

NORTHERN PACIFIC RAILWAY COMPANY.

ROCKY MOUNTAIN DIVISION

TIME 47 TABLE

**In Effect at 12:01 A. M. Mountain or 105th Meridian Time.
SUNDAY, JANUARY 16, 1921.**

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.

C. L. NICHOLS,
Assistant General Manager.

J. E. CRAVER,
General SuperIntendent.

P. H. McCAULEY,
General Superintendent of Transportation.

F. R. BARTLES,
SuperIntendent.

Form 567

Northern Pacific Railway Company

UNITED STATES RAILROAD ADMINISTRATION
 W. G. WADSWORTH, DIRECTOR GENERAL OF RAILROADS
 Office of Superintendent, Rocky Mountain Division
 Northern Pacific Railway

Missoula, Montana, July 12th 1921

No. 89.....

All Concerned:

Effective July 13th during the

continuance of Time Table No. 47.....

Train No. 287 will stop at Great Northern
 Crossing on flag.

Posted at.....

at.....M., July.....1921.

F. R. Bartles.....

Superintendent.

WESTWARD							
THIRD CLASS		SECOND CLASS		FIRST			
835	833	603	289	287	257	258	
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
L 7.30AM		L 6.35AM ₂₈₇	L 4.55PM	L 6.30AM ₆₀₃			
7.45		6.50	5.01	6.36			
f 8.18		7.20	f 5.18 ₆₀₂	f 6.53			
8.20		7.27	5.21	6.56			
s 8.45		7.59	s 5.33	s 7.08			
9.07		8.23	f 5.43	f 7.18			
f 9.22		8.40	f 5.49	f 7.24			
s 9.35		9.05	s 5.55	s 7.30			
9.55		9.24	6.06	7.41			
s 10.10		9.35	s 6.13	s 7.48			
10.26		9.53 ₈₃₆	f 6.23	f 7.58			
s 10.42 ₂₈₈		10.08	s 6.32	s 8.07			
11.07		10.30 ₂₈₈	f 6.45	f 8.20			
11.25		10.51	6.55	8.30			
A 11.35AM	L 6.00AM	11.15	A 7.05PM ₄₋₄₂	A 8.40AM ₈₃₆	L 8.10PM	L 9	
	s 6.23	11.35AM			f 8.25	s 9	
	s 7.00	12.10PM			s 8.48	s 9	
					f 8.58	f 9	
	s 7.33	12.40			s 9.06	s 10	
	7.57				f 9.18	f 10	
	8.07	1.10			f 9.24	f 10	
	s 8.17	1.19			f 9.30	s 10	
	s 8.40	1.39			f 9.44	s 10	
					f 9.49	f 10	
					f 9.56	f 10	
	s 9.12	2.07			f 10.02	s 11	
	A 9.30AM	A 2.25PM			A 10.15PM	A 11	
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	D	D
4.05	3.30	7.50	2.10	2.10	2.05		
12.4	19.5	15.2	23.4	23.4	32.8		3

EASTWARD					
		SECOND CLASS		THIRD CLASS	
3	290	602		834	836
er	Passenger	Freight		Way Freight	Way Freight
	Daily	Daily		Ex. Sun.	Tu., Thur. Sat.
5PM	A 10.15PM	A 6.15PM			A 12.45PM
3PM	10.08	5.57			12.34
5AM	f 9.52	5.18 ₂₈₉			f 12.15
3	9.49	5.09			12.11PM
4	f 9.37	4.50			s 11.55AM ₂₈₈
5	f 9.28 ₃	4.30			11.22
9	f 9.23	4.18			f 11.13
3	s 9.17	4.05			s 11.03
3	9.03	3.25			10.43
	s 8.54	3.00			s 10.23
	f 8.45	2.35			9.53 ₆₀₃
	s 8.37	2.12			s 9.30
	f 8.25	1.41			9.10
	8.16	1.15			8.55
AM	L 8.10PM	1.00		A 7.30AM	L 8.45AM ₂₈₇
		12.34PM		s 6.57	
		11.51AM		s 6.16	
		11.15		s 5.41	
		10.48		5.14	
		10.37		5.04	
		10.25		s 4.54	
		10.00		s 4.30	
		9.22		s 3.55	
		L 9.00AM		L 3.30AM	
Daily	Daily			Ex. Sun.	Tu., Thur. Sat.
2.05	9.15			4.00	3.42
24.4	12.9			17.1	13.7

DOUBLE TRACK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA. FOR SPECIAL RULES AND INSTRUCTIONS, SEE PAGE 8.

Eastward and westward freight trains will take siding at Garrison unless otherwise instructed. South siding at Blossburg will be used for eastward trains; North siding for westward trains. South siding at Austin will be used for westward trains; North siding for eastward trains. Eastward freight trains having a positive meeting order with westward freight trains at Sampson, will take siding. Mountain grade one mile east of Birdseye to Blossburg. Unless otherwise indicated, time will apply at the east cross-over switch from the eastward to westward track just west of the tower house at Garrison for movement of westward trains from second sub-division against movements of eastward trains from the first sub-division. When eastward movements are made against the current of traffic from a point west of Garrison, trains will again enter upon the eastward main track at the cross-over just west of Garrison station.

No. 1 and No. 2 will stop at Drummond to let off passengers from points east of Butte and west of Missoula and to pick up passengers for points west of Missoula and east of Butte where scheduled to stop. No. 3 will stop at Gold Creek, Drummond, Bearmouth and Clinton to let off passengers from Duluth, Superior, St. Paul and points east. No. 4 will stop on flag at Drummond for passengers destined points east of Billings where scheduled to stop. No. 41 will stop at Gold Creek, Bonner and Clinton to let off passengers from points east of Butte. Nos. 255 and 256 will stop on flag at Big Bend. Nos. 289 and 290 will connect at Garrison with Nos. 257 and 42 unless otherwise instructed. Nos. 255, 256, 257 and 258 will stop on flag at Jens, Blakeley, Ludwell and Rock Creek. No. 258 will connect at Missoula with Nos. 264, 272 and 274 unless otherwise instructed. Nos. 287 and 288 will connect at Garrison with Nos. 1, 2, 255 and 256 unless otherwise instructed.

WESTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			
835	833	603	289	287	257	255	
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
L 7.30AM		L 6.35AM ₂₈₇	L 4.55PM	L 6.30AM ₆₀₃			
7.45		6.50	5.01	6.36			
f 8.18		7.20	f 5.18 ₆₀₂	f 6.53			
8.20		7.27	5.21	6.56			
s 8.45		7.59	s 5.33	s 7.08			
9.07		8.23	f 5.43	f 7.18			
f 9.22		8.40	f 5.49	f 7.24			
s 9.35		9.05	s 5.55	s 7.30			
9.55		9.24	6.06	7.41			
s 10.10		9.35	s 6.13	s 7.48			
10.26		9.53 ₈₃₆	f 6.23	f 7.58			
s 10.42 ₂₈₈		10.08	s 6.32	s 8.07			
11.07		10.30 ₂₈₈	f 6.45	f 8.20			
11.25		10.51	6.55	8.30			
A 11.35AM	L 6.00AM	11.15	A 7.05PM ₄₋₄₂	A 8.40AM ₈₃₆	L 8.10PM	L 9	
	s 6.23	11.35AM			f 8.25	s 9	
	s 7.00	12.10PM			s 8.48	s 9	
					f 8.58	f 9	
	s 7.33	12.40			s 9.06	s 10	
	7.57				f 9.18	f 10	
	8.07	1.10			f 9.24	f 10	
	s 8.17	1.19			f 9.30	s 10	
	s 8.40	1.39			f 9.44	s 10	
					f 9.49	f 10	
					f 9.56	f 10	
	s 9.12	2.07			f 10.02	s 11	
	A 9.30AM	A 2.25PM			A 10.15PM	A 11	
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	D	
4.05	3.30	7.50	2.10	2.10	2.05		
12.4	19.5	15.2	23.4	23.4	32.8	3	

Office of Superintendent Rocky Mountain Division

Missoula, Mont. June 3rd., 1921

No. 78

All Concerned:

Effective June 8th 1921 during the

continuance of Time Table No. 47

Train 287 will leave Helena 7:00 AM arriving at Garrison at 9:05 AM.

F.R. Bartles,

Superintendent.

EASTWARD

THIRD CLASS		SECOND CLASS		THIRD CLASS	
834	836	602	290	602	290
Way Freight	Way Freight	Freight	Passenger	Freight	Passenger
Ex. Sun.	Tu., Thur. Sat.	Daily	Daily	Daily	Daily
	A 12.45PM	A 6.15PM	A 10.15PM		
	12.34	5.57	10.08		
	f 12.15	5.18 ₂₈₉	f 9.52		
	12.11PM	5.09	9.49		
	s 11.55AM ₂₈₈	4.50	f 9.37		
	11.22	4.30	f 9.28 ₃		
	f 11.13	4.18	f 9.23		
	s 11.03	4.05	s 9.17		
	10.43	3.25	9.03		
	s 10.23	3.00	s 8.54		
	9.53 ₆₀₃	2.35	f 8.45		
	s 9.30	2.12	s 8.37		
	9.10	1.41	f 8.25		
	8.55	1.15	8.16		
	A 8.45AM ₂₈₇	1.00	L 8.10PM		
	s 6.57	12.34PM			
	s 6.16	11.51AM			
	s 5.41	11.15			
	5.14	10.48			
	5.04	10.37			
	s 4.54	10.25			
	s 4.30	10.00			
	s 3.55	9.22			
	L 3.30AM	L 9.00AM			
	Ex. Sun.	Daily	Daily	Daily	Daily
	4.00	9.15	2.05	2.05	2.05
	3.42	12.9	24.4	24.4	32.8
	17.1				
	13.7				

DOUBLE TRACK BETWEEN GARRISON AND MISSOULA. STAFF SYSTEM BETWEEN BLOSSBURG AND SKYLINE. AUTOMATIC BLOCK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA. FOR SPECIAL RULES AND INSTRUCTIONS, SEE PAGE 8.

Eastward and westward freight trains will take siding at Garrison unless otherwise instructed. South siding at Blossburg will be used for eastward trains; North siding for westward trains. South siding at Austin will be used for westward trains; North siding for eastward trains. Eastward freight trains having a positive meeting order with westward freight trains at Sampson, will take siding. Mountain grade one mile east of Birdseye to Blossburg. Unless otherwise indicated, time will apply at the east cross-over switch from the eastward to westward track just west of the tower house at Garrison for movement of westward trains from second sub-division against movements of eastward trains from the first sub-division. When eastward movements are made against the current of traffic from a point west of Garrison, trains will again enter upon the eastward main track at the cross-over just west of Garrison station.

No. 1 and No. 2 will stop at Drummond to let off passengers from points east of Butte and west of Missoula and to pick up passengers for points west of Missoula and east of Butte where scheduled to stop. No. 3 will stop at Gold Creek, Drummond, Bearmouth and Clinton to let off passengers from Duluth, Superior, St. Paul and points east. No. 4 will stop on flag at Drummond for passengers destined points east of Billings where scheduled to stop. No. 41 will stop at Gold Creek, Bonner and Clinton to let off passengers from points east of Butte. Nos. 255 and 256 will stop on flag at Big Bend. Nos. 289 and 290 will connect at Garrison with Nos. 257 and 42 unless otherwise instructed. Nos. 255, 256, 257 and 258 will stop on flag at Jens, Blakeley, Ludwell and Rock Creek. No. 258 will connect at Missoula with Nos. 264, 272 and 274 unless otherwise instructed. Nos. 287 and 288 will connect at Garrison with Nos. 1, 2, 255 and 256 unless otherwise instructed.

WESTWARD							
THIRD CLASS		SECOND CLASS		FIRST			
835	833	603	289	287	257	255	
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
L 7.30AM		L 6.35AM ₂₈₇	L 4.55PM	L 6.30AM ₆₀₃			
7.45		6.50	5.01	6.36			
f 8.18		7.20	f 5.18 ₆₀₂	f 6.53			
8.20		7.27	5.21	6.56			
s 8.45		7.59	s 5.33	s 7.08			
9.07		8.23	f 5.43	f 7.18			
f 9.22		8.40	f 5.49	f 7.24			
s 9.35		9.05	s 5.55	s 7.30			
9.55		9.24	6.06	7.41			
s 10.10		9.35	s 6.13	s 7.48			
10.26		9.53 ₈₃₆	f 6.23	f 7.58			
s 10.42 ₂₈₈		10.08	s 6.32	s 8.07			
11.07		10.30 ₂₈₈	f 6.45	f 8.20			
11.25		10.51	6.55	8.30			
A 11.35AM	L 6.00AM	11.15	A 7.05PM ₄₋₄₂	A 8.40AM ₈₃₆	L 8.10PM	L 9.12	
	s 6.23	11.35AM			f 8.25	s 9.25	
	s 7.00	12.10PM			s 8.48	s 9.47	
					f 8.58	f 9.58	
	s 7.33	12.40			s 9.06	s 10.06	
	7.57				f 9.18	f 10.15	
	8.07	1.10			f 9.24	f 10.25	
	s 8.17	1.19			f 9.30	s 10.31	
	s 8.40	1.39			f 9.44	s 10.44	
					f 9.49	f 10.49	
					f 9.56	f 10.57	
	s 9.12	2.07			f 10.02	s 11.03	
	A 9.30AM	A 2.25PM			A 10.15PM	A 11.15	
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
4.05	3.30	7.50	2.10	2.10	2.05	2.05	2.05
12.4	19.5	15.2	23.4	23.4	32.8	33.4	33.4

Office of Superintendent, Rocky Mtn. Division

Missoula, Mont., January 14th, 1920

No. 20

All Concerned:

Effective January 17th during the

continuance of Time Table No. 47.

Train Number 2 will stop at Drummond to pick up U. S. Mail.

Posted at _____

At _____ M, Jan _____ 1921.

F. R. Bertles,

Superintendent.

EASTWARD				
	SECOND CLASS		THIRD CLASS	
	290	602	834	836
er	Passenger	Freight	Way Freight	Way Freight
y	Daily	Daily	Ex. Sun.	Tu., Thur. Sat.
5PM	A 10.15PM	A 6.15PM		A 12.45PM
3PM	10.08	5.57		12.34
5AM	f 9.52	5.18 ₂₈₉		f 12.15
3	9.49	5.09		12.11PM
4	f 9.37	4.50		s 11.55AM ₂₈₈
5	f 9.28	4.30		11.22
9	f 9.23	4.18		f 11.13
3	s 9.17	4.05		s 11.03
8	9.03	3.25		10.43
1	s 8.54	3.00		s 10.23
1	f 8.45	2.35		9.53 ₆₀₃
2	s 8.37	2.12		s 9.30
0	f 8.25	1.41		9.10
1	8.16	1.15		8.55
5AM	L 8.10PM	1.00	A 7.30AM	L 8.45AM ₂₈₇
		12.34PM	s 6.57	
		11.51AM	s 6.16	
		11.15	s 5.41	
		10.48	5.14	
		10.37	5.04	
		10.25	s 4.54	
		10.00	s 4.30	
		9.22	s 3.55	
		L 9.00AM	L 3.30AM	
y	Daily	Daily	Ex. Sun.	Tu., Thur. Sat.
NO	2.05	9.15	4.00	3.42
	24.4	12.9	17.1	13.7

DOUBLE TRACK BETWEEN GARRISON AND MISSOULA. STAFF SYSTEM BETWEEN BLOSSBURG AND SKYLINE. AUTOMATIC BLOCK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA. FOR SPECIAL RULES AND INSTRUCTIONS, SEE PAGE 8.

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WESTWARD

EASTWARD

WESTWARD											EASTWARD																
THIRD CLASS		SECOND CLASS			FIRST						SECOND CLASS		THIRD CLASS														
835	833	603	289	287	257	255	41	3	1		2	4	42	256	258	288	290	602	834	836							
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Water, Fuel, Scale Turn Tables and	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight							
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	W C O T Y	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Tu., Thur. Sat.							
L 7.30AM		L 6.35AM ²⁸⁷	L 4.55PM	L 6.30AM ⁶⁰³				L 8.30PM		W C O T Y	1194	0.0	HY.....HELENA.....DN 2.6	119.4	Yard		A 9.25PM	A 12.15PM	A 10.15PM	A 6.15PM	A 12.45PM						
7.45		6.50	5.01	6.36				8.36			1197	2.6	MS...G. N. CROSSING...DN 5.6 Interlocked	116.8	87		9.16	12.08PM	10.08	5.57	12.34						
f 8.18		7.20	f 5.18 ⁶⁰²	f 6.53				8.56 ⁴			1202	8.2	BR.....BIRDSEYE.....DN 0.9	111.2	80		8.56 ³	f 11.55AM	f 9.52	5.18 ²⁸⁹	f 12.15						
8.20		7.27	5.21	6.56				9.00		W	1204	9.1	.....CLOUGH JCT.....P 3.9	110.3			8.54	11.53	9.49	5.09	12.11PM					
s 8.45		7.59	s 5.33	s 7.08				9.15		W	1207	13.0	A.....AUSTIN.....DN 3.3	106.4	W 80 E 51		8.46	f 11.44 ⁸³⁶	f 9.37	4.50	s 11.55AM 11.37 ²⁸⁸						
9.07		8.23	f 5.43	f 7.18				9.28 ²⁹⁰			1210	16.3	.....WEED.....P 2.1	103.1	60		8.38	f 11.35	f 9.28 ³	4.30	11.22					
f 9.22		8.40	f 5.49	f 7.24				9.37			1213	18.4	SY.....SKYLINE.....DN 2.2	101.0	78		8.33	f 11.29	f 9.23	4.18	f 11.13						
s 9.35		9.05	s 5.55	s 7.30				9.45		Y	1215	20.6	B.....BLOSSBURG.....DN 5.2	98.8	E 80 W 75		8.27	s 11.23	s 9.17	4.05	s 11.03						
9.55		9.24	6.06	7.41				9.53			1220	25.8	.....SAMPSON.....P 3.2	93.6	80		8.10	11.08	9.03	3.25	10.43					
s 10.10		9.35	s 6.13	s 7.48				9.58		W	1223	29.0	EN.....ELLISTON.....DN 4.5	90.4	E 73 W 80		7.59	s 11.01	s 8.54	3.00	s 10.23						
10.26		9.53 ⁸³⁶	f 6.23	f 7.58				10.05			1226	33.5	.....GILBERT.....P 4.2	85.9	80		7.51	f 10.51	f 8.45	2.35	9.53 ⁶⁰³					
s 10.42 ²⁸⁸		10.08	s 6.32	s 8.07				10.11		W 1 1/2 m/s W	1232	37.7	AV.....AVON.....DN 5.8	81.7	E 80 W 80		7.43	s 10.42 ⁸³⁵	s 8.37	2.12	s 9.30						
11.07		10.30 ²⁸⁸	f 6.45	f 8.20				10.19			1238	43.5	.....BRADLEY.....P 4.4	75.9	80		7.32	f 10.30 ⁶⁰³	f 8.25	1.41	9.10					
11.25		10.51	6.55	8.30				10.25			1243	47.9	.....ORWELL.....P 3.0	71.5	80		7.23	10.21	8.16	1.15	8.55					
A 11.35AM	L 6.00AM	11.15	A 7.05PM ⁴⁻⁴²	A 8.40AM ⁸³⁶	L 8.10PM	L 9.12AM	L 7.58AM	s 10.30	L 9.51AM	W C O Y	1245	50.9	GR.....GARRISON.....DN 7.6 Interlocked	68.5	339	A 9.16AM	s 7.17 ^{7.15} 42-289	A 7.05PM ²⁸⁹⁻⁴	A 10.10AM	A 6.12PM	L 10.15AM	L 8.10PM	1.00	A 7.30AM	L 8.45AM ²⁸⁷		
	s 6.23	11.35AM			f 8.25	s 9.25	8.10	10.41	10.02		1254	58.5	GO.....GOLD CREEK.....D 12.2	60.9	80	9.02	7.03	6.50	s 9.55	f 6.57		12.34PM	s 6.57				
	s 7.00	12.10PM			s 8.48	s 9.47	f 8.30	10.58	10.19	W Y	1266	70.7	D.....DRUMMOND.....DN 6.0	48.7	E 65 W 72	8.41	6.44	f 6.26	s 9.32	s 5.32		11.51AM	s 6.16				
					f 8.58	f 9.58					1273	76.7HELL GATE..... 4.5	42.7				f 9.20	f 5.20								
	s 7.33	12.40			s 9.06	s 10.06	8.46	11.13	10.34	W C	1278	81.2	BE.....BEARMOUTH.....D 7.5	38.2	E 73 W 73	8.25	6.28	6.05	s 9.12	s 5.12		11.15	s 5.41				
	7.57				f 9.18	f 10.19	8.58	11.24	10.45		1286	88.7NIMROD..... 3.3	30.7		8.13	6.17	5.51	f 8.58	f 4.57		10.48	5.14				
	8.07	1.10			f 9.24	f 10.25	9.03	11.29	10.50		1290	92.0WILLIS.....P 3.4	27.4	E 67 W 73	8.08	6.12	5.45	f 8.52	f 4.51		10.37	5.04				
	s 8.17	1.19			f 9.30	s 10.31	9.08	11.34	10.55		1294	95.4BONITA..... 7.3	24.0		8.03	6.07	5.38	s 8.46	f 4.44		10.25	s 4.54				
	s 8.40	1.39			f 9.44	s 10.44	9.19	11.44	11.04	W	1302	102.7	CN.....CLINTON.....D 2.7	16.7	E 74 W 56	7.52	5.56	5.23	s 8.32	f 4.30		10.00	s 4.30				
					f 9.49	f 10.49					1303	105.4McQUARRIE..... 4.2	14.0				f 8.27	f 4.25								
					f 9.56	f 10.57					1308	109.6TURAH..... 3.6	9.8				f 8.19	f 4.18								
	s 9.12	2.07			f 10.02	s 11.03	9.35	11.59PM	11.20		1312	113.2	BO.....BONNER.....D 6.2	6.2	74	7.35	5.40	5.02	s 8.12	f 4.12		9.22	s 3.55				
	A 9.30AM	A 2.25PM			A 10.15PM	A 11.15AM	A 9.45AM	A 12.10AM	A 11.30AM	W C O T Y	1319	119.4	MD.....MISSOULA.....DN MA	0.0	Yard	L 7.25AM	L 5.30PM	L 4.50PM	L 8.00AM	L 4.00PM		L 9.00AM		L 3.30AM			
Mon., We., Fri.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Tu., Thur. Sat.		
4.05	3.30	7.50	2.10	2.10	2.05	2.03	1.47	3.40	1.39									1.51	3.53	2.15	2.10	2.12	2.00	2.05	9.15	4.00	3.42
12.4	19.5	15.2	23.4	23.4	32.8	33.4	38.4	32.5	41.5									37.0	30.7	30.4	31.6	31.1	25.4	24.4	12.9	17.1	13.7

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

DOUBLE TRACK BETWEEN GARRISON AND MISSOULA. STAFF SYSTEM BETWEEN BLOSSBURG AND SKYLINE. AUTOMATIC BLOCK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA. FOR SPECIAL RULES AND INSTRUCTIONS, SEE PAGE 8.

Eastward and westward freight trains will take siding at Garrison unless otherwise instructed. South siding at Blossburg will be used for eastward trains; North siding for westward trains. South siding at Austin will be used for westward trains; North siding for eastward trains. Eastward freight trains having a positive meeting order with westward freight trains at Sampson, will take siding. Mountain grade one mile east of Birdseye to Blossburg. Unless otherwise indicated, time will apply at the east cross-over switch from the eastward to westward track just west of the tower house at Garrison for movement of westward trains from second sub-division against movements of eastward trains from the first sub-division. When eastward movements are made against the current of traffic from a point west of Garrison, trains will again enter upon the eastward main track at the cross-over just west of Garrison station.

No. 1 and No. 2 will stop at Drummond to let off passengers from points east of Butte and west of Missoula and to pick up passengers for points west of Missoula and east of Butte where scheduled to stop. No. 3 will stop at Gold Creek, Drummond, Bearmouth and Clinton to let off passengers from Duluth, Superior, St. Paul and points east. No. 4 will stop on flag at Drummond for passengers destined points east of Billings where scheduled to stop. No. 41 will stop at Gold Creek, Bonner and Clinton to let off passengers from points east of Butte. Nos. 255 and 256 will stop on flag at Big Bend. Nos. 289 and 290 will connect at Garrison with Nos. 257 and 42 unless otherwise instructed. Nos. 255, 256, 257 and 258 will stop on flag at Jens, Blakeley, Ludwell and Rock Creek. No. 258 will connect at Missoula with Nos. 264, 272 and 274 unless otherwise instructed. Nos. 287 and 288 will connect at Garrison with Nos. 1, 2, 255 and 256 unless otherwise instructed.

WESTWARD

THIRD CLASS	SEC
833	
Way Freight	
Ex. Mon.	
L 3.00AM	

Northern Pacific Railway Company

Office of Superintendent Rocky Mtn Division

Missoula, Mont., Jan. 14th, 1921

No. 21

All Concerned:

Effective 12:01 AM 1-16-21 during the

continuance of Time Table No. 47

No. 1 will stop on flag at Durant to pick up passengers for Spokane and points where scheduled to stop.

No. 1 will stop engers for Spokane

No. 2 will stop points east of Billin

Unless otherwi the tower house at from the first sub-d

Posted at _____
At _____ M _____ 1921.

F. R. Bartles
Superintendent.

EASTWARD

FIRST CLASS						SECOND CLASS	THIRD CLASS
2	42	256	258	260	262	658	834
				O. S. L. 29	O. S. L. 31	O. S. L. 277	
enger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight
ally	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
15AM	9.25PM	12.15PM	8.15PM	5.25AM	4.50PM	8.15AM	12.40PM

ACK BLOCK SYSTEM.

58	9.07	f 11.59AM	f 8.00	L 5.05AM	L 4.30PM	L 7.50AM	s 12.15
50	8.58	11.46	7.48				12.01PM
43	s 8.50	s 11.37	s 7.39				s 11.49AM
42	8.40	11.34	7.37				11.39
		f 11.32	f 7.35				11.20
35	8.32	f 11.27	f 7.30				s 11.10
20	8.16	s 11.12	s 7.15				s 10.50
		f 11.05	f 7.07				
		f 10.58	f 7.00				
05	7.59	f 10.55	f 6.57				10.20
49	s 7.42	s 10.39	s 6.42				s 9.55
37	7.28	f 10.27	f 6.29				9.01
20AM	L 7.13PM	L 10.15AM	L 6.17PM				L 8.30AM
ally	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
1.55	2.05	2.00	1.58	.20	.20	.25	3.30
6.8	24.7	25.7	26.1	21.0	21.0	16.8	14.7

OPPOSITE DIRECTION

SILVER BOW, AND TRAINS MUST NOT MOVE IN RD PROPERLY FILLED OUT.

58 will stop on flag at Miles Crossing one-half mile east of Ross.

Nemo to let off passengers.

rm Springs to let off passengers from points west of Dixon and from points east of Garrison on first n flag for passengers destined Whitehall and east where scheduled to stop.

WESTWARD

EASTWARD

SECOND SUB-DIVISION (MAIN LINE)

THIRD CLASS		SECOND CLASS		FIRST CLASS					FIRST CLASS						SECOND CLASS		THIRD CLASS						
833		657		261	259	257	255	41	1	Time Table No. 47 January 16, 1921 Succeeding No. 46B						658		834					
Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS						Freight	Way Freight						
Ex. Mon.		Daily		Daily	Daily	Daily	Daily	Daily	Daily	Telegraph Offices and Calls						Daily	Ex. Sun.						
L 3.00AM		L 7.30PM		L 7.00AM	L 5.10PM	L 6.25PM	L 7.35AM	L 6.25AM	L 8.20AM ⁶⁵⁸	WCOY	U 0	0.0	W.....BUTTE.....DN 7.0	51.5	Yard	A 11.15AM ^s	A 9.25PM ^s	A 12.15PM	A 8.15PM	A 5.25AM	A 4.50PM	A 8.15AM ⁱ	A 12.40PM

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

s 3.25		A 7.55PM ²⁵⁸		A 7.12AM	A 5.25PM	f 6.37	s 7.49 ⁶⁵⁸	6.39	8.31	W Y	U 7	7.0	SB.....SILVER BOW.....DN 3.8 Interlocked	44.5	86	10.58	9.07	f 11.59AM	f 8.00 ⁶⁵⁷	L 5.05AM	L 4.30PM		L 7.50AM ²⁵⁵		s 12.15	
3.40						6.44	7.57	6.46	8.37		U 11	10.8ROSS.....P 3.3	40.7	60	10.50	8.58	11.46	7.48							12.01PM
s 3.55						s 6.55	s 8.03	s 6.54	8.44		U 14	14.1	DN.....DURANT.....D 0.6	37.4		10.43	s 8.50 8.43	s 11.37	s 7.39							s 11.49AM
3.57						6.56	8.04	6.55	8.45		U 15	14.7	.....HACKNEY..... 1.0	36.8	58	10.42	8.40	11.34 ⁸³⁴	7.37						11.39 ²⁵⁶ 11.27
3.59						f 6.58	f 8.06				U 16	15.7	.....GREGSON..... 2.4	35.8				f 11.32	f 7.35						11.20
s 4.05						f 7.02	f 8.11	7.00	8.50	W Y	U 18	18.1	SU.....STUART.....D-P 7.1	33.4	74	10.35	8.32	f 11.27	f 7.30						s 11.10	
s 4.23						s 7.15 ²⁵⁸	s 8.24	s 7.12	9.02		U 25	25.2	WS....WARM SPRINGS....D 3.2	26.3	56	10.20	8.16	s 11.12	s 7.15 ²⁵⁷						s 10.50	
						f 7.21	f 8.30				U 28	28.4	.....GALEN..... 3.2	23.1				f 11.05	f 7.07						
						f 7.26	f 8.36				U 32	31.6	.....RACE TRACK..... 0.6	19.9	6			f 10.58	f 7.00						
												32.2	C. M. & St. P. RY. CROSSING 0.6 Interlocked	19.3												
4.43						f 7.29	f 8.38	7.25	9.15		U 33	32.8	.....DEMPSEY.....P 7.7	18.7	56	10.05	7.59	f 10.55	f 6.57						10.20
s 5.03						s 7.42 ⁴²	s 8.52	s 7.37	9.27 ⁸³⁴	W	U 40	40.5	DE.....DEER LODGE.....DN 5.2	11.0	48	s 9.49 ⁸³⁴	s 7.42 ²⁵⁷	s 10.39	s 6.42						s 9.55 ¹⁻² 9.22	
5.16						f 7.56	f 9.01 ⁸³⁴	7.47	9.37 ²		U 46	45.7	.....KOHR.....P 5.8	5.8	57	9.37 ¹	7.28	f 10.27	f 6.29						9.01 ²⁵⁵
A 5.30AM						A 8.08PM ^s	A 9.10AM ^s	A 7.58AM ^s	A 9.50AM ^s	WCOY	1245	51.5	GR.....GARRISON.....DN	0.0	339	L 9.20AM ²⁵⁵	L 7.13PM	L 10.15AM	L 6.17PM							L 8.30AM
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily			Daily	Ex. Sun.	
2.30	.25	.12	.15	1.43	1.35	1.33	1.30									1.55	2.05	2.00	1.58	.20	.20			.25	3.30	
20.6	16.8	35.0	28.0	30.0	32.5	33.2	34.3									26.8	24.7	25.7	26.1	21.0	21.0			16.8	14.7	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

CARD TRAIN ORDER (FORM AB) WILL GOVERN THE MOVEMENT OF TRAINS BETWEEN BUTTE AND SILVER BOW, AND TRAINS MUST NOT MOVE IN THIS TERRITORY UNLESS CONDUCTOR AND ENGINEMAN EACH HOLD A CARD PROPERLY FILLED OUT.

FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

No. 1 will stop at Deer Lodge to let off passengers from points east of Butte, and stop on flag at Deer Lodge to pick up passengers for Spokane and points west where scheduled to stop.

No. 2 will stop at Durant to let off passengers from Spokane and west thereof, and on flag to pick up passengers for points east of Billings where scheduled to stop.

Unless otherwise indicated, time will apply at the east cross-over switch from the eastward to westward track just west of the tower house at Garrison for movement of westward trains from second sub-division against movements of eastward trains from the first sub-division.

Nos. 255, 256, 257 and 258 will stop on flag at Miles Crossing one-half mile east of Ross.

No. 255 stop on flag at Nemo to let off passengers.

No. 42 will stop at Warm Springs to let off passengers from points west of Dixon and from points east of Garrison on first sub-division and will stop on flag for passengers destined Whitehall and east where scheduled to stop.

WESTWARD

THIRD CLASS		SECOND CLASS	
839	837	603	
Way Freight	Way Freight	Freight	
Tu., Thu., Sat.	Tu., Fri.	Daily	
L 7.30AM	L 6.30AM	L 4.50PM	
f 7.50	A 7.00AM	5.20	
f 8.00		5.28	
f 8.12		5.40	
s 8.45		5.56	
9.00		6.09	
f 9.05		6.12	
f 9.17		6.26	
f 9.50		6.41	
f 10.15		6.59	
f 10.35		7.17	
s 11.15		7.40	
f 11.40AM		7.55	
f 12.01PM		8.10	
s 12.30		8.33	
f 1.05 264		8.50	
s 1.40 2.53 263		9.20	
f 3.08		9.40	
f 3.20		10.00	
f 3.42		10.30	
A 4.00PM		A 11.00PM	
Tu., Thu., Sat.	Tu., Fri.	Daily	
7.17	.30	6.10	
13.7	13.2	16.2	

DOUBLE TRACK BETWE

Trains 839 and 840 may carry passengers. Crossover switches at De Smet will be kept. No. 839 wait at St. Regis for No. 263. No. 263 will connect with No. 255 and No. 1

Northern Pacific Railway Co.

Office of Superintendent..... R. M. Division

Missoula, Mont, Jan. 17, 19 21

No. 24

All Concerned:

Effective..... January 17th, during the

continuance of Time Table No. 47.

Train No. 839 will leave Missoula, Mondays, Wednesdays and Fridays.

Train No. 840 will leave Paradise, Tuesdays, Thursdays and Saturdays.

These trains carry passengers between St. Regis and Paradise.

Posted at,

At, . . . M., Jan. . . 1921.

..... F. R. Bartles,
Superintendent.

EASTWARD

ASS		SECOND CLASS		THIRD CLASS	
64	274	602	840		838
Passenger	Passenger	Freight	Way Freight	Way Freight	
Sun.	Daily	Daily	We., Fri., Sun.	Tu., Fri.	
3.55PM	A 4.00PM	A 6.30AM	A 1.00PM	A 3.00PM	
L 3.41 274	L 3.47PM 264	6.00	f 12.37	L 2.35PM	
3.36		5.50	f 12.24		
3.27		5.33	f 12.04PM 263		
3.17		5.15	f 11.37AM		
3.08		5.00	11.20		
3.06		4.57	s 11.17		
2.56		4.42	f 10.58		
2.45		4.25	f 10.37		
2.33		4.08	f 10.13		
2.22		3.50	f 9.50		
2.08		3.30	s 9.25		
1.59		3.16	f 9.07		
1.48 263		3.00	f 8.45		
1.32		2.36	f 8.15		
1.17					
1.05 839		2.18	f 7.51		
1.46PM		1.50	s 7.15		
		1.32	f 6.48		
		1.20	f 6.35		
		12.52	f 6.15		
		L 12.35AM	L 6.00AM		
Sun.	Daily	Daily	We., Fri., Sun.	Tu., Fri.	
2.54	.13	5.55	7.00	.25	
6.9	30.4	16.8	14.2	15.8	

BETWEEN MISSOULA AND PARADISE.

WESTWARD

EASTWARD

THIRD CLASS					SECOND CLASS			FIRST CLASS					FIRST CLASS					SECOND CLASS		THIRD CLASS							
839	837	603			273	263	41	3	1	Water, Fuel, Scales, Turn Tables and Wagon O T Y	Station Numbers	Distance from Missoula	Time Table No. 47 January 16, 1921 Succeeding No. 46B					Distance from Paradise	Car Capacity of Sidings	2	4	42	264	274	602	840	838
Way Freight	Way Freight	Freight			Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS							Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight
Tu., Thu., Sat.	Tu., Fri.	Daily			Daily	Ex. Sun.	Daily	Daily	Daily				Telegraph Offices and Calls							Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Way, Fri., Sun.	Tu., Fri.
L 7.30AM	L 6.30AM	L 4.50PM			L 8.00AM	L 11.35AM ₁	L 9.55AM	L 12.20AM	L 11.40AM ₂₆₃	WC	1319	0.0	MA.....MISSOULA.....DN	99.9	Yard	A 7.15AM _s	A 5.20PM _s	A 4.40PM _s	A 3.55PM	A 4.00PM	A 6.30AM	A 1.00PM	A 3.00PM				
f 7.50	A 7.00AM ₂	5.20			A 8.13AM _f	s 11.50	A 10.10AM	A 12.35AM	A 11.55AM		1325	6.6	DS.....DeSMET.....DN	93.3	82	L 7.00AM ₈₃₇	L 5.05PM	L 4.25PM	s 3.41 ₂₇₄	L 3.47PM _{f 264}	6.00	f 12.37	L 2.35PM				
f 8.00		5.28				f 11.55AM					RE 2	8.7	.....GRASS VALLEY.....P	91.2	21				f 3.36	5.50	f 12.24					
f 8.12		5.40				f 12.04PM ₈₄₀					RE 5	12.7	.....GASPARD.....P	87.2	73				f 3.27	5.33	f 12.04PM ₂₆₃					
s 8.45		5.56				s 12.15				W	RE 11	17.3	F.....FRENCHTOWN.....D	82.6	74				s 3.17	5.15	f 11.37AM						
9.00		6.09				12.24					RE 15	21.3	.....LUSK.....	78.6	75				3.08	5.00	11.20					
f 9.05		6.12				s 12.26					RE 16	22.1	.....HUSON.....	77.8					s 3.06	4.57	s 11.17					
f 9.17		6.26				f 12.37					RE 20	26.7	.....NINE MILE.....P	73.2	75				f 2.56	4.42	f 10.58					
f 9.50		6.41				s 12.48				W	RE 25	31.5	RO.....LOTHROP.....DN	68.4	74	W 71			s 2.45	4.25	f 10.37						
f 10.15		6.59				f 1.01					RE 30	36.9	.....PLATEAU.....P	63.0	73	E 74			f 2.33	4.08	f 10.13					
f 10.35		7.17				f 1.13					RE 36	41.9	.....CYR.....P	58.0	73				f 2.22	3.50	f 9.50					
s 11.15		7.40				s 1.28				W C	RE 42	48.3	RU.....RIVULET.....DN	51.6	74	W 78			s 2.08	3.30	s 9.25						
f 11.40AM		7.55				s 1.37					RE 46	52.1	.....QUARTZ.....P	47.8	74	E 74			s 1.59	3.16	f 9.07					
f 12.01PM		8.10				f 1.48 ₂₆₄					RE 50	56.9	.....WESTFALL.....P	43.0	75				f 1.48 ₂₆₃	3.00	f 8.45					
s 12.30		8.33				s 2.05				W	RE 58	64.3	QN...IRON MOUNTAIN...DN	35.6	82				s 1.32	2.36	f 8.15						
f 1.05 ₂₆₄		8.50				2.20 _f					RE 63	69.7	.....SPRING GULCH.....P	30.2	72				f 1.05 ₈₃₉	2.18	f 7.51					
s 1.40 ₂₆₃		9.20				A 2.53PM _{s 839}				W Y	RE 71	78.0	JN.....ST. REGIS.....DN	21.9	84				L 12.46PM	1.50	s 7.15						
f 3.08		9.40									RE 76	82.8	.....TOOLE.....P	17.1	85					1.32	f 6.48					
f 3.20		10.00									RE 81	87.0	.....DONLAN.....P	12.9	78	W 90				1.20	f 6.35					
f 3.42		10.30									RE 89	94.9	.....QUINNS.....P	5.0	78	E 78				12.52	f 6.15					
A 4.00PM		A 11.00PM								WCOT	1390	99.9	PD.....PARADISE.....DN	0.0	Yard					L 12.35AM	L 6.00AM						
Tu., Thu., Sat.	Tu., Fri.	Daily			Daily	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Way, Fri., Sun.	Tu., Fri.				
7.17	.30	6.10			.13	3.03	.15	.15	.15				Time Over Subdivision			.15	.15	.15	2.54	.13	5.55	7.00	.25				
13.7	13.2	16.2			30.4	25.5	26.4	26.4	26.4				Average Speed Per Hour			26.4	26.4	26.4	26.9	30.4	16.8	14.2	15.8				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

DOUBLE TRACK BETWEEN MISSOULA AND DE SMET.

FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

AUTOMATIC BLOCK BETWEEN MISSOULA AND PARADISE.

Trains 839 and 840 may carry passengers between St. Regis and Paradise
 Crossover switches at De Smet will be kept set for main tracks
 No. 839 wait at St. Regis for No. 263.
 No. 263 will connect with No. 255 and No. 1 unless otherwise instructed.

Northern Pacific Railway Co.

Office of Superintendent Rocky Mtn Division

Missoula, Montana, March 21st, 1921

No. 53

All Concerned:

Effective March 21st during the

continuance of Time Table No. 47

Train No. 41 will stop at Arlee on flag.

EASTWARD

MOUNTAIN
No. 41 will
No. 42 will
Trains take

Westward

F. R. Bartles,
Superintendent.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

No. 267 will run extra from Helena to Clough Junction, leaving Helena at 1:00 P. M., arriving Rimini at 10:00 A. M.; leaving Rimini at 10:15 A. M., arriving Helena 11:30 A. M. Wye switches one mile west of Clough Junction will be set for the wye. No. 267 has right over No. 268, Clough Junction to Marysville.

FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

			1.3		
	RA 16	15.5	MINNEHAHA	1.4	2
T	RA 17	16.9	RIMINI	0.0	20
			Time Over Subdivision		
			Average Speed Per Hour		

Service runs to Rimini Wednesdays and Saturdays, leaving Helena at 8:40 A. M., arriving Rimini at 10:00 A. M.; leaving Rimini at 10:15 A. M., arriving Helena 11:30 A. M. This train will be handled by train orders.

Trains from the Fifth sub-division before going out on main track will get orders in the telephone booth at the east end of Great Northern Siding.

EASTWARD									
FIRST CLASS					THIRD CLASS				
	2	4	42	274		838	846		
Car Capacity of Sidings	Passenger	Passenger	Passenger	Passenger		Way Freight	Way Freight		
	Daily	Daily	Daily	Daily		Tu., Fri.	Tu., Thu., Sat.		
	A 7.00AM	A 5.05PM	A 4.25PM	A 3.47PM		A 2.35PM			
81	6.45	4.51	4.11	3.34		2.10			
61	6.35	4.40	3.59	s 3.22		s 1.50			
60	6.16	4.20	3.40	f 3.09		f 1.20			
46	5.58	4.00	3.23	s 2.56		s 12.55			
30	5.41	3.48	3.10	f 2.46		12.30			
30	f 5.34	3.40	3.02	s 2.38		s 12.14PM			
1	5.23	3.28	s 2.50	L 2.23PM		L 11.50AM	A 8.50AM		
5	5.14	3.17	f 2.38				f 8.30		
3	5.05	3.06	s 2.27				s 8.10		
3	4.55	2.55	f 2.15				f 7.46		
d	L 4.45AM	L 2.45PM	L 2.05PM				L 7.30AM		
	Daily	Daily	Daily	Daily		Tu., Fri.	Tu., Thu., Sat.		
	2.15	2.20	2.20	1.24		2.45	1.20		
	28.5	27.5	27.5	27.0		13.7	19.8		

INSTRUCTIONS SEE PAGE (8) MANUAL BLOCK BETWEEN DE SMET AND PARADISE.

to let off passengers from points east of Billings.
to let off passengers from Helena and points East.
to let off passengers from points west.
No. 838 DeSmet to Dixon.

Westward	WESTWARD	SEVENTH SUB-DIVISION (PHILIPSBURG BRANCH)				EASTWARD
2d Class	SECOND CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Drummond	Time Table No. 47 January 16, 1921 Succeeding No. 46B	SECOND CLASS
268	269				STATIONS	270
Mixed	Mixed				Telegraph Offices and Calls	Mixed
Ex. Sun.	Daily					Daily
4.48PM	L 10.20AM	W Y	1266	0.0	D.....DRUMMOND.....DN 0.5	A 8.35AM
				0.5	C. M. & St. P. RY. CROSSING 2.2	
4.23	s 10.30		RC 3	2.7	.....NEW CHICAGO..... 3.5	s 8.12
	s 10.46		RC 6	6.2	H.....HALL.....D 2.4	s 8.00
4.00PM	f			8.6	.....CHURCH..... 3.7	f
Ex. Sun.	s 11.10	W	RC 12	12.3	.....STONE..... 3.0	s 7.40
.48	s 11.22		RC 15	15.3	.....MAXVILLE..... 5.0	s 7.30
15.6	f 11.43AM		RC 20	20.3	.....BENNETT..... 5.5	f 7.15
	A 12.05PM	WCOY	RC 26	25.8	PG.....PHILIPSBURG.....D 0.0	L 7.00AM
	Daily					Daily
	1.45				Time Over Subdivision	1.35
	14.8				Average Speed Per Hour	16.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

WESTWARD

FOURTH SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for Third Class, First Class, and STATIONS. Includes train numbers 845, 837, 273, 41, 3, 1, 2, 4, 42, 274, 838, 846. Includes times and station names like DE SMET, NAGOS, EVARO, SCHLEY, ARLEE, FLATHEAD, RAVALLI, DIXON, McDONALD, PERMA, KNOWLES, PARADISE.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8) MANUAL BLOCK BETWEEN DE SMET AND PARADISE. MOUNTAIN GRADE—One mile west of DeSmet to two miles east of Arlee. No. 41 will stop at Evaro, Schley, Arlee and Flathead to let off passengers from points east of Missoula. No. 42 will stop at Evaro, Schley, Arlee, Flathead and Ravalli to let off passengers from points west of Dixon. Trains taking siding at Evaro will head in at first switch. No. 1 will stop at Ravalli to let off passengers from points east of Billings. No. 1 will stop at Dixon to let off passengers from Helena and points East. No. 2 will stop at Dixon to let off passengers from points west. No. 837 has right over No. 838 DeSmet to Dixon.

Table for FIFTH SUB-DIVISION (RED MOUNTAIN BRANCH). Columns: Westward, Eastward. Includes Time Table No. 47, January 16, 1921. Stations: HELENA, G. N. RAILROAD CROSSING, STEADMAN, KESSLERS, BROADWATER, COLORADO GULCH, BEAR GULCH, MOOSE CREEK, MINNEHAHA, RIMINI.

Table for SIXTH SUB-DIVISION (MARYSVILLE BRANCH). Columns: Westward, Eastward. Includes Time Table No. 47, January 16, 1921. Stations: CLOUGH JCT., DUFFY, CRUSE, CYANIDE, MARYSVILLE.

Table for SEVENTH SUB-DIVISION (PHILIPSBURG BRANCH). Columns: WESTWARD, EASTWARD. Includes Time Table No. 47, January 16, 1921. Stations: DRUMMOND, C. M. & St. P. RY. CROSSING, NEW CHICAGO, HALL, CHURCH, STONE, MAXVILLE, BENNETT, PHILIPSBURG.

Service runs to Rimini Wednesdays and Saturdays, leaving Helena at 8:40 A. M., arriving Rimini at 10:00 A. M.; leaving Rimini at 10:15 A. M., arriving Helena 11:30 A. M. This train will be handled by train orders. Trains from the Fifth sub-division before going out on main track will get orders in the telephone booth at the east end of Great Northern Siding.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. No. 267 will run extra from Helena to Clough Junction, leaving Helena at 1:00 P. M. No. 268 will run extra from Clough Junction to Helena, arriving at Helena 5:15 P. M. Wye switches one mile west of Clough Junction will be set for the wye. No. 267 has right over No. 268, Clough Junction to Marysville. FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

WESTWARD

EIGHTH SUB-DIVISION (BITTER ROOT BRANCH)

EASTWARD

SECOND CLASS				FIRST CLASS				STATIONS				FIRST CLASS				SECOND CLASS			
293		291		271		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Missoula	Time Table No. 47 January 16, 1921 Succeeding No. 46B		Distance from Darby	Car Capacity of Sidings	272		292		294		
Mixed	Mixed	Passenger	Passenger	Passenger	Passenger				Mixed	Mixed			Mixed	Mixed					
Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.	Ex. Sun.	Daily	Daily	W C O T Y		MD.....	DN	Yard	A	Ex. Sun.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.				
	L 12.30 PM		L 8.40 AM		L 8.40 AM		1319	0.0	MISSOULA	64.6	20	A 3.50 PM	A 10.30 AM						
	f 12.45		f 8.50		f 8.50		RD 4	4.0	POST	60.6	20	f 3.37	f 10.16						
	f 12.53		f 8.55		f 8.55		RD 6	6.1	HAYES	58.5	5	f 3.31	f 10.11						
	s 1.15		s 9.09		s 9.09		RD 11	11.5	LO LO	53.1	32	s 3.18	s 9.57						
	f 1.28		f 9.18		f 9.18		RD 15	15.4	McCLAIN	49.2	5	f 3.08	f 9.47						
	f 1.35		f 9.24		f 9.24		RD 17	17.3	CARLTON'S SPUR	47.3	8	f 3.02	f 9.40						
	s 1.48		s 9.32		s 9.32		RD 20	20.5	FLORENCE	44.1	33	s 2.53	s 9.32						
	f 1.56		f 9.39		f 9.39		RD 23	23.6	KENSPUR	41.0	6	f 2.43	f 9.15						
	f 2.04		f 9.45		f 9.45		RD 26	26.0	BASS	38.6	21	f 2.36	f 9.04						
	s 2.30		s 9.51		s 9.51		RD 28	28.2	STEVENSVILLE	36.4	20	s 2.30	s 8.55						
	s 2.55		s 10.10		s 10.10		RD 36	35.8	VICTOR	28.8	33	s 2.10	s 8.19						
	f 3.05		f 10.18		f 10.18		RD 39	39.5	TUCKER	25.1	11	f 2.00	f 8.00						
	s 3.23		s 10.28		s 10.28		RD 43	43.1	WOODSIDE	21.5	19	s 1.50	s 7.42						
	s 3.30		f 10.35		f 10.35		RD 46	45.9	RIVERSIDE	18.7	6	f 1.42	s 7.29						
	L 5.00 AM	A 3.35 PM	s 10.45		s 10.45		RD 48	47.8	HAMILTON	16.8	50	s 1.38	L 7.20 AM	A 6.55 AM					
	f 5.10		f 10.55		f 10.55		RD 50	50.7	GRANTS DALE	13.9	7	f 1.18	f 6.44						
	f 5.35		f 11.22		f 11.22		RD 60	59.8	COMO	4.8	20	f 12.57	f 6.19						
	f 5.37		f 11.25		f 11.25		RD 61	60.5	BEAN	4.1		f 12.55	f 6.17						
	f 5.40		f 11.29		f 11.29		RD 62	61.7	GORUS	2.9	5	f 12.52	f 6.14						
	A 5.50 AM		A 11.45 AM		A 11.45 AM		RD 64	64.6	DARBY	0.0	27	L 12.45 PM	L 6.05 AM						
	Tue., Thu., Sat.	Ex. Sun.	Daily		Daily							Daily	Ex. Sun.	Tu., Thu., Sat.					
	.50	3.05	3.05		3.05				Time Over Subdivision			2.55	3.10	.50					
	20.1	15.5	20.9		20.9				Average Speed per Hour			22.1	15.0	20.1					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

No. 271 has right over No. 272. Missoula to Darby. No. 293 has right over No. 294. Hamilton to Darby.

WESTWARD

TENTH SUB-DIVISION (FLATHEAD VALLEY BRANCH)

EASTWARD

THIRD CLASS				FIRST CLASS				STATIONS				FIRST CLASS				THIRD CLASS			
843		273		Water, Fuel, Scales, Wyes	Station Numbers	Distance from Dixon	Time Table No. 47 January 16, 1921 Succeeding No. 46B		Distance from Polson	Car Capacity of Sidings	274		844		844				
Way Frt.	Way Frt.	Passenger	Passenger				Passenger	Passenger			Way Frt.	Way Frt.							
Tu., Thu., Sat.	Tu., Thu., Sat.	Daily	Daily	W C Y		JO.....	DN	Yard	A	Me., We., Fri.	Me., We., Fri.								
L 9.10 AM	L 9.42 AM	L 9.42 AM	L 9.42 AM		1363	0.0	DIXON	33.2	20	A 2.18 PM	A 3.50 PM								
f 9.16	f 9.46	f 9.46	f 9.46		RM 2	1.5	AGENCY	31.7	4	f 2.14	f 3.35								
f 9.31	s 9.56	s 9.56	s 9.56		RM 5	5.0	MOIESE	28.2	13	s 2.04	f 3.20								
s 9.46	f 10.06	f 10.06	f 10.06		RM 9	8.6	D'ASTE	24.6	22	f 1.54	s 3.05								
s 10.18	s 10.18	s 10.18	s 10.18		RM 13	13.0	CHARLO	20.2	53	s 1.42	s 2.50								
s 10.55	s 10.38	s 10.38	s 10.38		RM 20	19.9	RONAN	13.3	35	s 1.22	s 2.10								
s 11.30 AM	s 10.53	s 10.53	s 10.53		RM 25	25.0	PABLO	8.2	18	s 1.07	s 1.30								
A 12.10 PM	A 11.15 AM	A 11.15 AM	A 11.15 AM		RM 33	33.2	POLSON	0.0	Yard	L 12.45 PM	L 12.50 PM								
Tu., Thu., Sat.	Daily	Daily	Daily							Daily	Me., We., Fri.								
3.00	1.33	1.33	1.33				Time Over Subdivision			1.33	3.00								
11.0	21.4	21.4	21.4				Average Speed per Hour			21.4	11.0								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF SAME CLASS IN OPPOSITE DIRECTION. For Special Rules and Instructions, see page 8.

Nos. 273 and 274 will stop on flag at Reclamation Spur. No. 273 has right over No. 274, Dixon to Polson. No. 843 and No. 844 may carry male passengers. No. 274 will wait at Polson if necessary until 1:00 P. M., for boat passengers.

NORTHERN PACIFIC RAILWAY COMPANY
ROCKY MOUNTAIN DIVISION

OFFICE DIVISION SUPERINTENDENT

Missoula, Montana,
February 14th, 1921.

CIRCULAR #46

ALL CONCERNED:

Effective Tuesday, February 15th, 1921, Burke Station on the Burke Branch, will be open for business. Station will be run by H. E. Hart as Agent.

There will be no telegraph service at this Station.

F. R. Bartles,
Superintendent.

Posted at _____

At _____ M, Feb. _____ 1921.

WALLACE BRANCH)

EASTWARD

Distance from Wallace	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS		
		264	276	278	842		
		Passenger	Passenger	Passenger	Way Freight		
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Mo. We. Fr.		
N 56.9	160	A 12.45 PM			A 10.30 AM		
54.6	61	f 12.39			f 10.18		
51.9	10	12.32			10.06		
44.1	42	s 12.13			f 9.33		
D 41.2	47	s 12.06 PM			f 9.22		
38.4	no sidg	f 11.59 AM			f 9.10		
36.7	20	11.55			9.03		
D 32.7	133	s 11.44			s 8.46		
28.5	11	f 11.33			f 8.28		
25.4	5	f 11.25			f 8.16		
23.7	no sidg	f			f		
20.2	9	f			f		
D 18.8	50	s 11.05			s 7.45		
15.1	20	f 10.51 841			s 7.15		
9.5	20	f 10.34	A 12.40 PM 275	A 4.10 PM 277	f 6.40		
D 6.9	21	s 10.29	s 12.32	s 4.02	s 6.30		
0.4		s	s	s	s		
D 0.0	Yard	L 10.10 AM	L 12.10 PM 841	L 3.40 PM	L 6.00 AM		
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Mo. We. Fr.		
		2.35	.30	.30	4.30		
		22.0	19.0	19.0	12.6		

NOTICE FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

64 will stop on flag at Old Town, St. Regis, Wilk, Wence, Sildix, Reindeer, Pottsville, Stull, Illinois, Alice, McKinnis and National.
Stop at O.-W. R. & N. station at Wallace to pick up mail and baggage for points east of Larson.

ELEVENTH SUB-DIVISION
(BURKE BRANCH)

EASTWARD

Station Numbers	Distance from Burke	Time Table No. 47 January 16, 1921. Succeeding No. 46B		Distance from Wallace	Car Capacity of Sidings	FIRST CLASS			
		STATIONS							
		280	282			284	286		
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. Only				
R F 7	0.0	BURKE	6.8	16	A 9.20 AM 279	A 2.50 PM 281	A 6.15 PM 283	A 10.40 PM 285	
R F 5	1.5	DORN	5.3	12	s 9.04	s 2.34	s 5.59	s 10.24	
R F 41	2.4	FRISCO	4.4	Spur 30					
R F 4	2.9	GEM	3.9	4	s 8.57	s 2.27	s 5.52	s 10.17	
R F 1	5.2	NEAL	1.6	15	8.47	2.17	5.42	10.07	
R K 57	6.8	WC.....WALLACE	0.0	Yard	L 8.40 AM	L 2.10 PM	L 5.35 PM	L 10.00 PM	
					Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. Only	
					.40	.40	.40	.40	
		Time Over Subdivision							
		Average Speed Per Hour			10.2	10.2	10.2	10.2	

PRIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

PAGE (8)

Eleventh Sub-division trains will protect themselves against Ninth Sub-division trains between Wallace passenger station and junction switch.

WALLENE BRANCH)

EASTWARD

FIRST CLASS										FIRST CLASS										THIRD CLASS																																																	
277										275										263										264										276										278										842									
Passenger										Passenger										Passenger										Passenger										Passenger										Passenger										Way Freight									
Ex. Sun.										Ex. Sun.										Ex. Sun.										Ex. Sun.										Ex. Sun.										Ex. Sun.										Mo. We. Fr.									
L 6.30AM										L 2.54PM										L 2.54PM										A 12.45PM										A 12.45PM										A 10.30AM																			
f 6.41										f 2.59										f 2.59										f 12.39										f 12.39										f 10.18																			
6.54										3.05										3.05										12.32										12.32										10.06																			
f 7.30										s 3.22										s 3.22										s 12.13										s 12.13										f 9.33																			
s 7.42										s 3.29										s 3.29										s 12.06PM										s 12.06PM										f 9.22																			
f 7.55										f 3.36										f 3.36										f 11.59AM										f 11.59AM										f 9.10																			
8.03										3.40										3.40										11.55										11.55										9.03																			
s 8.46										s 3.50										s 3.50										s 11.44										s 11.44										s 8.46																			
f 9.03										f 4.01										f 4.01										f 11.33										f 11.33										f 8.28																			
f 9.23										f 4.09										f 4.09										f 11.25										f 11.25										f 8.16																			
f										f										f										f										f										f																			
f										f										f										f										f										f																			
s 10.08										s 4.35										s 4.35										s 11.05										s 11.05										s 7.45																			
f 10.51										f 4.45										f 4.45										f 10.51										f 10.51										s 7.15																			
f 11.20										L 4.15PM										L 4.15PM										f 10.34										A 12.40PM										A 4.10PM																			
s 11.32AM										s 4.25										s 4.25										s 10.29										s 12.32										s 4.02																			
s										s										s										s										s										s																			
A 12.05PM										A 4.50PM										A 4.50PM										L 10.10AM										L 12.10PM										L 3.40PM																			
Tu. Th. Sa.										Ex. Sun.										Ex. Sun.										Ex. Sun.										Ex. Sun.										Ex. Sun.										Mo. We. Fr.									
5.35										.35										.35										2.36										2.36										4.30																			
10.1										16.2										16.2										21.8										21.8										12.6																			
Time Over Subdivision										Time Over Subdivision										Time Over Subdivision										Time Over Subdivision										Time Over Subdivision										Time Over Subdivision																			
Average Speed Per Hour										Average Speed Per Hour										Average Speed Per Hour										Average Speed Per Hour										Average Speed Per Hour										Average Speed Per Hour																			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

Trains Nos. 841 and 842 may carry adult male passengers between Saltese and St. Regis. MOUNTAIN GRADE—Saltese to Mullan.

Nos. 263 and 264 will stop on flag at Old Town, St. Regis, Wilk, Wence, Sildix, Reindeer, Pottsville, Stull, Illinois, Alice, Morning, McKinnis and National. No. 264 will stop at O-W. R. & N. station at Wallace to pick up mail and baggage for points east of Larson.

Westward TWELFTH SUB-DIVISION Eastward (SUNSET BRANCH)

Time Table No. 47 January 16, 1921. Succeeding No. 46B									
STATIONS									
Telegraph Offices and Calls									
WC OTY	RK 67	0.0	WC.....WALLACE.....D	5.3	Yard				
	RG 1	0.7	.....POWDER SPUR.....	4.6	2				
	RG 2	2.2	.....BLACK CLOUD.....	3.1	23				
	RG 3	3.1	.....BUNN.....	2.2	11				
	RG 5	5.3	.....SUNSET.....	0.0	31				
Time Over Subdivision									
Average Speed Per Hour									

WESTWARD

FIRST CLASS									
285									
Passenger									
Sat. Only									
			L 10.50PM						
			s 10.58						
			s 11.05						
			11.12						
			A 11.20PM						
			Sat. Only						
Average Speed Per Hour									

ELEVENTH SUB-DIVISION (BURKE BRANCH)

Time Table No. 47 January 16, 1921. Succeeding No. 46B									
FIRST CLASS									
280									
Passenger									
Ex. Sun.									
			A 9.20AM						
			s 9.04						
			s 8.57						
			8.47						
			L 8.40AM						
			Ex. Sun.						
Average Speed Per Hour									

EASTWARD

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE (8)

Eleventh Sub-division trains will protect themselves against Ninth Sub-division trains between Wallace passenger station and junction switch.

COMMERCIAL SPURS.

FIRST SUB-DIVISION.
DISTANCE FROM HELENA.

	Miles	Car Capacity
Mares.....	2.8	6
Lange.....	4.0	3
Fort Harrison.....	4.2	100
Rich.....	23.6	6
Calcium.....	26.7	6
Jens.....	62.3	8
Jake.....	78.0	5
Ludwell.....	87.0	5
Turbine.....	114.3	3
Missoula Tile.....	116.5	4

SECOND SUB-DIVISION.
DISTANCE FROM BUTTE.

	Miles	Car Capacity
G. W. S. Co. Spur.....	34.2	2
Hiwa.....	43.6	5

THIRD SUB-DIVISION.
DISTANCE FROM MISSOULA.

	Miles	Car Capacity
Riddle.....	4.1	8
Sand.....	35.4	10
Phileman.....	37.8	10
Lynch.....	61.0	3
Spring Gulch Logging.....	71.4	15
Seven Mile.....	84.1	20
Dwight.....	90.3	10

FOURTH SUB-DIVISION.
DISTANCE FROM DESMET

	Miles	Capacity
Landon.....	14.9	80
Hurley.....	17.8	5
Arthur.....	18.0	26

SEVENTH SUB-DIVISION
DISTANCE FROM DRUMMOND

	Miles	Car Capacity
Fields.....	13.5	5

EIGHTH SUB-DIVISION.
DISTANCE FROM MISSOULA

	Miles	Car Capacity
Inch.....	2.2	3
Wemple.....	21.6	3
Mittower.....	31.7	4
Bing.....	33.6	7
Neafus.....	41.5	6
Orchard.....	51.4	3
Truman.....	52.9	6
Ward.....	55.4	8
Boughton.....	56.0	5
Latch.....	57.7	3

NINTH SUB-DIVISION.
DISTANCE FROM ST REGIS

	Miles	Car Capacity
Riberdy.....	1.6	10
Wilk.....	7.0	5
Mann.....	11.5	8
Wence.....	18.3	3
Sildex.....	35.8	70
Reindeer.....	43.2	2
Pottsville.....	45.9	8
National.....	48.4	4
McKinnis.....	49.0	11
Hunter.....	49.3	15
Morning.....	50.9	50
Alice Mine.....	53.2	4
Illinois.....	53.5	6
Strull.....	53.8	4

TENTH SUB-DIVISION.
DISTANCE FROM POLSON.

	Miles	Car Capacity
Polson Beet.....	1.3	15
Tie.....	1.9	4
Reclamation.....	4.6	3
Fletcher.....	6.2	8
Sharan.....	14.0	80

ELEVENTH SUB-DIVISION.
DISTANCE FROM WALLACE

	Miles	Car Capacity
Webb.....	1.5	4
Markwell.....	2.0	3
Mace.....	5.9	3

TWELFTH SUB-DIVISION.
DISTANCE FROM WALLACE

	Miles	Car Capacity
Mahoneys.....	2 0	2

AUTHORIZED SURGEONS, ROCKY MOUNTAIN DIV.

LOCATION OF STRETCHERS (S).

- DR. GEO. M. JENNINGS, Chief Surgeon and Ophthalmic Surgeon, C. D., Missoula (S).
- DR. A. T. HAAS, Asst. Chief Surgeon, Missoula.
- DR. S. A. COONEY, Helena, Helena. Tool Car (S). Marysville (S).
- DR. D. CAMPBELL, Butte (S).
- DR. J. A. DONOVAN (Oculist), Butte.
- DR. A. W. MORSE, (Oculist), Butte. Butte Passenger Station Baggage Room (S). Butte Upper Freight Office (S).
- DR. L. R. WOODARD, Deer Lodge, Garrison (S). Drummond (S).
- DR. W. I. POWERS, Philipsburg.
- DR. J. M. GRAYBEAL, (Oculist), Missoula. Missoula Station (S). Missoula Hospital (S). Missoula Tool Car (S). Missoula Machine Shop (S).
- DR. G. A. GORDON, Hamilton (S).
- DR. P. S. RENNICK, Stevensville.
- DR. HERBERT HAYWOOD, Darby. Arlee (S). Paradise (S). Paradise Tool Car (S).
- DR. P. T. MCCARTHY, Iron Mountain.
- DR. J. R. BEAN, Wallace (S). DR. F. L. QUIGLEY, Wallace (S).
- DR. E. FESSLER, Polson. DR. O. E. PATTERSON, Dixon.

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.

Railroad 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 Railroad 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.

TONNAGE RATINGS—FREIGHT ENGINES.

ENGINES.

EASTWARD	S-3	W Sat.	W Sup.	W-3	Y	Z	Z-1	Z-3
Paradise to Missoula (Via St. Regis)	1600	2700	2800	3300	2100		2600	
Paradise to Dixon....	1350	2000	2250		1850			
Dixon to Arlee.....	900	1500	1700		1375			
Arlee to Evaro.....	400	600	700		575			
Evaro to Missoula.....	Down						Car Limit	
Missoula to Garrison	1350	2200	2400	3200	2000			
Garrison to Elliston..	900	1600	1700	2400	1375	1700	1600	2500
Elliston to Blossburg	650	1400	1550	1600	1000	1550	1400	1750
Blossburg to Helena	Down						Car Limit	
Garrison to Stuart....	1100	1650	1800	2500	1425	1800	1650	
Stuart to Butte.....	900	1500	1700	2050	1375	1700	1500	
Wallace to Dorsey....	400				550		750	
Dorsey to Lookout....	200				275		375	
Lookout to Sohon.....	Down						Limit to 2100 tons acc't of 4% grade	
Sohon to St. Regis....	Down						Car Limit	
WESTWARD								
Helena to Blossburg..	400	600	700	850	575	850	700	1150
Blossburg or Butte to Missoula.....	Water						Car Limit	
Missoula to Paradise (Via St. Regis)	1385	2250	2450	2350	1700		2200	
DeSmet to Evaro.....	400	600	700		575			
Evaro to Paradise.....	Down						Car Limit	
St. Regis to Deborgia	1075				1425		1800	
Deborgia to Saltese....	900				1375		1650	
Saltese to Sohon.....	400				575		750	
Sohon to Lookout.....	200				300		425	
Lookout to Dorsey....	Down						Limit 2000 tons acc't of 4% grade	
Dorsey to Wallace.....	Down						Car Limit	

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

To insure personal safety, operators having train orders or messages for passing trains will stand on the right side of the train and never stand between the tracks.

SPECIAL RULES AUTOMATIC BLOCK TERRITORY

Automatic block signals located on the Fourth Subdivision one mile east of Paradise. Westward trains will be governed by these signals.

On ascending grade between Great Northern crossing and Skyline, the westward automatic signals are so arranged that they will show caution instead of stop to a following train when the block is occupied by a train in the same direction. If, however, the signal should indicate stop, trains should be governed in accordance with rule 504-A.

SPECIAL INSTRUCTIONS.

When helper is required for passenger trains Garrison to Blossburg, they will be placed on head end.

At the meeting or passing point of a train, the train taking siding will pull into clear before stopping for the rear brakeman.

An engineman and conductor pilot will be furnished to all foreign trains detoured. The engineman of the foreign train to handle the engine under the supervision of the pilot with reference to speed, observance of signals, train orders, and special rules. The conductor and engineman of the detoured train and both pilots to be furnished copies of all train orders as provided for by Transportation Rule 204.

Outfit cars will not be placed on passing sidings without instructions. Sidings so occupied will not be used to meet or pass trains.

Freight trains will receive signal from rear before passing through stations.

Work train conductors will issue instructions to their flagman in writing.

All cars with weak draft rigging, will be placed on the rear of trains, regardless of destination.

STANDARD CLOCKS.

Helena	Garrison	Drummond	Missoula
St. Regis	Paradise	Wallace	Burke
Butte			

WATCH INSPECTORS.

D. J. Meagher, Helena	J. D. Rowland, Missoula
J. D. Leys, Butte	E. W. Phillips, Wallace

BULLETIN STATIONS.

Helena Yard	Garrison	Drummond	Missoula Psgr. Sta
Missoula Yard	Butte	St. Regis	Paradise
Wallace			Polson

REGISTERING STATIONS.

Helena	Clough Jct.	Garrison	Drummond
Missoula Psgr. Station		Missoula Yard	Butte
Marysville	Phillipsburg	St. Regis	Paradise
Arlee for helpers	Hamilton	Darby	Larson for 275, 276,
Wallace	Burke	Saltese for Helpers.	277 and 278
	Dixon	Polson	

TRAIN REGISTER EXCEPTIONS.

At Clough Jct. and Drummond first sub-division trains will not be required to register.

At Missoula Yard. First class trains, passenger extras and helper engines will not be required to register.

At Missoula Passenger Station. Second class and inferior trains, except passenger extras, helper engines and eighth sub-division trains, will not be required to register.

At Dixon Fourth Sub-Division trains will not be required to register.

Enginemen will not be required to consult the registers except at initial or starting point.

CLEARANCES.

At Missoula. First class trains, passenger extras and helper engines will not require a clearance at the Yard office.

Second class and inferior trains, except passenger extras, helper engines and eighth sub-division trains, will not require clearance at the passenger station.

At Clough Junction. First sub-division trains will not require a clearance.

At Drummond, First sub-division trains and at Dixon Fourth sub-division trains will not require a clearance unless train order signal is at caution or stop.

INTERLOCKING PLANTS.

G. N. Crossing	Garrison	Silver Bow	Dempsey	Huson
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BRIDGE RESTRICTIONS

FIRST SUB DIVISION—Helena to Missoula.

Speed will be restricted over Bridge 17, Greenhorn Gulch Viaduct and Bridge 18, Austin Gulch Viaduct, as follows:

Single header engine classes Q-5, W, W-1, W-2, W-3, W-4, Z, Z-1, Z-2 and Z-3 will not exceed eight (8) miles per hour.

Double header engine classes Q-5, W, W-1, W-2, W-3, W-4, Z, Z-1, Z-2 and Z-3 will not be permitted.

Double header engine classes W and Q-4, W-1 and Q-4, W-2 and Q-4, W-3 and Q-4 and W-4 and Q-4 will not exceed eight (8) miles per hour.

SECOND SUB DIVISION—Butte to Garrison.

No restrictions.

THIRD SUB DIVISION—Missoula to Paradise.

Single and double header engine classes Q-5, W-3 will not exceed twenty (20) miles per hour on the Eastbound Main track over Bridges 122, 122.1 and 122.2, near DeSmet.

FOURTH SUB DIVISION—DeSmet to Paradise.

Speed will be restricted over Bridge 5, O'Keefe Gulch Viaduct and Bridge 7, Marent Gulch Viaduct, as follows:

Single and double header engine classes Q-3, Q-4, T, W, W-1, W-2, W-4, and

Y-3 will not exceed eight (8) miles per hour. All lighter classes will not exceed thirty (30) miles per hour.

Single header engine classes Q-5, W-3, Z, Z-1, Z-2 and Z-3, may be hauled as dead engines, without coal or water, with four cars between engines, at five (5) miles per hour.

Speed will be restricted over Bridge 55 over Flathead River, as follows:

Single or double header engine classes W, W-1, W-2 and W-4 will not exceed eight (8) miles per hour.

Double header engine classes T, Q-3 and Q-4 will not exceed twenty (20) miles per hour.

FIFTH SUB DIVISION—Helena to Rimini.

SIXTH SUB DIVISION—Clough Jct. to Marysville.

No restrictions.

SEVENTH SUB DIVISION—Drummond to Philipsburg.

Speed will be restricted over Bridge O-1 over the Hellgate River, as follows:

Single header engine classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.

Double header engine class F-1 will not exceed eight (8) miles per hour.

Engine classes Q-1, T and heavier not permitted.

Speed will be restricted over Bridge 14, over Boulder Creek, as follows:

Single header engine class T will not exceed twenty (20) miles per hour.

Engine classes W and heavier not permitted.

EIGHTH SUB DIVISION—Missoula to Darby.

Speed will be restricted over Bridge "O", Missoula River, as follows:

Single header engine classes S, S-1, S-2, S-3, S-4, Q and occasional operation of Q-1, Q-2, Q-3 and Q-4 will not exceed eight (8) miles per hour.

Double header engine, class F-1 will not exceed eight (8) miles per hour.

Speed will be restricted over Bridge 4, Bitter Root River, 45 Bitter Root River, 51 Bitter Root River, 57 Lost Horse Creek and 59 Rock Creek, as follows:

Single header engine classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.

Double header engine class F-1 will not exceed eight (8) miles per hour.

Engine classes T, Q-1 and heavier will not be permitted.

NINTH SUB DIVISION—St. Regis to Wallace.

Speed will be restricted over Bridge 17 over the St. Regis River, as follows:

Single header engine classes W, W-1, W-2, W-4, Z and Z-1, will not exceed ten (10) miles per hour.

Engine classes Q-5, W-3, Z-2 and Z-3 not permitted.

TENTH SUB DIVISION.

ELEVENTH SUB DIVISION.

TWELFTH SUB DIVISION.

No restrictions.

SPEED RESTRICTIONS

General.

The maximum speed of passenger trains is one minute or sixty seconds per mile. This limit will not be exceeded.

Trains will reduce speed to eight miles per hour passing through Deer Lodge and within the City Limits of Butte, and fifteen miles per hour through Rivulet and St. Regis.

Westward trains will approach junction switch and cross-over at the west end of Missoula freight yard under control, expecting to find eastward trains crossings over into yard.

Eastward trains will approach the east switch of the wye track at Missoula leading to the Eighth sub-division under control.

Trains reduce speed to twelve miles per hour between Overhead bridge near yard office to Madison Street, Missoula.

Trains and engines will not exceed ten miles per hour between wye switch, Missoula and Bitter Root bridge across the Missoula River and between Second and Fifth streets inclusive, South Missoula. Special care and watchfulness should be observed at street railroad crossings, Spruce and Fifth streets, Missoula.

Eastward freight trains will not exceed a speed of fifteen (15) miles per hour between the foot of mountain grade one mile east of Birdseye and Fort Harrison.

Trains will approach O. S. L. crossing at Silver Bow under control, even though the distant signal may show a proceed indication.

Passenger trains with helper engines on rear will not exceed a speed of thirty miles per hour. When Mallet engines are used as helpers, trains will not exceed fifteen miles per hour.

Class W engines will not exceed a speed of thirty (30) miles per hour.

Class W-3 engines will not exceed a speed of twenty-five (25) miles per hour.

Q-5 engines will not exceed a speed of fifty-five (55) miles per hour.

Helper engines class Z, Z-1, Z-2 and Z-3 will not exceed speed of eighteen miles per hour between Blossburg and Garrison.

Light engines backing up must not exceed twenty (20) miles per hour.

Switch engines moving over main track running ahead, or backing up must not exceed a speed of fifteen (15) miles per hour.

Trains will not exceed speed of thirty (30) miles per hour over interlocked crossings and fifteen miles per hour through cross-overs and turn-outs.

Speed for passenger trains approaching or passing train order signals when orders are to be received, will not exceed twenty-five (25) miles per hour and for freight trains fifteen (15) miles per hour.

SPEED RESTRICTIONS—MOUNTAIN GRADES.

Passenger trains will use two (2) minutes and thirty (30) seconds through Mullan tunnel.

Speed of passenger trains will not exceed any one mile in two minutes, freight trains any one mile in four minutes, descending mountain grades, except on the Ninth Sub-division speed of passenger trains will not exceed any one mile in two and one half minutes descending mountain grades.

HELPER DISTRICTS.

Between Helena and Blossburg.	Between Missoula and Arlee.
Between Saltese and Wallace.	

PUSHER DISTRICTS.

Between Garrison and Blossburg. Between Dixon and Arlee.

YARD LIMITS

Helena	Durant	Paradise	Henderson
Elliston	Silver Bow	Evareo	Morning
Garrison	Butte	Arlee	Wallace
Drummond	Lothrop	Ravalll	Mahoneys
Bearmouth	Rivulet	Dixon	Phillipsburg
Bonner	Iron Mountain	Perma	Polson
Missoula	St. Regis	Saltese	Hamilton
			Darby

LAP SIDINGS

Elliston	Avon	Lothrop	Rivulet
Donlan			

Trains taking siding must head in at lap.

STAFF SYSTEM

A train will not leave Blossburg eastward or Skyline westward without the engineman having a staff. The possession of a staff makes the train superior to all other trains between Blossburg and Skyline.

When trains are unavoidably delayed in staff system territory between Skyline and Blossburg, Engineman having the staff will not release it until instructed to do so by his Conductor.

GOVERNING OPERATION ON MOUNTAIN GRADES.

When trains, by positive meeting order, meet at Skyline, Weed, Austin, Birdseye, Nagos or Schley, the ascending train will take siding; at Blossburg the eastward train will take siding.

When eastward freight trains meet a first class train or passenger extra at Skyline, Austin or Birdseye, operator at meeting point will open derail switch and upper switch of siding or safety switch, before the freight train leaves the last station west of the meeting point, and will not close them until descending train has stopped; descending train will not pass derail or safety switch, until ascending train is known to be clear.

When an eastward first class train, passenger extra or light engine, meets westward trains at Skyline, Austin or Birdseye, operator will not open derail or safety switch.

When trains meet at Skyline, Weed or Austin, the descending train will not pass the west switch unless otherwise instructed until the ascending train is on the siding to clear. This will not apply if for any reason the descending train takes siding.

Eastward second class or inferior trains, except light engines or engine with caboose only, will not be permitted to follow first class trains or passenger extras from Blossburg, Skyline, or Austin until the operator at the next office reports the preceding train by, and that the derail or safety switch has been opened.

The normal position of the eastward train order signal at Blossburg, Skyline, Austin and Birdseye, will be at stop and the operator will not clear it to allow a descending train to pass until assured by the operator at the next station that the derail or safety switch is properly set.

Operator at Skyline, Austin or Birdseye, will not open the derail or safety switch for meeting trains until after ascertaining from operator at the preceding station that there is no train ahead of the train for which the derail or safety switch is to be opened.

Operator at Blossburg, Skyline, Austin and Birdseye must keep a record beginning 12:01 A. M. of all eastward trains passing their station, and notify operator at the next station in each direction the departing time of the train.

Eastward second-class and inferior trains, other than passenger extras and light engines will obtain at Blossburg meeting order on superior westward trains, if unable to make Helena for such trains.

Operators at Austin and Birdseye will protect descending sixth sub-division train with derail.

Operator will close east switches of both sidings at Blossburg after departure of eastward trains. Operators at Birdseye, Austin and Skyline will close the west switch of siding after departure of westward trains.

Eastward second class and inferior trains except passenger extras, unless otherwise instructed, will take siding at Blossburg, test air and obtain staff before using main track.

Enginemen of eastward freight trains approaching west switch at Blossburg will place engineman's brake valve handle in release position in order to have the train brakes charged to the maximum of ninety (90) pounds pressure to make a terminal test of air brakes, as required in second paragraph Rule 703, "Transportation Rules". Conductors will know by caboose gauge that this pressure is attained before making test. Enginemen will maintain a working basis of ninety (90) pounds pressure Blossburg to Helena.

Eastward freight trains will stop at Austin five minutes to cool wheels and look over train.

Eastward freight trains will stop at Fort Harrison Spur at least five minutes for thorough inspection. The brakemen will start at opposite ends of train turning down retainers until they meet, then get down on the ground, one going to head end and the other to the rear, looking train over carefully for defects, overheated or cracked wheels, defective brake rigging, or any condition that may prevent movement of train with safety. When they reach their respective ends of train, if everything is all right, exchange signals. The conductor will remain at the rear and see that this work is carried out.

Safety switch at foot of four per cent grade at Sohon and Dorsey on the 9th sub-division will be left set and locked for main tracks, except when doubling trains to Lookout, when switches will be opened between head and rear portions of train.

Derail switch in main tracks at Burke will be locked open when cars are left on yard tracks above switch.

Train and engine men using the Hercules high line at Wallace must leave a flagman at the foot of grade to protect return movement. Train and engine men must at all times keep a sharp look out, expecting to find a flagman at this point.

DERAIL SWITCHES.

Helena Fair Ground Spur, 404 ft. from Main Track Head Block
 Helena..... East End East Lead to Main Yard
 Helena..... East End East Lead to South Yard
 G. N. Crossing..... West End
 Mares Spur..... East End
 Lange..... East End Spur
 Fort Harrison..... East End Spur
 Birdseye..... West End Siding
 Austin..... East End Eastward and Westward Sidings
 Austin..... Safety Switch on Westward Siding 100 feet east of main Line Switch.
 Weed..... West End Siding
 Skyline..... West End Siding
 Skyline..... 250 feet from East Switch Siding
 Blossburg..... North End Clay Works Track
 Blossburg..... West End Storage Track
 Blossburg..... West End of Eastward and Westward Sidings
 Rich Spur..... West End Spur
 Calcium..... East End
 Garrison..... East End Coal Dock
 Drummond..... West End House Track
 Bearmouth..... Coal Dock Track
 Jake Spur Hayes..... West End
 Bonner..... West End B. B. M. Spur
 Hiwa..... West End Spur
 Deer Lodge..... West End Stock Yard Track
 Warm Springs..... West End Storage Track
 Stuart..... West End House Track
 Hackney..... West End Siding
 Silver Bow..... West End Siding
 Butte..... East End C. M. & St. P. Transfer
 Reduction Works..... East End Spur
 Missoula..... East End Stock Track

Riddle..... West End on Spur
 Sand Spur..... East End
 Phileman..... East End on Spur
 Rivulet..... Coal Dock Track
 Wagner..... East End Commercial Spur
 Landon..... 400 ft. from West End of Bridge
 Schley..... West End Commercial Spur
 Arlee..... West End Storage Track
 Arthur..... 200 ft. from Main Track Head Block
 Marysville..... East End House Track
 Phillipsburg..... East End Pardee Spur
 Phillipsburg..... 650 ft. East Depot Main Track
 South Missoula..... West End Rock Springs Coal Track
 South Missoula..... North End Mill Spur Track 75 ft. North of South 3rd Street
 Boughton..... East End on Spur
 Latch..... East End on Spur
 Henderson..... East End Both Transfer Tracks
 DeBorgia..... East End Passing Track and East End Loading Track
 Saltese..... East End House Track
 Saltese..... Coal Dock Track
 Saltese..... West End Long Track
 Taft..... East End Siding
 Tammany..... East End Siding
 Sildix..... East End of Spur
 Sohon..... West End Safety Spur
 Lookout..... Both Ends North Siding
 Lookout..... West End South Siding
 Dorsey..... East End Safety Spur
 Dorsey..... West End Siding
 Reindeer..... West End Spur
 Pottsville..... Hayes Main Track
 Larson..... West End Loading Track

Larson..... West End Run Around
 McKinnis Spur—Kept Set for High Line..... West End
 Hunter..... West End Loading Track
 Mullan..... West End House Track
 Morning..... West End Slime and Loading Track
 Morning..... West End Middle Track
 Morning..... West End Transfer and Saw Mill Track
 Alice..... West End Commercial Spur
 Wallace..... East End Federal Mill Track
 Wallace..... West End Hercules Loading Track
 Wallace..... West End Siding
 Wallace..... Hords Spur, Hayes 150 feet from the Main Track Head
 Wallace..... Hayes South End of U. S. Store Track
 Burke..... West End Old Tiger Scale Track
 Burke..... West End Hercules Loading Track
 Burke..... Below Depot, Main Track
 Mace..... West End Siding
 Dorn..... West End Siding
 Frisco Concentrator..... Hayes On West End Spur
 Frisco..... Hayes On Main Track
 Gem..... West End Siding
 Gem..... West End Hecla Loading Track
 Gem..... Hayes On South Main Track Rail 100 Feet East School House
 Neal..... West End Siding
 Markwell..... On Spur West End
 Webb Spur..... Hayes
 Standard Mill..... West End Crossover to Mill
 Bunn..... West End Siding
 Black Cloud Mill Spur, 300 ft. from Main Track Head Block
 Wallace..... West End Main Track, about 300 Yards East of Depot
 Mahoneys Spur..... Hayes Hand Throw
 Sunset..... Main Track above Head Block

NOTE: Length of Load 40 feet.
 Max. width of Load independent of Clearances 11'-6"
 Heights and Widths in Table allow 9 inches clearance.

MAXIMUM CLEARANCES

LIMIT OF LOAD—MEASUREMENT

		HEIGHT ABOVE TOP OF RAIL																	Max. Height	Max Width	GOVERNING STRUCTURE
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-8" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide	11'-6" Wide			
		1st Subdivision... M. L., Helena to Garrison.....	17'-6"	17'-1"	16'-8"	15'-10"	15'-9"	15'-8"	15'-8"	15'-7"	15'-6"	15'-5"	15'-4"	15'-3"	15'-2"	15'-2"	15'-1"	15'-0"				14'-6"	17'-6"	11'-6"	Mullan Tunnel
1st Subdivision... M. L., Garrison to Missoula....	20'-8"	20'-5"	20'-1"	19'-9"	19'-4"	18'-11"	18'-8"	18'-3"	17'-11"	17'-8"	17'-5"	17'-1"	16'-9"	16'-7"	16'-4"	15'-10"	15'-4"	20'-8"	11'-6"	Garrison, Nimrod and Bonita Tunnels	
2nd Subdivision... M. L., Butte to Garrison.....	19'-6"	19'-6"	19' 6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	19'-6"	11'-6"	B. A. & P. Overhead.	
3rd Subdivision... M. L., Missoula to Paradise....	18'-11"	18'-10"	18'-9"	18'-8"	18'-6"	18'-4"	18'-2"	18'-2"	18'-1"	18'-0"	15'-7"	15'-2"	14'-9"	14'-7"	14'-4"	13'-11"	13'-6"	18'-11"	11'-6"	Tunnel No. 7 at M. P. 177½ on 6°30' Curve	
4th Subdivision... M. L., De Smet to Paradise....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
5th Subdivision... Helena to Rimini.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
6th Subdivision... Clough Jet. to Marysville.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
7th Subdivision... Drummond to Phillipsburg.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
8th Subdivision... Missoula to Darby.....	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	20'-1"	11'-6"	Bridge 57	
9th Subdivision... St. Regis to Wallace.....	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-1"	19'-0"	18'-8"	19'-1"	11'-6"	Tunnel No. 11 at Borax and Bridge 17	
10th Subdivision... Wallace to Burke.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		
11th Subdivision... Wallace to Sunset.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"		

W. C. SHOWALTER,
 Trainmaster

J. M. BOYD,
 Trainmaster.

W. H. DUWE,
 Trainmaster.

J. P. DONAHUE, Chief Dispatcher.
 G. D. PRING, Ass't Chief Dispatcher.
 F. D. FOX, " " "
 W. G. ELLIOTT, Dispatcher.
 R. M. WALKER, "
 G. S. SNYDER, "

E. H. EDSON, Dispatcher.
 E. H. SHOWALTER, "
 J. SCHINI, "
 H. B. AVERY, "
 L. M. BLANKENSHIP, "

