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SPEED TABLE.

| Time per Mile | | Miles per Hour | Time per Mile | | Miles per Hour |
|---------------|------|----------------|---------------|------|----------------|
| Min. | Sec. | | Min. | Sec. | |
| 0 | 45 | 80 | 1 | 12 | 50 |
| 0 | 46 | 78.3 | 1 | 15 | 48 |
| 0 | 47 | 76.6 | 1 | 20 | 45 |
| 0 | 48 | 75 | 1 | 25 | 42.3 |
| 0 | 49 | 73.5 | 1 | 30 | 40 |
| 0 | 50 | 72 | 1 | 40 | 36 |
| 0 | 51 | 70.6 | 1 | 45 | 34.3 |
| 0 | 52 | 69.2 | 1 | 50 | 32.7 |
| 0 | 53 | 67.9 | 2 | .. | 30 |
| 0 | 54 | 66.6 | 2 | 10 | 27.6 |
| 0 | 55 | 65.4 | 2 | 15 | 26.6 |
| 0 | 56 | 64.2 | 2 | 20 | 25.7 |
| 0 | 57 | 63.1 | 2 | 30 | 24 |
| 0 | 58 | 62.0 | 2 | 40 | 22.5 |
| 0 | 59 | 61.0 | 2 | 45 | 21.8 |
| 1 | .. | 60 | 2 | 50 | 21.2 |
| 1 | 1 | 59 | 3 | .. | 20 |
| 1 | 2 | 58 | 3 | 9 | 19 |
| 1 | 3 | 57.1 | 3 | 20 | 18 |
| 1 | 4 | 56.2 | 3 | 21 | 17 |
| 1 | 5 | 55.3 | 3 | 45 | 16 |
| 1 | 6 | 54.5 | 4 | .. | 15 |
| 1 | 7 | 53.7 | 5 | .. | 12 |
| 1 | 8 | 52.9 | 6 | .. | 10 |
| 1 | 9 | 52.1 | 7 | 30 | 8 |
| 1 | 10 | 51.4 | 10 | .. | 6 |

NORTHERN PACIFIC RAILWAY COMPANY

Rocky Mountain Division

TIME TABLE 77A

To be used in conjunction with
Special Instructions currently in effect.
In Effect at 12:01 A. M. Mountain
Standard Time.

Sunday, June 24, 1956

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 the latest Special Instructions and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

N. M. LORENTZSEN,
Superintendent.

F. L. STEINBRIGHT,
General Manager.

E. S. ULYATT,
General Superintendent of
Transportation.

AUTHORIZED SURGEONS**Central District**

Dr. H. J. Hall, Chief Surgeon, Central District—Missoula.
 Dr. V. S. Lawrence, Associate Surgeon, Central District—Missoula.
 Dr. Basil Bobowiec, Associate Surgeon, Central District—Missoula.
 Dr. J. A. Evert, Jr., Associate Surgeon—Missoula.
 Dr. G. G. Sale, Oculist—Missoula.
 Dr. W. L. Jones, Oculist—Missoula.

LOCAL SURGEONS

| | |
|--|--------------|
| Dr. W. E. Harris | Livingston |
| Dr. R. E. Walker | Livingston |
| Dr. G. J. Moffitt | Livingston |
| Dr. D. C. Epler | Bozeman |
| Dr. C. B. Craft | Bozeman |
| Dr. R. H. Dyer | Sheridan |
| Dr. R. J. Hill | Whitehall |
| Dr. D. Ferrando | Twin Bridges |
| Dr. H. H. James | Butte |
| Dr. J. E. McGreevey | Butte |
| Dr. G. T. MacPherson | Butte |
| Dr. R. W. Thometz | Butte |
| Dr. H. L. Casebeer, Oculist | Butte |
| Dr. John V. Plette, Oculist | Butte |
| Dr. F. P. Nash | Townsend |
| Dr. W. R. McElwee | Townsend |
| Dr. S. A. Cooney | Helena |
| Dr. T. W. Cooney | Helena |
| Dr. Anderson & Benjamin, Deer Lodge Clinic | Deer Lodge |
| Dr. C. C. Tefft | Hamilton |
| Dr. P. W. Willis | Hamilton |
| Dr. A. M. Peterson | Wallace |
| Dr. F. L. Van Veen | St. Ignatius |
| Dr. E. D. Coriell | Polson |
| Dr. F. S. Stancliffe | Superior |
| Dr. M. O. Burns | Kalispell |
| Dr. S. L. Walker | Anaconda |

LOCATION OF STRETCHERS

| | |
|------------|------------------|
| Livingston | Tool Car Wrecker |
| Livingston | Yard Office |
| Bozeman | Station |
| Logan | Station |
| Townsend | Station |
| Helena | Tool Car Wrecker |
| Helena | Yard Office |
| Whitehall | Station |
| Butte | Store Room |
| Butte | Freight House |
| Butte | Carman Room |
| Garrison | Station |
| Drummond | Station |
| Missoula | Station |
| Missoula | Hospital |
| Missoula | Tool Car Wrecker |
| Missoula | Machine Shops |
| Hamilton | Station |
| Polson | Station |
| St. Regis | Station |
| Wallace | Station |
| Paradise | Station |

NOTE

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In a case of illness, or of injury unrelated to railway operation to other than N. P. B. A. members, surgeon should endeavor to collect a reasonable fee for service from person attended. If unable to collect, Chief Surgeon should be notified.

Where injuries, to other than N. P. B. A. members, are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

For the Government of Employees only. The Com-
 pany reserves the right to vary therefrom at any
 time. Be positive that you have the current time
 table and the latest special instructions and
 destroy all previous numbers. Good conduct the
 special instructions and always carry a copy for
 reference and a copy of OPERATING RULES.

M. M. LORENZEN
 Superintendent

E. S. ULYATT
 General Superintendent of
 Transportation

F. J. STEINBRODT
 General Manager

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings | FIRST CLASS | | Distance from Livingston. | Time Table No. 77A June 24, 1956 | | Distance from Helena. | FIRST CLASS | |
|---|------------------|----------------------------|-------------|-------------|------------------------------|-------------------------------------|-----------|--------------------------|-------------|-------|
| | | | 25 | 1 | | 26 | 2 | | | |
| | | | Passenger | Passenger | | Passenger | Passenger | | | |
| | | | Daily | Daily | | STATIONS | | | Daily | Daily |
| | | | | | | Telegraph Offices and Calls | | | | |
| CTW XYZ | 1071 | Yard | L 12.33 PM | L 7.25 AM | 0.0 | VS... LIVINGSTON.. DN | 122.7 | As 10.46 AM | As 10.43 PM | |
| | 1080 | S 20 | 12.45 | 7.43 | 7.7 | 7.7 | | | | |
| X | 1083 | W 91 | 12.52 | 7.53 | 11.9 | HOPPERS..... P | 115.0 | 10.34 | 10.23 | |
| | | | | | | 4.2 | | | | |
| X | 1084 | W 43 | 12.55 | 7.56 | 13.1 | MUIR..... P | 110.8 | 10.27 | 10.16 | |
| | | | | | | 1.2 | | | | |
| | 1088 | WS 17 | 1.01 | 8.02 | 16.4 | WD... WEST END... DN | 109.6 | 10.24 | 10.12 | |
| | | | | | | 3.3 | | | | |
| XYZ | 1096 | W 97 | s 1.19 | s 8.27 | 24.8 | CHESTNUT..... P | 106.3 | 10.17 | 10.01 | |
| | | | | | | 8.4 | | | | |
| | 1106 | 122 | 1.29 | s 8.40 | 34.3 | BZ... BOZEMAN..... DN | 97.9 | s 10.06 | s 9.45 | |
| | | | | | | 9.5 | | | | |
| Y | 1115 | 70 | 1.39 | s 8.52 | 43.7 | BA... BELGRADE..... PD | 88.4 | 9.50 | s 9.25 | |
| | | | | | | 9.4 | | | | |
| wXZ | 1096 | 80 | | | 24.8 | MN... MANHATTAN..... PD | 79.0 | 9.39 | s 9.09 | |
| | | | | | | To Logan 5.3 | | | | |
| | TX9 | S 6 | | | 33.8 | BZ... BOZEMAN..... DN | 107.6 | | | |
| | | | | | | 9.0 | | | | |
| | TX16 | S10 | | | 40.7 | COWAN..... | 98.6 | | | |
| | | | | | | 6.9 | | | | |
| | TX19 | 90 | | | 43.4 | SPAIN..... | 91.7 | | | |
| | | | | | | 2.7 | | | | |
| | | | | | | To Logan 15.3 | 89.0 | | | |
| XY | 1120 | 80 | As 1.49 PM | s 9.05 | 49.0 | CH... LOGAN..... DN | 73.7 | L 9.30 AM | 8.58 | |
| | | | | 9.15 | | 5.9 | | | s 8.53 | |
| X | 1127 | 99 | | s 9.26 | 54.9 | RT... TRIDENT..... PD | 67.8 | | f 8.41 | |
| | | | | | | 8.3 | | | | |
| | 1135 | 122 | | f 9.37 | 63.2 | CLARKSTON..... P | 59.5 | | 8.29 | |
| | | | | | | 6.0 | | | | |
| | 1141 | 115 | | s 9.49 | 69.2 | CJ... LOMBARD..... PD | 53.5 | | f 8.21 | |
| | | | | | | 9.4 | | | | |
| | 1150 | 109 | | s 10.03 | 78.6 | TS... TOSTON..... PD | 44.1 | | 8.03 | |
| | | | | | | 5.7 | | | | |
| | 1156 | 122 | | 10.10 | 84.3 | HOLKER..... P | 38.4 | | 7.55 | |
| | | | | | | 5.4 | | | | |
| Y | 1161 | E122 W 86 | | s 10.24 | 89.7 | TN... TOWNSEND..... DN | 33.0 | | s 7.48 | |
| | | | | | | 8.1 | | | | |
| | 1170 | 120 | | 10.33 | 97.8 | CLOW..... P | 25.9 | | 7.37 | |
| | | | | | | 4.9 | | | | |
| | 1175 | 120 | | 10.40 | 102.7 | WINSTON..... P | 20.0 | | 7.31 | |
| | | | | | | 4.3 | | | | |
| | 1179 | 120 | | 10.46 | 107.0 | PLACER..... P | 15.7 | | 7.25 | |
| | | | | | | 4.8 | | | | |
| | 1183 | 104 | | 10.52 | 111.8 | LOUISVILLE..... P | 10.9 | | 7.17 | |
| | | | | | | 6.5 | | | | |
| Z | 1189 | E 66 | | s 11.02 | 118.3 | JN... EAST HELENA..... DN | 4.4 | | 7.08 | |
| | | | | | | 4.4 | | | | |
| CTW XYZ | 1194 | Yard | | As 11.15 AM | 122.7 | HY... HELENA..... DN | 0.0 | | L 7.00 PM | |
| | | | | | | | | | | |
| | | | Daily | Daily | | | | Daily | Daily | |
| | | | 1.16 | 3.40 | | Time Over Subdivision | | 1.16 | 3.38 | |
| | | | 38.6 | 33.5 | | Average Speed Per Hour | | 38.6 | 33.8 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. BETWEEN MUIR AND WEST END, SINGLE TRACK, GOVERNED BY INTERLOCKING SIGNALS AND RULES.

No. 2 stops at Toston and East Helena daily except Sunday.
No. 2 stops on flag at Toston and East Helena Sunday.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | Distance from Helena. | Time Table No. 77A | | Distance from Missoula. | FIRST CLASS | |
|---|------------------|-----------------------------|-------------|------------|--------------------------|-----------------------------|--|----------------------------|-------------|------------|
| | | | 25 | 1 | | June 24, 1956 | | | 26 | 2 |
| | | | Passenger | Passenger | | STATIONS | | | Passenger | Passenger |
| | | | Daily | Daily | | Telegraph Offices and Calls | | | Daily | Daily |
| CTW XYZ | 1194 | Yard | | L 11.30 AM | 0.0 | | | 119.4 | | As 6.45 PM |
| | 1199 | | | 11.39 | 5.2 | | | 114.2 | | 6.33 |
| | 1202 | 91 | | 11.45 | 8.2 | | | 111.2 | | 6.27 |
| | 1207 | 125 | | f 11.59 AM | 13.0 | | | 106.4 | f | 6.18 |
| | 1210 | 85 | | 12.10 PM | 16.3 | | | 103.1 | | 6.10 |
| | 1213 | 91 | | 12.18 | 18.6 | | | 100.8 | | 6.02 |
| Y | 1215 | E158 W55 | | s 12.28 | 20.6 | | | 98.8 | s | 5.54 |
| | 1223 | E60 W94 | | s 12.42 | 29.0 | | | 90.4 | s | 5.38 |
| | 1232 | 126 | | s 12.56 | 37.7 | | | 81.7 | s | 5.24 |
| | 1238 | 92 | | 1.06 | 43.5 | | | 75.9 | | 5.12 |
| wXY | 1245 | E94 W95 | L | 4.50 PM | 50.9 | | | 68.5 | As 6.26 AM | 5.00 |
| | 1249 | | | | 54.6 | | | 64.8 | | s 4.45 |
| | 1254 | E73 | | 4.59 | f 1.52 | 58.5 | | 60.9 | 6.13 | f 4.29 |
| | 1258 | ES20 | | | 1.58 | 62.6 | | 56.8 | | |
| XY | 1266 | E95 | | 5.10 | s 2.12 | 70.7 | | 48.7 | 6.01 | s 4.12 |
| | 1278 | E97 W125 | | 5.21 | f 2.24 | 81.2 | | 38.2 | 5.51 | f 3.54 |
| | 1286 | ES7 | | | | 88.7 | | 30.7 | | |
| | 1290 | ES45 | | 5.32 | 2.38 | 92.0 | | 27.4 | 5.41 | 3.42 |
| | 1294 | ES9 | | | | 95.4 | | 24.0 | | |
| | 1302 | E96 | | 5.42 | f 2.53 | 102.7 | | 16.7 | 5.32 | f 3.31 |
| X | 1312 | E60 | | 5.53 | s 3.08 | 113.3 | | 6.1 | 5.22 | s 3.19 |
| CTW XYZ | 1319 | Yard | As | 6.08 PM | As 3.20 PM | 119.4 | | 0.0 | L 5.15 AM | L 3.10 PM |
| | | | | Daily | Daily | | | | Daily | Daily |
| | | | | 1.18 | 3.30 | | | | 1.11 | 3.20 |
| | | | | 52.7 | 34.1 | | | | 57.9 | 35.8 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION BETWEEN MISSOULA AND GARRISON AND BETWEEN TOBIN AND HELENA.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | Distance from Logan. | Time Table No. 77A June 24, 1956 | | | FIRST CLASS | |
|---|------------------|-----------------------------|-------------|------------|-------------------------|---|-----------|------------|-------------|--|
| | | | 25 | 235 | | STATIONS | 26 | 236 | | |
| | | | Passenger | Passenger | | | Passenger | Passenger | | |
| | | | Daily | Daily | | | Daily | Daily | | |
| XY | 1120 | 80 | L 1.49 PM | L 9.30 AM | 0.0 | CH..... LOGAN..... DN | 71.0 | As 9.30 AM | A 8.43 PM | |
| | TD6 | 69 | 1.57 | f 9.38 | 6.6 | KS... THREE FORKS..... PD | 64.4 | 9.20 | f 8.30 | |
| | TD13 | 69 | 2.03 | s 9.46 | 12.5 | CK.. WILLOW CREEK.... PD | 58.5 | 9.13 | f 8.20 | |
| Y | TD19 | 70 | 2.09 | s 9.53 | 19.2 | SAPPINGTON..... P | 51.8 | 9.06 | f 8.13 | |
| | TD31 | 69 | 2.28 | f 10.12 | 31.3 | CARDWELL..... P | 39.7 | 8.48 | f 7.57 | |
| XY | TD38 | 50 | 2.35 | s 10.22 | 38.3 | WH.. WHITEHALL..... PD | 32.7 | 8.39 | s 7.49 | |
| | TD45 | 55 | 2.44 | 10.38 | 45.1 | PIPESTONE..... P | 25.9 | 8.30 | 7.38 | |
| | TD50 | 52 | 2.56 | 10.44 | 50.3 | SPIRE ROCK..... P | 20.7 | 8.20 | 7.27 | |
| | TD55 | 46 | 3.08 | 10.54 | 54.6 | WELCH..... P | 16.4 | 8.10 | 7.17 | |
| XY | TD60 | 57 | 3.21 | f 11.07 | 60.6 | HOMESTAKE..... P | 10.4 | 7.57 | f 7.03 | |
| | TD65 | 52 | 3.31 | 11.17 | 65.3 | SKONES..... P | 5.7 | 7.47 | 6.52 | |
| TXY | TD70 | Yard | 3.38 | 11.24 | 69.1 | M. U. TRANSFER. P } Double 1.9 } Track | 1.9 | 7.39 | 6.44 | |
| wXZ | UO | Yard | As 3.44 PM | A 11.30 AM | 71.0 | BY..... BUTTE..... DN | 0.0 | L 7.35 AM | L 6.41 PM | |
| | | | Daily | Daily | | | | Daily | Daily | |
| | | | 1.55 | 2.00 | | Time Over Subdivision | | 1.55 | 2.02 | |
| | | | 37.0 | 35.5 | | Average Speed Per Hour | | 37.3 | 35.0 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | | Distance from Butte. | Time Table No. 77A June 24, 1956 | | | FIRST CLASS | | |
|---|------------------|-----------------------------|-----------------------|------------|------------|-------------------------|-------------------------------------|-----------|-----------------------|-------------|------------|--|
| | | | 259 | 25 | 287 | | STATIONS | 26 | 260 | 288 | | |
| | | | U. P. 30 Passenger | Passenger | Passenger | | | Passenger | U. P. 29 Passenger | Passenger | | |
| | | | Daily | Daily | Daily | | | Daily | Daily | Daily | | |
| wXYZ | UO | Yard | L 7.15 PM | L 3.49 PM | L 11.45 AM | 0.0 | BY..... BUTTE..... DN | 51.5 | As 7.30 AM | As 7.25 AM | As 6.25 PM | |
| XY | U7 | 72 | As 7.30 PM | 3.59 | f 11.55 | 7.0 | SB... SILVER BOW..... DN | 44.5 | 7.15 | L 7.10 AM | s 6.13 | |
| X | U14 | | | 4.09 | f 12.05 PM | 14.1 | DURANT..... P | 37.4 | 7.05 | | f 6.01 | |
| | U15 | 45 | | | | 14.7 | HACKNEY..... P | 36.8 | | | | |
| | U18 | 88 | | 4.13 | f 12.10 | 18.2 | STUART..... P | 33.3 | 7.01 | | f 5.53 | |
| | U25 | 45 | | 4.19 | s 12.20 | 25.2 | WG. WARM SPRINGS.... PD | 26.3 | 6.55 | | s 5.42 | |
| | U28 | 818 | | | f | 28.5 | GALEN..... P | 23.0 | | | f | |
| | U32 | | | | f | 31.6 | RACE TRACK..... P | 19.9 | | | f | |
| | U33 | 88 | | 4.26 | f 12.29 | 32.8 | DEMPSEY..... P | 18.7 | 6.47 | | f 5.30 | |
| X | U40 | 38 | | 4.34 | s 12.40 | 40.5 | DE.. DEER LODGE..... PD | 11.0 | 6.39 | | s 5.20 | |
| | U46 | 45 | | 4.40 | f 12.46 | 45.7 | KOHR..... P | 5.8 | 6.33 | | f 5.11 | |
| wXY | 1245 | Yard | As 4.47 PM | As 1.00 PM | 51.5 | GR... GARRISON..... DN | 0.0 | L 6.26 AM | | L 5.00 PM | | |
| | | | Daily | Daily | Daily | | | Daily | Daily | Daily | | |
| | | | .15 | .58 | 1.15 | Time Over Subdivision | | 1.04 | .20 | 1.25 | | |
| | | | 28.0 | 53.2 | 41.2 | Average Speed Per Hour | | 48.1 | 21.0 | 36.8 | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | Distance from Missoula. | Time Table No. 77A | | Distance from Paradise. | FIRST CLASS | |
|---|------------------|-----------------------------|-------------|-----------|----------------------------|-----------------------------------|------|----------------------------|-------------|-----------|
| | | | 25 | 1 | | June 24, 1956 | | | 26 | 2 |
| | | | Passenger | Passenger | | STATIONS | | | Passenger | Passenger |
| | | | Daily | Daily | | Telegraph Offices and Calls | | | Daily | Daily |
| CTW XYZ | 1319 | Yard | L 6.15 PM | L 3.35 PM | 0.0 | MA... MISSOULA... DN MD... 6.6 | 99.9 | As 5.08 AM | As 2.55 PM | |
| | 1325 | 69 | A 6.24 PM | A 3.45 PM | 6.6 | DS... DE SMET... PD 10.7 | 93.3 | L 4.55 AM | L 2.43 PM | |
| | RE11 | 126 | | | 17.3 | FRENCHTOWN..... P 4.8 | 82.6 | | | |
| | RE15 | | | | 22.1 | HUSON..... P 4.3 | 77.8 | | | |
| | RE20 | 91 | | | 26.4 | NINE MILE..... P 5.1 | 73.5 | | | |
| | RE25 | 128 | | | 31.5 | LOTHROP..... P 5.4 | 68.4 | | | |
| | RE30 | 98 | | | 36.9 | PLATEAU..... P 5.0 | 63.0 | | | |
| | RE36 | 96 | | | 41.9 | CYR..... P 6.4 | 58.0 | | | |
| X | RE42 | 131 | | | 48.3 | RU... RIVULET... PDN 8.5 | 51.6 | | | |
| | RE50 | 130 | | | 56.8 | WESTFALL..... P 7.5 | 43.1 | | | |
| | RE58 | 126 | | | 64.3 | QN... SUPERIOR... PD 5.2 | 35.6 | | | |
| | RE63 | 96 | | | 69.5 | SPRING GULCH..... P 8.4 | 30.4 | | | |
| XY | RE71 | 82 | | | 77.9 | G... ST. REGIS... PD 4.7 | 22.0 | | | |
| | RE76 | 126 | | | 82.6 | TOOLE..... P 4.4 | 17.3 | | | |
| | RE81 | 76 | | | 87.0 | DONLAN..... P 7.9 | 12.9 | | | |
| | RE89 | 126 | | | 94.9 | QUINNS..... P 5.0 | 5.0 | | | |
| wXY | 1390 | Yard | | | 99.9 | PD... PARADISE... DN | 0.0 | | | |
| | | | Daily | Daily | | | | Daily | Daily | |
| | | | .09 | .10 | | | | .13 | .12 | |
| | | | 44.0 | 39.6 | | | | 30.5 | 33.0 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | Distance from De Smet. | Time Table No. 77A | | Distance from Paradise. | FIRST CLASS | |
|---|------------------|-----------------------------|-------------|------------|---------------------------|------------------------------|------|----------------------------|-------------|-----------|
| | | | 25 | 1 | | June 24, 1956 | | | 26 | 2 |
| | | | Passenger | Passenger | | STATIONS | | | Passenger | Passenger |
| | | | Daily | Daily | | Telegraph Offices and Calls | | | Daily | Daily |
| | 1325 | 15 | L 6.24 PM | L 3.45 PM | 0.0 | DS... DE SMET... PD 8.2 | 64.2 | A 4.55 AM | A 2.43 PM | |
| | 1332 | 38 | 6.38 | 3.58 | 6.2 | NAGOS..... P 4.4 | 58.0 | 4.43 | 2.32 | |
| XY | 1335 | 38 | 6.50 | 4.11 | 10.6 | EVARO..... P 4.9 | 53.6 | 4.34 | 2.22 | |
| | 1340 | 33 | 7.00 | 4.21 | 15.5 | SCHLEY..... P 5.6 | 48.7 | 4.21 | 2.07 | |
| XY | 1346 | 34 | 7.09 | 4.31 | 21.1 | AR... ARLEE... PD 9.7 | 43.1 | 4.09 | 1.55 | |
| | 1356 | 33 | 7.19 | 4.42 | 30.8 | RI... RAVALLI... PD 7.1 | 33.4 | 3.59 | 1.43 | |
| XY | 1363 | 88 | 7.27 | 4.51 | 37.9 | JO... DIXON... PD 6.6 | 26.3 | 3.51 | 1.34 | |
| | 1370 | 35 | 7.35 | 4.59 | 44.5 | McDONALD..... P 7.1 | 19.7 | 3.44 | 1.26 | |
| | 1378 | 35 | 7.44 | 5.08 | 51.6 | PA... PERMA... PD 7.0 | 12.6 | 3.36 | 1.18 | |
| | 1384 | 35 | 7.54 | 5.18 | 58.6 | KNOWLES..... 5.6 | 5.6 | 3.27 | 1.08 | |
| wXY | 1390 | Yard | As 8.07 PM | As 5.30 PM | 64.2 | PD... PARADISE... DN | 0.0 | L 3.20 AM | L 1.01 PM | |
| | | | Daily | Daily | | | | Daily | Daily | |
| | | | 1.43 | 1.45 | | | | 1.35 | 1.42 | |
| | | | 37.3 | 36.7 | | | | 40.5 | 37.7 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Nos. 1 and 2 will stop on flag at Ravalli to pick up or discharge passengers to and from points Spokane and west.

WESTWARD EIGHTH SUB-DIVISION EASTWARD
(PARK BRANCH)

7

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Livingston. | Time Table No. 77A | | Distance from Gardiner. |
|---|------------------|-----------------------------|------------------------------|------------------------------------|-------------------------------|----------------------------|
| | | | | June 24, 1956 | | |
| | | | | S T A T I O N S | | |
| | | | | Telegraph Offices and Calls | | |
| CTW XYZ | 1071 | Yard | 0.0 | VS..... | LIVINGSTON.....DN | 54.1 |
| | TB10 | 23 | 10.3 | | 10.3 BRISBIN | 43.8 |
| | TB17 | 8 7 | 17.1 | | 6.8 PRAY | 37.0 |
| | TB20 | 17 | 20.3 | | 3.2 CHICORY | 33.8 |
| | TB23 | 8 10 | 23.2 | | 2.9 EMIGRANT.....P | 30.9 |
| X | TB26 | 18 | 26.2 | | 3.0 MERRIMAN | 27.9 |
| | TB31 | 29 | 30.8 | | 4.6 DAILEY.....P | 23.3 |
| | TB37 | 8 6 | 37.5 | | 6.7 CARBELLA | 16.6 |
| | TB40 | 8 8 | 40.4 | | 2.9 SPHINX.....P | 13.7 |
| | TB49 | 24 | 49.1 | | 8.7 ELECTRIC | 5.0 |
| | | | | | 5.0 | |
| XY | TB54 | 40 | 54.1 | GD..... | GARDINER.....D | 0.0 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

NINTH SUB-DIVISION
Westward (CAMP CREEK BRANCH) Eastward

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Manhattan. | Time Table No. 77A | | Distance from Anceny. | EASTWARD— Anceny to Manhattan |
|---|------------------|-----------------------------|-----------------------------|------------------------------------|-------------------------------|--------------------------|----------------------------------|
| | | | | June 24, 1956 | | | |
| | | | | S T A T I O N S | | | |
| | | | | Telegraph Offices and Calls | | | |
| Y | 1115 | 70 | 0.0 | MN.... | MANHATTAN....PD | 15.1 | |
| | TR3 | 8 7 | 3.3 | | 3.3 WHITE | 11.8 | |
| | TR5 | 8 7 | 4.8 | | 1.5 BUELL | 10.3 | |
| | TR7 | 28 | 7.0 | | 2.2 AMSTERDAM | 8.1 | |
| | TR10 | 8 9 | 10.5 | | 3.5 ARNOLD | 4.6 | |
| Y | TR15 | 16 | 15.1 | | 4.6 ANCENY | 0.0 | |

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS
OF THE SAME CLASS IN THE OPPOSITE
DIRECTION.**

TWELFTH SUB-DIVISION
Westward (PHILIPSBURG BRANCH) Eastward

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Drummond. | Time Table No. 77A | | Distance from Philipsburg. | EASTWARD— Philipsburg to Drummond |
|---|------------------|-----------------------------|----------------------------|------------------------------------|------------------------------|-------------------------------|--------------------------------------|
| | | | | June 24, 1956 | | | |
| | | | | S T A T I O N S | | | |
| | | | | Telegraph Offices and Calls | | | |
| XY | 1266 | 95 | 0.0 | D..... | DRUMMOND.....PD | 25.8 | |
| | RC6 | 19 | 6.1 | | 6.1 HALL | 19.7 | |
| | RC15 | 11 | 15.2 | | 9.1 MAXVILLE | 10.6 | |
| XY | RC26 | Yard | 25.8 | PG..... | PHILIPSBURG.....D | 0.0 | |

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME
CLASS IN THE OPPOSITE DIRECTION.**

WESTWARD ELEVENTH SUB-DIVISION EASTWARD
(RUBY VALLEY BRANCH)

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Whitehall. | Time Table No. 77A June 24, 1956 | | Distance from Alder. |
|---|------------------|-----------------------------|-----------------------------|-------------------------------------|--|-------------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| XY | TD38 | 50 | 0.0 | WH..... | WHITEHALL.....DN | 45.3 |
| | | | | | 11.5 WATERLOO | 33.8 |
| | | | | | 4.2 SILVER STAR | 29.6 |
| | | | | | 10.5 TB..... TWIN BRIDGES.....D | 19.1 |
| | | | | | 9.2 SD..... SHERIDAN.....D | 9.9 |
| | | | | | 7.8 LAURIN | 2.1 |
| Y | TJ45 | 45 | 45.3 | AD..... | ALDER.....D | 0.0 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

WESTWARD EASTWARD
THIRTEENTH SUB-DIVISION
(BITTER ROOT BRANCH)

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Missoula. | Time Table No. 77A June 24, 1956 | | Distance from Darby. |
|---|------------------|-----------------------------|----------------------------|-------------------------------------|---|-------------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| CTW XYZ | 1319 | Yard | 0.0 | MD.... | MISSOULA....DN | 65.4 |
| | | | | | 4.0 POST | 61.4 |
| | | | | | 7.5 LOLO | 53.9 |
| | | | | | 9.0 FLORENCE | 44.9 |
| | | | | | 9.1 SC.... STEVENSVILLE....D | 35.8 |
| | | | | | 8.4 VI..... VICTOR.....D | 29.4 |
| | | | | | 7.9 OD.... CORVALLIS....D | 21.5 |
| | | | | | 4.7 XY RD49 44 48.6 HA.... HAMILTON....D | 16.8 |
| | | | | | 2.9 RD51 S 7 51.5 GRANTSDALE | 13.9 |
| | | | | | 13.9 XY RD65 12 65.4 DA..... DARBY.....D | 0.0 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

WESTWARD EASTWARD
FOURTEENTH SUB-DIVISION
(FLATHEAD VALLEY BRANCH)

| Water, Fuel, Scales, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Dixon. | Time Table No. 77A June 24, 1956 | | Distance from Polson. |
|--|------------------|-----------------------------|-------------------------|-------------------------------------|--|--------------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| XY | 1363 | Yard | 0.0 | JO..... | DIXON.....D | 33.2 |
| | | | | | 1.5 AGENCY | 31.7 |
| | | | | | 3.5 RM 5 13 5.0 MOIESE.....P | 28.2 |
| | | | | | 3.7 RM 9 8 5 8.7 D'ASTE | 24.5 |
| | | | | | 4.3 RM13 53 13.0 CR..... CHARLO.....D | 20.2 |
| | | | | | 6.9 RM20 35 19.9 RN..... RONAN.....D | 13.3 |
| | | | | | 5.1 RM25 18 25.0 PABLO.....P | 8.2 |
| XY | RM33 | Yard | 33.2 | S..... | POLSON.....D | 0.0 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

TENTH SUB-DIVISION

WESTWARD (RED BLUFF BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Sappington | Time Table No. 77A June 24, 1956 | | Distance from Norris |
|---|------------------|--------------------------|--------------------------|-------------------------------------|-----------------|----------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| Y | TD 19 | 70 | 0.0 | ..... | SAPPINGTON..... | 21.3 |
| | TE 9 | 15 | 10.0 | HS..... | HARRISON.....D | 11.3 |
| Y | TE20 | 20 | 21.3 | NO..... | NORRIS.....D | 0.0 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

EIGHTEENTH SUB-DIVISION

WESTWARD (PHOSPHATE BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Phosphate | Time Table No. 77A June 24, 1956 | | Distance from M. P. 4 |
|--|------------------|--------------------------|-------------------------|-------------------------------------|----------------|-----------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| X | 1249 | ..... | 0.0 | ..... | PHOSPHATE..... | 4.7 |
| | | | 4.7 | ..... | M. P. 4..... | 0.0 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

**SIXTEENTH SUB-DIVISION
(BURKE BRANCH)**

WESTWARD EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers | Car Capacity of Sidings. | Distance from Wallace. | Time Table No. 77A June 24, 1956 | | Distance from Burke |
|---|-----------------|--------------------------|------------------------|-------------------------------------|---------------|---------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| TW XYZ | RK57 | Yard | 0.0 | WC..... | WALLACE.....D | 6.9 |
| | RF 7 | 16 | 6.9 | ..... | BURKE..... | 0.0 |

EASTWARD—Burke to Wallace.

BETWEEN WALLACE AND BURKE TRAINS WILL BE GOVERNED BY UNION PACIFIC TIME TABLE AND RULES.

FIFTEENTH SUB-DIVISION

(COEUR D'ALENE BRANCH)

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WESTWARD EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from St. Regis. | Time Table No. 77A June 24, 1956 | | Distance from Wallace. |
|---|------------------|--------------------------|--------------------------|-------------------------------------|------------------|------------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| WYX | RE71 | Yard | 0.0 | G..... | ST. REGIS.....PD | 56.8 |

BETWEEN ST. REGIS AND HAUGAN TRAINS WILL BE GOVERNED BY C. M. ST. P. & P. TIME TABLE AND RULES.

| | | | | | | |
|-----------|------|------------|------|---------|---------------|------|
| W | RK19 | | 18.7 | HU..... | HAUGAN.....DN | 38.1 |
| WX | RK24 | 27 | 24.3 | ..... | SALTESE..... | 32.5 |
| W | RK33 | | 33.2 | ..... | BORAX..... | 23.6 |
| | RK37 | 813 | 36.6 | ..... | SOHON..... | 20.2 |
| | RK38 | E20 W30 | 38.1 | ..... | LOOKOUT..... | 18.7 |
| W | RK42 | 21 | 41.7 | ..... | DORSEY..... | 15.1 |
| | RK47 | 12 | 47.3 | ..... | LARSON..... | 9.5 |
| X | RK50 | 24 | 50.0 | MU..... | MULLAN.....D | 6.8 |
| X | RK51 | 850 | 50.7 | ..... | MORNING..... | 6.1 |
| TW XYZ | RK57 | Yard | 56.8 | WC..... | WALLACE.....D | 0.0 |

EASTWARD—Wallace to St. Regis.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SEVENTEENTH SUB-DIVISION

(SUNSET BRANCH)

WESTWARD EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Wallace. | Time Table No. 77A June 24, 1956 | | Distance from Bunn. |
|---|------------------|--------------------------|------------------------|-------------------------------------|---------------|---------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| TW XYZ | RK57 | Yard | 0.0 | WC..... | WALLACE.....D | 3.1 |
| | RG 3 | 11 | 3.2 | ..... | BUNN..... | 0.0 |

EASTWARD—Bunn to Wallace.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

COMMERCIAL SPURS

First Sub-Division

| | Miles from Livingston | Car Capacity |
|-------------------------|--------------------------|-----------------|
| Catron (Low Line)..... | 26.8 | 7 |
| Kerns (Low Line)..... | 31.4 | 3 |
| MacLees (Low Line)..... | 50.5 | 5 |
| Stanley..... | 67.5 | 6 |
| Penwell..... | 115.5 | 8 |

Third Sub-Division

| | Miles from Helena | Car Capacity |
|--------------------|----------------------|-----------------|
| Fort Harrison..... | 4.3 | 4 |
| Calcium..... | 26.8 | 6 |
| Bradman..... | 75.3 | 9 |
| McQuarrie..... | 106.4 | 25 |

Fourth Sub-Division

| | Miles from Butte | Car Capacity |
|-------------|---------------------|-----------------|
| Rocker..... | 4.3 | 14 |

Fifth Sub-Division

| | Miles from Missoula | Car Capacity |
|-------------------|------------------------|-----------------|
| Grass Valley..... | 8.8 | 19 |
| Fishereek..... | 45.1 | 70 |
| Cedars..... | 60.3 | 35 |

Eighth Sub-Division

| | Miles from Livingston | Car Capacity |
|-----------------|--------------------------|-----------------|
| Allens..... | 4.5 | 5 |
| Stock Spur..... | 23.8 | 10 |

Ninth Sub-Division

| | Miles from Manhattan | Car Capacity |
|----------------|-------------------------|-----------------|
| Dyk..... | 5.8 | 6 |
| West Lake..... | 9.1 | 2 |

Tenth Sub-Division

| | Miles from Sappington | Car Capacity |
|-----------------|--------------------------|-----------------|
| Beals Spur..... | 5.9 | 4 |
| Shaw Spur..... | 12.5 | 4 |
| Dawes Spur..... | 17.0 | 21 |

Eleventh Sub-Division

| | Miles from Whitehall | Car Capacity |
|-----------|-------------------------|-----------------|
| Sage..... | 19.6 | 15 |

Twelfth Sub-Division

| | Miles from Drummond | Car Capacity |
|------------------|------------------------|-----------------|
| New Chicago..... | 2.7 | 3 |
| Sherryl..... | 8.6 | 9 |
| Stone..... | 12.0 | 6 |

Thirteenth Sub-Division

| | Miles from Missoula | Car Capacity |
|----------------------|------------------------|-----------------|
| Smith..... | 3.2 | 12 |
| Kenspur..... | 23.1 | 4 |
| Bass..... | 26.1 | 18 |
| Bing..... | 34.0 | 16 |
| Wood..... | 36.7 | 15 |
| Cobb..... | 40.9 | 42 |
| Quast..... | 42.3 | 16 |
| Charlos Heights..... | 57.3 | 14 |

Fifteenth Sub-Division

| | Miles from St. Regis | Car Capacity |
|-----------------|-------------------------|-----------------|
| McKinnis..... | 48.9 | 11 |
| Hunter..... | 49.3 | 15 |
| Compressor..... | 52.6 | 2 |
| Golconda..... | 54.1 | 6 |
| Gentry..... | 55.4 | 2 |

Sixteenth Sub-Division

| | Miles from Wallace | Car Capacity |
|---------------|-----------------------|-----------------|
| Webb..... | 1.7 | 4 |
| Markwell..... | 2.2 | 3 |
| Dorn..... | 5.3 | 12 |

Seventeenth Sub-Division

| | Miles from Wallace | Car Capacity |
|--------------|-----------------------|-----------------|
| Mahoney..... | 1.7 | 2 |

RAILROAD CROSSINGS AND INTERLOCKINGS.

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First Sub-division—

Belgrade Tower, 7.3 miles west of Bozeman—Automatic Interlocking.

Second Sub-division—

Sappington—C. M. St. P. & P.—Automatic Interlocking.

Third Sub-division—

2.8 miles west of Helena—G. N.—Automatic Interlocking.

Fourth Sub-division—

Silver Bow—U. P.—Interlocking.

Dempsey—C. M. St. P. & P.—Automatic Interlocking.

Fifth Sub-division—

Huson—C. M. St. P. & P.—Automatic Interlocking.

Ninth Sub-division—

1.5 miles west of Manhattan—C. M. St. P. & P.—Crossing.

Eleventh Sub-division—

Two miles west of Whitehall—C. M. St. P. & P.—Interlocking.

Twelfth Sub-division—

Drummond—C. M. St. P. & P.—Automatic Interlocking.

Fifteenth Sub-division—

0.4 miles east of Wallace Station—U. P.—Crossing.

CROSSOVERS.

First Sub-division—

Livingston, Hoppers, Muir, Chestnut, Bozeman.

Third Sub-division—

MP2-Helena, Phosphate, Gold Creek, Jens, Drummond, Bearmouth, Nimrod, Bonita, Clinton, McQuarrie, Bonner, Missoula.

M. W. SCOTT,
Ass't Supt.

W. W. WALTERS,
Ass't Supt.

J. R. ULYATT,
Trainmaster.

L. H. DAHL,
Trainmaster.

J. G. HEIMSJO,
Trainmaster.

J. R. GAMMILL,
Chief Dispatcher.

RAILROAD CROSSINGS AND INTERLOCKINGS.

First Sub-Division—Automatic Interlocking
 1.5 miles west of Bowman—Automatic Interlocking
 Second Sub-Division—
 3.5 miles west of Bowman—Automatic Interlocking
 Third Sub-Division—
 2.5 miles west of Bowman—Automatic Interlocking
 Fourth Sub-Division—
 1.5 miles west of Bowman—Automatic Interlocking
 0.5 miles east of Williams Station—Automatic Interlocking

Fifth Sub-Division—
 1.5 miles west of Williams—Automatic Interlocking
 Sixth Sub-Division—
 1.5 miles west of Williams—Automatic Interlocking
 Seventh Sub-Division—
 1.5 miles west of Williams—Automatic Interlocking
 Eighth Sub-Division—
 1.5 miles west of Williams—Automatic Interlocking
 Ninth Sub-Division—
 1.5 miles west of Williams—Automatic Interlocking

CROSSOVERS.

First Sub-Division—
 1.5 miles west of Bowman
 2.5 miles west of Bowman
 3.5 miles west of Bowman

Third Sub-Division—
 1.5 miles west of Williams
 2.5 miles west of Williams
 3.5 miles west of Williams

W. W. SCOTT, Asst. Supr.
 W. W. WALTER, Asst. Supr.

J. R. GAMMILL, Asst. Supr.
 J. R. GAMMILL, Asst. Supr.

J. D. HEINZEL, Asst. Supr.
 J. D. HEINZEL, Asst. Supr.

J. R. GAMMILL, Asst. Supr.
 J. R. GAMMILL, Asst. Supr.

Interlocking—
 1.5 miles west of Bowman
 2.5 miles west of Bowman
 3.5 miles west of Bowman

Interlocking—
 1.5 miles west of Williams
 2.5 miles west of Williams
 3.5 miles west of Williams

Interlocking—
 1.5 miles west of Bowman
 2.5 miles west of Bowman
 3.5 miles west of Bowman

Interlocking—
 1.5 miles west of Williams
 2.5 miles west of Williams
 3.5 miles west of Williams