

NORTHERN PACIFIC RAILWAY COMPANY.

ROCKY MOUNTAIN DIVISION

No. 15

TIME TABLE

No. 15

TO TAKE EFFECT AT 12:01 A. M.

(MOUNTAIN OR 105th MERIDIAN TIME.)

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

SUNDAY, OCTOBER 28th, 1900.

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

J. W. KENDRICK,
Second Vice President.

M. C. KIMBERLY,
Gen'l Superintendent.

A. E. LAW,
Ass't Gen'l Superintendent.

C. RUSSELL,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

FIRST DISTRICT.

West Bound.

East Bound.

| WAY FRT. No. 57 | | FREIGHT No. 53 | | PASSENGER No. 3 | | PASSENGER No. 11 | | Water, Coal, Seals, Tables and Ways | Station Numbers | Distance from Helena | Time Table No. 15 October 25th, 1900 Succeeding No. 14 | | | Distance from Missoula | Capacity of Side Tracks | PASSENGER No. 12 | | PASSENGER No. 4 | | FREIGHT No. 54 | | WAY FRT. No. 58 | |
|-------------------------------|-------------------------|---------------------|-------------|------------------------------|-------|------------------|-------|-------------------------------------|-----------------|----------------------|--|-------------|--------------|------------------------|-------------------------|------------------|--------------|-----------------|--------------|----------------|--------------|-----------------|--------------|
| Third Class | Second Class | Third Class | First Class | First Class | DAILY | First Class | DAILY | | | | First Class | First Class | Second Class | | | Third Class | Second Class | Third Class | Second Class | Third Class | Second Class | Third Class | Second Class |
| EX. SUNDAY | | De 10:55 A M | | De 10:15 A M | | | | W C S T Y | 1194 | 0.0 | STATIONS | 124.8 | 1000 | | | | | | | | | | |
| | | | | * 10:20 | | | | | | 2.7 | Helena | 2.7 | 60 | | | | | | | | | | |
| | | 11:35 | | * 10:34 | | | | | | 7.8 | Montana Cent. Cross'g | 122.1 | 60 | | | | | | | | | | |
| | | 11:40 A M | | * 10:37 | | | | W | 1204 | 9.0 | Birdseye | 117.0 | 60 | | | | | | | | | | |
| | | 12:05 P M | | F 10:50 | | | | W 6 1/2 mls. west | 1207 | 12.8 | Clough Junction | 115.8 | No Sid'g | | | | | | | | | | |
| | | | | * | | | | | 1210 | 15.9 | Butler | 112.0 | 120 | | | | | | | | | | |
| | | Ar 1:22 De 1:27 M 4 | | 11:19 | | | | Y | 1215 | 20.8 | Weed | 108.9 | 6 | | | | | | | | | | |
| | | | | * 11:28 | | | | | 1220 | 25.8 | Blossburg | 104.0 | 120 | | | | | | | | | | |
| | | 2:02 | | 11:35 | | | | W C T | 1223 | 28.9 | Sampson | 99.0 | 60 | | | | | | | | | | |
| | | 2:12 | | * 11:41 | | | | | 1226 | 32.2 | Elliston | 95.9 | 120 | | | | | | | | | | |
| | | 2:30 | | F 11:49 | | | | W 1 1/2 mls. west | 1232 | 37.7 | Boyd | 92.6 | 80 | | | | | | | | | | |
| | | 2:48 | | * 11:58 A M | | | | | 1238 | 43.7 | Avon | 87.1 | 60 | | | | | | | | | | |
| De 7:00 A M | 3:10 | | | Ar 12:10 P M M 4 De 12:15 | | De 11:40 P M | | W C S Y | 1245 | 50.8 | Garrison | 74.0 | 120 | | | See Page 3 | | | | | | | |
| | | | | * 12:25 | | * 11:48 | | | 1246 | 55.7 | Lloyd | 69.1 | 60 | | | | | | | | | | |
| | | 7:35 | | F 12:32 | | * 11:54 P M | | | 1254 | 59.4 | Gold Creek | 65.4 | 60 | | | | | | | | | | |
| | | 8:00 | | F 12:42 M 58 | | * 12:02 A M | | | 1260 | 65.2 | Haskell | 59.6 | 60 | | | | | | | | | | |
| Ar 8:30 De 9:00 | 4:15 M 54 | | | 12:54 | | F 12:12 | | W Y | 1266 | 71.7 | Drummond | 53.1 | 120 | | | | | | | | | | |
| | | 9:35 | | * 1:07 | | * 12:23 | | | 1273 | 78.6 | Hell Gate | 46.2 | 60 | | | | | | | | | | |
| | | 10:00 M 58 | | F 1:17 | | * 12:32 | | W | 1278 | 83.9 | Bearmouth | 40.9 | 50 | | | | | | | | | | |
| Ar 10:31 De 10:38 M 4 | 5:25 | | | F 1:32 | | * 12:44 | | | 1286 | 91.7 | Carlan | 33.1 | 60 | | | | | | | | | | |
| | | 11:15 | | F 1:46 M 54 | | * 12:56 | | W | 1294 | 99.3 | Bonita | 25.5 | 60 | | | | | | | | | | |
| | | 11:50 A M | | F 2:01 | | * 1:09 | | W 6 1/2 mls. west | 1302 | 107.1 | Clinton | 17.7 | 60 | | | | | | | | | | |
| Ar 12:40 P M De 12:45 M 54 | Ar 7:00 De 7:05 M 12 | | | F 2:20 | | * 1:27 | | | 1312 | 117.4 | Bonner | 7.4 | 60 | | | | | | | | | | |
| Ar 1:15 P M | Ar 7:30 P M | | | Ar 2:35 P M | | Ar 1:40 A M | | W C S T Y | 1319 | 124.8 | Missoula | 0.0 | | | | | | | | | | | |
| EX. SUNDAY | DAILY | | | DAILY | | DAILY | | | | | | | | | | | | | | | | | |

Registering stations—Helena, Garrison and Missoula.
 Bulletin stations—Helena and Missoula.
 Standard clocks—Helena, Garrison and Missoula.
 All trains and engines will reduce speed while passing through Mullan Tunnel. 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 and seven-tenths (2 7/10) miles west of Helena.

SECOND DISTRICT.

West Bound.

East Bound.

| | FREIGHT No. 53 | | PASSENGER No. 3 | | PASSENGER No. 11 | | Water Coal Saw and Wyes | Station Numbers | Distance from Missoula | Time Table No. 15 October 25th, 1900 Succeeding No. 14 | | | | Distance from Hope | Capacity of Side Tracks | Telegraph Offices | PASSENGER No. 12 | | PASSENGER No. 4 | | FREIGHT No. 54 | | WAY-FREIGHT No. 58 | |
|--|----------------|------------|-----------------|-----------|------------------|-----------|----------------------------------|--------------------|------------------------------|--|-----------------------|-------------|--------|--------------------------|----------------------------|----------------------|------------------|-----------|-----------------|-----------|----------------|------------|--------------------|--|
| | Second Class | | First Class | | First Class | | | | | First Class | | First Class | | | | | First Class | | Second Class | | Third Class | | | |
| | DAILY | | DAILY | | DAILY | | | | | DAILY | | DAILY | | | | | DAILY | | DAILY | | EX SUNDAY | | | |
| | De | 8.30 P M | De | 2.45 P M | De | 1.50 A M | W C S T Y | 1319 | 0.0 | MA | Missoula 2.4 | 173.0 | | N | Ar | 6.40 P M | Ar | 9.15 A M | Ar | 11.20 A M | Ar | 11.15 P M | | |
| | | | * | | * | | | 1321 | 2.4 | | McLeod 3.9 | 170.6 | 30 | | * | | * | | | | | | | |
| | | 8.55 | * | 2.58 | * | 2.02 | Y | 1325 | 6.3 | DS | De Smet 3.7 | 166.7 | 60 | D | * | 6.30 | * | 9.04 | | 10.55 | | 10.50 | | |
| | | | * | | * | | | 1329 | 10.0 | | Reid 6.4 | 163.0 | 6 | | * | | * | | | | | | | |
| | | 10.00 M 58 | F | 3.31 | * | 2.35 | Y W 1/2 | 1335 | 16.4 | VO | Evare 4.9 | 156.6 | 120 | N | F | 6.09 | F | 8.42 | | 10.10 | De | 10.00 M 58 | | |
| | | | * | | * | | | 1340 | 21.3 | | Schley 6.1 | 151.7 | 6 | | * | | * | | | | Ar | 9.55 | | |
| | | 10.45 | F | 3.55 | * | 2.58 | W C Y | 1346 | 27.4 | AR | Arlee 9.7 | 145.6 | 60 | D | * | 5.35 | F | 8.07 | | 8.55 | De | 8.25 | | |
| | | 11.10 | F | 4.12 | * | 3.14 | | 1356 | 37.1 | RI | Selish 7.0 | 135.9 | 60 | D | * | 5.10 | F | 7.41 | | 8.00 | Ar | 8.10 | | |
| | | | | | | | W C T | 1363 | 44.1 | JO | Joeko 6.9 | 128.9 | 120 | N | | 4.55 | | 7.25 P 54 | De | 7.30 P 54 | De | 6.20 | | |
| | | 11.56 P M | * | 4.44 M 12 | * | 3.38 | | 1370 | 51.0 | | Duncan 6.9 | 122.0 | 58 | | * | 4.44 M 3 | * | 7.13 | | 6.48 | Ar | 6.10 | | |
| | | | | | | | | 1378 | 57.9 | | Perma 6.9 | 115.1 | 60 | | * | 4.33 P 58 | * | 7.01 | | 6.18 | De | 4.57 M 3 | | |
| | | 12.17 A M | * | 4.57 M 58 | * | 3.51 | | 1384 | 64.8 | | Olive 5.7 | 108.2 | 60 | | * | 4.22 | * | 6.49 | | 5.48 | Ar | 4.28 12 P | | |
| | | | * | 5.11 | * | 4.04 | | 1390 | 70.5 | | Paradise 6.2 | 102.5 | 60 | | * | 4.18 | * | 6.39 | | 5.28 | | 3.55 | | |
| | | 12.38 | * | 5.21 | * | 4.15 | | 1396 | 76.7 | HO | Plains 7.4 | 96.3 | 60 | N | F | 4.03 | | 6.27 | | 5.06 | | 3.80 | | |
| | | | F | 5.33 | F | 4.27 | W | 1404 | 84.1 | | Weeksville 7.1 | 88.9 | 60 | | * | 3.51 | * | 6.14 | De | 4.41 M 11 | 2.80 | | | |
| | | 1.11 | * | 5.47 | * | 4.41 M 54 | | 1411 | 91.2 | DY | Eddy 7.3 | 81.8 | 60 | D | * | 3.39 | F | 6.02 | Ar | 4.36 | | 1.55 | | |
| | | 1.33 | F | 6.00 | * | 4.54 | W | 1417 | 98.5 | | Woodlin 3.6 | 74.5 | 60 | | * | 3.27 | * | 5.50 | | 4.05 | | 1.20 | | |
| | | 1.54 | * | 6.14 | * | 5.07 | | 1417 | 98.5 | | Woodlin 3.6 | 74.5 | 60 | | * | 3.27 | * | 5.50 | | 4.05 | | 1.20 | | |
| | | 2.16 | * | 6.21 | | 5.15 | CT | 1420 | 102.1 | FN | Thompson Falls 6.1 | 70.9 | 60 | N | | 3.21 | | 5.43 | | 3.15 | | 1.00 | | |
| | | 2.26 | | | * | 5.31 M 4 | W | 1427 | 108.2 | | Belknap 6.7 | 64.8 | 60 | | * | 3.11 | F | 5.31 M 11 | | 2.50 M 53 | | 12.35 | | |
| | | 2.50 M 54 | F | 6.33 | * | 5.46 | Y | 1434 | 114.9 | | White Pine 4.8 | 58.1 | 60 | | * | 3.01 | F | 5.19 | | 2.28 | | 12.10 P M | | |
| | | 3.20 | F | 6.48 | * | | | 1439 | 119.7 | | Vermilion 5.5 | 53.3 | Spur 4 | | * | | F | | | | | | | |
| | | | F | | * | | W | 1444 | 125.2 | TU | Trout Creek 5.9 | 47.8 | 60 | N | * | 2.42 | F | 4.59 | | 1.49 | | 11.25 A M | | |
| | | 4.10 | F | 7.08 | * | 6.06 | | 1449 | 131.1 | | Tuscor 8.3 | 41.9 | 60 | | * | 2.32 | * | 4.46 M 53 | | 1.26 | | 11.00 | | |
| | Ar | 4.41 | * | 7.20 | * | 6.18 | | 1458 | 139.4 | | Noxon 4.8 | 33.6 | 60 | | * | 2.17 | F | 4.29 | | 12.56 | | 10.27 | | |
| | De | 4.46 M 4 | F | 7.37 | * | 6.35 | W | 1463 | 144.2 | NX | Smeads 5.4 | 28.8 | 26 | | * | 2.09 | * | 4.19 | | 12.38 | | 10.07 | | |
| | | 5.16 | * | 7.47 | * | 6.45 | | 1468 | 149.6 | HR | Heron 6.1 | 23.4 | 60 | N | * | 2.00 | F | 4.08 | | 12.19 A M | | 9.45 | | |
| | | 5.35 | F | 7.58 | * | 6.57 | | 1474 | 155.7 | | Cabinet 7.6 | 17.3 | 32 | | * | 1.50 | * | 3.57 | | 11.59 P M | | 9.15 | | |
| | | 5.55 | * | 8.10 | * | 7.11 | W | 1482 | 163.3 | CX | Clark's Fork 5.5 | 9.7 | 49 | D | * | 1.37 | F | 3.43 | | 11.35 | | 8.45 | | |
| | | 6.17 | F | 8.24 | * | 7.28 | | 1489 | 168.8 | | Thornton 4.2 | 4.2 | 40 | | * | 1.28 | * | 3.32 | | 11.15 | | 8.20 | | |
| | | 6.45 | * | 8.35 | * | 7.39 | | 1492 | 173.0 | HI | Hope | 0.0 | | | De | 1.20 P M | De | 3.23 A M | De | 11.00 P M | De | 8.00 A M | | |
| | Ar | 7.20 A M | Ar | 8.45 P M | Ar | 7.50 A M | W C S T | | | | | | | | | | | | | | | M 11 | | |
| | | | | | | | | | | | | | | | | | | | | | | EX SUNDAY | | |

Registering stations—Missoula, Joeko and Hope.

Bulletin stations—Missoula and Hope.

Standard clocks—Missoula, Joeko and Hope.

West-Bound.

MONTANA UNION BRANCH.

East-Bound.

| | | | | | | | | | | | |
|------------------------------------|--------------------------------------|--------------------------------------|------------------------------|--------------------------------------|-------------------------------------|------------------------------|-------------------------------------|--------------------------------------|------------------------------|--------------------------------------|--------------------------------------|
| No. 157 N. P. WAY FREIGHT | No. 123 O. S. L. FREIGHT 30 | No. 121 O. S. L. FREIGHT 28 | No. 13 N. P. PASSENGER | No. 9 O. S. L. PASSENGER 10 | No. 7 O. S. L. PASSENGER 8 | No. 11 N. P. PASSENGER | No. 8 O. S. L. PASSENGER 7 | No. 10 O. S. L. PASSENGER 9 | No. 14 N. P. PASSENGER | No. 122 O. S. L. FREIGHT 27 | No. 124 O. S. L. FREIGHT 29 |
| Third Class | Second Class | Second Class | First Class | First Class | First Class | First Class | First Class | First Class | First Class | Second Class | Second Class |
| SUNDAY De 3.05 P M | DAILY De 3.30 P M | DAILY De 4.10 A M | DAILY De 10.05 A M | DAILY De 4.30 A M | DAILY De 4.00 P M | DAILY De 9.50 P M | DAILY Ar 11.25 P M | DAILY Ar 3.00 A M | DAILY Ar 5.05 P M | DAILY Ar 7.30 A M | DAILY Ar 2.45 P M |

ALL TRAINS BETWEEN BUTTE AND SILVER BOW ARE OPERATED UNDER JOINT TRACK BLOCK SYSTEM.

| | | | | | | | | | | | | | | | | | | | |
|-------------|-------------|-------------|--------------|-------------|-------------|--------------|---------|------|-------------------------|------|---------------|-------------|-------------|-------------|--------------|--|--|-------------|-------------|
| 1.35 | Ar 3.55 P M | Ar 4.35 A M | 10.20 | Ar 4.45 A M | Ar 4.15 P M | 10.07 | WY U 7 | 6.8 | Silver Bow SN 4.1 N | 44.4 | 85 | 11.05 | De 2.40 A M | De 4.45 P M | 2.30 | | | De 7.00 A M | De 2.15 P M |
| Ar 2.09 | DAILY | DAILY | * 10.28 | DAILY | DAILY | * 10.17 | U 11 | 10.9 | Ross 3.7 | 40.3 | 60 | * 10.57 | DAILY | DAILY | * 2.14 | | | DAILY | DAILY |
| Ar 2.14 | | | * 10.36 | | | * 10.25 | U 15 | 14.6 | Hackney 1.1 | 36.6 | 60 | * 10.49 | | | * 2.00 | | | | |
| Ar 2.30 | | | F | | | * | U 16 | 15.7 | Greggson 2.3 | 35.5 | No Sliding | * | | | | | | | |
| Ar 2.45 | | | 10.43 | | | 10.32 | WY U 18 | 18.0 | Stuart 7.1 D | 33.2 | 70 | 10.32 | | | 1.50 | | | | |
| Ar 3.15 | | | F 10.57 | | | P 10.47 | U 25 | 25.1 | Wrm Springs WS 6.4 D | 26.1 | 60 | F 10.17 | | | F 1.30 | | | | |
| Ar 3.45 | | | F 11.11 | | | * 11.01 | U 32 | 31.5 | Race Track 1.0 | 19.7 | 6 Spr | * | | | F | | | | |
| Ar 4.15 | | | 11.25 | | | 11.16 | WY U 40 | 40.3 | Dempsey 7.8 | 18.7 | 60 | * 10.02 | | | F 1.12 | | | | |
| Ar 4.35 | | | * 11.34 | | | * 11.25 | U 46 | 45.6 | Kohrs 5.6 | 5.6 | 60 | * 9.35 | | | * 12.39 | | | | |
| Ar 5.00 P M | | | Ar 11.45 A M | | | Ar 11.35 P M | WC SY | 1245 | Garrison CR | 0.0 | 120 | De 9.25 P M | | | De 12.25 P M | | | | |
| SUNDAY | | | DAILY | | | DAILY | DAILY | | | | | DAILY | | | DAILY | | | | |

Registering station—Butte, Silver Bow, Stuart and Garrison.

Bulletin stations—Butte and Garrison.

Standard clocks—Butte and Garrison.

All trains and engines must be familiar with Bulletin No. 146, regarding semaphore at Silver Bow.

Note—No train or engine will run between Butte and Silver Bow unless engineer and conductor hold Joint Track Line Train Order (Form A or B), properly filled out and signed by operator in charge, or a train order on a regular form. Northern Pacific employees will be subject to rules and regulations of B. A. & P. Ry. while running on that line.

No Montana Union Branch train or engine will occupy main line in Garrison Yard within five minutes of the time any first class train without regular order, but may occupy main track against second and inferior class trains as per Bulletin No. 146.

No Northern Pacific train or engine will occupy O. S. L. or B. A. & P. tracks without written permission from the respective superintendents.

West Bound

RED MOUNTAIN BRANCH.

East Bound.

| | | |
|------------------------------|--|-----------------------------|
| MIXED No. 101 | Time Table No. 15 October 28th, 1900 Succeeding No. 14 | MIXED No. 102 |
| Second Class | STATIONS | Second Class |
| TUESDAY ONLY De 10.30 A M | Helena 16.8 1000 N | TUESDAY ONLY Ar 1.30 P M |
| | Kesslers 0.6 | |
| | Hotel Broadwater 0.9 | F 1.12 |
| | Thermal Springs 3.9 | F |
| | Harrison Quarry Spur 1.2 | F |
| | Colo Gulch Spur 1.0 | F |
| | Gold Bar 1.8 | F 12.47 |
| | Mattice 4.3 | F |
| | Bear Gulch Spur 1.1 | F |
| | Moose Creek 2.7 | F 12.30 |
| | Minnehaha Spur 1.3 | F |
| | Rimint 0.0 | De 12.15 P M |
| | | TUESDAY ONLY |

West Bound.

BITTER ROOT BRANCH.

East Bound.

| | | |
|----------------------|--|----------------------|
| MIXED No. 131 | Time Table No. 15 October 28th, 1900 Succeeding No. 14 | MIXED No. 132 |
| Second Class | STATIONS | Second Class |
| DAILY De 3.00 P M | Missoula 3.8 | DAILY Ar 9.00 A M |
| | Bitter Root 7.3 | F 8.40 |
| | Lo Lo 5.9 | F 8.10 |
| | Carlton's Spur 3.2 | F |
| | Florence 7.7 | F 7.30 |
| | Stevensville 7.7 | F 6.55 |
| | Victor 3.2 | F 6.20 |
| | Johnson 3.9 | F |
| | Corvallis 2.9 | F 5.50 |
| | Riverside 1.9 | F |
| | Hamilton 0.0 | De 3.30 P M |

Registering and bulletin stations—Helena. Standard clock—Helena.

Registering stations—Missoula and Hamilton.

Bulletin stations—Missoula and Hamilton.

All east bound trains must come to a full stop before passing over main line switch in Missoula yard, and know the main line before proceeding to station.

MARYSVILLE BRANCH.

| West Bound. | | | | East Bound. | | | |
|-------------------------|---------------------------------------|-----------------|-------------------------------|--|--------------------------|-------------------------|---------------------------|
| MIXED No. 111 | Water, Coal, Scales, Tables, and Wyes | Station Numbers | Distance from Clough Junction | Time Table No. 15 October 28th, 1900. Succeeding No. 14. | Distance from Marysville | Capacity of Side Tracks | Telegraph Offices |
| Sec'd Class EX. SUNDAY | | | | STATIONS | | | |
| De 4.00 P.M. | | 1204 | 0.0 | Clough Junc. 3.0 | 12.4 | 16 | |
| F | | # 3 | 3.0 | Duffy 3.4 | 9.4 | 6 | |
| F 4.25 | | RB 6 | 6.4 | Cruse 1.9 | 6.0 | 8 | F 8.10 |
| F | | BB 8 | 8.3 | Cyanide 4.1 | 4.1 | 10 | F |
| Ar 5.00 P.M. EX. SUNDAY | WT | RB 12 | 12.4 | Marysville | 0.0 | 56 | D De 7.45 A.M. EX. SUNDAY |

Registering stations—Clough Junction and Marysville.
Bulletin station—Helena. Standard clock—Helena.
No branch train or engine shall come out on main line at Clough Junction without first receiving a regular order. "Y" switches one mile west of Clough Junction will be set for the "Y" junction switch at Clough Junction, when not in use, will be kept set and locked for main line.
NOTE—No. 111 departs from Helena at 3.30 p. m., and No. 112 arrives at 9.00 a. m.

PHILIPSBURG BRANCH.

| West Bound. | | | | East Bound. | | | |
|-------------------------|---------------------------------------|-----------------|------------------------|--|------------------------|-------------------------|---------------------------|
| MIXED No. 123 | Water, Coal, Scales, Tables, and Wyes | Station Numbers | Distance from Drummond | Time Table No. 15 October 28th, 1900. Succeeding No. 14. | Distance from Drummond | Capacity of Side Tracks | Telegraph Offices |
| Sec'd Class EX. SUNDAY | | | | STATIONS | | | |
| De 1.05 P.M. | WY | 1266 | 0.0 | Drummond 2.9 | 31.9 | 120 | D Ar 11.10 A.M. |
| F 1.19 | | RC 3 | 2.9 | New Chicago 3.3 | 29.0 | 16 | F 10.58 |
| F 1.34 | | RC 6 | 6.2 | Halls Spur 6.2 | 25.7 | 7 | F 10.45 |
| F 2.03 | | W RC 12 | 12.4 | Stone 8.0 | 19.5 | 24 | F 10.28 |
| F 2.17 | | RC 15 | 15.4 | Flint Spur 7.6 | 16.5 | 6 | F 10.15 |
| | | RC 23 | 23.0 | Combination 2.9 | 9.9 | 11 | * |
| Ar 3.05 P.M. EX. SUNDAY | WCB | RC 26 | 25.9 | Philipsburg 6.0 | 6.0 | 120 | D De 9.40 A.M. EX. SUNDAY |
| | | RC 32 | 31.9 | Mumsey | 0.0 | 53 | |

Registering stations—Drummond and Philipsburg.
Bulletin station—Drummond. Standard clock—Drummond.
No branch line train or engine shall occupy the main line track in Drummond yard within five minutes of the time of any first-class train, without a regular order, but may occupy main track against second and inferior class trains as per rules 288 and 298.

COEUR D'ALENE LINE.—Narrow Gauge.

| West Bound. | | | | East Bound. | | | |
|---------------------------------------|-----------------|-----------------------|-------------------------------|-----------------------|-------------------------|-------------------|--|
| Water, Coal, Scales, Tables, and Wyes | Station Numbers | Distance from Wallace | Time Table No. Succeeding No. | Distance from Mission | Capacity of Side Tracks | Telegraph Offices | |
| | | | STATIONS | | | | |
| WC S.T.Y. | RE 128 | 0.0 | Wallace 4.7 | 24.1 | 50 | D | |
| | RE 133 | 4.7 | Osborne 6.2 | 19.4 | 5 | | |
| | RE 139 | 10.9 | Wardner 8.2 | 13.2 | 30 | | |
| | RE 147 | 19.7 | Kingston 5.0 | 5.0 | No Siding | | |
| WT | RE 152 | 24.1 | Mission | 0.0 | 15 | | |

COEUR D'ALENE LINE.

| West Bound. | | | | East Bound. | | | | | | |
|-------------------------|--------------------|---------------------------------------|-----------------|-----------------------|--|-----------------------|-------------------------|-------------------|--------------------|------------------------------|
| FREIGHT No. 143 | MIXED No. 141 | Water, Coal, Scales, Tables, and Wyes | Station Numbers | Distance from De Smet | Time Table No. 15 October 28th, 1900. Succeeding No. 14. | Distance from Wallace | Capacity of Side Tracks | Telegraph Offices | MIXED No. 142 | FREIGHT No. 144 |
| Third Class EX. SUNDAY | Second Class DAILY | | | | STATIONS | | | | Second Class DAILY | Third Class EX. SUNDAY |
| De 10.05 A.M. | De 8.50 A.M. | | 1325 | 0.0 | De Smet 10.5 | 128.3 | 50 | D | Ar 4.10 P.M. | Ar 9.45 P.M. |
| 11.00 | 9.18 | W | RE 11 | 10.5 | Frenchtown 4.8 | 117.8 | 65 | D | 3.40 | 8.45 |
| 11.25 | F 9.29 | | RE 16 | 15.3 | Huson 4.4 | 113.0 | 26 | F | 3.26 | 8.15 |
| 11.47 A.M. | F 9.39 | | RE 19 | 19.7 | Nine Mile 5.2 | 108.6 | 25 | F | 3.12 | 8.50 |
| 12.13 P.M. | F 9.53 | W | RE 25 | 24.9 | Lothrop 8.2 | 103.4 | 32 | F | 2.55 | 7.25 |
| 12.55 | F 10.14 | | RE 33 | 33.1 | Ferry 8.5 | 95.2 | 22 | F | 2.32 | 6.40 |
| 1.38 | F 10.36 | W | RE 42 | 41.6 | Rivulet 3.7 | 86.7 | 30 | F | 2.09 | 5.50 |
| Ar 1.55 | F 10.45 | | RE 45 | 45.3 | Quartz 12.2 | 83.0 | 32 | F | 2.00 | 5.30 |
| De 2.00 M142 | Ar 11.20 De 11.40 | W 1 3/10 mile west | RE 58 | 57.5 | Iron Mountain 5.5 | 70.8 | 59 | D | De 1.30 Ar 1.10 | 4.20 |
| 3.15 | Ar 11.20 De 11.40 | | RE 63 | 63.0 | Spring Gulch 8.9 | 65.3 | 27 | F | 12.58 | 3.45 M143 |
| 3.45 M144 | F 11.59 A.M. | | RE 72 | 71.9 | St. Regis 1.8 | 56.4 | Spur | D | 12.45 | 3.05 |
| 4.25 | 12.25 P.M. | | RE 74 | 73.7 | Buford 13.4 | 54.6 | 61 | F | 12.30 P.M. M141 | 2.55 |
| 4.35 | F 12.30 M142 | W | RE 77 | 77.1 | De Borgin 8.5 | 41.2 | 30 | F | 11.55 A.M. | 2.10 |
| 5.45 | F 1.05 | | RE 87 | 87.1 | Saltsee 9.1 | 32.7 | 43 | D | 11.30 | De 1.35 P.M. M141 EX. SUNDAY |
| Ar 6.30 P.M. EX. SUNDAY | 1.35 M144 | WC T | RE 96 | 95.6 | Borax 3.3 | 23.6 | No Siding | * | | |
| | * | | RE 105 | 104.7 | Solon Safety Spur 1.6 | 20.3 | | * | | |
| | 2.25 | | RE 110 | 109.6 | Lookout 3.8 | 18.7 | 23 | | 10.50 | |
| | F 2.50 | W | RE 113 | 113.4 | Dorsey 8.0 | 14.9 | 36 | F | 10.25 | |
| | F 3.20 | W 6 1/2 miles west | RE 121 | 121.4 | Mullan 6.9 | 6.9 | 30 | D | 9.55 | |
| | Ar 3.45 P.M. | WC STY | RE 128 | 128.3 | Wallace | 0.0 | 60 | D | De 9.30 A.M. | |

Registering stations—De Smet, Saltsee and Wallace. Bulletin stations—Missoula and Wallace. Standard clocks—Missoula and Wallace.
Engines and trains will not exceed fifteen (15) miles per hour descending grades between Saltsee and Mullan.
The safety switches at foot of 4 per cent grades at Solon Spur and Dorsey must be left set and locked for main line, excepting when doubling trains into Lookout, in which case switches will be set for spurs between head and rear portion of train.
All trains must come to a Full Stop two hundred (200) feet from O. R. & N. Railway crossing, 5.10 miles east of Wallace.
NOTE—No. 141 departs from Missoula 8:20 a. m. and No. 142 arrives at 4.30 p. m.
No. 143 departs from Missoula at 9.30 a. m. and No. 144 arrives 10.15 p. m.

BURKE BRANCH.

| West Bound. | | | | East Bound. | | | | | | | | |
|--------------------|--------------------|--------------------------|---------------------------------------|-----------------|---------------------|--|-----------------------|-------------------------|-------------------|-------------------------|--------------------|--------------------|
| FREIGHT No. 165 | MIXED No. 163 | MIXED No. 161 | Water, Coal, Scales, Tables, and Wyes | Station Numbers | Distance from Burke | Time Table No. 15 October 28th, 1900. Succeeding No. 14. | Distance from Wallace | Capacity of Side Tracks | Telegraph Offices | MIXED No. 162 | MIXED No. 164 | FREIGHT No. 166 |
| Third Class DAILY | Sec'd Class DAILY | Sec'd Class EX. SUNDAY | | | | STATIONS | | | | Sec'd Class EX. SUNDAY | Sec'd Class DAILY | Third Class DAILY |
| | De 6.15 P.M. | De 10.00 A.M. | | RF 7 | 0.0 | Burke 1.2 | 7.0 | 16 | D | Ar 9.30 A.M. | Ar 5.45 P.M. | |
| | | | | RF 6 | 1.2 | Hecla 0.2 | 5.8 | | | | | |
| | | | | RF 5 1/2 | 1.4 | Mace 1.0 | 4.6 | | | | | Ar 6.45 A.M. |
| | | | | RF 4 1/2 | 2.4 | Frisco 0.6 | 4.6 | 10 | | | | |
| | | | | S RF 4 | 3.0 | Gem 1.0 | 4.0 | 10 | | | | |
| | | | | RF 3 | 4.0 | Manchester 3.0 | 3.0 | 4 | | | | |
| | | | | | | Wallace | 0.0 | 50 | D | De 8.45 A.M. EX. SUNDAY | De 4.45 P.M. DAILY | De 6.00 A.M. DAILY |
| Ar 8.35 A.M. DAILY | Ar 7.15 P.M. DAILY | Ar 11.00 A.M. EX. SUNDAY | WC S.T.Y. | RF 128 | 7.0 | | | | | | | |

Registering and bulletin station—Wallace.
Standard clock—Wallace.
Derailing switch below depot at Burke will be kept open, and locked when cars are left above on main line.

COMMERCIAL SPURS.

| MAIN LINE | | PHILLIPSBURG BRANCH | | COEUR D'ALENE LINE | | BURKE BRANCH | |
|------------------------|-----------|---------------------------|------------|-----------------------|-----------|---|------------|
| Distance from Helena | | Distance from Drummond | | Distance from De Smet | | Distance from Wallace | |
| Marengo | 28 Miles | Densmore No. 1 | 17.3 Miles | Grass Valley | 1.9 Miles | Hummels Spur | 1.5 Miles |
| War Eagle | 11.7 " | Durand | 17.9 " | Tindalls | 13.5 " | Milwaukee Mine | 3.6 " |
| SK Line | 19.6 " | Toohy | 19.2 " | Hare | 21.0 " | Standard Mine | 6.0 " |
| Whitmore No. 2 | 23.0 " | Bennett | 20.3 " | Western Spur | 24.0 " | Mammoth Mine | 6.8 " |
| Line Spur | 26.7 " | Brick Yard | 27.9 " | Philemon | 31.3 " | COEUR D'ALENE LINE (Narrow Gauge) | |
| Cameron | 26.9 " | Gravel Pit | 30.3 " | Purtle | 46.8 " | Distance from Wallace | |
| Avon Quarry Spur | 40.0 " | BITTER ROOT BRANCH | | Steffee | 52.2 " | Sampling Works | 1.6 Miles |
| Randalls | 63.5 " | Distance from Missoula | | Funston | 59.0 " | Neils Spur | 2.1 " |
| Hoffmans | 76.0 " | Hayes | 6.4 Miles | Iron Mountain Y Spur | 61.1 " | Argentine | 2.9 " |
| Mulkey | 80.3 " | Keating | 13.2 " | Morgan | 68.0 " | Nellies Spur | 5.7 " |
| Ludwell | 89.6 " | McLains | 14.1 " | Kenney Spur | 72.9 " | Silver Creek | 15.5 " |
| Bairde | 95.0 " | Erickson | 21.2 " | Cox Spur | 111.4 " | MONTANA UNION BRANCH | |
| Scepter | 102.0 " | Cooper | 21.9 " | Chester | 112.2 " | Distance from Garrison. | |
| Turab | 110.9 " | Kendall | 23.1 " | Pottsville | 117.4 " | Schiffman | 30.7 Miles |
| Jennings | 114.6 " | McKeen | 24.1 " | Larson | 119.0 " | Hackney Quarry | 39.0 " |
| MAIN LINE | | Silverthorn | 29.9 " | Hunter | 120.7 " | Blue Bird | 47.7 " |
| Distance from Missoula | | Mittower | 31.7 " | Morning | 122.3 " | Colorado Concentrator | 49.1 " |
| Riddle | 4.1 Miles | Curlew | 34.1 " | Grouse | 123.9 " | Smelter | 50.7 " |
| Russell | 90.1 " | Dunbar | 36.9 " | | | Butte Reduction Works | 50.9 " |
| Layell | 106.9 " | Bela | 41.5 " | | | Clarke's Lumber Spur | 51.0 " |
| Goodchild | 116.7 " | Grantsdale | 50.5 " | | | | |
| Schulder | 121.2 " | | | | | | |
| Proctor | 147.8 " | | | | | | |
| Casey's | 148.2 " | | | | | | |
| Knotts | 151.8 " | | | | | | |
| Monroe | 158.0 " | | | | | | |

AUTHORIZED SURGEONS, ROCKY MOUNTAIN DIVISION.

LOCATION OF STRETCHERS (S).

DR. J. BUCKLEY, Chief Surgeon, W. D., Missoula (S).
 DR. B. W. SPOTTSWOOD, Asst. Surgeon, Missoula Hospital, Missoula (S).
 DR. W. TREACY, Helena (S).
 DR. A. JORDAN, Marysville (S).
 DR. D. CAMPBELL, Butte, N. P. Station (S).
 DR. J. H. OWINGS, Deer Lodge (S).
 DR. C. D. CRAVEN, Drummond (S).
 DR. J. E. LANBRIDGE, Victor (S).
 DR. R. W. GIBBY, Phillipsburg, Mont. (S).
 DR. C. V. GENOWAY, Wallace (S).
 Arlee (S).
 Jocko (S).
 Thompson Falls (S).
 DR. M. T. LOOP, Hope (S).

H. I. MARKUS,

Train Master.

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.

Railway Officials are required to call on the nearest authorized surgeons when ever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medicinal 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 Railway 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.

C. C. REID,

Chief Dispatcher.

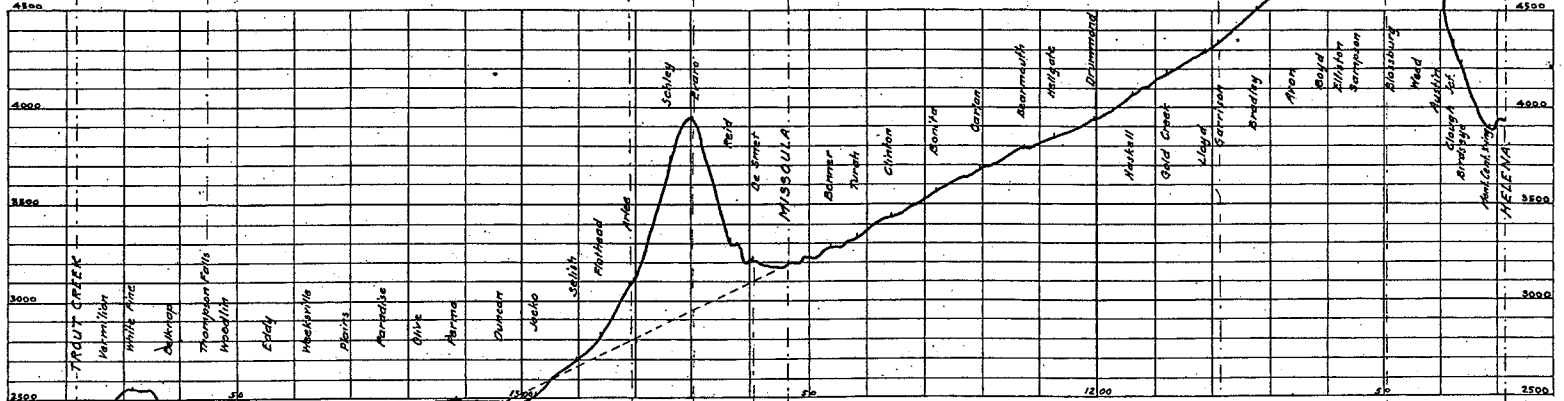
Rocky Mountain Division.

B.E. Palmer
Superintendent.

| MILEAGE: | |
|-------------------|--------------|
| 1st District | 124.14 miles |
| 2nd | 125.4 " |
| Bulls to Garrison | 51.11 " |
| Branches | 258.10 " |
| Total | 558.85 " |

For June 2
1917
W.P.E.

| | | | | | | | | | | | | | | | | |
|------------------------------------|---------|---------|---|------|---|------|---|------|---|------|---|------|---|------|---|------|
| Grades as now operated | W.B. ← | 0.5% | ← | 2.2% | ← | 2.2% | ← | 0.6% | ← | 0.5% | ← | 2.2% | ← | 0.8% | ← | 2.2% |
| Grades after Reduction made | W.B. ← | 0.4% | ← | | ← | | ← | 0.6% | ← | 0.5% | ← | 1.4% | ← | 0.8% | ← | 0.8% |
| Cost by Economy of Grade Reduction | Cost | 438,000 | → | | → | | → | | → | | → | | → | | → | |
| | Economy | 131,350 | → | | → | | → | | → | | → | | → | | → | |



Prevailing Freight Operation.

| | | | | | | |
|--------------------------------|---|-----------------------------|---------------------------|---------------------------|-------------------------------------|--------------|
| West Bound | S.I. Road Engine with E. 2. Helper 1600 tons. | S.I. Road Engine 1000 tons. | S.I. Road Eng. 1000 tons. | S.I.R. Eng. Y. 3, 11/2 | Y. 2 or S. 3. Road Engine 1250 tons | Y. 1. Helper |
| East Bound | E. 2. Helper | S.I. Road Engine 1600 tons | Y. 3. Helper | S. 3. Road Engine Y. 2. " | Y. 1. Helper 1350 tons | 1500 " |
| Bridge Restriction on loading. | Eng. Y. 3 and 4000 lbs | | | Eng. Y. 3 and 4000 lbs | | |

| Weight on drivers. | |
|--------------------|--------------|
| S. 3. | 140,500 lbs. |
| Y. 2. | 175,000 " |
| Y. 1. | 170,000 " |
| S. 1. | 136,200 " |
| Y. 3. | 186,000 " |
| E. 2. | 76,700 " |

1729.431 tons
2,512.419 tons

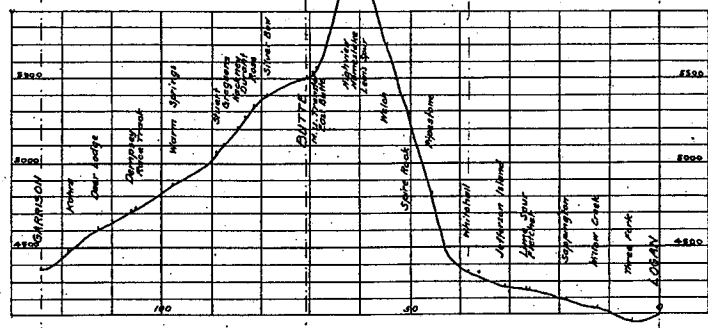
Rocky Mountain Div.
1st District

B. E. Palmer
Superintendent

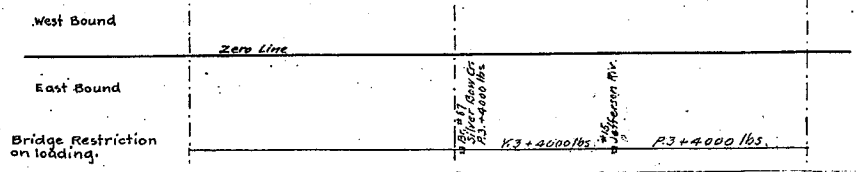
Montana Division
2nd District

D. Boyle
Superintendent

| | | | | |
|-------------------------------------|----------|------|------|------|
| Grades as now operated. | W. B.-d. | 0.0% | 2.2% | 0.5% |
| | E. B.-d. | 1.0% | 2.2% | 0.5% |
| Grades after reduction made. | W. B.-d. | | | |
| | E. B.-d. | | | |
| Cost and Economy of Grade Reduction | Cost | | | |
| | Economy | | | |



Prevailing Freight Operation



| Gross Tons. | |
|--------------|-----------|
| Per Year | For month |
| ending Jan 1 | of Dec- |
| 1903 | 1903 |
| W. B. D. | E. B. D. |
| 260,223 | 707 |
| 622,629 | 16,774 |
| 40,844 | 1,064 |

NORTHERN PACIFIC RY.

GENERAL TIME TABLE No. 15.

October 28th, 1900.

| 53 | 7 | 5 | 3 | 11 | STATIONS | 12 | 4 | 6 | 8 | 54 |
|---------|------------|----------------------------|----------|---------|----------------------------------|---------|---------|----------------------------|------------------|------------------|
| 12.30 A | | | | 8.20 A | ASHLAND 75.5 | 7.00 P | | | | 3.15 P |
| 4.35 A | No. 17 | | | 11.15 A | DULUTH 4.2 | 4.00 P | | | No. 18 7.10 A | 7.25 A 8.05 P |
| 5.25 P | 7.30 P | | | | | | | | | |
| 5.40 P | 7.45 P | | | | W. SUPERIOR 4.1 | | | | 6.55 A | 7.45 P 7.25 P |
| 5.55 P | | | | | | | | | | |
| 6.10 P | 7.55 P | | | | S. SUPERIOR 109.8 | | | | 6.45 A | 7.05 P 6.35 P |
| 6.40 P | | | | | | | | | | |
| 1.20 A | 11.55 P | | | | | | | | | 9.50 A |
| 2.00 A | 12.05 A | No. 5 12.55 P 1.10 P | St. Paul | | BRainerd 29.4 | | | No. 6 1.05 P 12.45 P | 3.10 A | 9.10 A |
| 4.15 A | 1.00 A | * 2.05 P 2.10 P | | | STAPLES 142.3 | | | * 11.50 A | 2.20 A | 7.30 A |
| 8.05 P | 8.00 P | 8.20 A | | 8.55 A | ST. PAUL 10.9 | 2.20 P | | 6.00 P | 7.15 A | 2.30 P |
| | 8.40 P | 8.55 A | | 9.35 A | MINNEAP'LIS 3.8 | 1.45 P | | 6.20 P | 6.40 A | |
| 10.30 P | 9.00 P | 9.10 A | | 9.50 A | N'TOWN JC. 93.5 | 1.25 P | | 5.00 P | 6.20 A | |
| 4.30 A | 12.05 A | 11.55 A | | 12.17 P | LITTLE FLS 34.1 | 10.45 A | | 2.05 P | 3.18 A | 6.45 A |
| 4.45 A | | | | | | | | | | |
| 7.00 A | 1.12 A | * 2.05 P | | 1.10 P | STAPLES 82.6 | 9.55 A | | * 11.50 A | 2.05 A | 4.20 A |
| 8.25 A | 1.25 A | 2.10 P | | 1.15 P | | 9.50 A | | 11.45 A | 1.50 A | 3.05 A |
| 1.53 P | 4.20 A | | | | WINNIPEG JC. 95.7 | | | | 11.00 P | 9.00 P |
| 3.30 P | 4.40 A | | | | | | | | 10.35 P | 2.30 P |
| 11.35 P | 7.50 A | | | | GR'D FORKS 162.0 | | | | 7.25 P | 4.55 A |
| | | | | | | | | | | |
| 11.50 A | 1.30 P | | | | WINNIPEG (From 108.6 & 81 pl) | | | | 1.45 P | 3.00 P |
| 3.25 P | 5.45 A | 6.00 P | | 4.00 P | FARGO 92.8 | 7.00 A | | 8.00 A | 9.40 P | 7.00 P |
| 4.15 P | 6.10 A | | | 4.10 P | | 6.50 A | | Ex. Sunday | 8.30 P | 6.00 P |
| 10.10 P | 9.15 A | | | 7.05 P | JAMESTOWN 106.7 | 3.45 A | | | 5.30 P | 11.30 A |
| 10.30 P | | | | 7.15 P | | 3.40 A | | | Ex. Sunday | 10.45 A |
| 5.25 A | | | | 10.30 P | MANDAN 109.5 | 12.20 A | | | | 4.30 A |
| 5.15 A | | | | 9.40 P | | 11.10 P | | | | 2.45 A |
| 12.55 P | | | | 1.05 A | DICKINSON 106.3 | 7.25 P | | | | 8.05 P |
| 1.15 P | | | | 1.15 A | | 7.15 P | | | | 7.35 P |
| 8.15 P | | | | 4.30 A | GLENDIVE 123.7 | 3.30 P | | | | 11.55 A |
| 9.15 P | B. & M. R. | | | 4.40 A | | 3.20 P | | B. & M. R. | | 11.00 A |
| 4.45 A | No. 41 | | | 8.35 A | FORSYTHE 102.1 | 11.35 A | | No. 42 | | 3.40 A |
| 5.35 A | Huntley | 1.00 A | | 8.45 A | | 11.25 A | | 11.45 P | Huntley | 2.40 A |
| 12.35 P | | 1.25 A | | 12.01 P | BILLINGS 115.4 | 8.10 A | | 11.20 P | | 8.20 P |
| 2.00 P | | | | 12.10 P | | 8.00 A | 10.53 P | | | 6.30 P |
| 11.00 P | | | | 5.20 A | LIVINGSTON 49.3 | 5.00 A | 7.23 P | | | 11.15 A |
| 12.01 A | | | | 5.30 A | | 4.50 A | 7.13 P | | | 10.15 A |
| 4.05 A | No. 13 | No. 21 | | 7.30 A | LOGAN 73.8 | 2.40 A | 5.00 P | No. 22 | No. 14 | 5.35 A |
| 4.15 A | 7.45 A | 6.05 P | | 7.35 A | | 2.35 A | 4.55 P | 2.15 A | 4.45 P | 5.25 A |
| 9.55 A | | 8.20 P | | 10.05 A | HELENA 50.8 (To Garrison) | | 2.33 P | 11.55 P | | 12.20 A |
| 10.55 A | | | | 10.15 A | | | 2.23 P | | | 11.20 P |
| 2.20 P | 11.15 A | | | 9.40 P | BUTTE 51.2 (To Garrison) | 11.35 P | | | 2.00 P | 11.45 A |
| | 10.05 A | | | 9.50 P | | 11.25 P | | | 2.50 P | |
| | | | | | ANACONDA | | | | | |
| 3.10 P | 11.45 A | | | 12.10 P | GARRISON 74.0 | 9.25 P | 12.10 P | | 12.25 P | 6.15 P |
| | | | | 12.15 P | | 9.20 P | 12.05 P | | | 6.00 P |
| 7.30 P | | | | 2.35 P | MISSOULA 173.0 | 6.50 P | 9.25 A | | | 12.20 P |
| 8.30 P | | | | 2.45 P | | 6.40 P | 9.15 A | | | 11.20 A |
| 7.20 A | | | | 8.45 P | HOPE 85.1 | 1.20 P | 8.23 A | | | 11.00 P |
| 7.05 A | | | | 7.55 P | | 12.15 P | 2.13 A | | | 8.55 P |
| 12.15 P | | | | 10.35 P | SPOKANE 145.7 | 9.45 A | 11.37 P | | | 4.00 P |
| 1.30 P | | | | 10.45 P | | 9.35 A | 11.27 P | | | 2.45 P |
| 9.40 P | | | | 3.10 A | PASCO JC. 126.8 | 4.42 A | 6.10 P | | | 5.00 A |
| 10.45 P | | | | 3.20 A | | 4.37 A | 6.05 P | | | 3.00 A |
| 8.50 A | | | | 8.10 A | ELLENSBURG (36.9) (To Tacoma) | 1.05 A | 2.13 P | | | 7.50 P |
| 9.50 A | | | | 8.20 A | | 12.58 A | 2.05 P | | | 6.35 P |
| | | | | 2.10 P | SEATTLE 148.2 (Fr. Ellg.) | 7.35 P | 7.45 A | | | |
| | | | | 11.00 P | | | 7.25 A | | | |
| 6.55 P | | 10.25 P | | 1.15 P | TACOMA 144.3 | 7.35 P | 5.45 A | 8.55 A | | 9.00 A |
| 10.30 P | | No. 11 Conn. | | 1.30 P | | 7.15 P | 5.30 A | No. 4 Conn. | | 6.10 A |
| 9.50 A | | | | 7.30 P | PORTLAND | 1.45 P | 11.30 P | | | 8.30 P |

* Nos. 5 and 6 St. Paul to Fargo and 7 and 8 Fargo to Jamestown daily except Sunday, all others daily.

* Continued.