

INDEX

	Page
1st Sub.—Livingston to Helena.....	3
2nd Sub.—Logan to Butte.....	5
3rd Sub.—Helena to Missoula.....	4
4th Sub.—Butte to Garrison.....	5
5th Sub.—Missoula to Paradise.....	6
6th Sub.—DeSmet to Paradise.....	6
8th Sub.—Livingston to Gardiner.....	7
9th Sub.—Manhattan to Anceney.....	7
10th Sub.—Sappington to Norris.....	9
11th Sub.—Whitehall to Alder.....	8
12th Sub.—Drummond to Philipsburg.....	7
13th Sub.—Missoula to Darby.....	8
14th Sub.—Dixon to Polson.....	8
15th Sub.—St. Regis to Wallace.....	9
16th Sub.—Wallace to Burke.....	9
17th Sub.—Wallace to Bunn.....	9
Authorized Surgeons.....	2
Commercial Spurs.....	10
Crossovers, Interlockings.....	11

SPEED TABLE.

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	21	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

**NORTHERN PACIFIC
RAILWAY COMPANY**

**Rocky Mountain
Division**

**TIME
TABLE
75A**

To be used in conjunction with
Special Instructions currently in effect.
In Effect at 12:01 A. M. Mountain
Standard Time.

Sunday, October 29, 1950

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 the latest Special Instructions and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

C. CORSER,
Assistant General Manager.

C. W. COIL,
Superintendent.

J. F. ALSIP,
General Manager.

R. E. MATTSON,
General Superintendent of
Transportation.

AUTHORIZED SURGEONS**Central District**

Dr. H. J. Hall, Chief Surgeon, Central District—Missoula.
 Dr. W. F. Morrison, Ass't Surgeon, Central District—Missoula.
 Dr. L. E. Kuffel, Ass't Surgeon, Central District—Missoula.
 Dr. M. J. Johnson, Ass't Surgeon, Central District—Missoula.
 Dr. E. S. Murphy, Oculist—Missoula.
 Dr. G. G. Sale, Oculist—Missoula.
 Dr. W. L. Jones, Oculist—Missoula.

LOCAL SURGEONS

Dr. W. E. Harris.....	Livingston
Dr. R. E. Walker.....	Livingston
Dr. D. C. Epler.....	Bozeman
Dr. R. H. Dyer.....	Sheridan
Dr. R. J. Hill.....	Whitehall
Dr. V. Carkulis.....	Whitehall
Dr. W. J. Burns.....	Twin Bridges
Dr. H. H. James.....	Butte
Dr. G. T. Mac Pherson.....	Butte
Dr. J. C. Lapierre, Oculist.....	Butte
Dr. F. P. Nash.....	Townsend
Dr. R. G. Bayles.....	Townsend
Dr. S. A. Cooney.....	Helena
Dr. T. W. Cooney.....	Helena
Dr. R. O. Lewis, Oculist.....	Helena
Dr. F. L. Unmack.....	Deer Lodge
Dr. C. C. Tefft.....	Hamilton
Dr. P. W. Willis.....	Hamilton
Dr. A. M. Peterson.....	Wallace
Dr. John Dimon.....	Polson
Dr. J. M. Isbister.....	Plains

LOCATION OF STRETCHERS

Livingston.....	Tool Car Wrecker
Livingston.....	Yard Office
Bozeman.....	Station
Townsend.....	Station
Helena.....	Tool Car Wrecker
Helena.....	Yard Office
Whitehall.....	Station
Butte.....	Baggageroom
Butte.....	Freight House
Garrison.....	Station
Drummond.....	Station
Missoula.....	Station
Missoula.....	Hospital
Missoula.....	Tool Car Wrecker
Missoula.....	Machine Shops
Hamilton.....	Station
Polson.....	Station
St. Regis.....	Station
Wallace.....	Station
Paradise.....	Station

NOTE

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In a case of illness or in case of injury unrelated to railway operation, surgeon should endeavor to collect a reasonable fee for service from person attended, other than members of the N. P. B. A. If unable to collect, Chief Surgeon should be notified.

Where injuries are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

Water, Fuel, Seales, Turkeys, Hays and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS			Distance from Livingston.	FIRST CLASS		
			221	1	3		4	222	2
			Passenger	Passenger	Passenger		Passenger	Passenger	Passenger
			Daily	Daily	Daily		Daily	Daily	
CTW XYZ	1071	Yard		L 8.00 AM	L 3.00 AM	0.0			
W	1080	S 20		8.19	3.19	7.7			
X	1083	W 91		8.30	3.30	11.9			
X	1084	W 43		8.33	3.33	13.1			
	1088	WS 17		8.39	3.39	16.4			
CTW XYZ	1096	W 97		s 8.58	s 3.55 4.02	24.8			
	1106	122		9.11	s 4.18	34.3			
XY	1115	70		9.22	s 4.35	43.7			
CTW XZ	1096	80				24.8			
	TX9	S 6				33.8			
	TX16	S10				40.7			
	TX19	90				43.4			
CTW XY	1120	80	L 9.40 AM	As 9.30 AM	s 4.50 5.00	49.0			
XZ	1127	99	s 9.49		f 5.09	54.9			
	1135	122	f 10.01		5.22	63.3			
WX	1141	115	s 10.10		s 5.32	69.3			
	1147	101	10.20		5.41	75.0			
	1150	70	s 10.26		f 5.47	78.6			
	1156	122	10.34		5.57	84.6			
CW XY	1161	E122 W 86	s 10.44		s 6.09	89.7			
	1170	120	10.54		6.24	97.8			
	1175	120	s 11.03		6.33	102.7			
	1179	120	11.09		6.39	107.0			
	1183	104	11.16		6.47	111.9			
Z	1189	E 66 W 69	s 11.26		6.57	118.4			
CTW XYZ	1194	Yard		As 11.35 AM ⁴	As 7.10 AM	122.8			
			Daily	Daily	Daily				
			1.55	1.30	3.53				
			38.5	32.6	31.6				

Time Table No. 75A October 29, 1950		
STATIONS		
Telegraph Offices and Calls		
VS... LIVINGSTON... DN	7.7	122.8
..... HOPPERS..... P	4.2	115.1
..... MUIR..... P	1.2	110.9
WD... WEST END... DN	3.3	109.7
..... CHESTNUT..... P	8.4	106.4
BZ... BOZEMAN..... DN	9.5	98.0
BA... BELGRADE..... PD	9.4	88.5
MN... MANHATTAN..... PD	5.3	79.1
To Logan	5.3	
BZ... BOZEMAN..... DN	9.0	107.7
..... COWAN.....	6.9	98.7
..... SPAIN.....	2.7	91.8
..... POWERS.....	15.3	89.1
To Logan	15.3	
CH... LOGAN..... DN	5.9	73.8
RT... TRIDENT..... PD	8.4	67.9
..... CLARKSTON..... P	6.0	59.5
CJ... LOMBARD..... PD	5.7	53.5
..... BREWER..... P	3.6	47.8
TS... TOSTON..... PD	6.0	44.2
..... HOLKER..... P	5.1	38.2
TN... TOWNSEND..... DN	8.1	33.1
..... CLOW..... P	4.9	25.0
..... WINSTON..... P	4.3	20.1
..... PLACER..... P	4.9	15.8
..... LOUISVILLE..... P	6.5	10.9
JN... EAST HELENA..... DN	4.4	4.4
HY... HELENA..... DN	221	0.0
	11.35 AM	L 11.35 AM
	Daily	Daily
	3.35	2.05
	34.2	35.4

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
BETWEEN MUIR AND WEST END, SINGLE TRACK, GOVERNED BY INTERLOCKING SIGNALS AND RULES.**

Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Helena.	Time Table No. 75A		Distance from Missoula.	FIRST CLASS		
			1	3		October 29, 1950	4		2		
			Passenger	Passenger		STATIONS	Passenger		Passenger		
			Daily	Daily			Daily		Daily		
						CENTRALIZED TRAFFIC CONTROL					
CTW XYZ	1194	Yard		L 7.30 AM	0.0	TELEGRAPH OFFICES AND CALLS					
	1199			7.40	5.2	HY... HELENA... DN 5.2					
	1202	91		f 7.45	8.2	... TOBIN... P 3.0					
WX	1207	E40 W91		f 7.59	13.1	... BIRDSEYE... 4.9					
	1210	85		f 8.10	16.3	... AUSTIN... P 3.2					
	1213	91		f 8.18	18.7	... WEED... P 2.4					
XY	1215	E110 W55		s 8.28	20.6	... SKYLINE... P 1.9					
	1220	93		8.36	25.8	B... BLOSSBURG... PDN 5.2					
WX	1223	94		s 8.42	29.0	... SAMPSON... P 3.2					
	1226	67		f 8.49	33.8	EN... ELLISTON... PD 4.8					
	1232	126		s 8.56	37.8	... GILBERT... P 4.0					
	1238	92		f 9.06	43.5	AV... AVON... PD 5.7					
CW XY	1245	E94 W95	L 1.40 PM	s 9.20 ⁴ 9.30	50.9	... BRADLEY... P 7.4					
	1249				54.8	GR... GARRISON... DN 3.9					
	1254	E96	1.50	f 9.42	58.5	... PHOSPHATE... P 3.7					
	1258	ES20		f 9.48	62.6	... GOLD CREEK... P 4.1					
WXY	1266	E95	2.05	s 10.05	70.7	... JENS... P 8.1					
CW	1278	E97 W125	2.17	f 10.19	81.2	D... DRUMMOND... PD 10.5					
	1286	ES7		f 10.29	88.7	... BEARMOUTH... P 7.5					
	1290	ES45	2.28	10.35	92.0	... NIMROD... P 3.3					
	1294	ES9		f 10.40	95.4	... WILLIS... P 3.4					
W	1302	E96	2.39	f 10.50	102.7	... BONITA... P 7.3					
X	1312		2.50	s 11.05	113.2	... CLINTON... P 10.5					
CTW XYZ	1319	Yard	As 3.00 PM	As 11.15 AM	119.4	BO... BONNER... PD 6.2					
			Daily	Daily		MD... MISSOULA... DN MA					
			1.20	3.35		DOUBLE TRACK					
			51.4	33.3		Time Over Subdivision					
						Average Speed Per Hour					
						3.40					
						1.15					
						32.6					
						54.8					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION BETWEEN MISSOULA AND GARRISON AND BETWEEN TOBIN AND HELENA.

Nos. 1 and 2 will stop on flag at Drummond to let off or receive passengers from and to points east of Fargo, and Spokane and west.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Missoula.	Time Table No. 75A		Distance from Paradise.	FIRST CLASS	
			1	3		October 29, 1950			4	2
			Passenger	Passenger		STATIONS			Passenger	Passenger
			Daily	Daily		Telegraph Offices and Calls			Daily	Daily
CTW XYZ	1319	Yard	L 3.15 PM	L 11.35 AM	0.0	MA... MISSOULA... DN MD 6.6	99.9	As 7.00 AM	As 3.35 PM	
	1325	69	A 3.25 PM	A 11.47 AM	6.6	DS... DE SMET... PD 10.7	93.3	L 6.45 AM	L 3.23 PM	
W	RE11	126			17.3	F... FRENCHTOWN... PD 4.8	82.6			
	RE15	8 5			22.1	... HUSON... P 4.3	77.8			
	RE20	91			26.4	... NINE MILE... P 5.1	73.5			
W	RE25	128			31.5	... LOTHROP... P 5.4	68.4			
	RE30	98			36.9	... PLATEAU... P 5.0	63.0			
	RE36	96			41.9	... CYR... P 6.4	58.0			
CWX	RE42	131			48.3	RU... RIVULET... PDN 8.5	51.6			
	RE50	130			56.8	... WESTFALL... P 7.5	43.1			
W	RE58	126			64.3	QN... SUPERIOR... PD 5.2	35.6			
	RE63	96			69.5	... SPRING GULCH... P 8.4	30.4			
WXY	RE71	82			77.9	G... ST. REGIS... PDN 4.7	22.0			
	RE76	126			82.6	... TOOLE... P 4.4	17.3			
	RE81	76			87.0	... DONLAN... P 7.9	12.9			
	RE89	126			94.9	... QUINNS... P 5.0	5.0			
CTWXY	1390	Yard			99.9	PD... PARADISE... DN	0.0			
			Daily	Daily				Daily	Daily	
			.10	.12		Time Over Subdivision		.15	.12	
			39.6	33.0		Average Speed Per Hour		26.4	33.0	

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from De Smet.	Time Table No. 75A		Distance from Paradise.	FIRST CLASS	
			1	3		October 29, 1950			4	2
			Passenger	Passenger		STATIONS			Passenger	Passenger
			Daily	Daily		Telegraph Offices and Calls			Daily	Daily
	1325	15	L 3.25 PM	L 11.47 AM	0.0	DS... DE SMET... PD 6.1	64.2	A 6.45 AM	A 3.23 PM	
	1332	38	3.38	12.01 PM	6.1	... NAGOS... P 4.5	58.1	6.30	3.11	
WXY	1335	38	3.51	12.14	10.6	... EVARO... P 4.9	53.6	6.19	3.01	
	1340	33	4.01	12.24	15.5	... SCHLEY... P 5.6	48.7	5.58	2.45	
WXY	1346	34	4.12	12.36	21.1	AR... ARLEE... PD 9.7	43.1	s 5.46	f 2.32	
	1356	33	4.23	1.00	30.8	RI... RAVALLI... D 7.1	33.4	s 5.29	2.19	
WXY	1363	88	4.32	1.12	37.9	JO... DIXON... PD 8.6	26.3	f 5.17	2.09	
	1370	35	4.41	1.21	44.5	... McDONALD... P 7.1	19.7	5.07	2.00	
	1378	35	4.50	1.30	51.6	PA... PERMA... PD 7.0	12.6	s 4.59	1.52	
	1384	35	5.00	1.42	58.6	... KNOWLES... P 5.6	5.6	4.49	1.42	
CTWXY	1390	Yard	As 5.10 PM	As 2.10 PM	64.2	PD... PARADISE... DN	0.0	L 4.40 AM	L 1.35 PM	
			Daily	Daily				Daily	Daily	
			1.45	2.23		Time Over Subdivision		2.05	1.48	
			36.6	26.9		Average Speed Per Hour		30.2	35.6	

No. 3 will stop at Evaro to discharge passengers from east of Missoula and at Evaro on flag Sundays only.
No. 4 will stop on flag at Evaro Sundays only.

No. 2 will stop at Arlee to discharge passengers for the Flathead Valley branch.

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

WESTWARD EIGHTH SUB-DIVISION EASTWARD
(PARK BRANCH)

7

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	SECOND CLASS			Distance from Livingston.	Time Table No. 75A		Distance from Gardiner.	SECOND CLASS		
			233	Way Freight	Mon. and Thur.		October 29, 1950			234	Way Freight	Mon. and Thur.
							STATIONS						STATIONS
Telegraph Offices and Calls						Telegraph Offices and Calls						
CTW XYZ	1071	Yard	L	6.30 AM	0.0	VS.....	LIVINGSTON.....	DN	54.1	A	12.30 PM	
	TB10	23		6.55	10.3		BRISBIN.....		43.8		12.05 PM	
	TB17	8 7		7.10	17.1		PRAY.....		37.0		11.50 AM	
	TB20	17		7.17	20.3		CHICORY.....		33.8		11.40	
W ¼ m E	TB23	8 10		7.25	23.2		EMIGRANT.....	P	30.9		11.30	
	TB26	18		7.32	26.2		MERRIMAN.....		27.9		11.20	
	TB31	29		7.42	30.8		DAILEY.....	P	28.3		11.10	
	TB37	8 6		7.57	37.5		CARBELLA.....		16.6		10.50	
	TB40	8 8		8.03	40.4		SPHINX.....	P	13.7		10.40	
	TB46			8.18	46.7		CORWIN SPRINGS.....	P	7.4		10.25	
	TB49	24		8.26	49.1		ELECTRIC.....		5.0		10.13	
XY	TB54	40	A	8.40 AM	54.1	GD.....	GARDINER.....	D	0.0	L	9.40 AM	
				Mon. and Thur.							Mon. and Thur.	
				2.10			Time Over Subdivision				2.10	
				24.9			Average Speed Per Hour				24.9	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 233 IS SUPERIOR TO NO. 234, LIVINGSTON TO GARDINER.

NINTH SUB-DIVISION
Westward (CAMP CREEK BRANCH) Eastward

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Manhattan.	Time Table No. 75A			Distance from Anceny.	EASTWARD— Anceny to Manhattan
				October 29, 1950				
				STATIONS				
Telegraph Offices and Calls								
XY	1115	75	0.0	MN.....	MANHATTAN.....	PD	15.1	
	TR3	8 7	3.3		WHITE.....		11.8	
	TR5	8 7	4.8		BUELL.....		10.3	
	TR7	28	7.0		AMSTERDAM.....		8.1	
	TR10	8 9	10.5		ARNOLD.....		4.6	
Y	TR15	16	15.1		ANCENEY.....		0.0	

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

TWELFTH SUB-DIVISION
Westward (PHILIPSBURG BRANCH) Eastward

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Drummond.	Time Table No. 75A			Distance from Philipsburg.	EASTWARD— Philipsburg to Drummond.
				October 29, 1950				
				STATIONS				
Telegraph Offices and Calls								
WXY	1266	95	0.0	D.....	DRUMMOND.....	PD	25.8	
	RC6	19	6.1	H.....	HALL.....	D	19.7	
	RC15	11	15.2		MAXVILLE.....		10.6	
WXY	RC26	Yard	25.8	PG.....	PHILIPSBURG.....	D	0.0	

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

WESTWARD ELEVENTH SUB-DIVISION EASTWARD
(RUBY VALLEY BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Distance from Whitehall.	Time Table No. 75A October 29, 1950		Distance from Alder.	THIRD CLASS	
			827			STATIONS			828	
			Way Freight	Tue. and Fri.		Way Freight	Tue. and Fri.			
CW XY	TD38	50	L	7.00 AM	0.0	WH.....	WHITEHALL.....	DN	45.3	A 11.55 AM
	TJ11	824		7.32	11.6	.....	WATERLOO.....		33.7	11.25
	TJ16	8 3		7.42	15.8	.....	SILVER STAR.....		29.5	11.15
	TJ26	25		8.07	26.2	TB.....	TWIN BRIDGES.....	D	19.1	10.52
W	TJ35	14		8.25	35.4	SD.....	SHERIDAN.....	D	9.9	10.32
	TJ43	8 4		8.47	43.3	.....	LAURIN.....		2.0	10.18
Y	TJ45	45	A	8.55 AM	45.3	AD.....	ALDER.....	D	0.0	L 10.00 AM
										Tue. and Fri.
					1.55					1.55
					23.6					23.6
							Time Over Subdivision			
							Average Speed Per Hour			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 827 IS SUPERIOR TO NO. 828, WHITEHALL TO ALDER.

WESTWARD EASTWARD
THIRTEENTH SUB-DIVISION
(BITTER ROOT BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Distance from Missoula.	Time Table No. 75A October 29, 1950		Distance from Darby.	THIRD CLASS	
			837			STATIONS			838	
			Way Freight	Mon., Tues., Thurs., Fri.		Way Freight	Mon., Tues., Thurs., Fri.			
CTW XYZ	1319	Yard	L	6.00 AM	0.0	MD....	MISSOULA.....	DN	65.4	A 1.15 PM
	RD 4	14		6.17	4.0	.....	POST.....		61.4	1.02
	RD11	26		6.35	11.5	.....	LOLO.....		53.9	12.40
	RD20	26		7.10	20.5	.....	FLORENCE.....		44.9	12.07 PM
W	RD30	30		7.40	29.6	SC...	STEVENSVILLE....	D	35.8	11.35 AM
	RD36	30		8.05	36.0	VI.....	VICTOR.....	D	29.4	11.15
	RD44			8.45	43.9	OD....	CORVALLIS.....	D	21.5	10.52
XY	RD49	44		9.10	48.6	HA....	HAMILTON.....	D	16.8	10.42
W 316 ft. east of mp. 60	RD51	8 7		9.15	51.5	.....	GRANTSDALE.....		13.9	10.35
									13.9	
XY	RD65	12	A	9.50 AM	65.4	DA.....	DARBY.....	D	0.0	L 10.00 AM
										Mon., Tues., Thurs., Fri.
					3.50					3.15
					17.0		Time Over Subdivision			20.1
							Average Speed Per Hour			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 837 IS SUPERIOR TO NO. 838, MISSOULA TO DARBY.

WESTWARD EASTWARD
FOURTEENTH SUB-DIVISION
(FLATHEAD VALLEY BRANCH)

Water, Fuel, Scales, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Distance from Dixon.	Time Table No. 75A October 29, 1950		Distance from Polson.	THIRD CLASS	
			843			STATIONS			844	
			Way Freight	Mon., Wed. & Fri.		Way Freight	Mon., Wed. & Fri.			
WXY	1363	Yard	L	6.00 AM	0.0	JO.....	DIXON.....	D	33.2	A 10.00 AM
	RM 2	8 4			1.5	.....	AGENCY.....		31.7	
	RM 5	13		6.15	5.0	.....	MOIESE.....	P	28.2	9.45
	RM 9	8 5		6.25	8.7	.....	D'ASTE.....		24.5	9.30
	RM13	53		6.40	13.0	CR.....	CHARLO.....	D	20.2	9.20
W	RM20	35		7.00	19.9	RN.....	RONAN.....	D	13.3	9.05
	RM25	18		7.20	25.0	.....	PABLO.....	P	8.2	8.45
XY	RM33	Yard	A	7.45 AM	33.2	S.....	POLSON.....	D	0.0	L 8.15 AM
										Mon., Wed. & Fri.
										1.45
							Time Over Subdivision			1.45
							Average Speed Per Hour			19.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 843 IS SUPERIOR TO NO. 844, DIXON TO POLSON.

TENTH SUB-DIVISION
WESTWARD (RED BLUFF BRANCH) EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Distance from Sappington	Time Table No. 75A October 29, 1950		Distance from Norris	THIRD CLASS	
			823			STATIONS			824	
			Way Freight	Wed. and Sat.		Way Freight	Wed. and Sat.			
WY	TD 19	70	L	8.00 AM	0.0	..... SAPPINGTON		21.3	A	11.05 AM
	TE 9	15		8.30	10.0	HS..... HARRISON		11.3		10.35
WY	TE20	20	A	9.00 AM	21.3	NO..... NORRIS		0.0	L	10.00 AM
				Wed. and Sat.						Wed. and Sat.
				1.00		Time Over Subdivision				1.05
				20.6		Average Speed Per Hour				19.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 823 IS SUPERIOR TO NO. 824, SAPPINGTON TO NORRIS.

FIFTEENTH SUB-DIVISION **9**
WESTWARD (COEUR D'ALENE BRANCH) EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from St. Regis.	Time Table No. 75A October 29, 1950		Distance from Wallace.	
				STATIONS			
				Telegraph Offices and Calls			
WYX	RE71	Yard	0.0	G.....	ST. REGIS.....	DN	57.0

BETWEEN ST. REGIS AND HAUGAN TRAINS WILL BE GOVERNED BY C. M. ST. P. & P. TIME TABLE AND RULES.

W	RK19		18.8	HU.....	HAUGAN.....	DN	38.2
CTWX	RK24	27	24.4	..... SALTESE			32.6
W	RK33		33.3	..... BORAX			23.7
	RK37	S13	36.8	..... SOHON			20.2
	RK38	E20 W30	38.3	..... LOOKOUT			18.7
W	RK42	21	41.9	..... DORSEY			15.1
W l m w	RK47	12	47.5	..... LARSON			9.5
X	RK50	24	50.2	MU.....	MULLAN.....	D	6.8
X	RK51	S50	51.1	..... MORNING			5.9
CTW XYZ	RK57	Yard	57.0	WC.....	WALLACE.....	D	0.0

EASTWARD—Wallace to St. Regis.

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

SIXTEENTH SUB-DIVISION
WESTWARD (BURKE BRANCH) EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Wallace.	Time Table No. 75A October 29, 1950		Distance from Burke.	
				STATIONS			
				Telegraph Offices and Calls			
CTW XYZ	RK57	Yard	0.0	WC.....	WALLACE.....	D	6.9
	RF 7	16	6.9	..... BURKE			0.0

EASTWARD—Burke to Wallace.

BETWEEN WALLACE AND BURKE TRAINS WILL BE GOVERNED BY UNION PACIFIC TIME TABLE AND RULES.

SEVENTEENTH SUB-DIVISION
WESTWARD (SUNSET BRANCH) EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Wallace.	Time Table No. 75A October 29, 1950		Distance from Bunn.	
				STATIONS			
				Telegraph Offices and Calls			
CTW XYZ	RK57	Yard	0.0	WC.....	WALLACE.....	D	3.2
	RG 3	11	3.2	..... BUNN			0.0

EASTWARD—Bunn to Wallace.

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

COMMERCIAL SPURS

First Sub-Division

	Miles from Livingston	Car Capacity
Catron (Low Line).....	26.8	7
Kerns (Low Line).....	31.4	3
MacLees (Low Line).....	50.5	5
Penwell.....	115.5	8

Third Sub-Division

	Miles from Helena	Car Capacity
Fort Harrison.....	4.3	4
Calcium.....	26.8	6
Bradman.....	75.3	9
McQuarrie Gravel Pit.....	106.4	25

Fourth Sub-Division

	Miles from Butte	Car Capacity
Rocker.....	4.3	14

Fifth Sub-Division

	Miles from Missoula	Car Capacity
Grass Valley.....	8.8	19
Gaspard.....	12.7	10

Sixth Sub-Division

	Miles from De Smet	Car Capacity
Flathead.....	26.4	5

Eighth Sub-Division

	Miles from Livingston	Car Capacity
Allens.....	4.5	5
Stock Spur.....	23.8	10

Ninth Sub-Division

	Miles from Manhattan	Car Capacity
Dyk.....	5.8	6
West Lake.....	9.1	2

Tenth Sub-Division

	Miles from Sappington	Car Capacity
Beals Spur.....	5.9	4
Shaw Spur.....	12.5	4
Dawes Spur.....	17.0	21

Eleventh Sub-Division

	Miles from Whitehall	Car Capacity
Sage.....	19.6	15

Twelfth Sub-Division

	Miles from Drummond	Car Capacity
New Chicago.....	2.7	8
Sherryl.....	8.6	9
Stone.....	12.0	6

Thirteenth Sub-Division

	Miles from Missoula	Car Capacity
Smith.....	2.8	12
McClain.....	15.2	11
Kenspur.....	23.1	4
Bass.....	26.1	18
Bing.....	34.0	16
Wood.....	36.7	15
Tucker.....	38.6	5
Cobb.....	40.9	42
Quast.....	42.3	16
Manning.....	56.3	20
Charlos Heights.....	57.3	14

Fifteenth Sub-Division

	Miles from St. Regis	Car Capacity
McKinnis.....	49.1	11
Hunter.....	49.5	15
Compressor.....	52.8	2
Galconda.....	54.3	6
Gentry.....	55.6	2

Sixteenth Sub-Division

	Miles from Wallace	Car Capacity
Webb.....	1.7	4
Markwell.....	2.2	3
Dorn.....	5.3	12

Seventeenth Sub-Division

	Miles from Wallace	Car Capacity
Mahoney.....	1.7	2

RAILROAD CROSSINGS AND INTERLOCKINGS.

11

First Sub-division—

Belgrade Tower, 7.3 miles west of Bozeman—Automatic Interlocking.

Second Sub-division—

Sappington—C. M. St. P. & P.—Automatic Interlocking.

Third Sub-division—

2.8 miles west of Helena—G. N.—Automatic Interlocking.

Fourth Sub-division—

Silver Bow—U. P.—Interlocking.

Dempsey—C. M. St. P. & P.—Automatic Interlocking.

Fifth Sub-division—

Huson—C. M. St. P. & P.—Automatic Interlocking.

Ninth Sub-division—

1.5 miles west of Manhattan—C. M. St. P. & P.—Crossing.

Eleventh Sub-division—

Two miles west of Whitehall—C. M. St. P. & P.—Interlocking.

Twelfth Sub-division—

Drummond—C. M. St. P. & P.—Automatic Interlocking.

Fifteenth Sub-division—

0.4 miles east of Wallace Station—U. P.—Crossing.

CROSSOVERS.

First Sub-division—

Livingston, Hoppers, Muir, Chestnut, Bozeman.

Third Sub-division—

MP2-Helena, Phosphate, Gold Creek, Jens, Drummond, Bearmouth, Nimrod, Bonita, Clinton, McQuarrie, Bonner, Missoula.

F. G. COOK,
Ass't Supt.

H. LIVESEY,
Ass't Supt.

J. R. ULYATT,
Trainmaster.

J. A. BRYAN,
Trainmaster.

C. L. ALLEN,
Trainmaster.

H. B. AVERY,
Chief Dispatcher.

