

NORTHERN PACIFIC RAILWAY COMPANY.

MONTANA DIVISION

TIME 61 TABLE

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

SUNDAY, APRIL 26, 1931.

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. 61 April 26, 1931 Succeeding No. 60		Distance from Livingston	Car Capacity of Sidings	FIRST CLASS							
805	817	605	651	205	603				STATIONS				3	249	1	211	207	219	209	41
Way Freight	Way Freight	Freight	Freight	Mixed	Freight				Telegraph Offices and Calls				Passenger	G. N. 233 Passenger	Passenger	CB & Q 30 Passenger	Passenger	Passenger	Motor Car	G. N. Passenger
Tu. Fri.	Tu. Thu. Sat.	Daily	Daily	Ex. Sun.	Daily								Daily	Daily	Daily	Daily	Sun. Only	Daily	Ex. Sun.	Daily
L 1.30PM		L 7.50PM		L 9.00AM	L 12.06AM	WCO	956	0.0	BG.....BILLINGS.....DN	115.7	Yard	L 2.30AM	L 5.45AM	L 6.15AM	L 8.00AM	L 9.00AM	L 9.45AM	L 3.25PM	L 11.10PM	
1.50		8.20		f 9.14	12.31	TYX	964	7.6	7.6 Cross Over	108.1	E 93	2.44	5.59	6.25	8.14	f 9.14	f 9.59	f 3.37	11.24	
2.00		8.35		f 9.24	12.45		968	12.1	4.5 Cross Over	103.6	W 99	2.51	A 6.10AM 42	6.31	8.22	f 9.24	f 10.05	f 3.45	A 11.35PM	
A 2.05PM	L 6.35AM	A 8.40PM	L 11.45AM		1.00 3.50	WCO	971	14.0	Junction G. N. Ry. 1.9 Cross Over	101.7	Yard						f 10.08	s 3.49		
	f 6.40 1		11.51AM	A s 9.30AM	3.57 4	TYX	972	15.2	1.2 Cross Over	100.5	Yard	s 2.56		6.35 817	A s 8.28AM	A s 9.30AM	s 10.10 210	A s 3.55PM 206		
	f 6.55		12.06PM		4.11		976	19.4	4.2					6.40			10.17			
s 7.10			12.20		4.21		979	23.0	3.6		E 102	s 3.09		6.45			s 10.23			
f 7.25			12.32 818		4.36		983	27.6	4.6 Lap Siding	88.1	W 91	3.14		6.51			10.30			
f 7.40			12.50		4.50		989	32.1	4.5			3.20		6.56			f 10.37			
f 7.50			1.00		5.00		992	34.9	2.8			3.25 4		7.00			10.41			
									5.8											
s 8.10			1.25		5.20	WX	996	40.7	CO.....COLUMBUS.....DN	75.0	E 93	s 3.35		7.10			s 10.53			
f 8.30			1.44		5.34		1001	45.4	4.7 Lap Siding	70.3	W 104	3.44		7.16			11.01			
f 8.40			2.00		5.45		1005	49.0	3.6			3.49		7.20			f 11.10 818			
f 8.55			2.20		6.00		1010	54.0	5.0			3.57		7.26			11.20			
s 9.09			2.36		6.10		1014	57.3	3.3			4.02		7.30			s 11.25			
									5.0 Lap Siding		E 130 W 76									
f 9.30			3.02 220		6.29		1019	62.3	3.4	QUEBEC.....P	53.4	93	4.11		7.37		11.35			
f 9.45			3.21		6.40		1022	65.7	4.9	PATCUM.....P	50.0	92	4.15		7.41		11.40			
s 10.00			3.40		6.55	WCX	1026	70.6	5.1 Lap Siding	45.1	E 108 W 93	4.25		7.50			s 11.50AM			
f 10.25			4.00		7.16		1031	75.7	5.5	REYNOLDS.....P	40.0	92	4.35		7.57		12.01PM			
s 10.50			4.25		7.31	WX	1037	81.2	5.2 Lap Siding	34.5	E 108 W 93	s 4.47		8.03			s 12.11			
f 11.10			4.42		7.47		1043	86.4	4.7	DEHART.....P	29.3	91	4.55		8.10		12.22			
f 11.25			4.56		8.05		1047	91.1	5.1	CARNEY.....P	24.6	91	5.01		8.16		12.30			
s 11.40AM			5.12		8.24 1-818	WX	1051	96.2	6.0 Lap Siding	19.5	E 92 W 104	f 5.10		8.24 603-818			s 12.41			
f 12.01PM			5.32		8.50		1058	102.2	7.9	ELTON.....P	13.5	93	5.22		8.32		f 12.52			
f 12.26			5.55		9.15		1065	110.1	5.6 Lap Siding	5.6	E 93 W 74	5.35		8.42			1.08			
A 1.00PM 219-220		A 6.15PM		A 9.35AM	WCO	TYX	1071	115.7		VS.....LIVINGSTON.....DN	0.0	Yard	A s 5.45AM		A s 8.50AM		A s 1.20PM 817-220			
Tu. Fri.	Tu. Thu. Sat.	Daily	Daily	Ex. Sun.	Daily								Daily	Daily	Daily	Daily	Sun. Only	Daily	Ex. Sun.	Daily
.35	6.25	.50	6.30	.30	6.39				Time Over Subdivision				3.15	.25	2.35	.28	.30	3.35	.30	.25
24.0	16.8	16.8	16.6	30.4	17.4				Average Speed Per Hour				35.6	29.0	44.7	32.6	30.4	32.3	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, Sealer, Turn Tables, Wyes, and Yard Limits.	Station Numbers.	Distance from Billings.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Livingston	Car Capacity of Sidings	SECOND CLASS		THIRD CLASS	
2	250	212	220	208	210	42	4				STATIONS				206		806	818
Passenger	G. N. 234 Passenger	C.B. & Q. 29 Passenger	Passenger	Passenger	Motor Car	G. N. Passenger	Passenger				Telegraph Offices and Calls				Mixed		Way Freight	Way Freight
Daily	Daily	Daily	Daily	Sun. only	Ex. Sun.	Daily	Daily								Ex. Sun.		Wed. Sat.	Mon. Wed. Fri.
As 12.15AM	As 10.00PM	As 6.00PM	As 4.55PM	As 4.30PM	As 10.45AM	As 6.30AM	As 4.25AM	WCO TYX	956	0.0	BG.....BILLINGS.....DN 7.6 Cross Over	115.7	Yard	As 4.30PM		A 7.20AM		
12.01AM	9.45	5.46	4.40	f 4.15	f 10.30	6.16	4.10		964	7.6	.....YEGEN.....P 4.5 Cross Over	108.1	E 93 W 99	f 4.15		7.00	
11.56PM	L 9.35PM	5.36	4.33	f 4.07	f 10.17	L 6.05AM 249	4.03		968	12.1	.....MOSSMAIN.....P Junction G. N. Ry.	103.6		f 4.07		6.45	
			f 4.30		f 10.12			WCO TYX X	971	14.0	KD.....LAUREL YARD.....DN 1.9 Cross Over	101.7	Yard			L 6.40AM	A 1.40PM	
11.51		L 5.24PM	s 4.27	L 4.00PM	L 10.10AM 219		s 3.57 603		972	15.2	AU.....LAUREL.....DN 1.2 Cross Over 4.2	100.5	Yard	L 4.00PM 209			f 1.31	
11.45			4.17				3.50		976	19.4	.....SPURLING.....P 3.6	96.3	92				f 1.05
11.40			s 4.12				s 3.42		979	23.0	RK.....PARK CITY.....DN 4.6 Lap Siding	92.7	E 102 W 91			s 12.47		
11.34			4.05				3.36		983	27.6	.....YOUNG'S POINT.....P 4.5	88.1	92			f 12.32 661	
11.28			f 3.58				3.30		989	32.1	.....RAPIDS.....P 2.8	83.6	93			f 12.16	
11.25			3.53				3.25 3		992	34.9	.....MISKO.....P 5.8	80.8	91			f 12.06PM	
11.18			s 3.43				s 3.14	WX	996	40.7	CO.....COLUMBUS.....DN 4.7 Lap Siding	75.0	E 93 W 104			s 11.47AM		
11.12			3.29				3.04		1001	45.4	.....WATAGA.....P 3.6	70.3	93			f 11.26	
11.08			f 3.23				3.00		1005	49.0	.....CRAVER.....P 5.0	66.7	94			f 11.10 219	
11.02			3.15				2.53		1010	54.0	.....ONEIDA.....P 3.3	61.7	92			f 10.55	
10.58			s 3.11				s 2.49		1014	57.3	RN.....REED POINT.....DN 5.0 Lap Siding	58.4	E 130 W 76			s 10.43		
10.53			3.02 651				2.42		1019	62.3	.....QUEBEC.....P 3.4	53.4	93			f 10.25	
10.49			2.55				2.38		1022	65.7	.....PATCUM.....P 4.9	50.0	92			f 10.13	
10.44			s 2.45				2.32	WCX	1026	70.6	GC.....GREYCLIFF.....D 5.1 Lap Siding	45.1	E 108 W 93			s 9.57		
10.36			2.35				2.23		1031	75.7	.....REYNOLDS.....P 5.5	40.0	92			f 9.39	
10.30			s 2.25				s 2.16	WX	1037	81.2	BD.....BIG TIMBER.....DN 5.2 Lap Siding	34.5	E 108 W 93			s 9.19		
10.24			2.15				2.08		1043	86.4	.....DEHART.....P 4.7	29.3	91			f 9.00	
10.19			2.05				2.02		1047	91.1	.....CARNEY.....P 5.1	24.6	91			f 8.44	
10.13			s 1.55				f 1.54	WX	1051	96.2	SX.....SPRINGDALE.....DN 6.0 Lap Siding	19.5	E 92 W 104			s 8.24 1-603		
10.06			f 1.45				1.45		1058	102.2	.....ELTON.....P 7.9	13.5	93			f 8.03	
9.57			1.33				1.34		1065	110.1	.....MISSION.....P 5.6 Lap Siding	5.6	E 93 W 74			f 7.46	
L 9.50PM			L 1.20PM 219-817				L 1.25AM	WCO TYX	1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard			L 7.30AM		
Daily	Daily	Daily	Daily	Sun. only	Ex. Sun.	Daily	Daily							Ex. Sun.		Wed. Sat.	Mon. Wed. Fri.	
2.25	.25	.36	3.35	.30	.35	25	3.00				Time Over Subdivision			.30		.40	6.10	
47.9	29.0	25.4	32.2	30.4	26.0	29.0	38.5				Average Speed Per Hour			30.4		21.0	18.7	

**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, Wyes and Yard Limits.	Station Numbers.	Distance from Livingston.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Helena.	Car Capacity of Siding.	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 5.55AM	L 9.00AM		L 1.40PM	
	9.05	11.17	TYX	1080	7.7		HOPPERS	P	115.1	73	6.18	9.21		f 2.00	
	9.35	11.47	WX	1083	11.9	MU	MUIR	DN	110.9	103	6.28	9.34		f 2.15	
	9.40	11.54AM	X	1084	13.1	WS	WEST END	DN	109.7	E 76	6.31	9.37		f 2.19	
	9.55	12.10PM		1088	16.4		CHESTNUT	P	106.4	W 52	6.38	9.45		f 2.26	
				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 6.55	s 10.00		s 2.45	
8		822	TX			G. V. Ry.	4.0	Track Conn.						s 2.55	
f 7.17	10.35	12.58		1101	28.8		STORY	P	94.0	104	7.02	10.06		f 3.05	
				1104	32.2		BELGRADE TOWER	P	90.6						
							Fourth Subdivision Crossing Automatic Interlocking								
s 7.43	10.48	1.17	WX	1106	34.3	BA	BELGRADE	D	88.5	76	f 7.12	10.13		s 3.18	
f 8.07	11.01	1.36		1111	39.8		CENTRAL PARK	P	83.0	76	7.20	10.19		f 3.25	
s 8.24	11.10	1.49	YX	1115	43.7	MN	MANHATTAN	D	79.1	75	f 7.28	10.24		s 3.35	
s 8.50	A 11.25PM	2.06	WC	1120	49.0	CH	LOGAN	DN	73.8	Yard	s 7.40	A s 10.30AM	L 10.35AM	A s 3.50PM	L 4.15PM
9.20	4		TYX								7.55		822		
				1125	53.0		GALLATIN	P	69.8						
s 9.51		2.27	X	1127	54.9	RT	TRIDENT	D	67.9	75	8.10		s 10.46		s 4.29
f 10.06		2.40		1129	58.9		REKAP	P	63.9	76	8.19		f 10.56		f 4.36
f 10.28		2.55		1135	63.3		CLARKSTON	P	59.5	131	8.28		f 11.05		f 4.44
s 10.45		3.15	WX	1141	69.3	CJ	LOMBARD	DN	53.5	93	s 8.40		s 11.17		s 4.57
							C. M. St. P. & P. Ry. Track Conn.								
f 11.10		3.35		1147	75.1		BREWER	P	47.7	76	8.51		11.29		f 5.08
s 11.25		3.47	X	1150	78.6	TS	TOSTON	D	44.2	E 77	8.58		s 11.36		s 5.14
										W 75					
f 11.45AM		4.06		1156	84.6		HOLKER	P	38.2	130	9.08		11.45		f 5.24
s 12.05PM		4.18	WCY	1161	89.6	TN	TOWNSEND	DN	33.2	E 125	s 9.18		s 11.55AM		s 5.34
			X							W 93					
f 12.20		4.28		1164	92.6		LEWARK	P	30.2	73	9.27		f 12.01PM		f 5.41
											240				
f 12.40		4.46		1170	97.8		CLOW	P	25.0	73	9.39		f 12.12		5.53
s 1.00		5.02	X	1175	102.6	WN	WINSTON	D	20.2	E 73	9.52		s 12.23		s 6.04
										W 73					
f 1.15		5.17		1179	107.2		PLACER	P	15.6	129	10.00		f 12.31		f 6.15
f 1.40		5.35		1183	112.4		LOUISVILLE	P	10.4	73	10.09		f 12.40		f 6.28
s 2.06		5.55	OYX	1189	118.4	JN	EAST HELENA	DN	4.4	E 72	10.19		s 12.52		s 6.40
A 2.25PM		222	WCO	1194	122.8	HY	HELENA	DN	0.0	W 74			A s 1.00PM		A s 6.50PM
		6.10PM	TYX							Yard	A s 10.30AM				
Tu. Thur. Sat.	Daily	Daily									Daily	Daily	Daily	Daily	Daily
6.55	3.05	7.35					Time Over Subdivision				4.20	1.30	2.20	2.00	2.35
14.2	15.8	16.2					Average Speed Per Hour				28.3	32.6	31.6	24.5	28.1

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. 61 April 26, 1931 Succeeding No. 60		Distance from Helena.	Car Capacity of Siding.	SECOND CLASS		THIRD CLASS	
4	2	222	220	240				STATIONS				822			
Passenger	Passenger	Passenger	Passenger	Motor Car				Telegraph Offices and Calls				Way Freight			
Daily	Daily	Daily	Daily	Daily								Mon. Wed. Fri.			
As 1.15AM	As 9.45PM		As 1.00PM		WCO	1071	0.0	VS.....LIVINGSTON.....DN	122.8	Yard					
1.01	9.31		f 12.46		TYX	1080	7.7	7.7 Cross Over.....HOPPERS.....P	115.1	73					
12.51	9.20		f 12.37		WX	1083	11.9	4.2 Cross Over MU.....MUIR.....DN	110.9	103					
12.47	9.17		f 12.33		X	1084	13.1	1.2 Cross Over WS.....WEST END.....DN	109.7	E 76					
12.35	9.09		f 12.23			1088	16.4	3.3.....CHESTNUT.....P	106.4	W 52					
								2.9 Cross Over							
12.25	9.01		12.13PM			1092	19.3	.....GORDON.....P	103.5	66				
s 12.13	s 8.51		s 11.56AM		WCO	1096	24.8	5.5 BZ.....BOZEMAN.....DN	98.0	102			A 12.40PM 603		
12.02AM	8.44		f 11.46		TX			G. V. Ry. 4.0 Track Conn. .....STORY.....P	94.0	104			f 12.25		
						1104	32.2	3.4 Cross Over.....BELGRADE TOWER.....P	90.6						
								Fourth Subdivision Crossing Automatic Interlocking							
f 11.52PM	8.36		s 11.36		WX	1106	34.3	2.1 BA.....BELGRADE.....D	88.5	76			s 12.01PM		
11.42	8.29		f 11.26			1111	39.8	5.5.....CENTRAL PARK.....P	83.0	76			f 11.35AM		
f 11.35	8.25		s 11.20		XY	1115	43.7	3.9 MN.....MANHATTAN.....D	79.1	75			s 11.20		
11.25	L 8.17PM	As 8.00PM	L 11.10AM	As 11.00AM	WC	1120	49.0	5.3 CH.....LOGAN.....DN	73.8	Yard			s 10.55		
s 11.15					TYX			4.0.....GALLATIN.....P	69.8				10.25		
						1125	53.0	1.9.....TRIDENT.....D	67.9	75			s 10.03		
11.05		f 7.45		s 10.46	X	1127	54.9	4.0							
				221											
10.58		7.39		f 10.37		1129	58.9	.....REKAP.....P	63.9	76			f 9.49	
10.51		f 7.33		f 10.28		1135	63.3	4.4.....CLARKSTON.....P	59.5	131			f 9.34		
10.41		s 7.23		s 10.15	WX	1141	69.3	6.0 CJ.....LOMBARD.....DN	53.5	93			s 9.13		
10.31		f 7.11		10.03		1147	75.1	C. M. St. P. & P. Ry. Track Conn. 5.8.....BREWER.....P	47.7	76			f 8.51		
10.25		s 7.05		s 9.54	X	1150	78.6	3.5 TS.....TOSTON.....D	44.2	E 77			s 8.36		
								6.0 Lap Siding		W 75					
10.17		6.55		f 9.45		1156	84.6	.....HOLKER.....P	38.2	130			f 8.10	
s 10.10		s 6.45		s 9.35	WCY	1161	89.6	5.0 TN.....TOWNSEND.....DN	33.2	E 125			s 7.55		
10.03		f 6.39		f 9.27	X	1164	92.6	3.0 Lap Siding.....LEWARK.....P	30.2	W 93			f 7.40		
9.55		6.32		f 9.18		1170	97.8	5.2.....CLOW.....P	25.0	73			f 7.21		
9.47		s 6.25		s 9.10	X	1175	102.6	4.8 WN.....WINSTON.....D	20.2	E 73			s 7.00		
								4.6 Lap Siding		W 73					
9.40		6.15		f 9.00		1179	107.2	.....PLACER.....P	15.6	129			f 6.46	
9.31		6.05		f 8.50		1183	112.4	5.2.....LOUISVILLE.....P	10.4	73			f 6.30		
9.23		s 5.55		s 8.38	OYX	1189	118.4	6.0 JN.....EAST HELENA.....DN	4.4	E 72			s 6.12		
L 9.15PM		L 5.45PM		L 8.30AM	WCO	1194	122.8	4.4 Lap Siding HY.....HELENA.....DN	0.0	W 74			L 6.00AM		
					TYX					Yard					
Daily	Daily	Daily	Daily	Daily									Mon. Wed. Fri.		
3.50	1.28	2.15	1.50	2.30				Time Over Subdivision					6.10		
32.0	33.4	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. 61 April 26, 1931 Succeeding No. 60		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 3.10PM	L 12.20AM	L 4.05PM	L 10.30AM	L 8.00AM	WC TYX	1120	0.0	CH.....LOGAN.....DN	71.0	Yard	As 10.55AM	As 8.17PM	As 11.00PM	As 2.45PM				
s 3.30	12.40	s 4.17	10.39 220	f 8.09	X	T D 6	6.6	KS.....THREE FORKS.....D	64.4	76	s 10.39 1	8.06	f 10.46	f 2.25				
s 3.45	12.57	s 4.29	10.47	f 8.18	X	T D 13	12.5	CK.....WILLOW CREEK.....D	58.5	75	s 10.25	7.59	f 10.34	f 2.10				
s 4.05	1.16	s 4.41	10.56 238	f 8.27	WY X	T D 19	19.2	.....SAPPINGTON.....P	51.8	76	s 10.15 238	7.51	f 10.24	1.50PM 9.45AM 1-220			
f 4.25	1.35	4.55	11.06	8.39		T D 26	25.9	C. M. St. P. & P. Ry. Crossing Interlocked 6.7 Track Conn. .....DANMOR.....P	45.1	75	9.58	7.42	10.12	f 9.19				
f 4.27		f 4.57		f 8.41		T D 27	26.9	.....LIME SPUR.....	44.1	S 20	f 9.56		f 10.10	f 9.17			
s 4.40	1.51	s 5.05	11.15	f 8.51 238	X	T D 31	31.2	CA.....CARDWELL.....D	39.8	75	s 9.49	7.35	f 10.01	s 8.51 235				
As 5.05PM 219	2.12	s 5.20 237	11.25	s 9.04	WCY X	T D 38	38.3	WH.....WHITEHALL.....DN	32.7	Yard	s 9.35	7.26	s 9.48	L 8.30AM				
	2.44	f 5.39	11.38	9.20 220		T D 45	45.0	.....PIPESTONE.....P	26.0	59	f 9.20 235	7.15	f 9.36				
	3.13	f 5.57	11.56AM	9.40		T D 50	50.3	.....SPIRE ROCK.....P	20.7	53	f 9.05	7.04	9.25				
	3.39	f 6.15	12.13PM	9.55	W	T D 55	54.9	.....WELCH.....P	16.1	48	f 8.51	6.53	9.14				
						T D 59	59.2	.....LEWIS.....	11.8	S 13							
	4.11	s 6.39 2	12.33	f 10.18	WYX	T D 60	60.8	HO.....HOMESTAKE.....DN	10.2	57	s 8.36	6.39 219	f 9.00					
					X	T D 61	61.2	.....HIGHVIEW.....P	9.8	8							
	4.32	6.54	12.45	10.30		T D 65	65.5	.....SKONES.....P	5.5	55	8.17	6.23	8.37				
	4.45	7.05	12.55	10.40	WC TYX OX	T D 70	69.3	.....M. U. TRANSFER.....P	1.7	Yard	8.05	6.14	8.25				
A 4.55AM	As 7.10PM	As 1.00PM	As 10.45AM			U O	71.0	BY.....BUTTE.....DN	0.0	Yard	L 8.00AM	L 6.10PM	L 8.20PM					
								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	3.05	2.30	2.45				Time Over Sub-division			2.55	2.07	2.40	2.10				
19.9	15.5	23.0	28.4	25.8				Average Speed Per Hour			24.3	33.5	26.6	17.6				

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		SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Laurel.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Red Lodge.	Car Capacity of Siding.	FIRST CLASS			SECOND CLASS		THIRD CLASS			
815	813		205	209	207	211								STATIONS		210	208	212	206		816	814
Way Freight	Way Freight		Mixed	Motor Car	Passenger	C.B.&Q.30 Passenger								Telegraph Offices and Calls		Motor Car	Passenger	C.B.&Q.29 Passenger	Mixed		Way Freight	Way Freight
Mo., We., Fri.	Tu., Thu. Sat.		Ex. Sun.	Ex. Sun.	Sunday Only	Daily										Ex. Sun.	Sunday Only	Daily	Ex. Sun.		Mo., We., Fri.	Tu., Thu., Sat.
L 6.40AM	L 6.00AM		L 9.30AM	L 3.55PM 206	L 9.30AM	L 8.28AM	WCO TYX	972	0.0	AU.....LAUREL.....DN	44.1	Yard	As 10.10AM	As 3.55PM	As 5.24PM	As 3.55PM		A 12.30PM	A 3.00PM			
f 7.00	f 6.16		f 9.39	f 4.05	f 9.39	8.38		TA 8	4.5	.....MASON.....	39.6	98	f 10.00	f 3.45	5.15	f 3.45		f 12.08PM	f 2.42		
A 7.20AM	s 6.35		s 9.50 210	As 4.15PM	s 9.50	As 8.46AM	X	TA 10	9.5	RC.....SILESIA.....D	34.6	48	L 9.50AM 205	s 3.37	L 5.06PM	f 3.37		L 11.45AM	f 2.21			
	f 6.44		f 9.56		f 9.56			TA 12	12.2	.....ROCKVALE.....	31.9	S 24		f 3.30		f 3.30			f 2.10		
	s 7.05		s 10.12		s 10.12		W 1 1/2 mi. W. X	TA 18	18.1	WC.....JOLIET.....D	26.0	48		s 3.18		s 3.18			s 1.45			
										4.9												
	s 7.35		s 10.24		s 10.24			TA 23	23.0	BO.....BOYD.....D	21.1	48		s 3.07		s 3.07			f 1.25			
	f 8.10		f 10.36		f 10.36			TA 28	28.6	.....SELMES.....P	15.5	36		f 2.55		f 2.55			f 1.00		
	s 8.30		s 10.48		s 10.48		X	TA 31	31.8	RO.....ROBERTS.....D	12.3	57		s 2.47		s 2.47			s 12.45			
	f 9.10		f 11.05		f 11.05			TA 38	38.1	.....FOX.....P	6.0	71		f 2.33		f 2.33			f 12.17PM		
A 9.45AM			As 11.20AM		As 11.20AM		WC YX	TA 44	44.1	RG.....RED LODGE.....D	0.0	Yard	L 2.20PM		L 2.20PM				L 11.50AM			
Mo., We., Fri.	Tu., Thu., Sat.		Ex. Sun.	Ex. Sun.	Sunday Only	Daily								Ex. Sun.	Sunday Only	Daily	Ex. Sun.	Mo., We., Fri.	Tu., Thu., Sat.			
.40	3.45		1.50	.20	1.50	.18				Time Over Subdivision				.20	1.35	.18	1.35	.45	3.10			
14.2	11.7		24.1	28.5	24.1	31.6				Average Speed Per Hour				28.5	27.9	31.6	27.9	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

THIRTEENTH SUB-DIVISION
(RUBY VALLEY BRANCH)

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Silesia.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Bridger.	Car Capacity of Siding.	FIRST CLASS		THIRD CLASS	
815	209	211									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									Ex. Sun.	Daily	Mo., We., Fri.	
L 7.20AM	L 4.15PM	L 8.46AM	X	TA 10	0.0	RC.....SILESIA.....D	19.5	81	As 9.47AM	As 5.06PM	A f 11.45AM			
f 7.35	f 4.22	8.53	WX	TK 4	4.3	.....BLUM.....	15.2	65	f 9.37	4.55	f 11.22			
s 7.45	s 4.28	s 8.58	X	TK 6	6.6	GA.....EDGAR.....D	12.9	71	s 9.32	s 4.50	f 11.08			
s 8.14	s 4.38	As 9.10AM	YX	TK 12	12.5	FB.....FROMBERG.....DN	7.0	49	s 9.19	L 4.40PM	s 10.37			
	212	210				Junction C. B. & Q. Ry.			211	209				
A 9.00AM	As 5.00PM		WT	TK 19	19.5	BX.....BRIDGER.....D	0.0	Yard	L 9.05AM		L 10.00AM			
			X			M. W. & S. Ry. Track Conn.			815					
Mo., We., Fri.	Ex. Sun.	Daily									Ex. Sun.	Daily	Mo., We., Fri.	
1.40	.45	.24				Time Over Subdivision					.42	.26	1.45	
11.7	26.0	31.3				Average Speed Per Hour					27.8	28.8	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.

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Whitehall.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Alder.	Car Capacity of Siding.	SECOND CLASS	
231									232	
Mixed									Mixed	
Mo., We., Fri.									Mo., We., Fri.	
L 9.45AM	WCY X	TD 38	0.0	WH.....WHITEHALL.....DN	45.3	Yard	As 4.05PM			
			2.0	C. M. St. P. & P. CROSSING	43.3					
				Interlocked Track Conn.						
s 10.02		TJ 4	4.3	.....RENOVA.....	41.0	S 5	s 3.49			
f 10.24		TJ 10	9.8	.....LOOMONT.....	35.5	25	f 3.33			
s 10.30	X	TJ 11	11.5	WA.....WATERLOO.....D	33.8	35	s 3.25			
				.....SILVER STAR.....	29.6	S 3	s 3.11			
s 10.46		TJ 16	15.7	.....IRON ROD.....	26.0		f 2.59			
f 11.01		TJ 19	19.3	TB.....TWIN BRIDGES.....D	19.1	25	s 2.36			
s 11.28AM	X	TJ 26	26.2	SD.....SHERIDAN.....D	10.0	14	s 2.08			
s 12.05PM	WX	TJ 35	35.3	.....LAURIN.....	2.1	S 4	s 1.42			
s 12.37		TJ 43	43.2							
As 12.45PM	YX	TJ 45	45.3	AD.....ALDER.....D	0.0	45	L 1.35PM			
Mo., We., Fri.							Mo., We., Fri.			
3.00				Time Over Subdivision			2.30			
18.1				Average Speed Per Hour			18.1			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 231 IS SUPERIOR TO No. 232, WHITEHALL TO ALDER.

SPECIAL INSTRUCTIONS PAGES 12, 13.

WESTWARD

NINTH SUB-DIVISION
(SHIELDS RIVER BRANCH)

EASTWARD

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wilsall.	Time Table No. 61 April 26, 1931 Succeeding No. 60			Distance from Mission.	Car Capacity of Siding.	SECOND CLASS	
215							STATIONS					216	
Mixed							Telegraph Offices and Calls					Mixed	
Tu., Thu., Sat.												Tu., Thu., Sat.	
	L 10.35AM	XY	TM23	0.0	..... WILSALL.....	D	22.7	44	A 9.55AM			
	s 10.46		TM20	2.8	..... SHIELDS.....		19.9	S 12	s 9.39			
	s 11.00	WX	TM14	8.0	..... CLYDE PARK.....	D	14.7	35	s 9.19			
	f 11.20		TM12	10.8	..... TREGLOAN.....		11.9	S 5	f 9.00			
	s 11.40		TM 8	14.3	..... CHADBORN.....		8.4	17	s 8.50			
	f 11.55AM		TM 4	18.7	..... GRANNIS.....		4.0	S 4	f 8.39			
	A 12.10PM		1065	22.7	MS..... MISSION.....	D	0.0	165	L 8.25AM				
	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. 61				SECOND CLASS			
827		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Hesper.	April 26, 1931		Distance from Rapelje.	Car Capacity of Siding.	828		
Mixed					Succeeding No. 60				Mixed		
Tu., Fri.					STATIONS				Tu., Fri.		
					Telegraph Offices and Calls						
L 9.45AM			TS 4	0.0	HESPER D		37.7	48	AB 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 COOMBS		24.0	45	s 2.28		
s 11.00	X		TS 24	19.8	6.1 MOLT		17.9	55	s 2.08		
s 11.30AM			TS 32	27.6	7.8 WHEAT BASIN		10.1	45	s 1.43		
AB 12.15PM	WYX		TS 42	37.7	10.1 RAPELJE D		0.0	75	L 1.10PM		
Tu., Fri.									Tu., 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		FIRST CLASS		Water, Fuel, Scales, Turn Tables Wyes and Yard Limits.	Station Numbers.	Distance from Livingston.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Gardiner.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS				
233							STATIONS						234				
Mixed							Telegraph Offices and Calls						Mixed				
Mo.,Wed., Fri.													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		BRISBIN		43.8	23		f	2.10			
f	8.30				TB 14	14.5		TRAIL CREEK		39.6			f	1.56			
s	8.40				TB 17	17.1		PRAY		37.0	S 7		s	1.50			
f	8.50				TB 20	20.3		CHICORY		33.8	17		f	1.40			
s	9.15			W	TB 23	23.2	RA	EMIGRANT	D	30.9	S 10		s	1.30			
f	9.27			1/4 m.E	TB 26	25.9		MERRIMAN		28.2	18		f	1.22			
f	9.42				TB 31	30.8		DAILEY	P	23.3	29		f	1.09			
s	10.07				TB 37	37.5		CARBELLA		16.6	S 6		f	12.49			
f	10.17			W	TB 40	40.3		SPHINX	P	13.8	24		f	12.40			
s	10.37				TB 46	46.7		CORWIN SPRINGS		7.4	S 5		s	12.23			
f	10.47			W	TB 49	49.1		ELECTRIC	P	5.0	24		f	12.13			
				1 m.W	TB 52	52.0		DEEVER		2.1	S 4						
A	11.00AM			YX	TB 54	54.1	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. 233 IS SUPERIOR TO No. 234,
LIVINGSTON TO GARDINER.

SPECIAL INSTRUCTIONS PAGES 12, 13.

WESTWARD

TWELFTH SUB-DIVISION
(RED BLUFF AND PONY BRANCHES)

EASTWARD

SECOND CLASS				Time Table No. 61				SECOND CLASS						
227		225		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance.	April 26, 1931				226		228	
Mixed		Mixed					Succeeding No. 60				Mixed		Mixed	
Tu., Thu., Sat.		Tu., Thu., Sat.					STATIONS				Tu., Thu., Sat.		Tu., Thu., Sat.	
							Telegraph Offices and Calls							
		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 1.10PM		
A 12.45PM s 228			X	TI 6	6.3	6.3 PONY			0.0	S 17		L 12.50PM 227		
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. 61 April 26, 1931 Succeeding No. 60	Distance from Anceney.	Car Capacity of Siding.		
					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 ANCENEY	0.0	16		
					Time Over Subdivision				
					Average Speed Per Hour				

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

WESTWARD FOURTH SUB-DIVISION EASTWARD
(MAIN LINE)

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Boreman.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Logan.	Car Capacity of Sidings.		
					STATIONS					
					Telegraph Offices and Calls					
		WCO	1096	0.0	BZ.....BOZEMAN.....DN	33.8	150			
		TX	TX 9	8.5	8.5 COWAN.....P	25.3	S 6			
			1104	13.7	5.2 BELGRADE TOWER.....P	20.1				
					Second Subdivision Crossing Automatic Interlocking					
			TX16	15.8	2.1 SPAIN.....	18.0	S 10			
		W	TX19	18.5	2.7 POWERS.....P	15.3	102			
			TX26	25.7	7.2 MAC LEES.....P	8.1	S 5			
		WCO	1120	33.8	8.1 CH.....LOGAN.....DN	0.0	Yard			
		TYX								
					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. 61 April 26, 1931 Succeeding No. 60	Distance from Shepherd.	Car Capacity of Sidings.		
					STATIONS				
					Telegraph Offices and Calls				
		WCO	956	0.0	BG_____BILLINGS_____DN	14.0	Yard		
		TYX	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		
					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 FOURTEENTH SUB-DIVISION EASTWARD
(ELKHORN BRANCH)

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)

- 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.

- 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.

SWITCH INDICATORS AND SAFETY LOCKS—

At derail near signal 123 on west leg of wye at Mossmain.

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 switch indicator shows proceed move lever of safety lock to left which will permit switch to be opened. All switches for the movement to be made must be lined in the order of their succession.

AUTOMATIC BLOCK SIGNALS 118, 121, 123, 124, 122 and 134 must not be passed for movement to or from main tracks if signal does not indicate proceed except under protection of flag against first class trains on both main tracks in both directions. If signal indicates proceed, movement may be made without flag protection against first class trains.

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.

- At Livingston**—Time of first class trains and passenger extras, applies at the passenger depot.
- 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.
- 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 Praton 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.
- Train Inspection**—Westward freight trains stop at Columbus for inspection.
- Special Stops, Connections, Etc.**—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.
- Register Stations**—Billings. Laurel Yard for second class and inferior trains. Laurel for first class trains. Livingston.
- 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.
- Clearance Exceptions**—At Laurel first subdivision trains except those originating at Laurel, will not require clearance if train order signal is in clear position.

- Bulletin Stations**—Billings. Laurel Yard. Livingston.
- Standard Time Clocks**—Billings. Laurel Yard. Livingston.
- Watch Inspectors**—Alex Califf, Billings. H. N. Hull, Livingston. C. L. Calloway, Laurel.
- Derail Switches**—Billings..... Coal Dock Track. Billings..... East End Heating Plant Track. Laurel Yard..... Coal Dock Track. Laurel Yard..... East End Old Stock Yard Track. Laurel Yard..... East Lead to Car Repair Track. Laurel Yard..... Best Spur. Laurel Yard..... East End Repair Track 6. 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.
- Commercial Spurs**—Miles from Car
Billings Capacity
Siding No. 1..... 4.5 37
Siding No. 2..... 9.5 35

SECOND SUBDIVISION.

(MAIN LINE)

- 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.
- At Muir**—Authority must be secured from train dispatcher before engines leave spur east of telegraph office to make reverse movement on eastward track.
- 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.
- 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.
- 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.
- 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.
- At Trident**—No. 5 track cannot be used across coal hopper at cement plant.
- At Toston**—North siding will be used as westward siding and south siding as eastward siding.
- At Townsend**—Stand pipe spouts must be left trailing towards the east.
- 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.
- 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.
- 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.
- Pusher District**—Between Livingston and Bozeman and between Townsend and Helena.

- Train Inspection**—Eastward freight trains will stop at Townsend, westward freight trains at Bozeman, or before passing Logan, for inspection.
- 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.
- 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.
- 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.
- 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.
- 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 twelve (12) 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.
- 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. 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.
- Register Stations**—Livingston. Bozeman. Logan. Helena. East end Helena Yard for westward light engines.
- 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.
- Bulletin Stations**—Livingston. Bozeman. Logan. Helena.
- Standard Time Clocks**—Livingston. Logan. Helena.
- 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.
Winston.....	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
Montellia.....	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. All trains must approach Butte Passenger Depot at restricted speed expecting to find main line occupied.
8. **Helper District**—Between Whitehall and Butte.
9. **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.
10. **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.
11. **Speed Restrictions**—At M. U. Transfer, fifteen (15) miles per hour over highway crossing in middle of yard.
12. **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. Light engines must not exceed one (1) mile in three (3) minutes and freight trains one (1) mile in four (4) minutes. Eastward passenger trains will use fourteen (14) minutes Homestake to Welch, eleven (11) minutes Welch to Spire Rock and eleven (11) minutes Spire Rock to Pipestone. 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.

13. 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.

14. 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.

15. 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.

16. Bulletin Stations—

Logan. Whitehall. Butte.

17. Standard Time Clocks—

Logan. Whitehall. Butte.

18. Watch Inspectors—

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

19. 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 Inter-
change Track.
Butte Yard..... West End Passing Track.
Butte-Montana Union Hill..... West End Lexington Spur.
Butte-Montana Union Hill..... West End West Colusa Spur.
Butte-Montana Union Hill..... West End Rarus Spur.
Butte-Montana Union Hill..... East End Berkley Spur.
Butte-Montana Union Hill..... East End of Tramway Track.
Butte-Montana Union Hill..... Two on East End Leonard Track.

20. 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 & CENTRAL MONTANA BRANCH)

1. **Bridge and Engine Restrictions**—Engines heavier than Class P or S-10 not permitted.
2. **Speed Restrictions**—Fifteen (15) 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)

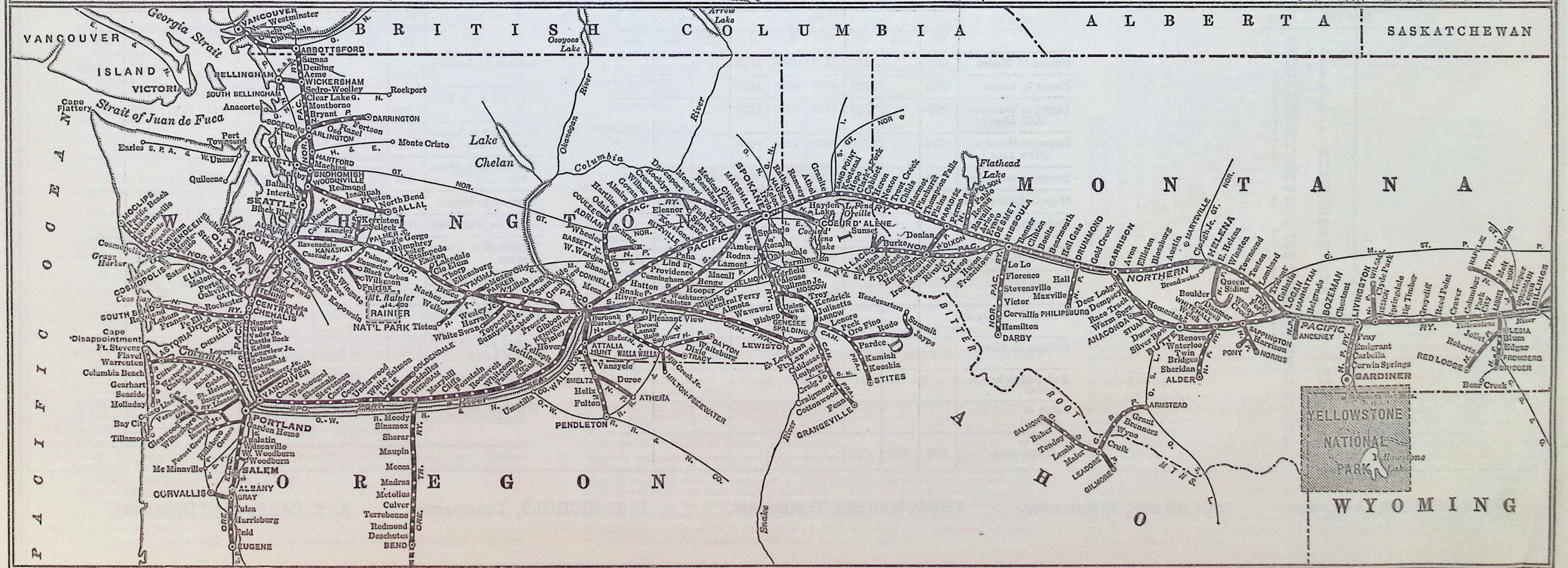
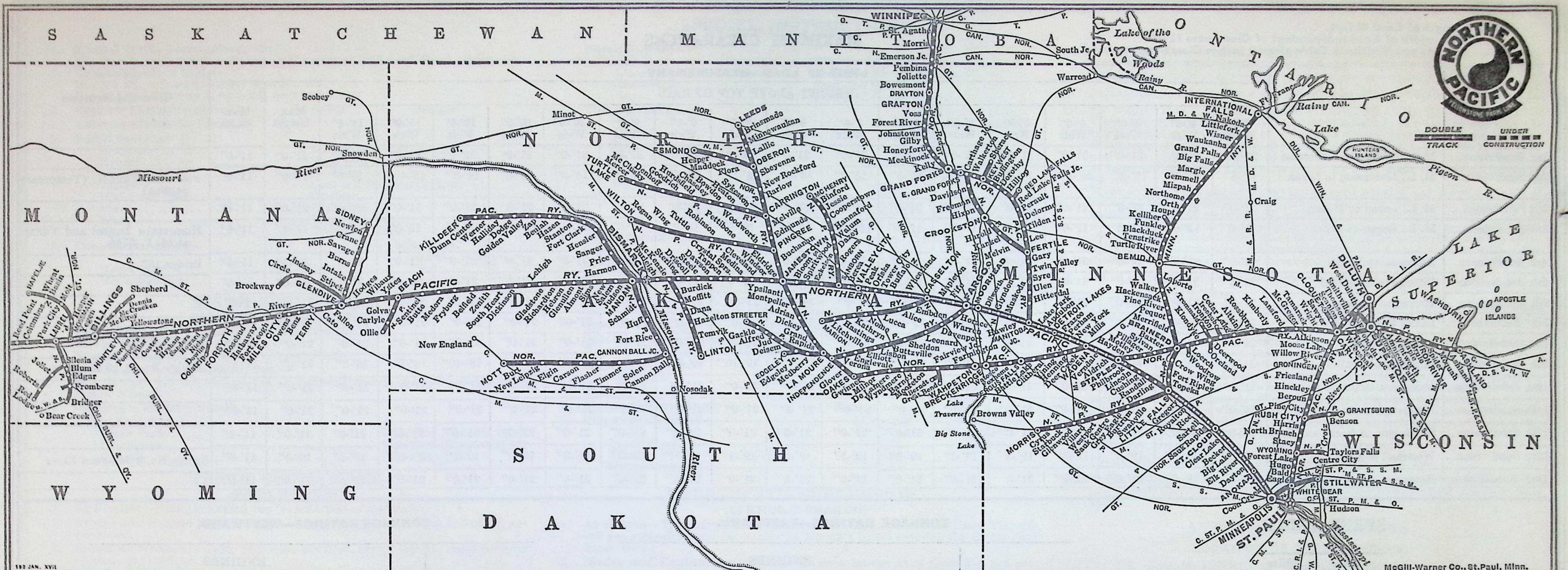
1. **At Laurel**—Train order signal does not govern 7th Subdivision trains. Eastward 1st Subdivision trains may enter yard on the time of 7th Subdivision trains when given proceed signal by operator. C. B. & Q. Casper Division, second class and inferior trains will register, receive orders and clearance at Laurel Yard instead of at Laurel Depot and it will not be necessary for such trains to register or get clearance at Laurel Depot when pulling out of Laurel Yard. Train order check of register will be furnished such trains at Laurel Yard Office covering superior trains overdue at Laurel Depot. The crossover east of automatic signal 145 east of Laurel Depot will be used by C. B. & Q. second class and inferior trains when crossing over to seventh subdivision.
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 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. 205, 206, 207 and 208 will stop on flag at Keown Spur and stop on flag at Woods Crossing between Boyd and Selmes. No. 205 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 tipple 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 restriction board located at a point 1350 feet beyond the switch of the Ohio Oil Company's Spur switch, which spur is located on Bridger Mine Spur about three fourths mile from the Main track of the Clarks Fork Branch.
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.





N. P. 567



NORTHERN PACIFIC RAILWAY CO.

MONTANA

OFFICE OF SUPERINTENDENT

DIVISION

Livingston, Mont., April 24, 1931

TT-1

19

NO. _____

ALL CONCERNED:

April 26th, 1931

EFFECTIVE _____ DURING THE

61

Tri-weekly way freight service

CONTINUANCE OF TIME TABLE NO. _____

Trains 817 and 819 between Livingston and Laurel is cancelled
and the following semi-weekly way freight service, handled by
chain gang crews in unassigned service is established:

Run East, Livingston to Laurel

Tuesdays & Fridays

Run West, Laurel to Livingston

Wednesdays & Saturdays

On Tuesdays and Fridays a third brakeman will be
added to the chain gang crew that handles the local out of
Livingston, such brakeman to be used out of Laurel on the
crew that handles the westward local the following day.

Cy. BFC. WHS FB TH DEN JAM

APC(3) EHC(3) CHD JWT TLU MHT

JHN Agents THM(18)

FRED BRASTRUP

SUPERINTENDENT

567.

I HEREBY ACKNOWLEDGE RECEIPT OF _____

DIVISION _____

CIRCULAR NO. _____ WHICH WAS POSTED AT _____

LOCATION _____

PLACE _____

TIME _____

DATE _____

SIGNED _____

USE ONE SHEET FOR EACH CIRCULAR.

**Above Circular attached to Northern Pacific
Railway Montana Division Timetable
Number 61 of April 26, 1931**