

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 54 TABLE

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

SUNDAY, MAY 6, 1928.

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.

T. H. LANTRY,
General Manager.

T. F. LOWRY,
General Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

FRED BRASTRUP,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

THIRD CLASS				SECOND CLASS				FIRST CLASS									
817				651 603				1 3 43 205 207 209 211 219 223									
Way Freight				Freight Freight				G. N. Passenger CB & Q 10 Passenger Passenger Motor Car CB & Q 30 Passenger Passenger Passenger									
Tu, Thu, Sat.				Daily Daily				Daily Daily Daily Daily Daily Ex. Sun. Daily Daily Daily									
				L 3.05 AM				L 11.31 PM L 11.20 AM L 5.50 AM L 2.00 AM L 9.15 AM L 3.30 PM L 7.30 AM L 10.00 AM L 10.00 PM									
				3.35				11.44 11.34 6.03 2.15 9.30 3.45 7.43 10.14 10.14									
				3.52				11.51 11.41 6.10 AM 2.23 9.38 3.53 7.51 10.22 10.21									
L 7.10 AM 603				L 11.45 AM 3 4.00 7.30 817 WCO TYX				11.54 11.44 2.27 9.42 3.57 7.55 10.26 10.25									
7.15				11.51 AM 7.36 X				11.57 PM 206 11.46 2.30 AM 9.45 AM 210 4.00 PM 7.58 AM 10.29 10.27									
7.29				12.11 PM 7.52				12.04 AM 11.53 10.37 10.34									
7.43				12.23 8.06				12.09 11.59 AM 10.44 602 10.40									
7.58				12.38 8.23				12.15 12.07 PM 10.53 10.48									
8.13				12.53 818 8.38				12.21 12.15 11.01 10.56									
8.22				1.02 8.48				12.24 12.20 818 11.06 11.01									
8.42				1.21 9.10 WX				12.32 12.30 11.17 11.11									
8.58				1.36 9.26				12.39 12.38 11.26 818 11.19									
9.10				1.48 9.39 602				12.45 12.44 11.33 11.24									
9.25 602				2.09 9.57				12.52 12.53 11.42 11.33									
9.46				2.26 220 10.15 818				12.56 12.59 11.48 11.39									
10.06				2.44 10.42				1.03 1.07 11.58 AM 11.48									
10.20				2.56 10.59				1.08 1.13 12.05 PM 11.54 PM									
10.40				3.15 11.26 WCX				1.17 1.21 12.14 12.02 AM									
11.00				3.34 11.49 AM				1.25 1.30 12.25 12.12									
11.22				3.55 12.14 PM WX				1.36 1.39 220 12.36 12.22									
11.42				4.14 12.46 219				1.43 1.48 12.46 603 12.31									
11.59 AM				4.35 1.16 220				1.49 1.56 12.55 12.39									
12.19 PM				4.57 2 1.31 WX				1.56 2.05 1.05 220 12.48									
12.55 220				5.21 1.49				2.05 2.16 1.16 12.59									
1.15				5.53 2.12				2.17 2.30 1.30 1.13									
A 1.30 PM 219				A 6.15 PM 3 2.35 PM WCO TYX				A 2.30 AM 4 2.40 PM 603 1.40 PM 817 1.25 AM									
Tu, Thu, Sat.				Daily Daily				Daily Daily Daily Daily Ex. Sun. Daily Daily Daily									
6.20				6.30 7.05				2.59 3.20 .20 .30 .30 .30 .28 3.40 3.25									
16.0				15.6 14.3				38.8 34.7 36.3 30.4 30.4 30.4 32.6 31.5 33.8									

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 10, 12, 13.

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS										Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits.	Station Numbers	Distance from Billings	Time Table No. 54 May 6, 1928. Succeeding No. 53			Distance from Livingston	Car Capacity of Sidings	SECOND CLASS					THIRD CLASS					
224	220	212	210	208	206	44	4	2	STATIONS				602								818							
Passenger	Passenger	CB & Q 29 Passenger	Motor Car	Passenger	CB & Q 9 Passenger	G. N. Passenger	Passenger	Passenger	Telegraph Offices and Calls				Freight								Way Freight							
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily					Daily								Mon. Wed. Fri.							
A 6.30AM	A 4.20PM	A 6.40PM	A 10.40AM	A 5.20PM	A 12.45AM	A 4.40PM	A 5.10AM	A 7.15PM	WCO TYX	956	0.0	BQ	BILLINGS 7.6 Cross Over	DN	115.7	Yard	A 2.45PM											
6.15	4.05	6.25	110.23	5.03	12.30	4.24	4.56	7.01		964	7.6		YEGEN 4.5 Cross Over	P	108.1	E 99 W 98	2.20											
6.05	3.57 44	6.17	110.13	4.53	12.22	L 4.13PM 200-220	4.49	6.54		968	12.1		MOSSMAIN Junction G. N. Ry. 1.9 Cross Over	P	103.6		2.05											
6.02	3.53	6.13	110.08	4.48	12.18		4.46	6.51	WCO TYX	971	14.0	KD	LAUREL YARD Interlocked 1.2 Cross Over	DN	101.7	Yard	L 2.00PM A 11.15AM						A 2.00PM					
3.60	3.50	L 6.10PM	L 10.05AM 207	L 4.45PM	L 12.15AM 1		4.44	6.49	X	972	15.2	AU	LAUREL 4.2	DN	100.5	Yard	11.10						1.55					
5.52	3.42						4.38	6.43		976	19.4		SPURLING 3.6	P	96.3	97	10.56						1.39					
5.45	3.35						4.32	6.38		979	23.0	RK	PARK CITY 4.6 Lap Siding	DN	92.7	E 105 W 97	10.44 219						1.26					
5.37	3.26						4.25	6.31		983	27.6		YOUNG'S POINT 4.5	P	88.1	97	10.31						1.10					
5.28	3.17						4.19	6.25		989	32.1		RAPIDS 2.8	P	83.6	97	10.20						12.53 651					
5.23	3.11						4.14	6.21		992	34.9		MISKO 5.8	P	80.8	97	10.14						12.20PM 3					
5.13	3.00						4.05	6.13	WX	996	40.7	CO	COLUMBUS 4.7 Lap Siding	DN	75.0	E 97 W 100	10.00						11.50AM					
5.04	2.50						3.58	6.07		1001	45.4		WATAGA 3.6	P	70.3	97	9.48						11.26 219					
4.58	2.43						3.54	6.02		1005	49.0		CRAVER 5.0	P	66.7	98	9.39 603						11.05					
4.49	2.33						3.48	5.55		1010	54.0		ONEIDA 3.3	P	61.7	97	9.25 817						10.35					
4.43	2.26 651						3.44	5.50		1014	57.3	RN	REED POINT 5.0 Lap Siding	DN	58.4	E 97 W 80	9.15						10.15 603					
4.34	2.16						3.38	5.43		1019	62.3		QUEBEC 3.4	P	53.4	97	8.59						9.57					
4.28	2.09						3.33	5.38		1022	65.7		PATCUM 4.9	P	50.0	97	8.48						9.48					
4.20	2.00						3.27	5.32	WCX	1026	70.6	GC	GREYCLIFF 5.1 Lap Siding	DN	45.1	E 112 W 97	8.33						9.36					
4.11	1.50						3.21	5.25		1031	75.7		REYNOLDS 5.5	P	40.0	98	8.16						9.22					
4.01	1.39 3						3.14	5.18	WX	1037	81.2	BD	BIG TIMBER 5.2 Lap Siding	DN	34.5	E 100 W 97	7.59						9.08 8.43					
3.51	1.27						3.08	5.11		1043	86.4		DEHART 4.7	P	29.3	98	7.41						8.33					
3.43	1.16 603						3.02	5.04		1047	91.1		CARNEY 5.1	P	24.6	97	7.26						8.24					
3.33	1.05 219						2.56	4.57 651	WX	1051	96.2	SX	SPRINGDALE 6.0 Lap Siding	DN	19.5	E 98 W 100	7.10						8.14					
3.22	12.55 817						2.48	4.49		1058	102.2		ELTON 7.9	P	13.5	98	6.50						8.02					
3.09	12.45						2.38	4.40		1065	110.1	MS	MISSION 5.6 Lap Siding	D	5.6	E 98 W 80	6.25						7.46					
L 2.58AM	L 12.35PM						L 2.30AM 1	L 4.32PM	WCO TYX	1071	115.7	VS	LIVINGSTON	DN	0.0	Yard	L 6.05AM						L 7.35AM					
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily					Time Over Subdivision						Daily					Mon. Wed. Fri.				
3.32	3.45	.30	.35	.35	.30	.27	2.40	2.43					Average Speed Per Hour						5.55					6.00				
32.8	30.8	30.4	26.0	26.0	30.4	26.8	43.3	42.6											19.5					17.0				

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 10, 12, 13.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

THIRD CLASS				SECOND CLASS				FIRST CLASS									
821				651 603				Time Table No. 54 May 6, 1928. Succeeding No. 53									
Way Freight				Freight Freight				STATIONS									
Tu. Thur. Sat.				Daily Daily				Telegraph Offices and Calls									
				L 8.20PM L 6.15PM				VS LIVINGSTON DN 122.8 Yard									
				9.15 7.10				HOPPERS 4.2 Cross Over P 115.1 80									
				9.50 7.45				MU MUIR 1.2 Cross Over DN 110.9 107									
				10.00 7.55				WS WEST END 3.3 DN 109.7 E 82 W 83									
				10.15 8.10				CHESTNUT 2.9 Cross Over P 106.4									
								GORDON 5.5 P 103.5 73									
L 7.00AM				10.40 8.35				BZ BOZEMAN DN 98.0 150									
								G. V. Ry. Track Conn. 4.0 Cross Over									
f 7.17				10.54 8.48				STORY 3.4 P 94.0 80									
								BELGRADE TOWER 2.1 Electric Automatic Interlocking P 90.6									
s 7.43				11.13 9.04				BA BELGRADE 5.5 D 88.5 80									
f 8.07				11.32 9.21				CENTRAL PARK 3.0 P 83.0 80									
s 8.24				11.45PM 9.33				MN MANHATTAN 5.3 D 79.1 82									
s 8.50 9.30				A 12.05AM 9.50				CH LOGAN 4.0 DN 73.8 Yard									
								GALLATIN 1.9 P 69.8 80									
f 9.46				10.03				TRIDENT 4.0 D 67.9 80									
s 9.54 230				10.09				REKAP 4.4 P 63.9 80									
f 10.11				10.22 602				CLARKSTON 6.0 P 59.5 80									
f 10.28				10.36				LOMBARD 5.8 DN 53.5 97									
s 10.50				10.55				BREWER 3.5 P 47.7 80									
f 11.15				11.23 4				TOSTON 6.0 Lap Siding D 44.2 E 80 W 81									
s 11.31				11.37				HOLKER 5.0 P 33.2 E 80 W 80									
f 11.57AM				11.59PM				TOWNSEND 3.0 Lap Siding DN 30.2 80									
s 12.20PM				12.28AM				LEWARK 5.2 P 25.0 80									
f 12.34				12.47				CLOW 4.8 P 20.2 E 79 W 80									
f 12.57 222				1.17				WINSTON 4.6 Lap Siding DN 15.6 80									
s 1.20				1.45				PLACER 5.2 P 10.4 80									
f 1.41				2.04				LOUISVILLE 6.0 P 4.4 E 76 W 80									
f 2.05				2.24				EAST HELENA 4.4 Lap Siding DN 0.0 Yard									
s 2.35				2.48				HELENA DN									
A 2.55PM				A 3.05AM													
Tu. Thur. Sat.				Daily Daily				Time Over Subdivision									
7.15				3.45 8.50				Average Speed Per Hour									
13.5				13.0 13.9													

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 10, 11, 12, 13.

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 10, 11, 12, 13.**

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

				SECOND CLASS		FIRST CLASS					Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Logan	Time Table No. 54 May 6, 1928. Succeeding No. 53			Distance from Butte	Car Capacity of Sidings	FIRST CLASS					SECOND CLASS						
				651	237			223	219	1				STATIONS					2	220	224			238						
				Freight	Mixed			Passenger	Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger	Passenger			Mixed						
				Daily	Tu., Th., Sat.			Daily	Daily	Daily									Daily	Daily	Daily			Tu., Th., Sat.						
				L 12.20 ^{AM} ₂₂₄	L 2.45 ^{PM} ₂			L 3.40 ^{AM}	L 4.45 ^{PM}	L 4.17 ^{AM}				WC TYX	1120	0.0			CH	LOGAN 6.6	DN	71.0	Yard	A 2.40 ^{PM} ₂₃₇	A 10.00 ^{AM}	A 12.05 ^{AM} ₆₅₁			A 2.05 ^{PM}	
				12.40	s 3.04			f 3.52	s 4.58	4.28	X	T D 6	6.6	KS	THREE FORKS 5.9	D	64.4	80	2.30	s 9.48	f 11.54 ^{PM}			f 1.50						
				12.57	s 3.21			f 4.02	s 5.10	4.38	X	T D 13	12.5	CK	WILLOW CREEK 6.7	D	58.5	80	2.21	s 9.37	f 11.44			f 1.25						
				1.16	s 3.39			f 4.13	s 5.23	4.49	WY X	T D 19	19.2	SAPPINGTON C. M. St. P. & P. Crossing Interlocked Track Conn. 3.6			P	51.8	80	2.10	s 9.25 ₂₃₈	f 11.33			L 1.10 ^{PM} A 9.10 ^{AM} ₂₂₀					
					f 3.49				f			T D 23	22.8	HUBBARD 3.1				48.2			f				f 8.50					
				1.35	f 3.59			4.24	f 5.36	5.01		T D 26	25.9	DANMOR 1.0			P	45.1	80	1.59	f 9.12	11.22			f 8.35					
					s 4.02			f 4.26	f 5.38			T D 27	26.9	LIME SPUR 4.3				44.1	20 Spur		f 9.10	f 11.20			s 8.30					
				1.51	s 4.17			f 4.37	s 5.46	5.11	X	T D 31	31.2	CA	CARDWELL 7.1	D	39.8	79	1.50	s 9.03	f 11.12			s 8.11						
				2.12	A 4.35 ^{PM}			s 4.51	s 6.00	5.25	WCY X	T D 38	38.3	WH	WHITEHALL 6.7	DN	32.7	114	1.40	s 8.52	s 10.59			L 7.45 ^{AM}						
				2.44				5.07	s 6.18	5.41		T D 45	45.0	PIPESTONE 5.3			P	26.0	64	1.29	s 8.34	f 10.47								
				3.13				5.24	f 6.36	5.58		T D 50	50.3	SPIRE ROCK 4.6			P	20.7	60	1.18	f 8.22	10.35								
				3.39				5.41	f 6.55	6.14	W	T D 55	54.9	WELCH 4.3			P	16.1	55	1.08	f 8.11	10.25								
									f			T D 59	59.2	LEWIS 1.6				11.8	13 Spur		f									
				4.11				6.01	s 7.21	6.35	WYX	T D 60	60.8	HO	HOMESTAKE 0.4	DN	10.2	66	12.56	s 7.58	f 10.12									
				4.14				6.03	7.23	6.37	X	T D 61	61.2	HIGHVIEW 4.3			P	9.8	14	12.54	7.56	10.10								
				4.32				6.15	7.36	6.49		T D 65	65.5	SKONES 3.8			P	5.5	60	12.38	7.40	9.53								
				4.45				6.25	f 7.45	7.00	WCO TYX	T D 70	69.3	M. U. TRANSFER 1.7			P	1.7	Yard	12.25	f 7.25	9.38								
				A 4.55 ^{AM}				A 6.30 ^{AM}	A 7.50 ^{PM}	A 7.08 ^{AM} ₂₂₀	OX	U O	71.0	BY	BUTTE Track Conn's C. M. St. P. & P., G. N., B. A. A. & P.	DN	0.0	Yard	L 12.20 ^{PM}	L 7.20 ^{AM} ₁	L 9.33 ^{PM}									
				Daily	Tu., Th., Sat.			Daily	Daily	Daily				Time Over Subdivision						2.20	2.40	2.32		2.20						
				15.5	20.8			25.0	23.0	24.9				Average Speed Per Hour						30.4	26.6	28.0		16.4						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN M. U. TRANSFER AND BUTTE.
 AUTOMATIC BLOCK BETWEEN LOGAN AND WHITEHALL.
 SPECIAL INSTRUCTIONS PAGES 11, 12, 13.

WESTWARD

SEVENTH SUB-DIVISION—Rocky Fork Branch.

EASTWARD

THIRD CLASS					FIRST CLASS					Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Laurel	Time Table No. 54 May 6, 1928. Succeeding No. 53				Distance from Red Lodge	Car Capacity of Sidings	FIRST CLASS				THIRD CLASS									
815	813	211	209	207	205	206	208	210	212				814	816	STATIONS				206	208	210	212	814	816								
Way Freight	Way Freight	C.B.&Q. 30 Passenger	Motor Car	Passenger	C.B.&Q. 10 Passenger	C. B. & Q. 9 Passenger	Passenger	Motor Car	C.B.&Q. 29 Passenger				Way Freight	Way Freight	Telegraph Offices and Calls				C. B. & Q. 9 Passenger	Passenger	Motor Car	C.B.&Q. 29 Passenger	Way Freight	Way Freight								
Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily				Tu., Thu., Sat.	Mo., We., Fri.					Daily	Daily	Ex. Sun.	Daily	Tu., Thu., Sat.	Mo., We., Fri.								
L 6.40AM	L 6.00AM	L 7.58AM	L 4.05PM	L 9.45AM	L 2.30AM	WCO TYX	972	0.0	AU	LAUREL 4.5	DN	44.1	Yard	A12.14AM	A 4.40PM	A10.05AM	A 6.08PM	A 3.00PM	A12.30PM													
f 7.00	f 6.16	8.08	f 4.15	f 9.55 210	2.40		T A 8	4.5		MASON 5.0		39.6	98	12.05AM	f 4.33	f 9.55 207	5.59	f 2.42	f12.08PM													
A 7.20AM	s 6.35	A 8.18AM	A 4.25PM 208	s10.05	A 2.50AM	X	T A 10	9.5	RC	SILESIA 2.7	D	34.6	48	L11.55PM	s 4.25 209	L 9.45AM	L 5.48PM	f 2.21	L11.45AM													
	f 6.44			f10.12			T A 12	12.2		ROCKVALE 5.9		31.9	24 Spur		f 4.19			f 2.10														
	s 7.05			s10.28		W 1 1/2 mi. W X	T A 18	18.1	WC	JOLIET 4.9	D	26.0	48		s 4.04			s 1.45														
	s 7.35			s10.42			T A 21	23.0	BO	BOYD 5.6	D	21.1	48		s 3.52			f 1.25														
	f 8.10			f10.59			T A 23	28.6		SELMES 3.2	P	15.5	36		f 3.38			f 1.00														
	s 8.30			s11.09		X	T A 31	31.8	RO	ROBERTS 6.3	D	12.3	57		s 3.30			s12.45														
	f 9.10			f11.30			T A 33	38.1		FOX 6.0	P	6.0	71		f 3.14			f12.17PM														
	A 9.45AM			A11.50AM 814		WC YX	T A 44	44.1	RQ	RED LODGE	D	0.0	Yard		L 3.00PM			L11.50AM 207														
Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	Daily										Daily	Daily	Ex. Sun.	Daily	Tu., Thu., Sat.	Mo., We., Fri.												
.40	3.45	.20	.20	2.05	.20										.19	1.40	.20	.20	3.10	.45												
14.2	11.7	28.5	28.5	21.1	28.5										30.0	26.4	28.5	28.5	13.9	12.6												
Time Over Subdivision																																
Average Speed Per Hour																																

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 11, 12, 13.

WESTWARD

EIGHTH SUB-DIVISION—Clark's Fork Branch

EASTWARD

THIRD CLASS				FIRST CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Silesia	Time Table No. 54 May 6, 1928. Succeeding No. 53				Distance from Bridger	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS		
		815	211	209	205	206	210				212	816										
		Way Freight	C.B.&Q. 30 Passenger	Motor Car	C.B.&Q. 10 Passenger	C. B. & Q. 9 Passenger	Motor Car				C.B.&Q. 29 Passenger	Way Freight										
		Mo., We., Fri.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.				Daily	Mo., We., Fri.										
		L 7:20AM	L 8:18AM	L 4:30PM	L 2:50AM	X	T A 10	0.0	RC	SILESIA 4.3	D 19.5	83	A11:55PM	A 9:42AM	A 5:48PM	A11:45AM						
		f 7:35	8:28	f 4:40	3:00	WX	T K 4	4.3		BLUM 2.3	15.2	65	11:43	f 9:32	5:38	f11:22						
		s 7:45	s 8:33	s 4:46	3:06	X	T K 6	6.6	GA	EDGAR 5.9	D 12.0	71	11:37	s 9:27	s 5:33	f11:08						
		s 8:14	A 8:45AM	s 5:00 212	A 3:20AM	Y X	T K 12	12.5	FB	FROMBERG Junction C. B. & Q. Ry. 7.0	DN 7.0	49	L11:20PM	s 9:14	L 5:20PM 209	s10:37						
		A 9:00AM 210		A 5:15PM		W T X	T K 19	19.5	BX	BRIDGER M. W. & S. Track Conn.	D 0.0	Yard		L 9:00AM 815		L10:00AM						
		Mo., We., Fri.	Daily	Ex. Sun.	Daily								Daily	Ex. Sun.	Daily	Mo., We., Fri.						
		1.40	.27	.45	.30					Time Over Subdivision			.35	.42	.28	1.45						
		11.7	27.9	26.0	25.0					Average Speed Per Hour			21.4	27.8	26.7	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 12, 13.

Westward THIRTEENTH SUB-DIVISION—Ruby Valley Branch Eastward

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Whitehall	Time Table No. 54 May 6, 1928. Succeeding No. 53			Distance from Alder	Car Capacity of Sidings	SECOND CLASS	
231					STATIONS					232	
Mixed					Telegraph Offices and Calls					Mixed	
Mo., We., Fri.										Mo., We., Fri.	
L 9.20AM	WCY X	T D 38	0.0	WH	WHITEHALL 2.0	DN	45.3	Yard	A 3.40PM		
			2.0		C. M. St. P. & P. CROSSING Interlocked Track Conn. 2.3		43.3				
s 9.37		T J 4	4.3		RENOVA 5.5		41.0	5 Spur	s 3.24		
f 9.59		T J 10	9.8		LOOMONT 1.7		35.5	25	f 3.08		
s10.05	X	T J 11	11.5	WA	WATERLOO 4.2	D	33.8	35	s 3.00		
s10.21		T J 16	15.7		SILVER STAR 2.6		29.6	3 Spur	s 2.46		
f10.35		T J 19	19.3		IRON ROD 6.9		26.0	25	f 2.34		
s11.03	X	T J 26	26.2	TB	TWIN BRIDGES 9.1	D	19.1	25	s 2.11		
s11.40AM	W X	T J 28	35.3	SD	SHERIDAN 7.9	D	10.0	14	s 1.43		
s12.12PM		T J 43	43.3		LAURIN 2.1		2.1	4 Spur	s 1.17		
A12.20PM	Y X	T J 45	45.3	AD	ALDER	D	0.0	45	L 1.10PM		
Mo., We., Fri.									Mo., We., Fri.		
3.00					Time Over Subdivision				2.30		
15.1					Average Speed Per Hour				15.1		

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 12, 13.

WESTWARD ELEVENTH SUB-DIVISION EASTWARD
(CAMP CREEK BRANCH)

		Time Table No. 54 May 6, 1928 Succeeding No. 53.			
		STATIONS			
		Telegraph Offices and Calls			
	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Manhattan	Distance from Ancney	Car Capacity of Siding
	Y X	1115	0.0	MN MANHATTAN 2.0	D 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	13.0	VINCENT 3.2	3.2 9 Spur
	Y	TR 15	15.2	ANCNEY	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 12, 13.**

WESTWARD FOURTH SUB-DIVISION EASTWARD
(MAIN LINE)

		Time Table No. 54 May 6, 1928 Succeeding No. 53.				SECOND CLASS 602	
		STATIONS				Freight	
		Telegraph Offices and Calls				Daily	
		Distance from Bozeman.		Distance from Logan.		Car Capacity of Siding.	
	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Bozeman.	Distance from Logan.	Car Capacity of Siding.		
	WCO TX	1096	0.0	BZ BOZEMAN 8.5	DN 33.8 150	A 1.15 AM	
		TX 9	8.5	COWAN 5.2	P 25.3 6 Spur		
		1104	13.7	BELGRADE TOWER Second Subdivision Crossing Interlocked 2.1	P 20.1		
		TX 16	15.8	SPAIN 2.7	18.0 10 Spur		
	W	TX 19	18.5	POWERS 7.2	P 15.3 102	11.59 PM	
		TX 26	25.7	MAC LEES 8.1	P 8.1 5 Spur		
	WCO TYX	1120	33.8	CH LOGAN DN	0.0 Yard	L 10.55 PM	
		Time Over Subdivision				Daily 2.20	
		Average Speed Per Hour				14.4	

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN
THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 11, 12 AND 13.**

WESTWARD FIFTH SUB-DIVISION EASTWARD
(BILLINGS AND CENTRAL MONTANA BRANCH)

		Time Table No. 54 May 6, 1928 Succeeding No. 53.			
		STATIONS			
		Telegraph Offices and Calls			
		Distance from Billings		Distance from Shepherd.	
	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Billings	Distance from Shepherd.	Car Capacity of Siding.
	WCO TYX	956	0.0	BQ BILLINGS 2.3	DN 14.0 Yard
		TO 2	2.3	McELROY 1.7	11.7 22 Spur
		TO 4	4.0	McCRACKEN 2.4	10.0 15
		TO 6	6.4	DENNIS 2.0	7.6 7
		TO 8	8.4	DRURY 2.0	5.6 5 Spur
		TO 10	10.4	GALLAGHER 3.6	3.6 7
	Y	TO 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 11, 12 AND
13.**

WESTWARD FOURTEENTH SUB-DIVISION EASTWARD
(ELKHORN BRANCH)

		Time Table No. 54 May 6, 1928. Succeeding No. 53			
		STATIONS			
		Telegraph Offices and Calls			
		Distance from Queen Siding		Distance from Queen Siding	
	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Queen Siding	Distance from Queen Siding	Car Capacity of Siding
			0.0	BOJMERANG Junction G. N. Ry. 2.6	18.2
	WCYX	TF 33	2.6	BOULDER 8.7	D 15.6 75
		TH 9	11.3	PINN 6.9	6.9 15
	W1 1/2 mi. E X	TH 6	18.2	QUEEN SIDING	0.0 5 Spur

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE
SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGE 12 AND 13.**

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 crossover switches at stock yards is for passenger main tracks. Westward freight trains stop east of automatic block signal 224.7 at east end of the crossovers and eastward freight trains stop west of signal bridge at west end of crossovers until switches have been lined and then be governed by the position of the automatic block signal. 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 from 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 crossover 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.
Maximum speed for trailing or facing point movement over spring switch leading from eastward freight main track to eastward main track is 15 miles per hour. Trains trailing through and stopping on switch must not take slack until points have been thrown by hand. Flying switches must not be made over spring switch. When necessary to throw switch, the switch stand should be operated slowly, keeping a steady pressure on the handle until switch is thrown and handle down in the socket. Trains moving against current of traffic on eastward main track will stop before passing over this switch.
3. **At Mossmain** normal position of signal 11.8 controlling movement of trains leading off the Great Northern connection, is "STOP" as shown in Aspect 501-A, page 83, Northern Pacific book of Transportation Rules.
When necessary to use crossover, all eastbound trains from the Great Falls line will be governed by the following:
Throw all switches for crossover movement in the order of their succession, beginning with the derail switch, until all switches are lined for entering eastward main track. If there is no conflicting train movement on either track, signal 11.8 will show caution or clear and train may proceed through the crossover. If signal does not show clear or caution indication, it may be passed and crossover may be used, only under protection of a flag.
4. **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.
5. **Speed Restrictions**—At Billings, six (6) miles per hour over 27th, 28th and 29th Street crossings. These crossings are protected by automatic crossing alarm bells. Only the main tracks on either side of the crossings are bonded to operate the bells when trains are approaching. Trains and engines using any of the other tracks must protect the movement in accordance with Safety Rule No. 25, which requires that some member of the crew walk ahead and protect the movement over the crossing.
At Laurel, fifteen (15) miles per hour over switches from single to double track and over the two crossings west of the passenger station.
At Columbus, twenty (20) miles per hour over Prutton Street crossing and crossing just west of the station. No. 1 will reduce speed to fifteen (15) miles per hour passing Columbus depot.
At Livingston, twenty (20) miles per hour over highway crossing east end of yard. Freight trains will not pull down so as to obstruct view of passenger trains approaching this crossing.
6. **Bridge and Engine Restrictions**—Engines Class A, twenty (20) miles per hour over Bridge 224 East end Billings yard, Bridge 52 near Oneida, Bridges 59 and 60-1 between Reed Point and Quebec, and Bridge 95 near Springdale.
7. **Train Inspection**—Eastward freight trains will stop at Springdale and westward freight trains at Columbus for inspection.
8. **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. 1 will stop at Big Timber to discharge passengers from Minneapolis and points east.
No. 3 will stop at Laurel to discharge passengers from east of Billings.
No. 4 will stop on flag at Springdale, Big Timber, Columbus and Laurel for passengers destined east of Billings where scheduled to stop, and at Springdale, Big Timber, Reed Point, Columbus, Park City and Laurel, to discharge passengers from west of Logan.
No. 223 will stop on flag at Grey Cliff for passengers destined Livingston and points west where scheduled to stop and to discharge passengers from points east.
Nos. 207, 208, 209 and 210 will stop on flag at Foster, nine miles west of Billings.
No. 208 will connect at Laurel 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.
No. 220 will stop on flag opposite round house, Billings.
Nos. 817 and 818 may carry adult male passengers.
9. **Register Stations**—
Billings. Yard Office.
Laurel Yard for second class and inferior trains.
Laurel for first class trains.
Livingston.
10. **Register Exceptions**—
At Laurel first class trains will register by card, Form 608. Westward first class trains will be furnished train order check of register. Eastward second class and inferior trains will be furnished check of register on Form 602, by operator.
11. **Clearance Exceptions**—
At Laurel first subdivision trains except those originating at Laurel, will not require clearance if train order signal is in clear position.

SPECIAL INSTRUCTIONS.

12. **Bulletin Stations**—
Billings. Yard Office. Laurel Yard. Livingston.
13. **Standard Time Clocks**—
Billings. Yard Office. Laurel Yard. Livingston.
14. **Watch Inspectors**—
Alex Califf, Billings. H. N. Hull, Livingston. C. L. Calloway, Laurel.
15. **Derail Switches**—
Billings..... Coal Dock Track.
Billings..... East End Heating Plant Track.
Laurel Yard..... Coal Dock Track.
Laurel Yard..... Stock Yard Track.
Laurel Yard..... East Lead to Car Repair Track.
Laurel Yard..... Beet Spur.
Youngs Point..... East End Beet Track.
Misko..... East End Spur.
Craver..... East End Stock Yard Track.
Big Timber..... East End House Track.
Big Timber..... East End Stock Yard Track.
16. **Commercial Spurs**—
Miles from Car
Billings Capacity
Siding No. 1..... 4.5 37
Siding No. 2..... 9.5 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 track. The normal position of switch at West End is for westward track.
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 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 signal in the rear.
3. **Pusher Districts**—Between Livingston and Bozeman and between Townsend and Helena.
4. **Train Inspection**—Eastward freight trains will stop at Townsend and westward freight trains at Bozeman for inspection.
5. **At Muir and West End**—The system of tracks between the yard limit sign 2500 feet east of the east switch at Muir and yard limit sign 2300 feet west of the west switch at West End will be considered and operated as one yard. Westward trains will not require rear end protection between end of double track at Muir and west switch of Westward siding at West End. Eastward trains will not require rear end protection between end of double track at West End and East switch of crossover at Muir. When necessary to use helper spur east of depot at Muir, engine men of helper engines before leaving spur must call dispatcher and secure authority to make reverse movement on eastward track.
6. **Staff System**—No train will move between West End and Muir until the engine man of leading engine has received a staff. Possession of the staff makes a train superior to all trains between Muir and West End.
7. **At Bozeman**, old coal dock track will be used as westward siding.
The track leading from yard to freight house, crossing with the C. M. St. P. & P. Ry. is protected with gates and when it is in use by the C. M. St. P. & P. Ry. trains, gates will be placed across our tracks. All engines must approach this crossing expecting to find it occupied.
Trains from low grade line will enter double track at a point just west of passenger station at Bozeman. Entering switch and switch at end of double track are electric switches and will be handled by operators located in the passenger station. These switches may also be thrown by hand.
Signal 140.8 located on bracket pole just west of end of double track governs movement from low grade line to double track, normal position "STOP."
When trains are ready to move from low grade line to double track, they will call for signal by sounding four short, distinct blasts of the whistle. When route governed by signal 140.8 is lined up for low grade line, trains to enter double track, signal will indicate "CLEAR."
8. **At Belgrade Tower**—Electric automatic interlocking protects crossing of Low Grade line with Old Main line for movement of trains over the crossing.
Standard interlocking indications will be displayed for automatic home signals with the addition of a number plate below the bottom arm.
Automatic block signals governing the approach to the automatic home signals will operate only to the caution position. Trains will approach automatic home signals at restricted speed and if proceed indication is displayed, may pass over the crossing at a speed not to exceed 30 miles per hour.
If a train is stopped at an automatic home signal and no train is approaching or on the crossing, a member of the crew will proceed to the crossing, unlock the hand release box and operate the hand release according to the following instructions which are posted on the inside of the door in an iron box located at the crossing and locked with a switch lock.

TRAINMEN'S INSTRUCTIONS FOR OPERATING HAND RELEASE.

- (1) Ascertain if an opposing home signal indicates proceed and if a train on the opposing route is APPROACHING the crossing.
- (2) IF NOT, turn knob of hand release to right until the pointer is OPPOSITE Figure 2 on the dial, release knob, close and lock door. The clockwork mechanism will automatically return the pointer to its normal position in two minutes after which Home Signal should go to PROCEED indication.
- (3) If home signal does not indicate PROCEED, flag train over the crossing and then proceed at restricted speed to next signal expecting to find track impassable.
9. **Between Winston and Townsend**—Retainers will be used on eastward freight trains. One-fourth as many retainers will be used as there are cars in the train. Commencing at the engine, every other retainer, that is, the first, third, fifth,

seventh, etc., will be turned up until the required number of one-fourth of all cars in the train have retainers turned up. Retainers will be turned up at Winston and turned down after arrival at Townsend, excepting where trains take siding at Lewark, they may be turned down at that point.

10. **At Toston**—North siding will be used by westward trains and south siding by eastward trains.
11. **At East Helena**—Overhead bridge over cinder track just east of American Smelting & Refining Company's ore bin will not clear engines nor box cars.
12. **Engine Restrictions**—At Manhattan, Class W-3 and heavier engines must not use wye.
At Central Park, Class W-3 and heavier engines must not use spur.
At Chestnut Bridge 131A Yellowstone Park Ry. cannot be used.
13. **Speed Restrictions**—At Livingston, freight trains from the west, eight (8) miles per hour from crossover near wye switch until stopped in the yard. All trains moving against current of traffic on westward main track will stop before passing over spring switch west end of Livingston yard.
At Bozeman, eastward trains fifteen (15) miles per hour over crossing east of coal dock.
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 5:00 P. M.
Between Winston and Townsend eastward freight trains will use:
Fifteen (15) minutes, Winston to Clow.
Fifteen (15) minutes, Clow to Lewark.
Ten (10) minutes, Lewark to Townsend.
At Helena, all trains twenty (20) miles per hour over main track switch at east end of yard.
14. **Mountain Grade Operation**—Mountain grade, Livingston to West switch at Gordon.
Speed of passenger trains must not exceed one (1) mile in two (2) minutes and freight trains one (1) mile in four (4) minutes on descending grade, except passenger trains descending Bozeman mountain eastward may run thirty-five (35) miles per hour, divided as follows: Muir to Hoppers, eight (8) minutes, Hoppers to Livingston, 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. Westward freight trains between Muir and Bozeman will carry 70 pounds train line pressure.
Instructions governing air brake test on eastward freight trains at Bozeman and westward freight trains at Livingston as outlined on Test Card Form 2632 will remain in effect and train and engine men will be held responsible for knowing the brakes are tested as required by Transportation Rules 1002 and 1003 and for filling out mountain test card form 2632 before leaving Bozeman and being informed as to condition of brakes and number operative and for filling out test card form 2632 before leaving Livingston.
When engines of eastward freight trains reach west mile board at West End, the engine man must place the handle of automatic brake valve in full release position and obtain ninety pounds brake pipe and auxiliary reservoir pressure (as indicated by the air gauge on the engine), as promptly as possible, this pressure to be carried until engine is cut off at Livingston yard. (Engineers must see that low pressure governors and double pressure feed valves are properly adjusted to maintain ninety pounds brake pipe pressure while descending the grade.) Following this, they must obtain proceed signal before entering tunnel and the conductor will not give proceed signal until the brake pipe pressure at the caboose has increased to at least eighty pounds as shown by the caboose air gauge (See Transportation Rule 1058).
On Eastward trains, trainmen will commence turning up retainer valves when leading engine reaches west mile board at West End, and must have all retaining valves that can be reached while the train is moving turned up before entering tunnel at West End, (care must be exercised to have retaining valves turned up on head end to prevent breaking in two by slack running out when coming out of tunnel), and must have all retaining valves turned up before train leaves Muir, as per Transportation Rule 1013. Retaining valves must not be turned up before reaching west mile board at West End on account of liability of some brakes applying if in defective condition and must not be turned down until the stop is made to head in on the "hump" just west of Livingston yard, when they will be turned down on the rear half of the train only and those on the forward half of the train left up until head end of train passes the Yard Office heading into train yard.
Operators at West End will understand that eastward freight trains will not stop unless there are other trains to be met or they receive instructions from the dispatcher to stop them and will have switch properly lined and staff ready to hand the engine man.
On Westward freight trains, trainmen will commence turning up retaining valves when leading engine reaches the east mile board at Muir and must have all retaining valves that can be reached while the train is moving turned up before entering tunnel at Muir (care must be exercised to have retaining valves turned up on head end to prevent breaking in two by slack running out when coming out of tunnel) and must have all retaining valves in operation as outlined in following paragraph before leaving West End. Retaining valves must not be turned up before reaching east mile board at Muir on account of liability of brakes applying and dragging and must not be turned down until arriving at Bozeman where all retaining valves will be turned down.
Transportation Rules 1003 and 1013 are hereby modified as follows: To govern the use of retaining valves on Westward freight trains between Muir and Bozeman, on trains consisting of all empty cars, turn up one-third as many retaining valves as there are cars in the train beginning at the engine and alternating, that is, first, third, fifth, seventh, etc., until required number of one-third of the total number of cars in the train have retainers turned up. On trains consisting of loads and empties, use retaining valves on all loaded cars and alternating on the empties wherever there are two or more empties located together in the train. Operators at Muir will understand that westward freight trains will not stop unless there are other trains to be met or they receive instructions from the dispatcher to stop them and will have switch properly lined and staff ready to hand to engine man.

15. **Sp**
 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. 4 will connect at Logan with No. 224.
 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 223.
 No. 235 will connect at Logan with No. 219.
 Nos. 221, 235 and 236 will stop on flag at Stanley Spur.
16. **Register Stations—**
 Livingston. Bozeman. Logan. Helena.
17. **Register Exceptions—**At Bozeman trains from Fourth Subdivision will register by Form 608 and will be furnished check of register Form 602 by operator.
18. **Bulletin Stations—**
 Livingston. Bozeman. Logan.
 Townsend. Helena.
19. **Standard Time Clocks—**
 Livingston. Logan. Helena.
20. **Watch Inspectors—**
 H. N. Hull, Livingston. Leslie E. Gage, Bozeman. R. R. Horner, Townsend.
 D. J. Meagher, Helena.
21. **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.....Roundhouse Track.
 Bozeman.....West End Coal Dock Track.
 Bozeman.....West End of Old Main Track.
 Bozeman.....Brewery Spur.
 Bozeman.....West End West No. 1 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.
22. **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 track.
- Rock conveyer, Lime Spur**, will not clear a box car. Make sure engine will clear before passing.
- Helper District** between Whitehall and Butte.
- At Logan**—Eastward first class trains will move at restricted speed 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 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 and operated as one yard.
- Engine Restrictions**—When handling cars at Lewis Spur with W-3 engine the engine should not go beyond the main track frog.
- 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
- 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 has passed 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.
Passenger trains must not exceed one (1) mile in two (2) minutes and freight trains one (1) mile in four (4) minutes on descending grade.
The normal position of both the eastward and westward train order signals at Homestake will be "Stop." The position of these signals will not be changed except when changed to caution position to permit a train to pass when provided with a clearance card.
A train will not be permitted to leave Homestake in either direction until the last preceding train has cleared the next open telegraph office in advance or reports

clear of the main track at an intermediate siding, unless authorized by a train order to do so or in case of failure of all communication.

Except at Whitehall, operators will not report trains clear at their station until the train is into clear on the siding or the rear end has passed the telegraph office 300 feet. At Whitehall, operators may report arrival of trains and clear block when it is known rear of trains is within limits of the station switches. Operators at Butte and Homestake will promptly notify operators at stations in advance of the departure of eastward trains; operators at Whitehall and Homestake will promptly notify operators at stations in advance of the departure of westward trains.

Operator at Homestake will keep a record of the time trains pass that station in both directions, and the time eastward trains arrive at Whitehall and westward trains arrive at Butte.

An eastward train going to Welch, Pipestone, or Spire Rock or a westward train going to Highview or Skones, to be passed by another train, will report on the telephone when into clear and will not proceed until the train, which has passed, clears the next open telegraph office in advance.

In case communication fails, the operator at Homestake may issue a clearance card endorsed, "Means of communication have failed. Proceed at restricted speed."

10. **Automatic Block and Interlocking Light Signals**—Where automatic block and interlocking light signals are in use, they will display the standard colors for both day and night indication. In other respects, automatic block Rules Nos. 501-A to 513, inclusive, and Transportation Rule 27, and all interlocking rules apply.

A train on siding wishing to enter the main track will, if signal is not lighted, open main track switch in order to receive proper indication.

Attention is called to the fact that Rule 514, page 88 of Book of Transportation Rules, does not apply in territory protected with this class of signal. The signal in the rear having no arm, it will not be known whether in stop position or not. Therefore, rear end protection as prescribed by Rule 99 is required.

11. **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. All trains will be governed by Transportation Rule 93 between these limits.

12. **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 Bozeman 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.

Transportation from points east of Sappington for points on the Pony and Norris Branch will be honored via Whitehall.

In case Nos. 1 and 223 are late and will not make Whitehall by 7:30 A. M., they will stop at Sappington to discharge passengers for the branch.

13. **Register Stations—**

Logan
Whitehall for second class and inferior trains.

Butte

M. U. Transfer for helper engines. Information to be telephoned by engineer to operator at Butte.

14. **Clearance Exceptions—**

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

15. **Bulletin Stations—**

Logan. Whitehall. Butte.

16. **Standard Time Clocks—**

Logan. Whitehall. Butte.

17. **Watch Inspectors—**

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

18. **Derail Switches—**

Logan.....	East End Coal Dock Track.
Whitehall.....	East End House Track.
Whitehall.....	East End Yard Track.
Whitehall.....	West End Coal Dock Track
Blackstone.....	East End Spur.
Pipestone.....	East End Siding.
Welch.....	East End Siding.
Welch.....	West End Spur.
Homestake.....	East End Siding.
Homestake.....	East End Wye Tracks.
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 Inter- change Track.
Butte Yard.....	West End Passing 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.

19. **Commercial Spurs—**

	Miles from Logan	Car Capacity
Blackstone.....	42.2	7

FOURTH SUBDIVISION. (MAIN LINE.)

- At Belgrade Tower**—Electric interlocking protects crossing of Low Grade line with Old Main line for movement of trains over the crossing.

Standard interlocking indications will be displayed for automatic home signals with the addition of a number plate below the bottom arm.

Automatic block signals governing the approach to the automatic home signals will operate only to the caution position. Trains will approach automatic home signals at restricted speed and if proceed indication is displayed, may pass over the crossing at a speed not to exceed 30 miles per hour.

If a train is stopped at an automatic home signal and no train is approaching or on the crossing, a member of the crew will proceed to the crossing, unlock the hand release box and operate the hand release according to the following instructions which are posted on the inside of the door in an iron box located at the crossing and locked with a switch lock.

TRAINMEN'S INSTRUCTIONS FOR OPERATING HAND RELEASE.

- Ascertain if an opposing home signal indicates proceed and if a train on the opposing route is APPROACHING the crossing.
 - IF NOT, turn knob of hand release to right until the pointer is OPPOSITE Figure 2 on the dial, release knob, close and lock door. The clockwork mechanism will automatically return the pointer to its normal position in two minutes, after which Home Signal should go to PROCEED indication.
 - If home signal does not indicate PROCEED, flag train over the crossing and then proceed at restricted speed to next signal expecting to find track impassable.
2. **Extra Trains**—Westward, Bozeman to Logan, will run via Second Subdivision and extra trains eastward, Logan to Bozeman, will run via Fourth Subdivision, unless otherwise instructed by train order.
3. **Speed Restrictions**—Thirty (30) miles per hour
4. **Register Stations—**
 Bozeman. Logan.
5. **Register Exceptions**—At Bozeman eastward trains will register by card, Form 608.
6. **Bulletin Stations—**
 Bozeman. Logan.
7. **Standard Time Clock—**
 Logan.
8. **Commercial Spurs—**

	Miles from Bozeman	Car Capacity
Kerns.....	6.8	3
Bisel.....	3.5	4

FIFTH SUBDIVISION.

(BILLINGS & CENTRAL MONTANA BRANCH)

- Engine Restrictions**—Heavier than Class S-10 must not be used.
- Speed Restrictions**—Twenty (20) miles per hour.
- Register Stations—**
 Billings.

SIXTH SUBDIVISION.

(LAKE BASIN BRANCH)

- Speed Restrictions**—Engines Class S-10, thirty (30) miles per hour; heavier than S-10, twenty-five (25) miles per hour.
- Between Mossmain and Hesper** trains will be governed by Great Northern time tables, rules and regulations.
- Register Stations—**
 Hesper. Rapelje.
- Derail Switches—**
 Jacobus—East end of spur.
- Commercial Spurs—**

	Miles from Hesper	Car Capacity
Jacobus.....	15.6	29

SEVENTH SUBDIVISION. (ROCKY FORK BRANCH)

- Speed Restrictions.**
 Between Joliet and Silesia freight trains twenty-five (25) miles per hour, passenger trains thirty-five (35) miles per hour.
 West leg of wye Red Lodge eight (8) miles per hour.
- At Silesia**—Normal position of Junction Switch is for Clarks Fork Branch.
- 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 one (1) mile in two (2) minutes and freight trains one (1) mile in four (4) minutes on descending grade.
- Special Stops, Connections, Etc.**
 No. 207 and No. 208 will stop on flag at Keown Spur and stop on flag for passengers only at Woods Crossing between Boyd and Selmes.
 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.
- 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, and Clearance Card by operator before entering First Sub-Division.
- 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.

SPECIAL INSTRUCTIONS

8. Commercial Spurs—

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

EIGHTH SUBDIVISION.

(CLARKS FORK BRANCH)

- Speed Restrictions**—Between Fromberg and Bridger, freight trains twenty-five (25) miles per hour, passenger trains thirty (30) miles per hour.
- At Bridger**—The system of tracks between Northern Pacific yard limit board located 3525 feet east of the depot and yard limit board located on M. W. & S. Company track, 7246 feet west of the depot, will be considered and operated as one yard. All trains (including 1st class and passenger extras), will move within these limits prepared to stop unless the main track is seen or known to be clear.
- 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 tippie of McCarthy Mine will not clear a man on side of car or engine.
- At Blum**—Gravel bins will not clear man on side of car.
- Special Stops, Connections, Etc.**
Nos. 209 and 210 will stop on flag at Heiser Spur, and 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.

	Fromberg.	Bridger.
6. Register Stations — Silesia.		
7. Bulletin Stations — Fromberg.		
8. Deraill Switches — Fromberg.....	McCarthy Mine Track.	
Heiser.....	West End Best Spur.	
Bridger.....	On Mine Spur.	
Bridger.....	Coal and Implement Spur.	
Hilderman Spur.....	On Spur.	
Blum.....	High Line.	
Blum.....	Track No. One.	
Blum.....	Track No. Three.	
9. Commercial Spurs —	Miles from Silesia	Car Capacity
Heiser Spur.....	9.6	27
Hilderman Spur.....	15.3	4

NINTH SUBDIVISION.
(SHIELDS RIVER BRANCH)

- Speed Restrictions**—Twenty-five (25) miles per hour.
- Bridge and Engine Restrictions**—
Speed is restricted over Bridge O, Yellowstone River and Bridges 10 and 15, Shields 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.
- Special Stops, Connections, Etc.**
Nos. 215 and 216 will stop on flag at Steeves Crossing, one and one-half miles east of Mission.
- Register Stations**—
Mission. Wilsall.
- Deraill Switches**—
Clyde Park..... West End Elevator Track
Chadbourne..... West End Elevator Track
Grannis..... East End Spur.

TENTH SUBDIVISION.
(PARK BRANCH)

- Speed Restrictions**—Passenger trains forty (40) miles per hour. Freight trains thirty (30) miles per hour. All trains ten (10) miles per hour on circle at Gardiner.
 - Special Stops and Connections, Etc.**
Nos. 233 and 218 will stop on flag at Holidays Crossing six miles west of Livingston and at Bottlers Crossing between Mile posts 26 and 27. Nos. 217 and 234 will stop on flag Sundays only, at Corwin Springs.
 - Register Stations**—
Livingston. Gardiner.
 - Bulletin Station**—
Livingston.
 - Standard Time Clock**—
Livingston.
 - Deraill Switches**—
Brislin..... East End Siding.
Gardiner..... East End House Track.
 - 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)

- Speed Restrictions**—Twenty (20) miles per hour.
- Deraill Switches**—
Anceney..... On Main Track 180 feet east of Head Block to Elevator Track.
Amsterdam..... Elevator Track, East End.

3 Commercial Spurs—

	Miles from Manhattan	Car Capacity
Westlake.....	9.1	2

- Conductors or enginemen of trains arriving at Manhattan must call the dispatcher on telephone and ascertain whether all trains due which are superior or of the same class have arrived or left before entering on the main track.

TWELFTH SUBDIVISION.

(RED BLUFF AND PONY BRANCHES)

- Speed Restrictions**—Twenty-five (25) miles per hour.
- Bridge Restrictions**—
Speed must be restricted over Bridge 14, Norwegian Gulch to five (5) miles per hour.
- 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 one (1) mile in two (2) minutes and freight trains 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.
- Register Stations**—
Sappington, trains register and get clearance at Tower. Harrison. Norris.
- Deraill Switches**—
Beals Spur..... West End Spur.
Harrison..... East End Elevator Track.
Clarks Spur..... East End Spur.
Pony..... East End House Track.
- 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

THIRTEENTH SUBDIVISION.

(RUBY VALLEY BRANCH.)

- Speed Restrictions**—Twenty-five (25) miles per hour.
 - Bridge and Engine 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.
 - Special Stops, Connections, etc.**—
No. 231 will connect at Whitehall with No. 220.
 - Register Stations**—
Whitehall. Alder.
 - Bulletin Station**—
Whitehall.
 - Standard Time Clock**—
Whitehall.
 - Commercial Spurs**—
- | | Miles from
Whitehall | Car
Capacity |
|-----------------------|-------------------------|-----------------|
| Parrot Spur..... | 4.0 | 16 |
| Winslow Spur..... | 7.9 | 3 |
| Colterville Spur..... | 39.5 | 10 |

FOURTEENTH SUBDIVISION.

(ELKHORN BRANCH.)

- Mountain Grade Operation**—Mountain grade Finn to Queen Siding. Trains must not exceed one (1) mile in six (6) minutes on descending grade.
 - Speed Restrictions**—Trains will not exceed a speed of one mile in four minutes.
 - Deraill Switches**—
Queen Siding..... East End Spur.
Boomerang..... G. N. Interchange Track.
 - Commercial Spurs**—
- | | Miles from
Boulder | Car
Capacity |
|---------------|-----------------------|-----------------|
| Menzemer..... | 1.5 | 48 |
- At Helena**—Trains returning from the Great Northern Ry. at Great Northern Transfer will get authority from Dispatcher at Missoula before entering the R. M. First Sub-Division.

ALL SUBDIVISIONS.

- 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 from swinging doors on cars, lumber protruding from cars or any other loose obstructions attached to cars or locomotives.

- At Billings, Livingston, Bozeman and Butte when a passenger train is standing at depot discharging passengers, other passenger trains will be permitted to pull by the standing train first coming to stop and then proceeding prepared to stop. See Transportation Rule 107.
- Except as otherwise provided, enginemen will only be required to consult register at initial or starting points.
- Helper engines must not be coupled to train while in motion.
- When engines are coupling to passenger trains, and in making coupling between cars, engines or cars, must be brought to a stop not more than thirty (30) nor less than ten (10) feet from the train before coupling is made.
- When conditions will permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- When it becomes necessary to utilize a side track for main track, 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 track is resumed. When conductors find it necessary to leave switches set for siding they must fully protect approaching trains until relieved by trackmen or other employees fully competent and equipped to do so.
- Clearance at all stock yards is not standard.
- Deraill Switches**—Must be set for derail as normal position.
- Speed Restrictions**—Passenger trains will not exceed a speed of one mile per minute or sixty (60) seconds. Class Q-5 and Q-6 engines, sixty (60) miles per hour. Class A engines fifty-five (55) miles per hour.
All trains must reduce speed to fifteen (15) 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.
All trains thirty (30) miles per hour over interlocked crossings, and fifteen (15) miles per hour through crossovers and turnouts.
Light engines backing up twenty (20) miles per hour. Class W, W-1, W-2 and W-4 engines forty (40) miles per hour, or one (1) minute and thirty (30) seconds for one (1) mile. Class W-3 and W-5 engines thirty-five (35) miles per hour or one (1) minute and forty-three (43) seconds for one (1) mile. All Class Z engines twenty-five (25) miles per hour when helping trains, twenty (20) miles per hour when running light.
Trains handling wrecking outfit thirty (30) miles per hour.
Switch engines moving between stations under their own power must not exceed fifteen (15) miles per hour.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHER—(S)

DR. GEO. M. JENNINGS, Chief Surgeon, Central Dist., Missoula (S).	DR. H. D. KISTLER, Butte.
DR. A. T. HAAS, Asst. Surgeon, Central Dist., Missoula.	DR. J. F. BLAIR, Bozeman (S).
DR. A. R. FOSS, Asst. Surgeon, Central Dist., Missoula.	DR. B. L. PAMPEL, Livingston (S).
DR. F. B. EXNER, Asst. Surgeon, Central Dist., Missoula.	DR. P. L. GREEN, Livingston (S).
DR. J. A. EVERT, Chief Surgeon, Yellowstone Dist., Glendive.	DR. D. CLAIBORN, Big Timber (S).
DR. H. J. HALL, Asst. Surgeon, Yellowstone Dist., Glendive.	DR. G. A. SWANSON, Reed Point.
DR. E. S. MURPHY, Asst. Surgeon, Yellowstone Dist., Glendive.	DR. W. P. SMITH, Columbus.
DR. J. A. DONOVAN, Oculist, Butte.	DR. H. G. MORGAN, Roberts.
DR. A. W. MORSE, Oculist, Butte.	DR. S. M. SOUDERS, Red Lodge (S).
DR. W. R. MORRISON, Oculist, Billings.	DR. T. J. BENSON, Fromberg.
DR. V. L. OLER, Oculist, Billings.	DR. E. G. BALSAM, Billings (S).
DR. S. A. COONEY, Helena (S).	DR. E. M. FARR, Asst. Surgeon, Billings.
DR. R. H. DYER, Sheridan.	
DR. E. M. WILSON, Twin Bridges.	
DR. L. R. PACKARD, Whitehall (S).	
DR. G. W. GILHAM, Townsend (S).	
DR. R. L. TOWNE, Townsend.	
DR. H. L. KOEHLER, Logan (S).	
DR. E. C. HALL, Laurel (S).	
DR. R. BROUGHTON, Laurel.	
DR. W. H. ALLEN, Joliet.	
DR. J. E. MIDGETT, Bridger.	
DR. J. DIMON, Three Forks.	
DR. C. B. RHODES, Butte.	

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 employees 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																	Max. Height	Max. Width	Governing Structure
		HEIGHT ABOVE TOP OF RAIL																			
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide	11'-6" Wide			
1st Subdivision	M. L., Billings to Livingston..	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	
2nd Subdivision..	M. L., Livingston to Logan..	17'-9"	17'-8"	17'-5"	17'-4"	17'-3"	17'-2"	16'-9"	16'-8"	16'-7"	16'-4"	16'-3"	16'-0"	15'-7"	15'-6"	15'-2"	14'-7"	13'-3"	17'-9"	11'-6"	Hoppers and Bozeman Tunnels
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.....	17'-6"	17'-5"	17'-3"	17'-3"	17'-3"	17'-3"	17'-1"	17'-0"	16'-8"	16'-7"	16'-7"	13'-9"	13'-3"	13'-1"	13'-0"	12'-11"	12'-6"	17'-6"	11'-6"	Tunnel at M. P. 57½ on 12° curve and Homestake Tunnel
4th Subdivision..	Bozeman to Logan.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	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"	Bridge 167.8
5th Subdivision..	Billings to Shepherd.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	
6th Subdivision	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 Anceney	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	
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"	
14th Subdivision.	Boomerang to Queen Siding.	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	

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									
	Max Grade	Class S2	Class S10	Class W	Class W-1 & W-2	Class W3	Class Y1	Class Z2	Class Z3	Class Z4
Helena to Placer	1 0	950	.....	1400	1510	2050	1375	.....	.....	.....
Placer to Logan	0.4	1800	.....	3000	3240	3880	2400	.....	.....	.....
Logan to Bozeman (Old Line.)	0.8	900	.....	1600	1730	2260	1425	.....	.....	.....
Logan to Bozeman (New Line.)	0.4	1750	.....	2750	2970	3500	2400	.....	.....	.....
Bozeman to Muir	1.9	400	.....	900	970	1180	750	1400	1550	2320
Muir to Livingston	Down	.....	.....	.....	Descending	Mountain	Grade	.....	.....	.....
Livingston to Bil- lings	Water	.....	.....	.....	.....	.....	.....	.....	.....	.....
Butte to Homestake	2.2	400	.....	600	650	775	575	1040	1100	1300
Homestake to Whitehall	Down	.....	.....	.....	Descending	Mountain	Grade	.....	.....	.....
Whitehall to Logan	Water	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridger to Silesia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Red Lodge to Joliet	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Joliet to Laurel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norris to Sappington	.....	600	550	.....	.....	.....	.....	.....	.....	.....

TONNAGE RATINGS—WESTWARD.

	ENGINES									
	Max Grade	Class S2	Class S10	Class W	Class W-1 & W-2	Class W3	Class Y1	Class Z2	Class Z3	Class Z4
Billings to Livings- ton	0.5	1500	.....	2700	2915	4050	2400	.....	.....	.....
Livingston to West End	1.8	400	.....	950	1025	1240	775	1460	1600	1920
West End to Town- send	Water	.....	.....	.....	.....	.....	.....	.....	.....	.....
Townsend to Wins- ton	1.0	950	.....	1400	1510	2050	1375	.....	.....	.....
Winston to Helena	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....
Logan to Whitehall	0.4	1750	.....	2500	2700	3240	2400	.....	.....	.....
Whitehall to Home- stake	2.2	400	.....	700	755	860	575	1040	1250	1550
Homestake to Butte	Down	.....	.....	.....	Descending	Mountain	Grade	.....	.....	.....
Silesia to Bridger	.....	.....	.....	1700	1835	2160	1500	.....	.....	.....
Laurel to Red Lodge	.....	.....	.....	825	890	1180	700	.....	.....	.....
Sappington to Norris	.....	400	350	.....	.....	.....	.....	.....	.....	.....
Whitehall to Alder	.....	600	.....	.....	.....	.....	.....	.....	.....	.....

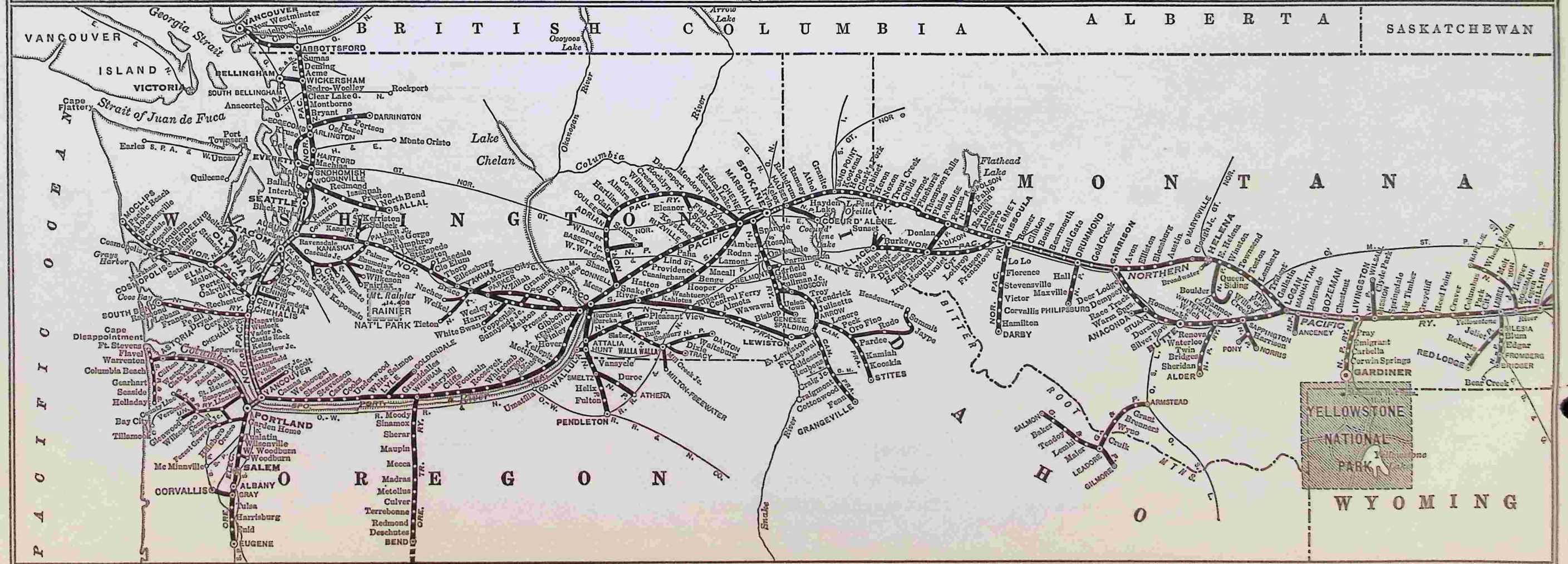
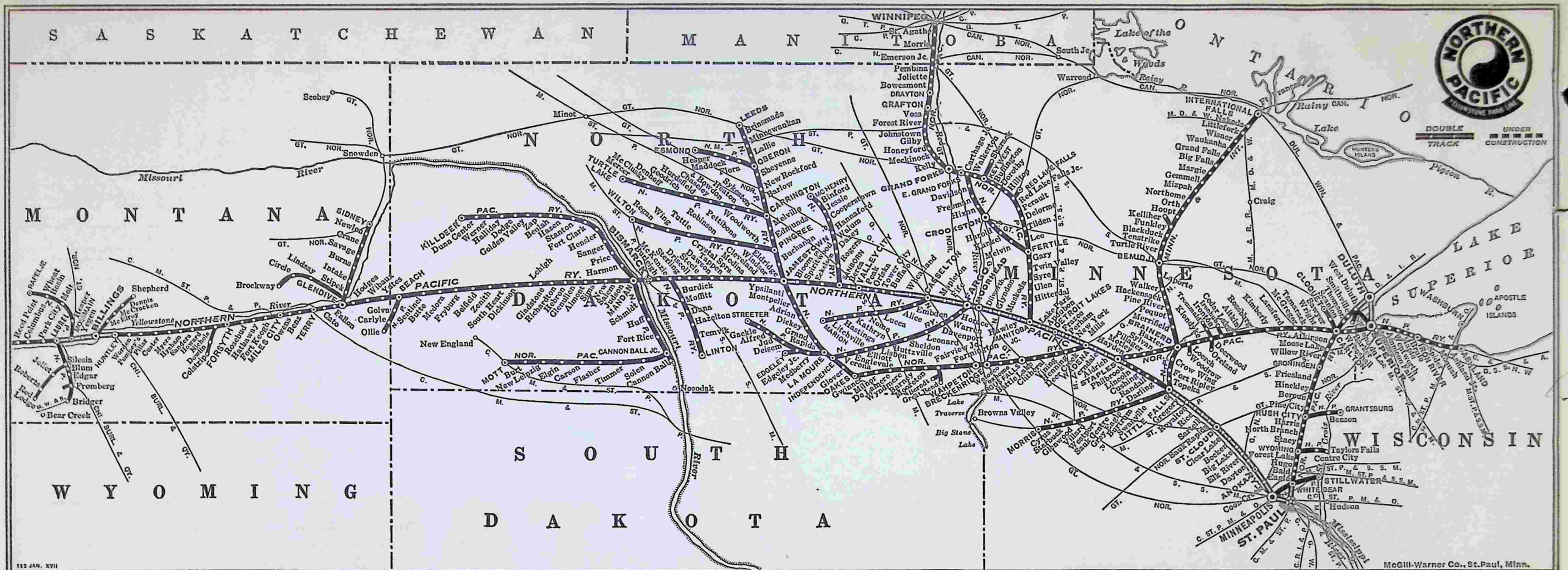
J. A. MERCER, Asst. Supt.

DAN HEALY, Trainmaster.

THEO. HARRIS, Trainmaster.

C. V. BERGLUND, Trainmaster.

A. J. CARR, Chief Dispatcher.



NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent -- Montana Division

Livingston, Montana
May 1st, 1928

Circular No. 70
All Concerned:

Effective May 15th, 1928, train service on the Park Branch, as per my Circular No. 103 of October 8th, 1927 is cancelled and the following service will be established:

Passenger service Tuesdays, Thursdays, Saturdays and Sundays and Mixed train service Mondays, Wednesdays and Fridays as follows:

Mixed		Passenger		Passenger		Mixed	
Mond. Wed. Fri.		Tues. Thurs. Sat. Sun.		Tues. Thurs. Sat. Sun.		Mon. Wed. Fri.	
Lv 8:00 A		Lv 8:00 A	Livingston	Ar 1:45 P		Ar 3:20 P	
F 8:40		F 8:24	Brisbin	F 1:21		F 2:46	
F 8:57		F 8:34	Trail Creek	F 1:11		F 2:31	
S 9:07		S 8:42	Pray	S 1:03		F 2:22	
F 9:19		F 8:50	Chicoory	F 12:55		F 2:10	
S 9:29		S 8:57	Emigrant	S 12:48		S 2:00	
F 9:39		F 9:03	Herriman	F 12:42		F 1:50	
F 9:57		F 9:14	Dalley	F 12:31		F 1:33	
S 10:22		S 9:29	Corbella	S 12:16		F 1:09	
F 10:34		F 9:36	Sphinx	F 12:09		F 1:00	
S 10:57		S 9:52	Corwin Spgs.	S 11:53		S 12:36	
S 11:07		S 10:01	Electric	S 11:44		F 12:27	
			Deever				
Ar 11:30 A		Ar 10:15 A	Gardiner	Lv 11:30 A		Lv 12:10 P	

Agents and others give this change in service publicity thru newspapers, telephone exchanges, etc, and by interview with patrons.

Fred Brastrup
Superintendent

cc BBs Bgs Psgr - Vs Reg - Bozeman
Logan PHM (18) TEL FB DE GVB TH
TJ REC (3) WDG (2) TLU JEC RJD
GM WHM JSK AJC (3) Supt. ARE GNE Fuller
All Agents.

Circular No. 70 above of May 1, 1928 applies to Park Branch (page 8) of Northern Pacific Timetable No. 54 of May 6, 1928.

NORTHERN PACIFIC RAILWAY COMPANY
OFFICE OF DIVISION SUPERINTENDENT
MONTANA DIVISION.

Livingston, Montana,
May 18th, 1928.

CIRCULAR NO. 78
TO ALL CONCERNED:

Effective Sunday May 20th, 1928 and until further notice, Train No. 222 operating between Helena and Logan will be discontinued and the following service will be established, the train being handled on train orders as a passenger extra:

PASSENGER - DAILY

Leave Helena	12:01 PM
" East Helena	12:09 PM
" Louisville	12:21 PM
" Placer	12:31 PM
" Winston	12:38 PM
" Clow	12:46 PM
" Lewark	12:55 PM
" Townsend	1:03 PM
" Holker	1:10 PM
" Toston	1:21 PM
" Brewer	1:27 PM
" Lombard	1:38 PM
" Clarkston	1:50 PM
" Rekap	2:00 PM
" Trident	2:09 PM
" Gallatin	2:14 PM
Arrive Logan	2:25 PM

Agents and others please give this change as much publicity as possible, through telephone exchanges, etc., and through interview with patrons.

FRED BRASTRUP
SUPERINTENDENT

cc-BBs TFL FB JAM AJD (3) EHO (3)
TH, CVB, DH, AH, OFW Agents
PHM (18) Gen'l Agents & Traffic Rep.

Circular No. 78 above of May 18, 1928 applies to Second Subdivn. (page 5) of Northern Pacific Timetable No. 54 of May 6, 1928.

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent-Montana Division.

Livingston, Montana,
May 25th, 1928

Circular No. 82
All Concerned:

Effective Monday, May 28th, 1928, the schedule of Mixed Train Service, Mondays, Wednesdays and Fridays on the Park Branch, as per my Circular No. 70 of May 1st, 1928, is cancelled and the following schedule will become effective:

Mixed Mon. Wed. Fri.	Station	Mixed Mon. Wed. Fri.
Lv 8:00 A	Livingston	Arr 2:35 P
F 8:25	Brisbin	F 2:00
W 8:40	Trail Creek	F 1:46
S 8:50	Pray	F 1:38
W 9:01	Chicoory	F 1:28
S 9:10	Emigrant	S 1:20
W 9:19	Merriman	F 1:12
W 9:37	Dailey	F 12:59
W 10:02	Carbella	F 12:39
W 10:14	Shink	F 12:30
S 10:37	Corwin Springs	S 12:10
S 10:47	Electric	F 12:03 P
	Deever	
Ar 11:10 A	Gardiner	Lv 11:50 A

No change is made in the schedule of Passenger train service.

FRED BRASTRUP
SUPERINTENDENT.

Cy. BBs TFL FB DH TH GVB JAM
AJC(3) EHC(3) WDG TJ TLU
JES RJD GM WHM JSK JON GNF
All Agents PHM (18)

Circular No. 82 above of May 25, 1928 applies to Park Branch (page 8) of Northern Pacific Timetable No. 54 of May 6, 1928 and modifies Circular No. 70 of May 1, 1928

NORTHERN PACIFIC RAILWAY COMPANY
Office of Division Superintendent-Montana Division.

Livingston, Montana,

June 18th, 1928

Circular No. 92

All Concerned:

Effective 12:01 AM, June 20th, 1928, service on the Park Branch as per my Circular No. 70 of May 1st, 1928, is cancelled and train service as per schedules contained in Timetable No. 54 will become effective.

FRED BPASTRUP
SUPERINTENDENT.

Cy. BBs
Agents, Gen'l Agents & Traffic Rep's.
TFL FB TH CVB JAM AJC (3) EHC.
G N Fuller, J. C. North.
P H McCauley (18)

Circular No. 92 above of June 18, 1928 applies to Park Branch (page 8) of Northern Pacific Timetable No. 54 of May 6, 1928 and Modifies Circulars No. 70 of 5-1-28 & No. 82 of 5-25-28.