

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 56 TABLE

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

SUNDAY, SEPTEMBER 29, 1929.

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.

W. C. SLOAN,
General Manager.

T. F. LOWRY,
General Superintendent.

P. H. McCAULEY,

General Superintendent of Transportation.

FRED BRASTRUP,
Superintendent.

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

EASTWARD

FIRST CLASS								Way Bill Station, Turn Table, Way and Yard Limits.	Station Numbers.	Distance from Billings.	Time Table No. 56 September 23, 1929 Succeeding No. 55A			Distance from Livingston.	Car Capacity of Billings.	SECOND CLASS		THIRD CLASS	
2	250	6	212	208	210	42	4				602		806			818			
Passenger	G. N. 234 Passenger	Passenger	C.B. & Q. 20 Passenger	Passenger	Motor Car	G. N. Passenger	Passenger				Freight		Way Freight			Way Freight			
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily				Daily		Wed. Sat.			Mon. Wed. Fri.			
A 12.06A	A 9.45P	A 6.50P	A 6.30P	A 4.30P	A 10.45A	A 6.30A	5.00A	WCO	956	0.0	BG	BILLINGS	DN	115.7	Yard	A 2.45P	A 7.20A		
11.51P	9.30	6.35	6.15	f 4.15	f 10.30	6.15	4.45	TYX	964	7.6		7.6 Cross Over	P	108.1	E 98	2.20	7.00		
11.45	L 9.20P	6.25	6.07	f 4.07	f 10.17	L 6.05A	4.37		968	12.1		4.5 Cross Over	P	103.6	W 104	2.05	6.45		
11.42		6.22	6.04	4.03	f 10.12		4.34	WCO	971	14.0	KD	LAUREL YARD	DN	101.7	Yard	2.00P	L 6.40A		
11.40	s 6.20	L 6.02P	L 4.00P	L 10.10A		s 4.32		TYX	972	15.2	AU	LAUREL	DN	100.5	Yard	11.15A	f 1.31		
11.34		6.10					4.26		976	19.4		3.6	P	96.3	97	10.59	f 1.05		
11.30	s 6.05					s 4.19			979	23.0	RK	PARK CITY	DN	92.7	E 107	10.48	s 12.47		
11.24		5.57				4.12			983	27.6		4.6 Lap Siding	P	88.1	W 96	10.34	f 12.32		
11.19	f 5.50					4.05			989	32.1		4.5	P	83.6	98	10.20	f 12.15		
11.16		5.45				4.00			992	34.9		2.8	P	80.8	96	10.11	f 12.03P		
11.09	s 5.36					s 3.49		WX	996	40.7	CO	COLUMBUS	DN	75.0	E 98	9.54	s 11.40A		
11.01		5.26				3.40			1001	45.4		4.7 Lap Siding	P	70.3	W 109	9.40	f 11.25		
10.57	f 5.20					3.36			1005	49.0		3.6	P	66.7	99	9.30	f 11.12		
10.50		5.12				3.28			1010	54.0		5.0	P	61.7	97	9.17	f 10.54		
10.46	s 5.07					s 3.22			1014	57.3	RN	REED POINT	DN	58.4	E 102	9.09	s 10.41		
10.40		4.58				3.14			1019	62.3		3.4	P	53.4	98	8.53	f 10.23		
10.36		4.53				3.09			1022	65.7		4.9	P	50.0	97	8.42	f 10.11		
10.31	s 4.45					f 3.03		WCX	1026	70.6	GC	GREYCLIFF	DN	45.1	E 113	8.26	s 9.52		
10.25		4.35				2.54			1031	75.7		5.1 Lap Siding	P	40.0	W 98	8.10	f 9.34		
10.19	s 4.25					s 2.46		WX	1037	81.2	BD	BIG TIMBER	DN	34.5	E 113	7.53	s 9.15		
10.13		4.15				2.37			1043	86.4		5.2 Lap Siding	P	29.3	W 98	7.35	f 9.03		
10.08		4.04				2.28			1047	91.1		4.7	P	24.6	96	7.21	f 8.53		
10.02	s 3.55					s 2.18		WX	1051	96.2	SX	SPRINGDALE	DN	19.5	E 97	7.05	s 8.42		
9.54	f 3.43					2.07			1058	102.2		6.0 Lap Siding	P	13.5	W 109	6.46	f 8.23		
9.45		3.31				1.57			1065	110.1	MS	MISSION	D	5.6	E 98	6.21	f 8.00		
L 9.38P		L 3.20P				L 1.48A		WCO	1071	115.7	VS	LIVINGSTON	DN	0.0	Yard	L 6.05A	L 7.45A		
								TYX											
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily									Daily	Wed. Sat.		
2.28	.25	3.30	.28	.30	.35	.25	3.12							5.55		.40	5.55		
46.9	29.0	33.0	32.6	30.4	26.0	29.0	37.5							18.5		21.0	17.1		

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

FIRST SUB-DIVISION
(MAIN LINE)

THIRD CLASS		SECOND CLASS			Water, Fuel, Scale, Yard Limits	Station Numbers	Distance from Billings	Time Table No. 56 September 25, 1929 Succeeding No. 55A		Distance from Livingston	Car Capacity of Billings	FIRST CLASS									
805	817	605	651	603				STATIONS				249	1	211	207	5	209	41	3		
Way Freight	Way Freight	Freight	Freight	Freight				Telegraph Offices and Calls				G. N. 233 Passenger	Passenger	CB & Q 30 Passenger	Passenger	Passenger	Motor Car	G. N. Passenger	Passenger		
Tu. Fri.	Tu. Thu. Sat.	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		
L 1.30P ⁵ 1.50 2.00		L 7.50P ⁵ 8.20 8.35		L 12.20A ^{4.5} 12.40 12.55	WCO TYX	956 964 968	0.0 7.6 12.1	BG. BILLINGS DN 7.6 Cross Over YESEN P 4.5 Cross Over MOSSMAIN P Junction G. N. Ry.	115.7 108.1 103.6	Yard E 98 W 104	L 5.45A 5.59 A 6.10A 1-42	L 5.59A 6.09 6.15 42-40	L 7.30A 7.44 7.52	L 9.00A 9.14 9.24	L 1.25P ²⁰⁸ 1.39 1.46	L 3.30P ²⁰⁸ 3.45 3.53	L 11.10P ²⁰⁸ 11.24 A 11.35P ²⁰⁸	L 11.50P ²⁰⁸ 12.04A 12.11			
A 2.05P ¹	L 6.35A ¹ f 6.40	A 8.40P ¹ 11.51A		L 11.45A ¹ 1.00 3.50 4.00	WCO TYX X	971 972	14.0 15.2	KD. LAUREL YARD DN Interlocked 1.2 Cross Over AU. LAUREL DN 4.2	101.7 100.5	Yard Yard		6.18 817 6.21	7.55	9.27	1.49 s 3.57			12.14 s 12.17			
	f 6.55 s 7.10 f 7.25 f 7.40 f 7.50			12.06P ⁴ 12.20 12.32 12.50 1.00		976 979 983 989 992	19.4 23.0 27.6 32.1 34.9	SPURLING P 3.6 RK. PARK CITY DN 4.6 Lap Siding YOUNG'S POINT P 4.5 RAPIDS P 2.8 MISKO P 5.8	96.3 92.7 88.1 83.6 80.8	97 E 107 W 96 97 98 96		6.26 6.31 6.38 6.43 6.47			2.00 s 2.06 2.16 f 2.25 2.31			12.24 s 12.30 12.37 12.45 12.50			
	s 8.10 f 8.30 f 8.40 f 8.55 s 9.09 ⁶⁰²			1.21 1.40 1.56 2.18 2.32	WX	996 1001 1005 1010 1014	40.7 45.4 49.0 54.0 57.3	CO. COLUMBUS DN 4.7 Lap Siding WATAGA P 3.6 CRAVER P 5.0 ONEIDA P 3.3 RN. REED POINT DN 5.0 Lap Siding	75.0 70.3 66.7 61.7 58.4	E 98 W 109 98 99 97 E 102 W 81		6.55 7.02 7.07 7.14 7.18			s 2.42 2.51 3.00 3.10 3.17			s 1.01 1.09 1.15 1.24 1.30			
	f 9.30 f 9.45 s 10.00 f 10.25 s 10.50			2.53 3.08 3.29 3.50 4.25 ⁶		1019 1022 1026 1031 1037	62.3 65.7 70.6 75.7 81.2	QUEBEC P 3.4 PATCUM P 4.9 GC. GREYCLIFF DN 5.1 Lap Siding REYNOLDS P 5.5 BD. BIG TIMBER DN 5.2 Lap Siding	53.4 50.0 45.1 40.0 34.5	98 97 E 113 W 98 97 E 113 W 98		7.25 7.29 7.37 7.44 7.53 602-603			3.26 3.32 s 3.41 3.50 4.04 ⁶⁶¹			1.38 1.43 1.51 1.58 s 2.09			
	f 11.10 f 11.25 s 11.40A f 12.01P f 12.26			4.42 4.56 5.12 5.32 5.55		1043 1047 1051 1058 1065	86.4 91.1 96.2 102.2 110.1	DEHART P 4.7 CARNEY P 5.1 SX. SPRINGDALE DN 6.0 Lap Siding ELTON P 7.9 MS. MISSION DN 5.6 Lap Siding	29.3 24.6 19.5 13.5 5.6	96 96 E 97 W 109 98 E 98 W 80		8.00 8.06 8.13 8.23 8.34			4.15 4.24 s 4.34 f 4.45 4.58			2.18 2.28 s 2.35 2.46 2.58			
	A 1.00P		A 6.15P	A 9.35A	WCO TYX	1071	115.7	VS. LIVINGSTON DN	0.0	Yard		A 8.45A			A 5.10P			A 3.10A			
Tu. Fri.	Tu. Thu. Sat.	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		
35	6.25	.50	6.30	6.00				Time Over Subdivision				.25	2.46	.28	.30	3.45	.30	.25	3.20		
24.0	15.9	16.8	15.6	16.9				Average Speed Per Hour				29.0	41.8	32.6	30.4	30.8	30.4	29.0	34.7		

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.

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

FIRST CLASS							Water, Fuel, Scale, Turf, Tables, Wagon and Yard Limbs.	Station Numbers.	Distance from Livingston.	Time Table No. 56 September 23, 1929 Succeeding No. 55A		Distance from Helena.	Car Capacity of Stages.	SECOND CLASS		THIRD CLASS	
4	236	2	222	6	220	240				STATIONS				602		822	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor Car				Telegraph Offices and Calls				Freight		Way Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily								Daily		Mon. Wed. Fri.	
A 1.38A		A 9.30P		A 3.10P	A 12.50P		WCO	1071	0.0	VS.....LIVINGSTON.....DN	122.8	Yard	A 3.50A				
1.24		9.16		2.56	f 12.36		TYX	1080	7.7	7.7 Cross Over HOPPERS.....P	115.1	80	3.10				
1.14		9.07		2.45	f 12.25		WX	1083	11.9	4.2 Cross Over MU.....MUIR.....DN	110.9	111	2.50				
1.09		9.03		2.40	f 12.20		X	1084	13.1	1.2 Cross Over WS.....WEST END.....DN	109.7	E 83	2.40				
12.58		8.54		2.30	f 12.10			1088	16.4	3.3 Cross Over CHESTNUT.....P	106.4	W 59	2.15				
										2.9 Cross Over							
12.48		8.46		2.21	f 12.01P			1092	19.3	GORDON.....P	103.5	73	1.55				
s 12.35		s 8.37		s 2.05	s 11.45A		WCO	1096	24.8	BZ.....BOZEMAN.....DN	98.0	109	L 1.30A			A 12.45P	
12.25		8.30		1.56	f 11.35		TX			5.5 G. V. Ry. Track Conn.						603	
								1101	28.8	4.0 Cross Over STORY.....P	94.0	109				f 12.25	
								1104	32.2	3.4 BELGRADE TOWER.....P	90.6						
										Fourth Subdivision Crossing Electric Automatic Interlocking							
f 12.16		8.22		f 1.45	s 11.25		WX	1106	34.3	2.1 BA.....BELGRADE.....D	88.5	81				s 12.01P	
12.08		8.15		1.36	f 11.10			1111	39.8	5.5 CENTRAL PARK.....P	83.0	81				f 11.35A	
f 12.01A		8.09		f 1.29	s 11.00		XY	1115	43.7	3.9 MN.....MANHATTAN.....D	79.1	81				s 11.20	
L 11.50P	A 11.15P	L 8.00P	A 7.45P	1.19	L 10.50A	A 10.45A	WC	1120	49.0	5.3 CH.....LOGAN.....DN	73.8	Yard	A 10.55P			s 10.55	
651	802			1.14	822	822	TYX			4.0			236			10.25	
	11.06		7.38	1.03		f 10.35		1125	53.0	GALLATIN.....P	69.8	80	10.40			221-220-240	
	f 11.03		f 7.35	1.00		s 10.31	X	1127	54.9	1.9 RT.....TRIDENT.....D	67.9	80	10.33			s 10.04	
										4.0							
	10.56		7.29	12.53		f 10.24		1129	58.9	4.4 REKAP.....P	63.9	81	10.17			f 9.51	
	10.49		f 7.19	12.46		f 10.16		1135	63.3	6.0 CLARKSTON.....P	59.5	136	10.00			f 9.38	
s 10.39		s 7.07	s 12.36			s 10.06	WX	1141	69.3	5.8 CJ.....LOMBARD.....DN	53.5	98	9.40			s 9.15	
	10.29		f 6.54	12.26		9.55		1147	75.1	3.5 C.M.St.P. & P.Ry. Track Conn.							
f 10.22		s 6.47	s 12.18			s 9.49	X	1150	78.6	5.8 BREWER.....P	47.7	80	9.19			f 8.57	
		239								3.5 TOSTON.....D	44.2	E 82	9.06			s 8.46	
										6.0 Lap Siding		W 80					
	10.12		6.35	12.08P		f 9.38		1156	84.6	5.0 HOLKER.....P	38.2	135	8.45			f 8.28	
s 10.04		s 6.25	s 11.59A			s 9.29	WCY	1161	89.6	3.0 TN.....TOWNSEND.....DN	33.2	E 80	8.27			s 8.13	
9.58		f 6.19	11.52			f 9.23	X	1164	92.6	5.2 LEWARK.....P	30.2	W 100	8.10			f 8.03	
9.51		6.11	11.43			f 9.14		1170	97.8	5.2 CLOW.....P	25.0	80	7.50			f 7.47	
f 9.44		s 6.03	s 11.36			s 9.06	X	1175	102.6	4.8 WN.....WINSTON.....DN	20.2	E 79	7.32			s 7.31	
										4.6 Lap Siding		W 80	239				
	9.37		5.55	11.29		f 8.57		1179	107.2	5.2 PLACER.....P	15.6	136	7.14			f 7.15	
9.29		5.45	11.20			f 8.48		1183	112.4	6.0 LOUISVILLE.....P	10.4	80	6.54			f 6.52	
s 9.20		s 5.37	s 11.10			s 8.38	OYX	1189	118.4	4.4 JN.....EAST HELENA.....DN	4.4	E 79	6.30			s 6.26	
L 9.10P		L 5.30P	L 11.00A			L 8.30A	WCO	1194	122.8	4.4 Lap Siding HELENA.....DN	0.0	Yard	L 6.15P			L 6.10A	
							TYX										
Daily	Daily	Daily	Daily	Daily	Daily	Daily								Daily		Mon. Wed. Fri.	
1.48	2.05	1.30	2.16	4.05	2.00	2.15				Time Over Subdivision				7.00		6.05	
27.2	35.4	32.7	32.8	30.1	24.5	32.8				Average Speed Per Hour				14.1		16.1	

**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.**

THIRD CLASS		SECOND CLASS		Water, Fuel, Scales, Tires, and Yard Limits.	Station Numbers.	Distance from Livingston.	Time Table No. 56 September 29, 1929 Succeeding No. 55A		Distance from Helena.	Car Capacity of Siding.	FIRST CLASS							
821	651	603	STATIONS				3	235			1	221	219	239	5			
Way Freight	Freight	Freight	Freight				Freight				Passenger	Passenger	Passenger	Passenger	Passenger	Motor Car	Passenger	
Tu. Thur. Sat.	Daily	Daily	Daily				Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	L 8.20P	L 10.35A	WCO	1071	0.0	VS. LIVINGSTON	DN	122.8	Yard	L 3.25A		L 8.53A		L 4.00P		L 5.20P		
	9.15	11.17	WX	1080	7.7	HOPPERS	P	115.1	80		3.47	9.11		f 4.22		5.42		
	9.50	11.44	WX	1083	11.9	MU. MUIR	DN	110.9	111		4.00	9.22		f 4.34		5.54		
	10.00	11.54A	X	1084	13.1	WS. WEST END	DN	109.7	E 83 W 59		4.05	9.26		f 4.38		5.58		
	10.15	12.10P		1088	16.4	CHESTNUT	P	106.4			4.12	9.33		f 4.45		6.05		
				1092	19.3	GORDON	P	103.5	73									
L 7.00A	10.40	12.45 822	WCO TX	1096	24.8	BZ. BOZEMAN	DN	98.0	109	s 4.30		s 9.48		s 4.58 5.03		s 6.20		
f 7.17	10.50	12.58		1101	28.8	G. V. Ry. Track Conn.		94.0	109		4.38	9.54		f 5.10		6.27		
				1104	32.2	STORY	P	90.6										
				1106	34.3	BELGRADE TOWER	P											
s 7.43	11.03	1.17	WX	1106	34.3	Fourth Subdivision Crossing Electric Automatic Interlocking												
f 8.07	11.16	1.36 8		1111	39.8	BA. BELGRADE	D	88.5	81	f 4.47		10.01		s 5.19		f 6.35		
s 8.24	11.25	1.49	YX	1115	43.7	CENTRAL PARK	P	83.0	81		4.55	10.07		f 5.28		6.44		
s 8.50 9.20	11.40P	2.06	WC TYX	1120	49.0	MN. MANHATTAN	D	79.1	81	f 5.00		10.12		s 5.37		f 6.51		
f 9.36		2.20		1125	53.0	CH. LOGAN	DN	73.8	Yard	As 5.10A	L 5.30A	A 10.20A	L 10.25A 822	A 5.45P	L 5.50P	7.00 7.10		
s 9.44		2.27	X	1127	54.9	GALLATIN	P	69.8	80		5.38		10.35 240		f 5.57	7.18		
				1129	58.9	RT. TRIDENT	D	67.9	80	s 5.41		s 10.38		s 6.01		7.21		
f 10.00		2.40		1135	63.3	REKAP	P	63.9	81		5.48		f 10.45		f 6.09	7.29 222		
f 10.16 240		2.55		1141	69.3	CLARKSTON	P	59.5	136		5.55		f 10.53		f 6.17	7.37		
s 10.41		3.15	WX	1147	75.1	CJ. LOMBARD	DN	53.5	98	s 6.04		s 11.04		s 6.29		s 7.47		
f 11.05		3.35		1147	75.1	C. M. St. P. & P. Track Conn.												
s 11.20 221		3.47	X	1150	78.6	BREWER	P	47.7	81		6.14	11.13		f 6.40		7.58		
				1150	78.6	TS. TOSTON	D	44.2	E 82 W 80	s 6.21		s 11.20 821		s 6.47 222		s 8.04		
f 11.40		4.06		1156	84.6	HOLKER	P	38.2	135		6.32		11.32		f 6.58	8.13		
s 11.59A 6		4.24	WCY X	1161	89.6	TN. TOWNSEND	DN	33.2	E 80 W 100	s 6.42		s 11.42		s 7.08		s 8.27 602		
f 12.12P		4.36		1164	92.6	LEWARK	P	30.2	80		6.48		f 11.52A 6		f 7.14	8.35		
f 12.34		4.55		1170	97.8	CLOW	P	25.0	80		6.58		f 12.04P		7.24	8.45		
s 12.55		5.11	X	1175	102.6	WN. WINSTON	DN	20.2	E 79 W 80	s 7.07		s 12.13		s 7.32 602		f 8.54		
f 1.15		5.27		1179	107.2	PLACER	P	15.6	136		7.15 822		f 12.23		f 7.41	9.02		
f 1.40		5.45 222		1183	112.4	LOUISVILLE	P	10.4	80		7.26		f 12.33		f 7.50	9.12		
s 2.06		5.57	OYX	1189	118.4	JN. EAST HELENA	DN	4.4	E 79 W 80	s 7.37		s 12.43		s 8.00		s 9.20 236		
A 2.25P		A 6.10P 602	WCO TYX	1194	122.8	HY. HELENA	DN	0.0	Yard	A 7.45A		A 12.53P		A 8.10P		A 9.30P		
Tu. Thur. Sat.	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily		
6.55	3.20	7.35									1.45	2.15	1.27	2.28	1.45	2.20		
14.2	14.7	16.2									27.9	32.8	33.8	29.9	31.8	30.7		
Time Over Subdivision																		
Average Speed Per Hour																		

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 CLASS		FIRST CLASS				Water, Fuel, Baggage, Express, and Yard Limits	Station Numbers.	Distance from Logan.	Time Table No. 56. September 29, 1929 Succeeding No. 55A		Distance from Butte.	Car Capacity of Bldings.	FIRST CLASS			SECOND CLASS	
237	651	219	1	3	220				2	4			238				
Mixed	Freight	Passenger	Passenger	Passenger					STATIONS			Passenger	Passenger	Passenger	Mixed		
Tu., Th., Sat.	Daily	Daily	Daily	Daily					Telegraph Offices and Calls			Daily	Daily	Daily	Tu., Th., Sat.		
L 2.45P	L 12.20A	L 7.30P	L 10.20A ²²⁰	L 5.20A	WC	1120	0.0	CH	LOGAN	DN	71.0	Yard	A 10.20A ¹	A 8.00P	A 11.40P	A 2.05P	
s 3.04	12.40	s 7.50 ²	10.29	f 5.32	TYX	T D	6.6	KS	THREE FORKS	D	64.4	81	s 10.05	7.50 ²¹⁹	f 11.27	f 1.50	
s 3.21	12.57	s 8.00	10.37	f 5.41	X	T D	12.5	CK	WILLOW CREEK	D	58.5	80	s 9.50	7.41	f 11.16	f 1.25	
s 3.39	1.16	s 8.14	10.47	f 5.53	WY	T D	19.2		SAPPINGTON	P	51.8	81	s 9.35 ²⁴⁸	7.33	f 11.04	1.10P	
f 3.49		f			X	T D	22.8		C. M. St. P. & P. Crossing Interlocked	3.6	48.2	f				9.25A ²²⁰	
									HUBBARD	3.1						9.05	
f 3.59	1.35	f 8.28	10.57	6.06		T D	25.9		DANMOR	P	45.1	80	f 9.22	7.23	10.52	f 8.50	
s 4.02		f 8.30		f 6.08		T D	26.9		LIME SPUR		44.1	20	f 9.20		f 10.50	s 8.45	
s 4.17	1.51	s 8.39	11.05	f 6.15	X	T D	31.2	CA	CARDWELL	D	39.8	80	s 9.10	7.15	f 10.42	s 8.26	
A 4.35P	2.12	s 8.54	11.15	s 6.28	WCY	T D	38.3	WH	WHITEHALL	DN	32.7	114	s 8.55	7.05	s 10.24	L 8.00A	
	2.44	s 9.13	11.28	6.42	X	T D	45.0		PIPESTONE	P	26.0	66	s 8.40	6.55	f 10.12		
	3.13	f 9.31	11.45A	6.59		T D	50.3		SPIRE ROCK	P	20.7	60	f 8.29	6.43	10.00		
	3.39	f 9.49	12.04P	7.17	W	T D	54.9		WELCH	P	16.1	54	f 8.18	6.32	9.49 ²¹⁹		
		f				T D	59.2		LEWIS		11.8	13	f				
	4.11	s 10.08	12.26	7.38	WYX	T D	60.8	HO	HOMESTAKE	DN	10.2	64	s 8.06	6.18	f 9.35		
	4.14	10.10	12.28	7.40	X	T D	61.2		HIGHVIEW	P	9.8	15	8.04	6.16	9.33		
	4.32	10.20	12.38	7.50 ²²⁰		T D	65.5		SKONES	P	5.5	62	7.50 ³	6.01	9.15		
	4.45	f 10.30	12.48	8.00	WC	T D	69.3		M. U. TRANSFER	P	1.7	Yard	f 7.34	5.51	9.05		
A 4.55A	A 10.35P	A 12.53P	A 8.05A	8.05A	TYX	T D	70.0	BY	BUTTE	DN	0.0	Yard	L 7.30A	L 5.47P	L 9.00P		
					OX	U O			C. M. St. P. & P., G. N. B. A. & P., Track Conn's								
Tu., Th., Sat.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Tu., Th., Sat.		
1.50	4.35	8.06	2.33	2.45					Time Over Sub-division			2.50	2.13	2.40	2.20		
20.8	16.6	23.0	27.8	25.8					Average Speed Per Hour			25.1	32.0	26.8	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, Stables, Turn Tables, Wye and Yard Limits.	Station Numbers.	Distance from Laurel.	Time Table No. 56 September 29, 1929 Succeeding No. 55A		Distance from Red Lodge.	Car Capacity of Sidings.	FIRST CLASS			THIRD CLASS	
815	813	209	207	211				STATIONS				210	208	212	816	814
Way Freight	Way Freight	Motor Car	Passenger	C.B.&Q.30 Passenger	Mo., We., Fri.	Tu., Thu., Sat.	Ex. Sun.	Daily	Daily	Mo., We., Fri.	Tu., Thu., Sat.	Ex. Sun.	Daily	Daily	Mo., We., Fri.	Tu., Thu., Sat.
Mo., We., Fri.	Tu., Thu., Sat.	Ex. Sun.	Daily	Daily												
L 6.40A	L 6.00A	L 4.05P	L 9.30A	L 7.58A	WCO	972	0.0	AU.....LAUREL.....DN	44.1	Yard	As 10.10A	As 4.00P	As 6.02P	As 12.30P	As 3.00P	
f 7.00	f 6.16	f 4.15	f 9.39	8.08	TYX	TA 8	4.5	.....MASON.....	39.6	98	f 10.00	f 3.49	5.52	f 12.08P	f 2.42	
A 7.20A	s 6.35	As 4.25P	s 9.50	As 8.18A	X	TA10	9.5	RC.....SILESIA.....D	34.6	48	L 9.50A	s 3.40	L 5.44P	L 11.45A	f 2.21	
	f 6.44		f 9.56			TA12	12.2	.....ROCKVALE.....	31.9	24		f 3.33			f 2.10	
	s 7.05		s 10.12		W1 1/2	TA18	18.1	WC.....JOLIET.....D	26.0	Spur 48		s 3.18			s 1.45	
					WX		4.9									
	s 7.35		s 10.24			TA21	23.0	BO.....BOYD.....D	21.1	48		s 3.07			f 1.25	
	f 8.10		f 10.39			TA28	28.6	.....SELMES.....P	15.5	36		f 2.55			f 1.00	
	s 8.30		s 10.48		X	TA31	31.8	RO.....ROBERTS.....D	12.3	57		s 2.47			s 12.45	
	f 9.10		f 11.05			TA38	38.1	.....FOX.....P	6.0	71		f 2.33			f 12.17P	
A 9.45A		A 11.20A			WC	TA44	44.1	RG.....RED LODGE.....D	0.0	Yard	L 2.20P				L 11.50A	
					YX											
Mo., We., Fri.	Tu., Thu., Sat.	Ex. Sun.	Daily	Daily				Time Over Subdivision				Ex. Sun.	Daily	Daily	Mo., We., Fri.	Tu., Thu., Sat.
40	3.45	20	1.50	20								20	1.40	18	46	3.10
14.2	11.7	28.5	24.1	28.5				Average Speed Per Hour				28.5	26.4	31.6	12.6	13.9

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, Stables, Turn Tables, Wye, and Yard Limits.	Station Numbers.	Distance from Silesia.	Time Table No. 56 September 29, 1929. Succeeding No. 55A			Distance from Bridger.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
815		209	211	STATIONS				210	212	816						
	Way Freight	Motor Car	C.B.&Q.30 Passenger										Motor Car	C.B.&Q.29 Passenger		Way Freight
	Mo., We., Fri.	Ex. Sun.	Daily					Telegraph Offices and Calls					Ex. Sun.	Daily		Mo., We., Fri.
L 7.20A		L 4.30P	L 8.18A	X	TA10	0.0	RC.....SILESIA.....D	19.5	81	A s 9.47A	A 5.44P		A f 11.45A			
f 7.35		f 4.40	8.28	WX	TK 4	4.3	.....BLUM.....	15.2	65	f 9.37	5.35		f 11.22			
s 7.45		s 4.46	s 8.33	X	TK 6	6.6	GA.....EDGAR.....D	12.9	71	s 9.32	s 5.30		f 11.08			
s 8.14		s 5.00 212	A 8.45A	YX	TK12	12.5	FB.....FROMBERG.....DN	7.0	49	s 9.19	L 5.20P 209		s 10.37			
A 9.00A 210		A 5.15P		WT X	TK19	19.5	BX.....BRIDGER.....D	0.0	Yard	L 9.05A 815			L 10.00A			
							M. W. & S. Track Conn.									
	Mo., We., Fri.	Ex. Sun.	Daily				Time Over Subdivision					Ex. Sun.	Daily		Mo., We., Fri.	
	1.40	.45	.27				Average Speed Per Hour					.42	.24		1.45	
	11.7	26.0	27.9									27.8	31.3		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 EASTWARD
(RUBY VALLEY BRANCH)

SECOND CLASS				Time Table No. 56				SECOND CLASS			
231		Water, Fuel, Stables, Turn Tables, Wye and Yard Limits.	Station Numbers.	Distance from Whitehall.	September 29, 1929.		Distance from Alder.	Car Capacity of Sidings.	232		
Mixed					Succeeding No. 55A				Mixed		
Mo., We., Fri.					STATIONS				Mo., We., Fri.		
					Telegraph Offices and Calls						
L 9.20A		WCY	TD38	0.0	WH.....WHITEHALL.....DN	45.3	Yard	A 3.40P			
		X		2.0	C. M. St. P. & P. CROSSING Interlocked Track Conn.	43.3					
s 9.37			TJ 4	4.3	.....RENOVA.....	41.0	5	s 3.24		
f 9.59			TJ 10	9.8	.....LOOMONT.....	35.5	Spur 25	f 3.08		
s 10.05		X	TJ 11	11.5	WA.....WATERLOO.....D	33.8	35	s 3.00			
s 10.21			TJ 16	15.7	.....SILVER STAR.....	29.6	3	s 2.46		
f 10.35			TJ 19	19.3	.....IRON ROD.....	26.0	Spur	f 2.34		
s 11.03		X	TJ 26	26.2	TB.....TWIN BRIDGES.....D	19.1	25	s 2.11			
s 11.40A		WX	TJ 35	35.3	SD.....SHERIDAN.....D	10.0	14	s 1.43			
s 12.12P			TJ 43	43.2	.....LAURIN.....	2.1	4	s 1.17		
					.....		Spur			
A 12.20P		YX	TJ 45	45.3	AD.....ALDER.....D	0.0	45	L 1.10P			
Mo., We., Fri.					Time Over Subdivision				Mo., We., Fri.		
3.00					Average Speed Per Hour				2.30		
15.1									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			NINTH SUB-DIVISION (SHIELDS RIVER BRANCH)			EASTWARD		
SECOND CLASS			Time Table No. 56 September 29, 1929 Succeeding No. 65A			SECOND CLASS		
215			STATIONS			216		
Mixed			Telegraph Offices and Calls			Mixed		
Tu., Thu., Sat.						Tu., Thu., Sat.		
L 10.35A	XY	TM23	0.0	WILSALL	D 22.7	44	A 9.55A	
s 10.46		TM20	2.8	SHIELDS	12 s 9.39			
s 11.00	WX	TM14	8.0	CLYDE PARK	14.7	35 s 9.19		
f 11.20		TM12	10.8	TREGLOAN	11.9	5 f 9.00		
s 11.40		TM 8	14.3	CHADBORN	8.4	Spur 17 s 8.50		
f 11.55A		TM 4	18.7	GRANNIS	4.0	4 f 8.39		
A 12.10P		1065	22.7	MS. MISSION	D 0.0	Spur 165 L 8.25A		
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. 56 September 29, 1929 Succeeding No. 65A			SECOND CLASS		
827			STATIONS			828		
Mixed			Telegraph Offices and Calls			Mixed		
Mo., Wed., Fri.						Mo., Wed., Fri.		
L 9.45A		TS 4	0.0	HESPER	D 37.7	48	A 3.15P	
f 10.02		TS 8	4.4	Junction G. N. Ry.	33.3	4 f 3.00		
s 10.37		TS 18	13.7	WICKETT	24.0	Spur 45 s 2.28		
s 11.00	X	TS 24	19.8	COOMBS	17.9	55 s 2.08		
s 11.30A		TS 32	27.6	MOLT	10.1	45 s 1.43		
A 12.15P	WYX	TS 42	37.7	WHEAT BASIN	D 0.0	75 L 1.10P		
Mo., Wed., Fri.				RAPELJE		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. 56 September 29, 1929 Succeeding No. 55A			FIRST CLASS		
823	233	217	STATIONS			218	234	824
Way Freight	Passenger	Passenger	Telegraph Offices and Calls			Passenger	Passenger	Way Freight
Mo., Wed., Fri.	Daily	Daily				Daily	Daily	Mo., Wed., Fri.
L 6.45A	L 3.00P	L 7.45A	WCO	1071	0.0	VS LIVINGSTON	DN 10.3	A 12.30P
f 7.13	f 3.25	8.10	TYX	TB 10	10.3	BRISBIN	43.8	f 12.10P
f 7.23	f 3.36	8.21		TB 14	14.5	TRAIL CREEK	39.6	f 11.59A
f 7.30	s 3.42	8.27		TB 17	17.1	PRAY	37.0	f 11.53
f 7.38	f 3.50	8.35		TB 20	20.3	CHICORY	33.8	f 11.46
f 7.48	s 3.57	s 8.42	W	TB 23	23.2	RA EMIGRANT	D 30.9	s 11.40
f 7.56	f 4.03	8.48	W	TB 26	25.9	MERRIMAN	28.2	f 11.34
f 8.08	f 4.15	9.00		TB 31	30.8	DAILEY	P 23.3	f 11.24
f 8.26	s 4.32	9.17		TB 37	37.5	CARBELLA	16.6	s 11.10
f 8.34	f 4.39	9.24	W	TB 40	40.3	SPHINX	P 13.8	f 11.04
f 8.52	s 4.55	9.40		TB 46	46.7	CORWIN SPRINGS	7.4	s 10.50
f 9.02	s 5.01	9.46	W	TB 49	49.1	ELECTRIC	P 5.0	f 10.44
			W	TB 52	52.0	DEEVER	2.1	f 10.30A
A 9.20A	A 5.15P	A 10.00A	YX	TB 54	54.1	GD GARDINER	D 0.0	L 10.30A
Mo., Wed., Fri.	Daily	Daily						L 10.35A
2.35	2.15	2.15						2.45
20.9	24.0	24.0						19.6

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. 56 September 29, 1929 Succeeding No. 55A			SECOND CLASS		
227	225		STATIONS			226	228	
Mixed	Mixed		Telegraph Offices and Calls			Mixed	Mixed	
Tu., Thu., Sat.	Tu., Thu., Sat.					Tu., Thu., Sat.	Tu., Thu., Sat.	
L 9.45A	WYX	TD 19	0.0	SAPPINGTON	P 20.6	84	A 1.10P	
s 10.10	X	TE 9	9.5	HA HARRISON	D 11.1	15	s 12.20P	
A 10.45A	WYX	TE 20	20.6	NO NORRIS	D 0.0	20	L 10.55A	
L 11.30A		X	TE 9	0.0	HA HARRISON	D 6.3	15	A 12.20P
A 11.55A		X	TI 6	6.3	PONY	0.0	17	L 12.01P
Tu., Thu., Sat.	Tu., Thu., Sat.					Tu., Thu., Sat.	Tu., Thu., Sat.	
.25	1.00			Time Over Subdivision		1.25	.19	
15.1	20.6			Average Speed Per Hour		14.5	19.9	

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.

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. Normal position of signals located on signal bridge is STOP. If block is clear signal will clear when an eastward passenger train passes a point 1,200 feet west, and when an eastward freight train passes a point 600 feet west of signal bridge. Signals 225.0 and 224.0 govern eastward movements against the current of traffic on westward track.
Westward freight trains approaching 29th street crossovers and destined west of Billings will call for westward main track with four blasts of whistle but will stop clear of 27th Street unless they receive a proceed signal from switch tender at 29th Street. Westward freight trains destined to Billings, will on approaching 27th Street, whistle for yard, with one long and four short blasts of the whistle but will stop clear of 27th Street, unless they receive a proceed signal from switch tender. Eastward freight trains approaching 29th Street crossovers will call for eastward freight main track by four short blasts of whistle, but will stop clear of 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.
A spring switch is located east end of yard, leading from freight main track to eastward main track.
3. **At Mossmain** normal position of eastward automatic block signal 11.8 is Stop. Trains from the Great Northern before fouling the westward main track must throw all switches for crossover movement in the order of their succession until all switches are lined for entering the eastward main track. Signal 11.8 should then show clear or caution indication, but if not, the crossover may be used under protection of 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. **At Livingston** time of first class trains and passenger extras, applies at the passenger station.
6. **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.
Between Billings and Laurel C. B. & Q. freight trains thirty-five (35) miles per hour.
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 Patton Street crossing and crossing just west of the station.
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.
7. **Bridge and Engine Restrictions**—Class A engines, twenty (20) miles per hour over Bridge 224 East end of Billings yard.
Engines Class Z-5 not permitted.
At Grey Cliff engines must not pass over the hopper under coal dock.
8. **Train Inspection**—Eastward freight trains will stop at Springdale and westward freight trains at Columbus for inspection.
9. **Special Stops, Connections, etc.**—
No. 3 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, except when it is known that Lake Basin Branch train will not be able to reach Laurel Depot by 4.00 P. M., when transfer to train No. 208 will be made at east end of Laurel Yard.
No. 5 will connect at Billings with No. 210. Passengers from points on the Rocky Fork and Clark's Fork branches holding tickets for points west of Laurel may be handled into Billings on No. 210 and to destination on No. 5.
Nos. 5 and 6 will stop on flag at road crossing 1.3 miles east of Onida.
Nos. 5 and 6 will stop at Youngs Point, Misko, Wataga, Quince, Reynolds, De Hart, Carney and Mission to pick up or let off passengers only.
Nos. 817 and 818 may carry adult male passengers.
10. **Register Stations**—
Billings.
Laurel Yard for second class and inferior trains.
Laurel for first class trains.
Livingston.
11. **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.
12. **Clearance Exceptions**—
At Laurel first subdivision trains except those originating at Laurel, will not require clearance if train order signal is in clear position.
13. **Bulletin Stations**—
Billings. Laurel Yard. Livingston.
14. **Standard Time Clocks**—
Billings. Laurel Yard. Livingston.
15. **Watch Inspectors**—
Alex Caffi, Billings. H. N. Hull, Livingston. C. L. Calloway, Laurel.

SPECIAL INSTRUCTIONS.

16. **Derail Switches**—
Billings. Coal Dock Track.
Laurel Yard. East End Heating Plant Track.
Laurel Yard. Coal Dock Track.
Laurel Yard. East End Old Stock Yard Track.
Laurel Yard. East Lead to Car Repair Track.
Laurel Yard. Best Spur.
Youngs Point. East End Best Track.
Misko. East End Spur.
Craver. East End Stock Yard Track.
Big Timber. East End House Track.
Big Timber. East End Stock Yard Track.
17. **Commercial Spurs**—
Siding No. 1. Miles from Car Billings. Capacity
Siding No. 2. 4.5 37
9.5 35

SECOND SUBDIVISION.

(MAIN LINE)

1. **At Livingston** time of first class trains and passenger extras, applies at the passenger station. A spring switch is located west end of yard, leading from yard to westward main track.
2. **Double Track** extends from Livingston passenger station to Muir; from West End to switch just west of Boseman telegraph office. The normal position of switches at Livingston, Muir and Boseman is for eastward track. The normal position of switch at West End is for westward track.
3. **Pusher Districts**—Between Livingston and Boseman and between Townsend and Helena.
4. **Train Inspection**—Eastward freight trains will stop at Townsend and westward freight trains at Boseman for inspection.
5. **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 and 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.
6. **At Muir**—When engines use the helper spur east of the telegraph office, the engine man must secure authority from train dispatcher before leaving the spur to make a reverse movement on the eastward track.
7. **At Muir and West End**—The East switch of Westward siding at Muir and the West switch of Eastward siding at West End are electrically operated by operator. When the Signal will not clear for a train, it is an indication that switch is out of order and must be operated by hand by the trainmen, by cranking the switch over as far as the crank will permit, clearing switch points thoroughly and closing the switch again, turning as far as crank will permit it, and to proper position, then replace crank in box on signal mast.
8. **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.
9. **At Boseman**, 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.
10. **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 home signals will operate only to the caution position. Trains will approach the 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 the 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.
11. **At Logan** time of first class trains and passenger extras, applies at the passenger station.
12. **Between Winston and Townsend**—The following scale will govern the use of retaining valves:
On trains of 2000 tons or less, use no retaining valves.
On trains of over 2000 tons to 3000 tons use 15 retaining valves.
On trains of over 3000 tons to 3500 tons use 20 retaining valves.
On trains of over 3500 tons to 4000 tons use 25 retaining valves.
On trains of over 4000 tons to 4500 tons use 30 retaining valves.
Retaining valves will be turned up at Winston and turned down after arrival at Townsend, except where trains take siding at Lewark, they may be turned down at that point.
13. **At Teston**—North siding will be used by westward trains and south siding by eastward trains.

14. **At Townsend** stand pipe spouts must be left trailing towards the east.
15. **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.
16. **Extra Trains**—Westward, Boseman to Logan, will run via Second Subdivision and extra trains eastward, Logan to Boseman, will run via Fourth Subdivision, unless otherwise instructed by train order.
17. **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.
Engines Class Z-5 not permitted.
18. **Speed Restrictions**—At Livingston, freight trains from the west, eight (8) miles per hour from crossover near wye switch until stopped in the yard.
At Boseman, eastward trains fifteen (15) miles per hour over crossing east of coal dock.
At Belgrade, all trains thirty (30) 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 thirty (30) miles per hour over main track switch at east end of yard.
19. **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 Boseman 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 Boseman tunnel. Westward freight trains between Muir and Boseman will carry 70 pounds train line pressure.
Instructions governing air brake test at Boseman and Livingston as outlined on Test Card form 3632 will remain in effect. Train and engine men will be held responsible for knowing the brakes are tested as required by Transportation rules, and for properly filling out form 3632 before leaving Boseman and Livingston, showing condition of brakes and number operative.
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 out of 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 retaining 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, and must have all retaining valves turned up before train leaves Muir. Handles of retaining valves will be turned up to high pressure position (handles in diagonal position) on heavily loaded cars, and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and on light or merchandise loads. Retaining valves 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.
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, and must have all retaining valves in operation as outlined in following paragraph before leaving West End. Handles of retaining valves will be turned up to high pressure position (handles in diagonal position) on heavily loaded cars, and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and on light or merchandise loads. Retaining valves must not be turned down until arriving at Boseman 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 Boseman, on trains consisting of all empty cars, turn up one-third of 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.
20. **Special Stops, Connections, Etc.**—
No. 2 will connect at Logan with No. 222.
No. 4 will connect at Logan with No. 236.
No. 219 will connect at Logan with No. 5.
No. 220 will connect at Livingston with No. 6.
Nos. 219 and 220 will stop on flag at Montellis.
No. 221 will connect at Logan with No. 1.
No. 235 will connect at Logan with No. 3.
Nos. 221, 235 and 236 will stop on flag at Stanley Spur.

- Engines of engines with trains arriving at East end of Helena yard and going direct to roundhouse, will register their arrival in train register located in telephone booth at East end of the yard in addition to registering arrival at yard office. Conductors of Eastward freight trains leaving Helena yard and holding a meet order with helper or other light engine which move direct to roundhouse and which are not otherwise identified, will consult register at east end of Helena yard and furnish their engineman with form 602, check of register, showing thereon the arrival of light engines effecting the movement of their train.
22. **Register Exceptions**—At Bozeman trains from Fourth Subdivision will register by Form 608 and will be furnished check of register Form 602 by operator.
23. **Bulletin Stations**—
Livingston..... Bozeman..... Logan.
Townsend..... Helena.....
24. **Standard Time Clocks**—
Livingston..... Logan..... Helena.
25. **Watch Inspectors**—
H. N. Hull, Livingston. Leslie E. Gage, Bozeman. R. R. Horner, Townsend.
D. J. Meagher, Helena.
26. **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.
27. Commercial Spurs —	
Montellia.....	Miles from Livingston..... Car Capacity
Stanley.....	19.7..... 29
Penwell.....	68.0..... 8
	115.5..... 8

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.
- At Lime Spur**—Rock Conveyor 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. Time of first class trains and passenger extras applies at 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 Whitehall**—Station platform does not clear man on sill step of cars or gang-way steps of engine.
- Yard Limits**—The system of tracks between yard limit sign 2500 feet east of the east switch at Homestake and 2000 feet west of the west switch at Highview will be considered and operated as one yard. 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. Engines Class Z-5 not permitted.
- Speed Restrictions**—At M. U. Transfer fifteen (15) miles per hour over public crossing in middle of yard.
- 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 Highview or Skones, the eastward train will take siding except that westward light engines will take siding. Retaining valves must be used on all cars, the handles turned up to high pressure position (handles in diagonal position) on heavily loaded cars, and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and on light or merchandise loads. 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, light engines one (1) mile in three (3) 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 in 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." Proceed at restricted speed. Proceed at restricted speed. Proceed at restricted speed.
- Automatic Block and Interlocking Light Signals**—Where automatic block and interlocking light signals are used they will display the standard colors for both day and night indications. In other respects Transportation Rule 27, all interlocking rules and automatic block signal rules Nos. 501-A to 513, inclusive, apply, except that inferior trains must clear the time of first class trains in the same direction at the time the first class train is due to leave the next station in rear where time is shown.
 - Special Stops, Connections, Etc.**
No. 220 will stop on flag at west end of Spire Rock Bridge Sundays only. 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. 5. Transportation from points east of Sappington for points on the Pony and Norris Branch will be honored via Whitehall. In case No. 3 is late and will not make Whitehall by 7:30 A. M., it will stop at Sappington to discharge passengers for the branch.
 - 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.
 - 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.
 - Bulletin Stations**—
Logan..... Whitehall..... Butte.
 - Standard Time Clocks**—
Logan..... Whitehall..... Butte.
 - Watch Inspectors**—
S. V. Justus, Whitehall. J. D. Leys, Butte.
 - 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..... West 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.

27. Commercial Spurs —		Miles from	Car
Great Western Sugar Co.....	Logan	17.7	5
Blackstone.....	Logan	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 home signals with the addition of a number plate below the bottom arm.

- 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 the 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**—
- | | | |
|------------|-------------------------|--------------|
| Karna..... | Miles from Bozeman..... | Car Capacity |
| Biel..... | 8.3 | 4 |
| | 3.5 | |

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 Mossman 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**—
- | | | |
|--------------|------------------------|--------------|
| Jacobus..... | Miles from Hesper..... | Car Capacity |
| | 15.6 | 29 |

SEVENTH SUBDIVISION.

(ROCKY FORK BRANCH)

- At Laurel**—The train order signal does not govern Seventh Subdivision trains.
 - Speed Restrictions**—
Between Laurel and Silesia C. B. & Q. freight trains thirty-five (35) miles per hour. 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. At Red Lodge, caboose must be placed on rear of all freight trains before movement is made from storage track, and before terminal test of air brakes is made. Retaining valves must be used on all cars, the handles turned up to high pressure position (handles in diagonal position) on heavily loaded cars, and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and on light or merchandise loads. 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 minutes apart leaving Red Lodge. Passenger trains must not exceed 1 mile in two minutes and freight trains 1 mile in four minutes on descending grade.
 - Special Stops, Connections, Etc.**
No. 207 and No. 208 will stop on flag at Keown Spur and stop on flag at Woods Crossing between Boyd and Selmes. No. 207 will connect at Silesia with No. 210. Nos. 513, 514, 515 and 516 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.
 - Commercial Spurs**—
- | | | |
|------------|------------------------|--------------|
| Keown..... | Miles from Laurel..... | Car Capacity |
| | 14.0 | 27 |

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 at restricted speed.
- 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. main track does 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 Laurel with No. 208.
Nos. 816 and 816 may carry adult male passengers.
- Register Stations**—
Silesia. Fromberg. Bridger.
- Bulletin Stations**—
Fromberg.
- Derail 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.
- Commercial Spurs**—
Heiser Spur. Miles from Silesia. Car Capacity.
Hilderman Spur. 15.3 19
10

NINTH SUBDIVISION. (SHIELDS RIVER BRANCH)

- Speed Restrictions**—Twenty-five (25) miles per hour.
- Bridge and Engine Restrictions**—
Speed is restricted over Bridge 0, 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, except when handled with Class W or lighter power forty (40) 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. Corwin Springs will be a flag stop for trains 217 and 234. Train 217 will stop on flag at the shelter shed located about three fourths mile east of Corwin station and No. 234 will stop on flag at Corwin depot.
- Register Stations**—
Livingston. Gardiner.
- Bulletin Station**—
Livingston.
- Standard Time Clock**—
Livingston.
- Derail Switches**—
Bribslin. East End Siding.
Gardiner. East End House Track.
- Commercial Spurs**—
Allens Spur. Miles from Livingston. Car Capacity.
Stock Spur. 28.8 5
10
- At Electric**—Passing siding is located one (1) mile west of station.

ELEVENTH SUBDIVISION. (CAMP CREEK BRANCH)

- Speed Restrictions**—Twenty (20) miles per hour.
- Derail Switches**—
Ancency. Elevator Track, East End.
Amsterdam. Elevator Track, East End.
- Commercial Spurs**—
Dyk. Miles from Manhattan. Car Capacity.
Westlake. 9.1 6
2
- At Manhattan Wye**—Eastward trains will obtain necessary information from

SPECIAL INSTRUCTIONS. 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**—
Clarks Spur. Miles from Sappington. Car Capacity.
Beals Spur. 3.7 3
Shaws Spur. 5.6 4
Dawes Spur. 12.2 21
Thalesy 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-2, S-3, S-4, S-10, Q and Q-1, eight (8) miles per hour. Double header engines Class F-1, eight (8) miles per hour. Double header engines heavier than F-1 not permitted. Engines Classes T and heavier not permitted.
- Special Stops, Connections, etc.**—
Wrecking crane No. 41, eight (8) miles per hour and must have not less than three of the cars assigned to the wrecking outfit, between the engine and crane.
- Register Stations**—
Whitehall. Alder.
- Bulletin Station**—
Whitehall.
- Standard Time Clock**—
Whitehall.
- Commercial Spurs**—
Parrot Spur. Miles from Whitehall. Car Capacity.
Winlow Spur. 4.0 16
Chokerville Spur. 7.9 3
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. All trains reduce speed to five miles per hour over Boulder River bridge between Wye Switch and State School spur at Boulder.
- Derail Switches**—
Queen Siding. East End Spur.
Boomerang. G. N. Interchange track.
- Commercial Spurs**—
Mensemer. Miles from Boulder. Car Capacity.
1.5 48
- At Helena**—Trains 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 flagmen in writing, except when flagmen go back immediately to stop an approaching train.
- Speed Restrictions**—
Passenger trains, one mile per minute.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W-1, W-2 and W-4, forty (40) miles per hour. W-3 and W-5, thirty-five (35) miles per hour. Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
- When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.

- Except as otherwise provided engineers will be required only to consult register at initial or starting point.
- Before moving a work or wrecking train, the whistle signal (14-B) or (14-h) must be sounded for the protection of men working about such trains.
- When conditions permit, engineers on freight trains will receive proceed signal from rear of train before passing any station.
- Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
- When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per 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.
- In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
- Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
- Before occupied outfit cars are switched or handled, air brakes must be cut in.
- IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**
When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineer may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
- At lap and double sidings, where one siding is blocked, the clear siding will be used as single siding.
- On all branch line sidings trains may expect to find cars at any time.
- Spring Switches:—
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
- Derail switches will be set in derail position when not in use.
- The following letters when placed after the figures of schedule indicate:
"A"—A. M. "P"—P. M.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHER—(S)

- | | |
|---|--|
| DR. GEO. M. JENNINGS, Chief Surgeon, Central Dist., Missoula (S). | DR. D. M. SAYLES, Harrison. |
| DR. A. T. HAAS, Asst. Surgeon, Central Dist., Missoula. | DR. H. D. KISTLER, Butte. |
| DR. A. R. FOSS, Asst. Surgeon, Central Dist., Missoula. | DR. F. J. BLAIR, Bozeman (S). |
| DR. N. NIEMSTRA, 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. 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. 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. R. R. SISLER, Manhattan. | |
| 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 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.

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Length of Load
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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'-3" 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"	21'-0"	21'-0"	21'-0"	Bozeman Tunnel (Temporary Section)
2nd Subdivision ...	M. L., Livingston to Logan ...	17'-8"	17'-5"	17'-2"	16'-11"	16'-9"	16'-8"	16'-3"	16'-2"	16'-1"	15'-11"	15'-5"	15'-2"	14'-9"	14'-8"	14'-3"	13'-10"	13'-6"	17'-8"	11'-4"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8		
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"	21'-0"		21'-0"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8
3rd Subdivision ...	M. L., Logan to Butte	17'-6"	17'-8"	17'-6"	17'-6"	17'-5"	17'-3"	17'-0"	16'-10"	16'-9"	16'-8"	16'-7"	16'-6"	15'-11"	15'-9"	15'-5"	15'-0"	14'-6"	17'-8"	11'-0"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8		
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"	21'-0"		21'-0"	Homestake Tunnel and Tunnel at M. P. 67½ 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"	21'-0"	21'-0"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8	
6th Subdivision ..	Heeper to Rapelle	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"		Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8
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"	21'-0"	21'-0"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8	
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"	21'-0"	21'-0"		Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8
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"	21'-0"	21'-0"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8	
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"	21'-0"	21'-0"		Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8
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"	21'-0"	21'-0"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8	
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"	21'-0"	21'-0"		Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8
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"	21'-0"	21'-0"	Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8	
14th Subdivision ..	B. Omerang 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"	21'-0"	21'-0"		Homestake Tunnel and Tunnel at M. P. 67½ Bridge 167.8

SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour
1	60
1	59
1	58
1	57.1
1	56.2
1	55.3
1	54.5
1	53.7
1	52.9
1	52.1
1	51.4
1	50.6
1	49.8
1	49.0
1	48.2
1	47.4
1	46.6
1	45.8
1	45.0
1	44.2
1	43.4
1	42.6
1	41.8
1	41.0
1	40.2
1	39.4
1	38.6
1	37.8
1	37.0
1	36.2
1	35.4
1	34.6
1	33.8
1	33.0
1	32.2
1	31.4
1	30.6
1	29.8
1	29.0
1	28.2
1	27.4
1	26.6
1	25.8
1	25.0
1	24.2
1	23.4
1	22.6
1	21.8
1	21.0
1	20.2
1	19.4
1	18.6
1	17.8
1	17.0
1	16.2
1	15.4
1	14.6
1	13.8
1	13.0
1	12.2
1	11.4
1	10.6
1	9.8
1	9.0
1	8.2
1	7.4
1	6.6
1	5.8
1	5.0
1	4.2
1	3.4
1	2.6
1	1.8
1	1.0
1	0.2

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 Roseman (Old Line).	0.8	900	1800	1730	2260	1425				
Logan to Roseman (New Line).	0.4	1750	2750	2970	3500	2400				
Boseman to Muir...	1.0	400	900	970	1250	750	1400	1350	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	1900	2320	
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.

