

# NORTHERN PACIFIC RAILROAD.

T. F. OAKES, H. C. PAYNE and H. G. ROUSE,  
RECEIVERS.

## ROCKY MOUNTAIN DIVISION AND BRANCHES.

### No. 27 TIME SCHEDULE No. 27

TO TAKE EFFECT AT 12:05 P. M.

(MOUNTAIN OR 105th MERIDIAN TIME.)

(One hour slower than Central or 90th Meridian Time.)

## MONDAY, OCTOBER 2d, 1893.

SUCCEEDING CARDS AS SHOWN WITHIN:

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current card, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

M. C. KIMBERLY,  
Gen'l Superintendent.

J. W. KENDRICK,  
Gen'l Manager.

G. W. DICKINSON,  
Ass't Gen'l Superintendent.

T. J. DeLAMERE,  
Supt. Transportation.

## ROCKY MOUNTAIN DIVISION—First District.

**West Bound.**

Mountain or 105th Meridian Time, One Hour slower than Central or 90th Meridian Time.

WAY FREIGHT No. 57		FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wye	Station Numbers	Time Card No. 27. Oct. 22, 1903. Succeeding No. 26.		Distance from Helena	PACIFIC MAIL (No. 1)		MARTAVILLE MIXED No. 7	
Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY				STATIONS			First Class DAILY		Second Class DAILY	
De	7.40 A M	De	2.00 A M	De	6.15 A M	WCS	1194	Helena	0.0	De	9.40 A M	De	4.30 P M	
	M 56					TY		Montana Cent. Cross'g	2.7					
	8.18		2.38		6.58		1202	Birdseye	7.8	* 10.02		R 4.55		
	8.25		2.45		7:00 M 56	W TY	1204	Clough Junction	9.0	10.05 M 8		Ar 5.00 P M		
	8.55		3.15		7.30	W	1207	Butler	12.8	10.20		DAILY		
	9.55		4.15		8.30	Y	1215	Blossburg	20.8	10.55		See page 5		
Ar	10.55	Ar	4.55 M 56	Ar	9.10	WCS	1223	Elliston	28.9	11.15 P 57				
De	11.25	De	5.10	De	9.25	TY		Boyd	32.2					
							1232	Avon	37.7	11.38				
Ar	12.05		5.40		10.00	W		Bradley	43.7	F 11.45 A M				
De	12.35		6.00		10.28		1238	Garrison	50.8	De 12.01 P M				
	1.00							Lloyd	52.1	F 12.08				
Ar	1.30 M 58		6.22		10.48	W C	1245	Gold Creek	59.4	De 12.22 M 58				
De	2.00		6.27		10.55 M 54	S Y	1246	Haskell	65.2	F 12.34				
	2.05		6.50	Ar	11.20		1254	Drummond	71.7	12.47				
	2.35		7.10	De	11.25 M 2		1260	Bearmouth	83.9	1.15				
	3.00		7.45 A M		11.45 M 58		1266	Carlan	91.7	F 1.30				
	3.25		7.30 P M		12.03 P M	W C Y	1266	Bonita	99.3	1.46				
	4.15		8.10		12.38	W	1278	Clinton	107.1	F 2.02				
	4.48	Ar	8.35		12.58		1286	Bonner	117.4	2.25				
	5.10	De	8.40 M 54		1.20		1294	Missoula	124.8	Ar 2.40 P M				
	5.40	Ar	9.05 M 58		1.44	W	1302			P 53				
	6.20	De	9.15 M 2		2.14		1312							
Ar	6.25 M 4		10.17		2.14		1312							
Ar	7.00 P M	Ar	10.45 A M	Ar	2.35 P M	WCS	1319							
					1 P	TY								
	EX. SUNDAY		DAILY		DAILY						DAILY			

M—Meet. P—Pass. †—Meals. \*—Trains do not stop for passengers. F—Flag Station. W—Water. C—Coal. S—Scales. T—Table. Y—Wye.

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Helena, Clough Junction, Elliston, Garrison, and Missoula, and must not pass any registering station, which has telegraph service, without an order or clearance. All trains and engines will reduce speed to five (5) miles per hour while passing through Mullan Tunnel, and will have head lamps and rear lights burning. Engineers must see that their fires are in proper condition before entering the tunnel so as not to create any more smoke than absolutely necessary.

All trains and engines must come to a Full Stop before passing over Montana Central Railway Crossing two miles west of Helena. Reduce speed to ten (10) miles per hour over all high bridges and trestles. Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

Trains take their date from District Terminals.

**ROCKY MOUNTAIN DIVISION - First District**

Mountain or 108th Meridian Time, One Hour slower than Central or 90th Meridian Time.

**East Bound.**

HELENA MEXID No. 3		ATLANTIC EXPRESS No. 4		ATLANTIC MAIL No. 2		Distance from Helena Miles	Time Card No. 27. Oct. 24, 1903. Succeeding No. 26.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FRT No. 54		FREIGHT No. 56		WAY FREIGHT No. 58	
Second Class DAILY		First Class DAILY		First Class DAILY						Second Class DAILY		Third Class DAILY		Third Class EX SUNDAY	
Ar	10:35 A.M.			Ar	10:45 P.M.	124.8	Helena 2.7	1000	N	Ar	8:30 P.M.	Ar	7:40 A.M.	Ar	6:50 P.M.
						122.7	Montana Cent. Cross'g 5.1								
F	10:10	*	10:28	F	2:02	117.0	Birdseye 1.2	20			2:55		7:05		6:15
De	10:05 A.M.	*	10:25		1:59	115.8	Clough Junction 8.5	20	D		2:50	De	7:00 M.58		6:10
	DAILY				1:56	112.0	Butler 8.0	66	N		2:30	Ar	6:55		5:50
			9:53		1:25	104.0	Blossburg 8.1	84	N		1:50		5:55		5:00
			9:32		1:00 P.54	96.9	Elliston 8.3	294	N	De	1:05 2 P	De	4:55 M.65	De	4:00
						92.6	Boyd 5.5	37		Ar	12:50	Ar	4:40	Ar	3:30
		*	9:08		12:35 M.57	87.1	Avon 6.0	45	D		12:10 P.M.15		3:50		2:40
		*	8:54	F	12:20	81.1	Bradley 7.1	50		De	11:45 A.M.1		3:20		2:10
						74.0	Garrison 1.3	135	N	Ar	11:00		2:45	De	1:30 M.67
		De	8:39	De	12:01 P.M.1									Ar	1:00
		Ar	8:34	Ar	11:50 A.M.										
		*	8:31	F	11:45	72.7	Lloyd 7.8	60			10:55 M.58		2:40		12:55
		*	8:18		11:25 M.58	65.4	Gold Creek 5.8	58	D		10:30		2:10	De	12:22 M.1
		*	8:07	F	11:05	59.6	Haskell 6.5	42			10:10		1:45	Ar	12:17 P.M.
			7:55		10:45	53.1	Drummond 12.2	114	N		9:48		1:25	De	11:45 A.M.58
		*	7:31		10:05	40.9	Bearmouth 7.8	60	D		9:05		12:30	Ar	11:40
		*	7:14	F	9:40 P.58	39.1	Carlau 7.6	25			8:40 M.65	12:01 A.M.		De	11:15
		*	6:59		9:15 M.55	25.5	Bonita 7.8	40	N		8:18	11:30 P.M.		Ar	11:00
		*	6:45		8:54	17.7	Clinton 10.3	60	D		7:45	11:05		De	10:15
		F	6:25 M.57		8:25	7.4	Bonner 7.4	40	D		7:10	10:25		Ar	10:15
		De	6:10 P.M.	De	8:05 A.M.	0.0	Missoula	250	N	De	6:45 A.M.	De	10:00 P.M.	De	7:00 A.M.
			DAILY		DAILY						DAILY		DAILY		EX. SUNDAY

D - Day and N - Night and Day Telegraph Office.

Full faced figures (1, 2, 3; etc.) denote meeting and passing stations.

On mountain grades brakemen will be located in their proper position, as per Rule 395, and in case of passenger trains ascending mountain grades a brakeman must invariably be positioned on rear car. Automatic air must be used under all circumstances. When handling Air Brake cars descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty, as well as relieving the valves at foot of grades. No. 2 will take siding for No. 1 at meeting point.

Speed of passenger trains must not exceed twenty-five (25) miles per hour and freight trains twelve (12) miles per hour on mountain grades. Passengers with tickets are allowed to ride on the rear section of Way Freights. No other freight trains will carry passengers. All car doors must be kept closed while in trains.

Trains take their date from District Terminals.

W. H. BREMSON, Superintendent,  
Missoula.

**ROCKY MOUNTAIN DIVISION - Second District.**

**West Bound.**

Mountain or 105th Meridian Time, One Hour Slower than Central or 90th Meridian Time.

COEUR D'ALENE MIXED No. 61		WAY FREIGHT No. 57		FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wye	Station Numbers	Time Card No. 27. Oct. 24, 1893. Succeeding No. 26.		District Miles Missoula	PACIFIC MAIL No. 1	
Second Class EX. SUNDAY		Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY				STATIONS			First Class DAILY	
De	8.15 A M			De	11.45 A M	De	3.35 P M	W C S	1819	Missoula	2.4	0.0	De	2.45 P M
									1821	McLeod	3.9	2.4		
					12.15 P M		4.05		1825	De Smet	10.1	6.3		3.00
Ar	8.40 A M				1.15	Ar	5.23	W Y	1835	Evans	11.0	16.4		3.35
	EX. SUNDAY See Page 6.					De	5.28 M 4			Arlee	9.7	27.4		4.02
De	7.00 A M	Ar	2.05	Ar	6.20 M 58	W C Y	1846			Ravalli	7.0	37.1		4.26 M 4
	Sec 2	De	2.20	De	6.35 M 56				1856	Jocko	6.8	44.1	F	4.40 M 58
	7.40		3.00		7.08				1863	Duncan	7.9	50.9	F	4.53 M 56
	8.15		3.30		7.32			W	1870	Perma	6.0	58.8	F	5.00
	8.45	Ar	3.55 M 58		7.55				1878	Olive	5.7	64.8	F	5.20
		De	4.00 M 4		8.23				1884	Paradise	6.2	70.5	F	5.31
	9.20		4.24 M 56		8.45				1890	Horse Plains	7.4	76.7		5.43
	9.45				9.05			W C	1896	Weeksville	7.1	84.1	F	5.53
	10.10				9.27				1411	Eddy	7.3	91.2	F	6.12 P 55
	10.40	Ar	6.07		10.16			W Y	1417	Woodlin	8.6	98.5	F	6.27
	11.15	De	6.17		10.40				1420	Thompson Falls	6.1	102.1		6.35
	11.45 A M		6.39		10.55 M 54				1427	Belknap	6.7	108.2	F	6.47
	12.15 P M				11.15			W	1434	White Pine	4.8	114.9	F	7.05
Ar	12.30 M 58		6.51		11.45 P M				1439	Vermilion	5.5	119.7	F	
De	1.00		7.10		12.20 A M			W	1444	Trout Creek	5.9	125.2		7.25
	1.25 M 56		7.30		12.40				1449	Tuscor	8.3	131.1	F	7.37
Ar	1.59			Ar	12.45 M 2				1458	Noxon	4.8	139.4	F	7.55
De	2.04 M 4			De	1.15			W	1463	Smeads	5.4	144.2	F	8.05
					1.32				1468	Heron	6.1	149.6		8.15 M 54
	2.50		8.00		1.50				1474	Cabinet	7.6	155.7	F	8.27
	3.15		8.17		2.12			W	1482	Clark's Fork	6.5	163.3		8.45
	4.00	Ar	8.45		2.40				1489	Thornton	3.2	169.8		
		De	8.50 M 54						1492	Hope		173.0	Ar	9.05 P M
	4.20		9.05											
	4.45		9.20											
	5.15		9.39											
	5.50		10.00											
Ar	6.40 P M 54	Ar	10.30 P M M 2	Ar	3.15 A M	W C S	1492							
	EX. SUNDAY		DAILY		DAILY									DAILY

M-Meet. P-Pass. \* -Trains do not stop for passengers. F-Flag Station. W-Water. C-Coal. S-Scales. T-Tables. Y-Wye.

Full faced figures (1, 2, 3, etc.) denote meeting and passing stations.

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Missoula, DeSmet, Arlee and Hope, and must not pass any registering station, which has telegraph service, without an order or clearance.

Reduce speed to five (5) miles per hour over O'Keefe's and Marent trestles, and to ten (10) miles per hour over all other high bridges and trestles.

Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

On mountain grades brakemen will be located in their proper places, as per Rule 395, and in case of passenger trains ascending mountain grades a brakeman must invariably be positioned on rear car.

Trains take their date from District Terminals.

**ROCKY MOUNTAIN DIVISION - Second District.**  
 Mountain or 105th Meridian Time, One Hour Slower than Central or 90th Meridian Time.

East Bound.

ATLANTIC EX No. 4		ATLANTIC MAE No. 2		Miles from Hope	Time Card No. 27 Oct. 24, 1893. Succeeding No. 26.	Capacity of Cars	Telegraph Office	EXPRESS FR'T No. 54		FREIGHT No. 56		WAY FREIGHT No. 58		MISSOURI MIXED No. 62	
First Class DAILY		First Class DAILY						STATIONS	Second Class DAILY	Third Class DAILY	Third Class EX. SUNDAY	Second Class EX. SUNDAY			
Ar	6:05 P.M.	M	8:00 A.M.	179.0	Missoula 2.4	250	N	Ar	5:45 A.M.	Ar	9:00 P.M.			Ar	5:35 P.M.
				170.6	McLeod 8.9										
*	5.53		7:40	156.7	DeSmet 10.1	60	N		5.20		9.35			De	5.10 P.M.
*	5.28 M 53		7.10	156.6	Evans 11.0	110	N		4.30		7.45			EX.	SUNDAY
	4.53		6.20	145.6	Arlee 9.7	141	N	De	8.30	De	6.45	Ar	6.00 P.M.		
								Ar	3.15	Ar	6.30 M 53		M 53		
P	4.26 M 1		5.40	135.9	Ravalli 7.0	65	D		2.25		5.40		5.10		
*	4.11	P	5.17	128.9	Joeko 6.8	67			2.03		5.15	De	4.40 M 1		
												Ar	4.35		
*	4.00 M 13		4.55	122.1	Duncan 7.9	82	N		1.42	De	4.53 M 1	De	4.05 M 1		
										Ar	4.48	Ar	3.55 M 55		
*	3.47	P	4.30	114.2	Perma 6.0	68			1.15		4.24 M 55		3.28		
*	3.35	P	4.10	108.2	Olive 5.7	61			1.00		4.06		2.55		
*	3.25	P	3.52	102.5	Paradise 6.2	59			12.48		3.45		2.35		
*	3.13		3.32	96.8	Horse Plains 7.4	105	N		12.28 A.M.		3.25		2.10		
*	2.59 P 56	P	3.09	89.9	Weeksville 7.1	40			11.55 P.M.	De	3.04 P		1.40		
								Ar	2.54						
*	2.47		2.47	81.8	Eddy 7.3	98	D		11.32		2.25		1.12		
*	2.33	P	2.25	74.5	Woodlin 3.5	47			11.07		2.00		12.45		
	2.27		2.15	70.9	Thompson Falls 6.1	52	N		10.55 M 53		1.47	De	12.30 M 57		
*	2.15	P	1.55	64.8	Holman 6.7	87			10.35		1.25 M 57	Ar	12.01 P.M.		
*	2.04 M 57	P	1.35	58.1	White Pine 4.2	83			10.15		1.05		11.35 A.M.		
*		P		53.3	Vermilion 5.5										
*	1.40		1.05	47.8	Trout Creek 5.9	54	N		9.40		12.35		10.25		
*	1.26	P	12:45 M 53	41.9	Tuscor 2.3	34			9.20		12.15 P.M.		10.00		
*	1.09		12.17	33.6	Noxon 4.8	41	D		8.50 M 55		11.47 A.M.		9.20		
*	1.00	P	12.01 A.M.	28.8	Smeada 5.4	26			8.33		11.32		9.00		
*	12.51		11:45 P.M.	23.4	Heron 6.1	106	N	De	8.15 M.1.		11.15		8.40		
								Ar	8.10						
*	12.39	P	11.30	17.3	Cabinet 7.6	35			7.52		10.55		8.15		
P	12.25		11.05	9.7	Clark's Fork 6.5	26	D		7.30		10.32		7.45		
				3.2	Thornton 3.2	40									
De	12.05 P.M.	De	10.35 P.M. M 55	0.0	Hope	250	N	De	7.00 P.M. M 57	De	10.00 A.M.	De	7.00 A.M.		
DAILY		DAILY						DAILY		DAILY		EX. SUNDAY			

D--Day and N--Night and Day, Telegraph Office.

When handling Air-Brake cars descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty, as well as relieving the valves at foot of grades. Automatic air must be used under all circumstances.

Speed of passenger trains must not exceed twenty-five (25) miles per hour and freight trains twelve (12) miles per hour on mountain grades.

Passengers with tickets are allowed to ride on rear section of Way Freights. No other freights will carry passengers.

All car doors must be kept closed while in trains.

Trains take their date from District Terminals.

W. H. BRIMSON, Superintendent,  
Missoula.

Mountain or 105th Meridian Time, One Hour slower than Central or 90th Meridian Time.

**West Bound. HELENA AND RED MOUNTAIN R. R. East Bound.**

MIXED No. 101	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Helena	Time Card No. 27 Oct. 24, 1893 Succeeding No. 26	Distance from Rimal	Capacity of Side Tracks	Telegraph Offices	MIXED No. 102
Second Class				STATIONS				Second Class
MON., WED., FRI.								MON., WED., FRI.
De 11:30 A.M.	W	083Y	0.0	Helena 3.1	16.8	1000	N	Ar 8:30 P.M.
11:45		RA 3	3.1	Kessler's 0.6	13.7	10		3:15
11:47		RA 4	3.7	Hotel Broadwater 0.9	13.1	3		3:10
11:51 A.M.		RA 5	4.3	Thermal Springs 3.2	12.2			3:05
12:05 P.M.		RA 6	7.8	Wailes Spur 1.0	9.0			2:55
		RA 6	9.7	Colo Gulch Spur 1.0	7.1	5		
12:20	W	RA 11	10.7	Gold Bar 2.3	6.1	30		2:35
		RA 13	13.0	Bear Gulch Spur 1.1	3.3	4		
12:40		RA 14	14.1	Moose Creek 1.4	2.7	10		2:15
		RA 16	15.5	Minnehaha Spur 1.3	1.3	6		
Ar 1:00 P.M.	T	RA 17	16.3	Rimal	0.0	70	D	De 2:00 P.M.
MON., WED., FRI.								MON., WED., FRI.

**West Bound. HELENA AND NORTHERN R. R. East Bound.**

MIXED No. 7	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Helena	Time Card No. 27 Oct. 24, 1893 Succeeding No. 26	Distance from Helena	Capacity of Side Tracks	Telegraph Offices	MIXED No. 8
Second Class				STATIONS				Second Class
MON., WED., FRI.								MON., WED., FRI.
De 5:00 P.M.	W	1204	9.1	Clough Junct. 3.0	12.4	20	N	See page 2 Ar 10:00 A.M.
		RB 3	12.1	Duffy's Spur 3.4	9.4			
5:25		RB 6	15.5	Cruise 6.0	6.0	9		9:40
Ar 6:00 P.M.	W	T	21.5	Marysville	0.0	56	D	De 9:15 A.M.
MON., WED., FRI.								MON., WED., FRI.

Conductors will register at Helena, Clough Junction and Marysville, and must not pass any registering station, which has telegraph service, without an order of clearance.  
 Reduce speed to ten (10) miles per hour over all high bridges and trestles.  
 Engines and trains must be under perfect control when approaching switches, also bluffs where slides are liable to occur.  
 No branch train or engine shall come out on main line at Clough Junction without first receiving a regular order.  
 Automatic air must be used under all circumstances.  
 When handling air-brake cars descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty, as well as relieving the valves at foot of grades.

Conductors will register at Helena and Rimal, and will not pass any registering station, which has telegraph service, without an order of clearance.  
 When handling air-brake cars descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty, as well as relieving the valves at foot of grades.  
 Automatic air must be used under all circumstances.  
 All trains must pass switches under perfect control with brakemen in position.  
 No. 101 has right of track against No. 102, Helena to Rimal.

**West Bound. MISSOULA AND BITTER ROOT VALLEY R. R. East Bound.**

MIXED No. 131	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Missoula	Time Card No. 27 Oct. 24, 1893 Succeeding No. 26	Distance from Missoula	Capacity of Side Tracks	Telegraph Offices	MIXED No. 132	
Second Class				STATIONS				Second Class	
DAILY								DAILY	
De 3:30 P.M.	W	08TI	0.0	Missoula 3.8	50.5	250	N	Ar 11:00 A.M.	
3:42		RD 4	3.8	Bitter Root 7.3	46.7	24		10:40	
4:03		RD 11	11.1	Lou Lou 5.9	39.4	34		10:15	
		RD 17	17.0	Carlton 3.2	33.5				
4:30		RD 20	20.2	Florence 1.7	30.3	42	D	9:30	
		RD 22	21.9	Cooper 2.2	28.6				
		RD 24	24.1	McKean's Spur 3.8	26.4	33			
5:10		RD 28	27.9	Stevensville 2.2	22.6	42	D	8:55	
		RD 30	30.1	Silverthorn Spur 4.0	20.4				
		RD 34	34.1	Carglew Spur 1.5	16.4	4			
5:45	W	RD 36	35.6	Victor 3.0	14.9	44	D	8:20	
		RD 38	38.6	Fowler's Spur 0.2	11.9	3			
		RD 39	38.8	Johnson's Spur 3.3	11.7	10			
		RD 42	42.1	Woodside 8.5	8.4				
6:15		RD 46	45.6	Riverside 1.9	4.9	5	D	7:50	
6:30		RD 48	47.5	Hamilton 3.0	3.0	30	D	7:45	
Ar 7:30 P.M.	W	Y	RD 51	50.5	Grantsdale	0.0	34	D	De 7:30 A.M.
DAILY								DAILY	

Conductors will register at Missoula and Grantsdale, and must not pass any registering station, which has telegraph service, without an order of clearance.  
 Engines and trains must be under perfect control when approaching switches, also bluffs where slides are liable to occur.  
 All east bound trains must come to a full stop before passing over main line switch in Missoula yard, and know that main track is clear before proceeding to station.  
 Automatic air must be used under all circumstances.

**West Bound. DRUMMOND AND PHILIPSBURG R. R. East Bound.**

MIXED No. 119	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Drummond	Time Card No. 27 Oct. 24, 1893 Succeeding No. 26	Distance from Philipsburg	Capacity of Side Tracks	Telegraph Offices	MIXED No. 114	MIXED No. 120
Second Class				STATIONS				Second Class	Second Class
DAILY								DAILY	DAILY
Ar 1:00 P.M.	W	01	0.0	Drummond 2.9	31.9	114	N	Ar 10:40 A.M.	
1:15		RC 3	2.9	New Chicago 9.5	29.0	12		10:25	
1:56		W	RC 12	12.4	Stone 3.0	19.5	26	9:45	
2:10		RC 15	15.4	Flint Spur 4.0	16.5	6		9:30	
		RC 17	19.4	Toohy Spur 1.0	12.5				
		RC 19	20.4	Nabb's Spur 5.5	11.5				
3:00		De 7:30 A.M.	W	RC 25	25.9	6.0	13	D	De 8:45
				RC 30	30.3	1.6			Ar 8:35
Ar 8:40 P.M.	W	T	RC 32	31.9	Rumsey	0.0	53	D	De 8:10 A.M.
DAILY								DAILY	DAILY

Conductors will register at Drummond, Philipsburg and Rumsey, and must not pass any registering station, which has telegraph service, without an order of clearance.  
 Engines and trains MUST be under perfect control when approaching switches, also bluffs where slides are liable to occur.  
 No branch line train or engine shall occupy the main line track in Drummond yard within fifteen minutes of the time of any first-class train, without a regular order.  
 Automatic air must be used under all circumstances.  
 When handling air-brake cars descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty, as well as relieving the valves at foot of grades.  
 No. 113 has right of track against No. 114 and 119, against 120, Philipsburg to Rumsey.

Meals. W—Water. C—Coal. S—Scales. T—Table. Y—Wye. D—Day and N—Night and Day Telegraph Office.  
 Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.  
 On mountain grades brakemen will be located in their proper position, as per Rule 396, and in case of passenger trains ascending mountain grades a brakeman must invariably be positioned on rear car.  
 Full-faced figures (1, 2, 3, etc.) denote meeting and passing stations.  
 Passengers are allowed to ride only on mixed trains.  
 W. H. BRIMSON, Supt., Missoula.



**NORTHERN PACIFIC AND MONTANA RAILROAD—Narrow Gauge.**

Mountain or 105th Meridian Time, One Hour slower than Central or 90th Meridian Time.

**West Bound.**

**East Bound.**

MIXED No. 181		Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Wallace	Time Card No. 27 Oct. 24, 1893 Succeeding No. 26	Distance from Mission	Capacity of Sidings	Telegraph Offices	MIXED No. 182	
Second Class									Second Class	
EX. SUNDAY					<b>STATIONS</b>				EX. SUNDAY	
De	12.15 P.M.		WC RE 128	0.0	Wallace 4.7	24.1	50	D		4.00 P.M.
	12.35			4.7	Osborne 6.2	19.4	5	D		3.41
	12.55		Y RE 139	10.9	Wardner Junction 8.2	13.2	30	D		3.17
	1.35			19.1	Kingston 5.0	5.0	No Sidings			2.46
Ar	2.00 P.M.		W S Y RE 152	24.1	Mission	0.0	40			2.15 P.M.
EX. SUNDAY										EX. SUNDAY

No. 181 has right of track against No. 182

**West Bound.**

**BURKE BRANCH.**

**East Bound.**

MIXED No. 187		Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Burke	Time Card No. 27 Oct. 24, 1893 Succeeding No. 26	Distance from Wallace	Capacity of Sidings	Telegraph Offices	MIXED No. 188	
Second Class									Second Class	
DAILY					<b>STATIONS</b>				DAILY	
De	6.55 P.M.		RE 7	0.0	Burke 2.4	7.0	10	D		5.10 P.M.
	6.15		RE 5	2.4	Frisco 0.6	4.6	4			4.35
			RE 4	3.0	Gem 1.0	4.0	4			
			RE 3	4.0	Manchester 3.0	3.0	4			
Ar	6.45 P.M.		WC RE 128	7.0	Wallace	0.0	50	D		4.15 P.M.
DAILY			S T Y							DAILY

W—Water, C—Coal, S—Scales, T—Table, Y—Wye, D—Day Telegraph Office

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Wallace, Mission and Burke, and must not pass any registering station which has telegraph service, without an order or clearance.

Trains must not exceed schedule time without special orders, and must be under full control approaching all bluffs. On mountain grades brakemen must be stationed in proper position, as per Rule 995.

All trains must come to a Full Stop two hundred (200) feet from Union Pacific Railway crossings two (2) miles east of Mission, and three (3) miles west of Wardner Junction.

All west bound trains approaching Wallace must come to a full stop before passing Junction Switch and sound two long blasts of the whistle before proceeding. Main line trains will have right of track in case of both trains arriving at the Junction at the same time.

All car doors must be kept closed while in trains.

J. G. BOYD, Asst. Superintendent,  
Wallace.

W. H. BRIMSON, Superintendent,  
Missoula.

**AUTHORIZED SURGEONS, ROCKY MOUNTAIN DIVISION.**

LOCATION OF STRETCHERS (S).

DR. J. J. BUCKLEY, Chief Surgeon, W. D., Missoula (S).  
DR. B. W. SIPPY, Asst. Surgeon, Hospital, Missoula.  
DR. W. TREACY, Helena (S).  
DR. GEO. W. KING, Marysville (S).  
Garrison (S).

DR. J. H. OWINGS, Deer Lodge.  
DR. T. J. MURRAY, Butte (S).  
Drummond (S).  
DR. WM. RAY, Philipsburgh.  
DR. T. H. HANBRIDGE, Victor (S).  
Saltsee (S).

DR. C. V. GENOWAY, Wallace (S).  
DR. JOHN DADE, Arlee (S).  
Horse Plains (S).  
Thompson Falls (S).  
DR. E. H. HARDING, Hope (S).

**NOTE.**

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 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 occurring in the discharge of duty.