

NORTHERN PACIFIC RAILWAY COMPANY
YELLOWSTONE DIVISION

TIME

221

TABLE

TO TAKE EFFECT AT 12:01 A. M.

MOUNTAIN OR 105th MERIDIAN TIME
(One hour slower than Central or 90th Meridian Time.)

SUNDAY, APRIL 10, 1904

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

H. J. HORN,
Gen'l Manager.

M. C. KIMBERLY,
Ass't Gen'l Manager.

F. W. GILBERT,
Gen'l Superintendent.

ANDREW GIBSON,
Superintendent.

I. B. RICHARDS,
Sup't Car Servic.

1937
1021

West Bound				FIRST DISTRICT										East Bound	
Way Freight No. 55	Freight No. 53	Passenger No. 3	Passenger No. 1	Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Mandan	Time Table No. 22b April 10, 1904 Succeeding No. 22a		Distance from Dickinson	Capacity of Side Tracks	Passenger No. 2	Passenger No. 4	Freight No. 54	Way Freight No. 56	
Third Class	Second Class	First Class	First Class				STATIONS	First Class			First Class	Third Class	Third Class		
EX. SUNDAY	DAILY	DAILY	DAILY	Telegraph Offices and Calls		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY		
De 7.00 A M	De 5.15 A M	De 12.05 P M	De 10.30 P M	WCST	515	0.0	A	Mandan	109.5	515	Ar 11.55 P M	Ar 2.15 P M	Ar 11.35 A M	Ar 5.10 P M	
7.15	5.30	F 12.12	* 10.35	W	518	3.2	N	Sunnyside	106.3	90	* 11.43	F 2.03	11.15	4.55	
7.35	5.50	F 12.23	* 10.45		524	8.4		Marmot	101.1	67	* 11.33	F 1.53	11.00	4.35	
8.00	6.15	F 12.36	* 10.57	W	531	15.9	SB	Sweet Briar	93.6	84	* 11.18	F 1.40	10.35	4.10	
8.25	6.40	F 12.47	* 11.07 M 2		537	21.4	D	Judson	88.1	70	* 11.07 M 1	F 1.31	10.10	3.45	
8.35	6.52	F 12.52	* 11.11		539	24.2		Sedalia	85.3	26	* 11.03	F 1.26	10.00	3.35	
Ar 8.50 De 9.50 M 54	7.10	1.00	* 11.19		543	27.9	NS	New Salem	81.6	67	* 10.55	1.19	9.50 M 55	De 3.25 Ar 2.25	
10.05	7.20	F 1.07 M 4	* 11.25		547	31.4		Blue Grass	78.1	105	* 10.44	F 1.07 M 3	9.32	1.55	
Ar 10.20 De 10.35	7.30	1.15 M 56	* 11.31	W	550	35.2	SI	Sims	74.3	72	* 10.33	12.57 P 56	9.17	De 1.30 M 3 Ar 12.45 4 P	
10.55	7.43	F 1.25	* 11.39		556	39.7	D	Almont	69.8	67	* 10.25	F 12.50	9.00	12.25	
11.15	7.58	F 1.35	* 11.49		561	45.7		Curlew	63.8	57	* 10.15	F 12.39	8.40	12.05 P M	
11.35 AM M 56	8.15 M 54	F 1.44	* 11.59 P M		568	52.5		Kurtz	57.0	100	* 10.05	F 12.27	De 8.15 M 53 Ar 8.10	11.35 AM M 55	
Ar 12.01 P M M 4 De 12.30	8.40	1.53	* 12.07 A M	W C	573	57.5	GN	Glenullen	52.0	125	* 9.56	12.17 M 55	7.45	De 11.15 Ar 10.50	
12.55	9.05	F 2.03	* 12.15	W	578	63.0		Eagle's Nest	46.5	67	* 9.46	F 12.06 P M	7.25	10.35	
Ar 1.25 De 1.55	9.30	2.15	* 12.26	W Y	585	70.1	H	Hebron	39.4	70	* 9.33	11.52 A M	7.00	De 10.10 Ar 9.55	
Ar 2.12 De 2.27	9.41 M 56	F 2.22 P 55	* 12.32		587	73.6	D	Knife River	35.9	52	* 9.26	F 11.44	6.45	De 9.41 M 53 Ar 9.36	
3.00	10.05	F 2.34	* 12.42		594	79.4		Antelope	30.1	60	* 9.16	F 11.34	6.20	9.05	
Ar 3.20 De 3.35	10.30	2.46	* 12.52	W	600	85.0	RH	Richardton	24.5	85	* 9.06	11.23	5.50	De 8.40 Ar 8.25	
Ar 3.55 De 4.05	Ar 11.04 De 11.14 M 4	2.58	* 1.02		606	90.5	TR	Taylor	19.0	70	* 8.57	11.14 M 53	5.30	8.08	
4.25	11.30	F 3.09	* 1.10		610	95.6	D	Knowlton	13.9	50	* 8.48	F 11.04	5.05	7.48	
Ar 4.35 De 4.50	11.36	3.14	* 1.14	W	613	98.2	GA	Gladstone	11.3	70	* 8.42	10.58	4.50	7.40	
5.10	11.55 A M	F 3.27	* 1.24		620	105.0		Lehigh	4.5	65	* 8.32	F 10.46	4.25	7.15	
Ar 5.30 P M	Ar 12.25 P M	Ar 3.40 P M	Ar 1.35 A M	WCST	625	109.5	DX	Dickinson	0.0	450	De 8.22 P M	De 10.37 A M	De 4.05 A M	De 7.00 A M	

(10.30)	(7.10)	(3.35)	(3.05)	.....Time over District.....	(3.33)	(3.38)	(7.30)	(10.10)
10.4	15.3	30.6	35.5	.....Average Speed per hour.....	30.8	30.1	14.6	10.8

Registering and Bulletin stations and Standard clocks—Mandan and Dickinson. When cars are left at stations where there are derailing switches, the derailing switches must be left open and locked.

Nos. 55 and 56 will carry passengers.

West Bound

SECOND DISTRICT

East Bound

Freight No. 53			Passenger No. 3		Passenger No. 1		Water, Coal, Scales, Tables, and Ways	Station Numbers	Distance from Dickinson	Time Table No. 22b April 10, 1904 Succeeding No. 22a			Distance from Glendive	Capacity of Side Tracks	Passenger No. 2		Passenger No. 4		Freight No. 54	
Second Class			First Class		First Class					STATIONS Telegraph Offices and Calls					First Class		First Class		Third Class	
DAILY			DAILY		DAILY					DAILY		DAILY		DAILY						
De 12.45 P M			De 3.50 P M		De 1.40 A M		W CST	625	0.0	Dickinson	106.3	450	Ar 8.15 P M		Ar 10.30 A M		Ar 3.30 A M			
1.05			F 3.57		* 1.48			629	4.5	DX 4.5 N Eland	101.8	72	* 8.03		F 10.18		3.10			
1.30			F 4.09		* 1.59			636	11.6	7.1 South Heart	94.7	58	* 7.47		F 10.03		2.42			
1.55				4.24	* 2.12 M 54		W	645	20.3	BE 5.5 D Belfield	86.0	70	* 7.29		9.46		De 2.12 M 1			
2.30			F 4.36		* 2.26		Y	651	25.8	5.6 Fryburg	80.5	67	* 7.17		F 9.35		1.45			
2.50			F 4.45		* 2.35			656	31.4	SG 3.6 N Sully Springs	74.9	100	* 6.59		F 9.20		12.57			
3.05			F 4.51		* 2.40			660	35.0	4.7 Scoria	71.3	55	* 6.51		F 9.13		12.45			
3.25				4.59	* 2.49		W	664	39.7	ME 0.7 N Medora	66.6	58	* 6.40		9.03		12.17			
3.26			* 5.00		* 2.50			665	40.4	4.9 Little Missouri	65.9	70	* 6.39		* 9.02		12.16			
3.55			F 5.10		* 3.00			670	45.3	5.6 Waldon	61.0	69	* 6.30		F 8.51		12.01 A M			
4.25			F 5.21		* 3.12		W	675	50.9	5.2 Demores	55.4	72	* 6.19		F 8.40		11.45 P M			
4.55				5.31	* 3.22			681	56.1	SU 4.0 D Sentinel Butte	50.2	130	* 6.09		8.29		11.30			
5.20			F 5.39		* 3.29			686	60.1	4.5 Chama	46.2	54	* 5.59		F 8.21		11.15			
Ar 5.39 3 P De 5.55 M 2			F 5.49 P 53 M 2		* 3.37		WC	689	64.6	B 5.6 N Beach	41.7	75	* 5.49 M 53 & 3		F 8.12		10.55			
6.20			F 5.58		* 3.46			695	70.2	5.0 Yates	36.1	75	* 5.42		F 8.02		10.30			
6.35				6.07	* 3.54		W	700	75.2	WB 3.8 D Wibaux	31.1	78	* 5.35		7.52		10.10			
6.57			F 6.19		* 4.05			704	79.0	6.9 Beaver Hill	27.3	52	* 5.29		F 7.44		9.55			
7.17			F 6.31		* 4.18		W-3 Miles West	710	85.9	HD 4.6 N Hodges	20.4	72	* 5.10		F 7.26		9.15			
7.30			F 6.38		* 4.26			715	90.5	5.5 Boice	15.8	50	* 4.59		F 7.16		8.50			
7.45			F 6.46		* 4.33			720	96.0	5.1 Allard	10.8	75	* 4.49		F 7.06		8.25			
7.59 M 54			F 6.56		* 4.41			725	101.1	5.2 Roubaix	5.2	52	* 4.39		F 6.55		De 7.59 M 53 Ar 7.49			
Ar 8.15 P M			Ar 7.10 P M M 54		Ar 4.50 A M		W CST	731	106.3	GI N Glendive	0.0	485	De 4.30 P M		De 6.45 A M		De 7.10 P M M 3			

(7.30) 14.2	(3.20) 31.8	(3.10) 33.6	.....Time over District.....	(3.40) 28.9	(3.45) 28.3	(3.20) 12.8
			.....Average Speed per hour.....			

Registering, Bulletin stations, and Standard clocks—Dickinson and Glendive.
 Engineers will not be required to consult register except at initial or starting point.
 Trains running through side track at Roubaix from either direction must protect by flag around bluff near center of siding.

Trains must not exceed schedule time between Fryburg and Medora, and between Beaver Hill and Hodges.
 When cars are left at stations where there are derailing switches, the derailing switches must be left open and locked.

West Bound			THIRD DISTRICT										East Bound						
Freight No. 53		Passenger NO. 3		Passenger No. 1		Water, Coal, Scates, Tables, and Wyes	Station Numbers	Distance from Glendive	Time Table No. 22b April 10, 1904 Succeeding No. 22a		Distance from Forsythe	Capacity of Side Tracks	Passenger No. 2		Passenger No. 4		Freight No. 54		
Second Class		First Class		First Class					STATIONS				Telegraph Offices and Calls		First Class		First Class		Third Class
DAILY		DAILY		DAILY								DAILY		DAILY		DAILY			
De	9.15 P M	De	7.20 P M	De	4.55 A M	WC ST	731	0.0	GI	Glendive 7.1	N	123.7	485	Ar	4.20 P M	Ar	6.35 A M	Ar	5.35 P M
	9.45	F	7.32	*	5.07		738	7.1		Colgate 7.7		116.6	82	*	4.07	F	6.22		5.09
	10.10	F	7.45	*	5.20		745	14.8	HO	Hoyt 4.7	N	108.9	104	*	3.54	F	6.08		4.42
	10.22	F	7.53	*	5.26		749	19.5		Marsh 3.8		104.2	70	*	3.47	F	6.01		4.28
	10.35	F	8.00	*	5.32	W	752	23.3	CN	Conlin 6.2	D	100.4	55	*	3.40	F	5.54		4.15
	10.57	F	8.12	*	5.42 M 4		760	29.5		Fallon 9.7		94.2	106	*	3.30	F	5.42 M 1		3.55
	11.32		8.30	*	5.58	W	770	39.2	TY	Terry 4.4	N	84.5	107	*	3.15 P 54		5.20	De	3.20 2 P
	11.48 P M	F	8.39	*	6.07		774	43.6		Kamm 5.8		80.1	70	*	3.07	F	5.11	Ar	3.05
	12.05 A M	F	8.49	*	6.17		780	49.4		Blatchford 4.8		74.3	116	*	2.59	F	5.01		2.42
	12.20	F	8.57	*	6.23		785	54.2		Zero 5.2		69.5	70	*	2.52	F	4.53		2.06
	12.38	F	9.07	*	6.31	W-1.5 Miles West	790	59.4	AS	Shirley 4.5	D	64.3	117	*	2.45	F	4.44		1.50
	12.53	F	9.15	*	6.38		794	63.9		Trude 5.9		59.8	70	*	2.37	F	4.35		1.35
	1.15	F	9.25	*	6.47		800	69.8		Tusler 8.8		53.9	90	*	2.28	F	4.25		1.15
	1.50		9.42		7.01	W CY	809	78.6	MC	Miles City 2.3	N	45.1	132		2.10		4.07		12.40
	2.05		9.50	*	7.05		812	80.9	FK	Fort Keogh 9.3	D	42.8	57	*	2.07		4.01		12.25 P M
	2.40	F	10.08	*	7.20	W	821	90.2		Horton 9.0		33.5	70	*	1.53	F	3.44		11.55 A M
Ar	3.22	F	10.25	*	7.34		830	99.2	HA	Hathaway 6.0	D	24.5	68	*	1.38	F	3.27 M 53		11.25
De	3.27 M 4	F	10.37	*	7.44	W	836	105.2		Joppa 6.1		18.5	75	*	1.28	F	3.15		10.55
	3.48		10.49	*	7.55		841	111.3	RB	Rosebud 5.6	N	12.4	69	*	1.17		3.03		10.30
	4.11	F	11.01	*	8.04		848	116.9		Dewey 6.8		6.8	64	*	1.08	F	2.51		10.10
Ar	5.05 A M	Ar	11.15 P M	Ar	8.16 A M	WC T	854	123.7	FY	Forsythe	N	0.0	300	De	12.55 P M	De	2.37 A M	De	9.45 A M
DAILY		DAILY		DAILY								DAILY		DAILY		DAILY			
(7.50) 15.7		(8.55) 31.6		(8.21) 36.9				Time over District..... Average speed per hour.....		(8.25) 36.2		(8.58) 31.2		(7.50) 15.9					

Registering and Bulletin stations and Standard clocks—Glendive and Forsythe.
Engineers will not be required to consult register except at initial or starting point.

When cars are left at stations where there are derailing switches, derailing switches must be left open and locked.
Special care must be exercised around all bluffs where slides are liable to occur.

West Bound					FOURTH DISTRICT										East Bound												
FREIGHT No. 61 (B. & M. R. 45)		FREIGHT No. 53		PASSENG'R No. 5 (B. & M. R. 41)		PASSENG'R No. 3		PASSENG'R No. 1		Water, Coal, Scales, Tables and Wyes	Stations Numbers	Distance from Forsythe	Time Table No. 22b April 10, 1904 Succeeding No. 22a			Distance from Billings	Capacity of Side Tracks	PASSENG'R No. 2		PASSENG'R No. 4		PASSENG'R No. 6 (B. & M. R. 42)		FREIGHT No. 54		FREIGHT No. 62 (B. & M. R. 46)	
Third Class		Second Class		First Class		First Class		First Class					STATIONS Tel. Offices and Calls					First Class		First Class		First Class		Third Class		Third Class	
DAILY		DAILY		DAILY		DAILY		DAILY					DAILY		DAILY		DAILY		DAILY		DAILY						
		De 5.30 A M				De 11.25 P M		De 8.21 A M		WC	854	0.0					Ar 12.50 P M		Ar 2.30 A M				Ar 9.20 A M				
		5.45				F 11.32		* 8.28		T	858	3.7	FY	3.7	N	102.1	300	* 12.43	F 2.22				9.05				
		6.05				F 11.44		* 8.39 M 54			865	10.7				98.4	70	* 12.34	F 2.11			De 8.39 M 1					
		6.17				F 11.52 P M		* 8.45			869	14.8				91.4	61	* 12.28	F 2.02			Ar 8.34					
		6.35				F 12.02 A M		* 8.53		W	875	21.0				87.3	70	* 12.21	F 1.51			8.08					
		6.55				F 12.11		* 9.02			881	27.7	SM	6.7	N	81.1	59	* 12.13	F 1.39			7.48					
		7.10 M 54				F 12.21		* 9.09			886	32.5				74.4	70	* 12.06 P M	F 1.30			De 7.10 M 53					
		7.25				F 12.29		* 9.16			891	37.5				69.6	70	* 11.59 A M	F 1.21			Ar 7.05					
		7.49				F 12.40		* 9.25		W	897	42.7				64.6	64	* 11.49	F 1.10			6.30					
		8.20				12.55 M 4		* 9.35		C	903	48.6	BH	5.9	N	59.4	65	* 11.39	12.55 M 3			6.05					
		8.45				F 1.10		* 9.50			911	57.1	CU	8.5	D	53.5	130	* 11.39				5.30					
		9.05				F 1.26		* 10.03		W	919	64.4	WC	7.3	D	45.0	62	* 11.27	F 12.39			5.03					
		9.35				F 1.40		* 10.16		W-6 Miles West	927	72.9				37.7	68	* 11.17	F 12.24			4.35					
		10.00				F 1.55		* 10.30			935	81.0	PI	8.1	N	29.2	69	* 11.07	F 12.10 A M			4.05					
De 11.00 A M & 53 P M 2	Ar 10.35 M 2 De 10.50 P P 61			De 7.05 A M		F 2.10		* 10.45 M 2 P 53 & 61		W	943	89.2	HU	6.3	N	12.9	59	* 10.45 M 1, 53 & 61	F 11.45			Ar 9.30 A M	3.15	Ar 9.00 A M			
11.20	11.10			* 7.17		F 2.22		* 10.55			949	95.5				6.6	64	* 10.32	F 11.32			* 9.17	2.55	8.40			
Ar 11.45 A M	Ar 11.35 A M	Ar 7.30 A M M 62		Ar 2.35 A M M 54		Ar 11.07 A M				WC ST	956	102.1	BG		N	0.0	434	De 10.20 A M	De 11.20 P M			De 9.05 A M	De 2.35 A M M 3	De 8.20 A M M 5			
DAILY		DAILY		DAILY		DAILY		DAILY					DAILY		DAILY		DAILY		DAILY		DAILY		DAILY				
(.45) 17.2	(6.05) 16.8	(.25) 30.9	(3.10) 32.2	(2.46) 36.9	Time Over District			(2.30)	(3.10)	(.25)	(6.45)	(.40)	Average Speed per Hour			40.8	31.2	30.9	15.1	19.4							

Registering and Bulletin stations—Forsythe and Billings.
Standard clocks—Forsythe and Billings.
Engineers will not be required to consult register except at initial or starting point.
Trains running through side track at Rancher, in either direction, must protect by flag around bluffs near center of siding.

Special care must be exercised when passing through Big Horn Tunnel, and around all bluffs where slides are liable to occur.
When cars are left at stations where there are derailing switches, derailing switches must be left open and locked.

COMMERCIAL SPURS

Distance from Mandan Felands, 36.0 Miles. Distance from Dickinson Zenith, 15.8 Miles.

AUTHORIZED SURGEONS YELLOWSTONE DIVISION

LOCATION OF STRETCHERS (S).

- | | | |
|--|------------------------------------|------------------------------------|
| DR. W. COURTNEY, Chief Surgeon Eastern Div., Brainerd. | DR. F. B. STRAUSS, Glendive (S). | DR. W. W. ANDRUS, Miles City (S). |
| DR. G. B. FURNESS, Mandan (S). | DR. V. H. STICKNEY, Dickinson (S). | DR. A. C. WILSON, Forsythe (S). |
| DR. W. H. BODENSTAB, New Salem. | DR. T. C. F. SIEGFRIEDT, Wibaux. | DR. H. E. ARMSTRONG, Billings (S). |
| | DR. J. H. HUNT, Glendive (S). | |

NOTE

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides; unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations. Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case. Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

J. M. RAPELJE, Train Master.	G. R. CARREL, Train Master.	W. C. SHOWALTER, Chief Dispatcher.
--	---------------------------------------	--