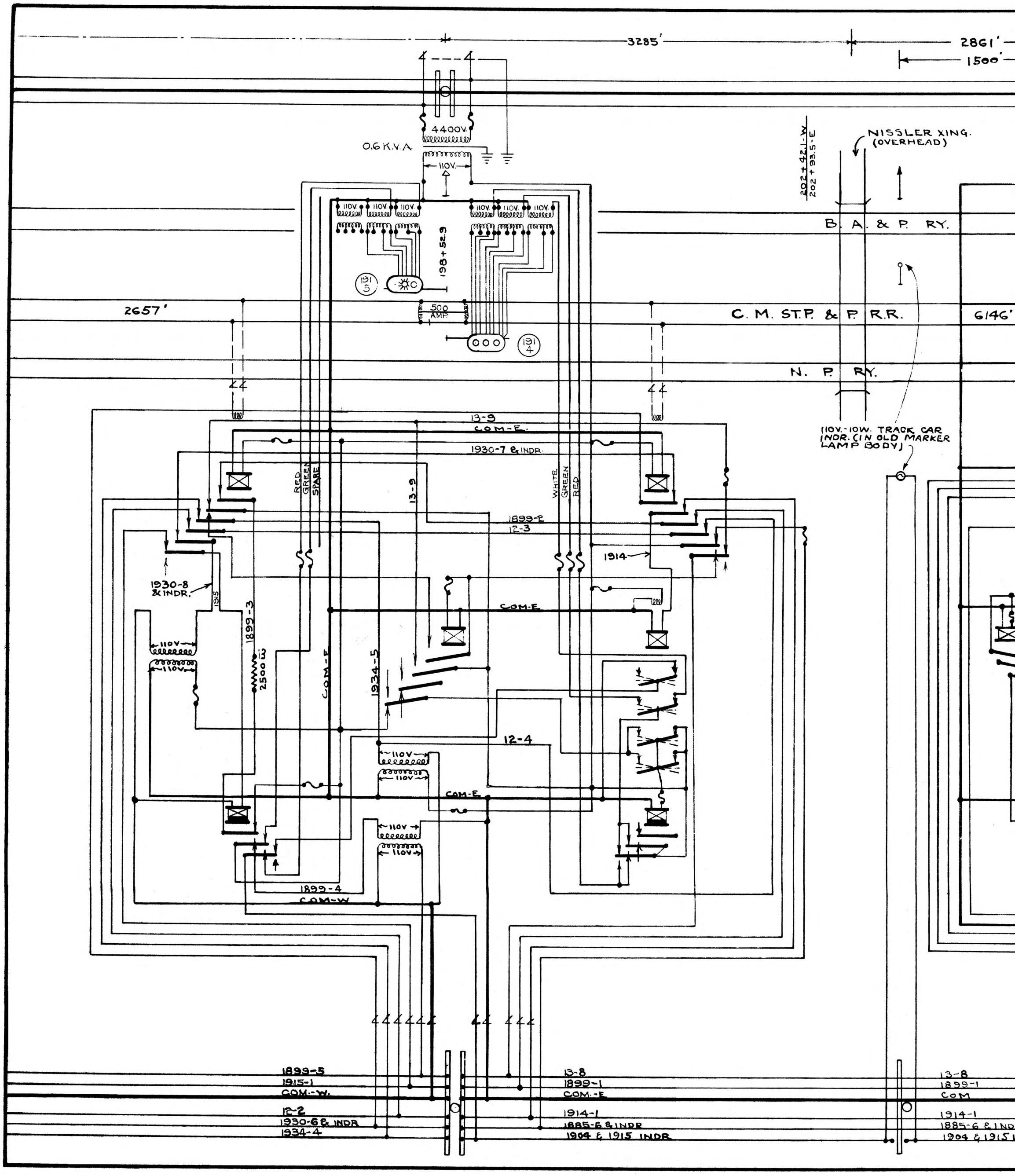
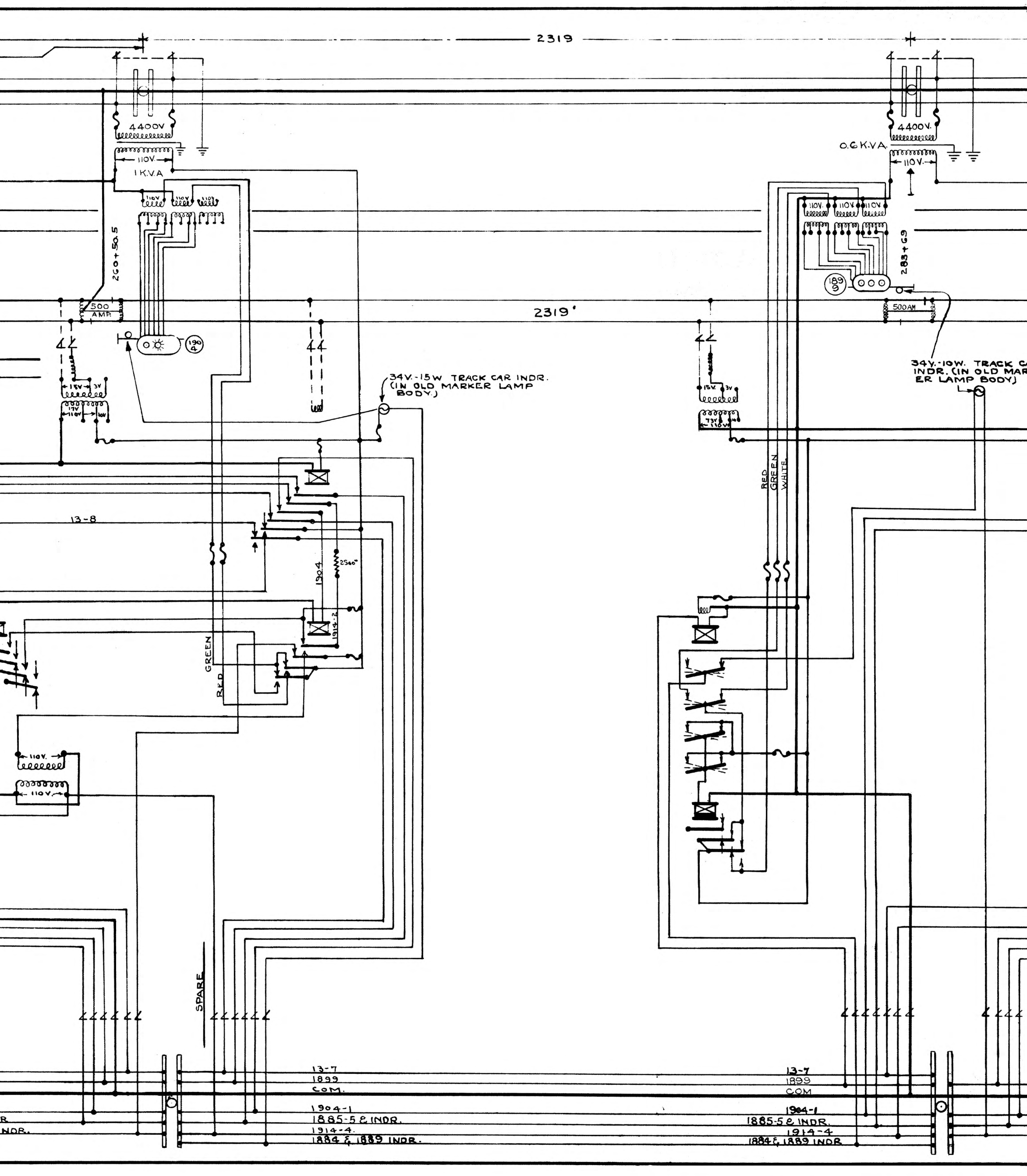
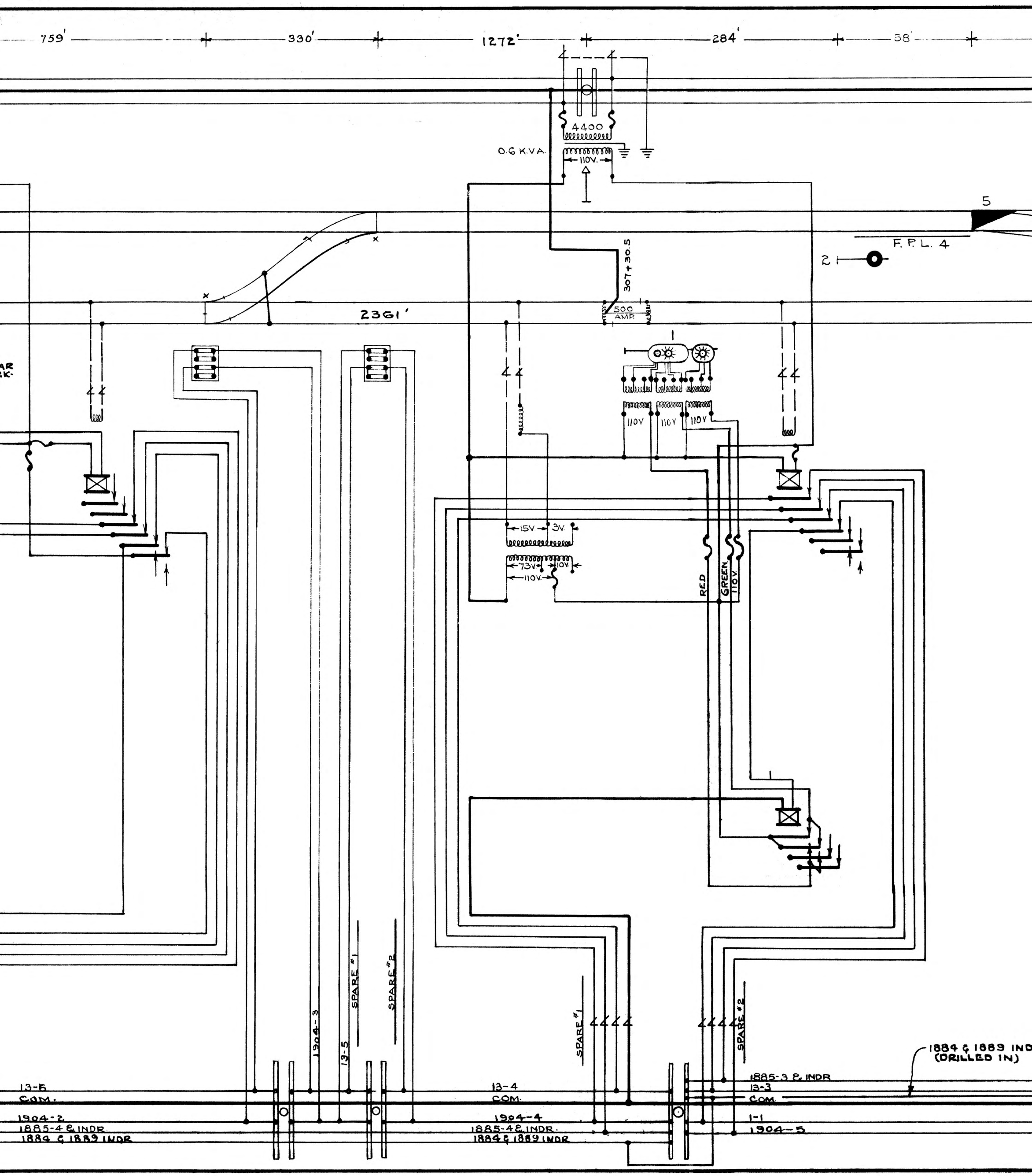
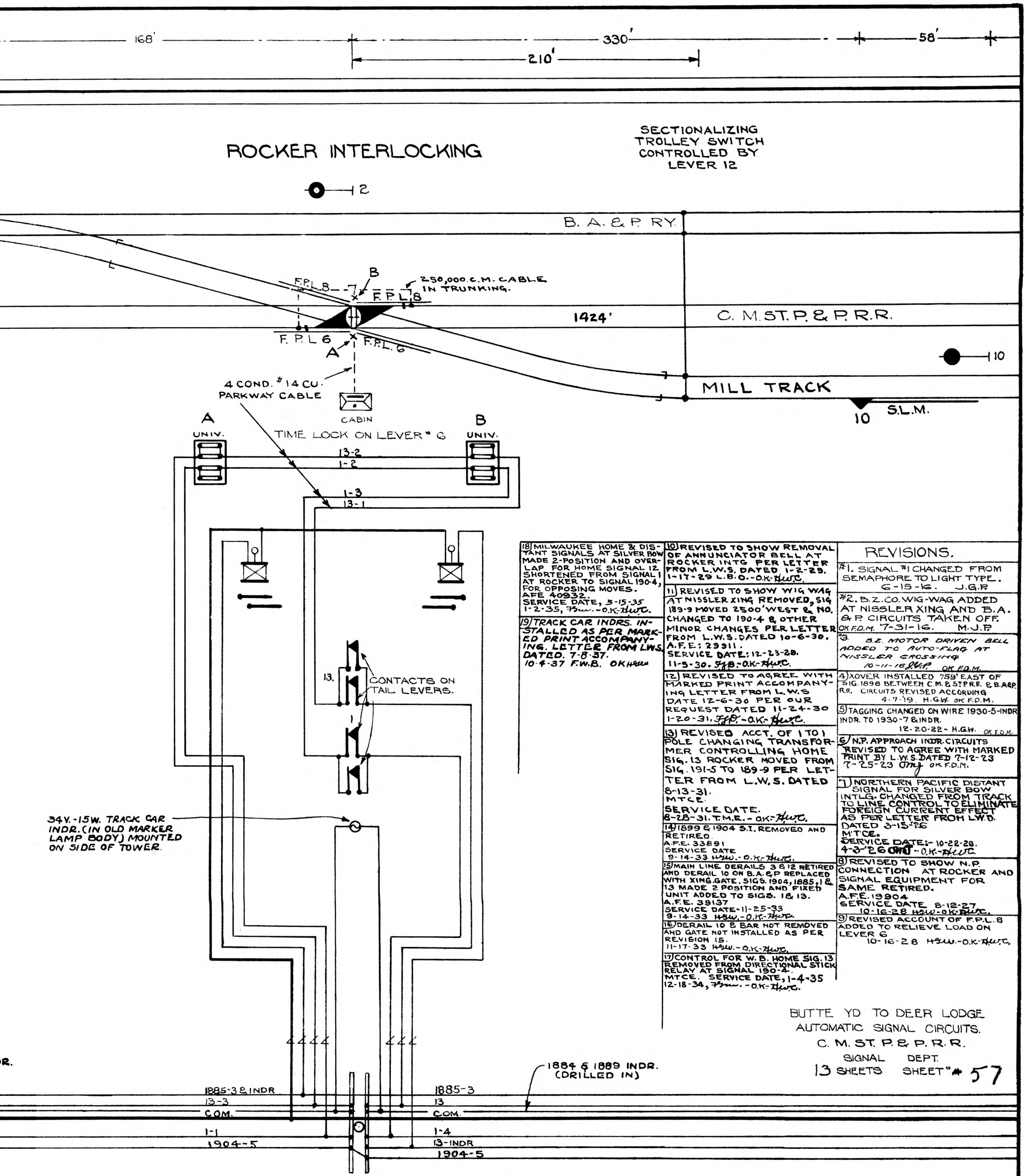

3285'
2861'
1500'
4400V.
0.6 K.V.A.
110V.
198+52.9
500 AMP.
2657'
202+42.1-W
202+93.5-E
NISSLER XING. (OVERHEAD)
B. A. & P. RY.
C. M. ST. P. & P. R.R.
N. P. RY.
6146'
110V.-10W. TRACK CAR INDR. (IN OLD MARKER LAMP BODY)
13-9
COM-E.
1930-7 & INDR.
RED
GREEN
SPARE
WHITE
GREEN
RED
1899-2
12-3
1914
1930-8 & INDR.
1915
1899-3
2500 Ω
COM-E
1934-5
12-4
1899-4
COM-W
1899-5
1915-1
COM.-W.
12-2
1930-6 & INDR
1934-4
13-8
1899-1
COM.-E
1914-1
1885-6 & INDR
1904 & 1915 INDR


2319
4400V
110V.
1 K.V.A
110V
110V
110V
260+50.5
500 AMP
190 4
15V
3V
17V
110V
16W
34V.-15W TRACK CAR INDR. (IN OLD MARKER LAMP BODY.)
13-8
190.4
2560
1914-2
GREEN
RED
110V.
110V.
SPARE
13-7
1899
COM.
1904-1
1885-5 & INDR.
1914-4.
1884 & 1889 INDR.
2319'
4400V.
0.6 K.V.A.
110V.
110V.
110V.
110V.
283+69
189 9
500AM
15V
3V
73V
110V
RED
GREEN
WHITE
34V.-10W. TRACK CAR INDR. (IN OLD MARKER LAMP BODY)
13-7
1899
COM
1904-1
1885-5 & INDR.
1914-4
1884 & 1889 INDR.


759'
330'
1272'
284'
58'
4400
0.6 K.V.A.
110V.
5
F. P. L. 4
2
307+30.5
500 AMP.
2361'
1
110V
110V
110V
15V.
3V.
73V.
10V.
110V.
RED
GREEN
110V
SPARE #1
SPARE #2
1904-3
13-5
SPARE #1
SPARE #2
1884 & 1889 IND
(DRILLED IN)
13-5
COM.
1904-2
1885-4 & INDR.
1884 & 1889 INDR
13-4
COM.
1904-4
1885-4 & INDR.
1884 & 1889 INDR
1885-3 & INDR
13-3
COM.
1-1
1904-5



18) MILWAUKEE HOME & DISTANT SIGNALS AT SILVER BOW MADE 2-POSITION AND OVERLAP FOR HOME SIGNAL 12. SHORTENED FROM SIGNAL 1 AT ROCKER TO SIGNAL 190-4, FOR OPPOSING MOVES. AFE 40932. SERVICE DATE, 5-15-35 1-2-35, HSW.-O.K.-HWC.

19) TRACK CAR INDRS. INSTALLED AS PER MARKED PRINT ACCOMPANYING. LETTER FROM L.W.S. DATED. 7-8-37. 10-4-37 F.W.B. OK HSW

10) REVISED TO SHOW REMOVAL OF ANNUNCIATOR BELL AT ROCKER INTG PER LETTER FROM L.W.S. DATED 1-2-29. 1-17-29 L.B.O.-O.K.-HWC.

11) REVISED TO SHOW WIG WAG AT NISSLER XING REMOVED, SIG 189-9 MOVED 2500' WEST & NO. CHANGED TO 190-4 & OTHER MINOR CHANGES PER LETTER FROM L.W.S. DATED 10-6-30. A.F.E.: 29911. SERVICE DATE: 12-23-28. 11-5-30. FJB.-O.K.-HWC.

12) REVISED TO AGREE WITH MARKED PRINT ACCOMPANYING LETTER FROM L.W.S DATE 12-6-30 PER OUR REQUEST DATED 11-24-30 1-20-31. FJB.-O.K.-HWC.

13) REVISED ACCT. OF 1 TO 1 POLE CHANGING TRANSFORMER CONTROLLING HOME SIG. 13 ROCKER MOVED FROM SIG. 191-5 TO 189-9 PER LETTER FROM L.W.S. DATED 8-13-31. MTCE. SERVICE DATE. 8-28-31. T.M.E. - OK.-HWC.

14) 1899 & 1904 S.I. REMOVED AND RETIRED. A.F.E. 33891 SERVICE DATE 9-14-33 HSW.-O.K.-HWC.

15) MAIN LINE DERAILS 3 & 12 RETIRED AND DERAIL 10 ON B.A.&P REPLACED WITH XING. GATE. SIGS. 1904, 1885, 1 & 13 MADE 2 POSITION AND FIXED UNIT ADDED TO SIGS. 1 & 13. A.F.E. 39137 SERVICE DATE-11-25-33 9-14-33 HSW.-O.K.-HWC.

16) DERAIL 10 & BAR NOT REMOVED AND GATE NOT INSTALLED AS PER REVISION 15. 11-17-33 HSW.-O.K.-HWC.

17) CONTROL FOR W. B. HOME SIG. 13 REMOVED FROM DIRECTIONAL STICK RELAY AT SIGNAL 190-4. MTCE. SERVICE DATE, 1-4-35 12-18-34, HSW.-O.K.-HWC.

REVISIONS.

#1. SIGNAL #1 CHANGED FROM SEMAPHORE TO LIGHT TYPE. 6-15-16. J.G.P.

#2. B.Z.CO. WIG-WAG ADDED AT NISSLER XING AND B.A. & P. CIRCUITS TAKEN OFF. OK F.D.M. 7-31-16. M.J.P.

#3. B.Z. MOTOR DRIVEN BELL ADDED TO AUTO-FLAG AT NISSLER CROSSING 10-11-16 JGP. OK F.D.M.

4) XOVER INSTALLED 759' EAST OF SIG. 1898 BETWEEN C.M. & ST.P.R.R. & B.A.&P. R.R. CIRCUITS REVISED ACCORDING 4-7-19. H.G.W. OK F.D.M.

5) TAGGING CHANGED ON WIRE 1930-5-INDR INDR. TO 1930-7 & INDR. 12-20-22 - H.G.W. OK F.D.M.

6) N.P. APPROACH INDR. CIRCUITS REVISED TO AGREE WITH MARKED PRINT BY L.W.S. DATED 7-12-23 7-25-23 OMJ OK F.D.M.

7) NORTHERN PACIFIC DISTANT SIGNAL FOR SILVER BOW INTLG. CHANGED FROM TRACK TO LINE CONTROL TO ELIMINATE FOREIGN CURRENT EFFECT AS PER LETTER FROM L.W.D. DATED 3-15-26 MTCE. SERVICE DATE:- 10-22-28. 4-3-26 OMJ - O.K.-HWC.

8) REVISED TO SHOW N.P. CONNECTION AT ROCKER AND SIGNAL EQUIPMENT FOR SAME RETIRED. A.F.E. 19904 SERVICE DATE 8-12-27 10-16-28 HSW-O.K.-HWC.

9) REVISED ACCOUNT OF F.P.L. 8 ADDED TO RELIEVE LOAD ON LEVER 6 10-16-28 HSW.-O.K.-HWC.

BUTTE YD TO DEER LODGE
AUTOMATIC SIGNAL CIRCUITS.
C. M. ST. P. & P. R. R.
SIGNAL DEPT.
13 SHEETS SHEET # 57

HWC