

Northern Pacific Railway Company

ROCKY MOUNTAIN DIVISION

TIME 25 TABLE

IN EFFECT AT 12:01-A. M. (Mountain or 105th Meridian Time)

One hour slower than Central or 90th Meridian Time.

SUNDAY, JUNE 4th, 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.

ANDREW GIBSON,
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. 15	Passenger No. 5	Passenger No. 3	Passenger No. 1	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Helena	Time Table No. 25 June 4th, 1905 Succeeding No. 22c	Distance from Missoula	Capacity of Side Tracks	Passenger No. 2	Passenger No. 4	Passenger No. 6	Passenger No. 16	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	First Class				STATIONS			First Class	First Class	First Class	First Class	Second Class	Third Class	Third Class
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				STATIONS			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	De 4.00 A M	De 8.40 A M	De 4.10 P M		De 10.50 A M		W C S T Y	1194	0.0	Helena	124.8	1000		Ar 2.15 P M		11.20 P M	Ar 3.00 A M	Ar 6.00 P M	
	4.20	8.55	4.15		10.55			1197	2.7	M. C. Crossing	122.1	60		2.05		11.09	2.40	5.40	
	4.55	9.28	4.30		11.10			1202	7.8	Birdseye	117.0	60		1.55		10.58	2.05	5.20	
			4.33		11.13		W	1204	9.0	Clough Jc.	115.8	No Sdg		1.52		10.55			
	5.30	10.00	4.45 M58		F 11.29		W	1207	12.8	Austin	112.0	120		F 1.43		10.48	1.40	De 4.45 Ar 4.40	M15
	5.55	10.25	F 5.00		11.41 A M		W 3.4	1210	16.0	Weed	108.8	60		F 1.34		F 10.38	1.10	4.20	
	6.30	11.00	5.25		12.05 P M		W Y	1215	20.8	Blossburg	104.0	120		1.19		10.25	12.40 A M	3.50	
	7.01	11.20	5.33		12.13			1220	25.8	Sampson	99.0	60		12.59		10.10	11.59 P M	3.15	
	7.20	11.34	5.40		12.20		W C T	1223	28.9	Elliston	95.9	160		12.45		10.00	11.35	2.50	
	7.46	11.51 A M	5.50		12.30 M4			1226	33.6	Boyd	91.2	60		12.30 M3		9.50	11.10	2.25	
	8.11	Ar 12.10 P M De 12.15 M4	F 5.58		12.38			1232	37.7	Avon	87.1	120		12.15 P M M53		F 9.40	10.45	2.05	
	8.45	12.32	6.08		12.48		W 1 1/2	1238	43.7	Bradley	81.1	60		11.58 A M		9.25	10.15	1.35	
	9.15	12.44	6.15		12.55			1243	48.1	Blackfoot	76.7	60		11.48		9.16	9.50	1.15	
5.45 A M	Ar 9.30 De 10.15	Ar 12.55 De 1.10 M58 3P	Ar 6.20 P M	De 6.30 P M	Ar 1.00 M58 De 1.05 P 53	De 9.15 P M M6 M51	W C S Y	1245	50.8	Garrison	74.0	120	Ar 10.35 P M	De 11.40 Ar 11.35	Ar 9.05 P M M1 C51	De 9.10 P M	De 9.35 M1 Ar 9.00 C6	De 1.00 P M Ar 12.01 M57	Ar 7.00 A M
6.05	10.40	1.28	6.40	1.13	9.25			1250	55.7	Big Bend	69.1	60	10.25	11.20	8.48	8.30	11.39 A M	6.35	
6.20 M60	Ar 11.08 M4 De 11.13 & 58	1.40	F 6.47	F 1.20	9.33			1254	59.4	Gold Creek	65.4	120	10.19	F 11.13 M57 P 58	F 8.37	8.12	De 11.18 Ar 11.03 M57 4 P	6.20 M59	
6.45	11.35	1.59	6.59	1.29	9.45			1260	65.2	Haskell	59.6	60	10.10	11.02	8.23	7.45	10.30	5.50	
7.10	11.55 A M	2.25	7.13 M54	1.40	9.59 M2		W Y	1266	71.7	Drummond	53.1	120	9.59 M1	10.49	8.08	De 7.13 Ar 7.08 M5	10.00	5.25	
7.40	12.25 P M	2.50	7.25	1.50	10.11			1273	78.6	Hell Gate	46.2	60	9.47	10.35	7.54	6.30	9.30	4.55	
8.00	12.45	3.10	7.38 M6	F 2.00	10.19		W	1278	83.9	Bearmouth	40.9	120	9.38	F 10.25	7.38 M5	6.05	9.05	4.30	
8.15	12.58	3.25	7.44	2.06	10.25			1282	88.0	Monahan	36.8	60	9.29	10.15	7.27	5.47	8.45	4.10	
8.30 M58	1.08	3.40	F 7.50	2.11	10.31		W 2 miles	1286	91.7	Nimrod	33.1	60	9.24	10.09	F 7.20	5.35	8.30 M59	3.55	
8.50	1.19	3.53	7.58	2.17	10.38			1290	95.8	Baird	29.0	60	9.16	10.00	7.10	5.20	8.10	3.35	
9.05	1.30	4.05	8.04	2.22	10.43			1294	99.3	Bonita	25.5	120	9.10	F 9.55	7.04	5.05	7.55	3.20	
9.20	1.50	4.25	8.13	2.29	10.51			1299	104.3	Rock Creek	20.5	60	9.02	9.45	6.53	4.46	7.35	3.00	
Ar 9.36 M4 De 9.41	2.01	4.35 M54	F 8.20	2.33	10.56		W	1302	107.1	Clinton	17.7	120	8.58	F 9.41 M59	F 6.47	4.35 M53	7.20	2.45	
9.55	2.12	4.44	8.25	2.37	11.01			1305	109.6	McQuarrie	15.2	60	8.51	9.32	6.38	4.20	7.02	2.25	
10.15	2.25	4.55	8.30	2.41	11.07		W	1308	113.4	Turah	11.4	60	8.46	9.27	F 6.32	4.10	6.50	2.15	
10.35	Ar 2.43 De 2.53	3 P 5.05	F 8.40 M2	F 2.48 P 57	11.13			1312	117.4	Bonner	7.4	120	8.40 M5	9.20	6.26	4.00	6.35	2.00	
Ar 11.15 A M	Ar 3.25 P M M54	Ar 5.30 P M M6	Ar 9.00 P M	Ar 3.00 P M M54	Ar 11.25 P M		W C S T Y	1319	124.8	Missoula	0.0	500	De 8.25 P M	De 9.05 A M	De 6.05 P M M53	De 3.30 P M M3 & 57	De 6.00 A M	De 1.30 A M	

DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Time over District	2.10	5.10	3.00	2.10	11.30	12.00	5.30
5.30	11.25	8.50	2.10	2.30	4.10	2.10				Average Speed per hour	34.1	24.2	24.6	23.5	10.9	10.4	13.5
13.5	10.9	14.0	23.5	30.0	30.0	34.1											

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.
 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 238.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 6 and 7 regarding the operation of trains on mountain grades, and rulings in regard to telegraph Block Signal Rules on page 7.
 NOTE—All east bound freight trains will stop at Austin safety switch ten (10) miles for wheels to cool, and trainmen to inspect train.
 NOTE—Rule 238 is modified to the extent that extra trains may run ahead of third class trains without authority of train orders.
 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."

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. 25 June 4, 1905 Succeeding No. 22c		Distance from Trout Creek	Capacity of Side Tracks	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		DAILY				
De 6.30	P M 6	De 9.10	P M	De 3.10	P M	De 11.35	P M	W C S T Y	1319	0.0	MA	Missoula 6.3	125.2	500	Ar 8.15	P M	Ar 8.55	A M	Ar 5.55	P M M 53	Ar 1.20	P M
7.15		9.23		3.22		11.47		Y	1325	6.3	DS	De Smet 3.7	118.9	60	8.00		8.40		5.40		12.45	
Ar 7.48	M 2	9.33		3.30		11.57	P M		1329	10.0	RE	Reid 6.4	115.2	60	7.53	M 53	8.31		5.30		12.28	P M
De 7.53		9.55		3.49		12.21	A M	W. 1 7-10	1335	16.4	VO	Evoro 4.9	108.8	120	7.36		8.20		5.15		11.59	A M
8.30		10.07		4.01		12.35		Y	1340	21.3	SY	Schley 6.1	103.9	60	7.20		8.00		4.51		11.10	
8.50		10.21		4.11		12.47		W C Y	1346	27.4	AR	Arlee 5.3	97.8	120	7.06	F	7.45		4.35		10.25	
9.15	F	10.32		4.20	M 6	12.59			1351	32.7		Flathead 4.4	92.5	60	6.55		7.30		4.20	M 3	9.55	
9.35		10.41		4.28		1.09			1356	37.1	RI	Ravalli 3.9	88.1	120	6.45	F	7.20		4.06		9.20	
9.50	F	10.49		4.32		1.16			1360	41.0		Cortway 3.1	84.2	60	6.36		7.13		3.58		8.55	
10.02		10.55		4.40		1.25		W C Y	1363	44.1	JO	Dixon 6.9	81.1	120	6.30		7.05		3.50		8.30	
10.15	F	11.09		4.51		1.36			1370	51.0		McDonald 6.9	74.2	60	6.17		6.53		3.37		8.01	
10.33		11.20		5.02		1.47			1378	57.9	PA	Perma 6.9	67.3	60	6.06		6.42		3.26		7.34	
10.50		11.31		5.12		1.59		W	1384	64.8		Olive 5.7	60.4	60	5.55		6.31		3.15		7.05	
11.09		11.41		5.22		2.09			1390	70.5		Paradise 6.2	54.7	60	5.46		6.21	F	3.05		6.42	
11.23	F	11.52	P M	5.35	M 2	2.19		W	1396	76.7	HO	Plains 7.4	48.5	120	5.35	M 3	6.10	P 54	2.55		De 6.15	4 P
Ar 11.59	P M	12.04	A M	6.50		2.30			1404	84.1		Weeksville 7.1	41.1	60	5.22		5.55		2.41		Ar 6.05	
De 12.00	M 5 P	12.15	P 53	6.05		2.43		W	1411	91.2	DX	Eddy 7.3	34.0	60	5.10		5.39	F	2.27		5.00	
12.25		12.28		6.19		2.55			1417	98.5		Woodlin 3.6	26.7	60	4.58		5.23		2.13		4.31	
12.40		12.35		6.26		3.02			1420	102.1	EN	Thompson Falls 6.1	23.1	120	4.53		5.15		2.06		4.20	
12.55		12.46		6.40		3.15		W	1427	108.2		Belknap 6.7	17.0	60	4.42		5.01	F	1.55		3.59	
1.30	F	1.00		6.55		3.35	M 54	Y	1434	114.9	WP	White Pine 5.6	10.3	120	4.30		4.50	F	1.43		De 3.35	M 1
2.05		1.10		7.03		3.47			1439	120.5		Vermillion 4.7	4.7	60	4.22		4.38	F	1.32		Ar 3.30	
Ar 2.50	A M M 54	Ar 1.25	A M	Ar 7.15	P M	Ar 3.55	A M M 4	W C T	1444	125.2	J	Trout Creek	0.0	250	De 4.15	P M	De 4.30	A M M 1	De 1.25	P M	De 2.50	A M M 53
DAILY		DAILY		DAILY		DAILY								DAILY		DAILY		DAILY		DAILY		
8.20		4.25		4.05		4.20				Time over District				4.00		4.25		4.30		10.30		
15.0		28.5		31.2		20.0				Average Speed per hour				31.3		28.8		27.8		11.9		

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, Evoro, Dixon, Trout Creek.

Mountain grade DeSmet to Arlee.
 At Evoro, 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 298. 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 6 and 7, regarding the operation of trains on mountain grades, and rulings in regard to telegraph Block Signal Rules on page 7.
 NOTE—Rule 288 is modified to the extent that extra trains may run ahead of third class trains without authority of train orders.

West Bound

BUTTE LINE

East Bound

FREIGHT No. 123 O. S. L. No. 30	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, Scales, Tables and Wyes	Station Numbers	Distance from Butte	Time Table No. 25 June 4, 1905 Succeeding No. 22c	STATIONS	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				June 4, 1905 Succeeding No. 22c				First Class	First Class	First Class	Third Class	First Class	Second Class	Second Class
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Butte (M. U. Depot)				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
De 5.40 P M	De 6.00 A M	De 5.00 P M	De 1.30 A M	De 9.50 A M	De 4.55 P M	De 7.40 P M	W C U O		0.0	51.2	800			Ar 12.45 A M	Ar 11.30 P M	Ar 2.50 P M	Ar 12.50 P M	Ar 4.00 P M	Ar 4.00 A M	Ar 5.35 P M

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

Ar 6.00 P M	Ar 6.25 A M	Ar 5.15 P M	2.00	10.05	5.10 M 12	7.55	W Y U	7	6.8	Silver Bow 4.1	44.4	85	12.27	11.08	2.33	12.15 P M	De 3.40 P M	De 3.40 A M	De 5.15 P M
DAILY	DAILY	DAILY								SB							DAILY	DAILY	DAILY
			2.20	F 10.11	* 5.16	* 8.01		U 11	10.9	Ross 2.8	40.3	60	* 12.09	* 10.53	F 2.25	11.15 A M			
				10.17	5.22	8.05		U 14	13.7	Durant 0.9	37.5	No Sdg	12.01 A M	10.43	2.19				
			2.35	F 10.19	* 5.24	* 8.06		U 15	14.6	Hackney 1.1	36.6	60	* 11.58 P M	* 10.38	F 2.18	10.50			
				F 10.21				U 16	15.7	Greggson 2.8	35.5	No Sdg			F 2.15				
			2.50	10.26 M 60	F 5.31	* 8.11	W Y U	18	18.0	Stuart 7.1	33.2	70	* 11.48	F 10.27	2.10	10.26 A M			
			3.15	10.37	5.42	8.23		U 25	25.1	Wrm Springs 6.4	26.1	60	* 11.34	10.11	1.58	Ar 10.21			
				F 10.47				U 32	31.5	Race Track 1.0	19.7	6		F	F 1.46				
			3.40	F 10.49	* 5.53	* 8.35		U 35	32.5	Dempsey 7.8	18.7	60	* 11.19	* 9.54	F 1.44	9.10			
			4.05	11.01	6.05	8.48	W U	40	40.3	Deer Lodge 6.3	10.9	60	11.04	9.35	1.32	8.40			
			4.25	F 11.11	* 6.13	* 8.57		U 46	45.6	Kohrs 5.6	5.6	60	* 10.53	* 9.22	F 1.21	8.15			
			Ar 4.55 A M	Ar 11.25 A M	Ar 6.25 P M	Ar 9.10 P M	W C SY	1245	51.2	Garrison	0.0	120	De 10.40 P M	De 9.10 P M	De 1.10 P M	De 7.50 A M			
.20	.25	.15	3.25	1.35	1.30	1.30				Time over District	2.05	2.20	1.40	5.00	.20	.20	.20		
20.4	16.2	27.2	15.0	32.2	34.1	34.1				Average Speed per hour	24.6	21.9	30.6	10.2	20.4	20.4	20.4		

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.

NOTE—Rule 288 is modified to the extent that extra trains may run ahead of third class trains without authority of train orders.

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.

West Bound MARYSVILLE BRANCH East Bound

Mixed No. 111	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Clough Junction	Time Table No. 25 June 4, 1905 Succeeding No. 22c	Distance from Marysville	Capacity of Side Tracks	Mixed No. 112
Sec'd Class				STATIONS			Sec'd Class
Ex. Sunday	W	1204	0.0	Tel. Offices and Calls			Ex. Sunday
De 4.00 P M	Y	1204	0.0	Clough Junc. 3.0	12.4	30	Ar 8.30 A M
4.25		BB 6	6.4	Cruse 1.9	6.0	8	8.10
		BB 8	8.3	Cyanide 4.1	4.1	10	
Ar 5.00 P M	W T	BB 12	12.4	Marysville	0.0	56	De 7.45 A M
Ex Sunday							Ex. Sunday
1.00				Time over District			.45
12.4				Average Speed per hour			16.5

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 9:30 P M.; and No. 112 arrives at 9:00 A. M., and will be handled as extras between Helena and Clough Junction.

West Bound PHILIPSBURG BRANCH East Bound

Mixed No. 117	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Drummond	Time Table No. 25 June 4, 1905 Succeeding No. 22c	Distance from Philipsburg	Capacity of Side Tracks	Mixed No. 118
Sec'd Class				STATIONS			Sec'd Class
Ex. Sunday	W Y	1255	0.0	Tel. Offices and Calls			Ex. Sunday
De 1.45 P M		RC 3	2.9	Drummond 2.9	25.9	120	Ar 10.35 A M
1.59		RC 3	2.9	New Chicago 3.3	23.0	16	10.20
2.14		RC 6	6.2	Halls Spur 6.2	19.7	7	10.05
2.33		RC 12	12.4	Stone 3.0	13.5	24	9.52
2.46		RC 15	15.4	Flint Spur 5.1	10.5	6	9.39
		RC 23	20.0	Bennett 5.9	2.9	11	
Ar 3.25 P M	W C S	RC 26	25.9	Philipsburg	0.0	120	De 9.10 A M
Ex Sunday							Ex. Sunday
1.40				Time over District			1.25
15.2				Average Speed per hour			18.5

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.

West Bound RED MOUNTAIN BRANCH East Bound

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Helena	Time Table No. 25 June 4, 1905 Succeeding No. 22c	Distance from Rimini	Capacity of Side Tracks
			STATIONS		
W C S T Y	1194	0.0	Tel. Offices and Calls		
			Helena 3.1	16.8	1000
	RA 3	3.1	Kesslers 0.6	13.7	8
	RA 4	3.7	Hotel Broadwater 0.9	13.1	3
	RA 5	4.6	Thermal Springs 3.9	12.2	
	RA 8	8.5	Harrison Qu'ry Spur 1.2	8.3	
	RA 9	9.7	Colo Gulch Spur 1.0	7.1	5
	RA 11	10.7	Gold Bar 2.3	6.1	30
	RA 13	13.0	Bear Gulch Spur 1.1	3.8	4
	RA 14	14.1	Moose Creek 1.4	2.7	9
	RA 16	15.5	Minnehaha Spur 1.3	1.3	5
T	RA 17	16.8	Rimini	0.0	60

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

BITTER ROOT BRANCH

West Bound East Bound

Class	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Missoula	Time Table No. 25 June 4, 1905 Succeeding No. 22c	Distance from Hamilton	Capacity Side Tracks	Passenger No. 138	
P M	WC 3TY	1319	0.0	Missoula MA 3.8	47.5	500	Ar 8.25 A M	
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	F 7.55	
F		RD 17	17.0	Carlton's Sp 3.2	30.5	4	F	
5.47	W	RD 20	20.2	Florence FC 7.7	27.3	33	F 7.38	
6.06	4 M W	RD 28	27.9	Stevensville SC 7.7	19.6	20	F 7.20	
6.24		RD 36	35.6	Victor VI 3.2	11.9	33	F 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	F 6.45	
F		RD 46	45.6	Riverside 1.9	1.9	6	F	
Ar 6.50 P M	W Y	RD 48	47.5	Hamilton HA	0.0	50	De 6.35 A M	
DAILY				DAILY				
1.50				Time over Branch				1.50
25.9				Average 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. 25 June 4, 1905 Succeeding No. 22c		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		128.3	60	Ar 4.00 P M		
F 8.05			RE 2	1.9	Grass Valley 8.0		126.4	12	F 3.50		
8.20		W	RE 11	10.5	Frenchtown 4.8		117.8	65	3.28		
F 8.31			RE 16	15.3	Huson 4.4		113.0	26	F 3.12		
F 8.41			RE 19	19.7	Nine Mile 5.2		108.6	25	F 2.58		
8.53		W	RE 25	24.9	Lothrop 8.2		103.4	32	2.43		
F 9.13			RE 33	33.1	Ferry 5.8		95.2	22	F 2.18		
F 9.25		W 1 M W	RE 39	38.9	Fish Creek 2.7		89.1	27	F 2.03		
F 9.32			RE 42	41.6	Rivulet 3.7		86.7	30	F 1.53		
F 9.41			RE 45	45.3	Quartz 12.2		83.0	32	F 1.42		
10.15		W	RE 58 Miles West	57.5	Iron Mountain 5.5		70.8	59	De 1.11 Ar 12.51		
F 10.30			RE 63	63.0	Spring Gulch 8.0		65.3	27	F 12.35		
10.50		Y	RE 72	71.9	St. Regis 1.8		56.4	25	12.12		
F 10.55		W 4 M W	RE 74	73.7	Buford 13.4		54.6	61	F 12.05 P M		
11.30	M 142		RE 87	87.1	DeBorgia 8.5		41.2	30	11.30 A M M 141		
11.55	A M	W C T	RE 96	95.6	Saltese 7.2		32.7	133	11.00		
12.15	P M		RE 103	102.8	Tammany 1.9		25.5	20	10.40		
		W	RE 105	104.7	Borax 8.3		23.6	No Siding			
			RE 108	108.0	Sohon Safety Spur 1.0		20.3				
12.45			RE 110	109.6	Lookout 3.8		18.7	23	10.15		
F 1.05		W 6 3-10	RE 113 Miles West	113.4	Dorsey 5.3		14.9	36	F 9.50		
F 1.25			RE 119	118.7	Larson 2.7		9.6	12	F 9.30		
1.35			RE 121	121.4	Mullan 6.0		6.9	30	9.25		
Ar 2.00 P M		W C S T Y	RE 128	128.3	Wallace		0.0	50	De 9.00 A M		
DAILY				DAILY				DAILY			
0.00				Time over Branch				7.00			
21.4				Average Speed per hour				18.3			

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 4.20 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. 25 June 4, 1905 Succeeding No. 22c		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 7.45 A M		De 5.00 P M		De 10.45 A M			RF 7	0.0	Burke 0.2		7.0	16	Ar 10.30 A M		Ar 4.45 P M			
							RF 6	1.2	Mammoth Mine 1.0		6.8							
							RF 5 1/2	1.4	Hecla 0.2		5.8							
							RF 5	2.0	Mace 1/2		5.6						Ar 6.45 A M	
							RF 4 1/2	2.4	Dorn 1/2		5.0	12						
						S	RF 4 1/4	2.6	Black Bear 0.3		4.6	10						
							RF 4	3.0	Frisco 0.4		4.4	4						
Ar 8.35 A M		Ar 6.00 P M		Ar 11.30 A M		W C S T Y	RF 4	7.0	Gem 4.3		4.0	10	De 9.30 A M		De 3.45 P M		De 6.00 A M	
DAILY		DAILY		EX SUNDAY		DAILY		DAILY		DAILY		EX. SUN. M 105		DAILY		DAILY		
.50		1.00		1.00				Time Over Branch		.45		1.00		.45				
10.0		7.0		7.0				Average Time per Hour		16.5		7.0		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	BITTER ROOT BRANCH		Car Capacity	CŒUR D'ALENE LINE		Car Capacity
Distance from Helena			Distance from Missoula			Distance from De Smet		
Mares	2.8 Miles	8	Hayes	6.4 Miles	5	Western Spur	24.0 Miles	10
Pittsont	18.0 "	8	Lo Lo Spur	11.0 "	2	Westfall	49.3 "	5
Skyline	19.6 "	5	McClain	14.7 "	2	Cedar Creek	56.7 "	7
Walkers	26.7 "	9	Kendall	23.1 "	6	Henderson	84.2 "	3
Cameron	26.9 "	14	Mittower	31.7 "	6	Wileys	91.0 "	3
Featherstone	75.0 "	3	Woodside Spur	41.5 "	4	Amens	98.0 "	4
Scepter	102.0 "	6	Harper and Baird	42.0 "	3	Borax	104.3 "	7
			Mayne	45.0 "	3	Hoover	110.8 "	2
			Grantsdale	50.3 "	5	Chester	112.2 "	7
						Pottsville	117.4 "	5
MAIN LINE			BUTTE LINE			Larson	119.0 "	14
Distance from Missoula			Distance from Garrison			Hunter	120.7 "	15
McLeod	2.4 Miles	4	Hackney Quarry	39.0 "	25	Morning	122.3 "	50
Riddle	4.1 "	8	Colorado Smelter	50.7 "	51	Compressor	124 "	4
Russell	90.1 "	5	Butte Reduction Works	50.9 "	22	BURKE BRANCH		
Eddy Rock Spur	95.0 "	16	Clarkes Lumber Spur	51.0 "	19	Distance from Wallace		
Beeson	119.7 "	6				Milwaukce 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.	
Missoula Station (S).	DR. J. H. OWINGS, Deer Lodge.
Missoula Hospital (S).	DR. W. I. POWERS, Phillipsburg.
Missoula Tool Car (S).	DR. E. D. PEEK, Trout Creek (S).
Saltese (S)	DR. W. A. PEEK, Iron Mountain.
DR. GEO. McGRATH, Hamilton (S).	DR. W. TRACEY, Helena (S).
DR. A. L. LEHMAN, Wallace (S).	Garrison (S).
Evano (S).	DR. G. D. CRAVEN, Drummond (S).
DR. D. CAMPBELL, Butte (S).	DR. T. D. TUTTLE (Oculist), Helena.
DR. A. JORDAN, Marysville (S).	

NOTE

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

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 GRADE

Helena and Elliston

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.

Derailing and Safety Switches are located at stations as follows: Austin, on main line opposite telegraph office; Weed, on main line 200 feet east of west 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 or Weed 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 train, know positively that adjacent block is clear.

No train except passenger or engine extra to leave Blossburg to meet a passenger or freight train at Weed, or Austin, 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 Birdseye, Austin or Weed, by time table or train order, ascending train will take siding.

Operators at Austin and Weed 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 or where telegraph Block System is in operation.

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.

GENERAL INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON MOUNTAIN GRADE

DeSmet and Arlee

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.

Derailing and Safety Switches are located at stations, as follows: 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.

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 Evaro to meet a passenger or freight train at Reid, or Schley, without meeting order, operators at meeting points to be furnished copy of such order.

When trains of any class, except engine extras and so designated in order, meet at 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 DeSmet or Arlee, ascending freight will take siding.

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

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

(Always have for reference copy of Block Signal Rules.)

RULE 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

RULE 43—Any train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators having orders of 19 form for any train must be out and deliver them to trains with hoops.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at station is at Danger when train is approaching on main track and is changed to clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

Attention of engineers is called to the very great importance of obtaining "Go Ahead" signal from rear of train before passing any station and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go Ahead" signal is not received train must STOP. The same rule applies to train standing at station whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Trains may proceed when block is occupied by work trains when provided with caution card stating that work train is in block. Work trains when provided with caution card will be permitted to follow trains without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under caution card.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. ——— and Train No. ——— will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. ———." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which would otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights permitting it to go, but block rights also.

Except during obscure weather permissive block to help engines on mountain will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher.

When first class or special passenger trains meet other trains at Block Signal stations and have to pull in on to siding behind other trains already on siding it will not be necessary for such trains to get permission from signalman to back out on to main line after the departure of train to be met, but must get block clearance card before leaving that station.

At stations not protected by yard limit boards when a train pulls by the Block Signal 300 feet it cannot go back into block just left to do switching without permission from the signalman, which may be given verbally if block is clear; but if block is not clear they must have caution card.

At points where yard limit boards are established permission or caution card will not be necessary, but the restrictions provided by General Rules must be observed.

Missoula having two telegraph offices, the yard office will control the blocks and will clear passenger trains at passenger depot by telegraph.

GEO. F. WENTWORTH,

Assistant Superintendent.

C. M. VAN LEUVEN,

Chief Dispatcher.