

NORTHERN PACIFIC RAILWAY COMPANY

ROCKY MOUNTAIN DIVISION

TIME

221

TABLE

TO TAKE EFFECT AT 12:01 A. M.

MOUNTAIN OR 105th MERIDIAN TIME
(One hour slower than Central or 90th Meridian Time.)

SUNDAY, JANUARY 1, 1905

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.

H. J. HORN,
Gen'l Manager.

M. C. KIMBERLY,
Ass't Gen'l Manager.

F. W. GILBERT,
Gen'l Superintendent.

B. E. PALMER,
Superintendent.

I. B. RICHARDS,
Sup't Car Service.

West Bound

FIRST DISTRICT

East Bound

Way Fr't No. 59	Way Fr't No. 57	Freight No. 53	Passenger No. 5	Passenger No. 3	Passenger No. 1	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Helena	Time Table No. 22 ^c January 1st, 1905 Succeeding No. 22 ^b	Distance from Missoula	Capacity of Six Trucks	Passenger No. 2	Passenger No. 4	Passenger No. 6	Freight No. 54	Way Fr't No. 58	Way Fr't No. 60
Third Class	Third Class	Second Class	First Class	First Class	First Class				STATIONS			First Class	First Class	First Class	Second Class	Third Class	Third Class
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Tel. Offices and Calls			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	De 4.00 A M	De 8.40 A M		De 10.50 A M		W C S T Y	1194	0.0	Helena	124.8	1000		Ar 2.15 P M		Ar 3.00 A M	Ar 6.00 P M	
	4.20	8.55		* 10.55			1197	2.7	M. C. Crossing	122.1	60		* 2.05		2.40	5.40	
	4.55	9.28		* 11.10			1202	7.8	Birdseye	117.0	60		* 1.55		2.05	5.20	
				* 11.13		W	1204	9.0	Clough Jr.	115.8	No Sdg		* 1.52				
	5.30	10.00		F 11.29		W	1207	12.8	Austin	112.0	120		F 1.43		1.40	5.00	
	5.55	10.25		F 11.41 A M			1210	16.0	Weed	108.8	60		F 1.34		1.10	4.25	
	6.30	11.00		12.05 P M		W 3.0 miles west	1215	20.8	Blossburg	104.0	120		1.19		12.40 A M	3.59	
	7.01	11.20		* 12.13			1220	25.8	Sampson	99.0	60		* 12.59		11.59 P M	3.15	
	7.20	11.34		12.20		W C T	1223	28.9	Elliston	95.9	120		12.45		11.35	2.50	
	7.46	11.51 A M		* 12.30 M4			1226	33.6	Boyd	91.2	60		* 12.30 M3		11.10	2.25	
	8.11	Ar 12.10 P M De 12.15 M4		12.38			1232	37.7	Avon	87.1	120		12.15 P M M53		10.45	2.05	
	8.45	12.32		* 12.48		W 1 1/2 miles west	1238	43.7	Bradley	81.1	60		* 11.58 A M		10.15	1.35	
De 9.00 A M	Ar 9.30 De 10.15	Ar 12.55 M58 De 1.10 3P	De 6.30 P M	Ar 1.00 M58 De 1.05 P 53	De 9.15 P M M6 54	W C S Y	1245	50.8	Garrison	74.0	120	Ar 11.40 P M	De 11.40 Ar 11.35	Ar 9.05 P M M1 C 54	De 9.35 M 1 Ar 9.00 C 6	De 1.00 M3 53 Ar 12.01 P M	Ar 6.05 A M
9.15	10.40	1.28	* 6.40	* 1.13	* 9.24		1250	55.7	Big Bend	69.1	60	* 11.30	* 11.20	* 8.48	8.30	11.39 A M	5.45
9.26	Ar 11.03 M 4 De 11.18 & 58	1.40	F 6.47	F 1.19	* 9.29		1254	59.4	Gold Creek	65.4	120	* 11.24	F 11.13 M57 P 58	F 8.37	8.12	De 11.18 M57 Ar 11.03 4 P	5.26
9.44	11.35	1.59	F 6.59	* 1.29	* 9.37		1260	65.2	Haskell	59.6	60	* 11.14	* 11.02	* 8.23	7.45	10.30	5.00
Ar 10.00 M58 De 10.49 & 4	11.55 A M	2.25	7.13 M54	1.41	* 9.47	W Y	1266	71.7	Drummond	53.1	120	* 11.03	10.49 M59	8.08	De 7.13 M 5 Ar 7.08	De 10.10 M59	4.30
11.10	12.25 P M	2.50	* 7.25	* 1.54	* 9.58		1273	78.6	Hell Gate	46.2	50	* 10.50	* 10.32	* 7.54	6.30	9.30	4.02
11.30 A M	12.45	3.10	7.38 M 6	F 2.03	* 10.08	W	1278	83.9	Bearmouth	40.9	120	* 10.40	F 10.20	7.38 M 5	6.05	9.05	3.40
12.01 P M	1.08	3.40	F 7.50	* 2.17	* 10.20 M2	W 2 miles west	1286	91.7	Nimrod	33.1	60	* 10.20 M 1	F 10.04	F 7.20	5.35	8.31	3.05
12.35	1.30	4.06	8.04	F 2.30	* 10.40		1294	99.3	Bonita	25.5	120	* 10.10	F 9.49	7.04	5.05	8.00	2.35
1.10	2.01	4.35 M54	F 8.20	* 2.44	* 10.56	W	1302	107.1	Clinton	17.7	60	* 9.55	F 9.33	F 6.47	4.35 M53	7.25	2.04
1.40	2.25	4.55	* 8.34	* 2.54	* 11.10	W	1308	113.4	Turah	11.4	60	* 9.42	* 9.18	* 6.32	4.05	6.55	1.30
1.59	2.40	5.05	F 8.44	F 3.01	* 11.18		1312	117.4	Bonner	7.4	60	* 9.35	9.10	6.26	3.50	6.35	1.10
Ar 2.30 P M M54	Ar 3.05 P M M54 CS	Ar 5.30 P M M6	Ar 9.00 P M M2	Ar 3.15 P M M54	Ar 11.35 P M	W C S T Y	1319	124.8	Missoula	0.0	500	De 9.20 P M M 5	De 8.55 A M	De 6.05 P M M53	De 3.15 P M M 3, 57 and 59	De 6.00 A M	De 12.30 A M

(5.30) 12.5 (11.5) 11.2 (8.50) 14.1 (2.30) 29.6 (4.25) 28.2 (2.20) 31.7Time over District..... (2.20) 31.7 (5.20) 23.4 (3.00) 24.7 (11.45) 10.6 (12.00) 10.4 (5.35) 13.1
Average Speed per hour.....

Registering stations—Helena, Garrison and Missoula.
 Bulletin stations—Helena, Garrison, Missoula; at Elliston for helper engines.
 Standard clocks—Helena, Elliston, Garrison and Missoula.
 All trains and engines must observe interlocking rules at M. C. Crossing, passenger trains reducing speed to twenty-five (25) and freight trains to fifteen (15) miles per hour within interlocking limits.
 All trains and engines will reduce speed to eight (8) miles per hour while passing through Mullan Tunnel. Mountain grade Elliston to M. C. Crossing.
 All trains will get tunnel clearance at Blossburg and Weed.
 At Avon, Gold Creek, Drummond, Bearmouth, Bonita and Clinton trains taking side track will head in at the "lap."

First class trains when fifteen minutes or more late and extra trains running on schedule will observe same precautions in yard limits at Helena, Garrison and Missoula as are required of second and inferior class trains by Rule 293.F.

Speed of passenger trains descending mountain grades between Blossburg and M. C. Crossing must not exceed thirty miles per hour, and freight trains fifteen miles per hour.

NOTE—Engineers will not be required to consult register except at initial or starting point.
 NOTE—Special attention must be given to general instructions on page six regarding the operation of trains on mountain grades.
 NOTE—All east bound freight trains will stop at Austin safety switch ten (10) minutes for wheels to cool, and trainmen to inspect train.

West Bound

SECOND DISTRICT

East Bound

FREIGHT No. 53				PASSENGER No. 5				PASSENGER No. 3				PASSENGER No. 1				Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Missoula	Time Table No. 22c January 1, 1905 Succeeding No. 22b			Distance from Trout Creek	Capacity of Side Track	PASSENGER No. 2				PASSENGER No. 4				PASSENGER No. 6				FREIGHT No. 54			
Second Class				First Class				First Class				First Class							STATIONS					First Class				First Class				First Class				Second Class			
DAILY				DAILY				DAILY				DAILY				Telegraph Offices and Calls			DAILY				DAILY				DAILY				DAILY								
De	6.30	P M	M 6	De	9.10	P M	M 2	De	3.25	P M		De	11.45	P M		W C S	1319	0.0	MA	Missoula	125.2	500	Ar	9.10	P M	M 5	Ar	8.45	A M		Ar	5.55	P M	M 53	Ar	1.20	P M		
	7.05			*	9.23			*	3.37			*	11.59	P M		Y	1325	6.3	DS	De Smet	118.9	60	*	8.56			*	8.30			*	5.40				12.45			
	7.25			*	9.33			*	3.47			*	12.09	A M			1329	10.0	RE	Reid	115.2	60	*	8.47			*	8.20			*	5.31				12.28	P M		
Ar	8.27				9.55				4.10				12.35			Y	1335	16.4	VO	Evaro	108.8	120		8.32	M 53			8.05				5.17				11.59	A M		
De	8.32	M 2		*	10.07			*	4.22			*	12.46			W-1 7-10	1340	21.3	SY	Schley	103.9	60	*	8.16			*	7.39			*	4.57				11.10			
	8.50			*	10.07			*	4.22			*	12.46				1346	27.4	AR	Arlee	97.8	120	*	8.01		F	F	7.20				4.40	M 3			10.25			
	9.15			F	10.21			F	4.40	M 6		*	1.00			W C Y	1346	27.4		Flathead	92.5	60	*	7.49			*	7.05			*	4.23				9.50			
	9.35			*	10.32			*	4.50			*	1.11				1351	32.7	RI	Ravalli	88.1	120	*	7.39		F	F	6.54				4.10				9.25			
	9.50			F	10.41			F	4.59			*	1.20				1356	37.1	JO	Dixon	81.1	120		7.25				6.39				3.50				8.50			
	10.15				10.55				5.12				1.35			W C T	1363	44.1		McDonald	74.2	60	*	7.14			*	6.26			*	3.38				8.23			
	10.33			*	11.09			*	5.24			*	1.50				1370	51.0	PA	Perma	67.3	60	*	7.04			*	6.13			*	3.26				7.56			
	10.50			*	11.20			*	5.35			*	1.59				1378	57.9		Olive	60.4	60	*	6.54			*	6.01			*	3.16				7.30			
	11.09			*	11.31			*	5.45			*	2.10			W	1384	64.8		Paradise	54.7	60	*	6.41			*	5.50		F	F	3.04				7.10			
	11.23			F	11.41			*	5.54			*	2.20				1390	70.5	HO	Plains	48.5	120	F	6.30		F	F	5.40				2.52				6.45			
	11.40				11.52	P M		F	6.05			*	2.30			W	1396	76.7	DY	Weeksville	41.1	60	*	6.19	M 3		*	5.26			*	2.37				6.15			
Ar	11.59	P M		*	12.04	A M		*	6.19	M 2		*	2.42				1404	84.1		Eddy	34.0	60	*	6.09			*	5.15		F	F	2.24				5.45			
De	12.09	A M	M 5 P	F	12.16			*	6.35			*	2.55			W	1411	91.2	FN	Woodlin	26.7	60	*	5.59			*	5.03			*	2.11				5.18			
	12.25			F	12.16			*	6.35			*	2.55				1417	98.5		Thompson Falls	23.1	120	*	5.53				4.57	P 54			2.01		De	De	5.02	4 P		
	12.40			*	12.28			*	6.47			*	3.07				1420	102.1		Belknap	17.0	60	*	5.41			*	4.46		F	F	1.50		Ar	Ar	4.52			
	12.55				12.36				6.55		F		3.15			W	1427	108.2	WP	White Pine	10.3	120	*	5.30			*	4.34		F	F	1.36		De	De	3.47	M 1		
	1.30			F	12.51			*	7.08			*	3.30				1434	114.9		Vermilion	4.7	60	*	5.19			*	4.23		F	F	1.20		Ar	Ar	3.42			
	2.05			F	1.08			*	7.22		M 54	*	3.47				1439	120.5	J	Trout Creek	0.0	250		5.11	P M			4.15	A M	M 1		1.10	P M	De	De	2.50	A M	M 53	
Ar	2.50	A M	M 54	Ar	1.35	A M		Ar	7.41	P M		Ar	4.15	A M	M 4	W C T	1444	125.2					De	5.11	P M		De	4.15	A M	M 1	De	1.10	P M		De	2.50	A M	M 53	

(3.20) 15.0 (4.25) 23.5 (4.15) 29.3 (4.30) 27.3Time over District..... (3.59) 31.4 (4.30) 27.3 (4.45) 26.3 (10.30) 11.3
Average Speed per hour.....

Registering stations—Missoula, Trout Creek; at Dixon, Arlee, DeSmet for helper engines.

Bulletin stations—Missoula, Trout Creek; at Arlee for helper engines.
 Standard clocks—Missoula, Evaro, Dixon, Trout Creek.

Mountain grade DeSmet to Arlee.

At Evaro, Selish, Dixon Plains, Thompson Falls, White Pine trains taking side track will head in at the "lap."

First class trains when fifteen minutes or more late and extra trains running on schedule will observe same precautions in yard limits at Missoula and Trout Creek as are required of second and inferior class trains by Rule 293.F.

Speed of passenger trains descending mountain grade between DeSmet and Arlee must not exceed thirty miles per hour and freight trains fifteen miles per hour.

NOTE—Engineers will not be required to consult registers except at initial or starting points.

NOTE—Special attention must be given to general instructions on page six regarding the operation of trains on mountain grades.

West Bound

BUTTE LINE

East Bound

FREIGHT No. 123 O. S. L. No. 80	FREIGHT No. 121 O. S. L. No. 28	PASSENGER No. 17 O. S. L. No. 8	WAY FREIGHT No. 59	PASSENGER No. 13	PASSENGER No. 5	PASSENGER No. 1	Water, Coal, Scatter, Table and Wyes	Station Numbers	Distance from Butte	Time Table No. 22c January 1, 1905 Succeeding No. 22b	Distance from Garrison	Capacity of Passing Tracks	PASSENGER No. 2	PASSENGER No. 6	PASSENGER No. 14	WAY FREIGHT No. 60	PASSENGER No. 20 O. S. L. No. 9	FREIGHT No. 122 O. S. L. No. 55	FREIGHT No. 124 O. S. L. No. 20
Second Class	Second Class	First Class	Third Class	First Class	First Class	First Class				STATIONS			First Class	First Class	First Class	Third Class	First Class	Second Class	Second Class
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Tel. Offices and Calls			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
De 5.40 PM M 124	De 6.00 AM	De 5.00 PM C 5	De 4.45 AM C 122	De 9.50 AM	De 4.55 PM C 17 C 20	De 7.40 PM	W C U O		0.0	Butte (M. U. Depot)	51.2	300	Ar 1.45 AM	Ar 11.30 PM	Ar 2.50 PM	Ar 12.30 PM	Ar 4.00 PM C 5	Ar 4.00 AM C 59	Ar 5.35 PM M 123

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

Ar 6.00 PM DAILY	Ar 6.25 AM DAILY	Ar 5.15 PM M 124	5.15	10.05	5.10 M 124	7.55	W Y U 7	6.8	Silver Bow 4.1 N	44.4 85	1.26	11.08	2.33	11.55 AM	De 3.40 PM C 14	De 3.40 AM	De 5.15 PM M 17 M 5
			5.35	F 10.11	* 5.16	* 8.01	U 11	10.9	Ross 2.8	40.3 60	* 1.12	* 10.53	F 2.25	11.10			
				10.17			U 14	13.7	Durant 0.9 N	37.5	no Sdg	1.05	10.43				
			5.54	F 10.19	* 5.24	* 8.06	U 15	14.6	Hackney 1.1	36.6 60	* 1.02	* 10.38	F 2.18	10.49			
				F 10.21			U 16	15.7	Gregsons 2.3	35.5	no Sdg	*	F 2.15				
			6.10	10.26 M 60	F 5.31	* 8.11	W Y U 18	18.0	Stuart 7.1 N	33.2 70	* 12.53	F 10.27	2.10	10.30 M 13			
			6.40	10.37		* 8.23	U 25	25.1	W'rm Springs 6.4 D	26.1 60	* 12.39	10.11	1.58	9.30			
				F 10.47			U 32	31.5	Race Track 1.0	19.7 6	*	F	F 1.46				
			7.20	F 10.49	* 5.53	* 8.35	U 35	32.5	Dempsey 7.8	18.7 60	* 12.24	* 9.54	F 1.44	8.40			
			7.55 M 60	11.01	6.05	8.48	W U 40	40.3	Deer Lodge 5.3 D	10.9 60	12.09 AM	9.35	1.82	7.55 M 59			
			8.10	F 11.11	* 6.13	* 8.57	U 46	45.6	Kohrs 5.6	5.6 60	* 11.58 PM	* 9.22	F 1.21	7.25			
Ar 8.30 AM DAILY	Ar 11.25 AM DAILY	Ar 6.25 PM Sec Pg 1	Ar 9.10 PM M G C Pg 1	Ar 11.45 PM DAILY	De 9.10 PM M 1	De 1.10 PM DAILY	De 6.55 AM DAILY		Garrison 5.0 N	0.0 120	De 11.45 PM	De 9.10 PM	De 1.10 PM	De 6.55 AM			

(.20) 20.4	(.25) 18.2	(.15) 27.2	(3.45) 13.7	(1.35) 32.2	(1.30) 24.1	(1.30) 24.1	.....Time over District.....	(2.00) 25.6	(2.20) 21.9	(1.40) 30.6	(5.35) 10.0	(.20) 20.4	(.20) 20.4	(.30) 20.4
							.....Average Speed per hour.....							

Registering stations—M. U. Depot Butte, Silver Bow and Garrison.
 Bulletin stations—Butte and Garrison.
 Standard clocks—Butte and Garrison.
 NOTE—Special attention must be given to general instructions on page six regarding operation of trains on mountain grades.
 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.
 First class trains when fifteen minutes or more late and extra trains running on schedule will observe same precautions in yard limits at Butte and Garrison as are required of second and inferior class trains by Rule 298.F.
 NOTE—Engineers will not be required to consult registers except at initial or starting point.

Switches at Garrison will be kept locked for main line.
 All train and enginemen should be familiar with Semaphores, for O. S. L. connection, 1600 feet west of Silver Bow depot, and B., A. & P. grade crossing one (1) mile west of Butte (M. U. Depot).
 No Northern Pacific train or engine will occupy O. S. L. or B., A. & P. tracks without written permission from their respective Superintendents.

MARYSVILLE BRANCH

West Bound		East Bound	
Mixed No. 111	Time Table No. 22c January 1, 1905 Succeeding No. 22b	Mixed No. 112	
Sec'd Class	STATIONS	Sec'd Class	
Ex. Sunday	Tel. Offices and Calls	Ex. Sunday	
De 4.00 PM	Clough Junc. 3.0	Ar 8.30 AM	
	Duffy 3.4		
4.25	Cruse 1.9	8.10	
	Cyanide 4.1		
Ar 5.00 PM	Marysville 0.0	De 7.45 AM	
Ex Sunday		Ex. Sunday	
(1.00) 12.4	.....Time over District.....	(.45) 16.5	
		.....Average Speed per hour.....	

Registering stations—Clough Junction and Marysville.
 Bulletins and Standard clock—Helena.
 No branch train or engine shall come out on main line at Clough Junction without first receiving a regular order. "Wye" switches one mile west of Clough Junction will be set for the "Wye" 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 8:30 P. M., and No. 112 arrives at 9:00 A. M., and will be handled as extras between Helena and Clough Junction.

PHILIPSBURG BRANCH

West Bound		East Bound	
Mixed No. 117	Time Table No. 22c January 1, 1905 Succeeding No. 22b	Mixed No. 118	
Sec'd Class	STATIONS	Sec'd Class	
Ex. Sunday	Tel. Offices and Calls	Ex. Sunday	
De 1.45 PM	Drummond 2.9	Ar 10.35 AM	
1.59	New Chicago 3.3	10.20	
2.14	Halls Spur 6.2	10.05	
2.33	Stone 3.0	9.52	
2.46	Flint Spur 7.6	9.39	
	Combination 2.9		
Ar 3.25 PM	Philipsburg 0.0	De 9.10 AM	
Ex. Sunday		Ex. Sunday	
(1.40) 15.3	.....Time over District.....	(1.25) 18.5	
		.....Average Speed per hour.....	

Registering stations—Drummond and Philipsburg.
 Bulletins and 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.

RED MOUNTAIN BRANCH

West Bound		East Bound	
	Time Table No. 22c January 1, 1905 Succeeding No. 22b		
	STATIONS		
	Tel. Offices and Calls		
	Helena 3.1	16.8	1000
	Kesslers 0.6	13.7	8
	Hotel Broadwater 0.9	13.1	3
	Thermal Springs 3.9	12.2	
	Harrison Qu'ry Spur 1.2	8.3	
	Colo Gulch Spur 1.0	7.1	5
	Gold Bar 2.3	6.1	30
	Bear Gulch Spur 1.1	3.8	4
	Moose Creek 1.4	2.7	9
	Minnehaha Spur 1.3	1.3	5
	Rimini 0.0	0.0	60

Registering and Bulletin station—Helena.
 Standard clock—Helena.

BITTER ROOT BRANCH

West Bound

East Bound

Passenger No. 137	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Missoula	Time Table No. 22c January 1, 1905 Succeed'g No. 22b	Distance from Hamilton	Capacity of Side Tracks	Passenger No. 138
First Class DAILY				STATIONS Tel. Offices & Calls			First Class DAILY
De 5.00 P M	WCSTY	1319	0.0	Missoula MA 3.8 N	47.5	500	Ar 8.25 A M
F 5.11		RD 4	3.8	Bitter Root 7.3	43.7	20	F 8.10
5.27		RD 11	11.1	Lo Lo 5.9	36.4	32	7.55
F		RD 17	17.0	Carlton's Sp 3.2	30.5	4	F
5.47	W 4 M W	RD 20	20.2	Florence FC 7.7 D	27.3	33	7.38
6.06		RD 28	27.9	Stevensville sc 7.7 D	19.6	20	7.20
6.24		RD 36	35.6	Victor VI 3.2 D	11.9	33	7.02
F		RD 39	38.8	Tucker 3.9	8.7	11	F
6.39		RD 43	42.7	Woodside 2.9	4.8	19	6.45
F		RD 46	45.6	Riverside 1.9	1.9	6	F
Ar 6.50 P M	WY	RD 48	47.5	Hamilton HA D	0.0	50	De 6.35 A M

(1.50)Time over Branch..... (1.50)
 25.9Average Speed per hour..... 25.9

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.

West Bound

COEUR D'ALENE LINE

East Bound

MIXED No. 141		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from De Smet	TIME TABLE No. 22c January 1, 1905 Succeeding No. 22b			Distance from Wallace	Capacity of Side Tracks	MIXED No. 142	
Second Class DAILY					STATIONS					Second Class DAILY	
De 8.00 A M		Y	1325	0.0	De Smet	D	128.3	60	Ar 3.32 P M		
F 8.05			RE 2	1.9	Grass Valley	D	126.4	12	F 3.23		
8.20		W	RE 11	10.5	Frenchtown	D	117.8	65	3.10		
F 8.31			RE 16	15.3	Huson	D	113.0	26	F 2.55		
F 8.41			RE 19	19.7	Nine Mile	D	108.6	25	F .242		
8.53		W	RE 25	24.9	Lothrop	D	103.4	32	2.30		
F 9.13			RE 33	33.1	Ferry	D	95.2	22	F 2.11		
F 9.25		W 1 M W	RE 39	38.9	Fish Creek	D	89.1	27	F 1.58		
F 9.32			RE 42	41.6	Rivulet	D	86.7	30	F 1.50		
F 9.41			RE 45	45.3	Quartz	D	83.0	32	F 1.40		
10.15		W	RE 58 Miles West	57.5	Iron Mountain	D	70.8	59	De 1.10 Ar 12.51		
F 10.30			RE 63	63.0	Spring Gulch	D	65.3	27	F 12.35		
10.50		Y	RE 72	71.9	St. Regis	D	56.4	25	12.12		
F 10.55		W 4 M W	RE 74	73.7	Buford	D	54.6	61	F 12.05 P M		
11.30	M142		RE 87	87.1	DeBorgia	D	41.2	30	11.30 A M M141		
11.55	A M	WC T	RE 96	95.6	Saltese	D	32.7	133	11.00		
* 12.15	P M		RE 103	102.8	Tammany	D	25.5	20	* 10.40		
*		W	RE 105	104.7	Borax	D	23.6	No Siding	*		
*			RE 108	108.0	Sohon Safety Spur	D	20.3		*		
12.45			RE 110	109.6	Lookout	D	18.7	23	10.15		
F 1.05		W W 6 8-10 Miles West	RE 113	113.4	Dorsey	D	14.9	36	F 9.50		
F 1.25			RE 119	118.7	Larson	D	9.6	12	F 9.30		
1.35			RE 121	121.4	Mullan	D	6.9	30	9.25		
Ar 2.00 P M		WC STY	RE 128	128.3	Wallace	N	0.0	50	De 9.00 A M		

(6.00)Time over Branch..... (6.33)
 21.4Average Speed per hour..... 20.2

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.
 The safety switches at foot of 4 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—141 and 142 will be handled as extras between DeSmet and Missoula. No. 141 due to depart Missoula 7.40 a. m., and 142 to arrive 4.00 p. m. Maximum grade Saltese to Mullan.

West Bound

BURKE BRANCH

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. 22c January 1, 1905 Succeeding No. 22b			Distance from Wallace	Capacity of Side Tracks	Mixed No. 162	Mixed No. 164	Freight No. 166
Third Class DAILY	Second Class DAILY	Second Class EX. SUNDAY				STATIONS					Second Class EX. SUNDAY	Second Class DAILY	Third Class DAILY
	De 5.00 P M	De 10.45 A M		RF 7	0.0	Burke	D	7.0	16	Ar 10.30 A M	Ar 4.45 P M		
					0.2	Mammoth Mine	D	6.8					
				RF 6	1.2	Hecla	D	5.8					
De 7.45 A M				RF 5 1/2	1.4	Mace	D	5.6				Ar 6.45 A M	
				RF 4 1/2	2.4	Black Bear	D	4.6	10				
				RF 4 1/4	2.6	Frisco	D	4.4	4				
				S RF 4	3.0	Gem	D	4.0	10				
				RF 3	4.0	Manchester	D	3.0	4				
Ar 8.35 A M	Ar 6.00 P M	Ar 11.30 A M	WC STY	RF 123	7.0	Wallace	D	0.0	50	De 9.30 A M EX. SUN. M162	De 3.45 P M DAILY	De 6.00 A M DAILY	

(.50)Time Over Branch..... (45)
 10.0Average Time per Hour..... 15.5
 (1.00)Average Speed per Hour..... 7.0
 (1.00)Average Speed per Hour..... 7.5

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
Distance from Helena		
Mares	2.8 Miles	8
Pittsmont	18.0 "	8
Skyline	19.6 "	5
Walkers	26.7 "	9
Cameron	26.9 "	14
Featherstone	75.0 "	3
Ludwell	89.6 "	7
Scepter	102.0 "	6

MAIN LINE		Car Capacity
Distance from Missoula		
McLeod	2.4 Miles	4
Riddle	4.1 "	8
Paradise Rock Spur	68.0 "	6
Russell	90.1 "	
Eddy Rock Spur	95.0 "	16
Lavell	106.9 "	4
Beeson	119.7 "	6

BITTER ROOT BRANCH		Car Capacity
Distance from Missoula		
Hayes	6.4 Miles	5
Lo Lo Spur	11.0 "	2
McClain	14.7 "	2
Erickson	21.2 "	6
Kendall	23.1 "	6
Mittower	31.7 "	6
Curlew	34.1 "	4
Woodside Spur	41.5 "	4
Harper and Baird	42.0 "	3
Mayne	45.0 "	8
Grantsdale	50.3 "	5

BUTTE LINE		Car Capacity
Distance from Garrison		
Hackney Quarry	39.0 "	25
Colorado Concentrator	49.1 "	28
" Smelter	50.7 "	51
Butte Reduction Works	50.9 "	22
Clarkes Lumber Spur	51.0 "	19

PHILIPSBURG BRANCH		Car Capacity
Distance from Drummond		
Densmore No. 1	17.3 Miles	5
Durand	17.9 "	7
Toohy	19.2 "	7
Bennett	20.3 "	4

CŒUR D'ALENE LINE		Car Capacity
Distance from De Smet		
Western Spur	24.0 Miles	10
Brown	28.2 "	10
Westfall	49.3 "	5
Cedar Creek	56.7 "	7
Henderson	84.2 "	3
Wileys	91.0 "	3
Amens	98.0 "	4
Borax	104.3 "	7
Hoover	110.8 "	2
Cox Spur	111.4 "	5
Chester	112.2 "	7
Pottsville	117.4 "	5
Larson	119.0 "	14
Hunter	120.7 "	15
Morning	122.3 "	50
Compressor	124 "	4
Stull	125.1 "	2

BURKE BRANCH		Car Capacity
Distance from Wallace		
Milwaukee Mine	3.6 Miles	16
Standard Mine	6.0 "	16

AUTHORISED SURGEONS, ROCKY MOUNTAIN DIVISION

LOCATION OF STRETCHERS (S).

DR. E. W. SPOTTSWOOD, Chief Surgeon, W. D., Missoula (S).	
DR. GEO. E. DIX, Asst. Surgeon, Missoula Hospital.	
DR. T. H. HANBRIDGE, Victor.	DR. J. H. OWINGS, Deer Lodge.
Saltese (S)	DR. W. I. POWERS, Philipsburg.
DR. GEO. McGRATH, Hamilton (S).	DR. E. D. PEEK, Trout Creek (S).
DR. A. L. LEHMAN, Wallace (S).	DR. R. GWINN (Oculist), Missoula (S).
Evaro (S).	DR. W. A. PEEK, Iron Mountain (S).
Jocko (S).	DR. W. TRACEY, Helena (S).
Missoula (S).	Garrison (S).
DR. D. CAMPBELL, Butte (S).	DR. G. D. CRAVEN, Drummond (S).
DR. A. JORDAN, Marysville.	DR. T. D. TUTTLE (Oculist), Helena.

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.

GENERAL INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON MOUNTAIN GRADES

Before commencing descent of mountain grades, engineers and conductors are made responsible, by rules, covering "Operation on Mountain Grades" and "Air Brakes" for thoroughly ascertaining condition of brakes and train, and determining the method that will be followed controlling its descent. They will not start until the required precautions have been fully observed, it is positively known that train can be safely handled, and mutually understood and agreed on the manner in which this is to be accomplished.

Watch particularly for trains having an unusual number of comparatively light cars carrying heavy loads, for inoperative brakes and for brakes on one truck only; all of which decreases the available braking power. Take, with such trains, such additional precautions as may be required.

Brake resistance decreases as speed increases; speed, therefore must be controlled from the start.

Immediately after starting engineers will apply air, ascertaining at once and while speed is slow, as to the holding power of brakes, and will thereafter keep speed well within the limit thus ascertained and such that train is at all times under full control, accomplishing this by frequent applications and full recharge. Speed of freight trains must in no instance exceed that at which train can be quickly brought to a full stop, and never shall be greater than fifteen (15) miles per hour.

Use air brake facilities to full extent, supplementing with hand brakes only when necessary for the safe handling of the train. When necessary to use hand brakes, do so with judgment, avoid flattening wheels, and make full use when called for by signal from engineer.

Approach and commence descent of mountain and maximum grades at slow speed, applying retainers where possible before commencing descent and keeping applied until the actual foot of the grade is reached.

If air applications are insufficient or full pressure cannot be maintained, such full use of hand brakes must be made as will insure safety and absolute control.

Weed, Reid and Schley passing tracks are ready for use, Derailing Switches located lower end of tracks and to be left set for passing track except when tracks obstructed by cars.

Derailing and Safety Switches are also located at these stations, as follows: Austin, on main line opposite telegraph office; Weed, on main line 200 feet east of west main line switch; Reid, on passing track 200 feet east of west main line switch; Schley, on passing track 200 feet west of east main line switch.

These Safety and Derailing Switches are to be left set for main track except when operated as a block against descending freights which are following or meeting passenger trains.

No descending train except passenger and engine extra will leave Blossburg, Weed, Evaro, Reid or Schley to follow descending train until block below is clear.

When passenger train being met or followed by freight on these mountain grades, derail and safety switches to be thrown to derail position and left set until train to be met has arrived or train being followed has cleared block below. Operators will, before clearing trains, know positively that adjacent blocks clear.

No train except passenger or engine extra to leave Blossburg or Evaro to meet a passenger or freight train at Weed, Reid, or Schley without meeting order, operators at meeting points to be furnished copy of such order.

Operators will report promptly to Dispatcher at Missoula and to operator at station where train is blocked when block is cleared and will keep record of time block clearances are sent and received, train order signal to be used for blocking trains.

When trains of any class, except engine extras and so designated in order, meet at Austin, Weed, Reid or Schley, by time table or train order, ascending train will take siding. When freight trains of any class, by time table or train order meet at Birdseye, DeSmet or Arlee, ascending freight will take siding.

Operators at Austin, Weed, Reid and Schley will personally handle derail and safety switches for block purposes.

Telephones have been installed in booth located between section house and tool house at Birdseye; at section house, Sky Line, and in booth at Sampson to be used personally by conductors and engineers.

No train or engine will enter Mullan Tunnel without receiving tunnel clearance Form 1357A to be issued by operators Blossburg and Weed.

For protection of west bound trains following each other, whenever necessary dispatcher will give them (19) order addressed to such train and operator at Weed to obtain tunnel clearance at Sky Line section house, and any train receiving it will not pass Sky Line section house until they receive a telephone clearance from operator at Blossburg stating that the preceding train has departed or that the switches are properly lined up and they have a clear track at Blossburg. This will obviate the necessity of having to stop train, or any part thereof in Mullen tunnel.

All ascending trains soon as into clear on siding at Birdseye will telephone promptly to operator at Austin, who will allow descending train to proceed.

When trains are held at Birdseye or Sampson by other trains (19) orders will be given changing meeting points. Dispatcher will send the order to operators Blossburg and Austin, who will transmit by telephone to conductor or engineer, who in turn will repeat the order back to transmitting operator, giving their names. Special care must be exercised by all concerned transmitting train orders in this manner.

All east bound freight trains will use the south siding at Blossburg; when south siding is occupied will use the north siding, provided it is clear.

General rules are only modified by these special instructions.

BULLETIN No. 88, REGISTER TICKETS FORM 608.

Engineers of light engines, including helper engines running over the road, and conductors of all trains on first and second districts, except passenger trains, will leave with operator at each open telegraph office, two register tickets, form 608. These tickets should show train, engine, tonnage and number of cars. The operator will fill in departing time on all tickets, and will fill out tickets for passenger trains showing number of train and time of departure, and will deliver to engineer of each train or light engine in the same direction, the tickets left by the last two preceding trains. Operators must be out with these tickets prepared to hand to engineer of approaching train and avoid delays.

Engineers will approach stations at such speed as will enable them to procure tickets. All trains will be blocked at least ten minutes apart, and if ten minutes has not elapsed since departure of preceding train, operator will not deliver ticket until that time has elapsed. No train will pass an open telegraph office without these tickets, except that passenger trains need not procure the tickets except at stations where they are scheduled to stop.

These instructions in no manner relieve train and enginemen from responsibility for protecting rear of train and do not modify the rules now in force.

These instructions do not apply in mountain districts between Blossburg and M. C. Crossing and between DeSmet and Arlee where mountain block rules are in effect.

BULLETIN No. 110, FLAGGING RULES.

When flagman is sent on a train to hold another train, the conductor must furnish instructions in writing and see that it is fully understood. The flagman carrying these instructions will show them to engineer on whose engine he rides and to conductor and engineer of train he is to hold in order that they may be fully advised of the conditions.

GEO. F. WENTWORTH,
Assistant Superintendent.

F. A. LEUTE,
Train Master.

C. M. VAN LEUVEN,
Chief Dispatcher.