

43

# NORTHERN PACIFIC RAILWAY COMPANY.

## YELLOWSTONE DIVISION

No. 15

**TIME TABLE**

No. 15

TO TAKE EFFECT AT 12:01 A. M.

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

### SUNDAY, OCTOBER 28th, 1900.

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.

**J. W. KENDRICK,**  
Second Vice President.

**M. C. KIMBERLY,**  
Gen'l Superintendent.

**NEWMAN KLINE,**  
Superintendent.

**T. J. DeLAMERE,**  
Supt. Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FREIGHT No. 55		FREIGHT No. 53		PASSENGER No. 11		Water, Coal, Scales, Publics and Ways	Station Numbers	Distance from Mandan	Time Table No. 15 October 28th, 1900 Succeeding No. 14			Distance from Dickinson	Capacity of Side Tracts	Telegraph Offices	PASSENGER No. 12		FREIGHT No. 54		WAY FREIGHT No. 56	
Third Class	Second Class	First Class		First Class					First Class	Third Class	Third Class									
EX. SUNDAY	DAILY	DAILY		DAILY		STATIONS	DAILY		DAILY		Third Class	EX. SUNDAY								
De 7.00 AM	De 5.15 AM	De 9.40 PM		WCST	515	0.0	Mandan	109.5	450	N	Ar 11.10 P M	Ar 2.45 AM	Ar 4.55 PM							
7.15	5.30	F 9.47		W	518	3.2	Sunnyside	106.3	148		F 11.00	2.30	4.35							
7.35	5.55	F 9.57			524	8.4	Marmot	101.1	55		F 10.47	2.15	4.15							
8.00	6.20	F 10.10			531	15.9	Sweet Briar	93.6	59		F 10.30	1.52	3.50							
8.25	6.45	F 10.19 M 12		W	537	21.4	Judson	88.1	55		F 10.19 M 11	1.32	3.25							
8.35	7.00	F 10.25			539	24.2	Sedalia	85.3	28		F 10.11	1.22	3.12							
Ar 8.50	7.15	10.32			543	27.9	New Salem	81.6	110	N	10.05	1.12	De 3.00							
De 9.35	7.30	F 10.38			547	31.4	Blue Grass	78.1	82		F 9.57	12.57	Ar 2.30							
9.50	7.45	10.45		W	550	35.2	Sims	74.3	68	D	9.49	12.42	De 1.55							
Ar 10.05	8.00	F 10.55			556	39.7	Almont	69.8	71		F 9.40	12.25	Ar 1.25							
De 10.30	8.20	F 11.06			561	45.7	Curlew	63.8	61		F 9.30	12.05 AM	12.33							
10.45	8.45	F 11.17			568	52.5	Kurtz	57.0	62		F 9.19	11.45 P M	12.07 P M							
Ar 11.45 AM #56	9.20	11.27 M 54		C	573	57.5	Glenullen	52.0	88	N	9.10	De 11.27 M 11	De 11.45 AM #56							
De 12.30 P M	9.45	F 11.36		W	578	63.0	Eagle's Nest	46.5	71		F 8.59	Ar 11.22	Ar 11.15							
12.50	10.10 M #56	11.49		W Y	585	70.1	Hebron	39.4	93	D	8.45	10.50	10.35							
Ar 1.15	10.25	F 11.56 P M			587	73.6	Knife River	35.9	50		F 8.38	10.25	De 10.16 M 53							
De 1.45	10.55	F 12.07 AM			594	79.4	Antelope	30.1	63		F 8.26	10.13	Ar 9.45							
2.00	11.25	12.18		W	600	85.0	Richardton	24.5	75	N	8.15	9.53	9.05							
2.25	11.47 AM	12.30			606	90.5	Taylor	19.0	88	D	8.03	9.33	De 8.45							
Ar 2.45	12.05 P M	F 12.40			610	95.6	Knowlton	13.9	57		F 7.53	9.10	Ar 8.28							
De 3.15	12.13	12.45		W	613	98.2	Gladstone	11.3	69	D	7.47	8.53	7.48							
Ar 3.35	12.35	F 12.56			620	105.0	Lehigh	4.5	60		F 7.34	8.45	7.40							
De 3.55	1.05	Ar 1.05 AM		WCST	625	109.5	Dickinson	0.0	350	N	De 7.25 P M	8.20	7.15							
4.15	12.55 P M	Ar 1.05 AM		WCST	625	109.5	Dickinson	0.0	350	N	De 7.25 P M	8.20	7.15							
Ar 4.25																				
De 4.40																				
5.05																				
Ar 5.20 P M																				
De 5.20 P M																				
EX. SUNDAY	DAILY	DAILY									DAILY	DAILY	EX. SUNDAY							

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.

No. 12 will take siding for No. 11.  
Nos. 55 and 56 will carry passengers.

West Bound.

SECOND DISTRICT.

East Bound.

FREIGHT No. 53		PASSENGER No. 11		Water, Coal, Scales, Values and Ways	Station Numbers	Distance from Dickinson	Time Table No. 15 October 25th, 1900. Succeeding No. 14.			Distance from Glendive	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 12		FREIGHT No. 54	
Second Class		First Class					STATIONS						First Class		Third Class	
DAILY		DAILY						DAILY		DAILY						
De 1.15 P.M.		De 1.15 A.M.	WCST	625	0.0	Dickinson	106.3	350	N	Ar 7.15 P.M.		Ar 7.35 P.M.				
1.35		F 1.22		629	4.5	Eland	101.8	75		F 7.04		7.15				
1.55		F 1.34		636	11.6	South Heart	94.7	50		F 6.50 P 54		De 6.55 12 P				
2.20		1.49		645	20.3	Belfield	86.0	83	D	6.34		Ar 6.45 6.18				
2.45		F 2.01	Y	651	25.8	Fryburg	80.5	86		F 6.23		5.55				
3.05		F 2.11		656	31.4	Sully Springs	74.9	75	D	F 6.10		5.24				
3.15		F 2.17		660	35.0	Scoria	71.3	54		F 6.03		5.06				
3.30		2.25	W	664	39.7	Medora	66.6	19	D	6.53		4.40				
3.34		F 2.28		665	40.4	Little Missouri	65.9	74		F 5.50		4.35				
4.05 M 54		F 2.42		673	47.9	Andrews	58.4	62		F 5.37		De 4.05 M 53				
4.45		2.58		681	56.1	Sentinel Butte	50.2	83	D	5.23		Ar 4.00 3.30				
Ar 5.11		F 3.07		686	60.1	Chama	46.2	58		F 5.16 M 53		3.15				
De 5.16 M 12		F 3.14	WC	689	64.6	Beach	41.7	33	D	F 5.04		2.55				
5.37		F 3.24		695	70.2	Yates	36.1	68		F 4.52		2.30				
6.00		3.34	W	700	75.2	Wibaux	31.1	117	D	4.41		2.10				
6.20		F 3.43		704	79.0	Beaver Hill	27.3	50		F 4.33		1.55				
6.45		F 3.56	W. 3 Miles West	710	85.9	Hodges	20.4	76	D	F 4.15		1.15				
7.10		F 4.04		715	90.5	Boice	15.8	50		F 4.03		12.55				
7.24		F 4.12		720	96.0	Allard	10.3	61		F 3.53		12.35				
7.40		F 4.21		725	101.1	Roubaix	5.2	54		F 3.42		12.15 P.M.				
7.55		Ar 4.30 A.M.	WCST	731	106.3	Glendive	0.0	469	N	De 3.30 P.M.		De 11.55 A.M.				
DAILY		DAILY								DAILY		DAILY				

Registering and bulletin stations, and standard clocks—Dickinson and Glendive.  
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.

No. 12 will take siding for No. 11.

THIRD DISTRICT.

West Bound.

East Bound.

FREIGHT No. 53		PASSENGER No. 11		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance Glendive	Time Table No. 15 October 25th, 1900 Succeeding No. 14				Distance from Forsythe	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 12		FREIGHT No. 54	
Second Class		First Class					STATIONS							First Class		Third Class	
DAILY		DAILY						DAILY		DAILY							
De	9.15 P M	De	4.40 A M	WC	731	0.0	Glendive	123.7	469	N	Ar	3.20 P M	Ar	11.00 A M			
	9.40	F	4.52	ST	738	7.1	Colgate	116.6	76		F	3.07		10.35			
	10.05	F	5.05	W	745	14.8	Hoyt	108.9	64		F	2.53		10.10			
	10.30	F	5.21	W	752	23.3	Conlin	100.4	60		F	2.38		9.45			
	10.52	F	5.33		760	29.5	Fallen	94.2	69		F	2.27		9.25			
	11.25		5.50	W	770	39.2	Terry	84.5	65	D		2.10		8.55			
	11.55 P M		6.08		780	49.4	Blatchford	74.3	64		F	1.53		8.25			
	12.25 A M	F	6.25	W-C. 2 Miles West	790	59.4	Shirley	64.3	69		F	1.37		7.55			
	1.00	F	6.44		800	69.8	Tuster	53.9	66		F	1.19		7.25			
	1.40		7.00 M 54	W	809	78.6	Miles City	45.1	257	N		1.04	De	7.00 M 11			
	1.50		7.00	CY	812	80.9	Fort Keogh	42.8	109	D		12.59	Ar	6.55			
	2.20	F	7.24	W	821	90.2	Horton	33.5	65		F	12.42		6.05			
	2.50	F	7.42		830	99.2	Hathaway	24.5	76	D	F	12.25		5.30			
	3.15	F	7.54	W	836	105.2	Joppa	18.5	40		F	12.13		5.05			
	3.45		8.07		841	111.3	Rosebud	12.4	104	D		12.01 P M		4.40			
	4.15 M 54	F	8.19		848	116.9	Dewey	6.8	50		F	11.50 A M	De	4.15 M 53			
Ar	4.45 A M	Ar	8.35 A M	WC	854	123.7	Forsythe	0.0	262	N	De	11.35 A M	De	3.40 A M			
	DAILY		DAILY	T								DAILY		DAILY			

Registering and bulletin stations, and standard clocks—Glendive and Forsythe.  
When cars are left at stations where there are derailing switches, derailing switch must be left open and locked.  
Special care must be exercised around all bluffs where slides are liable to occur.

Yard limits at Miles City embrace from a point 2,500 feet east of "Old Stock Yard" Switch, to 400 feet west of New Stock Yard Switch.

No. 12 will take siding for No. 11.

West Bound.

FOURTH DISTRICT.

East Bound.

FREIGHT No. 61 (B. & M. R. 45)		FREIGHT No. 53		PASSENGER No. 5 (B. & M. R. 41)		PASSENGER No. 11		Time Table No. 15 October 29th, 1900 Succeeding No. 14		PASSENGER No. 12		PASSENGER No. 6 (B. & M. R. 42)		FREIGHT No. 54		FREIGHT No. 62 (B. & M. R. 46)		
Third Class	Second Class	First Class				First Class	Water, Cont., Seating, Tables and Wages	Station Numbers	Distance from Forsythe	STATIONS	Distance Miles	Capacity of Side Tracks	Telegraph Offices	First Class	Third Class	Third Class	Third Class	
DAILY	DAILY	DAILY				DAILY								DAILY	DAILY	DAILY	DAILY	
	De 5.35 A M					De 8.45 A M	WC T	\$54	0.0	Forsythe	102.1	262	N	Ar 11.25 A M				
	6.15					F 9.04		\$65	10.7	Howard	91.4	69		F 11.04		2.00		
	6.50					F 9.22	W	\$75	21.0	Sanders	81.1	67		F 10.44		1.20		
	7.25					F 9.42		\$86	32.5	Myers	69.6	76		F 10.22		12.40		
	7.45					F 9.51		\$91	37.5	Rancher	64.6	60		F 10.12		12.20 A M		
	8.25					F 10.02 M 12	W C	\$97	42.7	Big Horn	59.4	115	N	F 10.02 M 11		11.55 P M		
	8.50					10.14		\$93	48.6	Custer	58.5	120	D	9.45		11.25		
	Ar 9.25					F 10.29	W	\$91	57.1	Conway	45.0	69		F 9.30 M 53		10.55		
	De 9.30 M 12					F 10.45		\$91	64.4	Bull Mountain	37.7	40		F 9.15		10.30		
	10.00					F 11.00	W 6 Miles West	\$97	72.9	Pompey's Pillar	29.2	60	N	F 9.00		10.00		
	10.30					F 11.16		\$93	81.0	Clermont	21.1	70		F 8.47		9.35		
De 5.05 A M	Ar 11.27 A M	De 1.00 A M				11.32 P 53	W	\$93	89.2	Huntley	12.9	66	N	8.34		Ar 11.45 P M	9.05	Ar 10.45 A M
5.30	12.10 P M	* 1.12				F 11.46 A M		\$99	95.5	Lockwood	6.6	55		F 8.21		11.32	8.40	10.23
Ar 6.00 A M	Ar 12.35 P M	Ar 1.25 A M				Ar 12.01 P M	WC ST	\$96	102.1	Billings	0.0	434	N	De 8.10 A M		De 11.20 P M	De 8.20 P M	De 10.05 A M
DAILY	DAILY	DAILY				DAILY								DAILY	DAILY	DAILY	DAILY	DAILY

Registering and bulletin stations—Forsythe, Huntley and Billings.  
Standard clocks—Forsythe and Billings.  
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.

No. 12 will take siding for No. 11.

COMMERCIAL SPURS.

Distance from Mandan.

Felands 36.0 Miles

AUTHORIZED SURGEONS, YELLOWSTONE DIVISION.

LOCATION OF STRETCHERS (S).

DR. W. COURTNEY, Chief Surgeon Eastern Div., Brainerd.  
DR. G. B. FURNESS, Mandan (S).  
DR. W. H. BODENSTAB, New Salem.

DR. E. G. IRELAND, Glenullen.  
DR. V. H. STICKNEY, Dickinson (S).  
DR. J. H. HUNT, Glendive (S).

DR. W. W. ANDRUS, Miles City (S).  
DR. A. C. WILSON, Forsythe (S).  
DR. H. E. ARMSTRONG, Billings (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.

C. W. HOUSTON,  
Chief Dispatcher.

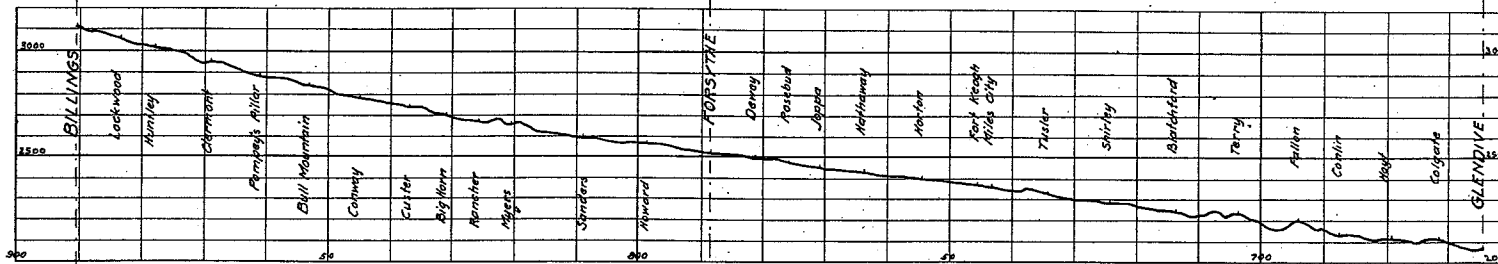
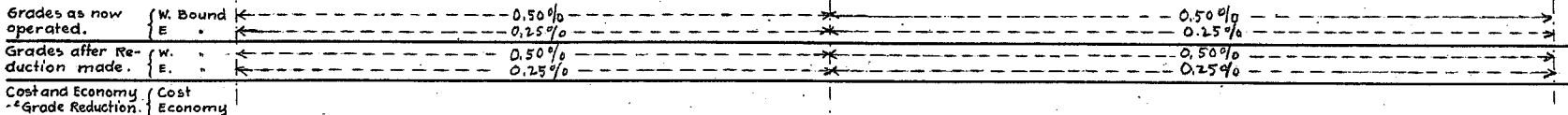
Yellowstone Division

3<sup>rd</sup> and 4<sup>th</sup> Districts.

*A. Gibson*  
Superintendent.

MILEAGE:	
1 <sup>st</sup> District	109.63 miles.
2 <sup>nd</sup> "	104.21 "
3 <sup>rd</sup> "	123.74 "
4 <sup>th</sup> "	101.88 "
Total. 441.46 "	

Gross Tons :-							
For Year ending June 30 <sup>th</sup> 1903.				For month of October, 1903.			
3 <sup>rd</sup> Dist.	4 <sup>th</sup> Dist.	3 <sup>rd</sup> Dist.	4 <sup>th</sup> Dist.	3 <sup>rd</sup> Dist.	4 <sup>th</sup> Dist.	3 <sup>rd</sup> Dist.	4 <sup>th</sup> Dist.
W.B.	E.B.	W.B.	E.B.	W.B.	E.B.	W.B.	E.B.



Prevailing Freight Operation.

R. Road Engine 1350 tons

Weight on Dr.  
R = 126000 lbs.

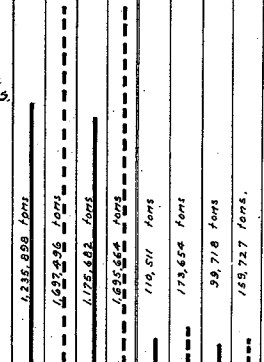
West Bound

Zero Line

East Bound

R. Road Engine 1600 tons

Engine V.3 and 4000 lbs.



# NORTHERN PACIFIC RY.

GENERAL TIME TABLE No. 15.

October 28th, 1900.

53	7	5	3	11	STATIONS	12	4	6	8	54
12.30 A				8.20 A	ASHLAND 75.5	7.00 P				3.15 P
4.35 A	No. 17			11.15 A	DULUTH 4.2	4.00 P			No. 16	7.25 A
5.25 P	7.30 P								7.10 A	8.05 P
5.40 P	7.45 P				W. SUPERIOR 4.1				6.55 A	7.45 P
5.55 P										7.25 P
6.10 P	7.55 P				S. SUPERIOR 109.8				6.45 A	7.05 P
6.40 P										6.35 P
1.20 A	11.35 P								3.20 A	9.50 A
2.00 A	12.05 A	No. 5	St. Paul		BRAINERD 29.4			No. 6	1.05 P	3.10 A
		12.55 P						12.45 P		9.10 A
		1.10 P								
4.15 A	1.00 A	* 2.05 P			STAPLES 142.3			* 11.50 A	2.20 A	7.30 A
		2.10 P								
8.05 P	8.00 P	8.20 A		8.55 A	ST. PAUL 10.9	2.20 P		6.00 P	7.15 A	2.30 P
	8.40 P	8.55 A		9.35 A	MINNEAP'LIS 3.8	1.45 P		5.20 P	6.40 A	
10.30 P	9.00 P	9.10 A		9.50 A	N'TOWN JC. 93.5	1.25 P		5.00 P	6.20 A	
4.30 A	12.05 A	11.55 A		12.17 P	LITTLE FLS 34.1	10.45 A		2.05 P	3.18 A	6.45 A
4.45 A										
7.00 A	1.12 A	* 2.05 P		1.10 P	STAPLES 82.6	9.55 A		* 11.50 A	2.05 A	4.20 A
8.25 A	1.25 A	2.10 P		1.15 P		9.50 A		11.45 A	1.50 A	3.05 A
1.53 P	4.20 A				WINNIPEG JC. 95.7				11.00 P	9.00 P
3.30 P	4.40 A								10.35 P	2.30 P
11.35 P	7.50 A				GR'D FORKS 162.0				7.25 P	4.55 A
11.50 A	1.30 P				WINNIPEG (From 108.6 St. Paul)				1.45 P	3.00 P
3.25 P	5.45 A	6.00 P		4.00 P	FARGO 92.8	7.00 A		8.00 A	9.40 P	7.00 P
4.15 P	6.10 A			4.10 P		6.50 A		Ex. Sunday	8.30 P	6.00 P
10.10 P	9.15 A			7.05 P	JAMESTOWN 106.7	3.45 A			5.30 P	11.30 A
10.30 P				7.15 P		3.40 A			Ex. Sunday	10.45 A
5.25 A				10.30 P	MANDAN 109.5	12.20 A				4.30 A
5.15 A				9.40 P		11.10 P				2.45 A
12.55 P				1.05 A	DICKINSON 106.3	7.25 P				8.05 P
1.15 P				1.15 A		7.15 P				7.35 P
8.15 P		B. & M. R.		4.30 A	GLENDIVE 123.7	3.30 P				11.55 A
9.15 P				4.40 A		3.20 P		B. & M. R.		11.00 A
4.45 A		No. 41		8.35 A	FORSYTHE 102.1	11.35 A		No. 42		3.40 A
5.35 A	Huntley	1.00 A		8.45 A		11.25 A		11.45 P	Huntley	2.40 A
12.35 P		1.25 A		12.01 P	BILLINGS 115.4	8.10 A		11.20 P		8.20 P
2.00 P				12.10 P		8.00 A				6.30 P
11.00 P				5.20 A	LIVINGSTON 49.3	5.00 A	7.23 P			11.15 A
12.01 A				5.30 A		4.50 A	7.13 P			10.15 A
4.05 A	No. 19	No. 21		7.30 A	LOGAN 73.8	2.40 A	5.00 P	No. 22	No. 14	5.35 A
4.15 A	7.45 A	6.05 P		7.35 A		2.35 A	4.55 P	2.15 A	4.45 P	5.25 A
9.55 A		8.20 P		10.05 A	HELENA 50.8 (To Garrison)		2.33 P	11.55 P		12.20 A
10.55 A				10.15 A			2.23 P			11.20 P
2.20 P	11.15 A			9.40 P	BUTTE 51.2 (To Garrison)	11.35 P			2.00 P	11.45 A
	10.05 A			9.50 P		11.25 P			2.50 P	
					ANACONDA					
3.10 P	11.45 A			12.10 P	GARRISON 74.0	9.25 P	12.10 P		12.25 P	6.15 P
				12.15 P		9.20 P	12.05 P			6.00 P
7.30 P				2.35 P	MISSOULA 173.0	6.50 P	9.25 A			12.20 P
8.30 P				2.45 P		6.40 P	9.15 A			11.20 A
7.20 A				8.45 P	HOPE 85.1	1.20 P	3.23 A			11.00 P
7.05 A				7.55 P		12.15 P	2.13 A			8.55 P
12.15 P				10.35 P	SPOKANE 145.7	9.45 A	11.37 P			4.00 P
1.30 P				10.45 P		9.35 A	11.27 P			2.45 P
9.40 P				3.10 A	PASCO JC. 126.8	4.42 A	6.10 P			5.00 A
10.45 P				3.20 A		4.37 A	6.05 P			3.00 A
8.50 A				8.10 A	ELLENSBURG 126.9 (To Tacoma)	1.05 A	2.13 P			7.50 P
9.50 A				8.20 A		12.58 A	2.05 P			6.35 P
				2.10 P	SEATTLE 143.2 (Fr. Elbg.)	7.35 P	7.45 A			
				11.00 P			7.25 A			
6.55 P		10.25 P		1.15 P	TACOMA 144.3	7.35 P	5.45 A	8.55 A		9.00 A
10.30 P		No. 11 Conn.		1.30 P		7.15 P	5.30 A	No. 4 Conn.		6.10 A
9.50 A				7.30 P	PORTLAND	1.45 P	11.30 P			8.30 P

Nos. 5 and 6 St. Paul to Fargo and 7 and 8 Fargo to Jamestown daily except Sunday, all others daily.  
\* Continued.