

NORTHERN PACIFIC RAILWAY COMPANY.

ROCKY MOUNTAIN DIVISION

TIME 54A TABLE

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

SUNDAY, JULY 29, 1928

For the Government of Employes 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.

T. H. LANTRY,
General Manager.

T. F. LOWRY,
General Superintendent.

J. H. JOHNSON,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					Water, Fuel, Scales Turn Tables, Ways and Yard Limits.	Station Numbers	Distance from Helena	Time Table No. 54A July 29, 1928. Succeeding No. 54.			Distance from Missoula	Car Capacity of Siding	FIRST CLASS					SECOND CLASS		THIRD CLASS	
833	603	287	257	223	3	1	STATIONS					2	4	224			256	288	602	834					
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls					Passenger	Passenger	Passenger			Passenger	Passenger	Freight	Way Freight					
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily			Daily	Daily	Daily	Ex. Sun.					
	L 4.05AM		L 6.30AM		L 7.05PM		W C X O T Y	1194	0.0	HY HELENA DN G. N. Ry. 2.6 Track Conn.	119.4	Yard		A 9.35PM		A 1.00PM		A 4.25PM							
	4.18		f 6.35		7.10			1197	2.6	MS G. N. CROSSING DN Interlocked 5.6	116.8			9.28		f 12.53		4.11							
	4.41		f 6.45		7.22			1202	8.2	BR BIRDSEYE D 4.8	111.2	77		9.19		f 12.40		3.41							
	5.10		s 6.59		7.38		W X	1207	13.0	A AUSTIN DN 3.3	106.4	E 50 W 100		9.09		s 12.29		3.11							
	5.35		f 7.08		7.52			1210	16.3	WEED P 2.1	103.1	96		9.00		f 12.20		2.52							
	5.51		f 7.15		8.01			1213	18.4	SY SKYLINE DN 2.2	101.0	77		8.54		f 12.14		2.40							
	6.15		s 7.22		8.10		Y	1215	20.6	B BLOSSBURG DN 5.2	98.8	E 77 W 67		8.48		s 12.08PM		2.27							
	6.35		7.32		8.18			1220	25.8	SAMPSON P 3.2	93.6	75		8.35		11.55AM		1.57							
	6.48		s 7.38		f 8.27		W X	1223	29.0	EN ELLISTON D 4.5 Lap Siding	90.4	E 69 W 78		f 8.27		s 11.47		1.39							
	7.05		f 7.46		8.37			1226	33.5	GILBERT P 4.2	85.9	77		8.15		f 11.38		1.10							
	7.22		s 7.54		f 8.47		W 1/4 mls W	1232	37.7	AV AVON D 6.8 Lap Siding	81.7	E 77 W 77		f 8.03		s 11.30		12.47							
	7.43		f 8.05		8.59			1238	43.5	BRADLEY P 4.4	75.9	76		7.50		f 11.19		12.29							
	8.00		8.12		9.08			1243	47.9	ORWELL P 3.0	71.5	77		7.40		11.11		12.14							
L 6.00AM	8.10 287		A 8.18AM 603	L 7.25PM	L 8.23AM	s 9.14	L 9.10AM W C X Y	1245	50.9	GR GARRISON DN Junction Second Sub-Division Interlocked 7.6 Cross Over	68.5	Yard	A 10.25AM	s 7.29 7.25	A 7.35PM	A 11.00AM	L 11.05AM	12.04PM	A 9.30AM						
s 6.23	8.27			f 7.38	f 8.36	9.25		1254	58.3	GOLD CREEK P 12.2 Cross Over	60.9	65	10.14	7.13	f 7.22	s 10.47		11.36AM	s 9.05						
s 7.00	8.56 223			s 8.00	s 8.56 603	9.43	W Y X	1266	70.7	D DRUMMOND D 6.0 Cross Over	48.7	E 65 W 65	s 9.55	6.56	s 7.05	s 10.24		11.00	s 8.23						
				f 8.10				1273	76.7	HELL GATE 4.5	42.7					f 10.13									
s 7.33	9.54 1			s 8.18	s 9.12	9.58	W C X	1278	81.2	BE BEAR MOUTH D 7.5 Cross Over	38.2	E 68 W 79	9.38	6.42	f 6.50	s 10.05		10.28	s 7.46						
7.57	10.16			f 8.31	9.24	10.09		1286	88.7	NIMROD P 3.3 Cross Over	30.7		9.29	6.31	6.40	f 9.51		10.06	7.20						
8.07	10.25			f 8.37	9.29	10.14		1290	92.0	WILLIS P 3.4 Cross Over	27.4	E 64 W 70	9.25	6.26	6.35	f 9.45		9.57	7.07						
s 8.17	10.34			f 8.43	f 9.34	10.19		1294	95.4	BONITA P 7.3 Cross Over	24.0		9.20	6.21	f 6.30	s 9.39		9.47	s 6.55						
s 8.40	10.54			f 8.56	f 9.45	10.30	W	1302	102.7	CLINTON P 2.7 Cross Over	16.7	E 69 W 52	9.10 602	6.10	f 6.19	s 9.25 602		9.25 9.10 2-256	s 6.30						
				f 9.01				1303	105.4	McQUARRIE 4.2	14.0					f 9.20									
				f 9.08				1308	109.6	TURAH P 3.6	9.8					f 9.13									
s 9.12	11.26			f 9.14	10.00	10.45	X	1312	113.2	BO BONNER D 6.2 Cross Over	6.2	69	8.55	5.55	6.04	s 9.07		8.33	s 5.52						
A 9.30AM	A 11.45AM			A 9.25PM	A 10.10AM	A 10.55PM	W C X O T Y	1319	119.4	MD MA MISSOULA DN Cross Over	0.0	Yard	L 8.45AM 256	L 5.45PM 224	L 5.55PM 4	L 8.55AM 2		L 8.10AM	L 5.30AM						
Ex. Mon.	Daily			Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.						
3.30	7.40			1.48	2.00	1.47	3.50	1.40		Time Over Subdivision			1.40	3.46	1.40	2.05	1.55	8.00	4.00						
19.5	15.5			28.2	34.2	38.4	31.1	41.1		Average Speed Per Hour			41.1	31.6	41.1	32.8	26.5	14.8	17.1						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN HELENA AND G. N. CROSSING AND BETWEEN GARRISON AND MISSOULA.
 AUTOMATIC BLOCK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA.
 STAFF SYSTEM BETWEEN SKYLINE AND BLOSSBURG.

SPECIAL INSTRUCTIONS PAGES 6, 7, 9.

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for Third Class, Second Class, First Class, and Time Table No. 54A. Includes train numbers 833, 657, 261, 259, 257, 223, 1, 2, 224, 256, 260, 262, 658, 834. Lists stations like BUTTE, WARM SPRINGS, GARRISON.

TRAINS BETWEEN BUTTE AND SILVER BOW ARE OPERATED UNDER CARD TRAIN ORDER FORM AB.

Main schedule table with columns for time, station, and class. Includes times like 3:25, 7:55, 8:00, 5:25, 5:58, 7:03, 7:53, 6:11, 7:16, 8:06, etc. Stations include SILVER BOW, DURANT, HACKNEY, GREGSON, STUART, WARM SPRINGS, GALEN, RACE TRACK, DEMPSEY, DEER LODGE, KOHR, GARRISON.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. AUTOMATIC BLOCK BETWEEN BUTTE AND WARM SPRINGS. SPECIAL INSTRUCTIONS PAGES 6, 7, 8, 9.

Table for FIFTH SUB-DIVISION (PHILIPSBURG BRANCH). Columns for WESTWARD, FIFTH SUB-DIVISION, EASTWARD. Includes Time Table No. 54A, July 29, 1928. Stations: DRUMMOND, NEW CHICAGO, HALL, CHURCH, STONE, MAXVILLE, BENNETT, PHILIPSBURG.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS				Water, Fuel, Sealer, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Missoula	Time Table No. 54A July 29, 1928. Succeeding No. 54			Distance from Paradise	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
839	603	273	263	3	1	STATIONS	2				4	264	274			602	840						
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight											
Tu., Thu., Sat.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily		Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Sun., We., Fri.											
L 6.30AM	L 1.45PM	L 9.00AM	L 12.01PM	L 11.05PM	L 11.00AM	MA MD MISSOULA 6.0 DN 99.9 Yard	8.35AM	5.35PM	5.00PM	4.30PM	A 5.30AM	A 1.25PM											
f 6.55	2.16	A 9.15AM	12.15	A 11.20PM	A 11.15AM	DS DE SMET 2.1 D 93.3 73	L 8.20AM	L 5.20PM	4.44	L 4.15PM	5.04	f 12.55											
f 7.04	2.24		f 12.20			RE 2 8.7 GRASS VALLEY 4.0 P 91.2 19			f 4.39		4.56	f 12.45											
f 7.17	2.39		f 12.28 840			RE 5 12.7 GASPARD 4.6 P 87.2 97			f 4.30		4.42	f 12.28 263											
s 7.35	2.55		s 12.38			W RE 11 17.3 F FRENCHTOWN 4.0 D 82.6 100			s 4.20		4.25	f 12.11PM											
7.47	3.14		12.46			RE 15 21.3 LUSK 0.8 P 78.6 100			4.11		4.11	11.56AM											
f 7.51	3.16		s 12.48			RE 16 22.1 HUSON C. M. St. P. & P. Ry. Crossing Interlocked 4.6 P 77.8			s 4.09		4.08	s 11.54											
f 8.06	3.31		f 12.58			RE 20 26.7 NINE MILE 4.8 P 73.2 99			f 3.59		3.51	f 11.36											
f 8.20	3.49 264		s 1.08			W X RE 25 31.5 RO LOTHROP 5.4 Lap Siding D 68.4 W 66 E 63			s 3.49 603		3.34	f 11.18											
f 8.38	4.03		f 1.20			RE 30 36.9 PLATEAU 5.0 P 63.0 66			f 3.38		3.15	f 10.56											
f 8.55	4.19		f 1.31			RE 36 41.9 CYR 6.4 P 58.0 100			f 3.28		2.57	f 10.36											
s 9.15	4.39		s 1.45			W C X RE 42 48.3 RU RIVULET 3.8 Lap Siding DN 51.6 W 100 E 70			s 3.15		2.34	s 10.12											
f 9.29	4.51		s 1.53			RE 46 52.1 QUARTZ 4.8 P 47.8 66			s 3.07		2.20	f 9.55											
f 9.45	5.05		f 2.03			RE 50 56.9 WESTFALL 7.4 P 43.0 94			f 2.57		2.03	f 9.36											
s 10.10	5.28		s 2.20			W X RE 58 64.3 QN IRON MOUNTAIN 5.4 D 35.6 100			s 2.42		1.37	f 9.07											
f 10.28	5.45		f 2.31 264			RE 63 69.7 SPRING GULCH 8.3 P 30.2 100			f 2.31 263		1.18	f 8.45											
s 10.56	6.15		A 2.50PM			W Y X RE 71 78.0 JN ST. REGIS 4.8 DN 21.9 88			L 2.12PM		12.49	s 8.15											
f 11.20	6.29					RE 76 82.8 TOOLE 4.2 P 17.1 100					12.32	f 7.50											
f 11.41AM	6.43					RE 81 87.0 DONLAN 7.9 Lap Siding P 12.9 W 80 E 74					12.17AM	f 7.35											
f 12.20PM	7.11					RE 89 94.9 QUINNS 5.0 P 5.0 100					11.48PM	f 7.15											
A 12.45PM	A 7.30PM					W C O T X 1390 99.9 PD PARADISE DN 0.0 Yard					L 11.30PM	L 7.00AM											
Tu., Thu., Sat.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily		Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Sun., We., Fri.											
6.15	5.45	.15	2.49	.15	.15		.15	.15	2.48	.15	6.00	6.25											
15.9	17.3	26.4	27.6	26.4	26.4		26.4	26.4	27.8	26.4	16.6	15.5											
Time Over Subdivision																							
Average Speed Per Hour																							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
DOUBLE TRACK BETWEEN MISSOULA AND DE SMET.
AUTOMATIC BLOCK BETWEEN MISSOULA AND PARADISE.
SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD

FOURTH SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS				FIRST CLASS				FIRST CLASS				THIRD CLASS												
845				273		3		1		Time Table No. 54A July 29, 1928. Succeeding No. 54				2		4		274		846				
Way Freight				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Way Freight	Way Freight	Way Freight
Tu., Thu., Sat.				Ex. Sun.	Daily	Daily	Daily	Daily	Telegraph Offices and Calls	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Sun., Wed. Fri.	Sun., Wed. Fri.	Sun., Wed. Fri.	Sun., Wed. Fri.	
L 9.15AM	L 11.20AM	L 11.15AM		L 9.15AM	L 11.20AM	L 11.15AM		DS DE SMET 6.1	A 8.20AM	A 5.20PM	A 4.15PM													
f 9.28	f 11.40	f 11.36		f 9.28	f 11.40	f 11.36		P NAGOS 4.5	f 8.03	f 5.07	f 4.03													
s 9.43	s 11.56AM	s 11.52AM	W Y X	s 9.43	s 11.56AM	s 11.52AM	W Y X	VO EVARO 5.1	s 7.48	s 4.57	s 3.53													
f 10.07	f 12.22AM	f 12.18AM	W Y X	f 10.07	f 12.22AM	f 12.18AM	W Y X	D SCHLEY 5.4	f 7.17	f 4.25	f 3.25													
f 10.18	f 12.34	f 12.30		f 10.18	f 12.34	f 12.30		D ARLEE 5.3	f 7.03	f 4.09	f 3.15													
s 10.28	s 12.43	s 12.40	X	s 10.28	s 12.43	s 12.40	X	P FLATHEAD 4.4	s 6.54	s 4.00	s 3.05													
L 10.50AM	L 12.43AM	L 12.55	W Y X	L 10.50AM	L 12.43AM	L 12.55	W Y X	D RAYALLI 7.0	L 6.42	L 3.47	L 2.50PM									A 8.50AM	A 8.50AM	A 8.50AM	A 8.50AM	
f 11.10	f 1.11	f 1.10		f 11.10	f 1.11	f 1.10		D DIXON 6.9	f 6.31	f 3.34										f 8.30	f 8.30	f 8.30	f 8.30	
s 11.30AM	s 1.26	s 1.24	X	s 11.30AM	s 1.26	s 1.24	X	P McDONALD 6.9	s 6.20	s 3.22										s 8.10	s 8.10	s 8.10	s 8.10	
A 12.20PM	A 1.53AM	A 1.50PM	WCO TX	A 12.20PM	A 1.53AM	A 1.50PM	WCO TX	D PERMA 7.1	L 6.00AM	L 3.00PM										L 7.30AM	L 7.30AM	L 7.30AM	L 7.30AM	
Tu., Thu., Sat.	Ex. Sun.	Daily	Daily	Tu., Thu., Sat.	Ex. Sun.	Daily	Daily	KNOWLES 5.5	Daily	Daily	Ex. Sun.									Sun., Wed. Fri.	Sun., Wed. Fri.	Sun., Wed. Fri.	Sun., Wed. Fri.	
1.30	1.28	2.33	2.35	1.30	1.28	2.33	2.35	PD PARADISE DN 0.0 Yard	2.20	2.20	1.25									1.20	1.20	1.20	1.20	
17.6	25.7	25.1	24.8	17.6	25.7	25.1	24.8	Time Over Subdivision	27.5	27.5	26.6									19.8	19.8	19.8	19.8	
								Average Speed Per Hour																

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD

SEVENTH SUB-DIVISION (FLATHEAD VALLEY BRANCH)

EASTWARD

THIRD CLASS		FIRST CLASS		FIRST CLASS		THIRD CLASS	
843		273		274		844	
Way Frt.		Passenger	Passenger	Passenger	Passenger	Way Frt.	
Su., We., Fri.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., Sat.	
L 9.05AM	L 10.44AM	L 10.44AM	L 10.44AM	L 2.50PM	L 10.30AM	L 10.30AM	L 10.30AM
f 9.11	f 10.48	f 10.48	f 10.48	f 2.45	f 10.15	f 10.15	f 10.15
f 9.26	f 10.57	f 10.57	f 10.57	s 2.36	f 10.00	f 10.00	f 10.00
s 9.41	f 11.06	f 11.06	f 11.06	f 2.27	s 9.45	s 9.45	s 9.45
s 10.00	s 11.17	s 11.17	s 11.17	s 2.18	s 9.22	s 9.22	s 9.22
s 10.22	s 11.34	s 11.34	s 11.34	s 2.01	s 8.45	s 8.45	s 8.45
s 11.04	s 11.46AM	s 11.46AM	s 11.46AM	s 1.48	s 8.10	s 8.10	s 8.10
A 11.35AM	A 12.05PM	A 12.05PM	A 12.05PM	L 1.30PM	L 7.30AM	L 7.30AM	L 7.30AM
Su., We., Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., Sat.	Tu., Thu., Sat.	Tu., Thu., Sat.
2.30	1.21	1.21	1.21	1.20	3.00	3.00	3.00
13.2	24.5	24.5	24.5	24.9	11.0	11.0	11.0
				Time Over Subdivision			
				Average Speed Per Hour			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT
No. 273 is superior to No. 274, Dixon to Polson.
SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD

NINTH SUB-DIVISION (BURKE BRANCH)

EASTWARD

THIRD CLASS		FIRST CLASS		FIRST CLASS		THIRD CLASS	
843		273		274		844	
Way Frt.		Passenger	Passenger	Passenger	Passenger	Way Frt.	
Su., We., Fri.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., Sat.	
L 9.05AM	L 10.44AM	L 10.44AM	L 10.44AM	L 2.50PM	L 10.30AM	L 10.30AM	L 10.30AM
f 9.11	f 10.48	f 10.48	f 10.48	f 2.45	f 10.15	f 10.15	f 10.15
f 9.26	f 10.57	f 10.57	f 10.57	s 2.36	f 10.00	f 10.00	f 10.00
s 9.41	f 11.06	f 11.06	f 11.06	f 2.27	s 9.45	s 9.45	s 9.45
s 10.00	s 11.17	s 11.17	s 11.17	s 2.18	s 9.22	s 9.22	s 9.22
s 10.22	s 11.34	s 11.34	s 11.34	s 2.01	s 8.45	s 8.45	s 8.45
s 11.04	s 11.46AM	s 11.46AM	s 11.46AM	s 1.48	s 8.10	s 8.10	s 8.10
A 11.35AM	A 12.05PM	A 12.05PM	A 12.05PM	L 1.30PM	L 7.30AM	L 7.30AM	L 7.30AM
Su., We., Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., Sat.	Tu., Thu., Sat.	Tu., Thu., Sat.
2.30	1.21	1.21	1.21	1.20	3.00	3.00	3.00
13.2	24.5	24.5	24.5	24.9	11.0	11.0	11.0
				Time Over Subdivision			
				Average Speed Per Hour			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

TENTH SUB-DIVISION (SUNSET BRANCH)

THIRD CLASS		FIRST CLASS		FIRST CLASS		THIRD CLASS	
843		273		274		844	
Way Frt.		Passenger	Passenger	Passenger	Passenger	Way Frt.	
Su., We., Fri.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., Sat.	
L 9.05AM	L 10.44AM	L 10.44AM	L 10.44AM	L 2.50PM	L 10.30AM	L 10.30AM	L 10.30AM
f 9.11	f 10.48	f 10.48	f 10.48	f 2.45	f 10.15	f 10.15	f 10.15
f 9.26	f 10.57	f 10.57	f 10.57	s 2.36	f 10.00	f 10.00	f 10.00
s 9.41	f 11.06	f 11.06	f 11.06	f 2.27	s 9.45	s 9.45	s 9.45
s 10.00	s 11.17	s 11.17	s 11.17	s 2.18	s 9.22	s 9.22	s 9.22
s 10.22	s 11.34	s 11.34	s 11.34	s 2.01	s 8.45	s 8.45	s 8.45
s 11.04	s 11.46AM	s 11.46AM	s 11.46AM	s 1.48	s 8.10	s 8.10	s 8.10
A 11.35AM	A 12.05PM	A 12.05PM	A 12.05PM	L 1.30PM	L 7.30AM	L 7.30AM	L 7.30AM
Su., We., Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tu., Thu., Sat.	Tu., Thu., Sat.	Tu., Thu., Sat.
2.30	1.21	1.21	1.21	1.20	3.00	3.00	3.00
13.2	24.5	24.5	24.5	24.9	11.0	11.0	11.0
				Time Over Subdivision			
				Average Speed Per Hour			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD SIXTH SUB-DIVISION (BITTER ROOT BRANCH)										EASTWARD WESTWARD EIGHTH SUB-DIVISION (COEUR D'ALENE BRANCH)									
THIRD CLASS					FIRST CLASS					THIRD CLASS					FIRST CLASS				
837					271					272					838				
Way Freight					Passenger					Passenger					Way Freight				
Tu., Thu., Sat.					Ex. Sun.					Ex. Sun.					Mon., Wed., Fri.				
L 7.00AM					L 9.00AM					A 3.00PM					L 5.30AM				
f 7.15					f 9.10					f 2.48					f 5.41				
f 7.22					f 9.15					f 2.43					f 6.30				
s 7.40					s 9.29					s 2.30					f 6.42				
f 7.55					f 9.39					f 2.21					7.10				
f 8.02					f 9.43					f 2.17					s 7.46				
s 8.14					s 9.50					s 2.10					f 8.03				
f 8.25					f 9.57					f 2.03					f 8.23				
f 8.35					f 10.03					f 1.57					f 9.11				
s 8.50					s 10.08					s 1.52					s 9.41				
s 9.20					s 10.27					s 1.33					f 10.30				
f 9.41					f 10.35					f 1.25					s 10.48				
s 9.55					s 10.43					s 1.17					f 10.53				
10.07					f 10.50					f 1.10					A 11.25AM				
s 10.17					f 10.50					s 1.10					261				
s 10.28					s 10.55					s 1.05					Mon., Wed., Fri.				
f 10.39					f 11.12					f 12.48					5.55				
f 11.09					f 11.32					f 12.27					9.6				
f 11.16					f 11.37					f 12.22					21.4				
A 11.25AM					A 11.45AM					L 12.15PM					A 5.30PM				
271					837-838					838					W C X O T Y				
Tu., Thu., Sat.					Ex. Sun.					Ex. Sun.					Ex. Sun.				
4.13					2.35					2.35					2.39				
15.3					25.0					25.0					21.4				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT
No. 271 is superior to No. 272 Missoula to Darby. No. 837 is superior to No. 838 Missoula to Darby.
SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

MAXIMUM CLEARANCES

LIMIT OF LOAD—MEASUREMENT

HEIGHT ABOVE TOP OF RAIL

Subdivision	Route	HEIGHT ABOVE TOP OF RAIL																Max. Height	Max. Width	CONTROLLING STRUCTURE	
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide				11'-6" Wide
1st Subdivision...	M. L., Helena to Garrison	17'-3"	17'-0"	16'-9"	16'-7"	16'-5"	16'-3"	16'-2"	16'-1"	16'-0"	15'-11"	15'-8"	15'-4"	15'-0"	14'-11"	14'-7"	14'-2"	13'-6"	17'-3"	11'-6"	Iron Ridge and Mullan Tunnels
1st Subdivision...	M. L., Garrison to Missoula	19'-10"	19'-7"	19'-4"	19'-1"	18'-8"	18'-3"	17'-9"	17'-5"	17'-2"	16'-11"	16'-7"	16'-2"	15'-10"	15'-8"	15'-4"	14'-11"	14'-5"	19'-10"	11'-6"	Garrison Tunnels
2nd Subdivision...	M. L., Butte to Garrison	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	19'-0"	11'-6"	B. A. & P. Overhead
3rd Subdivision...	M. L., Missoula to Paradise	17'-7"	17'-7"	17'-7"	17'-5"	17'-3"	17'-0"	16'-9"	16'-7"	16'-6"	16'-2"	15'-10"	15'-7"	15'-3"	15'-2"	14'-10"	14'-7"	14'-3"	17'-7"	11'-6"	Tunnel No. 7 at M.P. 177 1/2 on 6°30' Curve
4th Subdivision...	M. L., De Smet to Paradise	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	
5th Subdivision...	Drummond to Phillipsburg	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	20'-6"	11'-6"	Bridge O-1
6th Subdivision...	Missoula to Darby	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	19'-4"	11'-6"	Bridge 57
7th Subdivision...	Dixon to Polson	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	
8th Subdivision...	St. Regis to Wallace	18'-5"	18'-5"	18'-5"	18'-5"	18'-5"	18'-5"	18'-5"	18'-5"	18'-5"	18'-5"	18'-5"	18'-3"	17'-11"	17'-9"	17'-6"	17'-1"	16'-7"	18'-5"	11'-6"	Tunnel No. 3 at Borax and Bridge 17
9th Subdivision...	Wallace to Burke	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	
10th Subdivision...	Wallace to Sunset	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"	

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(MAIN LINE.)

1. **On double track** between Helena and G. N. Crossing, trains must keep to the left unless otherwise provided.
2. **At Helena**—End of double track is at first cross-over switch West of Roberts Street crossing. Normal position of double track switch is for eastward main track.
3. **At G. N. Transfer**—Trains arriving from the Great Northern will get authority by telephone from the dispatcher before entering the first subdivision.
4. **Logs** must not be moved in trains on double track after dark, except between Missoula and Bonner, in which case a trainman will be stationed on rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track.
Trains handling logs on double track must not be permitted to meet passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the trains and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured.
5. **Helper District** between Helena and Blossburg.
6. **Pusher District** between Garrison and Blossburg.
7. **At Garrison**, time of trains applies at telegraph office.
Eastward trains moving against the current of traffic into Garrison will re-enter the eastward main track at the cross-over just west of the telegraph office.
8. **Garrison Interlocking**—Eastward trains will call for route as follows:
For Helena Line.....One long blast of whistle.
For Butte Line.....Two long blasts of whistle.
For dead track.....Three long blasts of whistle.
Westward trains will call for route as follows:
For westward main line.....One long blast of whistle.
For eastward main line.....Two long blasts of whistle.
For coal track.....Three long blasts of whistle.
For west switch Second Sub-Division Siding.....Four long blasts of whistle.
For coach track.....Five long blasts of whistle.
9. **At Blossburg**, south siding will be used for eastward trains and north siding for westward trains.
10. **At Austin**, south siding will be used for westward trains and north siding for eastward trains.
11. **Train Inspection**—Freight trains will stop for inspection as the Conductor directs, but westward freight trains must be inspected at Drummond or Bearmouth.
12. **Speed Restrictions**—Twelve (12) miles per hour between Madison Street and over-head bridge near Missoula Yard office.
Eastward freight trains, fifteen (15) miles per hour between foot of mountain grade one mile east of Birdseye and Ft. Harrison.
No. 1, twenty (20) miles per hour passing Drummond to permit dispatch of U. S. mail.

STAFF BLOCK SYSTEM.

Between BLOSSBURG and SKYLINE.

13. No train will move between Skyline and Blossburg until engineman of the leading engine has received a staff, which must be delivered to the operator at the opposite end of the block. Possession of the staff makes a train superior to all other trains between Skyline and Blossburg.
The normal position of the eastward train order signal at Blossburg and the westward train order signal at Skyline is "Stop" and must be left in that position except when changed to "Caution" or "Clear" to allow a train to proceed.
The operator at Blossburg will deliver a staff to the leading engineman of eastward trains and the operator at Skyline will deliver a staff to the leading engineman of westward trains. The staff must be enclosed in a rubber tube attached to a wire hoop with the screw top securely fastened before delivery.
Eastward trains from Blossburg and westward trains from Skyline will be governed by the position of the train order signal, except that no eastward train will leave Blossburg and no westward train will leave Skyline unless the train order signal indicates "Clear" or "Caution". This indication of the train order signal can only be had after the operator has put the staff thru the master lock which is connected with, and operated in connection with the train order signal.
When a staff has been delivered to the operator at Skyline or Blossburg, it must not be used for another train movement until it has been passed through the staff machine; and it must not be placed in the staff machine until the rear of the train from which the staff is received has passed the train order signal at least 300 feet and the signal has again been placed at "Stop," unless for any reason the rear of the train does not pass the train order signal, in which event the operator will, upon written advice of the conductor that the Staff Block is Clear, place the staff in the machine.
At Blossburg in case of westward freight trains with helper engines on the rear, the operator will not put the staff in the machine until the caboose has been dropped onto the train and the helper engines are clear of the main track.
The operators at Blossburg and Skyline will keep a block record of all trains, motor cars, hand cars or persons using the block to whom a staff is issued, and will notify the engineer at the ventilating plant of approaching trains for which fans will or will not be required.
IN CASE THE STAFF APPARATUS FAILS THE DISPATCHER MUST BE NOTIFIED AND TRAINS WILL BE MOVED BETWEEN SKYLINE AND BLOSSBURG BY THE FOLLOWING FORM OF TRAIN ORDER, ADDRESSED TO THE OPERATORS AT SKYLINE AND BLOSSBURG AND ALL TRAINS AFFECTED: "STAFF SYSTEM ANNULLED—HAS RIGHT OVER ALL TRAINS, —TO—"

14. **Mountain Grade Operation**—Mountain grade one mile east of Birdseye to Blossburg.
When trains by meet order meet at Skyline, Weed, Austin or Birdseye, the westward train will take siding. When at Blossburg, the eastward train will take siding.
When trains meet at Skyline, Weed, Austin or Birdseye, the eastward train, unless otherwise instructed, will not pass the west switch until the westward train is on the siding to clear. This will not apply if for any reason the eastward train takes the siding.
When eastward freight trains meet first-class trains or passenger extras at Skyline, Austin or Birdseye, operator at meeting point will open upper switch of siding and safety switch before the freight train leaves the station next west of the meeting point and will not close them until the eastward train has stopped; eastward train will not pass safety switch until westward train is known to be clear.
When an eastward first-class train, passenger extra or light engine, meets a westward train at Skyline, Austin or Birdseye, operator will not open safety switch. Eastward second-class or inferior trains, except light engines or engines with caboose only, will not be permitted to follow first-class trains or passenger extras from Blossburg, Skyline or Austin until the operator at the next office reports the preceding train by, and that the safety switch has been opened.
The normal position of the eastward train order signal at Blossburg, Skyline, Austin and Birdseye will be at stop, and the operator will not clear it to allow an eastward movement until assured by the operator at the next station that the safety switch is properly set.
Operators at Skyline, Austin or Birdseye will not open the safety switch for meeting trains until advised by the operator at the preceding station that there is no train ahead of the train for which the safety switch is to be opened.
Operators at Blossburg, Skyline, Austin and Birdseye must keep a record, beginning at 12:01 A. M. of all eastward trains passing their station and notify the operator at the next station in each direction the departing time of such trains.
Eastward second-class and inferior trains other than passenger extras and light engines, will obtain a meet order before leaving Blossburg on all superior westward trains, if unable to make G. N. Crossing for such trains.
Operator will close east switches of both sidings at Blossburg after departure of eastward trains. Operators at Birdseye, Austin and Skyline will close the west switch of siding after departure of westward trains.
Eastward second-class and inferior trains, except passenger extras, unless otherwise instructed, will take siding at Blossburg, test air and obtain staff before again using the main track.
Enginemen of eastward freight trains approaching west switch at Blossburg will place engineman's brake valve handle in release position in order to have the train brakes charged to the maximum of ninety (90) pounds pressure to make a terminal test of air brakes, as required in second paragraph of Rule 1003, "Transportation Rules." Conductors must know by caboose gauge that this pressure is attained before making test. Enginemen will maintain a working basis of ninety (90) pounds pressure Blossburg to Helena.
Eastward freight trains must stop at Austin and Fort Harrison to cool wheels and make inspection.
Passenger trains will use two (2) minutes and thirty (30) seconds thru Mullan Tunnel. Passenger trains will not exceed any one mile in two minutes and freight trains any one mile in four minutes descending mountain grade.
Passenger trains descending will not exceed twenty-two (22) miles per hour between Blossburg and Austin, and will use not less than six (6) minutes Blossburg to Skyline, six (6) minutes Skyline to Weed and nine (9) minutes Weed to Austin.
The following instructions govern operation of the ventilating plant east end of Mullan Tunnel:
"When fan is in operation westward freight trains will not exceed a speed of 7 miles per hour through Mullan Tunnel, and when there is a helper engine on rear of train lead engine will so regulate the speed that the entire train will not exceed this speed through the tunnel.
"If the plant fails, train and enginemen and yardmaster at Helena will be notified so that helper engines may be turned out of Helena. If the failure of the plant occurs after a train has left Helena, they will be notified by the dispatcher, or if it has departed from Skyline they will be flagged by the engineer at the ventilating plant, in which case train and enginemen will arrange to use necessary precaution for personal protection through the tunnel."
15. **Special Stops, Connections, Etc.**
No. 1 will stop at Drummond for passengers for Spokane and west.
No. 3 will stop at Gold Creek, Drummond, Bearmouth and Clinton to discharge passengers from Duluth, Superior, St. Paul and points east.
No. 3 will stop on flag at Austin, Saturdays only.
No. 3 will stop at Drummond to discharge passengers from east of Garrison.
No. 4 will stop on flag at Drummond for passengers destined east of Billings where scheduled to stop and at Clinton, Bonita, Bearmouth and Drummond for passengers for points east of Garrison where No. 4 stops.
No. 4 will connect at Garrison with No. 257 unless otherwise instructed.
No. 223 will connect with No. 287 at Garrison unless otherwise instructed.
No. 223 will stop at Bonner to discharge passengers from east of Butte.
Nos. 256 and 257 will stop on flag at Jens, Bradman, Haskell, Blakeley, Ludwell, Rock Creek and Big Bend.
Nos. 287 and 288 will stop on flag at Rich Spur and Calcium.
Nos. 287 and 288 will connect at Garrison with Nos. 1, 2 and 256 unless otherwise instructed.
16. **Register Stations**—
Helena Yard.
Garrison.
Missoula.

17. Bulletin Stations—

Helena Yard.
Helena Round House.
Garrison.
Missoula Passenger Station.
Missoula Yard.
Missoula Roundhouse.

18. Standard Time Clocks—

Helena.
Garrison.
Missoula Passenger Station.
Missoula Yard.

19. Watch Inspectors—

R. W. Crawford, Helena.
Kohn Jewelry Company, Missoula.

20. Derail Switches—

Neydell.....	Fair Ground Spur, 404 ft. from Main Track Head Block.
Helena.....	East End East Lead to North Yard.
Helena.....	East End East Lead to South Yard.
Helena.....	West End Great Northern Transfer track.
Mares Spur.....	East End (Interlocked).
Fort Harrison.....	East End Spur.
Rheems Spur.....	East End Spur.
Birdseye (Safety Switch).....	West End Siding.
Austin.....	East End Eastward and Westward Sidings.
Austin.....	Safety Switch on West End Westward Siding 100 ft. east of Main Line Switch.
Skyline (Safety Switch).....	West End Siding.
Skyline.....	East End Siding.
Blossburg.....	North End Clay Works Track.
Blossburg.....	West End Storage Track.
Blossburg.....	West End of Eastward and Westward Sidings.
Rich Spur.....	West End Spur.
Calcium.....	East End Spur.
Garrison.....	East End of both Coal Dock Tracks.
Garrison.....	West End No. 3 Track, Helena Yard.
Garrison.....	West End Dead Track.
Drummond.....	West End House Track.
Bearmouth.....	Coal Dock Track.
Bradman.....	West End Spur.
Bonner.....	West End B. B. M. Co. Spur.

21. Commercial Spurs—

	Miles from Helena	Car Capacity
Mares.....	2.8	6
Fort Harrison.....	4.2	100
Rheems off Ft. Harrison Spur.....	4.2	2
Rich.....	23.6	6
Calcium.....	26.7	6
Jens.....	62.3	8
Bradman.....	75.3	3
Ludwell.....	87.0	5
Ancon.....	96.4	10
Turbine.....	114.3	3
Missoula Tile.....	116.5	4

SECOND SUBDIVISION.

(MAIN LINE)

1. **Card Train Order (Form AB)** will govern the movement of trains between Butte and Silver Bow, and trains must not move in this territory unless conductor and engineman each hold a card properly filled out.
2. **At Garrison**—Time of trains applies at telegraph office.
3. **Garrison Interlocking**—Westward trains will call for route as follows:
For westward main line.....One long blast of whistle.
For eastward main line.....Two long blasts of whistle.
For coal dock track.....Three long blasts of whistle.
For west switch Second Sub-Division Siding.....Four long blasts of whistle.
For coach track.....Five long blasts of whistle.
4. **Automatic Block and Interlocking Light Signals**—Where automatic block and interlocking light signals are in use, they will display the standard colors for both day and night indication. In other respects, automatic block Rules Nos. 501-A to 513, inclusive, and Transportation Rule 27, and all interlocking rules apply.
A train on siding wishing to enter the main track will, if signal is not lighted, open main track switch in order to receive proper indication.
5. **Speed Restrictions**—
Eight (8) miles per hour within the city limits of Butte and Deer Lodge.
Westward trains, five (5) miles per hour, eastward trains, eight (8) miles per hour over Kaw Avenue crossing west of Butte depot.
6. **Special Stops, Connections, Etc.**
Nos. 223 and 224 will stop at Galen to discharge passengers and a flag stop for No. 224 Sundays.
No. 2 will stop on flag at Warm Springs to receive passengers for Twin Cities and points east.

SPECIAL INSTRUCTIONS.

**FOURTH SUBDIVISION.
(MAIN LINE)**

- 7. **Register Stations**—Butte. Garrison.
- 8. **Bulletin Stations**—Butte. Garrison.
- 9. **Standard Time Clocks**—Butte. Garrison.
- 10. **Watch Inspectors**—J. D. Leys, Butte.
- 11. **Derail Switches**—
 - Deer Lodge..... West End Stock Yard Track.
 - Warm Springs..... West End Storage Track.
 - Stuart..... West End House Track.
 - Hackney..... West End Siding.
 - Silver Bow..... West Switch Siding.
 - Butte..... East End of C. M. St. P. & P. Transfer.
- 12. **Commercial Spurs**—

	Miles from	Car
	Butte	Capacity
Elide.....	34.2	2

**THIRD SUBDIVISION.
(MAIN LINE)**

- 1. **Extra Trains**—Between Missoula and Paradise will run via Third Sub-Division unless otherwise instructed by train order.
- 2. **At Missoula**—The switch leading from the west lead of the old yard to the westward main track is a spring switch. Switch is set for main track and trains pulling out of yard will run thru it.
- 3. **At DeSmet** Switches on both ends of west crossover are spring switches and may be run through. Trains trailing through these switches must not take slack nor back up until points have been thrown by hand. Switches will be set as normal position for trains from Third Sub-Division to enter eastward main track. For trains from Fourth Sub-Division to enter eastward main track by running through spring switch at east end of west crossover. For trains from westward main track to Fourth Sub-Division by running through spring switch at west end of west crossover. If a train from the Third Sub-Division stops to allow a train from the Fourth Sub-Division to pass, or a train from the Fourth Sub-Division stops to allow a train from the Third Sub-Division to pass, trainman of the train being passed will immediately throw controller switch so the other train may get a clear signal. After the train has passed trainman will return controller switch to normal position, lock the box and train will be governed by signal indications before proceeding. Two controller boxes equipped with plates showing number of signals which each controller governs are located on a post near the west crossover switch. In case signals will not indicate proceed, trains will not move against facing point spring switches until some member of train crew has examined such switches.
- 4. **Between Missoula and DeSmet**, when trains are run against the current of traffic they will come to a full stop before passing over the spring switch on the east end of the cross-over at DeSmet and the spring switch at the west end of Missoula Yard and proceed at restricted speed until the entire train has passed over the switch.
- 5. **Train Inspection**—Freight trains will stop for inspection as the conductor directs, but westward freight trains must be inspected before passing Rivulet.
- 6. **Bridge and Engine Restrictions**—Twenty (20) miles per hour over Bridge 122-2 and 136, Class A engines.
- 7. **Speed Restrictions**—Westward trains will approach junction switch and cross-over at the west end of Missoula Freight Yard at restricted speed, expecting to find trains using crossover. Eastward trains will approach the east switch of the wye track at Missoula leading to the Sixth Sub-Division, at restricted speed. All trains, twelve (12) miles per hour between overhead bridge near Yard Office and Madison Street, Missoula. All trains, fifteen (15) miles per hour over spring switches, DeSmet. Approach West Portal Tunnel 10 just west of Quinns at restricted speed, account of possibility of rocks falling.
- 8. **Logs** must not be moved in trains on double track after dark, except between DeSmet and Missoula, in which case a trainman will be stationed on the rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track. Trains handling logs on double track must not be permitted to meet passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the trains and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured.
- 9. **Special Stops, Connections, Etc.**—Nos. 839 and 840 may carry passengers between St. Regis and Paradise. No. 839 will connect with No. 263 at St. Regis. Nos. 263 and 264 will stop on flag at Morgel two miles east of St. Regis.
- 10. **Register Stations**—Missoula and Paradise. St. Regis for Nos. 263 and 264.
- 11. **Bulletin Stations**—Missoula Passenger Station. Missoula Yard. Missoula Round House. Paradise.
- 12. **Standard Time Clocks**—Missoula Passenger Station. Missoula Yard. Paradise.
- 13. **Watch Inspectors**—Kohn Jewelry Company, Missoula.
- 14. **Derail Switches**—
 - Missoula..... East End Stock Yard Track.
 - Riddle..... East End Spur.
 - Rivulet..... Coal Dock Track.
- 15. **Commercial Spurs**—

	Miles from	Car
	Missoula	Capacity
Riddle.....	4.1	8
Mellady.....	13.0	4
Thindle.....	19.7	5
Sand.....	35.4	10
Roseld (Log Spur).....	85.9	..
Lubrek (Log Spur).....	89.2	..

- 1. **At Paradise**—House track in rear of passenger station will be used as siding for first class trains and passenger extras.
- 2. **Between DeSmet and Paradise**—The following rules will be observed in blocking trains: The normal position of both the eastward and westward train order signals at Evaro, Arlee, Ravalli, Dixon and Perma will be stop. The position of these signals will not be changed while operator is on duty, except when changed to clear position for a train to pass when block is clear and no train orders, or to caution position to permit a train to pass when provided with a clearance card. A train will not be permitted to leave DeSmet westward, Paradise eastward, and Evaro, Arlee, Ravalli, Dixon and Perma, both directions, until the last preceding train has cleared the next telegraph office in advance, or reports clear of the main track at an intermediate siding, unless authorized by a train order to do so, or in case of failure of all communication. Operators will not report trains clear at their respective stations until they are into clear on siding or rear end has passed telegraph office 300 feet. Operators will promptly notify operators at station in advance and in the rear of arrival and departure of trains. Operators will keep a record showing time trains in both directions pass their station, and a record of trains arriving at next telegraph office in advance. A train going to a station where no telegraph service is maintained to be passed by another train, will report on telephone when into clear, and will not proceed until the train which has passed clears the next telegraph office in advance. In case communication fails, operators may issue clearance card Form "A" endorsed: "Means of Communication have failed. Proceed at restricted speed."
- 3. **Extra Trains** between Missoula and Paradise will run via Third Sub-Division unless otherwise instructed by train order.
- 4. **Automatic Signal 1** mile east of Paradise will govern westward trains.
- 5. **Mountain Grade Operation**—Mountain grade one (1) mile west of DeSmet to two (2) miles east of Arlee. When trains by meet order meet at Nagos or Evaro, the westward train will take siding. Passenger trains must not exceed any one mile in two minutes, and freight trains any one mile in four minutes descending mountain grades.
- 6. **Helper District**—Between Missoula and Arlee.
- 7. **Bridge and Engine Restrictions**—Speed will be restricted over Bridge 5, O'Keefe Gulch Viaduct, as follows: Single and double header engine, classes Q-3, Q-4, Q-5, Q-6, T, W, W-1, W-2, W-4 and Y-3 will not exceed fifteen (15) miles per hour. All lighter classes will not exceed thirty (30) miles per hour. Single header engine, classes A, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 may be hauled as dead engines, without coal or water, with four cars between engines, at five (5) miles per hour. Speed will be restricted over Bridge 7, Marent Viaduct, as follows: Double header engines, classes A, Z-2, Z-3 and Z-4 not permitted. Single header engine, classes A, Z-2, Z-3 and Z-4, and all lighter classes, single or double header, will not exceed thirty (30) miles per hour. Speed will be restricted over Bridges 21, 40 and 45 as follows: Single and double header engine, class A will not exceed twenty (20) miles per hour. Speed will be restricted over Bridge 55, over Flathead River, as follows: Single or double header engine, classes Q-5, Q-6, W, W-1, W-2 and W-4 will not exceed ten (10) miles per hour. Double header engine, classes T, Q-3 and Q-4 will not exceed twenty (20) miles per hour. Single header engine, classes A, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 may be hauled as dead engines, without coal or water, with four cars between engines, at five (5) miles per hour.
- 8. **Special Stops, Connections, Etc.**—No. 1 will stop at Evaro, Schley and Flathead to discharge passengers from east of Missoula and will stop at Evaro on flag Sundays only. No. 2 will stop at Dixon to discharge passengers from Sand Point and west. No. 4 will stop at Ravalli, Flathead, Arlee, Schley and Evaro to discharge passengers from west of Dixon and will stop on flag at Ravalli, Arlee and Evaro Sundays only. Nos. 845 and 846 will carry adult male passengers between Dixon and Paradise.
- 9. **Register Stations**—Paradise. Dixon for No. 273, No. 274 and helper engines. Arlee for helper engines.
- 10. **Bulletin Station**—Paradise.
- 11. **Standard Time Clock**—Paradise.
- 12. **Derail Switches**—
 - Evaro..... East End Johnson Spur.
 - Arlee..... West End Siding.
 - Arlee..... 200 feet north of wye switch.
 - Flathead..... On Heron Lbr. Co. Spur, 220 feet from head block to Main Track Switch.
 - Paradise..... East End Monahan Spur.
- 13. **Commercial Spurs**—

	Miles from	Car
	DeSmet	Capacity
Reid.....	3.7	5
Hurley.....	17.8	5
Grazog.....	22.3	3
Pollog (Log Spur).....	41.1	..

**FIFTH SUBDIVISION.
(PHILIPSBURG BRANCH)**

- 1. **At Drummond**—Crossing with C. M. St. P. & P. Railway is protected with automatic crossing signals. Signals are of approach type and trains will approach stop signal at restricted speed. If a train is stopped at the stop signal and no conflicting train movement is evident a trainman shall proceed to the crossing and operate the hand release located in the box marked, "Northern Pacific." Box is locked with a switch lock and instructions for operation are inside. If the operation of the hand release does not clear the signal, the train may then proceed under protection of a flag against C. M. St. P. & P. trains in both directions.
- 2. **Bridge and Engine Restrictions**—Speed will be restricted over Bridge O-1 Hellgate River, as follows: Engines, classes S, S-1, S-2, S-3, S-4 and Q, eight (8) miles per hour. Double header engines, class F-1, eight (8) miles per hour. Engines, classes Q-1, T and heavier not permitted. Speed will be restricted over Bridge 14, over Boulder Creek, as follows: Engines, class T, twenty (20) miles per hour. Engines, class W and heavier not permitted.
- 3. **Register Stations**—Drummond, Philipsburg.
- 4. **Bulletin Station**—Drummond.
- 5. **Standard Time Clock**—Drummond.
- 6. **Watch Inspector**—McLees Jewelry Co., Philipsburg.
- 7. **Derail Switches**—
 - New Chicago..... East End of Siding.
 - Stone..... East End Siding.
 - Hall..... East End of Elevator Track.
 - Hall..... East End Sugar Track.
 - Maxville..... East End Siding.
 - Philipsburg..... East End Pardee Spur.
 - Philipsburg..... East End Siding.
 - Philipsburg..... 650 feet East of Depot on Main Track.
- 8. **Commercial Spurs**—

	Miles from	Car
	Drummond	Capacity
Field.....	13.5	5

**SIXTH SUBDIVISION.
(BITTER ROOT BRANCH)**

- 1. **Speed Restrictions**—Ten (10) miles per hour between "Y" switch, Missoula and Bridge O, Missoula River and between Second and Fifth Street, South Missoula. Special care and watchfulness will be observed at street railroad crossings, Spruce and Fifth Streets, Missoula.
- 2. **Special Stops, Connections, Etc.**—Nos. 271 and 272 stop on flag at Truman. Nos. 837 and 838 may carry adult male passengers.
- 3. **Bridge and Engine Restrictions**—Speed will be restricted over Bridge "O", Missoula River, as follows: Engines, classes S, S-1, S-2, S-3, S-4, Q and occasional operation of Q-1, Q-2, Q-3 and Q-4, eight (8) miles per hour. Double header engines, class F-1, eight (8) miles per hour. Engines, class W and heavier not permitted. Speed will be restricted over Bridges 4, Bitter Root River; 45, Bitter Root River; 51, Bitter Root River; 57, Lost Horse Creek and 59, Rock Creek, as follows: Engines, classes S, S-1, S-2, S-3, S-4 and Q, eight (8) miles per hour. Double header engines, class F-1, eight (8) miles per hour. Engines, class T, Q-1 and heavier will not be permitted.
- 4. **Register Stations**—Missoula, Darby.
- 5. **Bulletin Stations**—Missoula Yard. Missoula Passenger Station. Missoula Roundhouse.
- 6. **Standard Time Clock**—Missoula.
- 7. **Derail Switches**—
 - South Missoula..... West End Rock Springs Coal Track.
 - South Missoula..... North End Mill Spur.
 - Kenspur..... West End Spur.
 - Tucker..... East End Siding.
- 8. **Commercial Spurs**—

	Miles from	Car
	Missoula	Capacity
Inch.....	2.2	3
Wemple.....	21.6	3
Mittower.....	31.7	4
Bing.....	33.6	7
Neafus.....	41.5	6
Ward.....	55.4	8
Charlos Heights.....	56.0	5

**SEVENTH SUBDIVISION.
(FLATHEAD VALLEY BRANCH.)**

- 1. **Speed Restrictions**—Passenger trains will not exceed schedule time and freight trains, twenty (20) miles per hour.
- 2. **Special Stops, Connections, Etc.**—Nos. 273 and 274 will stop on flag at Reclamation Spur. Nos. 843 and 844 may carry adult male passengers.
- 3. **Register Stations**—Dixon. Polson.
- 4. **Watch Inspector**—H. E. Rakeman. Polson.
- 5. **Derail Switches**—
 - Moiese..... East End Siding.
 - D'Aste..... East End Siding.
 - Ronan..... East End House Track.
 - Polson..... Lake Spur, 895 feet north of wye switch.
- 6. **Commercial Spurs**—

	Miles from	Car
	Dixon	Capacity
Reclamation.....	28.6	8

SPECIAL INSTRUCTIONS.

EIGHTH SUBDIVISION. (COEUR D'ALENE BRANCH.)

- 1. Speed Restrictions—6 miles per hour over public crossings Wallace.
2. Bridge and Engine Restrictions—Speed will be restricted over Bridge 17, St. Regis River as follows:
3. Mountain Grade Operation—Mountain grade between Saltese and Mullan.
4. Helper District—Between Saltese and Wallace.
5. Special Stops, Connections, etc.—Nos. 263 and 264 will stop on flag at Old Town St. Regis, Wilk, Wence, Sildix, Reindeer, Pottsville, National, McKinnis, Stull and Alice.
6. Register Stations—St. Regis. Wallace. Saltese for helper engines.
7. Bulletin Stations—St. Regis. Wallace.
8. Standard Time Clocks—St. Regis. Wallace.
9. Watch Inspector—E. W. Phillips, Wallace.
10. Derail Switches—Henderson. East End Both Transfer Tracks.
11. Commercial Spurs—Wilk. 7.0. Wence. 18.3. Cooper. 21.3. Reindeer. 43.2. Pottsville. 45.9. McKinnis. 49.0. Hunter. 49.3. Compressor. 52.8. Alice. 53.2. Stull. 53.8. Gentry. 55.4.

NINTH SUBDIVISION. (BURKE BRANCH.)

- 1. At Wallace—Trains will protect against eighth Sub-Division trains between passenger station and junction switch.
2. At Burke—All trains, yard engines, light engines, must proceed at restricted speed in both directions at all times.
3. Register Station—Wallace.
4. Bulletin Station—Wallace.
5. Standard Time Clock—Wallace.
6. Watch Inspector—E. W. Phillips, Wallace.
7. Derail Switches—Burke. West End Old Tiger Scale and Hecla high line switch as derail to all tracks Hercules yard.
Burke. Lower End Run Around Track.
Burke. Hecla Yards Upper End of Bridge.
Burke. Below Depot Main Track.
Hecla. West End Spur.

- Mace. West End Siding.
Dorn. West End Siding.
Frisco Concentrator. West End Siding.
Frisco Concentrator. 156 feet above switch to loading spur.
Frisco. On Main Track (will be left locked closed).
Gem. West End Siding.
Neal. West End Siding.
Markwell. West End Spur.
Webb Spur. West End.
Standard Mill. West End Crossover to Mill.

Table with 3 columns: Commercial Spurs, Miles from Wallace, Car Capacity. Includes entries for Webb (1.5, 4) and Markwell (2.0, 3).

TENTH SUBDIVISION. (SUNSET BRANCH.)

- 1. Register Station—Wallace.
2. Bulletin Station—Wallace.
3. Standard Time Clock—Wallace.
4. Derail Switches—Stratton. East End Spur. Bunn. East End Siding. Black Cloud Mill Spur. 300 feet from Main Track. Mahoney's Spur. Lower End Spur. Sunset. Main Track Below Switch.
5. Commercial Spurs—Mahoney's. 2.0. Stratton. 2.1.

ALL SUBDIVISIONS.

- 1. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
2. When necessary to take slack of passenger or freight trains with helper engine on the rear, it should be done by the helper engine.
3. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
4. Except as otherwise provided, enginemen will only be required to consult register at initial or starting points.
5. When conditions will permit enginemen on freight trains will receive proceed signal from rear of trains before passing any station.
6. Derail switches will be set in derail position when not in use.
7. When it becomes necessary to utilize a side track for main line, in addition to setting and locking switches for the side track and covering the same by train order, a flagman with proper flagging material will be stationed to fully protect approaching trains in the manner called for in Transportation Rules until movement over main line is resumed.
8. IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS. When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use a white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
9. Speed Restrictions—Passenger trains a speed of one mile per minute. All trains fifteen (15) miles per hour passing telegraph offices where orders are received. Thirty (30) miles per hour over interlocked crossings, and fifteen (15) miles per hour through crossovers and turnouts. Trains handling wrecking derrick, thirty (30) miles per hour. Class W, W-1, W-2 and W-4 power, forty (40) miles per hour; W-3 and W-5 power thirty-five (35) miles per hour. Class A power, fifty-five (55) miles per hour. Class Q-5 and Q-6 power, sixty (60) miles per hour. All Class Z power, twenty-five (25) miles per hour when helping trains and twenty (20) miles per hour when running light. Light engines backing, twenty (20) miles per hour.

AUTHORIZED SURGEONS. LOCATION OF STRETCHERS (S).

- DR. GEO. M. JENNINGS, Chief Surgeon and Ophthalmic Surgeon, Missoula (S).
DR. A. T. HAAS, Asst. Chief Surgeon, Missoula.
DR. A. R. FOSS, Ass't Surgeon, Missoula.
DR. F. B. EXNER, Ass't Surgeon, Missoula.
DR. J. M. GRAYBEAL (Oculist), Missoula.
Missoula Station (S).
Missoula Hospital (S).
DR. S. A. COONEY, Helena, Helena, Tool Car (S).
DR. H. D. KISTLER, Butte (S).
DR. C. B. RODES, Ass't Surgeon, Butte.
DR. J. A. DONAVAN (Oculist), Butte.
DR. A. W. MORSE (Oculist), Butte.
Butte Pass. Sta. Baggage Room (S).
Butte Upper Freight Office (S).
DR. C. S. POWELL, Deer Lodge, Garrison (S).
DR. E. G. WILCOX, Drummond (S).
Missoula Tool Car (S).
Missoula Machine Shop (S).
DR. W. I. POWER, Phillipsburg.
DR. P. S. RENNICK, Stevensville.
DR. G. A. GORDON, Hamilton (S).
DR. F. E. BUCHEN, Darby.
Arlee (S), Paradise (S), Paradise Tool Car (S).
DR. E. H. FIELD, Iron Mountain.
DR. F. L. QUIGLEY, Wallace (S).
DR. J. R. BEAN, Wallace (S).
DR. J. L. RICHARDS, Polson.
DR. HUGH MALLARKY, Dixon.

H. D. MUDGETT, Trainmaster.

J. R. SMITH, Trainmaster.

SPEED TABLE.

Table with 4 columns: Time per Mile (Min. Sec.), Miles per Hour, Time per Mile (Min. Sec.), Miles per Hour. Shows speed data for various mileages from 1 to 60 miles.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

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

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

TONNAGE RATINGS.

Table with columns: EASTWARD, WESTWARD, Ruling Grade, W Sup., W-3, Z, Z-1, Z-3. Lists tonnage ratings for various routes like Paradise to Missoula, Dixon - Arlee, etc.

E. H. SHOWALTER, Chief Dispatcher.

