

NORTHERN PACIFIC RAILWAY COMPANY.

ROCKY MOUNTAIN DIVISION

TIME 56 TABLE

In Effect at 12:01 A. M. Mountain or 105th Meridian Time
SUNDAY, SEPTEMBER 29, 1929

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.

W. C. SLOAN,
General Manager.

T. F. LOWRY,
General Superintendent.

J. H. JOHNSON,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE.)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS						Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Helena.	Time Table No. 56 September 29, 1929 Succeeding No. 55-A		Distance from Missoula.	Car Capacity of Sidings.	FIRST CLASS						SECOND CLASS		THIRD CLASS			
833		603		5	257	1	289	3	287				STATIONS				6	256	2	288	4	290	602		834			
Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight		Way Freight			
Ex. Mon.		Daily		Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.			
		L 7.10P	L 9.40P			L 12.20P		L 7.00A	WCX OTY	1194	0.0	HY	HELENA	DN	119.4	Yard	As 10.50A			A 6.15P		A 9.00P	A 4.25P					
		7.30	9.45			f 12.25		f 7.05		1197	2.6	G. N. Ry.	2.6	Track Conn.	116.8		10.43			f 6.08		f 8.53	4.05					
		7.55	9.56			f 12.35		f 7.15		1202	8.2	MS	5.6	G. N. CROSSING	111.2	106	10.33			f 5.55		f 8.40	3.32					
		8.30	10.10			s 12.49		s 7.28	WX	1207	13.0	BR	4.8	BIRDSEYE	106.4	E46	10.23			s 5.45		s 8.30	3.05					
		8.50	10.23			f 12.58		f 7.35		1210	16.3		3.3	AUSTIN	103.1	W106 96	10.14			f 5.35		f 8.21	2.45					
						f 1.05		f 7.45		1213	18.4	SY	2.2	SKYLINE	101.0	106	10.08			f 5.29		f 8.15	2.32					
		9.35	10.41			s 1.12		s 7.52	Y	1215	20.6	B	5.2	BLOSSBURG	98.8	E105	f 10.02			s 5.23		s 8.09	2.20					
		9.55	10.50			1.22		8.02		1220	25.8		5.2	SAMPSON	93.6	W67 105	9.52			5.10		7.58	1.50					
		10.05	f 10.57			s 1.28		s 8.08	WX	1223	29.0	EN	3.2	ELLISTON	90.4	E56	s 9.43			s 5.02		s 7.51	1.28					
		10.15	11.05			f 1.37		f 8.17		1226	33.5		4.5	GILBERT	85.9	W106 77	9.32			f 4.53		f 7.44	1.07					
						s 1.45		s 8.25	W1 1/2 mls W	1232	37.7	AV	4.2	AVON	81.7	E77	s 9.22			s 4.45		f 7.37	12.55					
						f 1.56		f 8.36		1238	43.5		5.8	BRADLEY	75.9	W106 77	9.11			f 4.34		f 7.26	12.38					
						2.03		8.43		1243	47.9		4.4	ORWELL	71.5	77	9.00			4.26		7.16	12.25					
L 6.00A		10.52	s 11.35	L 9.25P	L 2.18P	A 2.10P	L 9.53A	As 8.50A	WC XY	1245	50.9	GR	3.0	GARRISON	68.5	Yard	s 8.50	As 9.00A	As 4.17P	L 4.20P	As 6.55P	L 7.10P	12.15		As 9.30A			
s 6.23		11.06	11.52P	f 9.37	2.28		f 10.06			1254	58.5		7.6	Interlocked	60.9	65	8.28	s 8.47	4.06		f 6.42		11.33A		s 9.05			
													12.2	GOLD CREEK														
s 7.00		11.27	s 12.11A	s 9.57	2.44		s 10.26		WYX	1266	70.7	D	6.0	DRUMMOND	48.7	E106	s 8.11	s 8.21	3.49		s 6.21		10.50		s 8.31			
				f 10.05						1273	76.7		6.0	HELL GATE	42.7	W70		f 8.13										
s 7.33		11.49P	12.25	s 10.12	2.58		s 10.42		WCX	1278	81.2	BE	4.5	BEARMOUTH	38.2	E106	7.57	s 8.06	3.36		f 6.04		10.13		s 8.06			
7.57		12.03A	12.36	f 10.24	3.07		10.54			1286	88.7		7.5			W66	8.34	8.34	3.36						7.57			
8.07		12.09	12.40	f 10.29	3.11		10.59			1290	92.0		3.3	NIMROD	30.7		7.46	f 7.54	3.27		5.53		9.46		7.20			
													3.4	WILLIS	27.4	E68	7.41	f 7.49	3.23		5.48		9.35		7.07			
																W69												
s 8.17		12.15	12.45	f 10.34	3.15		f 11.04			1294	95.4		7.3	BONITA	24.0		7.36	s 7.44	3.19		f 5.43		9.23		s 6.55			
s 8.40		12.29	12.56	f 10.46	3.24		f 11.15		W	1302	102.7		2.7	CLINTON	16.7	E68	7.25	s 7.32	3.10		f 5.31		8.57		s 6.30			
				f 10.52						1303	105.4		4.2	McQUARRIE	14.0	W50		f 7.27										
				f 10.59						1308	109.6		3.6	TURAH	9.8			f 7.21										
s 9.12		12.49	1.10	f 11.05	3.36		11.30		X	1312	113.2	BO	6.2	BONNER	6.2	68	7.10	s 7.16	2.57		5.15		8.20		s 5.52			
A 9.30A		A 1.15A	A 1.20A	A 11.15P	As 3.45P		As 11.40A		WCX OTY	1319	119.4	MD		MISSOULA	0.0	Yard	L 7.00A	L 7.05A	L 2.48P		L 5.05P		L 8.00A		L 5.30A			
Ex. Mon.		Daily	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.			
3.30		6.05	3.35	1.50	1.27	1.50	1.47	1.50						Time Over Subdivision			3.40	1.55	1.29	1.55	1.50	1.50	8.11		3.51			
19.5		19.6	33.3	37.3	47.2	27.7	38.4	27.7						Average Speed Per Hour			32.5	35.7	40.1	26.5	37.3	27.7	14.5		17.7			

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 6, 7, 9.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE.)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Butte.	Time Table No. 56 September 29, 1929. Succeeding No. 55-A			Distance from Garrison.	Car Capacity of Sidings.	FIRST CLASS					SECOND CLASS		THIRD CLASS	
833		657 O. S. L. 278		257	259 O. S. L. 32	1	3	261 O. S. L. 36				260 O. S. L. 29	256	262 O. S. L. 31			2	4	658 O. S. L. 277	834					
Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger			Passenger	Passenger	Freight	Way Freight					
Ex. Mon.		Daily		Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily			Daily	Daily	Daily	Ex. Sun.					
L 3.00A		L 7.30P 257		L 7.45P 657	L 4.45P	L 12.58P	L 8.25A 658-201	L 8.10A 658-3	WCO YX	U0	0.0	BY.....BUTTE.....DN 7.0	51.5	Yard	A 4.20A	A 11.00A	A 3.50P	As 5.42P	As 8.50P	A 8.00A 261-3	A 1.45P				
TRAINS BETWEEN BUTTE AND SILVER BOW ARE OPERATED UNDER CARD TRAIN ORDER FORM AB.																									
s 3.25		A 7.50P 257	f 7.58 657	A 5.00P	1.09 834	f 8.38 201	A 8.25A 3	WYX	U7	7.0	SB.....SILVER BOW.....DN Junction O. S. L. Ry. Interlocked	44.5	79	L 4.00A	f 10.45	L 3.30P	5.30	8.35	L 7.40A		s 1.09 1				
s 3.55			s 8.10		1.21	s 8.50		X	U14	14.1	B. A. & P. Ry. 7.1 Track Conn.	37.4			s 10.30		5.17	f 8.15		s 12.49					
3.57			8.13 4			8.52			U15	14.7	B. A. & P. Ry. 0.6 Track Conn.	36.8	51		10.28		5.15	8.13 257		12.47					
3.59			f 8.16						U16	15.7	HACKNEY.....1.0	35.8			f 10.26										
s 4.05			f 8.20						U18	18.1	STUART.....2.4	33.4	Spur 6		f 10.20					12.35					
s 4.23			s 8.34		1.38	s 9.08			U25	25.2	WS.....WARM SPRINGS.....7.1	26.3	51		s 10.04		4.59	f 7.52		s 12.10P					
			f 8.39						U28	28.4	GALEN.....3.2	23.1	Spur 5		f 9.58										
			f 8.44			f 9.18			U32	31.6	RACE TRACK.....3.2	19.9	Spur 6		s 9.50			f 7.42							
										32.2	C. M. St. P. & P. R. R. CROSSING.....0.6 Interlocked	19.3													
4.43			f 8.46		1.50	9.20			U33	32.8	DEMPSEY.....7.7	18.7	49		f 9.48		4.47	7.40		11.42A					
s 5.03			s 9.00		2.02	s 9.32 256		W	U40	40.5	DE.....DEER LODGE.....5.2 C. M. St. P. & P. Ry. Track Conn.	11.0	44		s 9.32 3		4.35	s 7.24		s 11.15					
5.16			f 9.10		2.10	9.40			U46	45.7	KOHR.....5.8	5.8	52		f 9.20		4.25	7.12		10.55					
As 5.30A			As 9.20P		As 2.18P	As 9.50A		WC YX	1245	51.5	GR.....GARRISON.....5.8 Junction First Sub-Division. Interlocked	0.0	Yard		L 9.10A		L 4.17P	L 7.00P		L 10.35A					
Ex. Mon.		Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.				
2.30		.20	1.35	.15	1.20	1.25	.15				Time Over Subdivision				.20	1.50	.20	1.25	1.50	.20	3.10				
20.6		21.0	32.5	28.0	38.6	36.3	28.0				Average Speed Per Hour				21.0	28.0	21.0	36.3	28.0	21.0	16.2				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. AUTOMATIC BLOCK BETWEEN BUTTE AND WARM SPRINGS. SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD			FIFTH SUB-DIVISION (PHILIPSBURG BRANCH)			EASTWARD		
SECOND CLASS			Time Table No. 56 September 29, 1929 Succeeding No. 55-A			SECOND CLASS		
269			STATIONS			270		
Mixed			Telegraph Offices and Calls			Mixed		
Ex. Sun.						Ex. Sun.		
L 10.30A	WYX	1266	0.0	D.....DRUMMOND.....0.5	25.8	130	A 7.55A	
			0.5	C. M. St. P. & P. R. R. CROSSING.....2.2	25.3			
s 10.37	RC3	2.7		NEW CHICAGO.....3.5	23.1	16	s 7.42	
s 10.48	RC6	6.2		H.....HALL.....2.4	19.6	19	s 7.30	
f.....	RC9	8.6		CHURCH.....3.7	17.2		f.....	
f.....	RC12	12.3		STONE.....3.0	13.5	Spur 3	f.....	
s 11.22A	RC15	15.3		MAXVILLE.....5.0	10.5	11	s 7.00	
f.....	RC20	20.3		BENNETT.....5.5	5.5		f.....	
A 12.05P	WC YX	RC26	25.8	PG.....PHILIPSBURGH.....5.5	0.0	120	L 6.30A	
Ex. Sun.							Ex. Sun.	
1.35				Time Over Subdivision			1.25	
16.2				Average Speed Per Hour			18.2	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 8, 9.

WESTWARD

THIRD SUB-DIVISION
(MAIN LINE.)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS							Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Missoula.	Time Table No. 56 September 29, 1929. Succeeding No. 55-A			Distance from Paradise.	Car Capacity of Sidings.	FIRST CLASS					SECOND CLASS		THIRD CLASS	
839		603		1	263	3	273	5	STATIONS					6	264	2			274	4	602	840					
Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls					Passenger	Passenger	Passenger			Passenger	Passenger	Freight	Way Freight					
Tue., Thu. and Sat.		Daily		Daily	Ex. Sun.	Daily	Ex. Sun.	Daily						Daily	Ex. Sun.	Daily			Ex. Sun.	Daily	Daily	Sun., Wed. and Fri.					
L 6.30A ⁶	L 2.50A	L 3.53P	L 12.01P ³	L 11.50A ²⁶³	L 8.10A	L 1.30A	WCX	1319	0.0	MA.....MISSOULA.....DN	99.9	Yard	A 6.50A ⁸³⁹	A 2.10P	As 2.40P	A 3.15P	As 4.55P	A 6.00A		A 1.25P							
f 6.55	3.15	A 4.06P	s 12.15	A 12.05P	Af 8.25A	A 1.45A	OTY	1325	6.6	MD.....DE SMET.....D	93.3	77	L 6.35A	s 1.57	L 2.27P	L 3.01P	L 4.42P	5.40		f 12.55							
f 7.04	3.23		f 12.20					RE2	8.7	GRASS VALLEY.....P	91.2	19		f 1.50				5.26		f 12.45							
f 7.17	3.37		f 12.28 ⁸⁴⁰					RE5	12.7	GASPARD.....P	87.2	99		f 1.45				5.12		f 12.28 ²⁰³							
s 7.35	3.50		s 12.38				W	RE11	17.3	F.....FRENCHTOWN.....D	82.6	106	s 1.37					4.52		f 12.11P							
								RE15	21.3	LUSK.....P	78.6	105		1.30				4.35		11.56A							
f 7.51			s 12.48					RE16	22.1	HUSON.....P	77.8		s 1.28					4.32		s 11.54							
f 8.06	4.15 ⁶⁰²		f 12.58					RE20	26.7	C. M. St. P. & P. Ry. Crossing Interlocked			f 1.18				4.15 ⁶⁰³		f 11.36								
f 8.20	4.30		s 1.08 ²⁰⁴				WX	RE25	31.5	RO.....LOTHROP.....D	68.4	W69	s 1.08 ²⁰³				3.55		f 11.18								
f 8.38	4.43		f 1.20					RE30	36.9	PLATEAU.....P	63.0	106	f 12.55				3.30		f 10.56								
										5.0																	
f 8.55	4.55		f 1.31					RE36	41.9	CYR.....P	58.0	105		f 12.44				3.10		f 10.35							
s 9.15	5.09		s 1.45				WCX	RE42	48.3	RU.....RIVULET.....DN	51.6	W106	s 12.30				2.45		s 10.12								
f 9.29	5.17		s 1.53					RE46	52.1	QUARTZ.....P	47.8	E69	s 12.21				2.30		f 9.55								
f 9.45	5.29		f 2.03					RE50	56.9	WESTFALL.....P	43.0	99	f 12.10P				2.10		f 9.36								
s 10.10	5.49		s 2.20				WX	RE58	64.3	QN.....SUPERIOR.....D	35.6	105	s 11.58A				1.40		f 9.07								
										5.4																	
f 10.28	6.01		f 2.31					RE63	69.7	SPRING GULCH.....P	30.2	106	f 11.40				1.20		f 8.45								
s 10.56	6.10		As 2.50P				WYX	RE71	78.0	JN.....ST. REGIS.....DN	21.9	90	L 11.22A				12.50		s 8.15								
f 11.20	6.20							RE76	82.8	TOOLE.....P	17.1	105					12.30		f 7.56								
f 11.41A	6.29							RE81	87.0	DONLAN.....P	12.9	W84					12.15A		f 7.35								
f 12.20P	6.44							RE89	94.9	QUINNS.....P	5.0	E72					11.55P		f 7.15								
										5.0																	
A 12.45P	A 7.00A ⁸⁴⁰						WCO	1390	99.9	PD.....PARADISE.....DN	0.0	Yard					L 11.30P		L 7.00A ⁶⁰³								
							TX																				
Tue., Thu. and Sat.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily							Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily		Sun., Wed. and Fri.							
0.15	4.10	.13	2.49	.15	.15	.15				Time Over Subdivision			.15	2.48	.13	.14	.13	6.30		6.25							
15.9	23.9	30.4	27.6	26.4	26.4	26.4				Average Speed Per Hour			26.4	27.8	30.4	28.2	30.4	15.3		15.5							

**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 6, 8, 9.**

WESTWARD

FOURTH SUB-DIVISION
(MAIN LINE.)

EASTWARD

THIRD CLASS		FIRST CLASS				Water, Fuel, Seals Tires, Lubricants, and Yard Limits.	Station Numbers.	Distance from De Smet.	Time Table No. 56 September 29, 1929. Succeeding No. 55-A			Distance from Paradise.	Car Capacity of Sidings.	FIRST CLASS				THIRD CLASS			
	845	1	3	273	5					STATIONS					6	2	274	4	846		
Way Freight	Passenger	Passenger	Passenger	Passenger					Telegraph Offices and Calls						Passenger	Passenger	Passenger	Passenger	Way Freight		
Tue.,Thu. and Sat.	Daily	Daily	Ex. Sun.	Daily											Daily	Daily	Ex. Sun.	Daily	Sun.,Wed. and Fri.		
		L 4.06P	L 12.05P	L f 8.25A	L 1.45A		1325	0.0	DS.....DE SMET.....D	64.2		A 6.35A	A 2.27P	A f 3.01P	A 4.42P						
		4.25 ₄	12.25	f 8.38	2.05		1332	6.1	.....NAGOS.....P	58.1	46	6.22	2.14	f 2.50	4.25 ₁					
		4.40	12.40	s 8.53	2.20	WYX	1335	10.6	VO.....EVARO.....D	53.6	46	6.12	2.04	s 2.40	4.15						
				f.....			1340	15.7	.....SCHLEY.....	48.5				f.....						
		5.03	s 1.03	s 9.17	f 2.43	WXY	1346	21.1	AR.....ARLEE.....D	43.1	42	5.35	1.25	s 2.12	3.43						
			5.12	1.14 ₂	f 9.28	2.54	1351	26.4	.....FLATHEAD.....P	37.8	40	5.22	1.14 ₃	f 2.02	3.33					
			5.19	s 1.24	s 9.38	f 3.04	X 1356	30.8	RI.....RAVALLI.....D	33.4	40	5.13	1.06	s 1.52	3.25						
	L 4.20P	5.30	s 1.37 ₂₇₄	A 9.53A	f 3.17	WYX	1363	37.8	JO.....DIXON.....D	26.4	98	5.02	12.56	L 1.37P ₃	s 3.13	A 8.20A					
	f 4.40	5.41	f 1.51		3.31		1370	44.7	.....McDONALD.....P	19.5	40	4.51	12.47		f 3.01	f 8.00				
	s 5.00	5.52	s 2.03		f 3.43	X	1378	51.6	PA.....PERMA.....D	12.6	41	4.40	12.38		s 2.51	s 7.40					
			f.....				1384	58.7	.....KNOWLES.....	5.5					f.....					
	A 5.50P	As 6.16P	As 2.30P ₄		As 4.10A ₆	WCO TX	1390	64.2	PD.....PARADISE.....DN	0.0	Yard	L 4.20A ₅	L 12.20P		L 2.30P ₃	L 7.00A					
	Tue.,Thu. and Sat.	Daily	Daily	Ex. Sun.	Daily							Daily	Daily	Ex. Sun.	Daily	Sun.,Wed. and Fri.					
	1.30	2.10	2.25	1.28	2.25				Time Over Subdivision			2.15	2.07	1.24	2.12	1.20					
	17.6	29.6	26.5	25.7	26.5				Average Speed Per Hour			28.5	30.3	27.0	29.1	19.8					

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

SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD

**SEVENTH SUB-DIVISION
((FLATHEAD VALLEY BRANCH))**

EASTWARD

WESTWARD

NINTH SUB-DIVISION

EASTWARD

**TENTH SUB-DIVISION
(SUNSET BRANCH)**

Westward

Eastward

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Wyes and Yard Limits.	Station Numbers.	Distance from Dixon.	Time Table No. 56 September 29, 1929. Succeeding No. 55-A			Distance from Polson.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
843	273	Passenger	274				844								
Way Freight	Ex. Sun.							Ex. Sun.	Way Freight						
Sun.,Wed. and Fri.	Ex. Sun.							Ex. Sun.	Tue.,Thu. and Sat.						
L 8.25A	L 9.54A	WY X	I363	0.0	JO.....DIXON.....D	33.2	Yard	As 1.27P	A 3.35P						
f 8.31	f 9.58	RM 2	1.5	.....AGENCY.....	31.7	Spur	f 1.20	f 3.20						
f 8.46	s 10.07	RM 5	5.0	.....MOIESE.....P	28.2	, 13	s 1.13	f 3.10						
s 9.01	f 10.16	RM 9	8.6	.....D'ASTE.....P	24.6	22	f 1.04	s 2.55						
s 9.20	s 10.26	RM 13	13.0	CH.....CHARLO.....D	20.2	53	s 12.55	s 2.30							
s 9.42	s 10.42	W 20	19.9	RN.....RONAN.....D	13.3	35	s 12.38	s 2.00							
s 10.23	s 10.54	RM 25	25.0	.....PABLO.....P	8.2	18	s 12.24	s 1.30						
A10.54A 273	A11.13A 843	WC YX 33	33.2	S.....POLSON.....D	0.0	Yard	L 12.05P	L 1.00P							
Sun.,Wed. and Fri.	Ex. Sun.						Ex. Sun.	Tue.,Thu. and Sat.							
2.29	1.19			Time Over Subdivision			1.22	2.35							
13.3	25.2			Average Speed Per Hour			24.2	12.4							

**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 PAGES 6, 8, 9.

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Burke.	Time Table No. 56 September 29, 1929. Succeeding No. 65-A	Distance from Wallace.	Car Capacity of Sidings.
					STATIONS		
					Telegraph Offices and Calls		
			RF7	0.0	BURKE O. W. R. & N. 1.5 Track Conn.	6.8	16
			RF5	1.5	DORN 1.4	5.3	12
			RF4	2.9	GEM 2.3	3.9	4
			RF1	5.2	NEAL 1.2	1.6	15
				6.4	JUNCTION SWITCH 0.4	0.4	
		WC XO TY	RK 57	6.8	WC.....WALLACE.....D	0.0	Yard
					Time Over Subdivision		
					Average Speed Per Hour		

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

SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

Westward			Eastward		
Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wallace.	Time Table No. 56 September 29, 1929. Succeeding No. 55-A		
			STATIONS		
			Telegraph Offices and Calls		
			Distance from Sunset.	Car Capacity of Sidings.	
WC XO TY	RK 57	0.0	WC.....WALLACE.....D 0.7	5.3	Yard
	RG1	0.7	.....POWDER SPUR..... 1.5	4.6	Spur
	RG2	2.2	.....BLACK CLOUD..... 0.9	3.1	23
	RG3	3.1	.....BUNN..... 2.2	2.2	11
	RG5	5.3	.....SUNSET.....	0.0	31
			Time Over Subdivision		
			Average Speed Per Hour		

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

SPECIAL INSTRUCTIONS PAGES 6, 8, 9.

WESTWARD		SIXTH SUB-DIVISION (BITTER ROOT BRANCH)										EASTWARD		WESTWARD		EIGHTH SUB-DIVISION (COEUR D'ALENE BRANCH)										EASTWARD			
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Missoula.	Time Table No. 56 September 29, 1929 Succeeding No. 55-A		Distance from Darby.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS		THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from St. Regis.	Time Table No. 56 September 29, 1929 Succeeding No. 55-A		Distance from Wallace.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
837		271					STATIONS				272		838		841		263					STATIONS				264		842	
Way Freight	Passenger	Ex. Sun.	Telegraph Offices and Calls				Ex. Sun.	Way Freight			Mo., Wed. and Fri.	Ex. Sun.	Way Freight	Passenger	Ex. Sun.	Way Freight	Passenger	Ex. Sun.				Mo., Wed. and Fri.	Ex. Sun.			Way Freight	Passenger	Ex. Sun.	Way Freight
L 7.00A	L 8.20A	WCX OTY	1319	0.0	MD.....MISSOULA.....DN	65.4	Yard	A 2.20P	A 4.00P	L 5.30A	L 2.51P	WYX	RE71	0.0	JN.....ST. REGIS.....DN	56.9	Yard	As 11.20A	A 9.00A										
f 7.17	f 8.30	RD4	4.0	POST	61.4	20	f 2.05	f 3.45	f 5.43	f 2.57	W4 MW	RK3	2.3	.....BUFORD.....	54.6	23	f 11.14	f 8.48										
f 7.20	f 8.35	RD6	6.1	HAYES	59.3	Spur 5	f 2.00	f 3.39	f 6.35	s 3.22	.....	RK13	12.8	HENDERSON	44.1	40	s 10.48	f 8.03										
s 7.35	s 8.49	RD11	11.5	LOLO	53.9	32	s 1.50	s 3.20	f 6.49	s 3.29	.....	RK16	15.7	C. M. St. P. & P. Ry. 2.9 Track Conn.	41.2	48	s 10.41	f 7.52										
f 7.50	f 8.59	RD15	15.4	McCLAIN	50.0	Spur 5	f 1.40	f 3.06	f 7.03	f 3.36	.....	RK19	18.5	DE BORGIA	38.4	.....	f 10.34	f 7.40									
f 8.00	f 9.03	RD17	17.3	CARLTON	48.1	Spur 8	f 1.34	f 2.59	7.20	3.40	.....	RK20	20.2	HAUGAN	36.7	Spur 8	10.30	7.33										
s 8.10	s 9.10	RD20	20.5	FLORENCE	44.9	33	s 1.26	s 2.47	s 7.58	s 3.50	WCT X	RK24	24.2	WILEYS	32.7	Spur 8	s 10.19	s 7.16											
f 8.20	f 9.16	RD23	23.0	KENSPUR	42.4	Spur 4	f 1.18	f 2.37	f 8.17	f 4.01	.....	RK29	28.4	SALTESE	28.5	Spur 4	f 10.08	f 6.58										
f 8.30	f 9.23	RD26	26.0	BASS	39.4	12	f 1.12	f 2.28	f 8.37	f 4.09	.....	RK31	31.5	TAFT	25.4	Spur 4	f 9.59	f 6.46										
s 8.40	s 9.31	W RD30	29.6	SC..STEVENSVILLE...D	35.8	30	s 1.05	s 2.20	f	f	W	RK33	33.2	TAMMANY	23.7	.....	f	f										
s 9.05	s 9.45	RD36	36.0	VI.....VICTOR.....D	29.4	30	s 12.45	s 1.53	f	f	.....	RK37	36.7	BORAX	20.2	Spur 9	f	f										
f 9.20	f 9.52	RD39	39.0	TUCKER	26.4	Spur 8	f 12.36	f 1.40	s 9.39	s 4.35	.....	RK38	38.1	SOHON	18.8	Spur 9	s 9.39	s 6.08										
s 9.45	s 10.03	RD44	43.9	OD.....CORVALLIS...D	21.5	No Siding	s 12.27	s 1.27	f 9.59	f 4.45	W	RK42	41.8	LOOKOUT	15.1	W34	f 9.26	s 5.43											
s 10.10 271	s 10.15 837	WXY RD49	48.6	HA.....HAMILTON.....D	16.8	50	s 12.15 12.10	s 1.10 12.40	f 10.30	f 5.00	W LMW	RK47	47.4	DORSEY	9.5	35	f 9.07	f 5.13											
f 10.32	f 10.27	RD51	51.5	GRANTSDALE	13.9	Spur 7	f 12.04P	f 12.32	s 10.48	s 5.07	X	RK50	50.0	LARSON	6.9	25	s 8.58	s 5.03											
f 11.03	f 10.47	W RD60	60.6	COMO	4.8	Spur 6	f 11.42A	f 12.05P	f 10.53	f 5.09	X	RK51	50.9	MULLAN	6.0	Spur 50	f 8.55	f 4.58											
f 11.10	f 10.52	RD62	62.5	GORUS	2.9	Spur 5	f 11.37	f 11.59A					56.5	MORNING	0.4														
All 1.20A 271-272	All 1.00A 837	YX RD65	65.4	DA.....DARBY.....D	0.0	12	L 11.30A 837	L 11.50A	A 11.25A	A 5.30P	WCX OTY	RK57	56.9	JUNCTION SWITCH. O. W. R. & N. Crossing	0.0	Yard	L 8.40A	L 4.30A											
Tue.,Thu. and Sat.	Ex. Sun.						Ex. Sun.	Tue.,Thu. and Sat.	Mo., Wed. and Fri.	Ex. Sun.				WC.....WALLACE.....D	O. W. R. & N. Track Conn.		Ex. Sun.	Tue.,Thu. and Sat.											
4.20	2.35						2.45	3.40	5.55	2.39				Time Over Subdivision			2.40	4.30											
15.0	25.3						23.7	17.0	9.6	21.4				Average Speed Per Hour			21.3	12.6											
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. NO. 837 IS SUPERIOR TO NO. 838 MISSOULA TO DARBY. SPECIAL INSTRUCTIONS PAGES 6, 8, 9.												EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 6, 8, 9.																	

MAXIMUM CLEARANCES

[illegible]

FIRST SUBDIVISION.

(MAIN LINE.)

1. **On double track** between Helena and G. N. Crossing, trains must keep to the left unless otherwise provided.
2. **At Helena**—End of double track is at first cross-over switch West of Roberts Street crossing. Normal position of double track switch is for eastward main track.
3. **At G. N. Transfer**—Trains from the Great Northern will get authority by telephone from the dispatcher before entering the first subdivision.
4. **Helper District** between Helena and Blossburg.
5. **Pusher District** between Garrison and Blossburg.
6. **At Garrison**, time of trains applies at telegraph office. 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.
7. **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 west switch Second Sub-Division Siding.....Four long blasts of whistle.
For coach track.....Five long blasts of whistle.
8. **At Blossburg**, south siding will be used for eastward trains and north siding for westward trains.
9. **At Austin**, south siding will be used for westward trains and north siding for eastward trains.
10. **At Avon**, south siding will be used for westward trains and north siding for eastward trains.
11. **Train Inspection**—Freight trains will stop for inspection as the Conductor directs, but westward freight trains must be inspected at Drummond or Bearmouth.
12. **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.
13. **Bridge and Engine Restrictions**—Class Z-5 engines not permitted.

STAFF BLOCK SYSTEM.

Between BLOSSBURG and SKYLINE.

14. 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. 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 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 engines are 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, ADDRESSED TO THE OPERATORS AT SKYLINE AND BLOSSBURG AND ALL TRAINS AFFECTED: "STAFF SYSTEM ANNULLED—HAS RIGHT OVER ALL TRAINS, TO—"
15. **Mountain Grade Operation**—Mountain grade one mile east of Birdseye to Blossburg. Retaining valves must be used on all cars Blossburg to Fort Harrison. On cars equipped with double pressure retaining valves the handles must be turned up to high pressure position (handles in diagonal position) on heavily loaded cars, and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and light or merchandise loads. 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.

SPECIAL INSTRUCTIONS.

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 upper switch of siding and 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 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 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 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 safety switch is properly set.

Operators at Skyline, Austin or Birdseye will not open the 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 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. 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 1003, "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 twenty-two (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. The following instructions govern operation of the ventilating plant east end of Mullan Tunnel:

"When fan is in operation westward freight trains will not exceed a speed of 7 miles per hour through Mullan Tunnel, and when there is a helper engine on rear of train lead engine will so regulate the speed that the entire train will not exceed this speed through the tunnel. "If the plant fails, train and enginemen and yardmaster at Helena will be notified so that helper engines may be turned out of Helena. If the failure of the plant occurs after a train has left Helena, they will be notified by the dispatcher, or if it has departed from Skyline they will be flagged by the engineer at the ventilating plant, in which case train and enginemen will arrange to use necessary precaution for personal protection through the tunnel."

16. **Special Stops, Connections, Etc.**

No. 5 will stop on flag at Austin, Saturdays only.
No. 3 will connect with No. 287 at Garrison unless otherwise instructed.
No. 3 will stop at Bonner to discharge passengers from east of Butte.
No. 5 will stop on flag at Gold Creek, Bearmouth, Bonita, Clinton and Bonner to discharge passengers from points east of Garrison.
No. 6 will stop on flag at Bonner, Clinton, Bonita, Bearmouth and Gold Creek for passengers destined to points east of Garrison where scheduled to stop.
Nos. 257 and 258 will stop on flag at Jens, Bradman, Haskell, Blakeley, Ludwell, Rock Creek and Big Bend.
Nos. 287, 288, 289 and 290 will stop on flag at Rich Spur and Calcium.
Nos. 287 and 288 will connect at Garrison with Nos. 1, 2, 3 and 256 unless otherwise instructed.
Nos. 289 and 290 will connect at Garrison with Nos. 1 and 4 unless otherwise instructed.
No. 256 will connect at Garrison with No. 6 unless otherwise instructed.

17. **Register Stations—**

Helena Yard. Missoula.
Garrison.

18. **Bulletin Stations—**

Helena Yard. Missoula Passenger Station.
Helena Round House. Missoula Yard.
Garrison. Missoula Roundhouse.

19. **Standard Time Clocks—**

Helena. Missoula Passenger Station.
Garrison. Missoula Yard.

20. **Watch Inspectors—**

R. W. Crawford, Helena. Kohn Jewelry Company, Missoula.

21. **Derail Switches—**

Neydell.....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).
Fort Harrison.....East End Spur.
Rheams Spur.....East End Spur.
Birdseye (Safety Switch).....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.

Skyline (Safety Switch).....West End Siding.
Skyline.....East End Siding.
Blossburg.....North End Clay Works Track.
Blossburg.....West End Storage Track.
Blossburg.....West End of Westward Siding.
Rich Spur.....West End Spur.
Calcium.....East End Spur.
Avon.....West End House Track.
Garrison.....East End of both Coal Dock Tracks.
Garrison.....West End No. 3 Track, Helena Yard.
Garrison.....West End Dead Track.
Drummond.....West End House Track.
Bearmouth.....Coal Dock Track.
Bradman.....West End Spur.
Bonner.....West End A. C. M. Co. Spur.

22. **Commercial Spurs—**

	Miles from Helena	Car Capacity
Mares.....	2.8	6
Fort Harrison.....	4.2	100
Rheams off Ft. Harrison Spur.....	4.2	2
Rich.....	23.6	6
Calcium.....	26.7	6
Jens.....	62.3	8
Bradman.....	75.3	3
Ludwell.....	87.0	5
Ancon.....	96.4	10
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 hold 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 west switch Second Sub-Division Siding.....Four long blasts of whistle.
For coach track.....Five long blasts of whistle.
4. **Automatic Block and Interlocking Light Signals**—Where automatic block and interlocking light signals are in use, they will display the standard colors for both day and night indication. In other respects, automatic block Rules Nos. 501-A to 513, inclusive, and Transportation Rule 27, and all interlocking rules apply.
5. **Speed Restrictions**—Eight (8) miles per hour within the city limits of Butte and Deer Lodge. Westward trains, five (5) miles per hour, eastward trains, eight (8) miles per hour over Kaw Avenue crossing west of Butte depot.
6. **Bridge and Engine Restrictions**—Class Z-5 Engines not permitted.
7. **Special Stops, Connections, Etc.**
No. 1 will stop at Deer Lodge to discharge passengers from St. Paul, Minneapolis, Duluth, Superior and East, and to pick up passengers for Spokane and West.
No. 2 will stop at Deer Lodge to discharge passengers from Spokane and West, and to pick up passengers for St. Paul, Minneapolis, Duluth, Superior and East.
Nos. 3 and 4 will stop at Galen to pick up and discharge passengers.
8. **Register Stations**—Butte. Garrison.
9. **Bulletin Stations**—Butte. Garrison.
10. **Standard Time Clocks**—Butte. Garrison.
11. **Watch Inspectors**—J. D. Lays, Butte.
12. **Derail Switches—**
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. & P. Transfer.
13. **Commercial Spurs—**
Elide.....Butte. Capacity 2.

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 Missoula**—The switch leading from the west lead of the old yard to the westward main track is a spring switch and may be run through. Switch is normally lined for westward main track.

SPECIAL INSTRUCTIONS.

- At DeSmet**—Switches at both ends of west crossover are spring switches and may be run through. The normal position of switch at east end of crossover is for trains from Third Sub-division to enter eastward main track. Trains from Fourth Sub-division entering eastward main track will run through the switch. Normal position of switch at west end of crossover is for Third Sub-division main track. A train from the Third Sub-division stopping to permit a train from Fourth Sub-division to pass, or a train from Fourth Sub-division stopping to permit a train from Third Sub-division to pass, trainmen of train being passed will immediately throw controller switch so the train passing will get a clear signal. After the train has passed, trainman will return controller switch to normal position, lock the box, and train will be governed by signal indications before proceeding. Two controller boxes equipped with plates showing number of signals which each controller governs are located on a post near the west crossover switch. In case signals will not indicate proceed, trains will not move against facing point spring switches until switch points have been examined.
- Signal 125.9, "top signal", governs movement from westward main track to Fourth Sub-division. Signal 125.9, "lower signal", governs movement from westward main track to the Third Sub-division. Signal 125.8 "lower signal" located on bridge, governs movement from Fourth Sub-division to eastward main track. Signal 126.0 "top signal", located on bridge, governs movement from Third Sub-division to eastward main track. Signal 121.3 governs westward main line movement and Signal 121.5 governs westward movement from west lead of the old yard to the westward main track over spring switch at west end of Missoula yard.
3. **Train Inspection**—Freight trains will stop for inspection as the conductor directs, but westward freight trains must be inspected before passing Rivulet.
4. **Bridge and Engine Restrictions**—Class A and double header Engines any class. Twenty (20) miles per hour over Bridge 136. Class Z-5 Engines not permitted.
5. **Speed Restrictions**—Westward trains will approach junction switch and crossover at the west end of Missoula Freight Yard at restricted speed, expecting to find trains using crossover. Eastward trains will approach the east switch of the wye track at Missoula leading to the Sixth Sub-division, at restricted speed. All trains, twelve (12) miles per hour between overhead bridge near Yard Office and Madison Street, Missoula. Approach West Portal Tunnel 10 just west of Quinns at restricted speed, account of possibility of rocks falling.
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. Nos. 263 and 264 will stop on flag at Morgel two miles east of St. Regis.
7. **Register Stations**—Missoula and Paradise. St. Regis for Nos. 263 and 264.
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.
Brewery Spur.....West of Head Block.
Riddle.....East End Spur.
Rivulet.....Coal Dock Track.
Sand Spur.....East End.
12. **Commercial Spurs**—
- | | Miles from Missoula | Car Capacity |
|------------------------|---------------------|--------------|
| Riddle..... | 4.1 | 8 |
| Mellady..... | 13.9 | 4 |
| Thindle..... | 19.7 | 5 |
| Sand..... | 35.4 | 10 |
| Lubrek (Log Spur)..... | 89.2 | 1 |

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** 1 mile east of Paradise will govern westward trains.
4. **Mountain Grade Operation**—Mountain grade one (1) mile west of DeSmet to two (2) miles east of Arlee. Retainers must be used on all cars Evaro to Reid Spur and from Evaro to two miles east of Arlee. On cars equipped with double pressure retaining valves, the handles must be turned up to high pressure position (handles in diagonal position) on heavily loaded cars and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and light or merchandise loads. When trains by meet order meet at Nagos or Evaro, the westward train will take siding. Passenger trains must not exceed any one mile in two minutes, and freight trains any one mile in four minutes descending mountain grades.
5. **Helper District**—Between Missoula and Arlee.
6. **Bridge and Engine Restrictions**—Speed will be restricted over Bridge 5, O'Keefe Gulch Viaduct, as follows: Engines, classes A, 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. Class Z-5 not permitted. Speed will be restricted over Bridge 7, Marent Viaduct, as follows: Double header engines, classes A, Z-2, Z-3, Z-4 and Z-5 not permitted. Engines, classes A, Z-2, Z-3, and Z-4, and all lighter classes, will not exceed thirty (30) miles per hour. Speed will be restricted over Bridge 55, over Flathead River, as follows: Engines, classes A, 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. Class Z-5 not permitted.

7. **Special Stops, Connections, Etc.**—No. 3 will stop at Evaro, Schley and Flathead to discharge passengers from east of Missoula and will stop at Evaro on flag Sundays only. No. 6 will stop at Dixon to discharge passengers from Sand Point and west. No. 4 will stop at Ravalli, Flathead, Arlee, Schley and Evaro to discharge passengers from west of Dixon and will stop on flag at Ravalli, Arlee and Evaro Sundays only. No. 3 will connect with No. 274 at Dixon unless otherwise instructed. Nos. 845 and 846 will carry adult male passengers between Dixon and Paradise.
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**—
Evaro.....East End Johnson Spur.
Arlee.....West End Siding.
Arlee.....200 feet north of wye switch.
Flathead.....On Heron Lbr. Co. Spur, 220 feet from head block to Main Track Switch.
Paradise.....East End Monahan Spur.
12. **Commercial Spurs**—
- | | Miles from DeSmet | Car Capacity |
|------------------------|-------------------|--------------|
| Reid..... | 3.7 | 5 |
| Hurley..... | 17.8 | 5 |
| Grazog..... | 22.3 | 3 |
| Pollog (Log Spur)..... | 41.1 | .. |

FIFTH SUBDIVISION.
(PHILIPSBURG BRANCH)

1. **At Drummond**—Crossing with C. M. St. P. & P. Railway is protected with automatic crossing signals. Signals are of approach type and trains will approach stop signal at restricted speed. If a train is stopped at the stop signal and no conflicting train movement is evident a trainman shall proceed to the crossing and operate the hand release located in the box marked, "Northern Pacific." Box is locked with a switch lock and instructions for operation are inside. If the operation of the hand release does not clear the signal, the train may then proceed under protection of a flag against C. M. St. P. & P. trains in both directions.
2. **Bridge and Engine 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.
3. **Register Stations**—Drummond, Philipsburg.
4. **Bulletin Station**—Drummond.
5. **Standard Time Clock**—Drummond.
6. **Watch Inspector**—McLees Jewelry Co., Philipsburg.
7. **Derail Switches**—
New Chicago.....East End of Siding.
Stone.....East End Siding.
Hall.....East End of Elevator Track.
Hall.....East End Sugar Track.
Maxville.....East End Siding.
Philipsburg.....East End Pardee Spur.
Philipsburg.....East End Siding.
Philipsburg.....650 feet East of Depot on Main Track.
8. **Commercial Spurs**—
- | | Miles from Drummond | Car Capacity |
|----------------|---------------------|--------------|
| Gold Coin..... | 13.5 | 5 |

SIXTH 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. 271 and 272 stop on flag at Wemple, M. P. 21.6, Bing, M. P. 33.9, Wood M. P. 36.6, Quast, M. P. 42.2, Kyle, M. P. 45.6, Charlos Heights M. P. 57.3, Truman, M. P. 52.8, at Orchard Spur, M. P. 51.5 and at Bean, M. P. 61.4. Nos. 837 and 838 may carry adult male passengers.
3. **Bridge and Engine Restrictions**—Speed will be restricted over Bridge "O", Missoula River, as follows: Engines, classes 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. Engines, class W and heavier not permitted. Speed will be restricted over Bridges 4, Bitter Root River; 51, Bitter Root River; 57, Lost Horse Creek and 59, Rock Creek, as follows: Engines, classes 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.
Post.....West End of Siding.
Darby.....Stem of Wye 407 ft. from Junction of two legs of wye.
8. **Commercial Spurs**—
- | | Miles from Missoula | Car Capacity |
|----------------------|---------------------|--------------|
| Inch..... | 2.2 | 3 |
| Wemple..... | 21.6 | 3 |
| Bing..... | 33.9 | 8 |
| Wood..... | 36.6 | 8 |
| Quast..... | 42.2 | 8 |
| Kyle..... | 45.6 | 8 |
| Ward..... | 56.2 | 8 |
| Charlos Heights..... | 57.3 | 5 |

SEVENTH SUBDIVISION.
(FLATHEAD VALLEY BRANCH.)

1. **Speed Restrictions**—Passenger trains will not exceed schedule time and freight trains, twenty (20) miles per hour.
2. **Special Stops, Connections, Etc.**—Nos. 273 and 274 will stop on flag at Reclamation Spur. Nos. 843 and 844 may carry adult male passengers.
3. **Register Stations**—Dixon. Polson.
4. **Watch Inspector**—H. E. Rakeman. Polson.
5. **Derail Switches**—
Moiese.....East End Siding.
D'Aste.....East End Siding.
Ronan.....East End House Track.
Polson.....Lake Spur, 895 feet north of wye switch.
6. **Commercial Spurs**—
- | | Miles from Dixon | Car Capacity |
|------------------|------------------|--------------|
| Reclamation..... | 28.6 | 8 |

EIGHTH SUBDIVISION.
(COEUR D'ALENE BRANCH.)

1. **Speed Restrictions**—6 miles per hour over public crossings Wallace.
2. **Bridge and Engine 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 A, Q-5, Q-6, W-3, W-5, 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. Retaining valves must be used on all cars Lookout to Saltese and Lookout to Mullen. On cars equipped with double pressure retaining valves, the handles must be turned up to high pressure position (handles in diagonal position) on heavily loaded cars, and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and light or merchandise loads.
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 and Alice. No. 264 will stop at O.-W. R. & N. Station at Wallace to pick up mail and baggage. 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**—
Henderson.....East End Both Transfer Tracks.
Wilks.....East End Spur.
DeBorgia.....East End Passing Track.
Saltese.....East End House Track and Coal Dock Track.
Saltese.....East End Westward Siding.
Taft.....East End Spur.
Tammany.....East End Spur.
Sohon.....West End Safety Spur.

SPECIAL INSTRUCTIONS.

Lookout.....	Both Ends Eastward Siding.
Lookout.....	Both ends Westward Siding.
Dorsey.....	West End Siding.
Reindeer.....	West End Spur.
Larson.....	West End Siding.
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.
Morning.....	152½ ft. from head block main line yard switch.
Alice.....	West End Spur.
Wallace.....	East End Federal Mill Track.
Wallace.....	West End Hercules Loading Track.
Wallace.....	West End Siding, opposite O.-W. R. & N. Depot.
Wallace.....	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.

11. Commercial Spurs—

	Miles from St. Regis	Car Capacity
Wilk.....	7.0	8
Wenco.....	18.3	3
Cooper.....	21.3	4
Reindeer.....	43.2	2
Pottsville.....	45.9	..
McKinnis.....	49.0	11
Hunter.....	49.3	15
Compressor.....	52.8	4
Alice.....	53.2	4
Stull.....	53.8	4
Gentry.....	55.4	2

NINTH SUBDIVISION.
(BURKE BRANCH.)

- At Wallace—Trains will protect against eighth Sub-Division trains between passenger station and Junction Switch.
- At Burke—All trains, yard engines, light engines, must move at restricted speed in both directions at all times.
- Mountain Grade Operations—Mountain grade between Burke and Wallace. Retaining valves must be used on all cars Burke to Wallace. On cars equipped with double pressure retaining valves the handles must be turned up to high pressure position (handles in diagonal position) on heavily loaded cars, and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and light or merchandise loads.
- Register Station—Wallace.
- Bulletin Station—Wallace.
- Standard Time Clock—Wallace.
- Watch Inspector—E. W. Phillips, Wallace.
- Derail Switches—

Burke.....	West End Old Tiger Scale and Hecla high line switch as derail to all tracks Hercules yard.
Burke.....	Lower End Run Around Track.
Burke.....	Hecla Yards Upper End of Bridge.
Burke.....	Below Depot Main Track.
Hecla.....	West End Spur.
Mace.....	West End Siding.
Dorn.....	West End Siding.
Frisco Concentrator.....	West End Siding.
Frisco Concentrator.....	156 feet above switch to loading spur.
Frisco.....	On Main Track (will be left locked closed).
Gem.....	West End Siding.
Neal.....	West End Siding.
Markwell.....	West End Spur.
Webb Spur.....	West End.
Standard Mill.....	West End Crossover to Mill.

9. Commercial Spurs—	Miles from Wallace	Car Capacity
Webb.....	1.5	4
Markwell.....	2.0	3

TENTH SUBDIVISION.
(SUNSET BRANCH.)

- Mountain Grade Operations—Mountain grade between Sunset and Wallace. Retaining valves must be used on all cars Sunset to Wallace. On cars equipped with double pressure retaining valves the handles must be turned up to high pressure position (handles in diagonal position) on heavily loaded cars and to low pressure retaining position (handles turned entirely up to horizontal position) on empty cars and light or merchandise loads.
- Register Station—Wallace.
- Bulletin Station—Wallace.
- Standard Time Clock—Wallace.
- Derail Switches—

Stratton.....	East End Spur.
Bunn.....	East End Siding.
Black Cloud Mill Spur.....	300 feet from Main Track.
Mahoney's Spur.....	Lower End Spur.
Sunset.....	Main Track Below Switch.

J. R. SMITH, Trainmaster.

T. J. REGAN, Trainmaster.

6. Commercial Spurs—	Miles from Wallace	Car Capacity
Mahoney's.....	2.0	2
Stratton.....	2.1	20

ALL SUBDIVISIONS.

- Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
- Speed Restrictions—

Passenger trains, one mile per minute.

All trains thirty (30) miles per hour over interlocked crossings.

Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.

Fifteen (15) miles per hour passing telegraph offices where orders are received.

Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W2 and W4, forty (40) miles per hour. W3 and W5, thirty-five (35) miles per hour. Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
- When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
- Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
- 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.
- When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
- When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employees, fully competent and equipped to do so.
- In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
- Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
- Before occupied outfit cars are switched or handled, air brakes must be cut in.
- IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS: When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
- At lap and double sidings, where one siding is blocked, the clear siding will be used as single siding.
- On all branch line sidings trains may expect to find cars at any time.
- Spring Switches—

Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.

Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.

Flying switches over or through spring switches are prohibited.

When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.

Sand must not be used over points of spring switches.
- Derail switches will be set in derail position when not in use.
- The following letters when placed after the figures of schedule indicate:

"A"—A. M. "P"—P. M.

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, Asst Surgeon, Missoula.	
DR. W. HIEMSTRA, Asst 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. A. E. KNIGHT, Phillipsburg.
DR. H. D. KISTLER, Butte (S).	DR. P. S. RENNICK, Stevensville.
DR. C. B. RODES, Asst Surgeon, Butte.	DR. G. A. GORDON, Hamilton (S).
DR. J. A. DONAVAN (Oculist), Butte.	DR. F. E. BUCHEN, Darby.
DR. A. W. MORSE (Oculist), Butte.	Arlee (S), Paradise (S), Paradise Tool Car (S).
Butte Pass. Sta. Baggage Room (S).	DR. W. J. DOYLE, Superior.
Butte Upper Freight Office (S).	DR. F. L. QUIGLEY, Wallace (S).
DR. C. S. POWELL, Deer Lodge, Garrison (S).	DR. J. R. BEAN, Wallace (S).
DR. E. G. WILCOX, Drummond (S).	DR. J. L. RICHARDS, Polson.
	DR. HUGH MALLARKY, Dixon.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees 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.

EASTWARD	ENGINES					
	Ruling Grade	W Sup.	W-3	Z	Z-1	Z-3
Paradise to Missoula.....	0.4	2800	4000	.....	.....	.....
(Via St. Regis)	0.4	2800	.....	.....	.....	.....
Paradise - Dixon.....	1.0	1800	.....	.....	.....	.....
Dixon - Arlee.....	2.2	700	.....	.....	.....	.....
Arlee - Evaro.....	Down	Car	Limit	.....	.....	.....
Evaro - Missoula.....	0.4	2400	3700	.....	.....	4500
Missoula - Garrison.....	1.0	1600	2000	2000	.....	2500
Garrison - Elliston.....	1.4	1100	1500	1500	.....	2100
Elliston - Blossburg.....	Down	Car	Limit	.....	.....	.....
Blossburg - Helena.....	0.7	1800	2500	.....	.....	.....
Garrison - Stuart.....	1.0	1500	2100	.....	.....	.....
Stuart - Butte.....	2.2	.....	.....	875	750	.....
Wallace - Dorsey.....	4.0	.....	.....	450	375	.....
Dorsey - Lookout.....	Down	Limit	2600 to	ns acc't	4% gra	de
Lookout - Sohon.....	Down	Car	Limit	.....	.....	.....
Sohon - St. Regis.....	Down	Car	Limit	.....	.....	.....
WESTWARD						
Helena - Blossburg.....	2.2	700	800	800	.....	1150
Blossburg or Butte to Missoula.....	Down	Car	Limit	.....	.....	.....
Missoula to Paradise.....	0.4	Car	Limit	.....	.....	.....
(Via St. Regis)	2.2	700	.....	.....	.....	.....
DeSmet - Evaro.....	Down	Car	Limit	.....	.....	.....
Evaro - Paradise.....	1.0	.....	.....	2000	1650	.....
St. Regis - Saltese.....	2.2	.....	.....	875	750	.....
Saltese - Sohon.....	4.0	.....	.....	525	425	.....
Sohon - Lookout.....	Down	Limit	2000 to	ns acc't	4% gra	de
Lookout - Dorsey.....	Down	Car	Limit	.....	.....	.....
Dorsey - Wallace.....	Down	Car	Limit	.....	.....	.....

SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
1	60	2	30
1 1	59	2 10	27.6
1 2	58	2 15	26.6
1 3	57.1	2 20	25.7
1 4	56.2	2 30	24
1 5	55.3	2 40	22.5
1 6	54.5	2 45	21.8
1 7	53.7	2 50	21.2
1 8	52.9	3 ..	20
1 9	52.1	3 9	19
1 10	51.4	3 20	18
1 12	50	3 31	17
1 15	48	3 45	16
1 20	45	4 ..	15
1 25	42.3	5 ..	12
1 30	40	6 ..	10
1 40	36	7 30	8
1 45	34.3	10 ..	6
1 50	32.7		

F. G. COOK, Trainmaster.

G. S. SNYDER, Chief Dispatcher.

