

NORTHERN PACIFIC RAILWAY COMPANY.

ROCKY MOUNTAIN DIVISION

TIME 30A TABLE

In Effect at 12:01 A. M. Mountain or 105th Meridian Time.

SUNDAY, JUNE 20, 1909.

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 TRANSPORTATION RULES.

GEORGE T. SLADE,
General Manager.

G. A. GOODELL,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

J. M. RAPELJE
Superintendent.

WEST BOUND.

FIRST DISTRICT.

EAST BOUND.

THIRD CLASS TRAINS.					SECOND CLASS TRAINS.					FIRST CLASS TRAINS.					FIRST CLASS TRAINS.					SECOND CLASS.					THIRD CLASS TRAINS.					
57	53	51	49	15	7	5	3	1						2	4	6	8	16	54					58						
Way Freight	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Water, Coal, Scales, Tables and Ways	Station Numbers	Distance from Helena	Time Table No. 30A. June 20, 1909. Succeeding No. 30	Distance from Missoula	Capacity of Side Tracks	Passenger	Passenger	Passenger	Passenger	Passenger	Freight				Way Freight						
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				STATIONS.			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EXCEPT SUNDAY							
6.00AM	8.00AM	12.01PM	6.20PM				7.25PM	9.20AM	W T C Y	1194	0.0	HN.....HELENA.....N	124.4	1000		4.25PM	3.45AM				7.46PM			6.00PM						
6.10	8.10	12.10	6.30				7.31 54	9.26	W T C Y	1107	2.7	MS.....M. C. CROSSING.....N	121.7	60		4.18	3.38				7.31 5			5.50						
6.30	8.30	12.35 54	6.55 54				7.45	9.40	W T C Y	1202	7.8	BR.....BIRDSEYE.....N	116.6	60		4.04	3.28				6.55 40			5.30						
6.35	8.35	12.40	7.00				7.48	9.43	W T C Y	1204	9.0	JR.....CLOUGH JCT.....N	115.4	No Sdg.		4.01	3.23				6.40			5.25						
6.50	9.05	1.20	8.00 5				8.00 49	9.55	W T C Y	1207	12.8	A.....AUSTIN.....N	111.6	120		3.51	3.13				6.15			5.00						
7.20	9.30	1.45	8.30				8.11	10.06	W 3.6 mls. west	1210	18.0	WD.....WEED.....N	108.4	60		3.42	3.06				5.50			4.40						
8.00	10.10	2.40	9.10				8.30	10.25	W Y	1215	20.8	B.....BLOSSBURG.....N	103.6	120		3.30	2.55				5.25			4.20						
8.15	10.33 3	3.07 4	9.30				8.38	10.33 53	W T C Y	1220	25.8	S.....SAMPSON.....N	98.6	60		3.07 51	2.35				4.45			3.45						
8.28	10.55	3.25 58	9.42				8.47	10.42	W C T	1223	28.9	EN.....ELLISTON.....N	95.5	160		2.55 58	2.24				4.20			3.25 51 2.28 4						
8.45	11.10	3.40 54	9.55				8.55	10.50	W T C Y	1226	33.0	G.....GILBERT.....N	90.8	60		2.40	2.12				3.40 51			2.00						
9.00	11.23	3.55	10.06				9.03	10.58	W 1 1/4 mls. west	1232	37.7	AV.....AVON.....N	86.7	120		2.28	2.03				3.15			1.40						
9.20	11.33	4.13	10.22				9.14	11.09	W T C Y	1238	43.7	BR.....BRADLEY.....N	80.7	60		2.14	1.51				2.45			1.00						
9.35	11.48AM	4.25	10.33				9.21	11.16	W T C Y	1243	48.1	FO.....BLACKFOOT.....N	76.3	60		2.02	1.42	See page 5	See page 5	See page 5	2.20			12.40						
9.50 10.40	12.01PM 12.20 58-8	4.35 5.00	10.45 11.00	6.35AM	9.45AM	9.30 9.45	11.25 11.30 58	9.10PM 16	W C Y	1245	50.8	GR.....GARRISON.....N	73.6	120	9.18AM	1.55 1.50 54	1.35 1.30	11.53AM 53-58	9.00PM 1	2.05 1.43 4			12.30PM 11.25AM 3-53-8							
11.00 58	12.43	5.20	11.25	6.48	9.58	9.53	11.41 8	9.25	W T C Y	1250	56.7	BD.....BIG BEND.....N	67.7	60	9.07	1.40	1.19	11.41 3	8.44	1.28			11.00 57							
11.32 8	12.55	5.30	11.35	6.52	10.05	10.03	11.45 8	9.23	W T C Y	1254	59.4	GO.....GOLD CREEK.....N	65.0	120	9.03	1.36	1.14	11.32 57	8.38	1.20			10.43							
11.54AM 3	1.27 4	5.47	11.50PM 58	7.02	10.17 58	10.14	11.54AM 57	9.37	W T C Y	1260	65.2	HS.....HASKELL.....N	59.2	60	8.55	1.27 53	1.04	11.18	8.25	1.00			10.17 7							
12.40PM 34	1.50	6.10	12.10AM	7.13	10.32	10.27	12.06PM	9.47	W Y	1266	71.7	D.....DRUMMOND.....N	52.7	120	8.45	1.17	12.52	11.04	8.10	12.40 67			9.40							
1.06 4	2.10	6.30	12.39 6	7.34	10.47 8	10.41	12.15 24	9.58	W T C Y	1273	78.6	HG.....HELL GATE.....N	45.8	60	8.34	1.06 57	12.39 49	10.47 7	7.56	12.15PM 3			9.12							
1.43	2.30	6.45	1.15	7.33	10.59	10.52	12.25	10.05	W T C Y	1278	83.7	BE.....BEARMOUTH.....N	40.7	120	8.25	12.53	12.27	10.33	7.42	11.30AM			8.55							
2.15	2.45	6.58	1.29	7.39	11.10 54	10.59	12.32	10.11	W T C Y	1282	87.8	L.....BLAKELEY.....N	36.6	60	8.16	12.48	12.17	10.23	7.31	11.10 7			8.40							
2.30	2.58	7.23 18	1.43	7.46	11.18	11.08	12.40 4	10.17	W T C Y	1286	91.4	CR.....NIMROD.....N	33.0	60	8.10	12.40 3	12.09	10.16	7.23 51	10.41			8.27							
2.50	3.11	7.35	1.55	7.52	11.30	11.16	12.47	10.23	W T C Y	1290	95.5	WR.....WILLIS.....N	23.0	60	8.04	12.30	12.01AM	10.07	7.15	10.24			8.13							
3.23 53	3.23 57	7.45	2.05	7.58 68-2	11.40	11.24	12.52	10.28	W T C Y	1294	98.0	BI.....BONITA.....N	25.5	120	7.58 16-58	12.22	11.55PM 54	10.00 54	7.07	10.00 8			7.58 15-2							
4.00	3.41	8.00	2.18	8.10	11.51AM	11.34	1.01	10.38	W T C Y	1299	103.9	L.....LAUB.....N	20.5	60	7.50	12.08	11.45	9.50	6.57	9.20			7.15							
4.15	3.50	8.08	2.25	8.15	12.03PM 4	11.40 6	1.05	10.40	W T C Y	1302	106.5	CN.....CLINTON.....N	17.9	120	7.46	12.03PM 7	11.40 5	9.45	6.52	9.10			7.05							
4.55	4.12	8.25	2.40	8.25 54	12.13	11.49	1.14	10.49	W T C Y	1308	113.0	RH.....TURAH.....N	11.4	60	7.35	11.49AM	11.29	9.31	6.41	8.25 15			6.42							
5.15	4.25	8.39	2.49	8.31	12.20	11.54PM	1.19	10.54	W T C Y	1312	117.0	BO.....BONNER.....N	7.4	120	7.30	11.43	11.23	9.25	6.35	8.12			6.30							
6.00PM	5.00PM	9.15PM	3.20AM	8.45AM	12.35PM	12.05AM	1.30PM	11.05PM	W C S T Y	1319	124.7	MD.....MISSOULA.....N	0.0	1000	7.18AM 54	11.30AM	11.10PM	9.10AM	6.20PM	7.40AM 2			6.00AM							
EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				Time over District.			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EX. SUN.							
10.4	13.8	13.4	13.8	33.9	26.0	26.6	29.3	38.4				Average Speed per Hour.			36.8	25.3	27.1	27.1	27.1	10.2			10.4							

Registering and Bulletin Stations—Helena, Garrison and Missoula.

Lap Sidings—Ellison, Avon, Drummond, Bearmouth, Bonita and Clinton. Trains taking siding will head in at the lap.

Standard Clocks—Helena, Ellison, Garrison and Missoula. Engineers will not be required to consult register except at initial or starting point.

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

Mountain Grade—Blossburg to M. C. Crossing. Speed of passenger trains descending mountain grades must not exceed 30 miles per hour, and of freight trains 15 miles per hour. All trains and engines will reduce speed to eight miles per hour while passing through Mullan Tunnel. Grade crossing with G. N. Ry.

at M. C. Crossing is protected by interlocking derails, and all trains and engines will observe interlocking rules at this crossing; passenger trains reducing speed to 25, and freight trains to 15, miles per hour, within interlocking limits. No. 3 will stop at stations between Garrison and Missoula to let off passengers from points east of Garrison. All east bound freight trains will stop at Austin to cool wheels and inspect trains.

Conductors and engineers must supply themselves with copies of Block Signal Rules governing use of track between Helena and Missoula.

Derailing switch located at upper end of passing track at Birdseye, and safety switches at Austin and Weed, located opposite telegraph office.

When trains of any class by train order, or trains of same class by time table, meet at Blossburg, Weed, Austin or Birdseye, ascending trains will take siding.

(At Blossburg east bound train will be considered as the ascending train.) It must be understood that meeting by train order refers to trains having a positive meeting order, and meeting by time table refers to stations designated on time table as a scheduled meeting point between two trains of the same class.

and except as specified in this rule and the following paragraph, an inferior train meeting a superior train at either of these stations on time table rights must take siding and clear the time of the superior train five (5) minutes as per general rule.

Train No. 53 meets train No. 54 on double track between Gold Creek and Haskell. Freight Trains will not Carry Passengers.

Descending freight trains in making meeting point on time card rights with ascending passenger trains at Weed, Austin or Birdseye will be required to be into clear before ascending passenger train is due to leave M. C. Crossing.

In protecting trains at meeting points when they meet at Birdseye, operator will open derail and upper switch of passing track, and at Austin and Weed will open safety switch, and see that these switches are kept open until ascending train is known to be into clear on the siding. All descending freight trains must come to full stop at Skyline and above safety switch at Austin.

Descending freight trains will not be allowed to follow passenger trains from Blossburg, Weed, Austin or Birdseye after the operator at block office below has reported block clear for following train unless operator at next block office reports that derailing switch has been opened after descending passenger train has passed in order to protect it against following freight train in case the freight trains should get beyond control before passenger trains are cleared at foot of grade.

Ascending freight trains may make meeting point against descending passenger trains on mountain grade provided they are into clear on siding five (5) minutes before descending passenger train is due.

South siding at Blossburg will be known as the "East Passing Track." North siding to be known as the "West Passing Track." No train or engine will enter Mullan Tunnel without receiving tunnel clearance, Form 1387-A to be issued by operators at Blossburg and Weed.

All east bound freight trains leaving Blossburg must have sufficient number of hand brakes set to insure slow speed through tunnel so that no difficulty will be encountered in making running test with air brakes.

General Rules are only modified by these special instructions.

All east bound trains except first class will head in on south passing track at Blossburg and test air and get tunnel clearance before coming out on main line.

Train No. 54 meets train No. 52 on double track between Gold Creek and Haskell.

WEST BOUND.

SECOND DISTRICT.

EAST BOUND.

THIRD CLASS TRAINS.					SECOND CLASS TRAINS			FIRST CLASS TRAINS					Time Table No. 30A.										FIRST CLASS TRAINS					SECOND CLASS TRAINS.		THIRD CLASS TRAINS.					
61		57		53		51		49		141		15		5		3		1		STATIONS.										54		58		62	
Way Freight	Way Freight	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Water, Coal, Scat. Tables and Wyes	Station Numbers	Distance From Missoula	Distance From Paradise	Capacity of Side Tracks	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight									
EX. SUN.	EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	W.C. ST. Y.					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY									
8.20AM	7.30AM	6.15PM	11.20PM	4.20AM	10.00AM	9.00AM	12.15AM	1.40PM	11.15PM	W.C. ST. Y.	1310	0.0	09.0	1000	7.08AM	11.20AM	11.00PM	6.10PM	4.30PM	5.15AM			3.20PM	5.10PM											
6.40	7.55	6.40	11.40	4.40	10.12	9.10	12.25	1.50	11.25		1324	5.3	04.0	70	6.55	11.07	10.47	5.57	4.17	4.55			2.55	4.40											
6.53	8.05AM	6.50	11.50	4.50	10.15	9.12AM	12.27AM	1.52PM	11.27PM	Y-W	1325	0.3	93.0	70	6.53AM	11.06AM	10.45PM	5.55PM	4.14	4.50			2.45	4.35											
7.00		6.59	11.59PM	4.59	10.19						RE 2	8.4	01.5	25					4.08	4.33			2.30	4.20											
7.10		7.12	12.10AM	5.12	10.25						RE 5	11.7	88.2	70					4.01	4.17			2.15	4.01											
7.40		7.30	12.27	5.30	10.35					W	RE 11	17.0	82.0	70					3.50	3.52			1.50	3.35											
7.55		7.45	12.41	5.45	10.45						RE 15	21.1	78.8	70					3.40	3.25			1.20	3.05											
8.15		8.05	1.00	6.05	10.55						RE 16	21.0	78.0	No Sid'g																					
8.35		8.30	1.15	6.30	11.08					W	RE 20	20.7	73.2	70					3.28	3.00			12.50	2.35											
8.55		8.50	1.35	6.50	11.18						RE 25	31.5	68.4	140					3.18	2.40			12.25PM	2.10											
9.15		9.10	1.55	7.10	11.28						RE 30	37.0	62.9	70					3.04	2.15			11.51AM	1.45											
9.45		9.33	2.25	7.33	11.42						RE 36	42.3	57.0	70					2.52	1.55			11.28	1.15											
10.15		9.45	2.43	7.45	11.52AM					C-W	RE 42	48.4	51.5	145					2.38	1.30			10.45	12.45											
10.35		10.05	3.05	8.05	12.01PM						RE 48	52.2	47.7	70					2.29	1.13			10.15	12.20											
11.20		10.30	3.30	8.30	12.20					W	RE 50	56.9	43.0	70					2.20	12.50			9.55	12.01PM											
11.50AM		10.50	3.50	8.50	12.40						RE 55	64.4	35.5	85					2.08	12.20AM			9.30	11.20AM											
12.20PM		11.10	4.20	9.15	1.13PM					W	RE 63	60.6	30.3	70					1.30	11.55PM			8.50	10.30											
		11.15	4.40	9.33							RE 71	78.0	21.9	100					1.13PM	11.20			8.17	9.45AM											
		11.49PM	5.00	9.49							RE 76	82.8	17.1	85					10.55				7.59												
		12.14AM	5.25	10.14							RE 81	87.1	12.8	160					10.34				7.42												
		12.35AM	5.50AM	10.35AM							RE 89	95.0	4.0	75					10.10				7.22												
										C.W. S.T.	1390	99.9	52.5						9.50PM				7.00AM												
See Page 4	See Page 3	See Page 3	See Page 3	See Page 3	See Page 4	See Page 3	See Page 3	See Page 3	See Page 3						See Page 3	See Page 3	See Page 3	See Page 3	See Page 4	See Page 3					See Page 4										
EX. SUN.	EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EX. SUN.	EX. SUN.											
5.50	.35	6.20	6.30	6.15	3.13	.12	.12	.12	.12						15	.15	.15	.15	3.17	7.25			8.20	7.25											
13.3	10.8	15.7	15.3	15.9	23.7	31.1	31.1	31.1	31.1						25.2	25.2	25.2	25.2	23.7	13.4			11.7	10.5											
										Time over District																									
										Average Speed Per Hour																									

Registering Stations—Missoula, DeSmet, St. Regis and Paradise. Nos. 1-2-3-4-5-6-15-and-16 will register by register ticket, form 608 at DeSmet.
 Bulletin Stations—Missoula, St. Regis and Paradise.
 Standard Clocks—Missoula, DeSmet, St. Regis and Paradise
 All trains must come to full stop two hundred (200) feet from C. M. & P. S. Ry crossing .8 miles West of Huson.
 Lap Sidings—Lothrop, Rivulet and Donlan.
 No. 53 will carry passengers between Paradise and St. Regis.
 Nos 61 and 62 carry male passengers when provided with freight train permits. Other freight trains will not carry passengers.
 Main line switches when not in use will be set and locked for Paradise branch line at DeSmet and Paradise.
 No train from Second District will occupy main track at Paradise without first receiving clearance.
 Train and Enginemen's attention is called to Special Instructions on page 7 regarding flagging rules and register tickets.

WEST BOUND.

PARADISE BRANCH.

EAST BOUND.

THIRD CLASS TRAINS.				SECOND CLASS TRAINS.				FIRST CLASS TRAINS.				FIRST CLASS TRAINS.				SECOND CLASS TRAINS.				THIRD CLASS TRAINS.			
57								15 5 3 1				2 4 6 16											
Way Freight								Passenger				Passenger				Passenger				Passenger			
EXCEPT SUNDAY								DAILY				DAILY				DAILY				DAILY			
8.05AM								* 9.12AM				* 12.27AM				* 1.52PM				* 11.27PM			
8.25								* 9.23				* 12.40				* 2.03				* 11.39			
8.37								* 9.32				* 12.50				* 2.12				* 11.48PM			
8.55								* 9.45				* 1.05				2.25				* 12.02AM			
9.15								* 9.57				* 1.18				* 2.38				* 12.13			
9.30								* 10.03				* 1.26				* 2.43				* 12.20			
9.45 10.33 4-15								* 10.10 57				* 1.33				* 2.49				* 12.26			
10.50								* 10.23				* 1.44				* 2.59				* 12.38			
11.10								* 10.33				* 1.54				* 3.03				* 12.45			
11.27								* 10.42				* 2.02				* 3.17				* 12.53			
11.55AM								* 10.51				* 2.11				* 3.25				* 1.02			
12.25PM								* 11.05				* 2.25				* 3.39				* 1.18			
12.52								* 11.18				* 2.37				* 3.50 16				* 1.29			
1.20								* 11.32				* 2.48				* 4.03				* 1.42			
1.40PM								11.44AM				3.00AM				4.18PM				1.55AM			
EXCEPT SUNDAY								DAILY				DAILY				DAILY				DAILY			
5.35								2.32				2.33				2.25				2.28			
11.7								25.8				25.7				25.3				26.5			
Time Table No. 30A. June 20, 1909. Succeeding No. 33												STATIONS.											
Telegraph Offices and Calls																							
DS.....DE SMET.....N												65.4											
RE.....REID.....N												61.7											
.....NAGOS.....												58.7											
VO.....EVARO.....N												54.4											
SY.....SCHLEY.....N												49.2											
.....HURLEY.....												46.0											
AR.....ARLEE.....N												43.1											
.....FLATHEAD.....												37.8											
RI.....RAVALLI.....N												33.4											
.....CORTWAY.....												20.5											
JO.....DIXON.....N												26.4											
.....McDONALD.....												10.5											
PA.....PERMA.....N												12.6											
.....OLIVE.....												5.7											
PD.....PARADISE.....N												625											
Time Over Branch												2.15 2.42 2.30 2.40											
Averages Speed per Hour.												20.0 24.2 26.1 24.5											

Registering Stations—De Smet-Paradise; at Arlee and Dixon for helper engines; Nos. 1-2-3-4-5-6-15 and 10 will register by register ticket form 603 at De Smet.
 Bulletin Stations—Paradise; at Arlee and Dixon for helper engines.
 Standard Clocks—De Smet and Paradise.
 Lap Sidings—Evaro, Arlee, Ravalli, Dixon, Olive, and Paradise. Train taking siding will head in at the lap.
 Engineers will not be required to consult register except at initial or starting point.
 Mountain Grade—De Smet to Arlee. Speed of passenger trains must not exceed 30 miles per hour, and freight trains 15 miles per hour, descending mountain grade.
 Rule 83 is modified to the extent that extra trains may run ahead of third class trains without authority of train orders.
 Conductors and engineers must supply themselves with copies of Block Signal Rules.
 Derailing Switches—Upper end of passing track at Schley, Nagos, Reid and Hurley.
 When trains of any class by train order, or trains of same class by time table, meet at Arlee, Hurley, Schley, Nagos, Reid or De Smet, ascending train will take siding. (At De Smet west bound train will be considered as the ascending train.) It must be understood that meeting by train order refers to trains having a positive meeting order, and meeting by time table refers to stations designated on time table as a scheduled meeting point between two trains of the same class, and except as specified in this rule and the following paragraph, an inferior train meeting a superior train at either of these stations on time table rights must take siding and clear the time of the superior train five (5) minutes as per general rule.

Descending freight trains in making meeting point on time card rights with ascending passenger trains at Schley or Hurley will be required to be into clear before passenger train is due to leave Arlee; in making Arlee, will be required to be into clear before passenger train is due to leave Flathead; in making Nagos or Reid, will be required to be into clear before ascending passenger train is due to leave De Smet.
 In protecting trains at meeting points when they meet at Schley, Nagos or Reid, operator will open derail and upper switch of passing track, and see that these switches are kept open until ascending train is known to be into clear on the siding.
 All descending freight trains must come to full stop above west switch at Reid, and turn down retainers.
 Descending freight trains will not be allowed to follow passenger trains from Evaro, Schley, Hurley, Nagos or Reid, after the operator at block office below has reported block clear for following train, unless operator at next block office reports that derailing switch has been opened after descending passenger train has passed in order to protect it against following freight train, in case the freight train should get beyond control before passenger trains are cleared at foot of grade.
 Ascending freight trains may make meeting point against descending passenger trains on mountain grade, provided they are into clear on siding five (5) minutes before descending passenger train is due.
 General Rules are only modified by these special instructions.
 Freight Trains will not Carry Passengers.

WEST BOUND.

CŒUR D'ALENE BRANCH.

EAST BOUND.

Table for Cœur d'Alene Branch, June 20, 1909. Includes columns for Third Class (61, 149, 145, 141), First Class (142, 146, 150, 62), and stations like St. Regis Junction, Buford, Henderson, De Borgia, Saltese, Taft, Tammany, Borax, Sohon Safety Spur, Lookout, Dorsey, Larson, Mullan, O. R. & N. Ry Crossing, and Wallace.

Nos. 145, 146, 149 and 150 will stop on flag at Gold Hunter Mine seven tenths mile east of Mullan. Registering Stations—St. Regis, Saltese and Wallace. Bulletin Stations—St. Regis, Saltese and Wallace. Standard Clocks—Wallace. Light engines and Passenger trains will not exceed twenty five (25) miles per hour and Freight trains 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, except when doubling trains into Lookout, in which case switches will be set for spurs between head and rear portions of train. All trains must come to a Full Stop two hundred (200) feet from O. R. & N. Railway crossing, 3/4 miles east of Wallace. Mountain grade—Saltese to Mullan. Derrils are located about two hundred (200) feet from head block at Wallace, Morning Spur, Mullan, Hunter Spur, Larson, Dorsey, Lookout, Taft and Aman's Spur. Nos. 61 and 62 carry male passengers when provided with freight train permits. Other Freight Trains will not Carry Passengers.

WEST BOUND.

SUNSET BRANCH.

EAST BOUND.

Table for Sunset Branch, June 20, 1909. Includes columns for stations like Wallace, Powder Spur, Black Cloud, Bunn, Rex, Success, and End of Track.

Registering and Bulletin Station—Wallace. Standard Clock—Wallace.

WEST BOUND.

BURKE BRANCH.

EAST BOUND.

Table for Burke Branch, June 20, 1909. Includes columns for Second Class (147, 143) and stations like Burke, Mammoth Mine, Hecla, Mace, Dorn, Black Bear, Frisco, Gem, and Wallace.

Registering and Bulletin Station—Wallace. Standard Clock—Wallace. Derail switch below depot at Burke will be kept open and locked when cars are left above on main line.

WEST BOUND.

BITTER ROOT BRANCH.

EAST BOUND.

Table for Bitter Root Branch, June 20, 1909. Includes columns for Third Class (63, 137, 139), First Class (138, 140), and Third Class (64), and stations like Missoula, Post, Lo Lo, Carlton's Spur, Florence, Stevensville, Victor, Tucker, Woodside, Riverside, Hamilton, Como, and Darby.

Registering Stations—Missoula Hamilton and, Darby. 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. Nos. 63 and 64 will not carry passengers

WEST BOUND.

BUTTE LINE.

EAST BOUND.

Table with columns for Second Class Trains, First Class, Third Class, and First Class Trains. Includes train numbers (123, 121, 19, 17, 59, 25, 15, 7, 1) and times (8:00 PM, 6:40 AM, 1:45 AM, 3:50 PM, 4:00 AM, 7:00 PM, 5:00 AM, 8:00 AM, 7:50 PM).

Trains between Butte and Silver Bow are operated under Joint Track Block System.

Detailed train schedule table with columns for time, station, distance, and capacity. Includes stations like Silver Bow, Durant, Hackney, Stuart, Warm Springs, Race Track, Garrison, and Deer Lodge.

Registering, Bulletin Stations and Standard Clocks—Butte and Garrison. 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 completed.

WEST BOUND. MARYSVILLE BRCH. EAST BOUND.

Table for Marysville Branch with columns for Second Class, Time Table No. 30A, and Second Class. Includes train numbers 111 and 112, and stations like Clough Junction and Marysville.

WEST BOUND. PHILIPSBURG BRCH. EAST BOUND.

Table for Philipsburg Branch with columns for Second Class, Time Table No. 30A, and Second Class. Includes train numbers 117 and 118, and stations like Drummond and Philipsburg.

WEST BOUND. RED MOUNTAIN BRCH. EAST BOUND.

Table for Red Mountain Branch with columns for Second Class, Time Table No. 30A, and Second Class. Includes train numbers 118 and 119, and stations like Helena and Minnehaha Spur.

COMMERCIAL SPURS.

MAIN LINE.
DISTANCE FROM HELENA.

	Miles	Car Capacity
Mares.....	2.8	8
Fort Harrison.....	4.2	120
Skyline.....	19.6	5
Walkers.....	26.7	9

BITTER ROOT BRANCH.
DISTANCE FROM MISSOULA.

	Miles	Car Capacity
Hayes.....	5.6	5
Do vd.....	7.4	5
Lo Lo Spur.....	11.0	2
Smart.....	11.9	8
McClain.....	14.7	2
Miles.....	21.6	6
Kendall.....	23.1	6
Bass.....	25.5	7
Mittower.....	31.7	6
Curlew.....	33.6	4
Woodside Spur.....	41.5	4
Harper and Baird.....	42.0	3
Mayne.....	45.0	3
Grantsdale.....	50.2	7
Orchard.....	50.4	8
Ward.....	50.5	8
Charlos.....	50.6	7
Bean.....	60.1	8
Gorus.....	61.2	10

BUTTE LINE.
DISTANCE FROM GARRISON.

	Miles	Car Capacity
Hackney Quarry.....	39.0	25
Colorado Smelter.....	50.7	51
Butte Reduction Works.....	50.9	22
Clarks Lumber Spur.....	51.0	19

SECOND DISTRICT.
DISTANCE FROM MISSOULA.

	Miles	Car Capacity
McLeod.....	2.4	4
Alley.....	2.6	10
Riddle.....	4.1	8
Sand Spur.....	35.4	10
Phileman.....	37.8	10
Bate.....	42.8	30
Snow.....	50.8	6
Lynch.....	59.9	5
Four Mile.....	81.7	10
Seven Mile.....	84.7	40

CŒUR D'ALENE BRANCH.
DISTANCE FROM ST. REGIS.

	Miles	Car Capacity
Riberdy.....	1.6	10
Mann.....	12.0	4
Haugan.....	18.5	
Wileys.....	20.1	3
Meegarden.....	28.6	6
Amens.....	27.1	7
Borax.....	33.3	11
Pottsville.....	45.9	8
Hunter.....	49.3	15
Morning.....	50.9	50
Stull.....	53.8	4

BURKE BRANCH.
DISTANCE FROM WALLACE.

	Miles	Car Capacity
Milwaukee Mine.....	3.6	16
Standard Mine.....	6.0	16

AUTHORIZED SURGEONS, ROCKY MOUNTAIN DIVISION.

LOCATION OF STRETCHERS (S).

DR. C. E. COONEY, Helena.
DR. W. TRACEY, Helena. Tool Car (S).
Marysville (S).
DR. D. CAMPBELL, Butte (S).
DR. J. A. DONOVAN (Oculist), Butte.
Butte Passenger Station Baggage Room (S).
Butte Upper Freight Office (S).

DR. W. G. DYE, Deer Lodge.
Garrison (S).
Drummond (S).
DR. W. I. POWERS, Philipsburg.
DR. J. P. AYLEN, Chief Surgeon, W. D., Missoula (S).
DR. GEO. M. JENNINGS, Asst. Surgeon, Missoula.

Missoula Station (S).
Missoula Hospital (S).
Missoula Tool Car (S).
DR. GEO. McGRATH, Hamilton (S).
Evaro (S).
Paradise (S).

DR. F. L. QUIGLEY, Wallace (S).
Saltse (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 other 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.

NP Rky Mtn

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.

If, for any reason, it becomes necessary to cut off road engine from train, before doing so it should be known positively that train is properly secured with hand brakes, as per transportation rules, and permission must be given engineer by conductor to cut off engine. This is a matter that must be handled personally by conductor and engineer, who will be held responsible for safety of train.

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 conductor 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.

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.

INSTRUCTIONS REGARDING FLAGGING RULES AND REGISTER TICKETS.

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 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 have 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 where telegraph block system is in operation.

When flagman is sent on a train to hold another train, the conductor must furnish instructions in writing and see that they are 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 fully be advised of the conditions.

SPECIAL RULES GOVERNING USE OF DOUBLE TRACK.

In case of break-in-two, or when a train is stopped by the emergency application of air brakes, or by any unknown cause, and it cannot be immediately ascertained that the other main track is clear, a flagman must at once go forward and stop trains running in the opposite direction. The Fireman will perform this service when necessary. As soon as it is known that the other track is not obstructed the flagman will be recalled.

The Engineer will see that flagman goes forward promptly under the above circumstances and will, also, immediately ascertain whether the other main track is obstructed.

When a train crosses over to, or obstructs, the opposite track, unless otherwise provided, it must be protected as per rule No. 299, in both directions.

Work extras must move with current of traffic unless otherwise directed.

Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train; See rule 30½ Transportation Rules.

D. J. HAGERTY, Train Master.

C. G. YAEGER, Assistant Train Master.

F. GRANT, Assistant Train Master.

W. C. SHOWALTER, Chief Dispatcher

TONNAGE RATINGS—FREIGHT ENGINES

DISTRICT	ENGINES.										
	% Grade	Class F 1	Class S 2	Class S 3	Class T	Class W	Class Y	Class Y 1	Class Y 3	Class Y 4	Class Z
West Bound Helena and Blossburg.....	2.2	450	425	400	400	600	575	575	550	525	850
Blossburg or Butte to Missoula.....	Water						Car Limit, 75 Cars.				
Missoula to Evaro.....	2.2	450	425	400	400	600	575	575	550	525	850
Evaro to Paradise.....	Water					Car Limit					
Paradise and Dixon.....	0.6	1400	1350	1350	1400	1950	2000	2000	1950	1675
Dixon and Arlee.....	1.0	1000	950	900	1000	1300	1375	1375	1325	1150
Arlee and Evaro.....	2.2	450	425	400	400	600	575	575	550	525	850
Evaro and Missoula.....	Down					Car Limit only.					
Missoula and Garrison.....	0.6	1400	1350	1350	1400	1950	2000	2000	1950	1675
Garrison and Elliston.....	1.0	1000	950	900	1000	1300	1375	1375	1325	1150
Elliston and Blossburg.....	1.4	725	675	650	650	975	1000	1000	975	900	1400
Blossburg and Helena.....	Down					Car Limit only.					
Garrison and Stuart.....	0.8	1150	1100	1100	1100	1500	1425	1425	1400	1300	1800
Stuart and Butte.....	1.0	1000	950	900	1000	1300	1375	1375	1325	1150
West Bound DeSmet and Paradise.....	0.7	1305	1254	1233	1227	1768	1831	1790	1781	1620
East Bound Paradise to DeSmet.....	0.5	1627	1565	1544	1544	2211	2272	2222	2213	1893

