

# NORTHERN PACIFIC RAILWAY COMPANY.

## ROCKY MOUNTAIN DIVISION

**No. 17**

**TIME TABLE**

**No. 17**

TO TAKE EFFECT AT 12.01 A. M.

(MOUNTAIN OR 105th MERIDIAN TIME.)

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

### SUNDAY, AUGUST 25th, 1901.

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.

**W. G. PEARCE,**  
General Manager.

**M. C. KIMBERLY,**  
Gen'l Superintendent.

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

**C. RUSSELL,**  
Superintendent.

**T. J. DeLAMERE,**  
Supt. Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

| WAY FREIGHT No. 55 | FREIGHT No. 123 O. S. L. No. 30 | FREIGHT No. 121 O. S. L. No. 28 | PASSENG'R No. 13 | PASSENG'R No. 9 O. S. L. No. 10 | PASSENG'R No. 7 O. S. L. No. 8 | PASSENG'R No. 1 | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Butte | Time Table No. 17 Aug. 25th, 1901 Succeeding No. 16A | Distance from Missoula | Capacity of Side Tracks | PASSENG'R No. 2 | PASSENG'R No. 8 O. S. L. No. 7 | PASSENG'R No. 10 O. S. L. No. 9 | PASSENG'R No. 14 | FREIGHT No. 122 O. S. L. No. 27 | FREIGHT No. 124 O. S. L. No. 29 | WAY FREIGHT No. 56 |
|--------------------|---------------------------------|---------------------------------|------------------|---------------------------------|--------------------------------|-----------------|--------------------------------------|-----------------|---------------------|--|------------------------|-------------------------|-----------------|--------------------------------|---------------------------------|------------------|---------------------------------|---------------------------------|--------------------|
| Th'd Class         | S'nd Class                      | S'nd Class                      | First Class      | First Class                     | First Class                    | First Class     |                                      |                 |                     | STATIONS   |                        |                         | First Class     | First Class                    | First Class                     | First Class      | S'nd Class                      | S'nd Class                      | Th'd Class         |
| EX. SUNDAY         | DAILY                           | DAILY                           | DAILY            | DAILY                           | DAILY                          | DAILY           | WC STY                               | T D             | 0.0                 | Butte N 6.8 (N.U. Depot)                             | 125.2                  | 300                     | Ar 11.40 PM     | Ar 3.00 AM                     | Ar 4.00 PM                      | Ar 1.30 PM       | Ar 11.00 AM                     | Ar 3.00 PM                      | EX. SUNDAY         |

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

|               |            |                |              |            |                 |             |                         |      |       |                       |       |           |                 |                 |            |                 |                |            |                  |
|---------------|------------|----------------|--------------|------------|-----------------|-------------|-------------------------|------|-------|-----------------------|-------|-----------|-----------------|-----------------|------------|-----------------|----------------|------------|------------------|
| 5.30          | Ar 5.00 PM | Ar 4.35 AM     | 9.50         | Ar 1.40 AM | Ar 4.15 PM      | 7.35        | WY                      | U 7  | 6.8   | Silver Bow SB 4.1 N   | 118.4 | 85        | 11.20           | De 2.40 AM      | De 3.40 PM | 1.13            | De 10.30 AM    | De 2.30 PM | 3.00             |
| 5.45          | DAILY      | DAILY          | * 9.58       | DAILY      | DAILY           | * 7.42      |                         | U 11 | 10.9  | Ross 3.7              | 114.3 | 60        | * 11.06         | DAILY           | DAILY      | * 1.03          | DAILY          | DAILY      | 2.35             |
| 6.05          |            |                | * 10.06      |            |                 | * 7.49      |                         | U 15 | 14.6  | Hackney 1.1           | 110.6 | 60        | * 10.54         |                 |            | * 12.54         |                |            | 2.10             |
|               |            |                | F            |            |                 | *           |                         | U 16 | 15.7  | Gregsons 2.3          | 109.5 | No Siding | *               |                 |            | F               |                |            |                  |
| 6.25          |            |                | 10.13        |            |                 | 7.55        | WY                      | U 18 | 18.0  | Stuart SA 7.1 D       | 107.2 | 70        | 10.43           |                 |            | 12.46           |                |            | 1.40             |
| 6.55          |            |                | 10.27        |            |                 | * 8.08      |                         | U 25 | 25.1  | W'rm Springs WS 6.4 D | 100.1 | 60        | * 10.24         |                 |            | 12.31           |                |            | 12.50            |
|               |            |                | F            |            |                 | *           |                         | U 32 | 31.5  | Race Track 1.0        | 93.7  | 6 Spur    | *               |                 |            | F               |                |            |                  |
| 7.25          |            | FREIGHT        | F 10.41      |            | PASSENG'R       | * 8.21      |                         | U 35 | 32.5  | Dempsey 7.8           | 92.7  | 60        | * 10.06         | See Page 3      |            | See Page 3      |                |            |                  |
| 7.55          |            | FREIGHT No. 53 | 10.55        |            | PASSENG'R No. 3 | 8.34        | W                       | U 40 | 40.3  | Deer Lodge DE 5.3 D   | 84.9  | 60        | 9.48            | PASSENG'R No. 4 |            | F 12.15 PM P 56 | FREIGHT No. 54 |            | De 12.20 PM P 14 |
| 8.15          |            | S'nd Class     | * 11.04 M 56 |            | First Class     | * 8.43      |                         | U 46 | 45.6  | Kohrs 5.6             | 79.6  | 60        | * 9.34          | First Class     |            | * 11.49         | S'nd Class     |            | De 11.04 M 13    |
| De 9.50 AM    | Ar 8.40 AM | De 2.45 PM     | Ar 11.15 AM  |            | De 1.30 PM      | Ar 8.55     | WC SY                   | 1245 | 51.2  | Garrison GR 4.9 N     | 74.0  | 120       | De 9.23 Ar 9.18 | Ar 11.30 AM     |            | De 11.40 AM     | Ar 6.00 PM     |            | De 10.20 AM      |
| 10.12         |            | 3.02           |              |            | * 1.39 M 58     | * 9.08 M 2  |                         | 1250 | 56.1  | Lloyd 3.7             | 69.1  | 60        | * 9.08 M 1      | * 11.18         |            |                 | 5.30           |            | De 1.39 M 3      |
| 10.28         |            | 3.14           |              |            | F 1.45          | * 9.14      |                         | 1254 | 59.8  | Gold Creek GO 5.8 D   | 65.4  | 60        | * 9.00          | F 11.10         |            |                 | 5.08           |            | Ar 1.34          |
| Ar 10.53      |            | 3.34           |              |            | F 1.55          | * 9.23      |                         | 1260 | 65.6  | Haskell 6.5           | 59.6  | 60        | * 8.49          | F 10.58 M 57    |            |                 | 4.33           |            | 1.10             |
| De 10.58 M 4  |            | 3.55 M 54      |              |            | 2.07            | 9.34        | WY                      | 1266 | 72.1  | Drummond D 6.9 N      | 53.1  | 120       | 8.36            | 10.45           |            |                 | 3.55 M 53      |            | 12.38            |
| Ar 11.40 AM   |            | 4.22           |              |            | * 2.18          | * 9.45      |                         | 1273 | 79.0  | Hell Gate 5.3         | 46.2  | 60        | * 8.20          | * 10.29         |            |                 | 3.30           |            | 12.01 PM M 57    |
| De 12.01 M 58 |            | 4.42           |              |            | F 2.28          | * 9.54      | W                       | 1278 | 84.3  | Bearmouth BR 7.8 D    | 40.9  | 60        | * 8.10          | F 10.18         |            |                 | 3.10           |            | 11.20 AM         |
| 12.28         |            | 5.13           |              |            | F 2.42 M 54     | * 10.06     |                         | 1286 | 92.1  | Carlan 7.6            | 33.1  | 60        | * 7.52          | F 10.01 P 58    |            |                 | De 2.42 M 3    |            | 10.50            |
| 12.48         |            | 5.43           |              |            | F 2.55          | * 10.18     |                         | 1294 | 99.7  | Bonita BA 7.8 N       | 25.5  | 60        | * 7.37          | F 9.45          |            |                 | Ar 2.37        |            | De 10.06 4P      |
| 1.15          |            | 6.15           |              |            | F 3.08          | * 10.30     | W at Clinton 1/2 M west | 1302 | 107.5 | Clinton 10.3          | 17.7  | 60        | * 7.20          | F 9.29          |            |                 | 1.15           |            | Ar 9.56 4P       |
| Ar 1.45       |            |                |              |            | F 3.26 P 57     | * 10.47     |                         | 1312 | 117.8 | Bonner BO 7.4 D       | 7.4   | 60        | * 7.00 M 53     | 9.07            |            |                 | 12.35          |            | 9.10             |
| De 1.50 M 54  |            |                |              |            | Ar 3.40 PM      | Ar 11.00 PM | WC STY                  | 1319 | 125.2 | Missoula MA N         | 0.0   |           | De 6.45 PM      | De 8.50 AM      |            |                 | De 12.05 PM    |            | 8.30             |
| 2.30          |            |                |              |            |                 |             |                         |      |       |                       |       |           |                 |                 |            |                 |                |            | 7.40             |
| Ar 3.21       |            | Ar 6.55        |              |            |                 |             |                         |      |       |                       |       |           |                 |                 |            |                 |                |            | De 7.00 AM       |
| De 3.31 3P    |            | De 7.00 M 2    |              |            |                 |             |                         |      |       |                       |       |           |                 |                 |            |                 |                |            |                  |
| Ar 4.00 PM    |            | Ar 7.25 PM     |              |            |                 |             |                         |      |       |                       |       |           |                 |                 |            |                 |                |            |                  |
| EX. SUNDAY    |            | DAILY          |              |            | DAILY           | DAILY       |                         |      |       |                       |       |           | DAILY           | DAILY           |            |                 | DAILY          |            | EX. SUNDAY       |

Registering stations—Butte, Silver Bow, Garrison and Missoula.  
 Bulletin stations—Butte, Garrison and Missoula.  
 Standard clocks—Butte, Garrison and Missoula.

All Train and Enginemen must be familiar with Bulletin No. 145, regarding semaphore at Silver Bow, and Bulletin 129 regarding operation of semaphore at B. A. & P. crossing one-half mile west of Butte.  
 No Northern Pacific train or engine will occupy O. S. L. or B. A. & P. tracks without written permission from their respective superintendents.  
 Helena Line Junc. switch at Garrison when not in use will be kept set and locked for Helena Line.

No. 13 has right over No. 14.  
 No. 4 will take siding for No. 3.

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 properly completed. Clearance cards will not be required. The general rules govern and are only modified by these special rules.

NORTHERN P  
 Office

ALL CONCERNED:--

Train 13 and Bitter  
 to Hamilton and But  
 tion of regular No.  
 Leave

Arri

tween Garrison and  
 charge of business  
 Missoula.

this arrangement.



| West Bound.            |                    | SECOND DISTRICT.   |  |                    |                              |  |                          |                            |                                   |                    |                    | East Bound.            |              |             |             |             |              |
|------------------------|--------------------|--------------------|--|--------------------|------------------------------|--|--------------------------|----------------------------|-----------------------------------|--------------------|--------------------|------------------------|--------------|-------------|-------------|-------------|--------------|
| FREIGHT<br>No. 53      | PASSENGER<br>No. 3 | PASSENGER<br>No. 1 | Water, Coal,<br>Scales, Tables<br>and Wyes | Station<br>Numbers | Distance<br>from<br>Missoula | Time Table No. 17<br>August 25th, 1901<br>Succeeding No. 16A | Distance<br>from<br>Hope | Capacity of<br>Side Tracks | Telegraph<br>and Phone<br>Offices | PASSENGER<br>No. 2 | PASSENGER<br>No. 4 | FREIGHT<br>No. 54      |              |             |             |             |              |
|                        |                    |                    |  |                    |                              |  |                          |                            |                                   |                    |                    |                        | Second Class | First Class | First Class | First Class | Second Class |
|                        |                    |                    |  |                    |                              |  |                          |                            |                                   |                    |                    |                        | DAILY        | DAILY       | DAILY       | DAILY       | DAILY        |
| De 8.25 P M            | De 3.50 P M        | De 11.10 P M       | W C S T Y                                  | 1319               | 0.0                          | MA   | 173.0                    |                            | N                                 | Ar 6.35 P M        | Ar 8.40 A M        | Ar 11.05 A M           |              |             |             |             |              |
| 8.50                   | * 4.02             | * 11.22            | Y  | 1325               | 6.3                          | DS   | 166.7                    | 60                         | D                                 | * 6.24             | * 8.28             | 10.40                  |              |             |             |             |              |
|                        |                    |                    |  | 1329               | 10.0                         |  | 163.0                    | 6                          |                                   | *                  | *                  |                        |              |             |             |             |              |
| 10.05                  | 4.35               | 11.55 P M          | Y  | 1335               | 16.4                         | VO   | 156.6                    | 120                        | N                                 | 6.00               | 8.05               | 9.50                   |              |             |             |             |              |
|                        |                    |                    | W-1 7/10                                   | 1340               | 21.3                         |  | 151.7                    | 6                          |                                   | *                  | *                  |                        |              |             |             |             |              |
| 10.55                  | F 4.58             | * 12.18 A M        | W C Y                                      | 1346               | 27.4                         | AR   | 145.6                    | 60                         | D                                 | * 5.25             | F 7.30             | 8.30                   |              |             |             |             |              |
| 11.10                  | * 5.10 M 2         | * 12.28            |  | 1351               | 32.7                         |  | 140.3                    | 26                         |                                   | * 5.10 M 3         | 7.15               | 7.50                   |              |             |             |             |              |
| 11.25                  | F 5.19             | * 12.36            |  | 1356               | 37.1                         | RI   | 135.9                    | 60                         | D                                 | * 5.00             | F 7.05             | 7.30                   |              |             |             |             |              |
| 11.50 P M              | 5.32               | 12.48              | W C T                                      | 1363               | 44.1                         | JO   | 128.9                    | 120                        | N                                 | 4.45               | 6.50 P 54          | De 6.55 4 P<br>Ar 6.45 |              |             |             |             |              |
| 12.15 A M              | * 5.44             | * 1.00             |  | 1370               | 51.0                         |  | 122.0                    | 60                         |                                   | * 4.34             | * 6.36             | 6.20                   |              |             |             |             |              |
| 12.40                  | * 5.56             | * 1.12             |  | 1378               | 57.9                         |  | 115.1                    | 60                         |                                   | * 4.23             | * 6.24             | 5.55                   |              |             |             |             |              |
| 1.05                   | * 6.08             | * 1.24             |  | 1384               | 64.8                         |  | 108.2                    | 60                         |                                   | * 4.12             | * 6.12             | 5.30                   |              |             |             |             |              |
| Ar 1.29 1 P<br>De 1.39 | F 6.19             | * 1.34 P 53        |  | 1390               | 70.5                         |  | 102.5                    | 60                         |                                   | * 4.03             | F 6.02             | 5.08                   |              |             |             |             |              |
| 2.04                   | 6.31               | * 1.45             | W  | 1396               | 76.7                         | HO   | 96.3                     | 60                         | N                                 | F 3.53             | 5.50               | 4.45                   |              |             |             |             |              |
| 2.30                   | * 6.45             | * 1.59             |  | 1404               | 84.1                         |  | 88.9                     | 60                         |                                   | * 3.41             | * 5.36             | 4.17                   |              |             |             |             |              |
| 2.55                   | F 6.59             | * 2.12             | W  | 1411               | 91.2                         | DY   | 81.8                     | 60                         | D                                 | * 3.29             | F 5.24             | 3.50                   |              |             |             |             |              |
| 3.24 M 54              | * 7.13             | * 2.26             |  | 1417               | 98.5                         |  | 74.5                     | 60                         |                                   | * 3.17             | * 5.12             | 3.24 M 53              |              |             |             |             |              |
| 3.35                   | 7.21               | 2.34               | C T  | 1420               | 102.1                        | FN   | 70.9                     | 60                         | N                                 | 3.11               | 5.04               | 3.10                   |              |             |             |             |              |
| 3.55                   | F 7.34             | * 2.46 M 54        | W  | 1427               | 108.2                        |  | 64.8                     | 60                         |                                   | * 3.01             | F 4.52             | De 2.46 M 1<br>Ar 2.41 |              |             |             |             |              |
| Ar 4.35<br>De 4.40 M 4 | F 7.50             | * 3.00             | Y  | 1434               | 114.9                        |  | 58.1                     | 60                         |                                   | * 2.51             | F 4.40 M 53        | 2.17                   |              |             |             |             |              |
|                        |                    |                    |  | 1439               | 119.7                        |  | 53.3                     | Spur 4                     |                                   | *                  | F                  |                        |              |             |             |             |              |
| 5.28                   | F 8.10             | * 3.20             | W  | 1444               | 125.2                        | TU   | 47.8                     | 60                         | N                                 | * 2.32             | F 4.18             | 1.40                   |              |             |             |             |              |
| 5.55                   | * 8.22             | * 3.33             |  | 1449               | 131.1                        |  | 41.9                     | 60                         |                                   | * 2.22             | * 4.06             | 1.19                   |              |             |             |             |              |
| 6.33                   | F 8.39             | * 3.50 M 4         | W  | 1458               | 139.4                        |  | 33.6                     | 60                         |                                   | * 2.07             | F 3.50 M 1         | 12.51                  |              |             |             |             |              |
| 6.54                   | * 8.49             | * 4.00             |  | 1463               | 144.2                        |  | 28.8                     | 26                         |                                   | * 1.59             | * 3.37             | 12.33                  |              |             |             |             |              |
| 7.17                   | F 9.00             | * 4.10             |  | 1468               | 149.6                        | HR   | 23.4                     | 60                         | N                                 | * 1.50             | F 3.27             | 12.14 A M              |              |             |             |             |              |
| 7.45                   | F 9.12             | * 4.22             | W  | 1474               | 155.7                        |  | 17.3                     | 32                         |                                   | * 1.40             | F 3.15             | 11.54 P M              |              |             |             |             |              |
| 8.20                   | F 9.27             | * 4.37             |  | 1482               | 163.3                        | CX   | 9.7                      | 60                         | D                                 | * 1.27             | F 3.01             | 11.30                  |              |             |             |             |              |
| 8.45                   | * 9.38             | * 4.48             |  | 1489               | 168.8                        |  | 4.2                      | 40                         |                                   | * 1.18             | * 2.50             | 11.10                  |              |             |             |             |              |
| Ar 9.05 A M            | Ar 9.50 P M        | Ar 5.00 A M        | W C S T                                    | 1492               | 173.0                        | H  | 0.0                      | 322                        | N                                 | De 1.10 P M        | De 2.40 A M        | De 10.55 P M           |              |             |             |             |              |
| DAILY                  | DAILY              | DAILY              |  |                    |                              |  |                          |                            |                                   | DAILY              | DAILY              | DAILY                  |              |             |             |             |              |

Registering stations—Missoula, Jocko and Hope.

Bulletin stations—Missoula and Hope.

Standard clocks—Missoula, Evaro, Jocko and Hope.

No. 4 will take siding for No. 1.

NORTHERN PACIFIC RAILWAY COMPANY.

Office of Division Superintendent.

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Missoula, Mont., Sept. 9, 1901.

NOTICE

ALL CONCERNED:--

Effective Sept. 11th, 1901, Montana Union Train 13 and Bitter Root Branch Train 114 will be run through to Hamilton and Butte. Train 114 will be run as first section of regular No. 4; train 13 on the following schedule:

|             |                 |                          |
|-------------|-----------------|--------------------------|
| Leave-----  | Garrison-----   | 11:40 <sup>30</sup> A.M. |
|             | Lloyd-----      | 11:39                    |
|             | Gold Creek----- | 11:46                    |
|             | Haskell-----    | 11:57                    |
|             | Drummond-----   | 12:08 <sup>30</sup> P.M. |
|             | Hellgate-----   | 12:20                    |
|             | Bearmouth-----  | 12:30                    |
|             | Carlan-----     | 12:43                    |
|             | Bonita-----     | 12:57                    |
|             | Clinton-----    | 1:10                     |
|             | Bonner-----     | 1:27                     |
| Arrive----- | Missoula-----   | 1:40                     |

Trains 3 and 4 will do no local work between Garrison and Missoula except at Drummond and the discharge of business from points east of Garrison and west of Missoula.

Agents will notify all concerned regarding this arrangement.

CHAS. RUSSELL,  
Superintendent.

|                         |                             | East Bound.     |                 |                        |
|-------------------------|-----------------------------|-----------------|-----------------|------------------------|
| Capacity of Side Tracks | Telegraph and Phone Offices | PASSENGER No. 2 | PASSENGER No. 4 | FREIGHT No. 54         |
|                         |                             | First Class     | First Class     | Second Class           |
|                         |                             | DAILY           | DAILY           | DAILY                  |
|                         | N                           | Ar 6.35 P M     | Ar 8.40 A M     | Ar 11.05 A M           |
| 60                      | D                           | * 6.24          | * 8.28          | 10.40                  |
| 6 Spur                  |                             | *               | *               |                        |
| 120                     | N                           | 6.00            | 8.05            | 9.50                   |
| 6 Spur                  |                             | *               | *               |                        |
| 60                      | D                           | * 5.25          | F 7.30          | 8.30                   |
| 26                      |                             | * 5.10 M 3      | 7.15            | 7.50                   |
| 60                      | D                           | * 5.00          | F 7.05          | 7.30                   |
| 20                      | N                           | 4.45            | 6.50 P 54       | De 6.55 4 P<br>Ar 6.45 |
| 60                      |                             | * 4.34          | * 6.36          | 6.20                   |
| 60                      |                             | * 4.23          | * 6.24          | 5.55                   |
| 60                      |                             | * 4.12          | * 6.12          | 5.30                   |
| 60                      |                             | * 4.03          | F 6.02          | 5.08                   |
| 60                      | N                           | F 3.53          | 5.50            | 4.45                   |
| 60                      |                             | * 3.41          | * 5.36          | 4.17                   |
| 60                      | D                           | * 3.29          | F 5.24          | 3.50                   |
| 60                      |                             | * 3.17          | * 5.12          | 3.24 M 53              |
| 60                      | N                           | 3.11            | 5.04            | 3.10                   |
| 60                      |                             | * 3.01          | F 4.52          | De 2.46 M 1<br>Ar 2.41 |
| 60                      |                             | * 2.51          | F 4.40 M 53     | 2.17                   |
| ur 4                    |                             | *               | F               |                        |
| 60                      | N                           | * 2.32          | F 4.18          | 1.40                   |
| 60                      |                             | * 2.22          | * 4.06          | 1.19                   |
| 60                      |                             | * 2.07          | F 3.50 M 1      | 12.51                  |
| 26                      |                             | * 1.59          | * 3.37          | 12.33                  |
| 60                      | N                           | * 1.50          | F 3.27          | 12.14 A M              |
| 32                      |                             | * 1.40          | F 3.15          | 11.54 P M              |
| 60                      | D                           | * 1.27          | F 3.01          | 11.30                  |
| 40                      |                             | * 1.18          | * 2.50          | 11.10                  |
| 22                      | N                           | De 1.10 P M     | De 2.40 A M     | De 10.55 P M           |
|                         |                             | DAILY           | DAILY           | DAILY                  |

Standard clocks—Missoula, Evaro, Jocko and Hope.

| East Bound.                        |                                    |                    |
|------------------------------------|------------------------------------|--------------------|
| FREIGHT No. 122<br>O. S. L. No. 27 | FREIGHT No. 124<br>O. S. L. No. 29 | WAY FREIGHT No. 56 |
| S'nd Class                         | S'nd Class                         | Th'd Class         |
| DAILY                              | DAILY                              | EX. SUNDAY         |
| Ar 11.00 A M                       | Ar 3.00 P M                        | Ar 3.30 P M        |
| De 10.30 A M                       | De 2.30 P M                        | 3.00               |
| DAILY                              | DAILY                              | 2.35               |
|                                    |                                    | 2.10               |
|                                    |                                    | 1.40               |
|                                    |                                    | 12.50              |
| See Page 3                         |                                    |                    |
| FREIGHT No. 54                     | De 12.20 14 P<br>Ar 12.10 P M      | WAY FREIGHT No. 58 |
| S'nd Class                         | De 11.04 11 13<br>Ar 10.59         | Th'd Class         |
| DAILY                              | De 10.20 A M<br>EX. SUNDAY         | EX. SUNDAY         |
| Ar 6.00 P M                        | Ar 2.10 P M                        |                    |
| 5.30                               | De 1.39 M 3<br>Ar 1.34             |                    |
| 5.08                               | 1.10                               |                    |
| 4.33                               | 12.38                              |                    |
| 3.55 M 53                          | 12.01 P M<br>M 57                  |                    |
| 3.30                               | 11.20 A M                          |                    |
| 3.10                               | 10.50                              |                    |
| De 2.42 M 3<br>Ar 2.37             | De 10.06 4 P<br>Ar 9.56            |                    |
| 1.50 M 57                          | 9.10                               |                    |
| 1.15                               | 8.30                               |                    |
| 12.35                              | 7.40                               |                    |
| De 12.05 P M                       | De 7.00 A M                        |                    |
| DAILY                              | EX. SUNDAY                         |                    |

regarding semaphore at Silver Bow, and Bulletin file west of Butte.  
P. tracks without written permission from their set and locked for Helena Line.

in charge, or a train order on a regular form



West Bound.

HELENA LINE.

East Bound.

| FREIGHT No. 53  |  |  |  | PASSENGER No. 3 |  |  |  | Time Table No. 17 August 25th, 1901 Succeeding No. 16A |  |  |  | PASSENGER No. 4 |  |  |  | FREIGHT No. 54 |  |  |  |
|-----------------|--|--|--|-----------------|--|--|--|--|--|--|--|-----------------|--|--|--|----------------|--|--|--|
| Second Class    |  |  |  | First Class     |  |  |  | STATIONS   |  |  |  | First Class     |  |  |  | Second Class   |  |  |  |
| DAILY           |  |  |  | DAILY           |  |  |  |  |  |  |  | DAILY           |  |  |  | DAILY          |  |  |  |
| De 10.55 A M    |  |  |  | De 11.25 A M    |  |  |  | W C S T Y 1194 0.0                                     |  |  |  | Ar 2.05 P M     |  |  |  | Ar 11.20 P M   |  |  |  |
|                 |  |  |  | * 11.30         |  |  |  | 1197 2.7   |  |  |  | * 1.50          |  |  |  |                |  |  |  |
|                 |  |  |  | * 11.47         |  |  |  | 1202 7.8   |  |  |  | * 1.36          |  |  |  | 10.25          |  |  |  |
| 11.25           |  |  |  | * 11.50 A M     |  |  |  | W 1204 9.0   |  |  |  | * 1.33          |  |  |  | 10.20          |  |  |  |
| 11.30           |  |  |  | F 12.02 P M     |  |  |  | W 1207 12.8  |  |  |  | F 1.23          |  |  |  | 10.00          |  |  |  |
| Ar 11.57 AM 3 P |  |  |  | * P 53          |  |  |  | W 6 1/10 mls. west 1210 15.9                           |  |  |  | *               |  |  |  |                |  |  |  |
| De 12.07 PM 3 P |  |  |  | 12.32           |  |  |  | W Y 1215 20.8  |  |  |  | 1.00 M 53       |  |  |  | 9.15           |  |  |  |
| Ar 12.55        |  |  |  | * 12.41 M 4     |  |  |  | 1220 25.8  |  |  |  | * 12.41 M 3     |  |  |  | 8.30           |  |  |  |
| De 1.00 M 4     |  |  |  | 12.48           |  |  |  | W C T 1223 28.9  |  |  |  | 12.30           |  |  |  | 8.10           |  |  |  |
| 1.20            |  |  |  | * 12.54         |  |  |  | 1226 32.2  |  |  |  | * 12.19         |  |  |  | 7.47           |  |  |  |
| 1.35            |  |  |  | F 1.02          |  |  |  | W 1 1/2 mls. west 1232 37.7                            |  |  |  | F 12.06 P M     |  |  |  | 7.20           |  |  |  |
| 1.45            |  |  |  | * 1.12          |  |  |  | 1238 43.7  |  |  |  | * 11.52 A M     |  |  |  | 6.50           |  |  |  |
| 2.05            |  |  |  | Ar 1.25 P M     |  |  |  | W C S Y 1245 50.8                                      |  |  |  | De 11.35 A M    |  |  |  | De 6.15 P M    |  |  |  |
| 2.23            |  |  |  | See page 1      |  |  |  |  |  |  |  |                 |  |  |  |                |  |  |  |
| Ar 2.40 P M     |  |  |  | DAILY           |  |  |  |  |  |  |  | DAILY           |  |  |  | DAILY          |  |  |  |
| See page 1      |  |  |  | DAILY           |  |  |  |  |  |  |  |                 |  |  |  |                |  |  |  |

**Registering stations**—Helena and Garrison.  
**Bulletin stations**—Helena and Garrison.  
**Standard clocks**—Helena and Garrison.  
 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.  
**No. 4 will take siding for No. 3.**

Helena Line Junction switch at Garrison when not in use will be kept set and locked for Helena Line.  
 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.  
 No Helena Line train or engine will occupy main line in Garrison Yard within five minutes of the time of any first class train without regular order, but may occupy main track against second and inferior class trains as per rules 288 and 298.

West Bound.

RED MOUNTAIN BRANCH.

East Bound.

| MIXED No. 103 |  |  |  | Time Table No. 17 August 25th, 1901 Succeeding No. 16A |  |  |  | MIXED No. 104 |  |  |  |
|---------------|--|--|--|--|--|--|--|---------------|--|--|--|
| Second Class  |  |  |  | STATIONS   |  |  |  | Second Class  |  |  |  |
| TUESDAY ONLY. |  |  |  |  |  |  |  | TUESDAY ONLY. |  |  |  |
| De 10.30 A M  |  |  |  | HN Helena 3.1  |  |  |  | Ar 1.30 P M   |  |  |  |
| F             |  |  |  | Kesslers 0.6   |  |  |  | F             |  |  |  |
| F 10.47       |  |  |  | Hotel Broadwater 0.9                                   |  |  |  | F 1.12        |  |  |  |
| F             |  |  |  | Thermal Springs 3.9                                    |  |  |  | F             |  |  |  |
| F             |  |  |  | Harrison Quarry Spur 1.2                               |  |  |  | F             |  |  |  |
| F             |  |  |  | Colo Gulch Spur 1.0                                    |  |  |  | F             |  |  |  |
| F 11.12       |  |  |  | Gold Bar 1.8   |  |  |  | F 12.47       |  |  |  |
| F             |  |  |  | Mattice 0.5  |  |  |  | F             |  |  |  |
| F             |  |  |  | Bear Gulch Spur 1.1                                    |  |  |  | F             |  |  |  |
| F 11.27       |  |  |  | Moose Creek 1.4  |  |  |  | F 12.30       |  |  |  |
| F             |  |  |  | Minnehaha Spur 1.3                                     |  |  |  | F             |  |  |  |
| Ar 11.45 A M  |  |  |  | Rimini 0.0   |  |  |  | De 12.15 P M  |  |  |  |
| TUESDAY ONLY. |  |  |  |  |  |  |  | TUESDAY ONLY. |  |  |  |

**Registering and bulletin station**—Helena. **Standard clock**—Helena.  
 No. 103 has right over No. 104.

West Bound.

BITTER ROOT BRANCH.

East Bound.

| FREIGHT No. 133 |  |  |  | PASSENGER No. 113 |  |  |  | Time Table No. 17 August 25th, 1901 Succeeding No. 16A |  |  |  | PASSENGER No. 114 |  |  |  | FREIGHT No. 134 |  |  |  |
|-----------------|--|--|--|-------------------|--|--|--|--|--|--|--|-------------------|--|--|--|-----------------|--|--|--|
| Third Class     |  |  |  | First Class       |  |  |  | STATIONS   |  |  |  | First Class       |  |  |  | Third Class     |  |  |  |
| EX. SUNDAY      |  |  |  | DAILY             |  |  |  |  |  |  |  | DAILY             |  |  |  | EX. SUNDAY      |  |  |  |
| De 8.30 A M     |  |  |  | De 4.00 P M       |  |  |  | W C S T Y 1319 0.0                                     |  |  |  | Ar 8.20 A M       |  |  |  | Ar 5.20 P M     |  |  |  |
| 8.45            |  |  |  | F 4.08            |  |  |  | RD 4 3.8   |  |  |  | F 8.08            |  |  |  | 5.00            |  |  |  |
| 9.15            |  |  |  | F 4.23 M 134      |  |  |  | RD 11 11.1   |  |  |  | F 7.52            |  |  |  | De 4.23 M 113   |  |  |  |
|                 |  |  |  | F                 |  |  |  | RD 17 17.0   |  |  |  | F                 |  |  |  | Ar 4.18         |  |  |  |
| 10.00           |  |  |  | F 4.42            |  |  |  | RD 20 20.2   |  |  |  | F 7.32            |  |  |  | 3.40            |  |  |  |
| 10.40           |  |  |  | 4.57              |  |  |  | RD 28 27.9   |  |  |  | F 7.15            |  |  |  | 3.05            |  |  |  |
| 11.20           |  |  |  | 5.13              |  |  |  | W RD 36 35.6   |  |  |  | F 6.58            |  |  |  | 2.30            |  |  |  |
|                 |  |  |  | F                 |  |  |  | RD 39 38.8   |  |  |  | F                 |  |  |  |                 |  |  |  |
| 11.55 A M       |  |  |  | F 5.30            |  |  |  | RD 42 42.7   |  |  |  | F 6.42            |  |  |  | 1.55            |  |  |  |
|                 |  |  |  | F                 |  |  |  | RD 46 45.6   |  |  |  | F                 |  |  |  |                 |  |  |  |
| Ar 12.20 P M    |  |  |  | Ar 5.40 P M       |  |  |  | W Y RD 48 47.5   |  |  |  | De 6.30 A M       |  |  |  | De 1.30 P M     |  |  |  |
| EX. SUNDAY      |  |  |  | DAILY             |  |  |  |  |  |  |  | DAILY             |  |  |  | EX. SUNDAY      |  |  |  |

**Registering stations**—Missoula and Hamilton. **Bulletin station**—Missoula. **Standard clock**—Missoula.  
 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.  
**No. 133 has right over No. 134.**



| East Bound.  |        |
|--------------|--------|
| FREIGHT      | No. 54 |
| Second Class | DAILY  |
| Ar 11.20 PM  |        |
| 10.25        |        |
| 10.20        |        |
| 10.00        |        |
| 9.15         |        |
| 8.30         |        |
| 8.10         |        |
| 7.47         |        |
| 7.20         |        |
| 6.50         |        |
| De 6.15 PM   |        |
| DAILY        |        |

be kept set and locked for Helena passing over Montana Central in Yard within five minutes of the main track against second and

| East Bound. |               |
|-------------|---------------|
| PASSENG'R   | FREIGHT       |
| No. 114     | No. 134       |
| First Class | Third Class   |
| DAILY       | EX. SUNDAY    |
| Ar 8.20 AM  | Ar 5.20 PM    |
| M 133       |               |
| F 8.08      | 5.00          |
| F 7.52      | De 4.23 M 113 |
|             | Ar 4.18       |
| F 7.32      | 3.40          |
| F 7.15      | 3.05          |
| F 6.58      | 2.30          |
| F 6.42      | 1.55          |
| De 6.30 AM  | De 1.30 PM    |
| DAILY       | EX. SUNDAY    |

Standard clock—Missoula. In Missoula yard, and know that it over No. 134.

| MARYSVILLE BRANCH. |               |
|--------------------|---------------|
| West Bound.        | East Bound.   |
| MIXED No. 111      | MIXED No. 112 |
| Sec'd Class        | Sec'd Class   |
| EX. SUNDAY         | EX. SUNDAY    |
| De 4.00 PM         | Ar 8.30 AM    |
| F 4.25             | F 8.10        |
| F 5.00 PM          | De 7.45 AM    |
| EX. SUNDAY         | EX. SUNDAY    |

Time Table No. 17 August 25th, 1901. Succeeding No. 16 A

STATIONS

| Station         | Distance from Clough Junction | Distance from Marysville | Capacity of Side Tracks | Telegraph Offices |
|-----------------|-------------------------------|--------------------------|-------------------------|-------------------|
| Clough Junction | 0.0                           | 12.4                     | 16                      |                   |
| Duffy           | 3.0                           | 9.4                      | 6                       |                   |
| Cruse           | 6.4                           | 6.0                      | 8                       |                   |
| Cyanide         | 8.3                           | 4.1                      | 10                      |                   |
| Marysville      | 12.4                          | 0.0                      | 56                      | D                 |

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       | MIXED No. 124 |
| Sec'd Class         | Sec'd Class   |
| EX. SUNDAY          | EX. SUNDAY    |
| De 2.20 PM          | Ar 10.35 AM   |
| F 2.34              | F 10.23       |
| F 2.49              | F 10.10       |
| F 3.18              | F 9.53        |
| F 3.32              | F 9.40        |
| Ar 4.20 PM          | De 9.05 AM    |
| EX. SUNDAY          | EX. SUNDAY    |

Time Table No. 17 August 25th, 1901. Succeeding No. 16 A

STATIONS

| Station     | Distance from Drummond | Distance from Rumsey | Capacity of Side Tracks | Telegraph Offices |
|-------------|------------------------|----------------------|-------------------------|-------------------|
| Drummond    | 0.0                    | 31.9                 | 120                     | D                 |
| New Chicago | 2.9                    | 29.0                 | 16                      |                   |
| Halls Spur  | 6.2                    | 25.7                 | 7                       |                   |
| Stone       | 12.4                   | 19.5                 | 24                      |                   |
| Flint Spur  | 15.4                   | 16.5                 | 6                       |                   |
| Combination | 23.0                   | 8.9                  | 11                      |                   |
| Philipsburg | 25.9                   | 6.0                  | 120                     | D                 |
| Rumsey      | 31.9                   | 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.

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 |
| WC STY                                | 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          | 19.1                  | Kingston 5.0                  | 5.0                   | No Siding               |                   |
| WT                                    | RE 152          | 24.1                  | Mission                       | 0.0                   | 15                      |                   |

| West Bound.   |               | COEUR D'ALENE LINE.                                     |                  | East Bound.      |                  |
|---------------|---------------|---|------------------|------------------|------------------|
| MIXED No. 141 | MIXED No. 142 | TIME TABLE No. 17 August 25th, 1901 Succeeding No. 16 A | MIXED No. 142    | MIXED No. 142    | MIXED No. 142    |
| Second Class  | Second Class  | STATIONS  | Second Class     | Second Class     | Second Class     |
| DAILY         | DAILY         | De Smet   | DAILY            | DAILY            | DAILY            |
| De 9.25 AM    | Ar 8.30 AM    | Grass Valley  | Ar 5.15 PM       | Ar 5.15 PM       | Ar 5.15 PM       |
| F 9.28        | F 8.30 AM     | Frenchtown  | F 5.09           | F 5.09           | F 5.09           |
| 9.52          | Ar 8.30 AM    | Huson   | 4.44             | 4.44             | 4.44             |
| F 10.03       | Ar 8.30 AM    | Nine Mile   | F 4.30           | F 4.30           | F 4.30           |
| F 10.13       | Ar 8.30 AM    | Lothrop   | F 4.17           | F 4.17           | F 4.17           |
| F 10.25       | Ar 8.30 AM    | Ferry   | F 4.01           | F 4.01           | F 4.01           |
| F 10.45       | Ar 8.30 AM    | Rivulet   | F 3.40           | F 3.40           | F 3.40           |
| F 11.06       | Ar 8.30 AM    | Quartz  | F 3.18           | F 3.18           | F 3.18           |
| F 11.15       | Ar 8.30 AM    | Iron Mountain   | F 3.10           | F 3.10           | F 3.10           |
| Ar 11.45 AM   | Ar 8.30 AM    | Spring Gulch  | 2.42             | 2.42             | 2.42             |
| De 12.05 PM   | Ar 8.30 AM    | St. Regis   | F 2.27           | F 2.27           | F 2.27           |
| F 12.22       | Ar 8.30 AM    | Buford  | 2.05             | 2.05             | 2.05             |
| 12.50         | Ar 8.30 AM    | De Borgia   | F 1.30 M 141     | F 1.30 M 141     | F 1.30 M 141     |
| F 12.54       | Ar 8.30 AM    | Saltese   | De 1.05 Ar 12.45 | De 1.05 Ar 12.45 | De 1.05 Ar 12.45 |
| F 1.30 M 142  | Ar 8.30 AM    | Tammany Spur  | *                | *                | *                |
| 2.05          | Ar 8.30 AM    | Borax   | *                | *                | *                |
| *             | Ar 8.30 AM    | Sohon Safety Spur                                       | *                | *                | *                |
| *             | Ar 8.30 AM    | Lookout   | 12.05 PM         | 12.05 PM         | 12.05 PM         |
| 2.55          | Ar 8.30 AM    | Dorsey  | F 11.40 AM       | F 11.40 AM       | F 11.40 AM       |
| F 3.20        | Ar 8.30 AM    | Mullan  | F 11.10          | F 11.10          | F 11.10          |
| F 3.50        | Ar 8.30 AM    | Wallace   | De 10.45 AM      | De 10.45 AM      | De 10.45 AM      |
| Ar 4.15 PM    | Ar 8.30 AM    |   |                  |                  |                  |
| DAILY         | Ar 8.30 AM    |   |                  |                  |                  |

Registering stations—De Smet, Saltese 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 Saltese and Mullan. All trains will run slow and carefully over all filled bridges between Fish Creek and Spring Gulch. The safety switches at foot of 5 per cent grades at Sohon 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 9.05 a. m. and No. 142 arrives at 5.35 p. m.

| West Bound.     |               | BURKE BRANCH. |                | East Bound.   |                 |
|-----------------|---------------|---------------|----------------|---------------|-----------------|
| FREIGHT No. 165 | MIXED No. 163 | MIXED No. 161 | MIXED No. 162  | MIXED No. 164 | FREIGHT No. 166 |
| Third Class     | Sec'd Class   | Sec'd Class   | Sec'd Class    | Sec'd Class   | Third Class     |
| DAILY           | DAILY         | EX. SUNDAY    | EX. SUNDAY     | DAILY         | DAILY           |
| De 7.45 AM      | De 6.00 PM    | De 10.00 AM   | Ar 9.30 AM     | Ar 5.30 PM    | Ar 6.45 AM      |
|                 |               |               |                |               |                 |
|                 |               |               |                |               |                 |
|                 |               |               |                |               |                 |
|                 |               |               |                |               |                 |
|                 |               |               |                |               |                 |
|                 |               |               |                |               |                 |
|                 |               |               |                |               |                 |
|                 |               |               |                |               |                 |
| Ar 8.35 AM      | Ar 7.00 PM    | Ar 11.00 AM   | De 8.45 AM     | De 4.30 PM    | De 6.00 AM      |
| DAILY M 162     | DAILY         | EX. SUNDAY    | EX. SUN. M 165 | DAILY         | DAILY           |

Time Table No. 17 August 25th, 1901 Succeeding No. 16 A

STATIONS

| Station      | Distance from Burke | Distance from Wallace | Capacity of Side Tracks | Telegraph Offices |
|--------------|---------------------|-----------------------|-------------------------|-------------------|
| Burke        | 0.0                 | 7.0                   | 16                      | D                 |
| Mammoth Mine | 0.2                 | 6.8                   |                         |                   |
| Hecla        | 1.2                 | 5.8                   |                         |                   |
| Mace         | 1.4                 | 5.6                   |                         |                   |
| Frisco       | 2.4                 | 4.6                   | 10                      |                   |
| Black Bear   | 2.7                 | 4.3                   |                         |                   |
| Gem          | 3.0                 | 4.0                   | 10                      |                   |
| Manchester   | 4.0                 | 3.0                   | 4                       |                   |
| Wallace      | 7.0                 | 0.0                   | 50                      | D                 |

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                     | Car Capacity | PHILLIPSBURG BRANCH           | Car Capacity                  | COEUR D'ALENE LINE           | Car Capacity | BURKE BRANCH                                | Car Capacity |    |
|-------------------------------|--------------|-------------------------------|-------------------------------|------------------------------|--------------|---|--------------|----|
| <b>Distance from Helena</b>   |              | <b>Distance from Drummond</b> |                               | <b>Distance from De Smet</b> |              | <b>Distance from Wallace</b>                |              |    |
| Mares                         | 2.8 Miles    | 4                             | Densmore No. 1                | 17.3 Miles                   | 5            | Hummels Spur                                | 1.5 Miles    | 1  |
| War Eagle                     | 11.7 "       | 8                             | Durand                        | 17.9 "                       | 5            | Milwaukee Mine                              | 3.6 "        | 16 |
| Skyline                       | 19.6 "       | 11                            | Toohy                         | 19.2 "                       | 2            | Standard Mine                               | 6.0 "        | 16 |
| Whitmire No. 2                | 23.0 "       | 4                             | Bennett                       | 20.3 "                       | 4            | <b>COEUR D'ALENE LINE</b><br>(Narrow Gauge) |              |    |
| Lime Spur                     | 26.7 "       | 14                            | Brick Yard                    | 27.9 "                       | 3            | <b>Distance from Wallace</b>                |              |    |
| Cameron                       | 26.9 "       | 36                            | Gravel Pit                    | 30.3 "                       | 8            | Sampling Works                              | 1.6 Miles    | 21 |
| Avon Quarry Spur              | 40.0 "       | 8                             | <b>BITTER ROOT BRANCH</b>     |                              |              | Neils Spur                                  | 2.1 "        |    |
| Randalls                      | 63.5 "       | 5                             | <b>Distance from Missoula</b> |                              |              | Argentine                                   | 2.9 "        |    |
| Hoffmans                      | 75.0 "       | 9                             | Hayes                         | 6.4 Miles                    | 5            | Nellies Spur                                | 5.7 "        |    |
| Mulkey                        | 80.3 "       | 14                            | Keating                       | 13.2 "                       | 6            | Silver Creek                                | 15.5 "       |    |
| Ludwell                       | 89.6 "       | 24                            | Erickson                      | 21.2 "                       | 14           | <b>MONTANA UNION BRANCH</b>                 |              |    |
| Bairds                        | 95.0 "       | 12                            | Cooper                        | 21.9 "                       | 8            | <b>Distance from Garrison.</b>              |              |    |
| Scepter                       | 102.0 "      | 9                             | Kendall                       | 23.1 "                       | 6            | Schiffman                                   | 30.7 Miles   | 6  |
| Turah                         | 110.9 "      | 28                            | McKeen                        | 24.1 "                       | 4            | Hackney Quarry                              | 39.0 "       | 11 |
| Jennings                      | 114.6 "      | 10                            | Silverthorn                   | 29.9 "                       | 20           | Blue Bird                                   | 47.7 "       | 20 |
| <b>MAIN LINE</b>              |              |                               | Mittower                      | 31.7 "                       | 6            | Colorado Concentrator                       | 49.1 "       | 30 |
| <b>Distance from Missoula</b> |              |                               | Curlew                        | 34.1 "                       | 4            | " Smelter                                   | 50.7 "       | 90 |
| McLeod                        | 2.4 Miles    | 4                             | Dunbar                        | 36.9 "                       | 9            | Butte Reduction Works                       | 50.9 "       | 60 |
| Riddle                        | 4.1 "        | 14                            | Bela                          | 41.5 "                       | 9            | Clarke's Lumber Spur                        | 51.0 "       | 50 |
| Russell                       | 90.1 "       | 13                            | Grantsdale                    | 50.5 "                       | 34           |   |              |    |
| Lavell                        | 106.9 "      | 11                            |                               |                              |              |   |              |    |
| Schulder                      | 121.2 "      | 2                             |                               |                              |              |   |              |    |
| Proctor                       | 147.8 "      | 5                             |                               |                              |              |   |              |    |
| Casey's                       | 148.2 "      | 5                             |                               |                              |              |   |              |    |
| Knotts                        | 151.8 "      | 5                             |                               |                              |              |   |              |    |
| Monroe                        | 158.0 "      | 10                            |                               |                              |              |   |              |    |
| Derr Spur                     | 161.5 "      |                               |                               |                              |              |   |              |    |

### AUTHORIZED SURGEONS, ROCKY MOUNTAIN DIVISION.

#### LOCATION OF STRETCHERS (S).

DR. J. J. BUCKLEY, Chief Surgeon, W. D., Missoula (S).  
 DR. E. W. SPOTTSWOOD, Asst. Surgeon, Missoula Hospital.  
 Missoula (S).

DR. W. TREACY, Helena (S).  
 DR. A. JORDAN, Marysville (S).  
 Garrison (S).

DR. D. CAMPBELL, Butte, N. P. Station (S).  
 M. U. Station (S).

DR. J. H. OWINGS, Deer Lodge. DR. A. L. LEHMAN, Wallace (S).  
 DR. G. D. CRAVEN, Drummond (S). Evaro (S).  
 DR. T. H. HANBRIDGE, Victor. Jocko (S).  
 DR. R. W. GETTY, Philipsburg, Mont. Dr. W. A. PEEK, Thompson Falls (S).  
 Saltese (S).  
 DR. H. BRETHOUR, Hamilton (S). DR. M. T. LOOP, Hope (S).

**D. BLACK,**  
Train Master.

**C. C. REID,**  
Chief Dispatcher.

### 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 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 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.