

NORTHERN PACIFIC RAILWAY COMPANY.

ROCKY MOUNTAIN DIVISION

TIME 50A TABLE

**In Effect at 12:01 A. M. Mountain or 105th Meridian Time
SUNDAY, MARCH 23, 1924**

For the Government of Employees 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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

C. L. NICHOLS,
General Manager.

T. H. LANTRY,
General Superintendent.

W. C. SLOAN,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

EASTWARD

Northern Pacific Railway Company

Office of Superintendent ROCKY MTN. Division

Missoula, Mont., March 24, 1924
.....19

No. 109

All Concerned:

Effective at once and during the
continuance of Time Table No. 50-A

Train No. 3 will stop on flag at
Austin, Montana, Saturdays only.

W. C. SLOAN
Superintendent.

WESTWARD

THIRD CLASS		SECOND CLASS	
835	833	603	
Way Freight	Way Freight	Freight	
Mon., Wed., Fri.	Ex. Mon.	Daily	
L 9.00AM		L 6.35AM ²⁸⁷	
9.15		6.50	
f 9.48		7.15	
9.50		7.20	
s 10.15		7.52	
10.37		8.21	
f 10.52		8.39	
s 11.23 ²⁸⁸		9.00	
11.45		9.18	
s 11.58AM		9.31	
12.12PM		9.53 ⁸³⁶	
s 12.27		10.08	
12.47 ⁶⁰²		10.30 ²⁸⁸	
1.00		10.51	
A 1.10PM	L 6.00AM	11.15	
	s 6.23	11.35AM	
	s 7.00	12.10PM	
	s 7.33	12.40	
	7.57	1.00	
	8.07	1.10	
	s 8.17	1.19	
	s 8.40	1.39	
	s 9.12	2.07	
	A 9.30AM	A 2.25PM	
Mon., Wed., Fri.	Ex. Mon.	Daily	
4.10	3.30	7.50	
12.2	19.5	15.2	

FIRST CLASS		SECOND CLASS		THIRD CLASS	
256	288	602		834	836
Passenger	Passenger	Freight		Way Freight	Way Freight
Daily	Daily	Daily		Ex. Sun.	Tu., Thu., Sat.
	A 12.15PM	A 5.10PM			A 12.45PM
	12.08PM	4.56			12.34
	f 11.55AM	4.26			f 12.15
	11.53	4.20			12.11PM
	s 11.44 ⁸³⁶	3.51			s 11.55AM ²⁸⁸
	f 11.35	3.27			11.22
	f 11.29	3.14			f 11.13
	s 11.23 ⁸³⁵	3.01			s 11.03
	11.10	2.29			10.43
	s 11.01	2.09			s 10.23
	f 10.51	1.42			9.53 ⁶⁰³
	s 10.42	1.17			s 9.30
	f 10.30 ⁶⁰³	12.47 ⁸³⁵			9.10
	10.21	12.25			8.55
DPN A 10.10AM	L 10.15AM	12.10PM		A 7.30AM	L 8.35AM ²⁸⁷
s 9.55		11.41AM		s 6.57	
s 9.32		11.00		s 6.16	
f 9.20					
s 9.12		10.26		s 5.41	
f 8.58		9.57		5.14	
f 8.52		9.44		5.04	
s 8.46		9.31		s 4.54	
s 8.32		9.04		s 4.30	
f 8.27					
f 8.19					
s 8.12		8.24		s 3.55	
PM L 8.00AM ⁶⁰²		L 8.00AM ²⁵⁶		L 3.30AM	
Daily	Daily	Daily		Ex. Sun.	Tu., Thu., Sat.
2.10	2.00	9.10		4.00	3.52
31.6	25.4	13.0		17.1	13.1

SECTION.
DOUBLE TRACK BETWEEN MISSOULA AND G. N. CROSSING AND BETWEEN GARRISON AND MISSOULA.
AUTOMATIC BLOCK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA.
STAFF SYSTEM BETWEEN SKYLINE AND BLOSSBURG.

SPECIAL INSTRUCTIONS PAGES 7, 9, 10.

WESTWARD

THIRD CLASS		SECOND CLASS	
835	833		603
Way Freight	Way Freight		Freight
Mon., Wed., Fri.	Ex. Mon.		Daily
L 9.00AM			L 6.35AM ²⁸⁷
9.15			6.50
f 9.48			7.15
9.50			7.20
s 10.15			7.52
10.37			8.21
f 10.52			8.39
s 11.23 ²⁸⁸			9.00
11.45			9.18
s 11.58AM			9.31
12.12PM			9.53 ⁸³⁶
s 12.27			10.08
12.47 ⁶⁰²			10.30 ²⁸⁸
1.00			10.51
A 1.10PM	L 6.00AM		11.15
	s 6.23		11.35AM
	s 7.00		12.10PM
	s 7.33		12.40
	7.57		1.00
	8.07		1.10
	s 8.17		1.19
	s 8.40		1.39
	s 9.12		2.07
	A 9.30AM		A 2.25PM
Mon., Wed., Fri.	Ex. Mon.		Daily
4.10	3.30		7.50
12.2	19.5		15.2

Northern Pacific Railway Co.

Office of Superintendent ~~ROCKY MOUNTAIN~~ Division

Missoula, Mont., March 24th 1901

No. 110

All Concerned:

Effective at once and during the

continuance of Time Table No. 50-A.

Train No. 3 will stop on flag at Drummond, Montana to discharge passengers from points east of Garrison.

W. C. SLOAN
Superintendent.

EASTWARD

FIRST CLASS		SECOND CLASS		THIRD CLASS	
256	288		602	834	836
Passenger	Passenger		Freight	Way Freight	Way Freight
Daily	Daily		Daily	Ex. Sun.	Tu., Thu., Sat.
	A 12.15PM		A 5.10PM		A 12.45PM
	12.08PM		4.56		12.34
	f 11.55AM		4.26		f 12.15
	11.53		4.20		12.11PM
	s 11.44 ⁸³⁶		3.51		s 11.55AM ²⁸⁸
	f 11.35		3.27		11.22
	f 11.29		3.14		f 11.13
	s 11.23 ⁸³⁵		3.01		s 11.03
	11.10		2.29		10.43
	s 11.01		2.09		s 10.23
	f 10.51		1.42		9.53 ⁶⁰³
	s 10.42		1.17		s 9.30
	f 10.30 ⁶⁰³		12.47 ⁸³⁵		9.10
	10.21		12.25		8.55
PM	A 10.10AM	L 10.15AM	12.10PM	A 7.30AM	L 8.35AM ²⁸⁷
	s 9.55		11.41AM	s 6.57	
	s 9.32		11.00	s 6.16	
	f 9.20				
	s 9.12		10.26	s 5.41	
	f 8.58		9.57	5.14	
	f 8.52		9.44	5.04	
	s 8.46		9.31	s 4.54	
	s 8.32		9.04	s 4.30	
	f 8.27				
	f 8.19				
	s 8.12		8.24	s 3.55	
PM	L 8.00AM ⁶⁰²		L 8.00AM ²⁵⁶	L 3.30AM	
	Daily	Daily	Daily	Ex. Sun.	Tu., Thu., Sat.
	2.10	2.00	9.10	4.00	3.52
	31.6	25.4	13.0	17.1	13.1

DOUBLE TRACK BETWEEN HELENA AND G. N. CROSSING AND BETWEEN GARRISON AND MISSOULA.
 AUTOMATIC BLOCK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA.
 STAFF SYSTEM BETWEEN SKYLINE AND BLOSSBURG.

SPECIAL INSTRUCTIONS PAGES 7, 9, 10.

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					Water, Fuel, Scales Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Helena	Time Table No. 50A March 23, 1924. Succeeding No. 50.		Distance from Missoula	Car Capacity of Siding	FIRST CLASS					SECOND CLASS		THIRD CLASS	
835	833	603		287	257	41	3	1				STATIONS				2	4	42	256	288	602	834	836	
Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Station	Stations	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight						
Mon., Wed., Fri.	Ex. Mon.	Daily		Daily	Daily	Daily	Daily	Daily	W C X O T Y	Telegraph Offices and Calls	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Tu., Thu., Sat.						
L 9.00AM		L 6.35AM		L 6.30AM			L 7.05PM		1194	0.0	HY HELENA	DN	119.4	Yard	A 9.35PM			A 12.15PM		A 5.10PM		A 12.45PM		
9.15		6.50		f 6.36			7.12		1197	2.6	MS G. N. CROSSING	DN	116.8		9.30			12.08PM		4.56		12.34		
f 9.48		7.15		f 6.48			7.27		1202	8.2	BR BIRDSEYE	D	111.2	80	9.20			f 11.55AM		4.26		f 12.15		
9.50		7.20		6.51			7.30	W	1204	9.1	CLOUGH JCT.	P	110.3		9.18			11.53		4.20		12.11 PM		
s 10.15		7.52		s 7.03			7.47	W	1207	13.0	A AUSTIN	DN	106.4	W 80 E 51	9.08			s 11.44 836		3.51		s 11.55 AM 11.37 288		
10.37		8.21		f 7.13			8.00		1210	16.3	WEED	P	103.1	60	8.59			f 11.35		3.27		11.22		
f 10.52		8.39		f 7.21			8.09		1213	18.4	SY SKYLINE	DN	101.0	78	8.53			f 11.29		3.14		f 11.13		
s 11.23 288		9.00		s 7.30			8.18	Y	1215	20.6	B BLOSSBURG	DN	98.8	E 80 W 75	8.47			s 11.23 835		3.01		s 11.03		
11.45		9.18		7.40			8.32		1220	25.8	SAMPSON	P	93.6	80	8.32			11.10		2.29		10.43		
s 11.58AM		9.31		s 7.46			f 8.39	W X	1223	29.0	EN ELLISTON	DN	90.4	E 73 W 80	f 8.22			s 11.01		2.09		s 10.23		
12.12PM		9.53 836		f 7.55			8.48		1226	33.5	GILBERT	P	85.9	80	8.12			f 10.51		1.42		9.53 603		
s 12.27		10.08		s 8.03			f 8.55	W 1 1/2 mils W	1232	37.7	AV AVON	D	81.7	E 80 W 80	f 8.03			s 10.42		1.17		s 9.30		
12.47 602		10.30 288		f 8.15			9.05		1238	43.5	BRADLEY	P	75.9	80	7.52			f 10.30 603		12.47 835		9.10		
1.00		10.51		8.24			9.13		1243	47.9	ORWELL	P	71.5	80	7.43			10.21		12.25		8.55		
A 1.10PM	L 6.00AM	11.15		A 8.30AM 836	L 8.12PM	L 8.30AM	s 9.19	L 8.49AM	W C X O Y	1245	50.9	GR GARRISON	DN	68.5	339	A 9.20AM	s 7.38 7.36	A 7.20PM	A 10.10AM	L 10.15AM	12.10PM	A 7.30AM	L 8.35AM 287	
	s 6.23	11.35AM			f 8.26	f 8.42	9.30	8.59		1254	58.5	GO GOLD CREEK	D	60.9	68	9.08	7.25	7.09	s 9.55		11.41AM	s 6.57		
	s 7.00	12.10PM			s 8.48	s 9.01	9.46	9.14	W Y X	1266	70.7	D DRUMMOND	DN	48.7	E 65 W 72	s 8.49	7.07	s 6.49	s 9.32		11.00	s 6.16		
					f 8.59					1273	76.7	HELL GATE		42.7					f 9.20					
	s 7.33	12.40			s 9.07	s 9.19	10.01	9.26	W C X	1278	81.2	BE BEARMOUTH	D	38.2	E 73 W 73	8.33	6.52	f 6.32	s 9.12		10.26	s 5.41		
	7.57	1.00			f 9.21	9.30	10.11	9.36		1286	88.7	NIMROD		30.7		8.22	6.42	6.19	f 8.58		9.57	5.14		
	8.07	1.10			f 9.28	9.35	10.16	9.41		1290	92.0	WILLIS	P	27.4	E 67 W 73	8.17	6.37	6.14	f 8.52		9.44	5.04		
	s 8.17	1.19			f 9.35	f 9.41	10.22	9.46		1294	95.4	BONITA		24.0		8.12	6.32	f 6.08	s 8.46		9.31	s 4.54		
	s 8.40	1.39			f 9.49	f 9.57	10.32	9.57	W	1302	102.7	CN CLINTON	D	16.7	E 74 W 56	8.01	6.21	f 5.55	s 8.32		9.04	s 4.30		
					f 9.56					1303	105.4	McQUARRIE		14.0					f 8.27					
					f 10.03					1308	109.6	TURAH		9.8					f 8.19					
	s 9.12	2.07			f 10.09	10.19	10.46	10.11	X	1312	113.2	BO BONNER	D	6.2	74	7.45	6.05	5.37	s 8.12		8.24	s 3.55		
	A 9.30AM	A 2.25PM			A 10.20PM	A 10.30AM	A 10.55PM	A 10.20AM	W C X O T Y	1319	119.4	MD MA MISSOULA	DN	0.0	Yard	L 7.35AM	L 5.55PM	L 5.25PM	L 8.00AM 602	L 8.00AM 256	L 3.30AM	L 3.30AM		
Mon., Wed., Fri.	Ex. Mon.	Daily		Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Tu., Thu., Sat.		
4.10	3.30	7.50		2.00	2.08	2.00	3.50	1.31								1.45	3.38	1.55	2.10	2.00	4.00	3.52		
12.2	19.5	15.2		25.4	32.1	34.2	31.1	45.1								39.1	32.8	35.7	31.6	25.4	17.1	13.1		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN HELENA AND G. N. CROSSING AND BETWEEN GARRISON AND MISSOULA.
 AUTOMATIC BLOCK BETWEEN G. N. CROSSING AND SKYLINE AND BETWEEN BLOSSBURG AND MISSOULA.
 STAFF SYSTEM BETWEEN SKYLINE AND BLOSSBURG.

SPECIAL INSTRUCTIONS PAGES 7, 9, 10.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					STATIONS		FIRST CLASS					SECOND CLASS		THIRD CLASS	
833		657		261	259	257	41	1	Time Table No. 50A		2	42	256	260	262	658	834		
Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Passenger	March 23, 1924. Succeeding No. 50.		Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight		
Ex. Mon.		Daily		Daily	Daily	Daily	Daily	Daily	Telegraph Offices and Calls		Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		
L 3.00AM		L 7.30PM		L 7.45AM	L 5.10PM	L 6.30PM	L 6.20AM	L 7.30AM	BY BUTTE DN		A 11.08AM	A 9.15PM	A 12.15PM	A 5.25AM	A 4.50PM	A 8.25AM	A 12.40PM		

TRAINS BETWEEN BUTTE AND SILVER BOW ARE OPERATED UNDER CARD TRAIN ORDER FORM AB.

Time	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Class								
s 3.25		A 7.55PM		A 8.00AM	A 5.25PM	f 6.44	f 6.37	7.43	W Y	U 7	7.0	SB SILVER BOW	DN	44.5	86	10.53	9.01	f 11.57AM	L 5.05AM	L 4.30PM		L 8.00AM	s 12.15		
3.40				658		6.51	6.44	7.50	X	U 11	10.8	Interlocked	F	40.7	60	10.45	8.53	11.47					261-1	12.01PM	
s 3.55						s 6.58	s 6.52	s 7.56	X	U 14	14.1	DN DURANT	D	37.4		10.38	s 8.45	s 11.38						s 11.49AM	
3.57						7.00	6.55	7.57		U 15	14.7	HACKNEY		36.8	58	10.37	8.43	11.36						11.41	
3.59						f 7.02				U 16	15.7	GREGSON		35.8				11.34						11.31 ²⁵⁶	
s 4.05						f 7.06	7.03	8.01	Y X	U 18	18.1	STUART	F	33.4	74	10.28	8.36	11.29							s 11.10
s 4.23						s 7.17	s 7.17	8.10		U 25	25.2	WS WARM SPRINGS	I	26.3	56	10.15	f 8.21	s 11.13							s 10.50
						f 7.22				U 28	28.4	GALEN		23.1				11.06							
						f 7.27				U 32	31.6	RACE TRACK		19.9	6			10.59							
											32.2	C. M. & St. P. RY. CROSSING		19.3											
4.43						f 7.30	7.31	8.20		U 33	32.8	Interlocked	F	18.7	56	10.02	8.02	10.56							10.20
s 5.03						s 7.45	s 7.48	f 8.31	W	U 40	40.5	DE DEER LODGE	DN	11.0	48	s 9.48	s 7.45	s 10.40							s 9.53
5.16						f 7.57	8.04	8.39		U 46	45.7	KOHR	F	5.8	57	9.38	7.34	10.28							9.32 ²
A 5.30AM						A 8.07PM	A 8.17AM	A 8.48AM	WCO	1245	51.5	GR GARRISON	DN	0.0	339	L 9.25AM	L 7.24PM	L 10.15AM							L 8.48AM
						s 8.34	s 8.34	s 8.34	YX			Interlocked													41-1
Ex. Mon.	Daily			Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily			Daily		Ex. Sun.
2.30	.25			.15	.15	1.37	1.57	1.18								1.43	1.51	2.00	.20	.20			.25		3.21
20.6	16.8			28.0	28.0	31.8	26.4	39.6								30.0	27.8	25.7	21.0	21.0			16.8		15.3

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 7, 9, 10.

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS					Water, Fuel, Sealer, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Missoula	Time Table No. 50A March 23, 1924. Succeeding No. 50.		Distance from Paradise	Car Capacity of Staging	FIRST CLASS					SECOND CLASS	THIRD CLASS	
839		603	273	263	41	3	1				STATIONS				2	4	42	264	274	602	840	
Way Freight		Freight	Passenger	Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls				Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	
Mo., We., Fri.		Daily	Daily	Ex. Sun.	Daily	Daily	Daily								Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Tu., Thu., Sat.	
L 7.30AM		L 4.50PM	L 8.00AM	L 11.35AM	L 10.40AM	L 11.05PM	L 10.30AM	WCX OTY	1319	0.0	MA MD	MISSOULA 6.6	DN	99.9	Yard	A 7.25AM	A 5.45PM	A 5.15PM	A 3.55PM	A 4.00PM	A 5.30AM	A 1.00PM
f 7.50		5.20 4.2-4	A 8.15AM	s 11.50	A 10.56AM	A 11.21PM	A 10.45AM		1325	6.6	DS	DE SMET 2.1	DN	93.3	82	L 7.10AM	L 5.31PM 603	L 5.00PM 603	s 3.41 274	L 3.45PM 264	5.04	f 12.37
f 8.00		5.28		f 11.55AM					RE 2	8.7		GRASS VALLEY 4.0	P	91.2	21				f 3.36		4.56	f 12.24
f 8.12		5.40		f 12.04PM 840					RE 5	12.7		GASPARD 4.6	P	87.2	70				f 3.27		4.42	f 12.04PM 263
s 8.45		5.56		s 12.15				W	RE 11	17.3	F	FRENCHTOWN 4.0	D	82.6	74				s 3.17		4.25	f 11.42AM
9.00		6.09		12.24					RE 15	21.3		LUSK 0.8		78.6	75				3.08		4.11	11.26
f 9.05		6.12		s 12.26					RE 16	22.1		HUSON 4.6	Crossing	77.8					s 3.06		4.08	s 11.24
f 9.17		6.26		f 12.37					RE 20	26.7		NINE MILE 4.8	P	73.2	75				f 2.56		3.51	f 11.06
f 9.50		6.41		s 12.48				W X	RE 25	31.5	RO	LOTHROP 5.4	DN Lap Siding	68.4	W 70 E 70				s 2.45		3.34	f 10.48
f 10.15		6.59		f 1.01					RE 30	36.9		PLATEAU 5.0	F	63.0	70				f 2.33		3.15	f 10.26
f 10.35		7.17		f 1.13					RE 36	41.9		CYR 6.4	F	58.0	73				f 2.22		2.57	f 10.05
s 11.15		7.40		s 1.28				WCX	RE 42	48.3	RU	RIVULET 3.8	DN Lap Siding	51.6	W 78 E 74				s 2.08		2.34	s 9.42
f 11.40AM		7.55		s 1.37					RE 46	52.1		QUARTZ 4.8	P	47.8	70				s 1.59		2.20	f 9.25
f 12.01PM		8.10		f 1.48 264					RE 50	56.9		WESTFALL 7.4	P	43.0	75				f 1.48 263		2.03	f 9.06
s 12.30		8.33		s 2.05 f 2.20				W X	RE 58	64.3	QN	IRON MOUNTAIN 5.4	D	35.6	82				s 1.32 f 1.17		1.37	f 8.37
f 1.05 264		8.50		f 2.33					RE 63	69.7		SPRING GULCH 8.3	P	30.2	70				f 1.05 839		1.18	f 8.15
s 1.40 2.53 263		9.20		A 2.53PM 839				W Y X	RE 71	78.0	JN	ST. REGIS 4.8	DN	21.9	84				L 12.46PM		12.49	s 7.45
f 3.08		9.40							RE 76	82.8		TOOLE 4.2	P	17.1	85						12.32	f 7.20
f 3.20		10.00							RE 81	87.0		DONLAN 7.9	P Lap Siding	12.9	W 90 E 78						12.17AM	f 7.05
f 3.42		10.30							RE 89	94.9		QUINNS 5.0	P	5.0	78						11.48PM	f 6.45
A 4.00PM		A 11.00PM						WCOTX	1390	99.9	PD	PARADISE	DN	0.0	Yard						L 11.30PM	L 6.30AM
Mo., We., Fri.		Daily	Daily	Ex. Sun.	Daily	Daily	Daily														Daily	Tu., Thu., Sat.
7.17		6.10	.15	3.03	.16	.16	.15					Time Over Subdivision									6.00	6.30
13.7		16.2	26.4	25.5	24.7	24.7	26.4					Average Speed Per Hour									16.6	15.3

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 DOUBLE TRACK BETWEEN MISSOULA AND DE SMET.
 AUTOMATIC BLOCK BETWEEN MISSOULA AND PARADISE.
 SPECIAL INSTRUCTIONS PAGES 8, 9, 10.

WESTWARD

FOURTH SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS				FIRST CLASS				FIRST CLASS				THIRD CLASS							
845				273	41	3	1	Time Table No. 50A March 23, 1924 Succeeding No. 50				2	4	42	274	846			
Way Freight				Passenger	Passenger	Passenger	Passenger	STATIONS				Passenger	Passenger	Passenger	Passenger	Way Freight			
Mo., We., Fri.				Daily	Daily	Daily	Daily	Telegraph Offices and Calls				Daily	Daily	Daily	Daily	Tu., Thu., Sat.			
				L 8.15AM	L 10.56AM	L 11.21PM	L 10.45AM	DS	DE SMET	DN	64.2	A 7.10AM	A 5.31PM	A 5.00PM	A 3.45PM				
				8.28	11.18	11.42	11.05		NAGOS	P	58.1	6.55	5.17	4.45	3.31				
				s 8.43	11.43	11.58PM	11.20	VO	EVARO	D	53.6	6.44	5.06	4.34	s 3.20				
				f 8.54	11.54AM	12.11AM	11.32		SCHLEY	P	48.5	6.24	4.48	4.17	f 3.05				
				s 9.05	s 12.06PM	12.24	11.43	AR	ARLEE	D	43.1	6.05	4.31	4.00	s 2.52				
				f 9.15	12.15	12.36	11.52		FLATHEAD	P	37.8	5.50	4.15	3.48	f 2.42				
				s 9.23	s 12.23	f 12.45	11.59AM	RI	RAVALLI	D	33.4	5.41	4.05	3.39	s 2.34				
				L 4.15PM	A 9.37AM	f 1.00	12.09PM	JO	DIXON	D	26.4	5.31	3.55	s 3.28	L 2.21PM				A 8.50AM
				f 4.35		f 12.47	1.15		McDONALD	F	19.5	5.22	3.45	f 3.18					f 8.30
				s 4.55		s 12.58	f 1.30	PA	PERMA	D	12.6	5.13	3.35	s 3.06					s 8.10
				f 5.25		f 1.09	1.46		KNOWLES	P	5.5	5.03	3.25	f 2.55					f 7.46
				A 5.45PM	A 1.20PM	A 1.58AM	A 12.50PM	PD	PARADISE	DN	0.0	L 4.53AM	L 3.15PM	L 2.45PM					L 7.30AM
				Mo., We., Fri.	Daily	Daily	Daily					Daily	Daily	Daily	Daily				Tu., Thu., Sat.
				1.30	1.22	2.24	2.37					2.17	2.16	2.15	1.24				1.20
				17.6	27.6	26.7	24.5					28.1	28.2	28.5	27.0				19.8

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

MANUAL BLOCK BETWEEN DESMET AND ARLEE.

SPECIAL INSTRUCTIONS PAGES 8, 9, 10.

MANUAL BLOCK BETWEEN ARLEE AND PARADISE FROM 8:00 A. M. TO 5:00 P. M.

Westward

FIFTH SUB-DIVISION (RED MOUNTAIN BRANCH)

Eastward

Westward SIXTH SUB-DIVISION (MARYSVILLE BRANCH)

Eastward

WESTWARD SEVENTH SUB-DIVISION (PHILIPSBURG BRANCH)

EASTWARD

Time Table No. 50A March 23, 1924 Succeeding No. 50				2d Class 267				Time Table No. 50A March 23, 1924 Succeeding No. 50				2d Class 268				SECOND CLASS 269				Time Table No. 50A March 23, 1924 Succeeding No. 50				SECOND CLASS 270						
STATIONS				STATIONS				STATIONS				STATIONS				STATIONS				STATIONS										
Telegraph Offices and Calls				Telegraph Offices and Calls				Telegraph Offices and Calls				Telegraph Offices and Calls				Telegraph Offices and Calls				Telegraph Offices and Calls										
				L 1.25PM				CLOUGH JCT.	P	12.5	30	A 4.33PM	L 10.20AM					D DRUMMOND	DN	25.8	138	A 8.25AM								
								DUFFY		9.5								C. M. & St. P. RY. CROSSING		25.3										
				s 1.50				CRUSE		6.0	8	s 4.10	s 10.30					NEW CHICAGO		23.1	16	s 8.12								
				f 2.15PM				CYANIDE		4.2			s 10.46					H HALL	D	19.6	19	s 8.00								
				Thur. Only				MARYSVILLE		0.0	16	L 3.45PM	f 11.10	W				CHURCH		17.2		f								
				.50								Thur. Only	s 11.10					STONE		13.5	16	s 7.40								
				15.0									s 11.22					MAXVILLE		10.5	11	s 7.30								
													f 11.43AM					BENNETT		5.5		f 7.15								
													A 12.05PM	WCO YX				PHILIPSBURG	D	0.0	120	L 7.00AM								
												Daily	1.45									Daily								
													14.8										1.25							

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

No. 267 is superior to No. 268, Clough Junction to Marysville.

SPECIAL INSTRUCTIONS PAGES 8, 9, 10.

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

SPECIAL INSTRUCTIONS PAGES 8, 9, 10.

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

SPECIAL INSTRUCTIONS PAGES 8, 9, 10.

WESTWARD

EIGHTH SUB-DIVISION (BITTER ROOT BRANCH)

EASTWARD

THIRD CLASS				FIRST CLASS				FIRST CLASS				THIRD CLASS							
				837				271				272				838			
				Way Freight				Passenger				Passenger				Way Freight			
				Mo., We., Fri.				Daily				Daily				Tu., Thu., Sat.			
				L 7.00AM				L 8.40AM				A 3.50PM				A 12.55PM			
				f 7.15				f 8.50				f 3.37				f 12.36			
				f 7.22				f 8.55				f 3.31				f 12.30			
				s 7.40				s 9.09				s 3.18				s 12.10PM			
				f 7.55				f 9.18				f 3.08				f 11.59AM			
				f 8.02				f 9.24				f 3.02				f 11.52			
				s 8.14				s 9.32				s 2.53				s 11.40			
				f 8.25				f 9.40				f 2.43				f 11.25			
				f 8.35				f 9.46				f 2.36				f 11.10			
				s 8.50				s 9.52				s 2.30				s 11.00			
				s 9.25				s 10.10				s 2.10				s 10.10			
				f 9.45				f 10.18				f 2.00				f 9.45			
				s 10.05				s 10.28				s 1.50				s 9.30			
				s 10.25				f 10.35				f 1.42				s 9.10			
				s 10.35AM				s 10.45				s 1.38				s 9.00			
				12.20PM				837				1.28				s 7.50			
				f 12.30				f 10.55				f 1.20				f 7.39			
				f 12.57				f 11.22				f 12.57				f 7.14			
				272				f 11.25				837				f 7.12			
				f 1.02				f 11.29				f 12.52				f 7.10			
				f 1.07				A 11.45AM				L 12.45PM				L 7.00AM			
				A 1.20PM				YX				DA				Tu., Thu., Sat.			
				Mo., We., Fri.				Daily				Daily				Mo., We., Fri.			
				4.35				3.05				2.55				4.45			
				14.1				20.9				22.1				13.6			
												Time Over Subdivision							
												Average Speed Per Hour							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 271 is superior to No. 272 Missoula to Darby.

SPECIAL INSTRUCTIONS PAGES 8, 9, 10.

WESTWARD

TENTH SUB-DIVISION (FLATHEAD VALLEY BRANCH)

EASTWARD

THIRD CLASS				FIRST CLASS				FIRST CLASS				THIRD CLASS							
				843				273				274				844			
				Way Frt.				Passenger				Passenger				Way Frt.			
				Tu., Thu., Sat.				Daily				Daily				Mo., We., Fri.			
				L 9.05AM				L 9.42AM				A 2.16PM				A 3.50PM			
				f 9.11				f 9.46				f 2.12				f 3.35			
				f 9.26				s 9.56				s 2.02				f 3.20			
				s 9.41				f 10.06				f 1.52				s 3.05			
				s 10.00				s 10.18				s 1.40				s 2.50			
				10.23				843				RN				s 2.10			
				s 10.55				s 10.38				s 1.21				s 1.30			
				s 11.30AM				s 10.53				s 1.06				s 1.30			
				A 12.10PM				A 11.15AM				L 12.45PM				L 12.50PM			
				W C Y X				W C Y X				844				Mo., We., Fri.			
				Daily				Daily				Daily				Mo., We., Fri.			
				2.42				1.33				1.31				3.00			
				12.2				21.4				21.8				11.0			
												Time Over Subdivision							
												Average Speed Per Hour							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 273 is superior to No. 274, Dixon to Polson.

SPECIAL INSTRUCTIONS PAGE 9.

WESTWARD		NINTH SUB-DIVISION (COEUR D'ALENE BRANCH)										EASTWARD			
THIRD CLASS		FIRST CLASS		Time Table No. 50A March 23, 1924. Succeeding No. 50										THIRD CLASS	
841	263	STATIONS										264	842		
Way Freight	Passenger	Telegraph Offices and Calls										Passenger	Way Freight		
Ex. Sun.	Ex. Sun.											Ex. Sun.	Ex. Sun.		
L 6.30AM	L 2.54PM	W Y X	R E 71	0.0	JN	ST. REGIS	DN	56.9	160	A 12.45PM	A 10.30AM				
f 6.41	f 2.59	W 4	R K 3	2.3		BUFORD		54.6	20	f 12.39	f 10.18				
6.54	3.05	m w	R K 5	5.0		ENSIEN		51.9	10	12.32	10.06				
f 7.30	s 3.22	X	R K 13	12.8		HENDERSON		44.1	42	s 12.13	f 9.33				
s 7.42	s 3.29		R K 16	15.7	GA	DE BORGIA	D	41.2	47	s 12.06PM	f 9.22				
f 7.55	f 3.36		R K 19	18.5		HAUGEN		38.4		f 11.59AM	f 9.10				
8.03	3.40		R K 20	20.2		WILEYS		36.7	20	11.55	9.03				
s 8.46	s 3.50	W C T	R K 24	24.2	OK	SALIESE	D	32.7	133	s 11.44	s 8.46				
f 9.03	f 4.01	X	R K 29	28.4		IAFT		28.5	11	f 11.33	f 8.28				
f 9.23	f 4.09		R K 31	31.5		IAMMANY		25.4	5	f 11.25	f 8.16				
f	f	W	R K 33	33.2		BORAX		23.7		f	f				
f	f		R K 37	36.7		SOHON		20.2	9	f	f				
s 10.08	s 4.35		R K 38	38.1	KO	LOOKOUT	D	18.8	50	s 11.05	s 7.45				
f 10.51	f 4.45	W	R K 42	41.8		DORSEY		15.1	20	f 10.51	s 7.15				
f 11.20	s 5.00	W	R K 47	47.4		LARSON		9.5	20	f 10.34	f 6.40				
s 11.32	s 5.07	m w	R K 50	50.0	MU	MULLAN	D	6.9	21	s 10.29	s 6.30				
f 11.36AM	f 5.09	X	R K 51	50.9		MORNING		6.0	50	f 10.25	f 6.25				
				56.5		JUNCTION SWITCH		0.4							
A 12.05 PM	A 5.30 PM	W C X	R K 57	56.9	WC	WALLACE	D	0.0	Yard	L 10.10 AM	L 6.00 AM				
Ex. Sun.	Ex. Sun.	O T Y								Ex. Sun.	Ex. Sun.				
5.35	2.36									2.35	4.30				
10.1	21.9									22.0	12.6				
		Time Over Subdivision													
		Average Speed Per Hour													

Westward		TWELFTH SUB-DIVISION (SUNSET BRANCH)										Eastward	
		Time Table No. 50A March 23, 1924. Succeeding No. 50											
		STATIONS											
		Telegraph Offices and Calls											
		W C X	R K 57	0.0	WC	WALLACE	D	5.8	Yard				
		O T Y				POWDER SPUR		4.6	2				
			R G 1	0.7		BLACK CLOUD		3.1	23				
			R G 2	2.2		BUNN		2.2	11				
			R G 3	3.1		SUNSET		0.0	31				
			R G 5	5.3									
		Time Over Subdivision											
		Average Speed Per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 9, 10.

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

SPECIAL INSTRUCTIONS PAGES 8, 9, 10.

WESTWARD		ELEVENTH SUB-DIVISION (BURKE BRANCH)										EASTWARD	
FIRST CLASS		Time Table No. 50A March 23, 1924. Succeeding No. 50										FIRST CLASS	
285	283	STATIONS										284	286
Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger
Sat. Only	Sat. Only											Sat. Only	Sat. Only
L 11.15 PM	L 6.20 PM	R F 7	0.0		BURKE		6.8	16	A 6.15 PM	A 11.10 PM			
s 11.23	s 6.28	R F 5	1.5		DORN		5.3	12	s 5.59	s 10.54			
s 11.30	s 6.35	R F 4	2.9		GEM		3.9	4	s 5.52	s 10.47			
11.37	6.42	R F 1	5.2		NEAL		1.6	15	5.42	10.37			
			6.4		JUNCTION SWITCH		0.4						
A 11.45 PM	A 6.50 PM	W C X	R K 57	6.8	WC	WALLACE	D	0.0	Yard	L 5.35 PM	L 10.30 PM		
Sat. Only	Sat. Only	O T Y								Sat. Only	Sat. Only		
.30	.30									.40	.40		
		Time Over Subdivision											
		Average Speed Per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 9, 10.

WESTWARD		THIRTEENTH SUB-DIVISION (ELKHORN BRANCH)										EASTWARD	
		Time Table No. 50A March 23, 1924. Succeeding No. 50											
		STATIONS											
		Telegraph Offices and Calls											
		W C Y X	T F 33	2.6		G. N. TRANSFER		18.2					
						Junction G. N. Ry.							
			T H 3	5.9		BOULDER	D	15.6	75				
			T H 9	11.3		HOT SPRINGS		12.3					
			T H 16	18.2		FINN		6.9	15				
		W I 3				QUEEN SIDING		0.0	5				
		mi. E X							Spur				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 9, 10.

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(MAIN LINE.)

1. **On double track** between Helena and G. N. Crossing, trains must keep to the left unless otherwise provided.
2. **Logs** must not be moved in trains on double tracks after dark, except between Missoula and Bonner, in which case a trainman will be stationed on rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track.
Train handling logs on double track must not be permitted to meet passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the trains and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured.
3. **Helper District** between Helena and Blossburg.
4. **Pusher District** between Garrison and Blossburg.
5. **At Garrison**, time of trains applies at telegraph office.
Freight trains will take siding at Garrison unless otherwise instructed. Eastward trains moving against the current of traffic into Garrison will re-enter the eastward main track at the cross-over just west of the telegraph office.
6. **Garrison Interlocking**—Eastward trains will call for route as follows:
For Helena Line One long blast of whistle.
For Butte Line Two long blasts of whistle.
For dead track Three long blasts of whistle.
Westward trains will call for route as follows:
For westward main line One long blast of whistle.
For eastward main line Two long blasts of whistle.
For coal track Three long blasts of whistle.
For roundhouse track Four long blasts of whistle.
For coach track Five long blasts of whistle.
7. **At Blossburg**, south siding will be used for eastward trains and north siding for westward trains.
8. **At Austin**, south siding will be used for westward trains and north siding for eastward trains.
9. **At Bearmouth**, westward freight trains will stop for inspection.
10. **Bridge Restrictions**—Trains will not exceed fifteen (15) miles per hour over Bridge 17, Green Horn viaduct, and Bridge 18, Austin viaduct.
Double header engines classes Q-5, Q-6, W, W-1, W-2, W-3, W-4, W-5, Z, Z-1, Z-2, Z-3 and Z-4 are not permitted on these bridges.
11. **Speed Restrictions**—Twelve (12) miles per hour between Madison Street and over-head bridge near Missoula Yard office.
Eastward freight trains fifteen (15) miles per hour between foot of mountain grade one mile east of Birdseye and Ft. Harrison.
No. 1 will not exceed twenty (20) miles per hour passing Drummond to permit dispatch of U. S. mail.

STAFF BLOCK SYSTEM.
Between BLOSSBURG and SKYLINE.

12. No train will move between Skyline and Blossburg until engineman of the leading engine has received a staff, which must be delivered to the operator at the opposite end of the block. Possession of the staff makes a train superior to all other trains between Skyline and Blossburg.
The normal position of the eastward train order signal at Blossburg and the westward train order signal at Skyline is "Stop" and must be left in that position except when changed to "Caution" or "Clear" to allow a train to proceed.
The operator at Blossburg will deliver a staff to the leading engineman of eastward trains and the operator at Skyline will deliver a staff to the leading engineman of westward trains. The staff must be enclosed in a rubber tube attached to a wire hoop with the screw top securely fastened before delivery.
Eastward trains from Blossburg and westward trains from Skyline will be governed by the position of the train order signal, except that **no eastward train will leave Blossburg and no westward train will leave Skyline unless the train order signal indicates "Clear" or "Caution"**. This indication of the train order signal can only be had after the operator has put the staff thru the master lock which is connected with, and operated in connection with the train order signal.
In case of a "31 order" for an eastward train at Blossburg, or a westward train at Skyline, the train order signal must not be changed to "Clear" until the order has been signed by the conductor, after which the operator will put the staff thru the master lock and deliver the train order with a proper clearance together with the staff, placing his signal at "Clear" to permit the train to proceed.
When the eastward train order signal at Blossburg, or the westward train order signal at Skyline, indicates "Stop" for a "31 order" and a train arrives for which there are no orders, the operator will issue proper clearance, put the staff thru the master lock and will place signal in "Clear" position to permit the train to proceed.
In case of a "19 order" for an eastward train at Blossburg, or a westward train at Skyline, operator will put the staff thru the master lock, place the train order signal in "Caution" position and have the "19 order" with clearance and staff ready for delivery to the train upon arrival.
In case of having no orders for an eastward train at Blossburg, or a westward train at Skyline, the operator will put the staff thru the master lock, place the train order signal in "Clear" position and have the staff ready to deliver to the train upon arrival.
When a staff has been delivered to the operator at Skyline or Blossburg, it must not be used for another train movement until it has been passed through the staff machine; and it must not be placed in the staff machine until the rear of the train from which the staff is received has passed the train order signal at least three hundred (300) feet and the signal has again been placed at "Stop", unless for any reason the rear of the train does not pass the train order signal in which event the operator will, upon written advice of the conductor that the **Staff Block is Clear**, place the staff in the machine.

At Blossburg in case of westward freight trains with helper engines on the rear, the operator will not put the staff in the machine until the caboose has been dropped onto the train and the helper engine is clear of the main track.
The operators at Blossburg and Skyline will keep a block record of all trains, motor cars, hand cars or persons using the block to whom a staff is issued, and will notify the engineer at the ventilating plant of approaching trains for which fans will or will not be required.

IN CASE THE STAFF APPARATUS FAILS THE DISPATCHER MUST BE NOTIFIED AND TRAINS WILL BE MOVED BETWEEN SKYLINE AND BLOSSBURG BY THE FOLLOWING FORM OF TRAIN ORDER, AD-DRESSED TO THE OPERATORS AT SKYLINE AND BLOSSBURG AND ALL TRAINS AFFECTED: "STAFF SYSTEM ANNULLED—HAS RIGHT OVER ALL TRAINS, —TO—"

13. **Mountain Grade Operation**—Mountain grade one mile east of Birdseye to Blossburg.
The westward automatic signals between Great Northern Crossing and Skyline 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 will be governed by rule 504-a.
When trains by meet order meet at Skyline, Weed, Austin or Birdseye, the westward train will take siding. When at Blossburg, the eastward train will take siding.
When trains meet at Skyline, Weed, Austin or Birdseye, the eastward train, unless otherwise instructed, will not pass the west switch until the westward train is on the siding to clear. This will not apply if for any reason the eastward train takes the siding.
When eastward freight trains meet first-class trains or passenger extras 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 station next west of the meeting point and will not close them until the eastward train has stopped; eastward train will not pass derail or safety switch until westward train is known to be clear.
When an eastward first-class train, passenger extra or light engine, meets a westward train at Skyline, Austin or Birdseye, operator will not open derail or safety switch.
Eastward second-class or inferior trains, except light engines or engines 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 an eastward movement until assured by the operator at the next station that the derail or safety switch is properly set.
Operators at Skyline, Austin or Birdseye will not open the derail or safety switch for meeting trains until advised by the 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. Operators at Blossburg, Skyline, Austin and Birdseye must keep a record, beginning at 12:01 A. M. of all eastward trains passing their station and notify the operator at the next station in each direction the departing time of such trains.
Eastward second-class and inferior trains other than passenger extras and light engines, will obtain a meet order before leaving Blossburg on all superior westward trains, if unable to make G. N. Crossing for such trains.
Operators at Austin and Birdseye will protect descending Sixth Subdivision trains 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 again using the 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 of Rule 703, "Transportation Rules." Conductors must 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 must stop at Austin and Fort Harrison to cool wheels and make inspection.
Passenger trains will use two (2) minutes and thirty (30) seconds thru Mullan Tunnel. Passenger trains will not exceed any one mile in two minutes and freight trains any one mile in four minutes descending mountain grade.
Passenger trains descending will not exceed 22 miles per hour between Blossburg and Austin, and will use not less than six (6) minutes Blossburg to Skyline, six (6) minutes Skyline to Weed and nine (9) minutes Weed to Austin.
14. **Special Stops, Connections, Etc.**
No. 3 will stop at Gold Creek, Drummond, Bearmouth and Clinton to discharge passengers from Duluth, Superior, St. Paul and points east.
No. 4 will stop on flag at Drummond for passengers destined east of Billings where scheduled to stop.
No. 41 will connect with No. 287 at Garrison unless otherwise instructed.
No. 41 will stop at Bonner to discharge passengers from east of Butte.
Nos. 256 and 257 will stop on flag at Jens, Blakeley, Ludwell, Rock Creek and Big Bend
Nos. 287 and 288 will connect at Garrison with Nos. 1, 2 and 256 unless otherwise instructed.
Nos. 287 and 288 will stop on flag at Calcium.

15. **Register Stations**—
Helena Yard.
Garrison.
Missoula.
16. **Bulletin Stations**—
Helena Yard.
Helena Round House.
Garrison.
Missoula Passenger Station.
Missoula Yard.
Missoula Roundhouse.
17. **Standard Time Clocks**—
Helena.
Garrison.
Missoula Passenger Station.
Missoula Yard.
18. **Watch Inspectors**—
R. W. Crawford, Helena.
Kohn Jewelry Company, Missoula.
19. **Derail Switches**—
Neydell—(Hayes) Fair Ground Spur, 404 ft. from Main Track Head Block.
Helena East end East Lead to North Yard.
Helena East end East Lead to South Yard.
Helena West End Great Northern Transfer track.
Mares Spur East End (Interlocked.)
Lange East End Spur.
Fort Harrison East End Spur.
Rheems Spur East End Spur.
Birdseye West End Siding.
Austin East End Eastward and Westward Sidings.
Austin Safety Switch on west end Westward Siding 100 ft east of Main Line Switch.
Weed West End Siding.
Skyline West End Siding.
Skyline 250 ft. west of East Switch of 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 (Hayes) East End Spur.
Garrison East End of both Coal Dock Tracks.
Garrison 200 ft. east of west switch No. 3 track Helena Yard.
Drummond West End House Track.
Bearmouth Coal Dock Track.
Jake Spur (Hayes) West End.
Bonner West End B. B. M. Co. Spur.
20. **Commercial Spurs**—

	Miles from Helena	Car Capacity
Mares	2.8	6
Lange	4.0	3
Fort Harrison	4.2	100
Rheems off Ft. Harrison Spur	4.2	2
Skyline	18.4	3
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 SUBDIVISION.

(MAIN LINE.)

1. **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 holds a card properly filled out.
2. **At Garrison**—Time of trains applies at telegraph office.
3. **Garrison Interlocking**—Westward trains will call for route as follows:
For westward main line One long blast of whistle.
For eastward main line Two long blasts of whistle.
For coal dock track Three long blasts of whistle.
For roundhouse track Four long blasts of whistle.
For coach track Five long blasts of whistle.
4. **Speed Restrictions**—
Eight (8) miles per hour within the city limits of Butte and Deer Lodge.
Westward trains will not exceed five (5) miles per hour, eastward trains eight (8) miles per hour over Kaw Avenue crossing west Butte depot.
5. **Special Stops, Connections, Etc.**
Nos. 41 and 42 will stop at Galen to discharge passengers.
No. 2 will stop on flag at Warm Springs to receive passengers for Twin Cities and points east.

SECOND SUBDIVISION—Cont.

6. **Register Stations**—Butte. Garrison.
7. **Bulletin Stations**—Butte. Garrison.
8. **Standard Time Clocks**—Butte. Garrison.
9. **Watch Inspectors**—J. D. Leys, Butte.
10. **Derail Switches**—

Hiwa.....	West End of 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 Switch Siding.
Butte.....	East End of C. M. & St. P Transfer.
11. **Commercial Spurs**—

Elide.....	Miles from Butte	Car Capacity
Hiwa.....	34.2	2
	43.6	5

THIRD SUBDIVISION.
(MAIN LINE).

1. **Extra Trains**—Between Missoula and Paradise will run via Third Sub-Division unless otherwise instructed by train order.
2. **At DeSmet Crossover Switch** will be kept set for Third Subdivision main Track.
3. **Train Inspection**—Freight Trains will stop for inspection as the conductor directs, but westward freight trains must be inspected before passing Lothrop.
4. **Speed Restrictions**—Fifteen (15) miles per hour passing Rivulet and St. Regis. Westward trains will approach junction switch and crossover at the west end of Missoula Freight Yard under control, expecting to find eastward trains using crossover. Eastward trains will approach the east switch of the wye track at Missoula leading to the Eighth Subdivision, under control. Trains will reduce speed to twelve (12) miles per hour between overhead bridge near Yard Office and Madison Street, Missoula.
5. **Logs** must not be moved in trains on double track after dark, except between De Smet and Missoula, in which case a trainman will be stationed on the rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track. Trains handling logs on double track must not be permitted to meet passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the trains and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured.
6. **Special Stops, Connections, etc.**
Nos. 839 and 840 may carry passengers between St. Regis and Paradise. No. 839 will connect with No. 263 at St. Regis.
7. **Register Stations**—Missoula and Paradise.
8. **Bulletin Stations**—Missoula Passenger Station. Missoula Yard. Missoula Round House. Paradise.
9. **Standard Time Clocks**—Missoula Passenger Station. Missoula Yard. Paradise.
10. **Watch Inspectors**—Kohn Jewelry Company, Missoula.
11. **Derail Switches**—

Missoula.....	East End Stock Yard Track.
Riddle.....	East End Spur.
Sand Spur.....	East End.
Phileman.....	East End Spur.
Rivulet.....	Coal Dock Track.
12. **Commercial Spurs**—

	Miles from Missoula	Car Capacity
Riddle.....	4.1	8
Sand.....	35.4	10
Phileman.....	37.8	10
Westfall.....	56.9	3
Spring Gulch.....	69.7	15
Seven Mile.....	84.1	5

FOURTH SUBDIVISION.
(MAIN LINE.)

1. **At Paradise**—House track in rear of passenger station will be used as siding for first class trains and passenger extras.
2. **Extra Trains** between Missoula and Paradise will run via Third Sub-Division unless otherwise instructed by train order.
3. **Automatic Signal** one (1) mile east of Paradise will control westward trains.
4. **Mountain Grade Operation**—Mountain grade one (1) mile west of De Smet to two (2) miles east of Arlee. When trains by meet order meet at Nagos or Evaro, the westward train will take siding. When at Schley, the eastward train will take siding. Speed of passenger trains must not exceed any one mile in two minutes, or freight trains any one mile in four minutes descending mountain grades. Transportation Rule 317-A is modified to the extent that caution cards may be issued to any train in the rear of other trains moving westward between DeSmet and Evaro and eastward between Arlee and Evaro.
5. **Helper District**—Between Missoula and Arlee.
6. **Bridge Restrictions**—Trains will not exceed fifteen (15) miles per hour over Bridge 5, O'Keefe Gulch Viaduct and Bridge 7, Marent Gulch Viaduct: Engines, classes Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4, 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 Flathead River as follows: Engines, classes W, W-1, W-2 and W-4 eight (8) miles per hour. Double header engines classes T, Q-3 and Q-4 twenty (20) miles per hour. Single header engines Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3, Z-4 may be hauled as dead engines without coal or water with four cars between engines at five (5) miles per hour.

SPECIAL INSTRUCTIONS Continued.

7. **Special Stops, Connections, etc.**
No. 1 will stop at Dixon to discharge passengers from Helena and east.
No. 2 will stop at Dixon to discharge passengers from Spokane and west.
No. 41 will stop at Evaro, Schley and Flathead to discharge passengers from east of Missoula.
No. 42 will stop at Ravalli, Flathead, Arlee, Schley and Evaro to discharge passengers from west of Dixon.
Nos. 273 and 274 will stop on flag at Arthur.
8. **Register Stations**—Paradise. Dixon for No. 273, No. 274 and helper engines. Arlee for helper engines.
9. **Bulletin Station**—Paradise.
10. **Standard Time Clock**—Paradise.
11. **Derail Switches**—

Schley.....	West End Spur.
Arlee.....	West End Storage Track.
Arlee.....	West End Coal Dock Track.
Arlee.....	200 feet north of wye switch.
Arthur.....	200 feet from Main Track Switch.
Paradise.....	East End Monahan Spur.
Evaro (Hayes).....	East End Johnson Spur.
12. **Commercial Spurs**—

	Miles from De Smet	Car Capacity
Reid.....	3.7	5
Hurley.....	17.8	5
Arthur.....	18.0	26
Polleys.....	46.0	4

FIFTH SUBDIVISION.
(RED MOUNTAIN BRANCH.)

1. **At Rimini Junction** trains must get authority from Dispatcher before entering first Sub-Division.
2. **Register Station**—Helena Yard.
3. **Bulletin Station**—Helena Yard.
4. **Standard Time Clock**—Helena Yard.
5. **Commercial Spurs**—

	Miles from Helena	Car Capacity
State Nursery Spur.....	3.0	2
Rock Spur.....	11.6	8

SIXTH SUBDIVISION.
(MARYSVILLE BRANCH.)

1. **Marysville Service**—Thursday only, leaves Helena 1:00 p. m., returning arrives Helena 5:00 p. m.
2. **Wye Switches** one mile west of Clough Jct. will be kept set for the Wye.
3. **Register Stations**—Clough Junction. Marysville.
4. **Derail Switches**—Marysville.....East End of House Track.

SEVENTH SUBDIVISION.
(PHILIPSBURG BRANCH.)

1. **Bridge Restrictions**—Speed will be restricted over Bridge O-1 Hellgate River, as follows: Engines, classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour. Double header engines, class F-1 eight (8) miles per hour. Engines, classes Q-1, T and heavier not permitted. Speed will be restricted over Bridge 14, over Boulder Creek, as follows: Engines, class T twenty (20) miles per hour. Engines, class W and heavier not permitted.
2. **Register Stations**—Drummond. Philipsburg.
3. **Bulletin Station**—Drummond.
4. **Standard Time Clock**—Drummond.
5. **Derail Switches**—

Stone.....	East End Siding.
Hall (Hayes).....	East End Sugar Track.
Philipsburg.....	East End Pardee Spur.
Philipsburg.....	650 feet East of Depot on Main Track
6. **Commercial Spurs**—

	Miles from Drummond	Car Capacity
Field.....	13.5	5

EIGHTH SUBDIVISION.
(BITTER ROOT BRANCH.)

1. **Speed Restrictions**—Ten (10) miles per hour between "Y" switch, Missoula and Bridge O, Missoula River and between Second and Fifth Street, South Missoula. Special care and watchfulness will be observed at street railroad crossings, Spruce and Fifth Streets, Missoula.
2. **Special Stops, Connections, etc.**—Nos. 837 and 838 may carry adult male passengers.
3. **Bridge Restrictions**—Speed will be restricted over Bridge "O", Missoula River, as follows: Engines, classes S, S-1, S-2, S-3, S-4, Q and occasional operation of Q-1, Q-2, Q-3 and Q-4 eight (8) miles per hour. Double header engines, class F-1 eight (8) miles per hour. Speed will be restricted over Bridges 4, Bitter Root River; 45, Bitter Root River; 51, Bitter Root River; 57, Lost Horse Creek and 59, Rock Creek, as follows: Engines, classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour. Double header engines, class F-1 eight (8) miles per hour. Engines, class T, Q-1 and heavier will not be permitted.

4. **Register Stations**—Missoula. Darby.
5. **Bulletin Stations**—Missoula Yard. Missoula Passenger Station. Missoula Roundhouse.
6. **Standard Time Clock**—Missoula.
7. **Derail Switches**—

South Missoula.....	West End Rock Springs Coal Track.
South Missoula.....	North End Mill Spur Track, 75 feet
LoLo.....	West End Sugar Track.
Kenspur (Hayes).....	West End Siding.
Stevensville.....	West End Sugar Track.
Tucker.....	East End Siding.
Charlos Heights.....	East End Spur.
Latch.....	East End Spur.
8. **Commercial Spurs**—

	Miles from Missoula	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
Ward.....	55.4	8
Charlos Heights.....	56.0	5
Latch.....	57.7	3

NINTH SUBDIVISION.
(COEUR D'ALENE BRANCH.)

1. **Speed Restrictions**—Eight (8) miles per hour over public crossings Wallace.
2. **Bridge Restrictions**—Speed will be restricted over Bridge 17, St. Regis River as follows: Engines, classes W, W-1, W-2, W-4, Z and Z-1 ten (10) miles per hour. Engines, classes Q-5, W-3, W-4, Z-2, Z-3 and Z-4 not permitted.
3. **Mountain Grade Operation**—Mountain grade between Saltese and Mullan. Safety switch at foot of four percent grade at Sohon and Dorsey will be kept set and locked for main track, except when doubling trains to Lookout, when switches will be opened between head and rear portion of train. Train and enginemen using the Hercules high line at Wallace must leave a flagman at the foot of the grade to protect return movement. Train and enginemen must at all times keep a sharp lookout expecting to find a flagman at this point. Passenger trains will not exceed any one mile in two and one-half minutes and freight trains any one mile in four minutes descending mountain grade. When trains by meet order meet at Larson, Dorsey or Lookout, the eastward train will take siding. When at Taft or Tammany the westward train will take siding.
4. **Helper District**—Between Saltese and Wallace.
5. **Special Stops, Connections, etc.**
Nos. 263 and 264 will stop on flag at Old Town St. Regis, Wilk, Wence, Sildix, Reindeer, Pottsville, National, McKinnis, Stull, Illinois and Alice. No. 264 will stop at O-W. R. & N. Station at Wallace to pick up mail and baggage for east of Larson. Nos. 841 and 842 may carry adult male passengers between Saltese and St. Regis.
6. **Register Stations**—St. Regis. Wallace. Saltese for helper engines.
7. **Bulletin Stations**—St. Regis. Wallace.
8. **Standard Time Clocks**—St. Regis. Wallace.
9. **Watch Inspector**—E. W. Phillips, Wallace.
10. **Derail Switches**—

Ensign.....	East End Spur.
Henderson.....	East End Both Transfer Tracks.
DeBorgia.....	East End Passing Track and East End Loading Track.
Saltese.....	East End House Track and Coal Dock Track.
Saltese.....	East End Long Track.
Taft.....	East End Siding.
Tammany.....	East End Siding.
Sildix.....	East End Spur.
Sohon.....	West End Safety Spur.
Lookout.....	Both Ends and Middle North Siding.
Lookout.....	Both Ends South Siding.
Dorsey.....	West End Siding.
Reindeer.....	West End Spur.
Pottsville (Hayes).....	Main Track.
Larson.....	West End Loading Track and Runaround Track.
McKinnis Spur.....	(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 and Transfer and Sawmill Track.
Alice.....	West End Spur.
Wallace.....	East End Federal Mill Track.
Wallace.....	West End Hercules Loading Track.
Wallace.....	West End Siding.
Wallace (Hayes).....	South End United Stores Track.
Wallace.....	On main line 450 feet west coal spur.
Wallace.....	300 feet east of lower switch long storage track west end yard.
Wallace.....	Main line 300 feet east of coal spur.

NINTH SUBDIVISION—Continued.

	Miles from St. Regis	Car Capacity
11. Commercial Spurs—		
Riberdy.....	1.6	10
Wence.....	18.3	3
Cooper.....	21.3	4
Sildix.....	35.8	70
Reindeer.....	43.2	2
Pottsville.....	45.9	8
National.....	48.4	4
McKinnis.....	49.0	11
Hunter.....	49.3	15
Alice.....	53.2	4
Illinois.....	53.5	6
Stull.....	53.8	4
Gentry.....	55.4	2

**TENTH SUBDIVISION.
(FLATHEAD VALLEY BRANCH.)**

- Special Stops, Connections, Etc.**
Nos. 273 and 274 will stop on flag at Reclamation Spur.
No. 274 will wait at Polson until 1:00 p. m. for boat connection.
Nos. 843 and 844 may carry adult male passengers.
- Register Stations—**Dixon. Polson.
- Derail Switches—**
Moiese..... East End Siding.
D'Aste..... East End Siding.
Ronan "Hayes"..... East End House Track.
Reclamation..... East End Spur.
- Commercial Spurs—**

	Miles from Dixon	Car Capacity
Polson Beet.....	31.9	15
Tie.....	31.3	4
Reclamation.....	28.6	3
Sharon.....	19.2	80

**ELEVENTH SUBDIVISION.
(BURKE BRANCH.)**

- At Wallace—**Trains will protect against ninth Sub-Division trains between passenger station and junction switch.
- Register Station—**Wallace.
- Bulletin Station—**Wallace.
- Standard Time Clock—**Wallace.
- Watch Inspector—**E. W. Phillips, Wallace.
- Derail Switches—**

	Miles from Wallace	Car Capacity
Burke.....	1.5	4
Markwell.....	2.0	3

**TWELFTH SUBDIVISION.
(SUNSET BRANCH.)**

- Register Station—**Wallace.
- Bulletin Station—**Wallace.
- Standard Time Clock—**Wallace.

SPECIAL INSTRUCTIONS—Continued.

- Derail Switches—**

	Miles from Wallace	Car Capacity
Bunn.....	2.0	2
- Commercial Spurs—**

	Miles from Wallace	Car Capacity
Mahoney's.....	2.0	2

**THIRTEENTH SUBDIVISION.
(ELKHORN BRANCH.)**

- Mountain Grade Operation—**Mountain grade Finn to Queen Siding.
Trains must not exceed any one (1) mile in six (6) minutes on descending grade.
- Derail Switches—**
Queen Siding..... East End Spur.
G. N. Transfer..... G. N. Interchange Track.
- Commercial Spurs—**

	Miles from Boulder	Car Capacity
Menzemer.....	1.5	48

ALL SUBDIVISIONS.

- To insure personal safety operators in double track territory, having train orders or messages for passing trains must stand on the right side of the train and never between the tracks.
- Lap Sidings—unless otherwise instructed, trains taking siding must head in at the lap.
- Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
- Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
- When necessary to take slack of passenger or freight trains with helper engine on the rear, it should be done by the helper engine.
- Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
- Except as otherwise provided or when running light without conductor, engine-men will only be required to consult register at initial or starting points.
- Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
- When conditions will permit enginemen on freight trains will receive proceed signal from rear of trains before passing any station.
- Speed Restrictions—**Passenger trains must not exceed a speed of one minute or sixty seconds per mile.
 Passenger trains with helper engines on rear thirty (30) miles per hour. When Mallet engine is used, fifteen (15) miles per hour.
 Class Q-5 and Q-6 engines fifty-five (55) miles per hour.
 Class W engines thirty (30) miles per hour and Class W-3, W-5 and all class Z engines twenty-five (25) miles per hour and light engines backing up twenty (20) miles per hour.
 Trains must not exceed thirty (30) miles per hour over interlocked crossings and fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
 Trains must reduce speed to fifteen (15) miles per hour passing telegraph offices where orders are received.
- The following signs, when placed in columns provided indicate:
 W-Water.
 C-Fuel.
 O-Track Scales.
 T-Turntable.
 Y-Wye.
 D-Day office only.
 DN-Day and night office.
 P-Telephone.
 X-Yard Limits.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S).

- DR. GEO. M. JENNINGS, Chief Surgeon and Ophthalmic Surgeon, Missoula (S).
 DR. A. T. HAAS, Asst. Chief Surgeon, Missoula.
 DR. A. R. FOSS, Ass't Surgeon, Missoula.
 DR. J. M. GRAYBEAL (Oculist), Missoula.
 Missoula Station (S). Missoula Tool Car (S).
 Missoula Hospital (S). Missoula Machine Shop (S).
 DR. S. A. COONEY, Helena, Helena. Tool Car (S).
 DR. D. CAMPBELL, Butte (S).
 DR. H. D. KISTLER, Butte.
 DR. J. A. DONAVAN (Oculist), Butte.
 DR. A. W. MORSE (Oculist), Butte.
 Butte Passenger Station Baggage Room (S).
 Butte Upper Freight Office (S).
 DR. C. S. POWELL, Deer Lodge, Garrison (S).
 DR. T. H. HANBIDGE, Drummond (S).
 DR. W. I. POWER, Philipsburg.
 DR. P. S. RENNICK, Stevensville.
 DR. G. A. GORDON, Hamilton (S).
 DR. F. E. BUCHEN, Darby.
 Arlee (S), Paradise (S), Paradise Tool Car (S).
 DR. RICHARD TORPIN, Iron Mountain.
 DR. F. L. QUIGLEY, Wallace (S).
 DR. J. R. BEAN, Wallace (S).
 DR. J. L. RICHARDS, Polson.
 DR. WALTER S. JOHNSTON, Dixon.

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.

SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour
1	60
1	59
1	58
1	57.1
1	56.2
1	55.3
1	54.5
1	53.7
1	52.9
1	52.1
1	51.4
1	50
1	48
1	45
1	42.3
1	40
1	36
1	34.3
1	32.7
2	30
2	27.6
2	26.6
2	25.7
2	24
2	22.5
2	21.8
2	21.2
3	20
3	19
3	18
3	17
3	16
4	15
5	12
6	10
7	8
10	6

TONNAGE RATINGS.

EASTWARD	ENGINES									
	Ruling Grade	Class S-3	Class W Sat.	Class W Sup.	Class W-3	Class Y	Class Z	Class Z-1	Class Z-3	
Paradise to Missoula... (Via St. Regis)	0.4	1600	27 00	2800	3500	2100	.....	2600	.....
Paradise to Dixon.....	0.4	1350	2000	2250	.....	1850	.....	.....	.....
Dixon to Arlee.....	1.0	900	1500	1700	.....	1375	.....	.....	.....
Arlee to Evaro.....	2.2	400	600	700	.....	575	.....	.....	.....
Evaro to Missoula.....	Down	.....	.....	.....	.....	Car Limit	.....	.....	.....
Missoula to Garrison....	0.4	1350	2200	2400	3200	2000	.....	.....	.....
Garrison to Elliston....	1.0	900	1600	1700	2400	1375	1700	1600	2500	
Elliston to Blossburg....	1.4	650	1400	1550	1600	1000	1550	1400	1750	
Blossburg to Helena....	Down	.....	.....	.....	.....	Car Limit	.....	.....	.....
Garrison to Stuart.....	0.7	1100	1650	1800	2500	1425	1800	1650	.....
Stuart to Butte.....	1.0	900	1500	1700	2050	1375	1700	1500	.....
Wallace to Dorsey.....	2.2	400	.....	.....	.....	550	.....	750	.....
Dorsey to Lookout....	4.0	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....	2.2	400	600	700	850	575	850	700	1150	
Blossburg or Butte to Missoula.....	Down	.....	.....	.....	.....	Car Limit	.....	.....	.....
Missoula to Paradise... (Via St. Regis)	0.4	1385	2250	2450	3000	1700	.....	2200	.....
De Smet to Evaro.....	2.2	400	600	700	.....	575	.....	.....	.....
Evaro to Paradise.....	Down	.....	.....	.....	.....	Car Limit	.....	.....	.....
St. Regis to Deborgia....	0.7	1075	.....	.....	.....	1425	.....	1800	.....
Deborgia to Saltese....	1.0	900	.....	.....	.....	1375	.....	1650	.....
Saltese to Sohon.....	2.2	400	.....	.....	.....	575	.....	750	.....
Sohon to Lookout....	4.0	200	.....	.....	.....	300	.....	425	.....
Lookout to Dorsey.....	Down	.....	.....	Limit	2000 tons acc't of 4% grade	.....	.....	.....	.....
Dorsey to Wallace.....	Down	.....	.....	.....	.....	Car Limit	.....	.....	.....

MAXIMUM CLEARANCES

		LIMIT OF LOAD—MEASUREMENT																		CONTROLLING STRUCTURE	
		HEIGHT ABOVE TOP OF RAIL																			
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" 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	Max. Height			Max. Width
1st Subdivision...	M. L., Helena to Garrison.....	17'-6"	17'-1"	16'-6"	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....	16'-11"	16'-10"	16'-9"	16'-8"	16'-8"	16'-4"	16'-2"	16'-2"	16'-1"	16'-0"	15'-7"	15'-2"	14'-9"	14'-7"	14'-4"	13'-11"	13'-6"	16'-11"	11'-6"	Tunnel No. 7 at M. P. 177 1/2 on 6°30' Curv.
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 Jct. 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'-0"	18'-8"	18'-4"	19'-1"	11'-6"	Tunnel No. 11 at Borax and Bridge 17
11th 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"	
12th 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"	

J. P. DONAHUE, Trainmaster.

J. M. BOYD, Trainmaster.

E. H. SHOWALTER, Chief Dispatcher.

