

C. L. NICHOLS.

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General Manager.

T. H. LANTRY.

General Superintendent.

P. H. McCAULEY,

General Superintendent of Transportation.

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

G. H. JACOBUS. Superintendent.

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ST.	STR_	DIVISI

ESTWARD	• · · ·							FI	RST	T SUB-DIVISION.				÷ .		2					J.	1
THIRD CLASS		SE	ECOND CL	LASS			Mes.	1		Time Table No. 52						FI	RST CLAS	SS				1
	817	1			651	603	lel, Sca les, Wy	mbers	Lo B	January 18, 1925. Succeeding No. 51B	a city of	1	3	41	43	207	209	211	219		l'	1
<u> </u>	Way Freight	1	-		Freight	Freight	Table ard L		l and	STATIONS	ngston Capaci 1ge	Passenger	Passenger	r Passenger I	G. N. Passenger	Passenger	r Passenger	CB & Q 30 Passenger	Passenger		ļ ļ	ſ
	Tu. Thu. Sat.	1 ···		- ~	Daily	Daily	Vater Furn	Station	Billing	Telegraph Offices and Calls			Daily	Daily	Daity		Ex. Sun.		Daity		· []	
	Sat.			-	<u> </u>	L- 3.054	WCO TYX	<u>- </u> }-				d 111.58									-]'	1
		í			· -	3.35	TYX	964	7.6		.1 E 99	12.10	11.33	10.13	8.42	f 9.30	f 3.45	7.35	10.14		·	1Li
	{}			-	·	3.52	{ +	968	12.1				11.41	10.21	A 8.554	s 9.38	\$ 3.53	7.43	f10.22		-	ſ
	L 7.00M	· · · · · ·			L11.45#			971	14.0	KD LAUREL YARD DN Interlocked 1.2 Cross Over	.7 Yar	1 12.19	11.45	10.25	()	9.42	\$ 3.57	7.47	10.26		*1	1
	f 7.05	·			3 11.51#				15.2 A	2 AU LAUREL DN 100.5				\$10.27	[]	A 9.45%	HA 4.00PH		*10-29		1	1
	t 7.22	·	_		12.11PM			976	19.4		.3 97	12.28	11.55#	10.35	() [_]	1 210	(s 220	[]	10.38		- '	ſ
	\$ 7.35	·	_		602 12.25	8.06	_ -	979	23.0	0 RK PARK CITY DN 92.7 4.6 Lap Siding	.7 E 80	12.34	12.01PM	\$10.41	·)	'	.[]		\$10.44		- J'	1
	t 7.55	[12.38	8.23			27.6	6 YOUNG'S POINT P 88.1			602	10.48	[]	('	.[]		f10-53		- J'	ſ
	f 8.11					8.23			32.1	4.5 1 RAPIDS P 83.6				- -	[]	('	.[]		f11.01		- J	1
	t 8.21	1			12.55 818 1.03	8.38			34.9	2.8 9 MISKO P 80.8				11.00	[]	'	.[]		f1 1.06			1
	s 8.44	·[·			_	40.7	5.8	_		818	s11.00	l [*]	'	-[]	_	602 \$11.17		_	1
		-[1.30	9.10			_ [_	4.7 Lap Siding	W 78		_	_	1'	·['	-[]	·[')``	-1
_	f 9.02	-[1.45	9.26		_[45.4	3.6	_[·['	- '	-['	- '	11.26 818 11.32		_ /	-1
	f 9.13	-[1.55	9.39		_ <u></u>	5 49.0	5.0			_	11.25	·['	-['	_['	<u> </u>			_ I	-1
	1 9.31	_ <u></u>			2.09	9.57 602			54.0	3.3	.7 97		_	- [- ¹	<u> </u> '	_ '	- ,	11.41		'	1
	s 9.46 602					10.15 818			57.8	5.0 Lap Siding				_ .	. '		· · · · ·		\$11.47			_[]
	f10.05				2.42	10.42	1	_	62.3	8.4	3.4 97			- .	<u> </u>	<u>[</u> '	<u> </u>	·	11.58AM		/	
·	t10.28			· [2.55	10.59		1022	8 65.7	4.9).0 97		_ [11.57%		· · · · · ·	()	[]	12.05%		·/	1
· 	\$10.45	1		-	3.16	11.26	, wcx	1026	5 70.6	6 GC GREYCLIFF DN 45.1 5.1 Lap Siding	1 E 112 W 97	1.51	1.21	f12.06#	1	· · · ·)	· · ·	\$12.14			1
-	f11.05			- -	3.37	11.49#	Al	1031	75.7).0 98		1.30	12.16	1,				f12.25		1	1
-	\$11.25		_		3.57	12.14	PH WX	1037	7 81.2	2 BD BIG TIMBER DN 34.1 5.2 Lap Siding	.5 E 80 W 97	2.09	s 1.39	\$12.26	;	(j	,	\$12.36			1
•	111.40				4.17	12.46 219	, -[]/	1043	3 86.4		9.3 98			_	!	('	;		112.46 603	·······	- 	1
	f11.59M		_		4.37	1.15 220	-	1047	7 91.1		1.6 97	7 2.25	1.56	12.45		('	·[,		12.55		-	1
	s12.18 ^m				5.00	1.32		1051	L 96.2		.5 E 98	2.34	\$ 2.05	\$12.54	(····································	['			\$ 1.05 220		-	1
-	f12.53	[_	_ - -	5.25	1.51	, 	1058	3 102.2		3.5 98	1	2.16	1.05		(<u> </u>		'	1 1.16			1
-	1.15	1			5.55	2.20		1065	5 110.1		.6 E 98	ŧ		1.20	1	['	· []	{'	f 1.30			ſ
	A 1.35% 219	1		-		A 2.3.5P	· ·	1071	1 115.7			nd 11 3.084					.['	·['	A 1.40PM			1
		1	_	-		-	TYX	<u> </u>					- 603		-				Daily			
	Sat. 6.35	·[Daily 6.30	Daily 7.05		· [-[+	Time Over Subdivision		Daily 3.10	Daily 3.20		Daily .30		Ex. Sun. .30	. Daily .30	3.35			1
	15.4	· [15.6	14.3	- - '	· ['	·['	Average Speed Per Hour		36.5	34.7	33.0	24.2	30.4	30.4	- 30.4	32.2		- <u> </u> ,	1 _/

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

										FI	RS	T SUB-DIVISION (MAIN LINE)					EASTWA
		FIS	RST CLA	SS	. <u></u>			·	Scales, Wyee, ts.			Time Table No. 52			ECOND CLASS	,	THIRD CLASS
	220	212		208	44	42	4	2	imits ⊼	•	from	January 18, 1925. Succeeding No. 51B	ty of	602		818	
	Passenge	CB & Q 29 Passenger	Passenge	Passenger	G. N. Passenger	Passenger	Passenger	Passenge	Tabl			STATIONS	apaoi a	Freight		Way Freight	
	Daily	.Daily	Ex. Sun.	Daily	Dally	Daily	Daily	Daily	Wate Turn	Static	Distance Billings	Telegraph Offices and Calls		Daily		Mon.Wed. Fri.	_
	A 4.20P	A 6.55₩	A10.404	4 5.20PH	A 5.50M	A 6.30	A 5.15M	A 6.50	wco	956	0.0	BG BS BILLINGS DN 115	-			F11.	
	4.04	6.41	110.23	1 5.05	5.33	6.15	5.01	6.36	TYX	964	7.6	7.6 Cross Over	1 E 99 W 98	220			
·······	s 3.56	6.34	\$10.13	\$ 4.57	i 5.25™	6.05	4.54	6.29		968	12.1	MOSSMAIN D 102		3.23			-
	\$ 3.53	6.31	10.08	4.53		6.01	4.51	6.26	WCO		14.0	Junction G. N. Ry. 1.9 Cross Over					
	■ 3.50			L 4.50%		\$ 5.58	4.48		WCO TYX X	971		KD LAUREL YARD DN 101. Interlocked 1.2 Cross Over				å 2.20p≢	
	3.42	2	207		———	5.50	4.42	6.23 212 6.17	<u> </u>			4.2	_			f 2.15	
	s 3.35					\$ 5.43	4.37				19.4	. 3.6		12.11 651		f 1.55	_
	1 3.26							6.12		979		4.6 Lap Siding		12-01 PK		s 1.40	
	t 3.17			-		5.34	4.31	6.06	Ŵ	983		YOUNG'S POINT P 88.	1 97	11.40AM		f 1.18	
	(3.11					5.26	4.25	6.00		989		RAPIDS P 83.	_	11.24		f12.55 651	
	* 3.00					5.21	4.21	5.56		992		MISKO P 80.		11.06 219		f12.20PM	
	2.50					\$ 5.11	4.13	\$ 5.48	wx	996		CO COLUMBUS DN 75.4 4.7 Lap Siding	0E 97 W 78	10.42		\$11-45AM	-
	<u> </u>		<u></u>	-		5.02	4.07	5.42		1001	45,4	WATAGA P 70.3	3 97	10.27		f1 1.26	-
						4.55	4.02	5.37		1005		CRAVER P 66.	7 98	10.15		^t 11.07	-
·	2.32		<u></u>			4.45	3.55	5.30		1010	54.0	ONEIDA P 61.3 3.3	7 97	9.57 603		110.45	
	s 2.25 651					\$ 4.38	3.50	5.25		1014	57.3	RN REED POINT DN 58.4 5.0 Lap Siding	4 E 97 W 80	9.46 817		s10.15 603	
	f 2.15					4.28	3.43	5.18		1019	62.3	QUEBEC P 53.4 3.4	4 97	9.31		f 9.57	
	2.08					4.22	3.38	5.13		1022	65.7	PATCUM P 50.0 4.9		9.21		1 9.47	
	s 1.59					f 4.12	3.31	5.06	wcx	1026	70.6	GC GREYCLIFF DN 45.1 5.1 Lap Siding	E 112 W 97	9.06		\$ 9.33	-
	t 1.50					4.03	3.24	4.59		1031		REYNOLDS P 40.0 5.5	í	8-51		1 9.17	
	* 1.39					\$ 3.53		\$ 4.51	wx			3D BIG TIMBER DN 5.2 Lap Siding	E 80 W 97	8.35		\$ 9.00	-
	f 1.25					3.44	3.09	4.44		1043	86.4	DEHART P 29.3 4.7	98	8-20		r 8.42	
	f 1.15 603					3.35	3.02	4.37 651		1047	91.1	CARNEY P 24.6 5.1	97	8.07		1 8.24	-
	s 1.05 219				5	3.25	2.54	4.30	wx	1051	96.2	X SPRINGDALE DN 19.5 6.0 Lap Siding	E 98 W 80	7.51		\$ 8.05	
	112.53 817					3.13	2.44 1	4.21		1058 14	02.2	ELTON P 13.5 7.9		7.33		(7.45	-
	112.40	····· _				2.58 1	2.32	4.09		1065 11	10.1	AS MISSION DN 5.6 5.6 Lap Siding	E 98 W 80	7.08		1 7.25	
	L12.30PM		·		L	2.45# L	2.224	4.00™	WCO TYX	1071 11	15.7 V			L 6.504		L 7.10AM	
	Daily	·	Ex. Sun.	Daily	Daily	Daily	Daily	Daily					 -	Daily		Mon.Wed. Fri.	
	3.50	.27	.35	.30	.25	3.45	2.53	2,50				Time Over Subdivision		5.33		7.10	-

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.

A. A. M. MILLA POINT OF A CONTRACT OF A STATE AND A

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MONTANA DIVISION

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W 5.3 A 5 38	D CLASS			COND CLASS			pq						Í				
0 #3554				COND CLASS			cales, /yes and	ar a		Time Table No. 52 January 18, 1925.		5				<u> </u>	· · · ·
	821 Way	819 Way			651	603	r, Fuel, Sc Tables, W Limits.	Numbers	Distance from Livingston	Succeeding No. 51B	from	acity	<u> </u>	3	41	219	22
	Way Freight	Way Freight Tu. Thur.			Freight	Freight	v 2 F	Station	ingat	STATIONS	stance lena		Passenger	Passenger	Passenger	Passenger	Passe
	Sat.	Sat.			Daily	Daily	A HA		·II	Telegraph Offices and Calls		Sidi	Daily	Daily	Daily	Daily	Dai
					L 8,20™		WCO TYX	1071	0.0	7.7 Cross Over		Yard	L 3.15		L 1.50AN		9
					9.15	6.20	w	1080	7.7	4.2 Cross Over	115.1		3.38	3.13	2.15	1 2.27	_
		·	_	_	9.50	7.00	wx	1083	11.9	1.2 Cross Over	110.9		3.50	3.25	2.30	f 2.43	
					10.00	7.15	x	1084	13.1	WS WEST END DN 3.3	109.7	E 82 W 58	3.55 602	3.30	2.35	f 2.48	
					10.15	7.32		1088	16.4	CHESTNUT P 2.9 Cross Over	106.4		4.02	3.38	2.42	\$ 2.57	
								1092	19.3	GORDON P 5.5	103.5	73					
		1 9.00#			10.40	8.15	WCO TX	1096	24.8	BZ BGZEMAN DN G. V. Ry. Track Conn. 4.0 Cross Over	98.0	150	\$ 4.15	\$ 3.55	\$ 2.55	\$ 3.15 3.25	
		f 9.17			10.56	8.30		1101	28.8		94.0	80	4.21	4.02	3.02	1 3.33	-
	· ·							1104	32.2	BR BELGRADE TOWER DN Fourth Subdivision Crossing Interlooked 2.1	90.6						_
		s 9.37			11.10	8.51	wx	1106	34.8		88.5	80	4.28	4.11	1 3.11	\$ 3.45	
		\$ 9.57			11.30	9.10		1111	39.8		83.0	80	4.35	4.19	3.20	f 3.56	-
		\$10.20 220			11.45	9.22	YX	1115	43.7	MN MANHATTAN D	79.1	82	4.41	4.25	1 3.26	s 4.04	-
	i. 8.30 ⁴⁸	A10.40			A12.0548 4-42	9.45	WCO TYX	1120	49.0	5,3 CH LOGAN DN 4.0	73.8	Yard	A 4,50₩	* 4.35 4.40 219	A 3.354	A . 4.15	₩L 5.(
	1 8.44					10.02		1125	53.0	GALLATIN P	69.8	80		4.47	ann isleitei ar 77		5.
	\$ 8.55			·····	-	10.10	x	1127	54.9	RT TRIDENT D	67.9	80		4.51			\$ 5.
	f 9.16					10.25	<u> </u>	1129	58.9	4.0 REKAP P	63.9	80		4.58			1 5.
	f 9.37			····		10.55		1135	63.3	4.4 CLARKSTON P	59.5	5 80		5.05	·		1 5.
	\$10.00					11.30	ŴX	1141	69.8	6.0 CJ LOMBARD DN	53.0	5 97		5.16	.		s 5.
	f10.21					4 11.50P		1147	75.1	C. M. &. St. P. Track Conn. 5.8	47.7		- 	5.26		.	5.4
	\$10.31	·····				12.024	x		78.6	3.5 TS TOSTON D	44.2	E 80		f 5.32		.	\$ 5.
										6.0 Lap Siding		W 81					
	110.51					12.22		1156		5.0		83		5.42			6.0
	\$11.10	4		<u> </u>		12.40	WCY X	1161	89.6	TN TOWNSEND DN 3.0 Lap Siding	33.2	E 80 W 80		1 5.50			\$ 6.
	(11.35#					12.52		1164	92.6	LEWARK P 5.2	80.2	80		5.56			f 6.
	f12.03階 222					1.17		1170	97.8	CLOW P 4.8	25.0	80		6.09			1 6.2
	\$12 . 25					1.39	x	1175	102.6	WN WINSTON DN 4.6 Lap Siding	20.2	E 79 W 80		6.20			\$ 6.4
	(12.40					1.55		1179	107.2	PLACER P 5.2	15.6	80		6.28			1 6.4
	112.55		· ·			2.16		1183	112.4	LOUISVILLE P 6.0	10.4	80		6.37			1 6.
	\$ 1.15	······				2.40	оух	1189	118.4		4.4	E 76 W 80		6.47			\$ 7.0
	A 1.30m	······				A 3.05M	WCO TYX	1194	122.8			Yard		A 6.55PH			A 7.
	Tu. Thur. Sat.	Tu. Thur. Sat.			Daily	Daily					- -		Daily	Daily	Daily	Daily	Dai
	5.00	1.40			3.45	9.50			·	Time Over Subdivision	<u> </u>		1.35	4.00	1.45	2.05	2.

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.

FII	RST CLA	ss			-		
221	235						
	Passenger						
Daily	Daily					 S.	p r
						4	
						ė	
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						 -	
······				- -			
5.054	L 5.45			-			
5.12	5.53		-				
5.15	\$ 5.57		-				
5.21	f 6.05						
5.28	1 6.13						
5.38	∗ 6.25			-			:
5.48	1 6.37						-
5.53	\$ 6.43						
6.02	f 6.54						
6.10	\$ 7.05						
6.16	1 7.13						Ì
6.29	7.28						
6.40	\$ 7.41						
6.48	7.49			<u> </u>			*
6.57	t 7.58	<u>ــــــــــــــــــــــــــــــــــــ</u>				 	- 1 994
7.07	s 8.11]	
7·15 ^編	A 8.20™ 						
Daily 2.10	Daily 2.85						
34.0	28.5						

											SE	COND SUB-DIVISION (MAIN LINE)	¥ 				•			EASTWA
	·····	1	FIRST C	LASS		1			onles, Wyes ts.	ya .		Time Table No. 52			SECOND	CLASS			THR) CLASS
			230	3 222	220	42	4	2	uel, S bles, I Limi	umber	Lon	January 18, 1925. Succeeding No. 51B	ity of	602			-	820	822	
			Passeng	er Passenge	er Passenge	r Passenger	Passenger	Passenge	L Y H	tion N	ance ngsto	STATIONS	Capa	Freight				Way Freight	Way Freight	
			Daily	Daily	Daily	Daily	Daily	Dally	ALa	Sta	Die	Telegraph Offices and Calls	Sidir	Daiły				Mon.Wed. Fri.	. Mon.Wed. Fri.	
					-	A 2.254	.	A 3.50M	WC0 TYX	1071	0.0	VS LIVINGSTON DN 122.8 7.7 Cross Over	8 Yard	A 5.20M						
			· · · · · · · · · · · · · · · · · · ·	_	f11.50A	2.10	1.57	3.35	W	1080	7.7	HOPPERS P115.1 4.2 Cross Over	1 80	4.30			-			-
					f11.41	2.00	1.47	3.25	wx	1083	11.91	1.2 Cross Over		4.05						
					f11.36	1.55	1.42	3.20	X	1084	13.1	WS WEST END DN 109.7 3.3	E 82 W 58	3.55 1						
					\$11.25	1.43	1.32	3.10		1088	16.4	CHESTNUT P 106.4 2.9 Cross Over	£	3.27						
					11.14	1.30	1.21	3.00		1 0 92	19.3	GORDON P103.5 5.5	73	3.05		·	•		 	
			:		\$11.00	s 1.07	s 1.07 42	\$ 2.46	WCO TX	1096	24.8 E	BZ BOZEMAN DN 98.0 G. V. Ry. Track Conn. 4.0 Cross Over	150	L 2.30AN				A11-40AM		
					f10.49	12.52	12.57	2.36		1101	28.8	STORY P 94.0 3.4	80					f11.25		
								·		1104	32.2 E	BR BELGRADE TOWER DN Fourth Subdivision Crossing 90.6 Interlocked 2.1		- 4 						
<u></u>					\$10.38	f12.40	12.45	2.26	wx	1106	34.3 E			Division Division				\$11.05		
					f10.27	12.29	12.34	2.17		1111	39.8	CENTRAL PARK P 83.0 3.9	80					f10.45		
					\$10.20 819	f12.21	12.26	2.11	XY	1115	43.7 N	MN MANHATTAN D 79.1 5.3	82			·····		\$10.30		
			A10-05	AMA 1.458	L10.104	L12.104	12.15 \$12.10 42-651	L 2.019	WCO TYX	1120	49.0 C	CH LOGAN DN 73.8 4.0	Yard	A11.40#				L10.10A	A 1.05 ^{pu}	
			9.57	1.35			12.024	1993-1996 (1996-1996) (1997-1996)		1125	53.0	GALLATIN P 69.8 1.9	80	11.27					f12.42	
			\$ 9.53	1.31			11.58PM		x	1127	54.9 R	T TRIDENT D 67.9	80	11.21					\$12.30	
			f 9.45	1.22			11.50			1129	58.9	REKAP P 63.9 4.4	80	11.07					f12.07m	
			f 9.37 821	f 1.12			11.42			1135	63.3	CLARKSTON P 59.5 6.0	80	10.55 603					11.4148	
	·		s 926	\$12.58			\$11.30 603		WX	1141	69.3 C	CJ LOMBARD DN 53.5 C. M. & St. P. Ry. Track Conn. 5.8	97	10.35	-				\$11.07	
-			9.15	112.46			11.19			1147	75.1	BREWER P 47.7 3.5	80	10.16	-			- 1	10.33	
			s 9.09	\$12.40	×.		f11.13		x	1150	78.6 T	S TOSTON D 44.2 8.0 Lap Siding	E 80 W 81	10.05					\$10.18	
			f 8.58	12.28	-		11.02			1156	84.6	HOLKER P 38.2 5.0	83	9.46	-				10.00	
, <u> </u>			\$ 8.49	\$12.18		·	\$10.52		WCY X	1161	89.6 T		E 80 W 80	9.30	-				9.45	
			f 8.43	f12.13			10.47			1164	92.6	LEWARK P 30.2		9.19	-				9.35	
			f 8.34	12.03P			10.38			1170	97.8	CLOW P 25.0 4.8	80	9.01					9.20	
	- -		\$ 8.25	\$11.53A			10.30	 	x	1175 1	02.6 W		E 79	8,45					9.05	
	-		f 8.17	11.44	· .		10.22			1179 10	07.2	PLACER P 15.6 5.2		8.25				 f	8.51	
	- -		f 8.05	111.32	·		10.10			1183 1		LOUISVILLE P 10.4	80	7.58				f	8.35	
· 			\$ 7.53	\$11.19			9.58		OYX	1189 11	18.4 JN		E 76	7.20					8.18	
			L 7.454	L11.104			L 9.50 ^M		WCO TYX	1194 11	22.8 H			L 7.00PM				 L	8.054	
			Daily	Daily	Daily	Daily	Daily	Daily						Daily				Aon.Wed. N Fri.	236 Aon.Wed. Fri.	-
	-		2.20	2.35	2.00	2.15	4.17	1,49				Time Over Subdivision		7.30				1.30	5.00	
	<u>) </u>	<u> </u>	31.6	28.5	24.5	21,7	28.6	26.9]			Average Speed Per Hour		16.3				16.1	14.7	

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.

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STWARI	D									1	'HII	D SUB-DIVISION								EASTWARD	
THIRD CLA	ASS		SECON	CLASS		FIRST CLAS	S		68. 89			Time Table No. 52	1			FII	RST CLASS	SECOND CLAS	s	THIRD CLASS	
8	25	819	651	237		219	41	1	l, Scal a, Wy	mbers	from	January 18, 1925. Succeeding No. 51B	LOID	oity of	2	42	220	238	820	826	
W Fre	Vay eight	Way Freight	Freight	Mixed		Passenger I	Passenger	Passenger	r, Fue Table	n Nu	nce fr	STATIONS	ance f	Capao	Passenger	Passenger	Passenger	Mixed	Way Freight	Way Freight	
Sun.	. Only	Tu., Th., Sat.	Daily	Tu., Th., Sat.		Daily	Daily	Daily	Wate Turn and J	Btati	Distance Logan	Telegraph Offices and Calls	Diete	Car	Daily	Daily	Daily	Tu., Th., Sat.	Mo., We., Fri.	Sun. Only	
			12.204			L 4.45%	3.40	4.50*	WCO TYX	1120	0.0	CH LOGAN DN 6.6	71.0	Yard	A 1.58PM	A11.59PM	A 9.4 04		A 9.23 AM		
	s	11.30	12.42			s 4.57 f	3.53	5.01		T D 6	6.6	KS THREE FORKS D	64.4	80	1.48	\$11.47	\$ 9.28		\$ 9.03		
	s	11.504	1.02			\$ 5.09 f	4.05	5.10	x	T D 13	12.5	6.7	58.5	80	1.39	f11.37	s 9.17		\$ 8.45		
	5	12.15	1.25	L 1.30 ^{PM}		\$ 5.23	4.17	5.21	wy X	Т D 19	19.2	SA SAPPINGTON D C. M. & St. P. Crossing Interlocked Track Connection. 2.6	51.8	80	1.28 237	11.25	\$ 9.05	A 8.35M	s 8.25		
	f			f 1.48		t				T D 23	22.8	HUBBARD 3.1	48.2				f	ť 8.17	f		_
	f	12.40	147	1.57		f 5.35	4.31	5.32		T D 26	25.9	DANMOR P 1.0	45.1	80	1.16	11.13	f 8.52	f 8.08	f 8.06		
			·	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	2.06	f 2.12		\$ 5.46	4.42	5.42	x	T D 31	31.2	CA CARDWELL D	39.8	79	1.06	f11.03	\$ 8.42	f 7.53	s 7.50	·	
L 8	3.30 AM A	1.35PW	2.30	A 2.30M		\$ 6.00	4.55	5.54	WCY X	<u> </u>	38.3	WH WHITEHALL DN 6.7	32.7	114	12.55	\$10.51	s 8.30 825	L 7.354M	L 7.30A	A 2.45PM	
f 8	3.55		3.05			\$ 6.18	5.15	6,10		T D 45	45.0	PIPESTONE P 5.3	26.0	64	12.44	f10.39	\$ 8.15			f 2.20	
1 9	9.25		3.45			f 6.36	5.35	6.27		T D 50	50.3	SR SPIRE ROCK DN 4.6	20.7	60	12.33	10.28	1 8.04			s 1.50	
f10	0.00		4.25			1 6.55	5 .55	6.44	w	T D 55	54.9	WELCH P 4.3	16.1	55	12.23	10.18	f 7.54			f 1.30	
1	-				·	1		· · ·		T D 59	59.2	LEWIS 1.6	11.8	13 Spur			t			1	<u> </u>
\$10	.40		5.10			\$ 7.21	6.18	7.10	wyx	T D 60	60.8	HO HOMESTAKE DN 0.4	10.2	66	12.11	f10.06	s 7.41			\$ 1.05	
110	.45		5.15			7.23	6.20	7.12	x	T D 61	61.2	HIGHVIEW P	9.8	14	12.09%	10.04	7.40			t 1.00	
111	.06		5.33			7.36	6,33	7.25 220		T D 65	65.5		5.5	60	11.53#	9.48	7.25			112.35	
f11.	.18		5.45			1 7.45	6.45	7.35	WCO TYX		69.3	M. U. TRANSFER P 1.7	• • • •	Yard	11.40		1 7.05			f12.15	
A1 1	-30M		A 5.55₩			A 7.50M	6.50#	7.404	ох	υo	71.0	B Y BUTTE DN C.M.&St.P.,G.N. & B.A.&P. Track Con	0.0	Yard	L11.35 ^M 825	L 9.30P	L 7.004			L12-05 [%]	
Sun.	. Only	Tu., Th., Sat.	Daily	Tu., Th., Sat.		Daily	Daily	Daily							Daily	Daily	Daiby	Tu., Th. Sat.	Mo., We. Fri.	Sun. Only	~ _
	3.00	2.30	5,35	1.00		3.05	3.10	2.50				Time Over Subdivision			2.23	2.29	2.40	1.00	1.53	2.40	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN M. U. TRANSFER AND BUTTE. EASTWARD TRAINS WILL BE GOVERNED BY AUTOMATIC SIGNALS APPROACHING LOGAN YARD. MANUAL BLOCK BETWEEN WHITEHALL AND M. U. TRANSFER. SPECIAL INSTRUCTIONS PAGES 9, 10, 11, 12.

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SEVENTH SUB-DUTISION—Rocky Fork Branch EAST THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS THIRD CLASS										-																				120-2022-0		
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Annowy 5, 1932 Annowy				·····				THIR	D CLA	ss	FIRS	ST CLASS	S .				Time Te	ble No	52	1:	F	RST CL	\SS	[тн	RD C	LASS]					
Image: Note:			-				;	81	5 8	13 2	11 2	209	207	, Scale Wye Imits.	abers	. g	Januar	y 18, 1925.	52 g	y of	208	210	212	81	4 8	816		<u></u>				
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Pick Pick Pill Pill< Pill Pill <t< td=""><td></td><td></td><td></td><td></td><td></td><td>·</td><td>· · ·</td><td></td><td>\$ 8</td><td>30</td><td></td><td>s<u>1</u></td><td>11.09</td><td>W1mi. EX</td><td>T A 31</td><td>31.8</td><td></td><td></td><td>D 12.3</td><td>57</td><td>\$ 3.29</td><td></td><td></td><td>\$12.4</td><td>5</td><td></td><td> </td><td></td><td>·</td><td></td><td></td><td></td></t<>						·	· · ·		\$ 8	30		s <u>1</u>	11.09	W1mi. EX	T A 31	31.8			D 12.3	57	\$ 3.29			\$12.4	5				·			
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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 207 IS SUPERIOR TO No. 208 AND No. 203 IS SUPERIOR TO No. 814, LAUREL TO RED LODGE. WESTWARD EIGHTH SUB-DIVISION—Clark's Fork Branch EASTWARD Westward THIRTEENTH SUB-DIVISION—Ruby Valey Brank Except No. 207 IS SUPERIOR TO No. 814, LAUREL TO RED LODGE. THIRD CLASS PIRST CLASS TIME TABLE NO. 52 TIME Table								·									Time Ove	r Subdivision		-		<u> </u>		L		199.5	<u></u>	<u></u>	·	<u></u>		
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Mor. We. Daily Ex. Sun. Ber Sun		WEST	WARD)		FIRST	E] [CLASS	GHT	AINS O	F THE	ISION Ie Tab	LASS IN V-Clar Die No. 18, 1925.	rk's Fo	SI	Branc	AL INS	CTION EX STRUCTIO	CEPT No. 1	10, 11, E <i>I</i>	12. ASTV	IOR TO	No. 208 A	ND No. ard T]	813 IS	SUPE	TH	SUB-DI Time Ta Januar	VISIO able No	0. 52	by Valle	Branch 1	ND IS
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DIVISION Livingston, Montana. March 9, 1925.

N-O.B.THERN PACIFIC RAILWAY COMPANY OFFICE OF THE DIVISION SUPERINT. NOLNT MONT N. Circular No. 45. All Concerned: Iffective Vednesday, March 11, the pre-4 sent service on the Lake Basin, Rocky Fork and Clarks Fork Branches will be discontinued and the following service put into effect: One train and er ne crew will be assigned to hand 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. co-All RBs except Rhs,

TFL GHJ DSC JAM AJC RPB EHC JPM J//T, Agents at Bgs. Laurel, Silesia, Joliet, Roberts, Red Lodge, Edgar, Fromberg, Bridger, JES PHM

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Mixed Sun., Mo., Wed., Fri. I 7.00M f 7.30 f 7.42 s 7.49	Home Home <td>B 10 B 10 B 14 B 17</td> <td>0.0 10.3 14.5 17.1 20.3</td> <td>Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9</td> <td>39.6</td> <td>A transformed a set of the set of</td> <td>Mixed Sun., Mo., Wed., Fri. A 2.20PM t 1.46 f 1.31 f 1.22</td> <td></td> <td></td> <td></td> <td>227 Mixed Tu, Thu, Sat. L11.20# A11.45#</td> <td>225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 \$ 9.40</td> <td>X X Water, Fuel, Sea X X Turn Tables, Wy X and Yard Limits.</td> <td>TD 19 TE 9 TE 20</td> <td>0.0 9.5 20.6 0.0</td> <td>Su S Telegra SA S HA NO</td>	B 10 B 10 B 14 B 17	0.0 10.3 14.5 17.1 20.3	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9	39.6	A transformed a set of the set of	Mixed Sun., Mo., Wed., Fri. A 2.20PM t 1.46 f 1.31 f 1.22				227 Mixed Tu, Thu, Sat. L11.20# A11.45#	225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 \$ 9.40	X X Water, Fuel, Sea X X Turn Tables, Wy X and Yard Limits.	TD 19 TE 9 TE 20	0.0 9.5 20.6 0.0	Su S Telegra SA S HA NO
Mixed Sun., Mo., Wed., Fri. I 7.00# f 7.30 f 7.42 s 7.49 f 7.59	K H K	B 10 B 10 B 14 B 17 B 20	0.0 10.3 14.5 17.1 20.3 23.2	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT L	45.8 39.0 37.0 33.8	A pred selling of the	Mixed Sun., Mo., Wed., Fri. A 2.20PH t 1.46 f 1.31 t 1.22 f 1.10				227 Mixed Tu., Thu., Sat. L11.2048 A11.45M Tu., Thu., Sat.	225 Mixed Tu., Thu., Sat. 9.40 \$ 9.40 \$ 10.154 Tu., Thu., Sat.	X X Water, Fuel, Sea X X Turn Tables, Wy X and Yard Limits.	8 7 7 7 7 1 7 1 8 7 1 8 9 7 1 8 9 7 1 8 9 7 8 9 8 9	0.0 9.5 20.6 0.0	HA NO HA
Mixed Sun., Mo., Wed., Fri. L 7.0040 f 7.30 f 7.42 s 7.49 f 7.59 s 8.09	Length of the second se	B 1071 B	0.0 10.3 14.5 17.1 20.3 23.2 25.9 30.8	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT I 2.7 MERRIMAN 4.9 DAILEY F 6.7	45.8 39.6 37.0 33.8 30.9	At provide the second s	Mixed Sun., Mo., Wed., Fri. A 2.20PM t 1.46 f 1.31 f 1.22 t 1.10 s 1.00				227 Mixed Tu., Thu., Sat. L11.20# A11.45# Tu., Thu.,	225 Mixed Tu., Thu., Sat. 9.40 A10.154 Tu., Thu.,	X X Water, Fuel, Sea X X Turn Tables, Wy X and Yard Limits.	8 7 7 7 7 1 7 1 8 7 1 8 9 7 1 8 9 7 1 8 9 7 8 9 8 9	0.0 9.5 20.6 0.0	Suc S Telegra SA S HA NO HA Time
Mixed Sun,, Mo., Wed., Fri. I 7.00# f 7.30 f 7.42 s 7.49 f 7.59 s 8.09 f 8.19	Mater. Fuel Mater. Fuel <t< td=""><td>8 3 1071 1071 * B 10 * B 10 * B 10 * B 11 * B 20 * B 23 * B 23 * B 26 * B 31 * B 37</td><td>0.0 10.3 14.5 17.1 20.3 23.2 25.9 30.8 87.5</td><td>Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT I 2.7 MERRIMAN 4.9 DAILEY F 6.7</td><td>e autoritation and a second se</td><td>A the second sec</td><td>Mixed Sun., Mo., Wed., Fri. A 2.20PH t 1.46 f 1.31 f 1.22 t 1.10 s 1.00 f12.48</td><td></td><td></td><td>EASTWA</td><td>227 Mixed Tu., Thu., Sat. L11.204 A11.454 Tu., Thu., Sat. .25 15.1 RD TRAIN</td><td>225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 A10.154 Tu., Thu., Sat. 1.10 17.6</td><td>ABAC A A Water, Fuel, Sea X A A Turn Tables, Wy X A and Yard Limits.</td><td>TD 19 TE 9 TE 9 TE 9 TI 6</td><td>0.0 9.5 20.6 0.0 6.3</td><td>Su Telegra SA S HA NO HA Tim Aver ALMS (</td></t<>	8 3 1071 1071 * B 10 * B 10 * B 10 * B 11 * B 20 * B 23 * B 23 * B 26 * B 31 * B 37	0.0 10.3 14.5 17.1 20.3 23.2 25.9 30.8 87.5	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT I 2.7 MERRIMAN 4.9 DAILEY F 6.7	e autoritation and a second se	A the second sec	Mixed Sun., Mo., Wed., Fri. A 2.20PH t 1.46 f 1.31 f 1.22 t 1.10 s 1.00 f12.48			EASTWA	227 Mixed Tu., Thu., Sat. L11.204 A11.454 Tu., Thu., Sat. .25 15.1 RD TRAIN	225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 A10.154 Tu., Thu., Sat. 1.10 17.6	ABAC A A Water, Fuel, Sea X A A Turn Tables, Wy X A and Yard Limits.	TD 19 TE 9 TE 9 TE 9 TI 6	0.0 9.5 20.6 0.0 6.3	Su Telegra SA S HA NO HA Tim Aver ALMS (
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Mixed Sun,, Mo, Wed., Fri. I 7.00 ^M f 7.30 f 7.42 s 7.49 f 7.59 s 8.09 f 8.19 f 8.37 s 9.02 f 9.14 s 9.37		8 3 1071 1071 * B 10 * B 10 * B 14 * B 14 * B 17 * B 20 * B 23 * B 23 * B 26 * B 31 * B 31 * B 37 * B 41 * B 46	0.0 10.3 14.5 17.1 20.3 23.2 25.9 30.8 87.5 40.3 46.7	Succeeding No. 51B STATIONS Telegraph Offices and Calls V5 LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT L 2.7 MERRIMAN 4.9 DAILEY F 6.7 CARBELLA 2.8 SPHINX F 6.4 CORWIN SPRINGS 2.4	1 1	At provide the second s	Mixed Sun., Mo., Wed., Fri. A 2.20PM t 1.46 f 1.31 f 1.22 t 1.10 s 1.00 f12.48 f12.33 s12.09%			EASTWA	227 Mixed Tu., Thu., Sat. L11.204 A11.454 Tu., Thu., Sat. .25 15.1 RD TRAIN	225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 A10.154 A10.154 Tu., Thu., Sat. 1.10 17.6 S ARE SUP	IPERIO	TD 19 TE 9 TE 9 TE 9 TI 6 TI 6	0.0 9.5 20.6 0.0 6.2 0.0 6.2 0.0 7 0.0 7 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 1 0.0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0	Su Telegra SA S HA NO HA Tim Aven Aven SAINS (226, SAI 228, HA
Mixed Sun, Mo., Wed., Fri. I 7.00# f 7.30 f 7.42 s 7.49 f 7.59 s 8.09 f 8.19 f 8.19 f 8.37 s 9.02 f 9.14 s 9.37 s 9.47	In Park Park WCO TI	8 1071	0.0 10.3 14.6 17.1 20.3 23.2 25.9 30.8 87.6 40.3 46.7 49.1	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT E 2.7 MERRIMAN 4.9 DAILEY F 6.7 CARBELLA 2.8 SPHINX F 6.4 CORWIN SPRINGS 2.4 ELECTRIC F 2.9	39.6 39.6 33.6 23.3 16.6 13.8	Article Articl	Mixed Sun., Mo., Wed., Fri. A 2.20PH t 1.46 f 1.31 f 1.22 t 1.10 s 1.00 f12.48 f12.33 s12.09PH t11.59AM			EASTWA	227 Mixed Tu., Thu., Sat. L11.204 A11.454 Tu., Thu., Sat. .25 15.1 RD TRAIN	225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 A10.154 A10.154 Tu., Thu., Sat. 1.10 17.6 S ARE SUP	IPERIO	TD 19 TE 9 TE 9 TE 9 TI 6 TI 6	0.0 9.5 20.6 0.0 6.2 0.0 6.2 0.0 7 0.0 7 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 1 0.0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0	Suc Sa Telegra SA S HA NO HA Tim Aver SAINS (
Mixed Sun., Mo., Wed., Fri. I 7.00 f 7.30 f 7.42 s 7.49 f 7.59 s 8.09 f 8.19 f 8.37 s 9.02 f 9.14 s 9.37 s 9.47 f 9.54		8 1071	0.0 10.3 14.5 17.1 20.3 23.2 25.9 30.8 37.5 40.3 46.7 49.1 52.0	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT L 2.7 MERRIMAN 4.9 DAILEY H 6.7 CARBELLA 2.8 SPHINX F 6.4 CORWIN SPRINGS 2.4 ELECTRIC F 2.9 DEEVER 2.1	33.6 33.8 28.2 16.6 7.4 5.0 22.1	A Spur Spur 23 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5	Mixed Sun., Mo., Wed., Fri. A 2.20PH t 1.46 f 1.31 i 1.22 t 1.10 s 1.00 f12.48 f12.33 s12.09PH t11.59AM s11.36			EASTWA	227 Mixed Tu., Thu., Sat. L11.204 A11.454 Tu., Thu., Sat. .25 15.1 RD TRAIN	225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 A10.154 A10.154 Tu., Thu., Sat. 1.10 17.6 S ARE SUP	IPERIO	TD 19 TE 9 TE 9 TE 9 TI 6 TI 6	0.0 9.5 20.6 0.0 6.2 0.0 6.2 0.0 7 0.0 7 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 1 0.0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0	Su Telegra SA S HA NO HA Timu Avers CAINS (226, SAF 228, HA
Mixed Sun, Mo., Wed., Fri. I 7.00M f 7.30 f 7.42 s 7.49 f 7.59 s 8.09 f 8.19 f 8.19 f 8.37 s 9.02 f 9.14 s 9.37 s 9.47 f 9.54 A10.10M	In Park Park Park Park Park Park Park Park	8 1071	0.0 10.3 14.5 17.1 20.3 23.2 25.9 30.8 37.5 40.3 46.7 49.1 52.0	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT E 2.7 MERRIMAN 4.9 DAILEY F 6.7 CARBELLA 2.8 SPHINX F 6.4 CORWIN SPRINGS 2.4 ELECTRIC F 2.9 DEEVER 2.1	33.6 33.8 28.2 16.6 13.8 7.4	A Spur Spur 23 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5	Mixed Sun., Mo., Wed., Fri. A 2.20PH t 1.46 f 1.31 t 1.22 t 1.10 s 1.00 f12.48 f12.33 s12.09PH t11.59AM s11.36 f11.27			EASTWA	227 Mixed Tu., Thu., Sat. L11.204 A11.454 Tu., Thu., Sat. .25 15.1 RD TRAIN	225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 A10.154 A10.154 Tu., Thu., Sat. 1.10 17.6 S ARE SUP	IPERIO	TD 19 TE 9 TE 9 TE 9 TI 6 TI 6	0.0 9.5 20.6 0.0 6.2 0.0 6.2 0.0 7 0.0 7 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 1 0.0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0	Su Telegra SA S HA NO HA Timu Avers CAINS (226, SAF 228, HA
Mixed Sun., Mo., Wed., Fri. I 7.00 f 7.30 f 7.42 s 7.49 f 7.59 s 8.09 f 8.19 f 8.37 s 9.02 f 9.14 s 9.37 s 9.47 f 9.54	In Park Park Park Park Park Park Park Park	8 1071	0.0 10.3 14.5 17.1 20.3 23.2 25.9 30.8 37.5 40.3 46.7 49.1 52.0	Succeeding No. 51B STATIONS Telegraph Offices and Calls VS LIVINGSTON DN 10.3 BRISBIN 4.2 TRAIL CREEK 2.6 PRAY 3.2 CHICORY 2.9 RA EMIGRANT L 2.7 MERRIMAN 4.9 DAILEY H 6.7 CARBELLA 2.8 SPHINX F 6.4 CORWIN SPRINGS 2.4 ELECTRIC F 2.9 DEEVER 2.1	33.6 33.8 28.2 16.6 7.4 5.0 22.1	A generation of the second sec	Mixed Sun., Mo., Wed., Fri. A 2.20PH t 1.46 f 1.31 t 1.22 f 1.10 s 1.00 f12.48 f12.33 s12.09PH t11.59AM s11.36 f11.27 f11.17			EASTWA	227 Mixed Tu., Thu., Sat. L11.204 A11.454 Tu., Thu., Sat. .25 15.1 RD TRAIN	225 Mixed Tu., Thu., Sat. L 9.104 \$ 9.40 A10.154 Tu., Thu., Sat. 1.10 17.6 S ARE SUP	IPERIO	TD 19 TE 9 TE 9 TE 9 TI 6 TI 6	0.0 9.5 20.6 0.0 6.2 0.0 6.2 0.0 7 0.0 7 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 2 0.0 1 0.0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0 0 0 2 0	Su Telegra SA S HA NO HA Tim Aven Aven SAINS (226, SAI 228, HA

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UB-DIVISION (SIN BRANCH)				EA	STWA	RD	ر ا	
Table No. 52				SECOND	CLASS		!	
uary 18, 1925. cceeding No. 51B	from	city of	828				 1	
TATIONS	Distance Rapelje	Car Capacity Sidings	Mixed					
aph Offices and Calls	Bap	Car	Tu., Thu., Sat.	-			A 1	
HESPER D notion G. N. Ry. 4.4	·	45	A 3.30M	Ă		-	 	
WICKETT 9.3	33.3	45	1 3.15	-			 -	
COOMBS P 6.1	24.0	45	\$ 2.43	_		-		
MOLT D 7.8	17.9	55	\$ 2.23					
VHEAT BASIN P 10.1	10.1	45	\$ 1.58					,
RAPELJE D	0.0	75	L 1.25M					
			Tu., Thu., Sat.			1		
e Over Subdivision			2.05			·		
age Speed Per Hour			18.0	[
TIONS PAGES 10,	11, 1 N		PELJE.	EA	STWA	RD		and the standard of the standa
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH	11, 1 N		PELJE.	EAS		RD		a service and the service of the ser
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925.	11, 1 N	12 .	226			RD		a second and a second
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. ceeding No. 51B	11, 1 N IES)	12 .	226 Mixed	SECOND 228 Mixed		RD		a substant a substant and an
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. creeding No. 51B FATIONS	11, 1 N		226	SECOND 228 Mixed		RD		a series and the series of the
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. ceeding No. 51B F A T I O N S ph Offices and Calls	11, 1 N IES)	12 .	226 Mixed	SECOND 228 Mized Tu., Thu., Sat.		RD		المراجع والمستقلم والمحافظ والمستعمل والمحافظ والمستعمل والمحافظ والمح
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. ceeding No. 51B F A T I O N S ph Offices and Calls APPINGTON D 9.5	11, 1 N IES)	Oar Capadity of Sidiage	226 Mixed Tu., Thu., Sat.	SECOND 228 Mized Tu., Thu., Sat.		RD		a a submit a contra l' anna a nn an an anna an anna an anna an anna an an
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. cceeding No. 51B FATIONS ph Offices and Calls APPINGTON D 9.5 HARRISON D	11, 1 N IES)	rs Car Capadity of Bidings	226 Mixed Tu., Thu., Sat. A 1.10 ⁷⁰	SECONE 228 Mixed Tu., Thu., Sat.				a a construction of the second se
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. ceeding No. 51B F A T I O N S ph Offices and Calls APPINGTON D 9.5 HARRISON D 11.1 NORRIS D	11, 1 N IES) 20.6 111.1 8.0	21. Bidings Bidings	226 Mixed Tu., Thu., Sat. 4 1.107 11.204 11.204 11.204	SECONE 228 Mixed Tu., Thu., Sat.				والمرابع والم
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. ceeding No. 51B FATIONS ph Offices and Calls APPINGTON D 9.5 HARRISON D HARRISON D	11, 1 N IES) 20.6 111.1 8.0	22. Sidings of the of t	226 Mixed Tu., Thu., Sat. 4 1.107 11.204 11.204 11.204	SECONE 228 Mixed Tu., Thu., Sat.				and a second
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. ceeding No. 51B FATIONS ph Offices and Calls APPINGTON D 9.5 HARRISON D 11.1 NORRIS D HARRISON D 6.3	11, 1 N IES) 20.6 111.1 8.0 6.8	22. 12. 15 15 15	226 Mixed Tu., Thu., Sat. A 1.10% \$12.20% 11.20# 11.20#	SECONE 228 Mized Tu., Thu., Sat. A12.20%				and a second
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. ceeding No. 51B FATIONS Ph Offices and Calls APPINGTON D 9.5 HARRISON D 11.1 NORRIS D HARRISON D 6.3 PONY	11, 1 N IES) 20.6 111.1 8.0 6.8	22. 12. 15 15 15	226 Mixed Tu., Thu., Sat. A 1.10% \$12.20% 11.20# 11.20#	SECONE 228 Mized Tu., Thu., Sat. A12.207 L11.554				a a substance of the second
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TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. cceeding No. 51B FATIONS Ph Offices and Calls APPINGTON D 9.5 HARRISON D 11.1 NORRIS D HARRISON D 6.3 PONY	11, 1 N ES) 20.6 11.1 9.0 6.8 0.9	22.	226 Mixed Tu., Thu., Sat. A 1.1078 1 1-2078 1 1-2078 1 1-2078 1 1-2078 1 -2078 1 -2	SECONE 228 Mired Tu., Thu., Sat. A12.2074 L11.5544 Tu., Thu., Sat. 25 15.1 SITE DIF	CLASS			a de la companya de l
TIONS PAGES 10, SUB-DIVISIO D PONY BRANCH Table No. 52 uary 18, 1925. creeding No. 51B FATIONS Ph Offices and Calls APPINGTON D 9.5 HARRISON D 11.1 NORRIS D HARRISON D 6.3 PONY Over Subdivision ge Speed Per Hour PTHE SAME CL.	11, 1 N ES) 20.6 11.1 9.0 6.8 0.9	22.	226 Mixed Tu., Thu., Sat. A 1.1078 1 1-2078 1 1-2078 1 1-2078 1 1-2078 1 -2078 1 -2	SECONE 228 Mired Tu., Thu., Sat. A12.2074 L11.5544 Tu., Thu., Sat. 25 15.1 SITE DIF	CLASS			and a state of the stat

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	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Manhattan	Time Table No. 52 January 18, 1925. Succeeding No. 51B. STATIONS	noe from	Car Capacity of Sidings				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limite.	Numbers.	Distance from Bozeman.	Time Table No January 18, 192 Succeeding No. 511 STATIONS	5.	Distance from Logan.	pacity of	SECON CLAS
	I			Telegraph Offices and Calls	Distance Anceney	Car C Siding		<u>``</u> `		Water, Turn T and Ya	Station	Distan Bozem	Telegraph Offices and	Calls	Distand Logan.	Car Capacity (Sidings,	Freigh
	ΥХ	1115	0.0	MN MANHATTAN DN 2.0	15.2	150		ļ		WC0 TX	1096	0.0	BZ BOZEMAN	DN	33.8	150	A 2.1
			2.0	G. V. Ry. CROSSING 1.3	13.2			·	· ·		тх 9	8.5	COWAN 5.2	P	25.3	102 Spur	1.45
		TR 3	3.3	WHITE 1.5	11.9	7 Spur		i			1104	13.7	BR BELGRADE TOWE Second Subdivision Cros Interlocked	R DN	20.1		
		TR 5	4.8	BUELL 2.2	10.4	7 Spur	-						Interlocked 2.1	9. TR			
		TB 7	7.0	AMSTERDAM	8.2	· · · · · · · · · · · · · · · · · · ·	-]		TX 16	15.8	SPAIN 2.7	***	18.0	· · 10	
		TR 8	8.2	WALRATH 2.3	7.0	3 Spur				W	TX 19	18.5	POWERS 7.2	Р	15.3	102	1.10
		TR 10	10.5		4.7						T X 26	25.7	MAC LEES 8.1	. P	8.1	103 Spur	12.40
		TR 12	12.0	VINCENT 3.2	8.2	[WC0 TYX	1120	33.8	CH LOGAN	DN	0.0	Yard	L12.05
	Ŷ	TR 15	15.2		0.0	<u> </u>							Time Over Subdivisio Average Speed Per Ho				Daily 2.10 15.6
				Time Over Subdivision				FASTI		AINS	ARES		RIOR TO TRAINS O	ETH	E SAN		
EASTWARD		1	HE (Average Speed Per Hour PERIOR TO TRAINS OF OPPOSITE DIRECTION. NSTRUCTIONS PAGES 12			I TE CLASS IN	LAJI			THE	E OPF	OSITE DIRECTION CTIONS PAGES 10, 1	•			433 IN

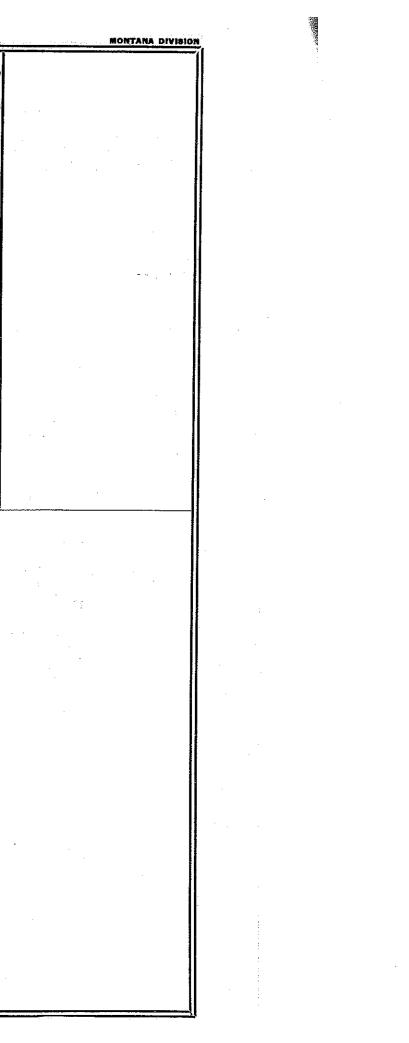
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			ចរច	TH SUB-DIVISION			
			PIP	1H 20D-DIVISION			
(BILL	.IN(GS	AND	CENTRAL MONTANA	BRA	NCH)	
 Water, Fuel, Soales, Turntables, Wyes, and Yard Limits.	Hard Munitered		rom	Time Table No. 52 January 18, 1925. Succeeding No. 51B.	rom	oity	
 ter. F			Distance from Billings	STATIONS	Distance from Shepherd,	Car Capacity of Sidings.	 -
Aut	1		Dist	Telegraph Offices and Calls	Sher Sher	e Gar	<u> </u>
WCO TYX		956	0.0	BG BILLINGS DN 2.3	14.0	Yard	
 _	тс	> 2	2.3	McELROY 1.7	11.7	Spur 22	
	то	4	4.0	M¢CRACKEN 2.4	10.0	15	
	то	6	6.4	DENNIS 2.0	7.6	7	
-	то	8	8.4	DRURY 2.0	5,6	Spur 5	
	то	10	10.4	GALLAGHER 3.6	3.6	7	
Y	то	14	14.0	SHEPHERD	0.0	9	
 _				Time over Sub-Division			 I
 				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.

14. Commercial Spurs-

FIRST SUBDIVISION (MAIN LINE)

- 1. 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.
- 2. 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 call for switches with four blasts of whistle but will stop clear of 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.
- 4. 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.
- 5. Train Inspection-Eastward freight trains will stop at Springdale and westward freight trains at Columbus for inspection.
- 6. 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 dis-

- charge 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 Oneida.
- Nos. 817 and 18 may carry male passengers.

7. Register Stations-

Billings. Laurel Yard for second class and inferior trains. Laurel for first class trains only.

Livingston.

8. 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

10.	Bulletin Stations—	
	Billings.	
	Laurel Yard	
	Livingston.	
11.	Standard Time Clocks—	
	Billings.	
	Laurel Yard.	
	Livingston.	
12.	Watch Inspectors-	
	Alex Califf, Billings.	13.
	A. P. Lytie, Livingston.	10.
	C. L. Calloway, Laurel.	
13.	Derall Switches—	
	BillingsCoal Dock Track.	-
	Billings East End Heating Plant Track	
	Laurel YardCoal Dock Track.	
	Laurel Yard Tower Spur.	
	Laurel YardBoth Ends Interchange Track	4
	Laurel Yard East Lead to Car Repair Trac	ck
	Laurel YardBeet Spur.	
	Youngs PointEast End Beet Track.	
	CraverEast End Stock Yard Track.	
	Big TimberEast End House Track.	
	Big TimberEast End Stock Yard Track.	

3.		Miles from Billings	Car Capacity
	Siding No. 1		37 35

SECOND SUBDIVISION. (MAIN LINE)

- 1. 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.
- 2. 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.
- 3. Pusher Districts-Between Livingston and Bozeman and between Townsend and Helena.
- 4. 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.
- 5. 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.
- 7. At Manhattan-Class W-3 and heavier engines must not use wye.
- 8. 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.
- 9. 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

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.

10. Train Inspection-Eastward freight trains will stop at Townsend for inspection. 11. 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. 12. Mountain Grade Operation-Mountain grade Livingston to west switch at

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.

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ί.	Special Stops, Connections, Etc.	
	No. 3 will stop at Belgrade and Manhattan to discharge passengers from	4
	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.	Ð.
	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. Livingston. Bozeman. Logan. Helena. office. First class trains in addition to registering at the passenger depot will register by card form 608 at the telegraph office. Livingston. Bozeman. Logan. Townsend. Helena. Livingston. Logan. Helena A. P. Lytle, Livingston. Leslie E. Gage, Bozeman. R. R. Horner, Townsend. D. J. Meagher, Helena. Livingston East End Freight House Track. Livingston.....East Lead to Freight Yard. Hoppers.....East Lead to Freight Yard. Chestnut.....West End Spur. Bozeman.....West End Ladder Track, South Yard. 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. Placer......West End Spur. Milos from



14. Register Stations-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 16. Builetin Stations-17. Standard Time Clocks-18. Watch Inspectors-19. Derall Switches-20. Commercial Spurs-

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	Livingston	
Montellis	19.7	29 Č
Stanley		6
Penwell	115.5	4

THIRD SUBDIVISION.

(MAIN LINE.) 1. 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.

2. 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 procee 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.

4. 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.

5. 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.

7. 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.

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- 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. II. Transfer

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.

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. 210 will connect at Logan with No. 2

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 AM, they

will stop at Sappington to discharge passengers for the branch.

11. Register Stations-

Logan.

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Butte.

M. U. Transfer. Register in yard office for helper engines only. Informa-tion 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-

i.,	Derail Switches—	
	Logan	East End Coal Dock Track.
	Moncrete	East End Spur.
	Whitehall	
	Whitehall	East End Yard Track.
	Whitehall	West End Coal Dock Track.
	Blackstone	
	Pipestone	
	Spire Rock	East End Siding.
	Welch	East End Siding.
	Welch	
	Homestake	
	Homestake	East End Wye Tracks.
	Skones	
	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 O. S. L. Freight House Track.
	Butte Yard	West End No. 18 Track.
	Butte Yard	West End Butte Electric Railway Inter-
		change 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 Sour.
	Butte-Montana Union Hill	East End of Tramway Track
	Butte-Montana Union Hill	
	Dure highling office indiates in	

SPECIAL INSTRUCTIONS—Continued.

17. Commercial Spurs-

Moncrete 24 42.2 Blackstone.....

FOURTH SUBDIVISION.

(MAIN LINE.)

1. Speed Restrictions-Thirty (30) miles per hour.

2. Register Stations-Bozeman. Logan.

3. Bulletin Stations---Bozeman. Logan.

Logan.

4. Standard Time Clock-

5. Commercial Spurs-Kerns.....

Bozeman Capacity 6.8

Miles from

Miles from

Logan

Car

Capacity

72 7

Car

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)

- 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 west-ward 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
- 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 5. 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
7.	Commercial Spurs— Miles from Car
	Laurel 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.	Bulietin Stations— Fromberg.
6.	Derail Switches— Fromberg
7.	Commercial Spurs
	Heiser Spur
	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

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- 1. 5 S
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SPECIAL INSTRUCTIONS—Continued.

THIRTEENTH SUBDIVISION.

(RUBY VALLEY BRANCH.)

1. Bridge Restrictions-

- W-Water.
- Y-Wve.

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in the discharge of duty.

(PARK BRANCH)

- 1. Speed Restrictions-Passenger trains forty (40) miles per hour.
- Special Stops and Connections, Etc. Nos. 233 and 234 will stop on flag at Holidays Crossing six miles west of Living-ston and at Bottlers Crossing between Mile posts 26 and 27.
- 3. Register Stations-Livingston. Gerdiner
- 4. Builetin Station-Livingston.
- 5. Standard Time Clock-Livingston.
- Derall 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

ELEVENT

(CAMP

1. Derall Switches-Anceney......On Main Track 180 feet east of Head Block to Elevator Track.

2. Commercial Spurs-

Miles from Manhattan Capacity 9.1 Westlake

TWELFTH SUBDIVISION.

(RED BLUFF AND PONY BRANCHES)

- 1. Bridge Restrictions-Speed must be restricted over Bridge 14, Norwegian Gulch to five (5) miles per
- 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.
- Special Stops, Connections, etc.— No. 225 will connect at Sappington with No. 220. Nos. 225 and 226 will stop on flag at Dawes Spur.
- Sappington. Norris.

Derall Switches-

- Beals Spur. West End Spur. Harrison......East End Elevator Track. Clarks Spur......East End Spur. Pony.....East End House Track.
- Commercial Spurs-

υ.	·	Miles from Sapping-	Ca-
		ton	pacit
	Clarks Spur	3.7	3
	Beals Spur.	5.6	4
	Shaws Spur	12.2	4
	Dawes Spur.		21
	Tinsley Spur (On Pony Branch)	12.5	2
	• - · · ·		

	Speed is restricted over Bridge 9, Jefferson River, Lo Engines classes S, S1, S2, S3, S4, S10 and Q eight (8) m Double header engines class F1 eight (8) miles per hour Engines classes T, Q1 and heavier not permitted.	iles per hour.	follows:
2.	Special Steps, 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 Whitehail	Car Ca- pacity
	Parrot Spur.	4.0	16

Parrot Spur	4.0	16
Winslow Spur	7.9	3
Colterville Spur.	39.5	10
ALL SUBDIVISIONS.	5	

- 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
- 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.
- Precaution must be taken in moving trains on double track to prevent accident 5. 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.
- Except as otherwise provided or when running light without conductor enginemen will only be required to consult register at initial or starting points.
- 8. Helper engines must not be coupled to train while in motion.
- When engines are coupling to passenger trains, and in making coupling between 9. 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.
- 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.
- When conditions will permit, enginemen on freight trains will receive proceed signal from rear of train before passesing any station.
- When a train is advanced by the use of a meeting order put out at meeting point, 13. 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.
- 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.

When it becomes necessary to utilize a side track for main line, in addition to 15. setting and locking switches for the side track and covering the same by train 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 move-ment 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 employes fully competent and equipped to do so.

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 how-ever, so that the empty cars placed on the head end of the train will not exceed 16. the number of loaded cars in the train.

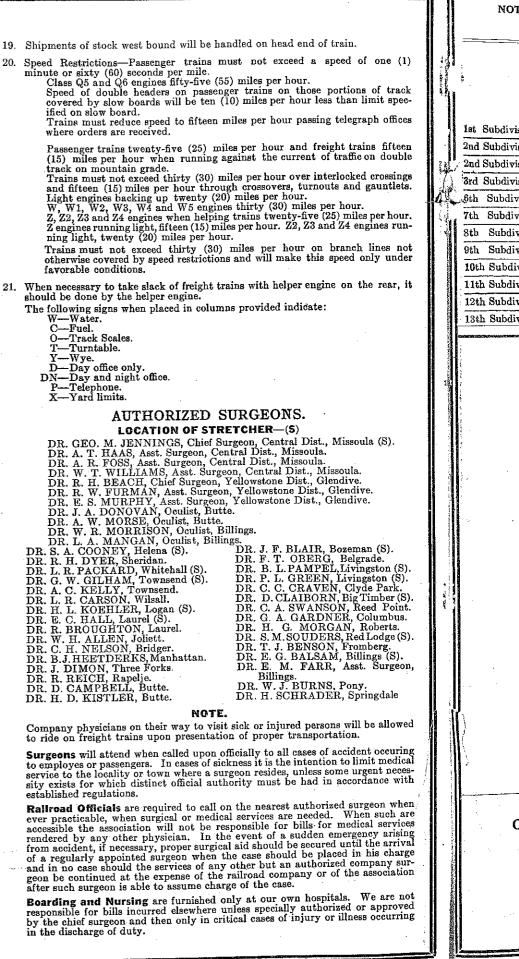
Trains moving from siding to main line at lap switches of lap siding stations will be governed by indication of starting signal located at lap switches.

18. Derail switches must be set for derail as normal position.

H SUBDIVISION.	÷ .	
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			HEIGHT ABOVE TOP OF RAIL										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 Wie		'-6'' 'ide	10'-0" Wide	10′-2″ Wide	10'-6" Wide	11'-0' 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	0"
nd 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	0"
ad 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"
rd 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'-0	6″
h 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"
h 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	0"
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	0″ 21′	-0" 2	21'-0"	21'-0"	21'-0"	21'-0	21'-0	0″ 2
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	0" 21'	-0"	21'-0"	21'-0''	21'-0''	21'-0''	21'-0)″ 2
h 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	0" 21'	-0" :	21'-0"	21'-0"	21'-0"	21'-0"	21'-0)" 2
h 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" 2	21'-0"	21'-0"	21'-0"	21'-0"	21'-0'	" 2
h 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	o" 21'	-0″ 2	21'-0"	21'-0''	21'-0"	21'-0"	21'-0	" 2
th Subdivision	Whitehall to Alder	217-4-77	21'-0"	21'-0''	21'-0"	21'-0"	21'-0"	21'-0''	21'-0"	21'-0''	21'-0"	21'-0	0'' 21'	-0" 2	21'-0"	21'-0"	21'-0''	21'-0"	21'-0)″ 2
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O. F. OHLSON, Asst. Supt.

H. D. MUDGETT, Trainmaster.

J. A. MERCER, Trainmaster.

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H. C. ALLEN, Trainmaster.

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]	Governing Structure
Max. Height	Max. Width	
21'-0''	11'-6''	
18'-9''	11'-6"	Bozeman Tunnel
21'-0"	11'-6"	
18' -2''	11'-6''	Tunnel at M.P.57 1/2 on 12° curve
21'-0"	11'-6''	
21'-0"	11'-6''	
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E RATINGS—WESTWARD.

ENGINES

Class S10	Class W	Class W3	Class Y1	Class Z2	Class Z3	Class Z4	Car Limit
	2700	3750	2400			·····	99
••••	950	1150	775	1460	1600	1920	
		Car L	imit.				90
	1400	1900	1375				
		Car L	imit.				
	2500	3000	2400				
. .	700	800	575	1040	1250	1300	
	Desce	nding	Mou	ntain	Grade		
	1700	2000	1500				99
	825	1100	700	<u> </u>			
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A. J. CARR, Chief Dispatcher.

