

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**MONTANA DIVISION**

## **TIME 54A TABLE**

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

**SUNDAY, JULY 29, 1928.**

**For the Government of Employes 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				Time Table No. 54A July 29, 1928 Succeeding No. 54				FIRST CLASS																	
817				651 603				STATIONS				1		3		43		205		207		209		211		219		223	
Way Freight				Freight Freight				Telegraph Offices and Calls				Passenger		Passenger		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	
	</																												



**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. 54A July 29, 1928 Succeeding No. 54				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 6.20PM	A 12.45AM	A 4.40PM	A 5.10AM	A 7.15PM	WCO TYX	956	0.0	BQ	BILLINGS 7.6	DN	115.7	Yard	A 2.45PM											
6.15	4.05	6.25	10.23	6.03	12.30	4.24	4.58	7.01		964	7.6		VEGEN 4.5	P	108.1	E 99 W 93	2.20											
6.05	3.57 44	6.17	10.13	4.53	12.22	L 4.13PM 200-220	4.51	6.54		968	12.1		MOSSMAIN Junction G. N. Ry. 1.9	P	103.6		2.05											
6.02	3.53	6.13	10.08	4.48	12.18		4.48	6.51	WCO TYX	971	14.0	KD	LAUREL YARD Interlocked 1.2	DN	101.7	Yard	L 2.00PM A 11.15AM											
6.00	3.50	L 6.10PM	L 10.05AM 207	L 4.45PM	L 12.15AM 1		4.46	6.49	X	972	15.2	AU	LAUREL 4.2	DN	100.5	Yard	11.10											
5.52	3.42						4.40	6.43		976	19.4		SPURLING 3.6	P	96.3	97	10.56											
5.45	3.35						4.35	6.38		970	23.0	RK	PARK CITY 4.6	DN	92.7	E 105 W 97	10.44 219											
5.37	3.26						4.29	6.31		983	27.6		YOUNG'S POINT 4.5	P	88.1	97	10.31											
5.28	3.17						4.23	6.25		980	32.1		RAPIDS 2.8	P	83.6	97	10.20											
5.23	3.11						4.19	6.21		992	34.9		MISKO 5.8	P	80.8	97	10.14											
5.13	3.00						4.11	6.13	WX	996	40.7	CO	COLUMBUS 4.7	DN	75.0	E 97 W 100	10.00											
5.04	2.50						4.05	6.07		1001	45.4		WATAGA 3.6	P	70.3	97	9.48											
4.58	2.43						4.01	6.02		1005	49.0		CRAVER 5.0	P	66.7	98	9.39 603											
4.49	2.33						3.55	5.55		1010	54.0		ONEIDA 3.3	P	61.7	97	9.25 817											
4.43	2.26 651						3.51	5.50		1014	57.3	RN	REED POINT 5.0	DN	58.4	E 97 W 80	9.15											
4.34	2.16						3.45	5.43		1019	62.3		QUEBEC 3.4	P	53.4	97	8.59											
4.28	2.09						3.40	5.38		1022	65.7		PATCUM 4.0	P	50.0	97	8.48											
4.20	2.00						3.34	5.32	WCX	1026	70.6	QC	GREYCLIFF 5.1	DN	45.1	E 112 W 97	8.33											
4.11	1.50						3.28	5.25		1031	75.7		REYNOLDS 5.5	P	40.0	98	8.16											
4.01	1.39 3						3.21	5.18	WX	1037	81.2	BD	BIG TIMBER 5.2	DN	34.5	E 100 W 97	7.59											
3.51	1.27						3.15	5.11		1043	86.4		DEHART 4.7	P	29.3	98	7.41											
3.43	1.16 603						3.09	5.04		1047	91.1		CARNEY 5.1	P	24.6	97	7.26											
3.33	1.05 219						3.03	4.57 651	WX	1051	96.2	SX	SPRINGDALE 6.0	DN	19.5	E 98 W 100	7.10											
3.22	12.55 817						2.55	4.49		1058	102.2		ELTON 7.9	P	13.5	98	6.50											
3.09	12.45						2.45 1	4.40		1065	110.1	MS	MISSION 5.6	D	5.6	E 98 W 80	6.25											
L 2.58AM 1	L 12.35PM						L 2.30AM	L 4.32PM	WCO TYX	1071	115.7	VS	LIVINGSTON	DN	0.0	Yard	L 6.05AM											
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily				Time Over Subdivision						Daily										
3.32	3.45	30	.35	.35	.30	.27	2.40	2.43				Average Speed Per Hour						5.55										
32.8	30.8	30.4	26.0	26.0	30.4	26.8	43.3	42.0										19.5										

**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. 54A July 29, 1928 Succeeding No. 54									
Way Freight				Freight Freight				STATIONS									
Tu. Thur. Sat.				Daily Daily				Telegraph Offices and Calls									
				L 8.20PM L 6.15PM				VS LIVINGSTON DN 7.7 Cross Over									
				9.15 7.10				HOPPERS 4.2 Cross Over									
				9.50 7.45				MUIR 1.2 Cross Over									
				10.00 7.55				WEST END 3.3 Cross Over									
				10.15 8.10				CHESTNUT 2.9 Cross Over									
								GORDON 5.5									
L 7.00AM				10.40 8.35				BOZEMAN DN 4.0 Cross Over									
f 7.17				10.54 8.48				STORY 3.4									
								BELGRADE TOWER 2.1									
s 7.43				11.13 9.04				BELGRADE 5.5									
f 8.07				11.32 9.21				CENTRAL PARK 3.9									
s 8.24				11.45PM 9.33				MANHATTAN 5.3									
s 8.50 9.30				A 12.05AM 9.50				LOGAN 4.0									
f 9.46								GALLATIN 1.9									
s 9.54 230								TRIDENT 4.0									
f 10.11				10.22 602				REKAP 4.4									
f 10.28				10.36				CLARKSTON 6.0									
s 10.50				10.55				LOMBARD DN 5.8									
f 11.15				11.23 4				BREWER 3.5									
s 11.31				11.37				TOSTON 6.0 Lap Siding									
f 11.57AM				11.59PM				HOLKER 5.0									
s 12.20PM				12.28AM				TOWNSEND 3.0 Lap Siding									
f 12.46 222				12.47				LEWARK 5.2									
f 12.58				1.17				CLOW 4.8									
s 1.20				1.45				WINSTON 4.6 Lap Siding									
f 1.41				2.04				PLACER 5.2									
f 2.05				2.24				LOUISVILLE 6.0									
s 2.35				2.48				EAST HELENA 4.4 Lap Siding									
A 2.55PM				A 3.05AM				HELENA DN 0.0									
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.



# SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS										Time Table No. 54A										SECOND CLASS										THIRD CLASS									
						July 29, 1928 Succeeding No. 54																822																	
						STATIONS																Way Freight																	
						Telegraph Offices and Calls																Mon. Wed. Fri.																	
						VS LIVINGSTON 7.7 Cross Over																																	
						HOPPERS 4.2 Cross Over																																	
						MU MUIR 1.2 Cross Over																																	
						WS WEST END 3.3																																	
						CHESTNUT 2.9 Cross Over																																	
						GORDON 5.5																																	
						BZ BOZEMAN 4.0 Cross Over																																	
						STORY 3.4																																	
						BELGRADE TOWER 2.1 Electric Automatic Interlocking Fourth Subdivision Crossing																																	
						BA BELGRADE 5.5																																	
						CENTRAL PARK 3.9																																	
						MN MANHATTAN 5.3																																	
						CH LOGAN 4.0																																	
						GALLATIN 1.9																																	
						RT TRIDENT 4.0																																	
						REKAP 4.4																																	
						CLARKSTON 6.0																																	
						CJ LOMBARD 5.8 C. M. St. P. & P. Ry. Track Conn.																																	
						BREWER 3.5																																	
						TS TOSTON 6.0 Lap Siding																																	
						HOLKER 5.0																																	
						TN TOWNSEND 3.0 Lap Siding																																	
						LEWARK 5.2																																	
						CLOW 4.8																																	
						WN WINSTON 4.6 Lap Siding																																	
						PLACER 5.2																																	
						LOUISVILLE 6.0																																	
						JN EAST HELENA 4.4 Lap Siding																																	
						HY HELENA																																	

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. 54A July 29, 1928 Succeeding No. 54			Distance from Butte	Car Capacity of Seatings	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 221		L 2.45 PM 2		L 3.40 AM		L 4.45 PM		L 4.45 AM				WC TYX					CH		LOGAN 6.6		DN		A 2.05 PM				
	12.40	s	3.04		f	3.52	s	4.58	4.56	X	T D 6	6.6	KS	THREE FORKS 5.9	D	64.4	80	A 2.40 PM 237	s	9.48	f	11.54 PM					
	12.57	s	3.21		f	4.02	s	5.10	5.06	X	T D 13	12.5	CK	WILLOW CREEK 6.7	D	58.5	80	2.21	s	9.37	f	11.44					
	1.16	s	3.39		f	4.13	s	5.23	5.17	WY X	T D 19	19.2	SAPPINGTON C. M. St. P. & P. Crossing Interlocked 3.6 Track Conn.		P	51.8	80	2.10	s	9.25 238	f	11.33					
		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	5.29		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	5.39	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	5.53	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	6.09		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	6.26		T D 50	50.3	SPIRE ROCK 4.0		P	20.7	60	1.18	f	8.22	10.35						
	3.39					5.41	f	6.55	6.42	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	7.03	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	7.05	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	7.16		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	7.25 220	WCO TYX	T D 70	69.3	M. U. TRANSFER 1.7		P	1.7	Yard	12.25	f	7.25 1	9.38						
	A 4.55 AM					A 6.30 AM	A 7.50 PM	A 7.30 AM	OX	U O	71.0	BY BUTTE C. M. St. P. & P., G. N., B. A. & P. Track Conn's	DN	0.0	Yard	L 12.20 PM	L 7.20 AM	L 9.33 PM									
	Daily	Tu., Th., Sat.			Daily	Daily	Daily						Time Over Subdivision						Daily	Daily	Daily			Tu., Th., Sat.			
	4.35	1.50			2.50	3.05	2.45						Average Speed Per Hour						2.20	2.40	2.32			2.20			
	15.5	20.8			25.0	23.0	25.8												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				Time Table No. 54A July 29, 1928 Succeeding No. 54				FIRST CLASS				THIRD CLASS					
				815	813	211	209	207	205	STATIONS				206	208	210	212	814	816				
				Way Freight	Way Freight	C.B. & Q. 30 Passenger	Motor Car	Passenger	C.B. & Q. 10 Passenger	Telegraph Offices and Calls				C.B. & Q. 9 Passenger	Passenger	Motor Car	C.B. & Q. 20 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.				
				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	A 12.14AM	A 4.40PM	A 10.05AM	A 6.08PM	A 3.00PM	A 12.30PM		
				f 7.00	f 6.16	8.08	f 4.15	f 9.55 210	2.40		TA 8	4.5	MASON 5.0	39.6	98	12.05AM	f 4.33	f 9.55 207	5.59	f 2.42	f 12.08PM		
				A 7.20AM	s 6.35	A 8.18AM	A 4.25PM 208	s 10.05	A 2.50AM	X	TA 10	9.5	RC SILESIA 2.7	D 34.6	48	L 11.55PM	s 4.25 209	L 9.45AM	L 5.48PM	f 2.21	L 11.45AM		
					f 6.44			f 10.12			TA 12	12.2	ROCKVALE 5.9	31.9	24 Spur		f 4.19			f 2.10			
					s 7.05			s 10.28		W 1 1/2 mi. W X	TA 18	18.1	WC JOLIET 4.0	D 28.0	48		s 4.04			s 1.45			
					s 7.35			s 10.42			TA 21	23.0	BO BOYD 5.6	D 21.1	48		s 3.52			f 1.25			
					f 8.10			f 10.59			TA 28	28.6	SELMES 3.2	P 16.5	36		f 3.38			f 1.00			
					s 8.30			s 11.09		X	TA 31	31.8	RO ROBERTS 6.3	D 12.3	57		s 3.30			s 12.45			
					f 9.10			f 11.30			TA 38	38.1	FOX 6.0	P 6.0	71		f 3.14			f 12.17PM			
				A 9.45AM				A 11.50AM 814		WC YX	TA 44	44.1	RG RED LODGE	D 0.0	Yard	L 3.00PM				L 11.50AM 207			
				Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	Daily								Daily	Daily	Ex. Sun.	Daily	Tu., Thu., Sat.	Mo., We., Fri.	
				.40	3.45	.20	.20	2.05	.20				Time Over Subdivision	.19	1.40	.20	.20	3.10	.45				
				14.2	11.7	28.5	28.5	21.1	28.5				Average Speed Per Hour	30.0	26.4	28.5	28.5	13.9	12.6				

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				Time Table No. 54A July 29, 1928 Succeeding No. 54				FIRST CLASS				THIRD CLASS					
				815	211	209	205	STATIONS				STATIONS				206	210	212	816				
				Way Freight	C.B. & Q. 30 Passenger	Motor Car	C.B. & Q. 10 Passenger	Telegraph Offices and Calls				Telegraph Offices and Calls				C.B. & Q. 9 Passenger	Motor Car	C.B. & Q. 20 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					RC SILESIA 4.3	D 19.5	83	A 11.55PM	A 9.42AM	A 5.48PM	A 11.45AM					
				f 7.35	8.28	f 4.40	3.00	WX	TK 4	4.3		BLUM 2.3	15.2	65	11.43	f 9.32	5.38	f 11.22					
				s 7.45	s 8.33	s 4.46	3.06	X	TK 6	6.6		QA EDGAR 5.9	D 12.9	71	11.37	s 9.27	s 5.33	f 11.08					
				s 8.14	A 8.45AM	s 5.00 212	A 3.20AM	YX	TK 12	12.5		FB FROMBERG Junction C. B. & Q. Ry. 7.0	DN 7.0	40	L 11.20PM	s 9.14	L 5.20PM 200	s 10.37					
				A 9.00AM 210		A 5.16PM		WT X	TK 19	19.5		BX BRIDGER M. W. & S. Track Conn.	D 0.0	Yard		L 9.00AM 816		L 10.00AM					
				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		Time Table No. 54A July 29, 1928 Succeeding No. 54				SECOND CLASS			
				231	232	STATIONS				STATIONS			
				Mixed	Mixed	Telegraph Offices and Calls				Telegraph Offices and Calls			
				Mo., We., Fri.	Mo., We., Fri.								
				L 9.20AM	L 9.20AM	WCO YX	TD 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			TJ 4	4.3	RENOVA 5.5	41.0	5 Spur	s 3.24	
				f 9.59			TJ 10	9.8	LOOMONT 1.7	35.5	25	f 3.08	
				s 10.05	X		TJ 11	11.5	WA WATERLOO 4.2	D 33.8	35	s 3.00	
				s 10.21			TJ 16	15.7	SILVER STAR 3.6	29.6	3 Spur	s 2.46	
				f 10.35			TJ 19	19.3	IRON ROD 6.0	29.0	25	f 2.34	
				s 11.03	X		TJ 26	26.2	TB TWIN BRIDGES 9.1	D 19.1	25	s 2.11	
				s 11.40AM	WX		TJ 35	35.3	SD SHERIDAN 7.0	D 10.0	14	s 1.43	
				s 12.12PM			TJ 43	43.2	LAURIN 2.1	2.1	4 Spur	s 1.17	
				A 12.20PM	YX		TJ 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			18.1	

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

NINTH SUB-DIVISION  
(SHIELDS RIVER BRANCH)

## EASTWARD

SECOND CLASS			Time Table No. 54A July 29, 1928 Succeeding No. 54			SECOND CLASS		
		215	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Wilsall	STATIONS	Distance from Mission	Car Capacity of Siding
		Mixed						
		Tu., Thu., Sat.						
		L 10.35 AM	XY	T M 23	0.0	WILSALL 2.8	D 22.7	44
		s 10.46		T M 20	2.8	SHIELDS 5.2	10.9	10 Spur
		s 11.00	WX	T M 14	8.0	CLYDE PARK 2.8	D 14.7	35
		f 11.20		T M 12	10.8	TREGLOAN 3.5	11.9	5 Spur
		s 11.40		T M 8	14.3	CHADBORN 4.4	8.4	17 Spur
		f 11.55 AM		T M 4	18.7	GRANNIS 4.0	4.0	4 Spur
		A 12.10 PM		1005	22.7	MISSION	D 0.0	165
		Tu., Thu., Sat.						Tu., Thu., Sat.
		1.35				Time Over Subdivision		1.30
		14.3				Average Speed Per Hour		15.1

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

SPECIAL INSTRUCTIONS PAGES 12, 13.

## WESTWARD

SIXTH SUB-DIVISION  
(LAKE BASIN BRANCH)

## EASTWARD

SECOND CLASS			Time Table No. 54A July 29, 1928 Succeeding No. 54			SECOND CLASS		
		827	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Hesper	STATIONS	Distance from Rapelje	Car Capacity of Siding
		Mixed						
		Mo., Wed., Fri.						
		L 10.00 AM		T S 4	0.0	HESPER Junction G. N. Ry. 4.4	D 37.7	48
		f 10.17		T S 8	4.4	WICKETT 9.3	33.3	4 Spur
		s 10.52		T S 18	13.7	COOMBS 6.1	24.0	45
		s 11.15		T S 24	19.8	MOLT 7.8	P 17.9	55
		s 11.45 AM		T S 32	27.6	WHEAT BASIN 10.1	P 10.1	45
		A 12.30 PM	Y W	T S 42	37.7	RAPELJE	D 0.0	75
		Mo., Wed., Fri.						Mo., Wed., Fri.
		2.30				Time Over Subdivision		2.05
		15.0				Average Speed Per Hour		18.0

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

SPECIAL INSTRUCTIONS PAGES 11, 12, 13.

## WESTWARD

## TENTH SUB-DIVISION—Park Branch

## EASTWARD

SECOND CLASS			Time Table No. 54A July 29, 1928 Succeeding No. 54			FIRST CLASS			SECOND CLASS		
		823	233	217	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Livingston	STATIONS	Distance from Gardiner	Car Capacity of Siding	Way Freight
		Way Freight	Passenger	Passenger							
		Mo., Wed., Fri.	Daily	Daily							Mo., Wed., Fri.
		L 6.30 AM	L 3.00 PM	L 7.15 AM	WCO TYX	1071	0.0	VS LIVINGSTON 10.3	DN 54.1	Yard	A 1.00 PM
		f 6.58	f 3.25	7.40		T B 10	10.3	BRISBIN 4.2	43.8	23	f 12.33
		f 7.08	f 3.36	7.51		T B 14	14.5	TRAIL CREEK 2.0	39.0	3 Spur	f 12.22
		f 7.14	s 3.42	7.57		T B 17	17.1	PRAY 3.2	37.0	7 Spur	f 12.15
		f 7.22	f 3.50	8.05		T B 20	20.3	CHICORY 2.9	33.8	17	f 12.06 PM
		f 7.32	s 3.57	s 8.12	W 4 mi. E	T B 23	23.2	RA EMIGRANT 2.7	D 30.9	7 Spur	s 11.58 AM
		f 7.40	f 4.03	8.18		T B 26	25.9	MERRIMAN 4.9	28.2	18	f 11.51
		f 7.52	f 4.15	8.30		T B 31	30.8	DAILEY 6.7	P 23.8	29	f 11.36
		f 8.10	s 4.32	8.47		T B 37	37.5	CARBELLA 2.8	16.0	3 Spur	f 11.08
		f 8.18	f 4.39	8.54	W	T B 40	40.3	SPHINX 6.4	P 13.8	24	f 11.01
		f 8.36	s 4.55	9.10		T B 46	46.7	CORWIN SPRINGS 2.4	7.4	4 Spur	f 10.40
		f 8.46	s 5.01	9.16	W 1 mi. W	T B 49	49.1	ELECTRIC 2.9	P 5.0	24 mi. west	f 10.31
						T B 52	52.0	DEEVER 2.1	2.1	3 Spur	f 10.22
		A 9.05 AM	A 6.16 PM	A 9.30 AM	YX	T B 54	54.1	GD GARDINER	D 0.0	40	L 7.30 PM
		Mo., Wed., Fri.	Daily	Daily							Mo., Wed., Fri.
		2.35	2.15	2.15				Time Over Subdivision			1.55
		20.9	24.0	24.0				Average Speed Per Hour			24.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION  
EXCEPT NO. 217 IS SUPERIOR TO NO. 218, NO. 233 IS SUPERIOR TO NO. 234, AND NO. 823 IS  
SUPERIOR TO NO. 824, LIVINGSTON TO GARDINER.

SPECIAL INSTRUCTIONS PAGES 12, 13.

## WESTWARD

TWELFTH SUB-DIVISION  
(RED BLUFF AND PONY BRANCHES)

## EASTWARD

SECOND CLASS			Time Table No. 54A July 29, 1928 Succeeding No. 54			SECOND CLASS		
		227	225	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance	STATIONS	Distance
		Mixed	Mixed					
		Tu., Thu., Sat.	Tu., Thu., Sat.					
		L 9.25 AM	L 9.25 AM	WYX	T D 19	0.0	SAPPINGTON 9.5	P 20.6
		s 9.50	s 9.50	X	T E 9	9.5	HA HARRISON 11.1	D 11.1
		A 10.25 AM	A 10.25 AM	WYX	T E 20	20.6	NO NORRIS	D 0.0
		L 11.30 AM		X	T E 9	0.0	HA HARRISON 6.3	D 6.3
		A 11.55 AM		X	T I 6	6.3	PONY	0.0
		Tu., Thu., Sat.	Tu., Thu., Sat.					
		.25	1.00				Time Over Subdivision	
		15.1	20.6				Average Speed Per Hour	

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

SPECIAL INSTRUCTIONS PAGES 12, 13.



WESTWARD ELEVENTH SUB-DIVISION EASTWARD  
(CAMP CREEK BRANCH)

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Manhattan	Time Table No. 54A July 29, 1928 Succeeding No. 54			Distance from Ancney	Car Capacity of Sidings					
					STATIONS									
					Telegraph Offices and Calls									
		Y X	1115	0.0	MN	MANHATTAN 2.0	D	15.2	150					
				2.0		G. V. Ry. CROSSING 1.3		13.2						
			T R 3	3.3		WHITE 1.5		11.9	7 Spur					
			T R 5	4.8		BUELL 2.2		10.4	7 Spur					
			T R 7	7.0		AMSTERDAM 1.2		8.2	17					
			T R 8	8.2		WALRATH 2.3		7.0	3 Spur					
			T R 10	10.5		ARNOLD 1.5		4.7	9 Spur					
			T R 12	12.0		VINCENT 3.2		3.2	9 Spur					
		Y	T R 15	15.2		ANCENEY		0.0	16					
					Time Over Subdivision									
					Average Speed Per Hour									

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

WESTWARD FOURTH SUB-DIVISION EASTWARD  
(MAIN LINE)

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Bozeman.	Time Table No. 54A July 29, 1928 Succeeding No. 54			Distance from Logan.	Car Capacity of Siding.	SECOND CLASS				
					STATIONS					602				
					Telegraph Offices and Calls					Freight				
		WCO TX	1006	0.0	BZ	BOZEMAN 8.5	DN	33.8	150	A 1.15AM				
			T X 9	8.5		COWAN 5.2	P	25.3	6 Spur					
			1104	13.7		BELGRADE TOWER Second Subdivision Crossing Electric Automatic Interlocking 2.1	P	20.1						
			T X 16	15.8		SPAIN 2.7		18.0	10 Spur					
		W	T X 19	18.5		POWERS 7.2	P	15.3	102	11.59PM				
			T X 26	25.7		MAC LEES 8.1	P	8.1	5 Spur					
		WCO TYX	1120	33.8	CH	LOGAN	DN	0.0	Yard	110.55PM				
					Time Over Subdivision					Daily				
					Average Speed Per Hour					2.20				
										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)

		Water, Fuel, Scales, Turntables, Wyes, and Yard Limits.	Station Numbers	Distance from Billings	Time Table No. 54A		Distance from Shepherd.	Car Capacity of Sidings.					
					July 29, 1928								
					Succeeding No. 54								
					STATIONS								
					Telegraph Offices and Calls								
		WCO TYX	950	0.0	BQ	BILLINGS 2.3	DN	14.0	Yard				
			T O 2	2.3		McELROY 1.7		11.7	Spur 22				
			T O 4	4.0		McCRACKEN 2.4		10.0	15				
			T O 6	6.4		DENNIS 2.0		7.6	7				
			T O 8	8.4		DRURY 2.0		5.6	Spur 5				
			T O 10	10.4		GALLAGHER 3.6		3.6	7				
		Y	T O 14	14.0		SHEPHERD		0.0	9				
					Time over Sub-Division								
					Average Speed per Hour								

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

WESTWARD FOURTEENTH SUB-DIVISION EASTWARD  
(ELKHORN BRANCH)

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from G. N. Transfer	Time Table No. 54A July 29, 1928 Succeeding No. 54		Distance from Queen Siding	Car Capacity of Sidings					
					STATIONS								
					Telegraph Offices and Calls								
				0.0		BOOMERANG Junction G. N. Ry. 2.6	18.2						
	WCYX	T F 33	2.6			BOULDER 8.7	D 15.6	75					
		T H 9	11.3			FINN 6.9	6.9	15					
	W13 mi. EX	T H 16	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)

- Double Track** extends from Billings stock yard to the switch just east of Laurel passenger station. The normal position of the latter switch is for eastward trains.
- At Billings** normal position of 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.
- 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.
- Laurel Interlocking**—Trains will call for route as follows:  
Westward Lead—One long and one short blast of engine whistle.  
Westward Main—One long and two short blasts of engine whistle.  
Eastward Main—One long and three short blasts of engine whistle.  
Eastward Lead—One long and four short blasts of engine whistle.
- Speed Restrictions**—At 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 Pratten 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.
- 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.
- Train Inspection**—Eastward freight trains will stop at Springdale and westward freight trains at Columbus for inspection.
- Special Stops, Connections, etc.**—  
No. 2 will stop on flag at Springdale for passengers destined Billings and points east where scheduled to stop and to discharge passengers from Butte, Helena and points west.  
No. 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.
- Register Stations**—  
Billings. Yard Office.  
Laurel Yard for second class and inferior trains.  
Laurel for first class trains.  
Livingston.
- 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.
- 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.

- Bulletin Stations**—  
Billings. Yard Office. Laurel Yard. Livingston.
- Standard Time Clocks**—  
Billings. Yard Office. Laurel Yard. Livingston.
- Watch Inspectors**—  
Alex Califf, Billings. H. N. Hull, Livingston. C. L. Calloway, Laurel.
- 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.
- Commercial Spurs**—  
Siding No. 1..... Miles from Car  
Billings Capacity  
Siding No. 2..... 4.5 37  
9.5 35

## SECOND SUBDIVISION. (MAIN LINE)

- Double Track** extends from Livingston passenger station to Muir; from West End to switch just west of Bozeman telegraph office. The normal position of switches at Livingston, Muir and Bozeman is for eastward track. The normal position of switch at West End is for westward track.
- Pusher Districts**—Between Livingston and Bozeman and between Townsend and Helena.
- Train Inspection**—Eastward freight trains will stop at Townsend and westward freight trains at Bozeman for inspection.
- Yard Limits**—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. The East switch of Westward siding at Muir and the West switch of Eastward siding at West End are electrically operated by the operator and can also be operated by hand, but when operated by hand, must be closed by hand and the handle turned as far as possible to make sure the switch locks. The switch lever is kept in a box locked with a switch lock and located on signal mast. When the switch has been closed behind trains, the lever must be returned to proper position in the box in order to clear the automatic block signal in the rear.
- At Muir**—When engines use the helper spur east of the telegraph office, the engineman must secure authority from the train dispatcher before leaving the spur to make a reverse movement on the eastward track.
- Staff System**—No train will move between West End and Muir until the engineman of leading engine has received a staff. Possession of the staff makes a train superior to all trains between Muir and West End.
- 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 track. All engines must approach this crossing expecting to find it occupied.  
Trains from Fourth subdivision will enter the Second subdivision double track at a point just west of passenger station. The entering switch from the Fourth Subdivision and switch at end of double track are electrically operated and handled by operator at the passenger station. These switches may also be operated by hand.  
Automatic signal 140.8 located on bracket pole just west of end of double track governs movement from the Fourth Subdivision, normal position, STOP. When trains are ready to move from the Fourth Subdivision, they will call for signal by sounding four short blasts of the whistle. When route is lined for the Fourth Subdivision, the signal will indicate clear.
- At Belgrade Tower**—Electric automatic interlocking protects crossing of Fourth Subdivision and standard interlocking indications will be displayed for Interlocking 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 instructions which are posted on the inside of the door in an iron box located at the crossing and locked with a switch lock.
- 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.

- At Toston**—North siding will be used by westward trains and south siding by eastward trains.
- 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.
- 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.
- Bridge and 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.
- 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.
- 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 enginemen 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 engineman 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. (Enginemen 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 engineman.  
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 engineman.



16. **Special Stops, Connections.**  
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.
17. **Register Stations—**  
Livingston. Bozeman. Logan. Helena.
18. **Register Exceptions—**At Bozeman trains from Fourth Subdivision will register by Form 608 and will be furnished check of register Form 602 by operator.
19. **Bulletin Stations—**  
Livingston. Bozeman. Logan.  
Townsend. Helena.
20. **Standard Time Clocks—**  
Livingston. Logan. Helena.
21. **Watch Inspectors—**  
H. N. Hull, Livingston. Leslie E. Gage, Bozeman. R. R. Horner, Townsend.  
D. J. Meagher, Helena.
22. **Derail Switches—**  
Livingston..... East End Freight House Track.  
Livingston..... East End Boat 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.
23. **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 conveyor, 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.  
One 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.
- Bridge and 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. **Yard Limits**—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—**

Blackstone.....

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

### FOURTH SUBDIVISION. (MAIN LINE.)

- At Belgrade Tower**—Electric automatic interlocking protects crossing of Second Subdivision.

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 instructions which are posted on the inside of the door in an iron box located at the crossing and locked with a switch lock.

- 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.

- Speed Restrictions**—Thirty (30) miles per hour

- Register Stations—**

Bozeman. Logan.

- Register Exceptions**—At Bozeman eastward trains will register by card, Form 608.

- Bulletin Stations—**

Bozeman. Logan.

- Standard Time Clock—**

Logan.

- 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)

- At Laurel**—The train order signal does not govern Seventh Subdivision trains.

- 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

## 9. Commercial Spurs—

	Miles from Laurel	Car Capacity
Keown.....	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.
- At Blum**—Gravel bins will not clear man on side of car or engine.
- 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.

## 6. Register Stations—

Silesia.....	Fromberg.....	Bridger.....
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## 7. Bulletin Stations—

Fromberg.

## 8. Derail Switches—

Fromberg.....	McCarthy Mine Track.
Heiser.....	West End Beet 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.
- Derail 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.
  - Derail Switches**—  
Brisbin..... East End Siding.  
Gardiner..... East End House Track.
  - Commercial Spurs**—
- |                     | Miles from<br>Livingston | Car<br>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.
- Derail 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
At Manhattan Wye.....		

Eastward trains will obtain necessary information from dispatcher as to overdue trains before occupying Second Subdivision main track.

## TWELFTH SUBDIVISION.

## (RED BLUFF AND PONY BRANCHES)

- Speed Restrictions**—Twenty-five (25) miles per hour.
- Bridge and Engine 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.
- Derail 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<br>Whitehall | Car<br>Capacity |
|-----------------------|-------------------------|-----------------|
| Parrot Spur.....      | 4.0                     | 16              |
| Winalow Spur.....     | 7.9                     | 3               |
| Colterville Spur..... | 39.5                    | 10              |

- At Whitehall**—The train order signal does not govern Thirteenth Subdivision trains.

## 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.
  - Derail Switches**—  
Queen Siding..... East End Spur.  
Boomerang..... G. N. Interchange Track.
  - Commercial Spurs**—
- |               | Miles from<br>Boulder | Car<br>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.
- Derail Switches—Must be set for derail as normal position.
- Speed Restrictions**—Passenger trains will not exceed a speed of one mile per minute. 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.  
C. B. & Q. freight trains thirty-five (35) miles per hour.  
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. B. L. PHILLIPS, Belgrade.
DR. A. T. HAAS, Asst. Surgeon, Central Dist., Missoula.	DR. H. D. KISTLER, Butte.
DR. A. R. FOSS, Asst. Surgeon, Central Dist., Missoula.	DR. J. F. BLAIR, Bozeman (S).
DR. F. B. EXNER, Asst. Surgeon, Central Dist., Missoula.	DR. B. L. PAMPEL, Livingston (S).
DR. J. A. EVERT, Chief Surgeon, Yellowstone Dist., Glendive.	DR. P. L. GREEN, Livingston (S).
DR. H. J. HALL, Asst. Surgeon, Yellowstone Dist., Glendive.	DR. D. CLAIBORN, Big Timber (S).
DR. E. S. MURPHY, Asst. Surgeon, Yellowstone Dist., Glendive.	DR. G. A. SWANSON, Reed Point.
DR. J. A. DONOVAN, Oculist, Butte.	DR. W. P. SMITH, Columbus.
DR. A. W. MORSE, Oculist, Butte.	DR. H. G. MORGAN, Roberts.
DR. W. R. MORRISON, Oculist, Billings.	DR. S. M. SOUDERS, Red Lodge (S).
DR. V. L. OLER, Oculist, Billings.	DR. T. J. BENSON, Fromberg.
DR. S. A. COONEY, Helena (S).	DR. E. G. BALSAM, Billings (S).
DR. R. H. DYER, Sheridan.	DR. E. M. FARR, Asst. Surgeon, Billings.
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. G. F. TIDYMAN, 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 employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists for which distinct official authority must be had in accordance with established regulations.

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

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



NOTE—Length of Load 40 feet.  
Max. width of Load independent of Clearances 11'-6".  
Heights and Widths in Table allow 9 inches Clearance.

## MAXIMUM CLEARANCES

		LIMIT OF LOAD--MEASUREMENT																		Governing Structure	
		HEIGHT ABOVE TOP OF RAIL																Max. Height	Max. Width		
		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				
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"	Hoppers and Bozeman Tunnels
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"	
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"	Tunnel at M. P. 57½ on 12° curve and Homestake Tunnel
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"	1 2'11"	12'-6"	17'-6"	11'-6"	
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	53.9
1 ..	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 Billings.....	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 Livingston.....	0.5	1500	.....	2700	2915	4050	2400	.....	.....	.....
Livingston to West End.....	1.8	400	.....	950	1025	1240	775	1460	1600	1920
West End to Townsend.....	Water	.....	.....	.....	.....	.....	.....	.....	.....	.....
Townsend to Winston.....	1.0	950	.....	1400	1510	2050	1375	.....	.....	.....
Winston to Helena.	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....
Logan to Whitehall.	0.4	1750	.....	2500	2700	3240	2400	.....	.....	.....
Whitehall to Homestake.....	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.

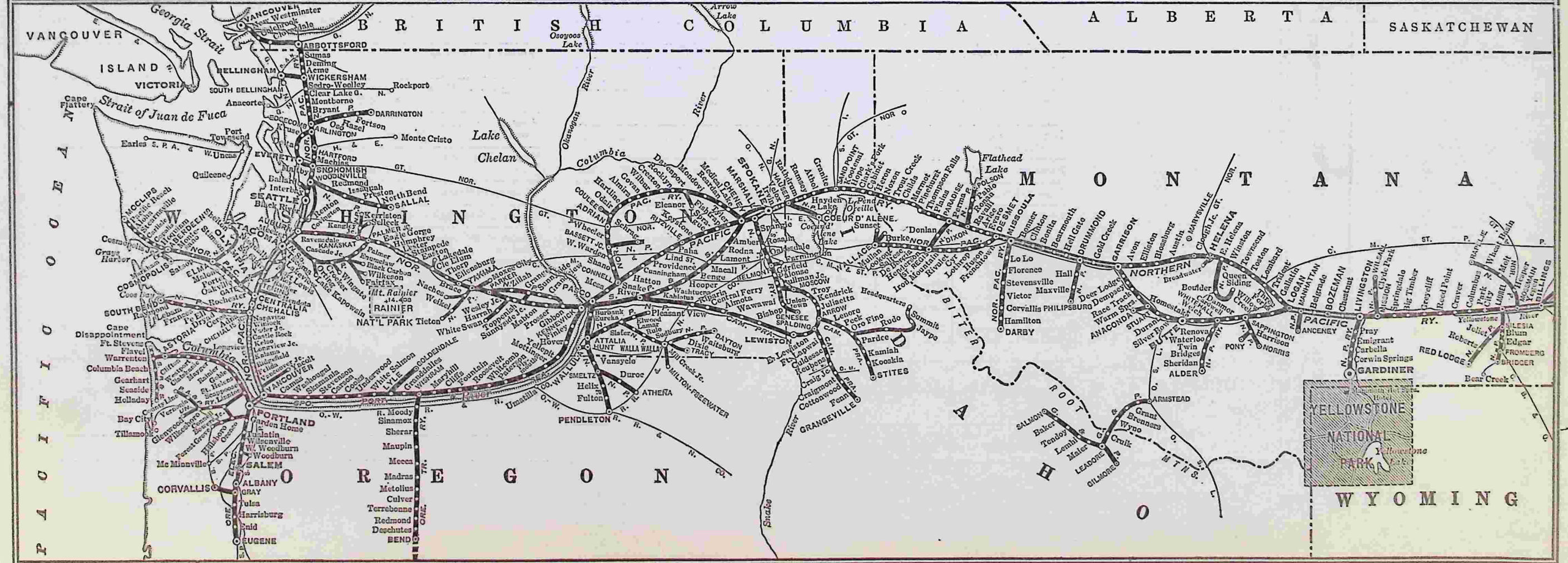
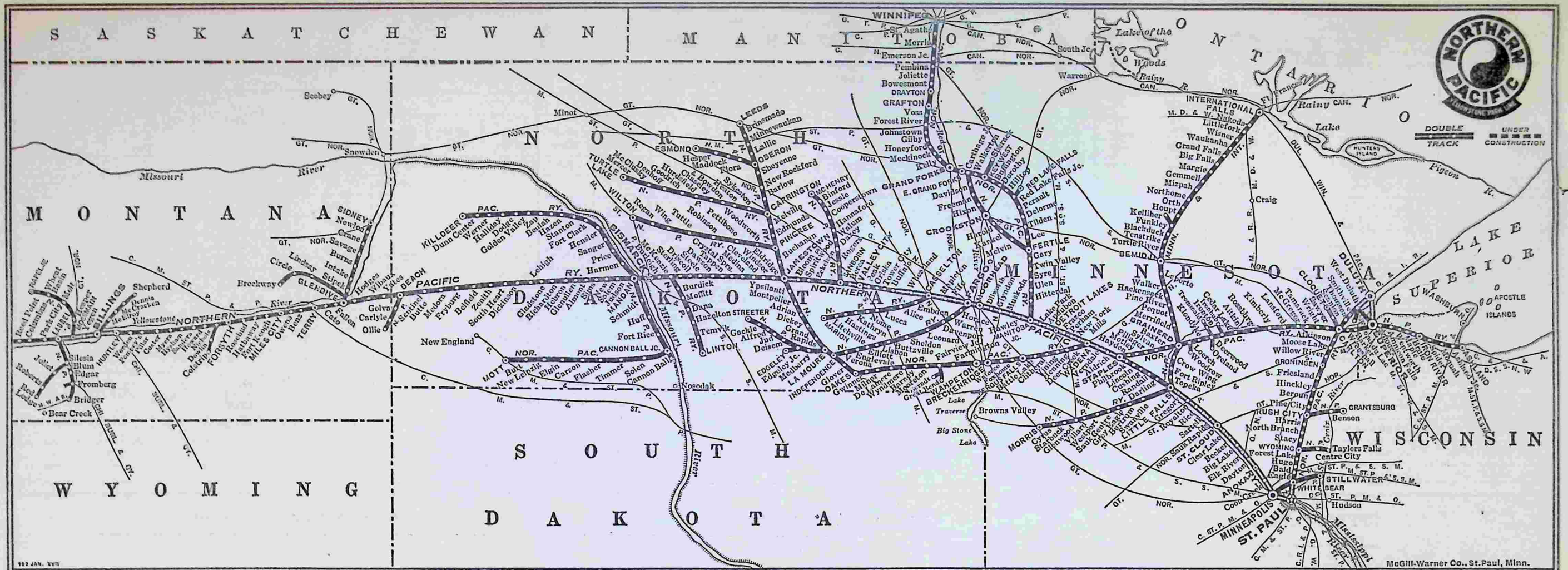
DAN HEALY, Trainmaster.

THEO. HARRIS, Trainmaster.

C. V. BERGLUND, Trainmaster.

A. J. CARR, Chief Dispatcher.







N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of Division Superintendent- Montana Division.

Livingston, Montana,

July 24th, 1928

Circular No. 107

All Concerned:

Effective Monday, July 30th, 1928, mixed train service on the Lake Basin Branch as per my Circular No. 84 of May 29th, 1928 is cancelled and the following service will be established:

One train and engine crew with Laurel as home terminal will be assigned to mixed train service on the Lake Basin Branch, Mondays, Wednesdays and Fridays and will work as ordered on the Lake Basin Branch, B & C M Branch, Clarks Fork Branch, Rocky Fork Branch or Main Line between Billings and Rapids, Tuesdays, Thursdays and Saturdays.

Written applications for the above position will be received up to and including 9 AM, August 2nd, 1928. Address applications direct to Mr. D. Healy, Trainmaster, Livingston.

FRED BRASTRUP  
SUPERINTENDENT

Cy. BBs PHM (18) TFL FB TH CVB JAM  
WHM JES RJD JSK AJC(3) EHC(3) WDG  
GNF JGN Agents.

**Circular No. 107 above of July 24, 1928 applies to Northern Pacific Railway, Montana Division Timetable No. 54A of July 29, 1928 and applies to Lake Basin Branch, Pg. 8, BC&M Branch, Pg. 9, Clarks Fork Branch, Page 7, Rocky Fork Branch, Page 7 and Main Line, First Subdiv. Pg. 2 and 3.**





N. P. 571  
2-28

# NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN No. 42

MONTANA

DIVISION

August 11th

19

28

That part of Special Instructions contained in Timetable No. 54-A, Tenth Subdivision (Park Branch), Paragraph 2, Special Stops and Connections, etc., reading -

"No. 217 and 234 will stop on flag, Sundays only, at Corwin Springs",

is cancelled.

Effective Sunday, August 12th, 1928, when No. 217 has passengers for Corwin Springs, holding tickets from points St. Paul and East, train will stop at new shelter shed located approximately 3/4th mile east of Corwin Springs, but if no passengers, No. 217 will stop, on flag, at this new location on Sundays only.

No. 234 will stop on flag, Sundays only, at Corwin Springs.

Cy. BBs Billings  
Livingston  
TFL FB TH CVB DH JAM AJC(3)  
EHC (3) PHM (18)

FRED BRASTRUP  
SUPERINTENDENT.

WHM JES RJD JSK AJC(3) EHC(3) WDG  
GNT JCN Agents.

**Bulletin No. 42 above of August 11, 1928 applies to Northern Pacific Railway, Montana Division Timetable No. 54A of July 29, 1928 and applies to Tenth Subdivn, Park Branch Special Instructions on Page 12.**



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

Livingston, Montana,

August 17th, 1928.

Circular No. 115  
To Conductors:

Effective Montay, August 27th, 1928  
Bozeman switch service as per my Circular No. 62  
of April 16th, 1928, is cancelled and the following  
service will be established:

One train crew will be assigned to Road  
and Switch service between Bozeman and Spain, six days  
per week with Bozeman as home terminal.

Conductors desiring this service will  
make written application to Mr. D. Healy, Trainmaster,  
Livingston, such applications to reach the office of  
Trainmaster not later than 9 AM, August 26th, 1928.  
Applications received after that time will not be  
considered.

Conductors assigned to this service will be  
guaranteed immunity from displacement, the same as  
provided for under agreement covering present Bozeman  
switch service.

Cy. BBs

TFL FB TH CVB JAM AJC (3)  
EHC (3) PHM (180 JES WEM  
CWM LRC

FRED BRASTRUP  
SUPERINTENDENT.

**Circular No. 115 above of August 17, 1928 applies  
to Northern Pacific Railway, Montana Division  
Timetable No. 54A of July 29, 1928 and applies  
to Main Line, Fourth Subdivn. Page 9.**



N O R T H E R N P A C I F I C R A I L W A Y . C O M P A N Y  
OFFICE OF DIVISION SUPERINTENDENT  
MONTANA DIVISION

Livingston, Montana  
August 27th, 1928

CIRCULAR No. 123  
To All Concerned:

Effective September 6th, 1938 one train and engine crew with Bozeman as home terminal and Logan as distant terminal will be assigned to local service, and will run Bozeman to Logan via Anceney, Mondays, Wednesday and Fridays, and Logan to Bozeman, via Sappington, Tuesdays, Thursdays and Saturdays. Trip Logan to Spain and return will be a part of the daily assignment of this crew.

Conductors desiring this service will make written application to Mr. Dan Healy, Trainmaster, Livingston, such applications to reach the office of Trainmaster not later than 9 AM September 5th, 1928. Applications received after that time will not be considered.

FRED BRASTUP  
SUPERINTENDENT

Cy BBs  
TFL FB TH OVB JAM AJC (3)  
EHC (3) PHM (18) JES WHM  
QWM LRC

**Circular No. 122 above of August 27, 1928 applies to Northern Pacific Railway, Montana Division Timetable No. 54A of July 29, 1928 and applies to Main Line, Second Subdivn. Pages 4 and 5, Main Line, Fourth Subdivn. Page 9 and Camp Creek Branch, Page 9.**



N O R T H E R N   P A C I F I C   R A I L W A Y   C O M P A N Y  
OFFICE OF DIVISION SUPERINTENDENT  
MONTANA                      DIVISION

Livingston, Montana  
August 28th, 1928

Circular No.124  
To all concerned:

Effective September 6th, 1928, Circular No. 137 of December 23rd, 1927 establishing the present mixed train service between Whitehall and Logan and Ruby Valley-Red Bluff & Pony Branches, is cancelled.

One train crew with Whitehall as home terminal will be assigned to mixed train service six days per week and will run Whitehall to Red Bluff and Pony Branch and return to Whitehall, Tuesdays, Thursdays and Saturdays, and Whitehall to Alder and return to Whitehall, Mondays, Wednesdays and Fridays.

Applications for the above position will be received up to and including 9 AM, September 7th and must be directed to Mr. D. Healy, Trainmaster, Livingston.

FRED BRASTRUP  
SUPERINTENDENT

BBS  
TFL FB JAM TH QVB AJE (3)  
PHM (18) EHC (3) GHL WTW  
JES LRC WHM CWM WDG(2)

**Circular No. 124 above of August 28, 1928 applies to Northern Pacific Railway, Montana Division Timetable No. 54A of July 29, 1928 and applies to Main Line, Third Subdivn, Page 6 and Red Bluff and Pony Branches, Page 8 and Ruby Valley Branch, Page 7.**