington to two (2) miles east of Harrison and from Pony to two (2) miles east. Passenger trains must not exceed any one (1) mile in two (2) minutes and freight trains any one (1) mile in four (4) minutes on descending grade.
3. **Special Stops, Connections, etc.**—
No. 225 will connect at Sappington with No. 220.
Nos. 225 and 226 will stop on flag at Dawes Spur.
4. **Register Stations**—
Sappington.
Norris.
5. **Derail Switches**—
Beals Spur.....West End Spur.
Harrison.....East End Elevator Track.
Clarks Spur.....East End Spur.
Pony.....East End House Track.
6. **Commercial Spurs**—
- | | Miles from Sappington | Car Capacity |
|------------------------------------|-----------------------|--------------|
| Clarks Spur..... | 3.7 | 3 |
| Beals Spur..... | 5.6 | 4 |
| Shaws Spur..... | 12.2 | 4 |
| Dawes Spur..... | 16.7 | 21 |
| Tinsley Spur (On Pony Branch)..... | 12.5 | 2 |

SPECIAL INSTRUCTIONS—Continued.

THIRTEENTH SUBDIVISION.

(RUBY VALLEY BRANCH.)

1. **Bridge Restrictions**—
Speed is restricted over Bridge 9, Jefferson River, Loomont, as follows:
Engines classes S, S1, S2, S3, S4, S10 and Q eight (8) miles per hour.
Double header engines class F1 eight (8) miles per hour.
Engines classes T, Q1 and heavier not permitted.
2. **Special Stops, Connections, etc.**—
No. 231 will connect at Whitehall with No. 220.
3. **Register Stations**—
Whitehall.
Alder.
4. **Bulletin Station**—
Whitehall.
5. **Standard Time Clock**—
Whitehall.
6. **Commercial Spurs**—
- | | Miles from Whitehall | Car Capacity |
|-----------------------|----------------------|--------------|
| Parrot Spur..... | 4.0 | 16 |
| Winslow Spur..... | 7.9 | 3 |
| Colterville Spur..... | 39.5 | 10 |

ALL SUBDIVISIONS.

1. To insure personal safety operators in double track territory having train orders or messages for passing trains must stand on the right side of the train and never between the tracks.
2. At Lap Sidings—Unless otherwise instructed trains taking siding must head in at the lap.
3. Sidings blocked by occupied outfit cars must not be used for the meeting or passing of trains.
4. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
5. 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.
6. 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 Transportation Rule D153.
7. Except as otherwise provided or when running light without conductor engine-men will only be required to consult register at initial or starting points.
8. Helper engines must not be coupled to train while in motion.
9. When engines are coupling to passenger trains, and in making coupling between cars, engines or cars, must be brought to a full stop not more than thirty nor less than ten feet from the train before coupling is made.
10. When coupling road engine on head end or helper on rear of train, brakeman will immediately give engineman a signal to slack away and see that coupling is made.
11. All cars with weak draft rigging will be placed at rear of train.
12. When conditions will permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
13. When a train is advanced by the use of a meeting order put out at meeting point, as per Rule 208-A the train advanced must approach the station named under control and take siding at the first passing siding switch, unless otherwise directed, running through the siding, expecting to find it occupied. The conductor and engineman of the train advanced must bear in mind that the opposing train has no notice of this meeting point until they reach the station and must govern themselves accordingly and must protect as per Rule 99 if necessary to reach the switch used by them in taking siding.
14. An engineman and conductor pilot must 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 instructions. The conductor and engineman of the detoured train and both pilots to be furnished copies of all train orders as provided by Transportation Rule 204.
15. When it becomes necessary to utilize a side track for main line, in addition to setting and locking switches for the side track and covering the same by train order, a flagman with proper flagging material will be stationed to fully protect approaching trains in the manner called for in Transportation Rules until movement over main line is resumed. In cases where conductors find it necessary to leave switches set for siding they must fully protect approaching trains until relieved by track men or other employees fully competent and equipped to do so.
16. Trains consisting of loads and empties will be made up with one-third of all empty cars in the train on the head end and ahead of the loads; divided however, so that the empty cars placed on the head end of the train will not exceed the number of loaded cars in the train.
17. Trains moving from siding to main line at lap switches of lap siding stations will be governed by indication of starting signal located at lap switches.
18. Derail switches must be set for derail as normal position.

19. Shipments of stock west bound will be handled on head end of train.
20. **Speed Restrictions**—Passenger trains must not exceed a speed of one (1) minute or sixty (60) seconds per mile.
Class Q5 and Q6 engines fifty-five (55) miles per hour.
Speed of double headers on passenger trains on those portions of track covered by slow boards will be ten (10) miles per hour less than limit specified on slow board.
Trains must reduce speed to fifteen miles per hour passing telegraph offices where orders are received.
Passenger trains twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour when running against the current of traffic on double track on mountain grade.
Trains must not exceed thirty (30) miles per hour over interlocked crossings and fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Light engines backing up twenty (20) miles per hour.
W, W1, W2, W3, W4 and W5 engines thirty (30) miles per hour.
Z, Z2, Z3 and Z4 engines when helping trains twenty-five (25) miles per hour.
Z engines running light, fifteen (15) miles per hour. Z2, Z3 and Z4 engines running light, twenty (20) miles per hour.
Trains must not exceed thirty (30) miles per hour on branch lines not otherwise covered by speed restrictions and will make this speed only under favorable conditions.

21. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.

The following signs when placed in columns provided indicate:

- W—Water.
C—Fuel.
O—Track Scales.
T—Turntable.
Y—Wye.
D—Day office only.
DN—Day and night office.
P—Telephone.
X—Yard limits.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHER—(S)

- DR. GEO. M. JENNINGS, Chief Surgeon, Central Dist., Missoula (S).
DR. A. T. HAAS, Asst. Surgeon, Central Dist., Missoula.
DR. A. R. FOSS, Asst. Surgeon, Central Dist., Missoula.
DR. W. T. WILLIAMS, Asst. Surgeon, Central Dist., Missoula.
DR. R. H. BEACH, Chief Surgeon, Yellowstone Dist., Glendive.
DR. R. W. FURMAN, Asst. Surgeon, Yellowstone Dist., Glendive.
DR. E. S. MURPHY, Asst. Surgeon, Yellowstone Dist., Glendive.
DR. J. A. DONOVAN, Oculist, Butte.
DR. A. W. MORSE, Oculist, Butte.
DR. W. R. MORRISON, Oculist, Billings.
DR. L. A. MANGAN, Oculist, Billings.
DR. S. A. COONEY, Helena (S).
DR. R. H. DYER, Sheridan.
DR. L. R. PACKARD, Whitehall (S).
DR. G. W. GILHAM, Townsend (S).
DR. A. C. KELLY, Townsend.
DR. L. R. CARSON, Wilsall.
DR. H. L. KOEHLER, Logan (S).
DR. E. C. HALL, Laurel (S).
DR. R. BROUGHTON, Laurel.
DR. W. H. ALLEN, Joliet.
DR. C. H. NELSON, Bridger.
DR. B. J. HEETDERKS, Manhattan.
DR. J. DIMON, Three Forks.
DR. R. REICH, Rapelje.
DR. D. CAMPBELL, Butte.
DR. H. D. KISTLER, Butte.
DR. J. F. BLAIR, Bozeman (S).
DR. F. T. OBERG, Belgrade.
DR. B. L. PAMPPEL, Livingston (S).
DR. P. L. GREEN, Livingston (S).
DR. C. C. CRAVEN, Clyde Park.
DR. D. CLAIBORN, Big Timber (S).
DR. C. A. SWANSON, Reed Point.
DR. G. A. GARDNER, Columbus.
DR. H. G. MORGAN, Roberts.
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.
DR. W. J. BURNS, Pony.
DR. H. SCHRADER, Springdale.

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.

Surgeons will attend when called upon officially to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists for which distinct official authority must be had in accordance with established regulations.

Railroad Officials are required to call on the nearest authorized surgeon when ever practicable, when surgical or medical services are needed. When such are accessible the association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency arising from accident, if necessary, proper surgical aid should be secured until the arrival of a regularly appointed surgeon when the case should be placed in his charge and in no case should the services of any other but an authorized company surgeon be continued at the expense of the railroad company or of the association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the chief surgeon and then only in critical cases of injury or illness occurring in the discharge of duty.

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"	
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
6th Subdivision..	Hesper to Rapelje.....	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..	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"	
8th 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"	
9th 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"	
10th 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"	
11th Subdivision..	Manhattan to Anekeny	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..	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"	
13th 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"	

SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour
1 ..	60
1 1	59
1 2	58
1 3	57.1
1 4	56.2
1 5	55.3
1 6	54.5
1 7	53.7
1 8	52.9
1 9	52.1
1 10	51.4
1 12	50
1 15	48
1 20	45
1 25	42.3
1 30	40
1 40	36
1 45	34.3
1 50	32.7
2 ..	30
2 10	27.6
2 15	26.6
2 20	25.7
2 30	24
2 40	22.5
2 45	21.8
2 50	21.2
3 ..	20
3 9	19
3 20	18
3 31	17
3 45	16
4 ..	15
5 ..	12
6 ..	10
7 30	8
10 ..	6

TONNAGE RATINGS—EASTWARD.

	ENGINES											Car Limit
	Max Grade	Class S2	Class S10	Class W	Class W3	Class Y1	Class Z2	Class Z3	Class Z4			
Helena to Placer...	1.0	950	.....	1400	1900	1375	.....	.....	.....	.....	.....
Placer to Logan...	0.4	1800	.....	3000	3600	2400	.....	.....	.....	.....	.....
Logan to Bozeman. (Old Line.)	0.8	900	.....	1600	2100	1425	.....	.....	.....	.....	.....
Logan to Bozeman. (New Line.)	0.4	1750	.....	2500	3000	2400	.....	.....	.....	.....	.....
Bozeman to Muir...	1.9	400	.....	900	1100	750	1400	1550	1900	.....	.....
Muir to Livingston.	Down			Descending	Mountain	Grade						
Livingston to Billings.....	Water				Car Limit.							99
Butte to Homestake	2.2	400	.....	600	720	575	1040	1100	1300	.....	.....
Homestake to Whitehall.....	Down			Descending	Mountain	Grade						
Whitehall to Logan.	Water	.....	.....	Car Limit.	.....	.....	.....	.....	.....	.....	.....	75
Bridger to Silesia...	.....	.....	.....	Car Limit	.....	.....	.....	.....	.....	.....	.....	99
Red Lodge to Laurel.....	.....	.....	.....	Car Limit	.....	.....	.....	.....	.....	.....	.....	55
Norris to Sappington.....	.....	600	550	.....	.....	.....	.....	.....	.....	.....	.....

TONNAGE RATINGS—WESTWARD.

	ENGINES											Car Limit
	Max Grade	Class S2	Class S10	Class W	Class W3	Class Y1	Class Z2	Class Z3	Class Z4			
Billings to Livingston.....	0.5	1500	.....	2700	3750	2400	.....	.....	.....	.....	.....	99
Livingston to West End.....	1.8	400	.....	950	1150	775	1460	1600	1920	.....	.....
West End to Townsend.....	Water				Car Limit.							90
Townsend to Winston.....	1.0	950	.....	1400	1900	1375	.....	.....	.....	.....	.....
Winston to Helena.	Down				Car Limit.							
Logan to Whitehall.	0.4	1750	.....	2500	3000	2400	.....	.....	.....	.....	.....
Whitehall to Homestake.....	2.2	400	.....	700	800	575	1040	1250	1300	.....	.....
Homestake to Butte.	Down			Descending	Mountain	Grade						
Silesia to Bridger..	.....	.....	.....	1700	2000	1500	.....	.....	.....	.....	.....	99
Laurel to Red Lodge.....	.....	.....	.....	825	1100	700	.....	.....	.....	.....	.....
Sappington to Norris.....	.....	400	350	.....	.....	.....	.....	.....	.....	.....	.....
Whitehall to Alder.....	.....	600	.....	.....	.....	.....	.....	.....	.....	.....	.....

O. F. OHLSON, Asst. Supt.

H. D. MUDGETT, Trainmaster.

J. A. MERCER, Trainmaster.

H. C. ALLEN, Trainmaster.

A. J. CARR, Chief Dispatcher.

