

# NORTHERN PACIFIC RAILWAY COMPANY.

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## MONTANA DIVISION

# TIME 40A TABLE

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

**SUNDAY, AUGUST 2nd, 1914.**

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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 Rules and always have for reference a copy of TRANSPORTATION RULES.

G. A. GOODELL,  
General Manager.

J. M. RAPELIE,  
Assistant General Manager.

A. V. BROWN,  
General Superintendent.

P. H. McCAULEY,  
Superintendent of Transportation.

B. O. JOHNSON,  
Superintendent.

WESTWARD

FIRST SUB-DIVISION. (MAIN LINE)

| THIRD CLASS               |  |  | SECOND CLASS   |  |  | FIRST CLASS                                       |  |  |  |  |  |  |  |  |  |
|---------------------------|--|--|----------------|--|--|---|--|--|--|--|--|--|--|--|--|
| 817                       |  |  | 651 605 603    |  |  | 1 3 41 43 205 207 209 211 219 237                 |  |  |  |  |  |  |  |  |  |
| Way Freight               |  |  | Freight        |  |  | Passenger   |  |  |  |  |  |  |  |  |  |
| Tuesday Thursday Saturday |  |  | DAILY          |  |  | DAILY   |  |  |  |  |  |  |  |  |  |
| L 7.10 AM 42-211          |  |  | L 11.15 AM 219 |  |  | L 11.20 AM 603                                    |  |  |  |  |  |  |  |  |  |
| 7.15                      |  |  | 11.20          |  |  | 11.45   |  |  |  |  |  |  |  |  |  |
| f 7.35                    |  |  | 11.51 AM 1     |  |  | 11.51 651   |  |  |  |  |  |  |  |  |  |
| s 7.50                    |  |  | 12.10 PM       |  |  | 11.57 AM 1.10                                     |  |  |  |  |  |  |  |  |  |
| s 8.10                    |  |  | 12.29          |  |  | 12.04 PM 1.18                                     |  |  |  |  |  |  |  |  |  |
| s 8.35                    |  |  | 12.48          |  |  | 12.11 1.25  |  |  |  |  |  |  |  |  |  |
| f 8.48                    |  |  | 1.00           |  |  | 12.15 1.30  |  |  |  |  |  |  |  |  |  |
| s 9.15 9.50               |  |  | 1.22           |  |  | 12.28 s 1.40 s 9.35                               |  |  |  |  |  |  |  |  |  |
| s 10.18                   |  |  | 1.43           |  |  | 12.31 1.48  |  |  |  |  |  |  |  |  |  |
| s 10.28                   |  |  | 1.58           |  |  | 12.36 1.54  |  |  |  |  |  |  |  |  |  |
| f 10.48                   |  |  | 2.20 220-818   |  |  | 12.45 2.08  |  |  |  |  |  |  |  |  |  |
| s 11.05                   |  |  | 2.43 602       |  |  | 12.51 2.10 f 10.06                                |  |  |  |  |  |  |  |  |  |
| s 11.25                   |  |  | 3.07           |  |  | 1.00 2.19 10.15                                   |  |  |  |  |  |  |  |  |  |
| f 11.40                   |  |  | 3.20           |  |  | 1.06 818 2.25 10.22                               |  |  |  |  |  |  |  |  |  |
| s 11.59 AM 12.10 PM       |  |  | 3.38           |  |  | 1.14 2.34 10.30                                   |  |  |  |  |  |  |  |  |  |
| f 12.39 219               |  |  | 4.00           |  |  | 1.22 2.43 10.39                                   |  |  |  |  |  |  |  |  |  |
| s 1.00 1.40 1-220-602     |  |  | 4.25           |  |  | 1.32 220-602 817 s 2.55 s 10.49                   |  |  |  |  |  |  |  |  |  |
| f 2.05                    |  |  | 4.51           |  |  | 1.41 3.05 10.59                                   |  |  |  |  |  |  |  |  |  |
| f 2.30                    |  |  | 5.10           |  |  | 1.49 3.13 11.07                                   |  |  |  |  |  |  |  |  |  |
| s 2.51                    |  |  | 5.35           |  |  | 1.57 s 3.28 s 11.17                               |  |  |  |  |  |  |  |  |  |
| s 3.20                    |  |  | 6.00           |  |  | 2.08 3.35 11.27                                   |  |  |  |  |  |  |  |  |  |
| s 3.45                    |  |  | 6.30           |  |  | 2.20 3.47 11.40                                   |  |  |  |  |  |  |  |  |  |
| A 4.07 PM 4               |  |  | A 7.00 PM      |  |  | A 2.30 PM 42 A 4.00 PM 42 A 11.55 PM 817          |  |  |  |  |  |  |  |  |  |
| Tuesday Thursday Saturday |  |  | DAILY          |  |  | DAILY   |  |  |  |  |  |  |  |  |  |
| 8.57                      |  |  | 7.45           |  |  | 3.10 3.30 3.40 20 25 30 35 30 3.30 .30            |  |  |  |  |  |  |  |  |  |
| 11.3                      |  |  | 12.20          |  |  | 36.6 33.0 31.5 31.3 29.0 30.6 26.2 30.6 33.0 30.6 |  |  |  |  |  |  |  |  |  |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 5. AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS.

REGISTERING AND BULLETIN STATIONS—Billings; Laurel Yard; Livingston. First class trains will register at Laurel yard by register ticket Form 608. Westward first class trains will be furnished train order Form 19, giving check of register at Laurel yard. LAP SIDINGS—Park City, Reed Point, Grey Cliff, Big Timber, Springdale, and Mission. Trains taking siding will head in at lap. STANDARD CLOCKS—Billings, Laurel Yard and Livingston. DERAIL SWITCHES—See page 8. YARD LIMITS—Billings, Laurel and Laurel Yard, Columbus, Grey Cliff, Big Timber, Livingston. Trains Nos. 817 and 818, may carry male passengers.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. At Columbus, South siding will be used by eastward trains and North siding by westward trains. Sixth Sub-Division Trains Nos. 213 and 214, 25 and 216 will be moved by train orders between Livingston and Mission. No. 216 leaves Livingston 8.30 a. m. No. 25 arrives Livingston 1.25 p. m. No. 214 leaves Livingston 8.30 a. m. No. 25 arrives Livingston 1.40 p. m. Enginemen will not be required to consult roster except at initial or starting point. See rule 83a.

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

**EASTWARD**

**Time Table No. 40A**

Aug. 7, 1914  
Succeeding No. 40

**STATIONS.**

**Telegraph Offices and Calls**

**FIRST CLASS**

**SECOND CLASS**

**THIRD CLASS**

| FIRST CLASS |            |                          |               |               |                     |                 |           |           |           | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distances from Billings          | STATIONS. | Distances from Livingston | Car Capacity of Sidings | SECOND CLASS |     | THIRD CLASS |                         |
|-------------|------------|--------------------------|---------------|---------------|---------------------|-----------------|-----------|-----------|-----------|---|-----------------|----------------------------------|-----------|---------------------------|-------------------------|--------------|-----|-------------|-------------------------|
| 238         | 220        | 212                      | 210           | 208           | 206                 | 44              | 42        | 4         | 2         |   |                 |                                  |           |                           |                         | 602          | 818 | Way Freight | Monday Wednesday Friday |
| Passenger   | Passenger  | C. B. & Q. 312 Passenger | Passenger     | Passenger     | G. N. 242 Passenger | G. N. Passenger | Passenger | Passenger | Passenger | Freight                                   | Freight         |                                  |           |                           |                         |              |     |             |                         |
| SUNDAY ONLY | DAILY      | EXCEPT SUNDAY            | EXCEPT SUNDAY | EXCEPT SUNDAY | DAILY               | DAILY           | DAILY     | DAILY     | DAILY     | DAILY                                     | DAILY           |                                  |           |                           |                         |              |     |             |                         |
| A 6.15 PM   | A 4.00 PM  | A 5.45 PM                | A 10.40 AM    | A 5.20 PM     | A 3.45 PM           | A 6.35 PM       | A 7.25 AM | A 7.12 PM | A 4.45 AM | 956                                       | 0.0             | S. .... BILLINGS. .... DN        | 115.7     | Yard                      | A 8.00 PM               |              |     |             |                         |
| 5.37        | 3.44       | 5.27                     | 10.24         | 5.02          | 3.33                | 6.18            | 7.09      | 6.58      | 4.29      | 964                                       | 7.6             | ..... YESEN. .... P              | 108.1     | E 83 W81                  | 7.33                    |              |     |             |                         |
| 5.48        | 3.36       | 5.18                     | 10.16         | 4.53          | L 3.20 PM           | L 6.10 PM       | 7.02      | 6.45      | 4.21      | 968                                       | 12.1            | GN. .... G. N. Junction. .... DN | 103.6     |                           | 7.20                    |              |     |             |                         |
| 5.42        | 3.32       | 5.12                     | 10.12         | 4.47          |                     |                 | 6.57      | 6.42      | 4.17      | 971                                       | 14.1            | KD. .... LAUREL YARD. .... DN    | 101.6     | Yard                      | 7.10                    |              |     | A 6.00 PM   |                         |
| L 5.40 PM   | 3.30       | L 5.10 PM                | L 10.10 AM    | L 4.45 PM     |                     |                 | 6.55      | 6.40      | 4.15      | 972                                       | 15.3            | AU. .... LAUREL. .... D          | 100.4     | Yard                      | 5.35                    |              |     | 5.55        |                         |
|             | 3.23       |                          |               |               |                     |                 | 6.48      | 6.34      | 4.09      | 976                                       | 19.4            | ..... SPURRING. .... P           | 96.3      | S3                        | 5.18                    |              |     | 5.40        |                         |
|             | 3.17       |                          |               |               |                     |                 | 6.42      | 6.29      | 4.04      | 979                                       | 23.0            | RK. .... PARK CITY. .... DN      | 92.7      | E 82 W86                  | 5.08                    |              |     | 5.30        |                         |
|             | 3.08       |                          |               |               |                     |                 | 6.34      | 6.22      | 3.57      | 983                                       | 27.6            | ..... YOUNG'S POINT. .... P      | 88.1      | S4                        | 4.51                    |              |     | 5.10        |                         |
|             | 3.00       |                          |               |               |                     |                 | 6.26      | 6.15      | 3.50      | 989                                       | 32.1            | ..... RAPIDS. .... P             | 83.6      | S4                        | 4.35                    |              |     | 4.50        |                         |
|             | 2.55       |                          |               |               |                     |                 | 6.22      | 6.11      | 3.46      | 992                                       | 35.0            | ..... MISSO. .... P              | 80.7      | S3                        | 4.25                    |              |     | 4.40        |                         |
|             | 2.45       |                          |               |               |                     |                 | 6.12      | 6.08      | 3.38      | 996                                       | 40.7            | CO. .... COLUMBUS. .... DN       | 75.0      | E 81 W83                  | 4.04                    |              |     | 4.15        |                         |
|             | 2.35       |                          |               |               |                     |                 | 6.01      | 5.58      | 3.29      | 1001                                      | 45.5            | ..... WATKINS. .... P            | 70.2      | S3                        | 3.45                    |              |     | 3.15        |                         |
|             | 2.29       |                          |               |               |                     |                 | 5.55      | 5.48      | 3.24      | 1005                                      | 49.0            | MB. .... MERKEL. .... D          | 66.7      | S3                        | 3.32                    |              |     | 2.50        |                         |
|             | 2.20       |                          |               |               |                     |                 | 5.47      | 5.40      | 3.17      | 1010                                      | 53.9            | ..... ONEIDA. .... P             | 61.8      | S4                        | 3.15                    |              |     | 2.20        |                         |
|             | 2.14       |                          |               |               |                     |                 | 5.42      | 5.34      | 3.11      | 1014                                      | 57.3            | RN. .... REED POINT. .... DN     | 58.4      | E 84 W83                  | 2.46                    |              |     | 1.55        |                         |
|             | 2.05       |                          |               |               |                     |                 | 5.34      | 5.26      | 3.03      | 1019                                      | 62.3            | ..... QUEBEC. .... P             | 53.4      | S4                        | 2.27                    |              |     | 1.27        |                         |
|             | 2.00       |                          |               |               |                     |                 | 5.28      | 5.21      | 2.58      | 1022                                      | 65.8            | ..... PATCOM. .... P             | 49.9      | S3                        | 2.17                    |              |     | 1.06        |                         |
|             | 1.52       |                          |               |               |                     |                 | 5.20      | 5.14      | 2.51      | 1026                                      | 70.6            | GC. .... GREYCLIFF. .... DN      | 45.1      | E 84 W83                  | 2.05                    |              |     | 12.31       |                         |
|             | 1.42       |                          |               |               |                     |                 | 5.12      | 5.07      | 2.43      | 1031                                      | 75.6            | ..... REYNOLDS. .... P           | 40.1      | S3                        | 1.50                    |              |     | 12.04 PM    |                         |
|             | 1.32       |                          |               |               |                     |                 | 5.08      | 4.59      | 2.35      | 1037                                      | 81.2            | BD. .... BIG TIMBER. .... DN     | 34.5      | E 83 W83                  | 1.32                    |              |     | 11.30 AM    |                         |
|             | 1.17       |                          |               |               |                     |                 | 4.58      | 4.51      | 2.26      | 1043                                      | 86.4            | ..... DEPORT. .... P             | 29.3      | S4                        | 1.22                    |              |     | 11.00       |                         |
|             | 1.08       |                          |               |               |                     |                 | 4.46      | 4.44      | 2.19      | 1047                                      | 91.3            | ..... CARNEY. .... P             | 24.4      | S4                        | 1.10                    |              |     | 10.25       |                         |
|             | 12.58      |                          |               |               |                     |                 | 4.38      | 4.37      | 2.12      | 1051                                      | 96.2            | SX. .... SPRINGDALE. .... DN     | 19.5      | E 89 W83                  | 12.59                   |              |     | 10.00       |                         |
|             | 12.45      |                          |               |               |                     |                 | 4.27      | 4.28      | 2.03      | 1058                                      | 102.6           | ..... ELTON. .... P              | 13.1      | S7                        | 12.30                   |              |     | 9.45        |                         |
|             | 12.31      |                          |               |               |                     |                 | 4.12      | 4.17      | 1.52      | 1065                                      | 110.1           | MS. .... MISSION. .... DN        | 5.6       | E 83 W83                  | 12.05 PM                |              |     | 9.05        |                         |
|             | L 12.20 PM |                          |               |               |                     |                 | L 4.00 AM | L 4.07 PM | L 1.42 AM | 1071                                      | 115.7           | VS. .... LIVINGSTON. .... DN     | 0.0       | Yard                      | 11.40 AM                |              |     | 8.40        |                         |
| SUNDAY ONLY | DAILY      | EXCEPT SUNDAY            | EXCEPT SUNDAY | EXCEPT SUNDAY | DAILY               | DAILY           | DAILY     | DAILY     | DAILY     |   |                 |                                  |           |                           | DAILY                   |              |     |             | Monday Wednesday Friday |
| .35         | 3.40       | .35                      | .30           | .35           | .25                 | 3.25            | 3.05      | 3.03      |           |   |                 |                                  |           |                           | 9.10                    |              |     |             | 9.40                    |
| 26.2        | 31.5       | 26.2                     | 30.6          | 26.2          | 29.0                | 29.0            | 33.8      | 37.5      | 37.9      |   |                 |                                  |           |                           | 15.3                    |              |     |             | 12.3                    |

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION  
FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 5. AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS.**

Eastward Rocky Fork and Clarks Fork trains will use first track south of main track opposite Laurel station, and will not occupy main track west of double track junction switch. In Automatic Signal Territory, trains using a crossover must have at least one switch open while occupying any part of the crossover.



SECOND SUB-DIVISION  
(MAIN LINE)

EASTWARD

FIRST CLASS.

Time Table No. 40A

SECOND CLASS.

THIRD CLASS.

| FIRST CLASS. |                       |                |                    |                    |                            | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Livingston | Time Table No. 40A       |       | Distance from Helena | Car Capacity of Sidings | SECOND CLASS.     |  | THIRD CLASS.  |               |
|--------------|-----------------------|----------------|--------------------|--------------------|----------------------------|---|-----------------|--------------------------|--------------------------|-------|----------------------|-------------------------|-------------------|--|---------------|---------------|
| 236          | 222                   | 220            | 42                 | 4                  | 2                          |   |                 |                          | At 2, 1914.              |       |                      |                         | 602               | 652                                      | 820           | 822           |
| Passenger    | Passenger             | Passenger      | Passenger          | Passenger          | Passenger                  |   |                 |                          | Succeeding No. 40        |       |                      |                         | Freight           | Freight                                  | Way Freight   | Way Freight   |
| DAILY        | DAILY                 | DAILY          | DAILY              | DAILY              | DAILY                      |   |                 |                          | STATIONS.                |       |                      |                         | DAILY             | DAILY                                    | EXCEPT SUNDAY | EXCEPT SUNDAY |
|              |                       | A 11.55AM      | A 3.50AM           | A 3.57PM           | A 1.32AM                   | WCO                                       | 1071            | 0.0                      | VS.....LIVINGSTON.....DN | 122.8 | Yard                 | A 9.05AM                | A 7.30AM          | A 3.10PM                                 |               |               |
|              |                       | f 11.88        | 3.88               | 8.40               | 1.15                       | W   | 1080            | 7.7                      | HU.....MUIR.....DN       | 115.1 | 81                   | 8.30                    | 6.55              | f 8.35                                   |               |               |
|              |                       | f 11.80        | 3.28               | 3.80               | 1.07                       | W   | 1083            | 11.9                     | MU.....MUIR.....DN       | 110.9 | 88                   | 8.15                    | 6.40              | f 2.20                                   |               |               |
|              |                       | f 11.25        | 3.18               | 3.25               | 1.02                       |   | 1084            | 13.1                     | WS.....WEST END.....DN   | 109.7 | E 86<br>W 60         | 8.05                    | 6.30              | f 2.10                                   |               |               |
|              |                       | s 11.14        | 3.07               | 3.14               | 12.55                      |   | 1088            | 18.4                     | CD.....CENTINUT.....DN   | 106.4 |                      | 7.40                    | 6.05              | s 1.48                                   |               |               |
|              |                       | f 11.04        | 2.59               | 3.07               | 12.49                      |   | 1092            | 19.2                     | .....GORDON.....P        | 103.6 | 56                   | 7.20                    | 5.40              | f 1.80                                   |               |               |
|              |                       | s 10.50<br>819 | 2.45               | 2.52<br>219        | 12.35                      | WCO<br>OT                                 | 1096            | 24.8                     | BZ.....BOZEMAN.....DN    | 98.0  | 150                  | 6.45                    | 5.00              | s 12.55PM<br>11.55AM<br>819              |               |               |
|              |                       | 10.39          | 2.32               | 2.39               | 12.22                      |   | 1101            | 28.8                     | .....SNEY.....P          | 94.0  | 83                   | 6.07                    | 4.15              | f 11.80                                  |               |               |
|              |                       | s 10.29<br>820 | 2.22               | 2.29               | 12.13                      | W   | 1106            | 34.3                     | BA.....BELGRADE.....DN   | 88.5  | E 83<br>W 83         | 5.36                    | 3.50              | s 10.54<br>10.05<br>220                  |               |               |
|              |                       | s 10.19        | 2.11               | 2.18<br>819        | 12.02AM<br>603             |   | 1111            | 39.3                     | .....CENTRAL PARK.....P  | 88.5  | 83                   | 5.00                    | 3.20              | s 9.40                                   |               |               |
|              |                       | s 10.10        | 2.03               | 2.10               | 11.53PM<br>651             | Y   | 1115            | 43.7                     | MN.....MANHATTAN.....DN  | 79.1  | E 83<br>W 85         | 4.35                    | 2.55              | s 9.15<br>8.45                           |               |               |
|              | A 9.45AM<br>s 220-221 | A 11.30PM<br>2 | s 10.00<br>221-236 | L 1.50AM<br>41-652 | s 1.57<br>L 11.42PM<br>222 | WCO<br>OT Y                               | 1120            | 49.0                     | CH.....CHANDLER.....DN   | 73.8  | Yard                 | 3.55<br>3.30            | L 2.15AM<br>41-42 | L 8.10AM<br>A 4.00PM<br>1-210<br>235-819 |               |               |
|              | 9.36                  | 11.20          |                    |                    | 1.47                       |   | 1125            | 53.0                     | .....GARDIN.....P        | 69.8  | 83                   | 3.15                    |                   | f 3.25                                   |               |               |
|              | s 9.32                | f 11.16        |                    |                    | 1.44                       |   | 1127            | 54.9                     | RT.....TOWNSEND.....DN   | 67.9  | 83                   | 3.08                    |                   | s 3.15                                   |               |               |
|              | f 9.05                | 11.09          |                    |                    | 1.38                       | W   | 1129            | 58.9                     | .....RECAP.....P         | 63.9  | 83                   | 2.57                    |                   | f 3.45                                   |               |               |
|              | f 9.16                | 11.01          |                    |                    | 1.32                       |   | 1135            | 63.3                     | .....CLAYTON.....P       | 59.5  | 84                   | 2.44                    |                   | f 2.26                                   |               |               |
|              | s 9.05<br>821         | 10.51          |                    |                    | 1.23                       | W   | 1141            | 69.3                     | CJ.....LOMBARD.....DN    | 53.5  | 102                  | 2.26                    |                   | s 2.00<br>1.45                           |               |               |
|              | 8.55                  | 10.42          |                    |                    | 1.12<br>822                |   | 1147            | 75.1                     | .....BEVER.....P         | 47.7  | 83                   | 2.08<br>603             |                   | f 1.12                                   |               |               |
|              | s 8.49                | f 10.36        |                    |                    | 1.06                       | W   | 1150            | 78.6                     | TS.....TOWNSEND.....DN   | 44.2  | E 83<br>W 84         | 1.44                    |                   | s 12.45<br>12.05PM                       |               |               |
|              | 8.38                  | 10.27          |                    |                    | 12.57                      |   | 1156            | 84.6                     | .....HOKER.....P         | 38.2  | 86                   | 1.24                    |                   | f 11.40AM<br>821                         |               |               |
|              | s 8.29                | s 10.19        |                    |                    | 12.49<br>821               | WCO<br>Y                                  | 1161            | 89.7                     | TN.....TOWNSEND.....DN   | 33.1  | E 83<br>W 83         | 1.05                    |                   | s 11.18<br>10.30<br>221                  |               |               |
|              | f 8.23                | 10.11          |                    |                    | 12.41                      |   | 1164            | 92.6                     | .....BEVER.....P         | 30.2  | 83                   | 12.48                   |                   | f 10.15                                  |               |               |
|              | f 8.14                | 10.03          |                    |                    | 12.33                      |   | 1170            | 97.8                     | .....CROW.....P          | 25.0  | 83                   | 12.30                   |                   | f 9.55                                   |               |               |
|              | s 8.05<br>3           | f 9.56         |                    |                    | 12.26                      | W   | 1175            | 102.5                    | WN.....WEST END.....DN   | 20.3  | E 83<br>W 81         | 12.15AM                 |                   | s 9.30                                   |               |               |
|              | f 7.50                | 9.48           |                    |                    | 12.18                      |   | 1179            | 107.2                    | .....PACIFIC.....P       | 15.6  | 83                   | 11.55PM                 |                   | f 8.58                                   |               |               |
|              | f 7.40                | 9.37           |                    |                    | 12.07PM<br>221             | W1-S<br>M.E.                              | 1183            | 112.4                    | .....LOMBARD.....P       | 10.4  | 83                   | 11.30                   |                   | f 8.25<br>3                              |               |               |
|              | s 7.25                | 9.24           |                    |                    | 11.54AM                    | OY  | 1189            | 118.4                    | JN.....JANUARY.....DN    | 4.4   | E 79<br>W 83         | 11.00                   |                   | s 7.50                                   |               |               |
|              | L 7.15AM<br>822       | L 9.15PM       |                    |                    | L 11.45AM                  | WCO<br>TY                                 | 1194            | 122.8                    | HN.....HELENA.....DN     | 0.0   | Yard                 | L 10.45PM               |                   | L 7.30AM<br>236                          |               |               |
|              | DAILY                 | DAILY          | DAILY              | DAILY              | DAILY                      |   |                 |                          |                          |       |                      | DAILY                   | DAILY             | EXCEPT SUNDAY                            | EXCEPT SUNDAY |               |
|              | 2.30                  | 2.15           | 1.55               | 2.00               | 4.12                       |   |                 |                          | Time over Sub-Division.  |       |                      | 10.20                   | 5.15              | 7.00                                     | 8.30          |               |
|              | 29.5                  |                | 25.5               | 24.6               | 29.2                       |   |                 |                          | Average Speed per Hour.  |       |                      | 11.8                    | 9.3               | 10.5                                     | 10.7          |               |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION  
FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 5

MANUAL BLOCK BETWEEN BOZEMAN AND WEST END AND BETWEEN MUIR AND LIVINGSTON. STAFF SYSTEM BETWEEN WEST END AND MUIR

Helper engines must not be coupled to or uncoupled from train while in motion.  
Enginemen will not be required to consult register except at initial or starting point. See rule 83 a.  
No. 42 will stop at Manhattan and Belgrade to let off passengers from points Logan and West and to receive passengers destined to points on C. B. & Q. east of Billings.  
At Toston, North siding will be used by Westward trains and South siding by Eastward trains.

At Townsend, trains taking siding will head in at first switch.  
All Eastward trains will come into Lombard under control. Special attention of trains using Lombard and Rekap sidings is called to Rule 90-a.

WESTWARD

THIRD SUB-DIVISION (MAIN LINE)

EASTWARD

Time Table No. 40A, Aug. 2, 1914. Succeeding 'No. 40. Table with columns for Second Class (825, 651, 225), First Class (219, 223, 41, 1), Stations (Logan, Three Forks, Willow Creek, Sappington, Hubbard, Cavern, Lime Spur, Cardwell, Whitehall, Pipestone, Spire Rock, Welch, Lewis Spur, Homestake, Highview, Skones, M.U. Transfer, Butte), and Second Class (226, 652, 826). Includes arrival and departure times, days of operation, and average speeds.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR DOUBLE TRACK LIMITS AND RULES SEE SPECIAL RULES, PAGE 5.

REGISTERING STATIONS—Logan, Whitehall, M. U. Transfer and Butte. No. 2 will register at Whitehall by register ticket. First class trains will register by ticket, form 608 at M. U. Transfer, but will not be required to get clearance at this point unless train order signal is displayed. BULLETIN STATIONS—Logan, M. U. Transfer and Butte. STANDARD CLOCKS—Logan, Whitehall and Butte. DERAIL SWITCHES—See page 8. YARD LIMITS—Logan, Sappington, Whitehall, M. U. Transfer and Butte. The system of tracks between the yard limit sign east of M. U. Transfer yard and the yard limit sign west of Butte yard will be considered as one defined yard and operated accordingly. MOUNTAIN GRADE—From two miles east of Pipestone to two miles east of M. U. Transfer. Speed of passenger trains must not exceed any one mile in two (2) minutes, and of freight trains any one mile in four (4) minutes, on descending grade. When trains by positive meeting order, or trains of the same class on their schedule rights, meet at Pipestone, Spire

Rock, Welch, Homestake or Skones, the ascending train will take siding except that descending light engines will take siding. Eastward trains must have Tunnel clearance before leaving Highview. Helper engines must not be coupled to or uncoupled from train while in motion. Enginemen will not be required to consult registers except at initial or starting point. See rule 83a. Trains must approach "Y" switches at Logan under control. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. No. 42 will stop on signal at Cardwell and Willow Creek to receive passengers for south of Billings and to discharge passengers from Butte and beyond. HELPER DISTRICT—Between Whitehall and M. U. Transfer.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

RULE 1. Double track extends from the C-ss-over just west of the Billings Passenger station to the switch just east of Laurel Passenger station; from Livingston Passenger station to Muir; from West End to switch just west of Bozeman Passenger station; from M. U. Transfer Telegraph Office to Butte Passenger Station. RULE 2. The switches at the end of the double track at Billings, West End and M. U. Transfer will be set for Westward trains and at Laurel, Livingston, Muir, Bozeman and Butte for Eastward trains, as normal position. RULE 3. Trains must approach under control and receive signal from switch tender before entering double track at Billings and must not exceed ten (10) miles per hour passing over the switches from single to double track at Laurel and Billings. RULE 4. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A", from the operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearance.

RULE 5. On double track, as indicated by division time table, Rule 86, is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order. RULE 6. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office. RULE 7. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99. RULE 8. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks. RULE 9. Except as modified above, the Transportation Rules govern.

WESTWARD. TENTH SUB-DIVISION—Rocky Fork Branch. EASTWARD.

Table with columns for Third Class, First Class, and Time Table No. 40A. Includes stations like Laurel, Mason, Silesia, Rockvale, Joliet, Boyd, Selmes, Roberts, Fox, and Red Lodge.

WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. REGISTERING AND BULLETIN STATIONS—Laurel, Mason, Silesia and Red Lodge.

WESTWARD. FIFTH SUB-DIVISION—Clark's Fork Branch. EASTWARD.

Table with columns for Third Class, First Class, and Time Table No. 40A. Includes stations like Silesia, Edgar, Fromberg, and Bridger.

EASTWARD TRAINS ARE SUPERIOR TO THIS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. No. 815 has right over No. 816 Silesia to Bridger. REGISTERING AND BULLETIN STATIONS—Silesia, Edgar and Bridger.

WESTWARD. TENTH SUB-DIVISION—Ruby Valley Branch. Eastward.

Table with columns for Second Class, First Class, and Time Table No. 40A. Includes stations like Whitehall, C. M. & St. P. Crossing, Renova, Loomont, Waterloo, Silver Star, Iron Rod, Twin Bridges, Sheridan, Laurin, and Alder.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. No. 231 has right over No. 232 Whitehall to Alder. No. 229 has right over No. 230 Whitehall to Alder.

WESTWARD. SEVENTH SUB-DIVISION—Park Branch. EASTWARD.

Table with columns for Third Class, First Class, and Time Table No. 40A. Includes stations like Livingston, Brissin, Trail Creek, Pray, Chicory, Emigrant, Daleys, Miner, Sphinx, Corwin Springs, Electric, Deevers, and Gardiner.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. No. 217 has right over No. 218 and No. 233 has right over No. 234 Livingston to Gardiner. No. 823 has right over No. 824 Livingston to Gardiner.

