

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**MONTANA DIVISION**

## **TIME 59 TABLE**

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

**SUNDAY, OCTOBER 26, 1930.**

**For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always have for reference a copy of TRANSPORTATION RULES.**

**W. C. SLOAN,**  
General Manager.

**W. H. STRACHAN,**  
Assistant General Manager.

**P. H. McCAULEY,**  
General Superintendent of Transportation.

**FRED BRASTRUP,**  
Superintendent.

## WESTWARD

FIRST SUB-DIVISION  
(MAIN LINE)

THIRD CLASS		SECOND CLASS			Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits.	Station Numbers	Distance from Billings	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Livingston	Car Capacity of Siding	FIRST CLASS									
805	817	605	651	603				STATIONS				249	1	211	207	219	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 1.30PM		L 7.50PM		L 12.06AM	WCO	956	0.0	BG.....BILLINGS.....DN	115.7	Yard	L 5.45AM	L 6.15AM	L 8.00AM	L 9.00AM	L 10.00AM	L 3.25PM	L 11.10PM	L 11.30PM			
1.50		8.20		12.31	TYX	964	7.6	7.6 Cross Over	108.1	E 93	5.59	6.25	8.14	f 9.14	f 10.15	f 3.40	11.24	11.44			
2.00		8.35		12.45		968	12.1	4.5 Cross Over	103.6	W 99	A 6.10AM	6.32	8.22	f 9.24	f 10.22	f 3.48	A 11.35PM	11.51			
								Junction G. N. Ry.													
A 2.05PM	L 6.35AM	A 8.40PM	L 11.45AM	1.00	WCO	971	14.0	1.9 Cross Over	101.7	Yard					f 10.25	s 3.52					
	f 6.40		11.51AM	3.55	TYX	972	15.2	1.2 Cross Over	100.5	Yard		6.37	As 8.28AM	As 9.30AM	s 10.28	As 3.55PM		s 11.56PM			
	1				X			4.2				817				208					
	f 6.55		12.06PM	4.14		976	19.4	3.6	96.3	92		6.43			10.36			12.03AM			
s 7.10			12.20	4.35		979	23.0	4.6 Lap Siding	92.7	E 102		6.48			s 10.44			s 12.09			
f 7.25			12.32	4.55		983	27.6	4.5	88.1	W 91		6.55			10.52			12.17			
f 7.40			12.50	5.10		989	32.1	4.5	83.6	93		7.01			f 11.01			12.24			
f 7.50			1.00	5.20		992	34.9	2.8	80.8	91		7.05			11.06			12.28			
								5.8													
s 8.10			1.25	5.40	WX	996	40.7	4.7 Lap Siding	75.0	E 93		7.15			s 11.18			s 12.38			
f 8.30			1.44	5.55		1001	45.4	3.6	70.3	W 104		7.22			11.26			12.46			
f 8.40			2.00	6.05		1005	49.0	3.6	66.7	94		7.27			f 11.35			12.52			
f 8.55			2.20	6.25		1010	54.0	5.0	61.7	92		7.34			11.45			1.01			
s 9.09			2.36	6.35		1014	57.3	3.3	58.4	E 97		7.38			s 11.50AM			s 1.07			
								5.0 Lap Siding		W 76											
f 9.30			3.02	6.50		1019	62.3	3.4	53.4	93		7.45			12.01PM			1.15			
f 9.45			3.21	7.00		1022	65.7	4.9	50.0	92		7.49			12.06			1.19			
s 10.00			.40	7.12	WCX	1026	70.6	5.1 Lap Siding	45.1	E 108		7.56			s 12.16			1.29			
f 10.25			4.00	7.26		1031	75.7	5.1	40.0	W 93		8.03			12.26			1.38			
s 10.50			4.25	7.43	WX	1037	81.2	5.5	34.5	E 108		8.11			s 12.36			s 1.47			
								5.2 Lap Siding		W 93											
f 11.10			4.42	8.00		1043	86.4	4.7	29.3	91		8.18			12.47			1.56			
f 11.25			4.56	8.16		1047	91.1	5.1	24.6	91		8.24			12.55			2.04			
s 11.40AM			5.12	8.32	WX	1051	96.2	6.0 Lap Siding	19.5	E 92		8.32			s 1.06			f 2.12			
f 12.01PM			5.32	8.50		1058	102.2	7.9	13.5	W 104		8.41			f 1.17			2.25			
f 12.26			5.55	9.15		1065	110.1	5.6	5.6	E 93		8.52			1.33			2.40			
								Lap Siding		W 74					220						
A 1.00PM		A 6.15PM	A 9.35AM		WCO	1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard		As 9.00AM			As 1.45PM			As 2.50AM			
220					TYX																
Tu. Fri.	Tu. Thu. Sat.	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily			
.35	6.25	.50	6.30	6.39				Time Over Subdivision				.25	2.45	.28	.30	3.45	.30	.25			
24.0	15.8	16.8	15.6	17.4				Average Speed Per Hour				29.0	42.0	32.6	30.4	30.8	30.4	29.0			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
 DOUBLE TRACK BETWEEN BILLINGS AND LAUREL.  
 AUTOMATIC BLOCK BETWEEN BILLINGS AND LIVINGSTON.  
 SPECIAL INSTRUCTIONS PAGES 10, 12, 13.

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

EASTWARD

FIRST CLASS								Water, Fuel, Scales, Turn Tables, Ways, and Yard Limits.	Station Numbers.	Distance from Billings.	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Livingston.	Car Capacity of Siding.	SECOND CLASS		THIRD CLASS				
2	250	212	220	208	210	42	4				STATIONS							806	818		
Passenger	G. N. 234 Passenger	C.B. & Q. 29 Passenger	Passenger	Passenger	Motor Car	G. N. Passenger	Passenger				Telegraph Offices and Calls							Way Freight	Way Freight		
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily											Wed. Sat.	Mon. Wed. Fri.		
As 11.59PM	As 9.45PM	As 6.00PM	As 4.55PM	As 4.30PM	As 10.45AM	As 6.45AM	As 5.15AM	WCO TYX	956	0.0	BG.....BILLINGS.....DN	115.7	Yard			A 7.20AM					
11.45	9.30	5.46	4.41	f 4.15	f 10.30	6.24	5.01		964	7.6	7.6 Cross Over .....YESEN.....P	108.1	E 93			7.00					
11.40	L 9.20PM	5.36	4.35	f 4.07	f 10.17	L 6.10AM 249	4.53		968	12.1	4.5 Cross Over .....MOSSMAIN.....P	103.6	W 99			6.45					
			f 4.33		f 10.12			WCO TYX	971	14.0	1.9 Cross Over Junction G. N. Ry. KD.....LAUREL YARD.....DN	101.7	Yard			L 6.40AM	A 1.40PM				
11.35		L 5.24PM	s 4.30	L 4.00PM 209	L 10.10AM		s 4.48	X	972	15.2	1.2 Cross Over AU.....LAUREL.....DN	100.5	Yard				f 1.31				
											4.2										
11.29			4.20				4.41		976	19.4	3.6 .....SPURLING.....P	96.3	92				f 1.05				
11.25			s 4.15				s 4.35 603		979	23.0	4.6 Lap Siding RK.....PARK CITY.....DN	92.7	E 102				s 12.47				
11.19			4.07				4.26		983	27.6	4.5 .....YOUNG'S POINT.....P	88.1	92			f 12.32 651					
11.14			f 4.00				4.19		989	32.1	2.8 .....RAPIDS.....P	83.6	93			f 12.16					
11.11			3.55				4.15		992	34.9	5.8 .....MISKO.....P	80.8	91			f 12.06PM					
11.03			s 3.45				s 4.05	WX	996	40.7	4.7 Lap Siding CO.....COLUMBUS.....DN	75.0	E 93				s 11.47AM				
10.55			3.31				3.55		1001	45.4	3.6 .....WATAGA.....P	70.3	W 104			f 11.26 219					
10.51			f 3.25				3.50		1005	49.0	5.0 .....CRAVER.....P	66.7	94			f 11.16					
10.45			3.16				3.41		1010	54.0	3.3 .....ONEIDA.....P	61.7	92			f 11.00					
10.41			s 3.11				s 3.36		1014	57.3	5.0 Lap Siding RN.....REED POINT.....DN	58.4	E 97			s 10.48					
													W 76								
10.35			3.02 651				3.28		1019	62.3	3.4 .....QUEBEC.....P	53.4	93			f 10.30					
10.31			2.55				3.24		1022	65.7	4.9 .....PATCUM.....P	50.0	92			f 10.18					
10.26			s 2.45				3.15	WCX	1026	70.6	5.1 Lap Siding GC.....GREYCLIFF.....D	45.1	E 108			s 10.02					
10.20			2.35				3.07		1031	75.7	5.5 .....REYNOLDS.....P	40.0	92			f 9.44					
10.14			s 2.25				s 2.59	WX	1037	81.2	5.2 Lap Siding BD.....BIG TIMBER.....DN	34.5	E 108			s 9.24					
													W 93								
10.08			2.15				2.50		1043	86.4	4.7 .....DEHART.....P	29.3	91			f 9.05					
10.03			2.05				2.43		1047	91.1	5.1 .....CARNEY.....P	24.6	91			f 8.49					
9.57			s 1.55				s 2.35	WX	1051	96.2	6.0 Lap Siding SX.....SPRINGDALE.....DN	19.5	E 92			s 8.32 1-603					
9.49			f 1.45				2.25 3		1058	102.2	7.9 .....ELTON.....P	13.5	W 104			f 8.08					
9.40			1.33 219				2.07		1065	110.1	5.6 Lap Siding .....MISSION.....P	5.6	E 93			f 7.51					
													W 74								
L 9.33PM			L 1.20PM 817				L 1.55AM	WCO TYX	1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard			L 7.35AM					
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily				Time Over Subdivision					Wed. Sat.	Mon. Wed. Fri.				
2.26	.25	.36	3.35	.30	.35	.35	3.20				Average Speed Per Hour					.40	6.05				
47.5	29.0	25.4	32.2	30.4	26.0	20.7	34.7									21.0	16.7				

**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		Water, Fuel, Scales, Turn Tables, Wyee and Yard Limits.	Station Numbers.	Distance from Livingston.	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Helena.	Car Capacity of Sidings.	FIRST CLASS				
821	651	603	STATIONS				3	1			221	219	239		
Way Freight	Freight	Freight	Telegraph Offices and Calls				Passenger	Passenger			Passenger	Passenger	Motor		
Tu. Thur. Sat.	Daily	Daily					Daily	Daily			Daily	Daily	Daily		
	L 8.20PM	L 10.35AM	WCO	1071	0.0	VS. LIVINGSTON	DN	122.8	Yard	L 3.05AM	L 9.10AM		L 2.05PM		
	9.05	11.17	TYX	1080	7.7	7.7 Cross Over		115.1	73	3.28	9.28		f 2.25		
	9.35	11.47	W	1083	11.9	4.2 Cross Over		110.9	103	3.40	9.39		f 2.40		
	9.40	11.54AM	WX	1084	13.1	1.2 Cross Over		109.7	E 76	3.44	9.43		f 2.44		
	9.55	12.10PM	X	1088	16.4	3.3 Cross Over		106.4	W 52	3.51	9.50		f 2.51		
						2.9 Cross Over									
				1092	19.3	GORDON	P	103.5	66						
L 7.00AM	10.20	12.45	WCO	1096	24.8	BZ. BOZEMAN	DN	98.0	102	s 4.09	s 10.05		s 3.10		
		822	TX			G. V. Ry. 4.0	Track Conn.						s 3.20		
f 7.17	10.35	12.58		1101	28.8	Cross Over		94.0	104	4.17	10.11		f 3.28		
						3.4									
				1104	32.2	BELGRADE TOWER	P	90.6							
						Fourth Subdivision Crossing									
						Automatic Interlocking									
s 7.43	10.48	1.17	WX	1106	34.3	2.1	BA. BELGRADE	D	88.5	76	f 4.27	10.18		s 3.40	
						5.5									
f 8.07	11.01	1.36		1111	39.8	CENTRAL PARK	P	83.0	76	4.35	10.24		f 3.48		
s 8.24	11.10	1.49	YX	1115	43.7	3.9	MN. MANHATTAN	D	79.1	75	f 4.43	10.29		s 3.57	
s 8.50	A 11.25PM	2.06	WC	1120	49.0	5.3	CH. LOGAN	DN	73.8	Yard	s 4.55	A s 10.35AM	L 10.40AM	A s 4.10PM	
9.20			TYX			4.0					5.05		822		
f 9.45		2.20		1125	53.0		GALLATIN	P	69.8	75	5.15		10.50	f 4.40	
s 9.51		2.27	X	1127	54.9	1.9	RT. TRIDENT	D	67.9	75	5.20		s 10.54	s 4.44	
						4.0									
f 10.06		2.40		1129	58.9		REKAP	P	63.9	76	5.29		f 11.00	f 4.51	
f 10.28		2.55		1135	63.3	4.4	CLARKSTON	P	59.5	131	5.38		f 11.09	f 5.01	
s 10.45		3.15	WX	1141	69.3	6.0	CJ. LOMBARD	DN	53.5	93	s 5.50		s 11.19	s 5.14	
							C. M. St. P. & P. Ry. Track Conn.								
f 11.10		3.35		1147	75.1	5.8	BREWER	P	47.7	76	6.01		11.30	f 5.25	
s 11.25		3.47	X	1150	78.6	3.5	TS. TOSTON	D	44.2	E 77	6.08		s 11.36	s 5.33	
						6.0	Lap Siding			W 75					
s 11.45AM		4.06		1156	84.6	5.0	HOLKER	P	38.2	130	6.20		11.45	f 5.44	
f 12.05PM		4.24	WCY	1161	89.6	3.0	TN. TOWNSEND	DN	33.2	E 75	s 6.30		s 11.55AM	s 5.54	
f 12.20		4.36	X	1164	92.6	Lap Siding		30.2	W 93	73	6.37		f 12.01PM	f 6.01	
f 12.40		4.55		1170	97.8	5.2	LEWARK	P	25.0	73	6.49		f 12.12	6.11	
s 1.00		5.11	X	1175	102.6	4.8	CLOW	P	20.2	E 73	7.04		s 12.23	s 6.22	
						4.6	WN. WINSTON	D		W 73	822				
							Lap Siding								
f 1.15		5.27		1179	107.2	5.2	PLACER	P	15.6	129	7.13		f 12.31	f 6.32	
f 1.40		5.45		1183	112.4	6.0	LOUISVILLE	P	10.4	73	7.22		f 12.40	f 6.45	
s 2.06		5.57	OYX	1189	118.4	4.4	JN. EAST HELENA	DN	4.4	E 72	7.31		s 12.52	s 6.57	
A 2.25PM		6.10PM	WCO	1194	122.8	Lap Siding	HY. HELENA	DN	0.0	W 74	A s 7.40AM		A s 1.00PM	A s 7.10PM	
			TYX												
Tu. Thur. Sat.	Daily	Daily									Daily	Daily	Daily	Daily	
6.55	3.05	7.35					Time Over Subdivision				4.25	1.25	2.20	1.55	
14.2	15.8	16.2					Average Speed Per Hour				27.8	34.5	31.6	25.4	

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					Water, Fuel, Scales, Turn, Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Livingston.	Time Table No. 59		Distance from Helena.	Car Capacity of Sidings.	SECOND CLASS		THIRD CLASS				
4	2	222	220	240				October 26, 1930 Succeeding No. 58				STATIONS	Distance from Helena.	Car Capacity of Sidings.			822	
Passenger	Passenger	Passenger	Passenger	Motor Car													Way Freight	
Daily	Daily	Daily	Daily	Daily													Mon. Wed. Fri.	
As 1.45AM	As 9.25PM		As 1.00PM		WCO	1071	0.0	VS.....LIVINGSTON.....DN	122.8	Yard								
1.31	9.11		f 12.46		TYX	1080	7.7	7.7 Cross Over .....HOPPERS.....P	115.1	73								
1.20	9.02		f 12.37		WX	1083	11.9	4.2 Cross Over MU.....MUIR.....DN	110.9	103								
1.15	8.58		f 12.33		X	1084	13.1	1.2 Cross Over WS.....WEST END.....DN	109.7	E 76 W 52								
1.03	8.49		f 12.23			1088	16.4	3.3 .....CHESTNUT.....P	106.4									
								2.9 Cross Over										
12.53	8.41		12.13PM			1092	19.3	.....GORDON.....P	103.5	66								
s 12.40	s 8.32		s 11.56AM		WCO	1096	24.8	5.5 BZ.....BOZEMAN.....DN	98.0	102			A 12.40PM 603					
					TX			G. V. Ry. 4.0 Track Conn. Cross Over										
12.30	8.25		f 11.46			1101	28.8	.....STORY.....P	94.0	104			f 12.25					
						1104	32.2	3.4 .....BELGRADE TOWER.....P	90.6									
								Fourth Subdivision Crossing Automatic Interlocking										
f 12.20	8.17		s 11.36		WX	1106	34.3	2.1 BA.....BELGRADE.....D	88.5	76			s 12.01PM					
								5.5										
12.11	8.10		f 11.26			1111	39.8	.....CENTRAL PARK.....P	83.0	76			f 11.35AM					
f 12.05AM	8.04		s 11.20		XY	1115	43.7	3.9 MN.....MANHATTAN.....D	79.1	75			s 11.20					
11.55PM	L 7.55PM	As 7.45PM	L 11.10AM	As 11.00AM	WC	1120	49.0	5.3 CH.....LOGAN.....DN	73.8	Yard			s 10.55					
s 11.45					TYX			4.0					10.25					
11.36		7.36		f 10.50		1125	53.0	.....GALLATIN.....P	69.8	75			f 10.10					
11.33		f 7.32		s 10.44	X	1127	54.9	1.9 RT.....TRIDENT.....D	67.9	75			s 10.03					
								4.0										
11.27		7.25		f 10.35		1129	58.9	.....REKAP.....P	63.9	76			f 9.49					
11.20		f 7.17		f 10.28		1135	63.3	4.4 .....CLARKSTON.....P	59.5	131			f 9.34					
11.12		s 7.05		s 10.15	WX	1141	69.3	6.0 CJ.....LOMBARD.....DN	53.5	93			s 9.13					
								C. M. St. P. & P. Ry. Track Conn.										
11.02		f 6.52		10.03		1147	75.1	5.8 .....BREWER.....P	47.7	76			f 8.50					
10.56		s 6.45		s 9.54	X	1150	78.6	3.5 TS.....TOSTON.....D	44.2	E 77 W 75			s 8.36					
								6.0 Lap Siding										
10.48		6.35		f 9.45		1156	84.6	5.0 .....HOLKER.....P	38.2	130			f 8.10					
s 10.40		s 6.25		s 9.35	WCY	1161	89.6	3.0 TN.....TOWNSEND.....DN	33.2	E 75 W 93			s 7.55					
10.33		f 6.19		f 9.27	X	1164	92.6	Lap Siding .....LEWARK.....P	30.2	73			f 7.40					
10.25		6.11		f 9.18		1170	97.8	5.2 .....CLOW.....P	25.0	73			f 7.21					
10.17		s 6.03		s 9.10	X	1175	102.6	4.8 WN.....WINSTON.....D	20.2	E 73 W 73			s 7.04					
								4.6 Lap Siding					3					
10.10		5.55		f 9.00		1179	107.2	5.2 .....PLACER.....P	15.6	129			f 6.47					
10.02		5.45		f 8.50		1183	112.4	6.0 .....LOUISVILLE.....P	10.4	73			f 6.33					
9.53		s 5.37		s 8.38	OYX	1189	118.4	6.0 JN.....EAST HELENA.....DN	4.4	E 72 W 74			s 6.13					
L 9.45PM		L 5.30PM		L 8.30AM	WCO	1194	122.8	4.4 Lap Siding HY.....HELENA.....DN	0.0	Yard			L 6.00AM					
					TYX													
Daily	Daily	Daily	Daily	Daily									Mon. Wed. Fri.					
3.50	1.30	2.15	1.50	2.30				Time Over Subdivision					6.10					
32.0	32.7	32.8	26.8	29.5				Average Speed Per Hour					15.9					

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. 59 October 26, 1930 Succeeding No. 68		Distance from Butte.	Car Capacity of Sidings.	FIRST CLASS			SECOND CLASS			
237	651	219	1	235				STATIONS				220	2	236	238			
Mixed	Freight	Passenger	Passenger	Passenger				Telegraph Offices and Calls				Passenger	Passenger	Passenger	Mixed			
Tu., Th., Sat.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Tu., Th., Sat.			
L 3.20PM	L 12.20AM	L 4.20PM	L 10.35AM	L 5.10AM	WC	1120	0.0	CH.....LOGAN.....DN	6.6	71.0	Yard	As 11.00AM	As 7.55PM	As 11.30PM	As 2.45PM			
s 3.40	12.40	s 4.32	10.44 220	f 5.19	TYX	T D	6.6	KS.....THREE FORKS.....D	5.9	64.4	76	s 10.44 1	7.46	f 11.16	f 2.25			
s 4.00	12.57	s 4.44	10.52	f 5.28	X	T D	12.5	CK.....WILLOW CREEK.....D	6.7	58.5	75	s 10.30	7.38	f 11.04	f 2.10			
s 4.20	1.16	s 4.56	11.02 238	f 5.37	WY	T D	19.2	SAPPINGTON.....P	3.6	51.8	76	s 10.15 238	7.29	f 10.54	1.50PM			
f 4.30		f 5.04			X	T D	22.8	C. M. St. P. & P. Ry. Crossing Interlocked 3.6 Track Conn. HUBBARD.....P	3.1	48.2		f 10.05			9.55AM 1-220			
f 4.40	1.35	5.10	11.12	5.49		T D	25.9	DANMOR.....P	1.0	45.1	75	9.56	7.20	10.42	f 9.22			
f 4.42		f 5.12		f 5.51		T D	26.9	LIME SPUR.....D	4.3	44.1	S 20	f 9.54		f 10.40	f 9.20			
s 4.55	1.51	s 5.20	11.20	f 6.01	X	T D	31.2	CA.....CARDWELL.....D	7.1	39.8	75	s 9.44	7.12	f 10.31	s 9.05			
As 5.15PM 219	2.12	s 5.35 237	11.30	s 6.14	WCY	T D	38.3	WH.....WHITEHALL.....DN	6.7	32.7	Yard	s 9.30	7.03	s 10.18	L 8.45AM			
	2.44	f 5.53	11.43AM	6.30	X	T D	45.0	PIPESTONE.....P	5.3	26.0	59	f 9.14	6.53	f 10.07				
	3.13	f 6.10	12.01PM	6.45		T D	50.3	SPIRE ROCK.....P	4.6	20.7	53	f 9.02	6.41	9.55				
	3.39	f 6.30 2	12.18	7.02	W	T D	54.9	WELCH.....P	4.3	16.1	48	f 8.50	6.30 219	9.45				
						T D	59.2	LEWIS.....P	1.6	11.8	S 13							
	4.11	f 6.53	12.38	f 7.23	WYX	T D	60.8	HO.....HOMESTAKE.....DN	0.4	10.2	57	f 8.36	6.16	f 9.30				
					X	T D	61.2	HIGHVIEW.....P	4.3	9.8	8							
	4.32	7.05	12.50	7.35		T D	65.5	SKONES.....P	3.8	5.5	55	8.17	5.59	9.07				
	4.45	7.15	1.00	7.45	WC	T D	69.3	M. U. TRANSFER.....P	1.7	1.7	Yard	8.05	5.49	8.55				
A 4.55AM	As 7.20PM	As 1.05PM	As 7.50AM 220		TYX OX	U O	71.0	BY.....BUTTE.....DN		0.0	Yard	L 8.00AM 235	L 5.45PM	L 8.50PM				
								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.			
1.55	4.35	3.00	2.30	2.40				Time Over Sub-division				3.00	2.10	2.40	2.05			
19.9	15.5	23.6	28.4	26.6				Average Speed Per Hour				23.6	32.7	26.6	18.3			

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.

## EASTWARD

**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 THIRTEENTH SUB-DIVISION EASTWARD  
(RUBY VALLEY BRANCH)

**SPECIAL INSTRUCTIONS PAGES 12, 13.**

**SPECIAL INSTRUCTIONS PAGES 12, 13.**

## WESTWARD

NINTH SUB-DIVISION  
(SHIELDS RIVER BRANCH)

## EASTWARD

SECOND CLASS				Time Table No. 59				SECOND CLASS			
215		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wilsall.	October 26, 1930		Distance from Mission.	Car Capacity of Siding.	216		
Mixed					Succeeding No. 58				Mixed		
Tu., Thu., Sat.					STATIONS						
					Telegraph Offices and Calls						
L 10.35AM	XY	TM23	0.0	.....WILSALL.....	D	22.7	44	As 9.55AM			
s 10.46		TM20	2.8	.....2.8.....		19.9	S 12	s 9.39			
s 11.00	WX	TM14	8.0	.....SHIELDS.....		14.7	35	s 9.19			
f 11.20		TM12	10.8	.....5.2.....	D	11.9	S 5	f 9.00			
s 11.40		TM 8	14.3	.....CLYDE PARK.....		8.4	17	s 8.50			
f 11.55AM		TM 4	18.7	.....2.8.....		4.0	S 4	f 8.39			
A 12.10PM		1065	22.7	.....TREGLOAN.....	D	0.0	165	L 8.25AM			
s				.....3.5.....							
Tu., Thu., Sat.				.....CHADBORN.....							
1.35				.....4.4.....							
14.3				.....GRANNIS.....							
				.....4.0.....							
				MS.....MISSION.....	D						

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		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Heeper.	Time Table No. 59		Distance from Rapelje.	Car Capacity of Siding.	SECOND CLASS	
827					October 26, 1930				828	
Mixed					Succeeding No. 58				Mixed	
Tu., Fri.					STATIONS				Tu., Fri.	
		Telegraph Offices and Calls								
L	9.45AM	TS 4	0.0	HESPER	D	37.7	48	As	3.15PM	
f	10.02	TS 8	4.4	Junction G. N. Ry. 4.4						
				WICKETT		33.3	S 4	f	3.00	
s	10.37	TS 18	13.7	9.3						
s	11.00	X TS 24	19.8	COOMBS		24.0	45	s	2.28	
				6.1						
s	11.30AM	TS 32	27.6	MOLT	P	17.9	55	s	2.08	
				7.8						
As	12.15PM	WYX TS 42	37.7	WHEAT BASIN	P	10.1	45	s	1.43	
				10.1						
				RAPELJE	D	0.0	75	L	1.10PM	
Tu., Fri.										
2.30										
15.0										
					Time Over Subdivision			2.05		
					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		FIRST CLASS		Water, Fuel, Scales, Turn Tables Wyes and Yard Limits.	Station Numbers.	Distance from Livingston.	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Gardiner.	Car Capacity of Siding.	FIRST CLASS		SECOND CLASS				
233							STATIONS										
Mixed							Telegraph Offices and Calls										
Mo.,Wed., Fri.																	
L 8.00AM				WCO	1071	0.0	VS.....LIVINGSTON.....DN	54.1	Yard			A 2.45PM					
f 8.20				TYX	TB 10	10.3	10.3 .....BRISBIN.....	43.8	23			f 2.10					
f 8.30					TB 14	14.5	4.2 .....TRAIL CREEK.....	39.6				f 1.56					
s 8.40					TB 17	17.1	2.6 .....PRAY.....	37.0	S 7			s 1.50					
f 8.50					TB 20	20.3	3.2 .....CHICORY.....	33.8	17			f 1.40					
s 9.15				W	TB 23	23.2	2.9 RA.....EMIGRANT.....D	30.9	S 10			s 1.30					
f 9.27				1/4 m. E	TB 26	25.9	2.7 .....MERRIMAN.....	28.2	18			f 1.22					
f 9.42					TB 31	30.8	4.9 .....DAILEY.....P	23.3	29			f 1.09					
s 10.07					TB 37	37.5	6.7 .....CARBELLA.....	16.6	S 6			f 12.49					
f 10.17				W	TB 40	40.3	2.8 .....SPHINX.....P	13.8	24			f 12.40					
s 10.37					TB 46	46.7	6.4 .....CORWIN SPRINGS.....	7.4	S 5			s 12.23					
f 10.47				W	TB 49	49.1	2.4 .....ELECTRIC.....P	5.0	24			f 12.13					
				1 m. W	TB 52	52.0	2.9 .....DEEVER.....	2.1	S 4								
A 11.00AM				YX	TB 54	54.1	2.1 GD.....GARDINER.....D	0.0	40			L 12.01PM					
Mo.,Wed., Fri.											Mo.,Wed., Fri.						
3.00							Time Over Subdivision				2.44						
18.0							Average Speed Per Hour				19.7						

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 824,  
LIVINGSTON TO GARDINER.

SPECIAL INSTRUCTIONS PAGES 12, 13.

## WESTWARD

TWELFTH SUB-DIVISION  
(RED BLUFF AND PONY BRANCHES)

## EASTWARD

SECOND CLASS				Time Table No. 59				SECOND CLASS						
227		225		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance.	October 26, 1930				226		228	
Mixed		Mixed					Succeeding No. 58				Mixed		Mixed	
STATIONS														
Telegraph Offices and Calls														
Tu., Thu., Sat.	Tu., Thu., Sat.											Tu., Thu., Sat.	Tu., Thu., Sat.	
	L 10.20AM	WYX	TD 19	0.0			SAPPINGTON	P	20.6	84	As 1.45PM			
	s 10.45	X	TE 9	9.5			HA HARRISON	D	11.1	15	s 1.10 12.20PM			
	As 11.20AM	WYX	TE 20	20.6			NO NORRIS	D	0.0	20	L 11.45AM			
	L 12.20PM	X	TE 9	0.0			HA HARRISON	D	6.3	15		As 1.10		
	A 12.45PM s 228	X	TI 6	6.3			PONY		0.0	S 17		L 12.50 227		
Tu., Thu., Sat.	Tu., Thu., Sat.											Tu., Thu., Sat.	Tu., Thu., Sat.	
.25	1.00						Time Over Subdivision				1.10	.20		
15.1	20.6						Average Speed Per Hour				17.7	18.9		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE  
OPPOSITE DIRECTION EXCEPT No. 225 IS SUPERIOR TO No. 226, SAPPING-  
TON 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. 59 October 26, 1930 Succeeding No. 58		Distance from Ancney.	Car Capacity of Sidings.		
					STATIONS					
					Telegraph Offices and Calls					
		YX	1115	0.0	MN.....	MANHATTAN.....D	15.2	150		
				2.0		G. V. Ry. CROSSING.....	13.2			
		TR 3	3.3	1.3		WHITE.....	11.9	S 7		
		TR 5	4.8	1.5		BUELL.....	10.4	S 7		
		X TR 7	7.0	2.2		AMSTERDAM.....	8.2	28		
		TR 8	8.2	1.2		WALRATH.....	7.0	S 3		
		TR10	10.5	2.3		ARNOLD.....	4.7	S 9		
		TR12	12.0	1.5		VINCENT.....	3.2	S 9		
		YX TR15	15.2	3.2		ANCNEY.....	0.0	16		
					Time Over Subdivision					
					Average Speed Per Hour					

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

WESTWARD FOURTH SUB-DIVISION EASTWARD  
(MAIN LINE)

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Bozeman.	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Logan.	Car Capacity of Sidings.		
					STATIONS					
					Telegraph Offices and Calls					
		WCO TX	1096	0.0	BZ.....	BOZEMAN.....DN	33.8	150		
		TX 9	8.5	8.5	8.5	COWAN.....P	25.3	S 6		
		1104	13.7	5.2	5.2	BELGRADE TOWER.....P	20.1			
					Second Subdivision Crossing Automatic Interlocking					
		TX16	15.8	2.1	2.1	SPAIN.....	18.0	S 10		
		W TX19	18.5	2.7	2.7	POWERS.....P	15.3	102		
		TX26	25.7	7.2	7.2	MAC LEES.....P	8.1	S 5		
		WCO TYX	1120	33.8	8.1	CH.....	LOGAN.....DN	0.0	Yard	
					Time Over Subdivision					
					Average Speed Per Hour					

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

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

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Billings.	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Shepherd.	Car Capacity of Sidings.		
					STATIONS					
					Telegraph Offices and Calls					
		WCO TYX	956	0.0	BG.....	BILLINGS.....DN	14.0	Yard		
			TO 2	2.3	2.3	McELROY.....	11.7			
			TO 4	4.0	1.7	McCRACKEN.....	10.0	15		
			TO 6	6.4	2.4	DENNIS.....	7.6	7		
			TO 8	8.4	2.0	DRURY.....	5.6	S 5		
					2.0					
			TO 10	10.4		GALLAGHER.....	3.6	7		
		Y	TO 14	14.0	3.6	SHEPHERD.....	0.0	9		

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)

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

## SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION  
(MAIN LINE)

1. **At Billings**—Normal position of crossover switches at stock yard is for passenger main tracks. Eastward movement against the current of traffic to stock yards is governed by signals 2250 and 2240. A spring switch is located at the east end of the yard, trailing from freight main track to eastward main track. Westward freight trains approaching 29th Street crossover and destined west of Billings will call for westward main track with four short blasts of whistle but will stop clear of 27th Street unless they receive a proceed signal from switchtender 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 switchtender. 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 switchtender. Eastward passenger trains will not pass 29th Street crossover until they receive proceed signal from switchtender.
2. **Laurel Yard Limits**—The tracks between yard limit signs east of Mossmain and west of Laurel will be operated as one yard. Eastward trains may enter yard on the time of 7th subdivision trains when given proceed signal by operator. **AUTOMATIC BLOCK SIGNALS** 118, 123, 124, 122 and 134 must not be passed until all switches have been lined in the order of their succession for the movement to be made and if signal does not indicate, proceed the movement must not be made except under protection of flag against first class trains on both main tracks in both directions. **SWITCH INDICATORS AND SAFETY LOCKS**—At each end of crossover between main tracks leading to west leg of wye at Mossmain. At west end of crossover from the yard to eastward main track near signal 124. At east end of crossover east of Laurel yard office. To operate, open door, and if indicator shows proceed, move lever to left which will permit switch to be operated. After train movement has been made and switch lined to normal position, indicator lever must be returned to former position and door closed. If indicator does not show proceed, movement must not be made except under protection of flag against first class trains on both main tracks in both directions. **SPRING SWITCHES**—Trailing from eastward yard lead to eastward main track west of Mossmain, normal position for the main track. Trailing from double to single track east of Laurel depot, normal position for eastward main track. Trailing from the yard to eastward main track, east of Laurel depot, normal position for westward main track. **DOUBLE TRACK SWITCH AT LAUREL**—Normal position is for eastward track.
3. **At Livingston**—Time of first class trains and passenger extras, applies at the passenger depot.
4. **Speed Restrictions**—At Billings, six (6) miles per hour over 27th, 28th and 29th Streets. Main track movements over these crossings are protected by automatic highway crossing signals. Trains and engines using any of the other tracks must protect the movement in accordance with safety rule No. 25. Between Billings and Laurel, C. B. & Q. freight trains, thirty-five (35) miles per hour. At Laurel, fifteen (15) miles per hour over the two crossings west of the depot. At Columbus, twenty (20) miles per hour over Pratton Street and crossing just west of the 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.
5. **Bridge and Engine Restrictions**—Engines Class Z-5 not permitted. Class A engines, twenty (20) miles per hour over bridge No. 224, east end of Billings yard. At Greycliff, engines must not pass over the hopper under the coal dock.
6. **Train Inspection**—Eastward freight trains will stop for inspection as conductors direct but must be inspected before passing Big Timber; westward freight trains stop at Columbus for inspection.
7. **Special Stops, Connections, Etc.**—Nos. 207, 208, 209 and 210 will stop on flag at Foster, 9 miles west of Billings. No. 219 will connect at Laurel with No. 210. Nos. 219 and 220 will stop on flag at road crossing 1.3 miles east of Oneida. Nos. 219 and 220 will stop at Youngs Point, Misko, Wataga, Quebec, Reynolds, Dehart, Carney and Mission for passengers only. Nos. 817 and 818 may carry adult male passengers. No. 4 will connect with No. 211 at Billings or Laurel. If too late to make the Laurel connection, conductor will wire superintendent the number of passengers for No. 211.
8. **Register Stations**—Billings. Laurel Yard for second class and inferior trains. Laurel for first class trains. Livingston.
9. **Register Exceptions**—At Billings, second class and inferior through trains will register by card form 608 and be furnished check of register on form 602 by the operator. At Laurel, first class trains will register by card form 608. Westward first class trains will be furnished train order check of register. Eastward passenger extras will be furnished check of register on form 602 by operator.

10. **Clearance Exceptions**—At Laurel first subdivision trains except those originating at Laurel, will not require clearance if train order signal is in clear position.
11. **Bulletin Stations**—Billings. Laurel Yard. Livingston.
12. **Standard Time Clocks**—Billings. Laurel Yard. Livingston.
13. **Watch Inspectors**—Alex Calif, Billings. H. N. Hull, Livingston. C. L. Calloway, Laurel.
14. **Derail Switches**—Billings..... Coal Dock Track. Billings..... 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..... Beet Spur. Laurel Yard..... East End Repair Track 6. 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.
15. **Commercial Spurs**—Miles from Car Capacity  
Siding No. 1..... Billings 4.5 37  
Siding No. 2..... Billings 9.5 35

SECOND SUBDIVISION.  
(MAIN LINE)

1. **At Livingston**—Time of first class trains and passenger extras applies at passenger depot. Spring switch is located at west end of yard, trailing from yard to westward main track, normal position for main track.
2. **At Muir**—Authority must be secured from train dispatcher before engines leave spur east of telegraph office to make reverse movement on eastward track.
3. **At Muir and West End**—The east switch of the westward siding at Muir and the west switch of the eastward siding at West End are electrically operated by operator. These machines are equipped with two levers, one marked "Power Lever" and the other "Hand Throw Lever." The power lever is locked in the normal position. To operate by hand, unlock power lever and throw in reverse position. Switch can then be thrown with hand throw lever. Signals will not clear when using hand throw lever. When switches are set for movement to be made, trainman will give proceed signals to engineman who will then move at restricted speed. Hand operated levers must not be restored to normal position until train has passed the switch. Lever should then be restored to normal position. **Staff System**—No train will move between West End and Muir until the engineman of the leading engine has received a staff. Possession of a staff makes a train superior to all trains between Muir and West End.
4. **At Bozeman**—Crossing of N. P. freight house track and C. M. St. P. & P. track is protected with gates. When in use by C. M. St. P. & P. train, gates will be placed across N. P. track. Engines must approach crossing expecting to find it occupied. Switch at end of double track and entering switch from the 4th Subdivision are electrically operated and handled by the operator. They may also be operated by hand. Automatic signal 1408 governs movement from the 4th Subdivision. When trains are ready to move from the 4th Subdivision they will call for signal by four short blasts of the whistle. When route is lined, signal will indicate clear.
5. **Belgrade Tower**—If the home signal does not indicate proceed, the hand release may be operated according to instructions inside release box at the crossing.
6. **At Logan**—Eastward trains heading into the yard will set the first two switches for the crossover movement and if signal 1648 indicates proceed, train may proceed into the yard. If signal 1648 does not indicate proceed, the movement may be made under the protection of flag against 3rd Subdivision first class trains. Time of first class trains and passenger extras applies at passenger depot.
7. **At Trident**—No. 5 track cannot be used across coal hopper at cement plant.
8. **At Toston**—North siding will be used as westward siding and south siding as eastward siding.
9. **At Townsend**—Stand pipe spouts must be left trailing towards the east.
10. **At East Helena**—Overhead bridge at cinder track just east of American Smelting and Refining Company ore bins will not clear engines nor box cars. From 6:00 P. M. to 6:00 A. M., No. 1 track, East Helena yard, will be used as eastward siding, capacity 70 cars.
11. **Extra Trains**—Bozeman to Logan, will run by way of Second Subdivision and Logan to Bozeman, will run via Fourth Subdivision, unless otherwise instructed by train order.
12. **Double Track**—The normal position of switches at Livingston, Muir and Bozeman is for eastward track. Normal position of switch at West End is for westward track.
13. **Pusher District**—Between Livingston and Bozeman and between Townsend and Helena.

14. **Train Inspection**—Eastward freight trains will stop at Townsend, westward freight trains at Bozeman, or before passing Logan, for inspection.
15. **Yard Limits**—The tracks between yard limit signs east of Muir and west of West End, will be 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.
16. **Bridge and Engine Restrictions**—Engines Class Z-5 not permitted. 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 131-A, Yellowstone Park Ry. cannot be used.
17. **Speed Restrictions**—At Livingston, eastward freight trains, eight (8) miles per hour. At Bozeman, eastward trains fifteen (15) miles per hour over crossing at coal dock. At Belgrade, all trains thirty (30) miles per hour over Broadway Street, just west of depot. At Manhattan, between 3:30 P. M. and 5:00 P. M., fifteen (15) miles per hour over Broadway Street, just west of depot. 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.
18. Retaining Valves will be used **Winston to Townsend** as follows: 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 down at Lewark or Townsend.
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, light engines one (1) mile in three (3) minutes, and freight trains one (1) mile in four (4) minutes, descending, except eastward passenger trains will use eight (8) minutes Muir to Hoppers and thirteen (13) minutes Hoppers to Livingston. Passenger trains must use not less than two and one-half (2½) minutes and freight trains not less than four (4) minutes through Bozeman tunnel. Air brake tests will be made as outlined on test card form 3632. Train and enginemen are responsible for test as required by transportation rules and filling out form 3632 before leaving Bozeman and Livingston. At west mile board at West End, the engineman of eastward freight trains must increase brake pipe and auxiliary reservoir pressure to 90 pounds, this pressure to be carried until engine is cut off at Livingston. Before entering tunnel, engineman must receive proceed signal from conductor, which will not be given until brake pipe pressure at caboose gage has increased to 80 pounds. On eastward trains, trainmen will commence turning up retaining valves at west mile board at West End. All retaining valves that cannot be reached while train is moving must be turned up before train leaves Muir. The retaining valves on rear half of train may be turned down at the west crossover switch at Livingston; the remainder after passing the yard office. Westward freight trains will carry seventy (70) pounds train line pressure between Muir and Bozeman. Trainmen will commence turning up retaining valves when train reaches east mile board at Muir. All retaining valves that cannot be reached while train is moving, must be turned up before train leaves West End, and must be turned down after passing Gordon or before leaving Bozeman. Transportation rules 1003 and 1013 are modified as follows: Westward freight trains descending with all empty cars will turn up one-third the retaining valves beginning at the engine, and on trains of loads and empties, retaining valves will be turned up on all loaded cars and one-third of the empty cars, alternating the empty cars. Retaining valves must be used on all loaded cars, the handles turned to high pressure position (diagonal) on heavy loads, and low pressure position (horizontal) on light loads and empty cars.
20. **Special Stops, Connections, Etc.**—No. 2 will connect at Logan with No. 222. No. 4 will connect at Logan with No. 236. No. 220 will connect at Logan with No. 240. Nos. 219 and 220 will stop on flag at Montellis. No. 239 will connect at Logan with No. 5. No. 221 will connect at Logan with No. 1. No. 235 will connect at Logan with No. 3. No. 239 will connect at Logan with No. 219. Nos. 221, 239 and 240 will stop on flag at Stanley Spur.

21. **Register Stations**—Livingston. Bozeman. Logan. Helena. East end Helena Yard for westward light engines.
22. **Register Exceptions**—At Bozeman trains from Fourth Subdivision will register by card Form 608 and will be furnished check of register Form 602 by operator.
23. **Bulletin Stations**—Livingston. Bozeman. Logan. 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.

## SPECIAL INSTRUCTIONS.

## 26. Derail Switches—

Livingston.....	East End Freight House Track.
Livingston.....	East End Boot Track Extension.
Livingston.....	East End Mill Spur.
Livingston.....	East Lead to Freight Yard.
Hoppers.....	East End Spur.
Chestnut.....	West End Spur.
Bozeman.....	West End Ladder Track, South Yard.
Bozeman.....	Roundhouse Track.
Bozeman.....	West End Coal Dock Track.
Bozeman.....	West End of North No. 1 Track.
Bozeman.....	Brewery Spur.
Bozeman.....	West End West No. 1 Track.
Story.....	East End Spur.
Central Park.....	West End Spur.
Logan.....	Coal Dock Track.
Lombard.....	West End Transfer Track.
Clow.....	East End Spur.
Winaton.....	West End House Track.
McClelland Spur.....	West of switch to ice pond track.
East Helena.....	No. 2 track Smelter yard.

## 27. Commercial Spurs—

	Miles from Livingston	Car Capacity
Montellis.....	19.7	29
Stanley.....	68.0	6
Penwell.....	115.5	8

THIRD SUBDIVISION.  
(MAIN LINE)

1. **At Logan**—Time of first class trains and passenger extras applied at passenger depot.
2. **Between Logan and Whitehall**—Inferior trains must clear the time of first class trains in the same direction at the time first class train is due to leave the station in the rear where time is shown.
3. **At Danmor**—Trains receiving or discharging passengers will stop at road crossing east of east switch. Ore chute on spur will not clear engines nor box cars.
4. **At Lime Spur**—Rock conveyor will not clear a box car; be sure engine will clear before passing.
5. **At Whitehall**—Station platform will not clear man on steps of cars nor engines.
6. **Double Track**—The normal position of switches at M. U. Transfer and Butte is for westward track.
7. **Helper District**—Between Whitehall and Butte.
8. **Yard Limits**—The tracks between yard limit signs east of Homestake and west of Highview will be operated as one yard. The system of tracks between yard limit signs east of M. U. Transfer and west of Butte will be operated as one yard.
9. **Bridge and Engine Restrictions**—Engines Class Z-5 not permitted. Engines heavier than Class Y are not permitted on quarry spur at Welch. This track must not be used above a point 2000 feet from siding. Switching on this track must only be done with engine headed west. At Lewis' spur engines Class W-3 will not go beyond frog. Bridge 63 between Highview and Skones, twelve (12) miles per hour.
10. **Speed Restrictions**—At M. U. Transfer, fifteen (15) miles per hour over highway crossing in middle of yard.
11. **Mountain Grade Operation**—Mountain grade two (2) miles east of Pipestone to two (2) miles east of M. U. Transfer. When trains are directed by train order to meet at Pipestone, Spire Rock, Welch, Homestake, Highview or Skones, the ascending train will take siding except that descending light engines will take siding. 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, descending. Air brake test will be made as outlined in test card form 3632. Train and engine-men are responsible for tests as required by transportation rules and filling out form 3632, before leaving Homestake and Butte. Retaining valves must be used on all cars, the handles turned to high pressure position (diagonal) on heavy loads, and low pressure position (horizontal) on light loads and empty cars. Eastward freight trains will stop at Spire Rock to cool wheels and inspect train. Normal position of train order signal at Homestake is STOP, and must not be changed except to CAUTION, to permit a train to pass. A train will not be permitted to leave Homestake until the last preceding train has arrived within the station switches of the next open telegraph office or reports clear of the main track at an intermediate siding, unless authorized by train order to do so. If all communication fails, the operator may issue clearance card endorsed—"Means of communication have failed. Proceed at restricted speed." The operators at Whitehall and Butte will report the block clear when the markers of train can be plainly seen within the station switches or the conductor has registered its arrival. Operators at Butte and Homestake will promptly notify operator at station in advance of the departure of eastward trains. Operators at Whitehall and Homestake will promptly notify operator at station in advance of the departure of westward trains. Operators at Homestake will keep a record of the time trains pass that station 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 at the next open telegraph office.

## 12. Special Stops, Connections, Etc.—

Transportation from points east of Sappington to points on the 12th Subdivision (will be honored via Whitehall. When No. 235 will not reach Whitehall by 8:30 A. M., 12th Subdivision passengers will be discharged at Sappington.

## 13. Register Stations—

Logan.  
Whitehall for second class and inferior trains.  
Butte.  
M. U. Transfer for helper engines; to be telephoned by engineman 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.  
Ingleside.....West End of Spur.  
Whitehall.....East End House Track.  
Whitehall.....East End Yard Track.  
Whitehall.....West End Coal Dock Track.  
Blackstone.....East End Spur.  
Pipestone.....East End Siding.  
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 Interchange Track.  
Butte Yard.....West End Passing Track.  
Butte-Montana Union Hill.....West End Lexington Spur.  
Butte-Montana Union Hill.....West End West Colusa Spur.  
Butte-Montana Union Hill.....West End Rarus Spur.  
Butte-Montana Union Hill.....East End Berkley Spur.  
Butte-Montana Union Hill.....East End of Tramway Track.  
Butte-Montana Union Hill.....Two on East End Leonard Track.

## 19. Commercial Spurs—

	Miles from Logan	Car Capacity
Ingleside.....	17.7	5
Blackstone.....	42.2	7

FOURTH SUBDIVISION.  
(MAIN LINE.)

1. **At Belgrade Tower**—If the home signal does not indicate proceed, the hand release may be operated according to instructions inside release box at crossing.
2. **Extra Trains**—Bozeman to Logan, will run by way of Second Subdivision and Logan to Bozeman, will run via Fourth Subdivision, unless otherwise instructed by train order.
3. **Bridge and Engine Restrictions**—Engines Class Z-5 not permitted.
4. **Speed Restrictions**—Thirty (30) miles per hour.
5. **Register Stations**—Bozeman and Logan.
6. **Register Exceptions**—At Bozeman eastward trains will register by card form 608.
7. **Bulletin Stations**—Bozeman and Logan.
8. **Standard Time Clocks**—Logan.
9. **Commercial Spurs**—
 

	Miles from Bozeman	Car Capacity
Kerns.....	6.8	3
Bisel.....	3.5	4
Catron.....	2.5	7

## FIFTH SUBDIVISION.

## (BILLINGS &amp; CENTRAL MONTANA BRANCH)

1. **Bridge and Engine Restrictions**—Engines heavier than Class P or S-10 not permitted.
2. **Speed Restrictions**—Twenty (20) miles per hour.
3. **Register Stations**—Billings.

SIXTH SUBDIVISION.  
(LAKE BASIN BRANCH)

1. **Between Mossmain and Hesper**—Trains will be governed by Great Northern time table, rules and regulations.
2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 or T not permitted.
3. **Speed Restrictions**—Twenty-five (25) miles per hour.
4. **Register Stations**—Hesper and Rapelje.
5. **Commercial Spurs**—
 

	Miles from Hesper	Car Capacity
Jacobus.....	15.6	29
6. **Derail Switches**—Jacobus, East end of spur.

SEVENTH SUBDIVISION.  
(ROCKY FORK BRANCH)

1. **At Laurel**—Train order signal does not govern 7th Subdivision trains. Eastward 1st Subdivision trains may enter yard on the time of 7th Subdivision trains when given proceed signal by operator.
2. **At Silesia**—Normal position of junction switch is for Clarks Fork Branch.
3. **Bridge and Engine Restrictions**—Engines Class Z and heavier not permitted.
4. **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 at Red Lodge eight (8) miles per hour.
5. **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. Terminal test of air brakes must be made and card form 3632 properly filled out before leaving Red Lodge. Retaining valves must be used on all cars, the handle turned up to high pressure position (diagonal) on heavily loaded cars, and to low pressure retaining position (horizontal) on empty cars and light loads. When trains are directed by train order to meet at Joliet, Boyd, Selmes, Roberts or Fox, 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.
6. **Special Stops, Connections, Etc.**—Nos. 207 and 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. 813, 814, 815 and 816 may carry adult male passengers.
7. **Register Stations**—Laurel. Silesia. Red Lodge.
8. **Register Exceptions**—Eastward second class and inferior trains will register by card form 608 at Laurel.
9. **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.

## 10. Commercial Spurs—

	Miles from Laurel	Car Capacity
Keown.....	14.0	27

EIGHTH SUBDIVISION.  
(CLARKS FORK BRANCH)

1. **At Fromberg**—Northern Pacific trains occupying C. B. & Q. main track between junction 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 while using the above track. Loading tipples at McCarthy's mine will not clear man on side of car nor engine.
2. **At Blum**—Gravel bins will not clear man on side of car.
3. **Yard Limits**—At Bridger the tracks between Northern Pacific yard limit sign east of the depot and yard limit sign on M. W. & S. tracks west of the depot will be operated as one yard. All trains will move within these limits at restricted speed.
4. **Bridge and Engine Restrictions**—Engines heavier than Northern Pacific Class W-3 and C. B. & Q. Class O-4 not permitted. Engines will not go beyond road crossing on Bridger Mine Spur.
5. **Speed Restrictions**—Between Fromberg and Bridger freight trains twenty-five (25) miles per hour; passenger trains thirty (30) miles per hour. Between Silesia and Fromberg, C. B. & Q. freight trains thirty-five (35) miles per hour.

## SPECIAL INSTRUCTIONS

6. **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. 815 and 816 may carry adult male passengers.
7. **Register Stations**—Silesia. Fromberg. Bridger.
8. **Bulletin Stations**—Fromberg.
9. **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.
10. **Commercial Spurs**—
- |                     | Miles from Silesia | Car Capacity |
|---------------------|--------------------|--------------|
| Heiser Spur.....    | 9.6                | 19           |
| Hilderman Spur..... | 15.3               | 10           |

NINTH SUBDIVISION.  
(SHIELDS RIVER BRANCH)

1. **Speed Restrictions**—Twenty-five (25) miles per hour.
2. **Bridge and Engine Restrictions**—Engines Classes Q-5 and heavier not permitted.
3. **Special Stops, Connections, Etc.**—  
Nos. 215 and 216 will stop on flag at Steeves Crossing, one and one-half miles east of Mission.
4. **Register Stations**—Wilsall.
5. **Derail Switches**—  
Clyde Park.....West End Elevator Track  
Chadborn.....West End Elevator Track  
Grannis.....East End Spur.

TENTH SUBDIVISION.  
(PARK BRANCH)

1. **At Electric**—Siding is located one (1) mile west of station.
2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-5 or W, not permitted.
3. **Speed Restrictions**—Forty (40) miles per hour, except ten (10) miles per hour on circle at Gardiner.
4. **Special Stops, Connections, Etc.**—  
Nos. 233 and 234 will stop on flag at Halliday's Crossing six (6) miles west of Livingston and at Bottlers' Crossing between Mile Posts 26 and 27.
5. **Register Stations**—  
Livingston. Gardiner.
6. **Bulletin Station**—  
Livingston.
7. **Standard Time Clocks**—  
Livingston.
8. **Derail Switches**—  
Brisbin.....East End Siding.  
Gardiner.....East End House Track.
9. **Commercial Spurs**—
- |                  | Miles from Livingston | Car Capacity |
|------------------|-----------------------|--------------|
| Allens Spur..... | 4.5                   | 5            |
| Stock Spur.....  | 23.8                  | 10           |

ELEVENTH SUBDIVISION.  
(CAMP CREEK BRANCH)

1. **Speed Restrictions**—Twenty (20) miles per hour.
2. **Derail Switches**—  
Anceney.....Elevator Track, East End.  
Amsterdam.....Elevator Track, East End.
3. **Commercial Spurs**—
- |               | Miles from Manhattan | Car Capacity |
|---------------|----------------------|--------------|
| Dyk.....      | 5.8                  | 6            |
| Westlake..... | 9.1                  | 2            |
4. **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)

1. **Bridge and Engine Restrictions**—Engines heavier than Class T not permitted. Speed must be restricted over bridge 14, Norwegian Gulch, to five (5) miles per hour.
2. **Speed Restrictions**—twenty-five (25) miles per hour.
3. **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 descending.

4. **Special Stops, Connections, Etc.**—  
No. 225 will connect at Sappington with No. 220.  
Nos. 225 and 226 will stop on flag at Dawes Spur.
5. **Register Stations**—  
Sappington, trains register and get clearance at Tower. Harrison. Norris.
6. **Derail Switches**—  
Beals Spur.....West End Spur.  
Harrison.....East End Elevator Track.  
Clarks Spur.....East End Spur.  
Pony.....East End House Track.
7. **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)

1. **At Whitehall**—The train order signal does not govern Thirteenth Subdivision trains.
2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-1 not permitted. Speed is restricted to eight (8) miles per hour over Bridge 9, Jefferson River, Loomont; double heading with engines heavier than Class F-1 not permitted. 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.
3. **Speed Restrictions**—Twenty-five (25) miles per hour.
4. **Special Stops, Connections, Etc.**—  
No. 231 will connect at Whitehall with No. 220.
5. **Register Stations**—  
Whitehall. Alder.
6. **Bulletin Station**—  
Whitehall.
7. **Standard Time Clock**—  
Whitehall.
8. **Commercial Spurs**—
- |                       | Miles from Whitehall | Car Capacity |
|-----------------------|----------------------|--------------|
| Parrot Spur.....      | 4.0                  | 16           |
| Winslow Spur.....     | 7.9                  | 3            |
| Colterville Spur..... | 39.5                 | 10           |

FOURTEENTH SUBDIVISION.  
(ELKHORN BRANCH)

1. **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 Subdivision.
2. **Bridge and Engine Restrictions**—Engines heavier than Class F-1 not permitted.
3. **Speed Restrictions**—Trains will not exceed a speed of fifteen (15) miles per hour between Hyndman and Boulder, and ten (10) miles per hour between Boulder and Queen Siding.
4. **Mountain Grade Operation**—Mountain grade, Finn to Queen Siding. Trains must not exceed one (1) mile in six (6) minutes on descending grade.
5. **Derail Switches**—  
Queen Siding.....East End Spur.  
Boomerang.....G. N. Interchange Track.
6. **Commercial Spurs**—
- |               | Miles from Boulder | Car Capacity |
|---------------|--------------------|--------------|
| Menzemer..... | 1.5                | 48           |

## ALL SUBDIVISIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. **Speed Restrictions**—  
Passenger trains, one (1) 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, W-3, W-4 and W-5, forty (40) miles per hour.  
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
3. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
4. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
5. 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.
6. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
7. Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.

8. 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.
9. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses.
10. 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.
11. Before occupied outfit cars are switched or handled, air brakes must be cut in.
12. **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 engineman 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.
13. At lap and double sidings, where one siding is blocked, the clear siding will be used as single siding.
14. On all branch line sidings trains may expect to find cars at any time.
15. **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.
16. Derail switches will be set in derail position when not in use.

## AUTHORIZED SURGEONS.

## LOCATION OF STRETCHER—(S)

- |   |  |
|---|--|
| DR. GEO. M. JENNINGS, Chief Surgeon, Central Dist., Missoula (S). | DR. C. B. RHODES, Butte.                 |
| 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. W. HIEMSTRA, 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. A. L. HAMMEREL, Oculist, Billings.                            | DR. T. J. BENSON, Fromberg.              |
| DR. S. A. COONEY, Helena (S).                                     | DR. E. G. BALSAM, Billings (S).          |
| DR. W. R. SMITH, East Helena.                                     | DR. E. M. FARR, Asst. Surgeon, Billings. |
| DR. R. H. DYER, Sheridan.   |  |
| DR. E. M. WILSON, Twin Bridges.                                   |  |
| DR. L. R. PACKARD, Whitehall (S).                                 |  |
| DR. R. R. SIGLER, 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.  |  |

## NOTE.

Company physicians on their way to visit sick or injured persons will be allowed to ride on freight trains upon presentation of proper transportation. Surgeons will attend when called upon officially to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists for which distinct official authority must be had in accordance with established regulations.

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

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

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

## MAXIMUM CLEARANCES

		LIMIT OF LOAD--MEASUREMENT																		Max. Height	Max. Width	Governing Structure
		HEIGHT ABOVE TOP OF RAIL																				
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide	11'-6" Wide				
1st Subdivision..	M. L., Billings to Livingston..	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
2nd Subdivision...	M. L., Livingston to Logan..	17'-8"	17'-5"	17'-2"	16'-11"	16'-9"	16'-6"	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'-6"	Bozeman Tunnel (Temporary Section)	
2nd Subdivision...	M. L., Logan to Helena.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
3rd Subdivision...	M. L., Logan to Butte.....	17'-6"	17'-6"	17'-3"	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'-6"	11'-6"	Homestake Tunnel and Tunnel at M. P. 57½	
4th Subdivision..	Bozeman to Logan.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	Bridge 167.8	
5th Subdivision..	Billings to Shepherd.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
6th Subdivision..	Hesper to Rapelje.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
7th Subdivision..	Laurel to Red Lodge .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
8th Subdivision..	Silesia to Bridger.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
9th Subdivision	Mission to Wilsall .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
10th Subdivision .	Livingston to Gardiner .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
11th Subdivision..	Manhattan to Anceney .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
12th Subdivision..	Sappington to Norris and Pony	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
13th Subdivision..	Whitehall to Alder .....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
14th Subdivision.	Boomerang to Queen Siding	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		

## SPEED TABLE.

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

## TONNAGE RATINGS—EASTWARD.

	ENGINES									
	Max Grade	Class S2	Class S10	Class W	Class W-1 & W-2	Class W3	Class Y1	Class Z2	Class Z3	Class Z4
Helena to Placer...	1.0	950	.....	1400	1510	2050	1375	.....	.....	.....
Placer to Logan...	0.4	1800	.....	3000	3240	4000	2400	.....	.....	.....
Logan to Bozeman. (Old Line.)	0.8	900	.....	1600	1730	2260	1425	.....	.....	.....
Logan to Bozeman. (New Line.)	0.4	1750	.....	2750	2970	4000	2400	.....	.....	.....
Bozeman to Muir..	1.9	400	.....	900	970	1250	750	1400	1850	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.

D. E. NICHOLS, Trainmaster.

A. J. CARR, Chief Dispatcher.

