

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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## **YELLOWSTONE DIVISION**

# **TIME 38A TABLE**

**In Effect at 12:01 A. M. Mountain or 105th Meridian Time.**

**SUNDAY, OCTOBER 5th, 1913.**

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**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 TRANSPORTATION RULES.**

**G. A. GOODELL,**  
General Manager.

**J. M. RAPELJE,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**T. H. LANTRY,**  
Superintendent.





WESTWARD

THIRD SUB-DIVISION  
(MAIN LINE)

EASTWARD

THIRD CLASS								SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS		THIRD CLASS					
801								605		603		153		5		3		1		2				602		802	
Way Freight								Freight		Freight		Passenger		Passenger		Passenger		Passenger		Passenger				Freight		Way Freight	
EXCEPT SUNDAY								DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY				DAILY		EXCEPT SUNDAY	
L 6.30 AM								L 8.40 AM		L 2.00 PM		L 6.10 AM		L 5.40 AM		L 5.50 PM		L 4.35 AM		A 11.25 AM				A 10.10 AM		A 5.15 PM	
153								602		154		5-801		153		6		2		605				801		154	
6.40								8.55		2.12		6.17		5.46		6.00		4.41		11.16				9.55		4.50	
f 6.52								9.41		2.27		f 6.25		5.52		6.06		4.47		11.10				9.41		f 4.30	
f 7.15								10.10		2.58		f 6.41		6.04		6.16		4.59		11.00				9.11		f 4.18	
f 7.32								10.22		3.23		f 6.51		6.11		6.22		5.06		10.53				8.54		f 3.58	
f 7.45								10.47		3.43		f 6.59		6.17		6.27		5.11		10.47				8.40		f 3.43	
s 8.10								11.14		4.03		s 7.12		6.27		f 6.37		5.21		10.37				8.10		s 3.03	
602								802		154		5-801		153		6		2		605				801		154	
8.30								11.30		4.18		f 7.23		6.35		6.44		5.27		10.29				7.50		2.35	
s 9.05								11.45		4.30		s 7.32		s 6.42		s 6.53		f 5.38		10.22				7.32		s 2.00	
602								602		154		602		602		602		602		605				153		602	
9.25								11.58 AM		4.46		f 7.42		6.50		7.08		5.46		10.12				7.18		1.38	
f 10.02								12.15 PM		5.10		f 7.56		7.00		7.12		5.56		10.02				7.00		f 1.16	
f 10.25								12.26		5.25		s 8.03		7.05		7.17		6.01		9.57				6.40		f 1.00	
f 10.45								12.39		5.50		f 8.18		7.15		7.27		6.11		9.47				6.11		f 12.39	
11.00								12.54		6.08		f 8.27		7.21		7.33		6.17		9.40				5.45		12.10 PM	
f 11.15								1.15		6.28		f 8.40		7.30		7.43		6.26		9.30				5.25		f 11.50 AM	
11.30								1.28		6.45		f 8.50		7.37		7.49		6.33		9.24				5.15		11.30	
802								154		605		602		602		602		602		605				801		154	
s 11.45 AM								1.55		7.00		s 9.00		s 7.46		s 7.56		s 6.42		9.15				5.00		s 11.15	
1.30 PM								2.05		7.10		f 9.10		7.51		8.01		6.47		11.44				4.45		9.40	
154								602		602		602		602		602		602		605				801		154	
f 1.38								2.15		7.30		f 9.17		7.56		6.52		11.51				4.38		f 9.17			
f 1.49								2.30		7.55		f 9.27		8.06		7.03		11.44				4.23		f 8.56			
f 2.10								2.50		8.26		f 9.36		8.14		7.11		11.39				4.11		f 8.14			
f 2.25								3.12		8.55		s 9.44		8.21		7.18		11.32				4.01		s 7.49			
s 2.40								4.01		9.30		f 9.57		8.32		7.29		11.24				3.45		f 7.29			
f 3.01								4.30		10.00		s 10.12		f 8.42		7.40		11.01				3.45		s 6.50			
s 3.50								5.00		10.41		f 10.25		8.53		9.09		7.50		10.51				3.29		s 6.50	
4.25								5.35 PM		11.10 PM		A 10.40 AM		A 9.05 AM		A 9.20 PM		A 3.02 AM		10.41				3.15		6.35	
A 5.00 PM								602		602		602		602		602		605				801		154			
EXCEPT SUNDAY								DAILY		DAILY		DAILY		DAILY		DAILY		DAILY				DAILY		EXCEPT SUNDAY			
8.45								8.55		9.10		4.30		3.25		3.30		3.27		3.23				7.20		9.25	
14.1								13.8		13.4		27.4		36.2		35.3		35.8		36.5				16.8		13.1	
Average Speed per Hour								13.8		13.4		27.4		36.2		35.3		35.8		36.5				16.8		13.1	

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

REGISTERING AND BULLETIN STATIONS—Glendive and Forsyth.  
 LAP SIDINGS—Fallon and Terry. Trains taking siding will head in at lap.  
 DERAIL SWITCHES—See page 6.  
 STANDARD CLOCKS—Glendive and Forsyth.  
 YARD LIMITS—Glendive, Terry, Zero, Miles City and Forsyth.  
 Trains 801 and 802 may carry passengers, male passengers only will be carried in cabooses.  
 Trains will not follow one another closer than ten minutes between Ulmer and Forsyth.

Special care must be exercised when passing around all bluffs where slides are liable to occur.  
 Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.  
 North siding at Zero will be known as the westward siding.  
 South siding at Zero will be known as the eastward siding.  
 First siding south of main track at Miles City will be known as the eastward siding.  
 Second siding south of main track at Miles City will be known as the westward siding, switches must be left lined up for eastward siding.

WESTWARD.

FOURTH SUB-DIVISION.  
(MAIN LINE)

EASTWARD.

THIRD CLASS											SECOND CLASS				FIRST CLASS.				Time Table No. 38A. Oct. 5, 1913. Succeeding No. 38.											FIRST CLASS				SECOND CLASS.		THIRD CLASS																					
803											605		603		647		43		41		153		5		3		1		STATIONS											2		4		6		154		42		44		648		602		804	
Way Freight											Freight		Freight		Freight		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Telegraph Offices and Calls											Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Freight		Freight		Way Freight	
EXCEPT SUNDAY											DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY													DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		EXCEPT SUNDAY			
L 6.50AM											L 6.25PM	L 11.50PM							L 10.50AM	L 9.15AM	L 9.30PM	L 8.10AM	W C OT	854	0.0	FY.....FORSYTH.....DN	101.6	Yard	A 7.54AM	A 10.20PM	A 2.20PM	A 11.35AM											A 2.20AM	A 4.40PM													
7.00											6.37	12.05AM							f 10.56	9.20	9.36	8.15		858	3.6	.....REA.....P	98.0	82	7.44	10.11	2.10	f 11.21											2.05	4.20													
f 7.37											6.56	12.30							f 11.06	9.28	9.45	8.23		863	8.9	HW.....HOWARD.....DN	92.7	75	7.37	10.04	2.01	f 11.06											1.34	f 3.50													
f 7.56											7.16	1.05							f 11.17	9.37	9.55	8.32		869	14.8	.....FINCH.....P	86.8	82	7.28	9.55	1.51	f 10.52											1.05	f 3.20													
s 8.16											7.37	1.20							s 11.28	9.46	10.05	8.41	W	875	20.7	SM.....SANDERS.....DN	80.9	E 90 WSS	7.18	9.48	1.41	s 10.36											12.35	s 3.00													
s 8.51											8.01	1.45							s 11.41	9.56	f 10.16	8.51		881	27.5	HY.....HYSHAM.....D	74.1	82	7.10	f 9.31	1.30	s 10.18											12.01AM	s 2.30													
s 9.11											8.19	2.05							s 11.51	10.04	10.25	8.59		886	32.8	MY.....MYERS.....D	68.8	68	7.08	9.20	1.21	s 10.04											11.45PM	s 2.10													
9.52											8.33	2.25							f 11.59AM	10.11	10.32	9.06		891	36.8	.....RANCHER.....P	64.8	58	6.54	9.18	1.14	f 9.52											11.25	1.50													
s 10.21											9.02	2.52							s 12.11PM	10.21	10.42	9.16		897	43.0	BH.....BIG HORN.....D	58.6	77	6.44	9.02	1.03	s 9.38											11.10	s 1.03													
s 10.46AM											9.30	3.15							s 12.21	10.31	10.51	9.26	W C	903	48.6	CU.....CUSTER.....DN	53.0	E 92 W83	6.36	s 8.52	s 12.54	s 9.26											10.51	s 12.30PM													
12.54PM											10.10	3.45							f 12.39	10.43	11.05	9.38	W	911	57.3	.....WACO.....P	44.3	79	6.23	8.38	12.39	f 9.11											10.10	f 10.43													
6-153-804											10.10	3.45							f 12.57	10.54	11.17	9.49		919	65.2	.....BULL MOUNTAIN.....P	36.4	62	6.12	8.26	12.26	f 8.59											9.48	f 10.16													
f 1.19											11.17	4.15							s 1.09	11.01	11.25	9.56	W	925	70.4	PI.....POMPEY'S PILLAR.....DN	31.2	75	6.05	f 8.18	12.17	s 8.51											9.32	s 9.56													
f 1.39											12.04AM	5.05							s 1.21	11.08	11.33	10.03		930	75.5	.....NEWTON.....P	26.1	76	5.58	8.09	12.08PM	s 8.43											9.20	f 9.15													
s 1.54											12.30	5.51							s 1.33	11.15	11.41	10.10		935	80.7	WN.....WORDEN.....D	20.9	57	5.51	f 8.01	11.59AM	s 8.35											9.06	s 8.35													
f 2.20											12.50	6.12							s 1.44	11.22	11.47	10.17		939	85.5	.....OSBORN.....P	16.1	84	5.45	7.53	11.51	s 8.28											8.56	f 8.15													
s 2.55											1.10	6.30							s 1.56	11.29	11.54PM	10.24	W	943	89.3	HU.....HUNTLEY.....DN	12.3	E 93 W90	5.40	s 7.47	s 11.45	s 8.22	A 8.15AM	A 7.18PM	A 4.50AM							8.40	s 7.45														
f 3.10											1.10	6.30							s 11.29	11.54PM	10.24	10.24	W	943	89.3	HU.....HUNTLEY.....DN	12.3	E 93 W90	5.40	s 7.47	s 11.45	s 8.22	A 8.15AM	A 7.18PM	A 4.50AM							8.40	s 7.45														
s 3.35											1.10	6.30							s 11.29	11.54PM	10.24	10.24	W	943	89.3	HU.....HUNTLEY.....DN	12.3	E 93 W90	5.40	s 7.47	s 11.45	s 8.22	A 8.15AM	A 7.18PM	A 4.50AM							8.40	s 7.45														
f											1.10	6.30							s 11.29	11.54PM	10.24	10.24	W	943	89.3	HU.....HUNTLEY.....DN	12.3	E 93 W90	5.40	s 7.47	s 11.45	s 8.22	A 8.15AM	A 7.18PM	A 4.50AM							8.40	s 7.45														
A 5.00PM											2.10AM	7.20AM	A 5.40AM	A 6.10AM	A 7.45PM	A 2.30PM	A 11.55AM	A 12.20AM	A 10.50AM	W C OT	956	101.6	BG.....BILLINGS.....DN	0.0	Yard	L 5.15AM	L 7.22PM	L 11.20AM	L 8.00AM	L 7.50AM	L 6.50PM	L 4.00AM	L 8.00PM	L 6.40AM																							
EXCEPT SUNDAY											DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY								
8.02											7.45	7.30	1.10	.30	.33	3.40	2.40	2.50	2.40																																						
12.6											13.1	13.5	10.5	24.6	22.3	27.7	38.1	35.8	38.1																																						
											Time over Sub-division																						2.39		2.58		3.00		3.35		.25		.28		.50		6.20		8.43								
											Average Speed per Hour																						38.3		34.2		33.8		28.3		29.5		26.3		14.7		16.0		11.6								

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

DOUBLE TRACK BETWEEN HUNTLEY AND BILLINGS. GAUNTLET OVER YELLOWSTONE RIVER BRIDGE, 1½ MILES EAST OF BILLINGS. AUTOMATIC BLOCK BETWEEN HUNTLEY AND BILLINGS. SEE SPECIAL RULES PAGE 6.

REGISTERING AND BULLETIN STATIONS—Forsyth and Billings.

LAP SIDINGS—Sanders. Trains taking siding will head in at lap.

DERAIL SWITCHES—See page 6.

STANDARD CLOCKS—Forsyth and Billings.

YARD LIMITS—Forsyth, Custer and Billings.

Trains 803 and 804 may carry passengers, male passengers only will be carried in cabooses.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

North siding at Custer will be known as westward siding.

South siding at Custer will be known as the eastward siding.

Special care must be exercised when passing through Big Horn Tunnel, and around all bluffs where slides are liable to occur.

Engines will not exceed the following speed over Yellowstone river bridge, 1½ miles east of Billings:

Northern Pacific Single header Class T or Q twelve miles per hour.

Northern Pacific Double header class T or Q five miles per hour.

Northern Pacific Single header class W five miles per hour.

C. B. and Q. Single header Passenger engines twelve miles per hour.

C. B. and Q. Single header class D 4 five miles per hour.

C. B. and Q. Double header Passenger engines five miles per hour.

A double header of Northern Pacific class W or C. B. and Q. class D 4, or any C. B. and Q. of same weight or heavier than D 4 will not be permitted over this bridge, leading engine must be cut off and sent over bridge light and single engine bring train across.

WESTWARD

FIFTH SUB-DIVISION  
(SIDNEY BRANCH)

EASTWARD

THIRD CLASS				Time Table No. 38A Oct. 5th, 1913. Succeeding No. 38				THIRD CLASS				
477				STATIONS				478				
Mixed				Telegraph Offices and Calls				Mixed				
DAILY EXCEPT SUNDAY								DAILY EXCEPT SUNDAY				
L 12.15 PM	WC	YL55	0.0	SIDNEY	P	55.2	70	A 10.30 AM				
s 1.00		YL44	10.7	CRANEVILLE	P	44.5	40	s 9.50				
s 1.50	W	YL35	20.2	SAVAGE	P	35.0	40	s 9.10				
s 2.15		YL29	26.5	BURNS	P	28.7	40	s 8.30				
s 3.00	W	YL20	35.1	INTAKE	P	20.1	50	s 8.00				
s 3.30		YL11	44.0	STIPEK	P	11.2	55	s 7.10				
A 4.15 PM	WC	731	55.2	GLENDIVE	DN	0.0	Yard	L 6.30 AM				
DAILY EXCEPT SUNDAY								DAILY EXCEPT SUNDAY				
4.00				Time over Sub-Division				4.00				
13.8				Average Speed per Hour				13.8				

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

REGISTERING AND BULLETIN STATIONS—Glendive and Sidney.  
 DERAIL SWITCHES—See page 6.  
 STANDARD CLOCK—Glendive.  
 YARD LIMITS—Glendive.  
 Junction Switches at Glendive must be set and locked for Third Sub-Division. East switch on Glendive wye must be set and locked for East Leg.  
 Trains will sound whistle and run under control around all curves, keeping sharp lookout for motor cars.  
 Trains will stop on flag at Riverview Spur to receive and discharge passengers and freight.  
 Trains will stop on flag at Newlon to receive and discharge passengers.  
 Westward trains will call Dispatcher's Office from Wye-Glendive before occupying Third Sub-Division main line.

TELEPHONE CALLS

CHIEF DISPATCHER'S OFFICE	—	—	WESTERN UNION OFFICE-GI	—	o	—
DISPATCHER'S OFFICE	—	—	SIDNEY STATION	o	o	—
GLENDIVE TELEGRAPH OFFICE	—	—	SAVAGE STATION	—	o	o
GLENDIVE CAR OFFICE	—	—	INTAKE STATION	—	—	o
TRAINMASTER-ROADMASTER OFFICE	—	o	SEC. FOREMAN STIPEK	o	—	
SEC. FOREMAN CRANEVILLE STATION	o	o				

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION.	ENGINES.										SUB-DIVISION.	ENGINES.									
	Class W		Class W 3		Class T		Class S 1 & S 2		Class D 5			Class W		Class W 3		Class T		Class S 1 & S 2		Class D 5	
	W 1	W 2	A		A		A		A			W 1	W 2	A		A		A		A	
Westward. 1st Sub-division	1400		1775		1000		1000				Eastward. 1st Sub-division	1775		2200		1275		1275			
2nd Sub-division	1400		1775		1000		1000				2nd Sub-division	1400		1775		1000		1000			
3rd Sub-division	3000				1600		1600				3rd Sub-division	4000				2800		2700			
4th Sub-division	3000				1600		1600				4th Sub-division	4000				2900		2900			
5th Sub-division							1500				5th Sub-division										1500

This rating is made to govern ruling grades only, and will in no manner interfere with handling additional tonnage where the grades will permit.

**COMMERCIAL SPURS.**

DISTANCE FROM MANDAN.	
Felands, 36.0 Miles.	Missouri Slope Brick and Tile Co., 107.0 Miles.
DISTANCE FROM FORSYTH.	
Niler, 24.9 Miles	Garnsey, 77.7 Miles
DISTANCE FROM GLENDIVE (5th SUB-DIVISION)	
Riverview, 52.1 Miles	

**REGISTER TICKETS.**

Enginemen of light engines and conductors of all except passenger trains will leave with operator of each open telegraph office three register tickets Form 608 filled out to show engine number, tonnage, number of cars and arriving and departing time at station where ticket is left. Operator will hand one each of these tickets to next conductor and engineman of freight train or engineman of light engine passing his station in same direction. Operators must be out with these tickets prepared to hand to conductor and engineman of approaching train and avoid delays. Enginemen will approach stations at such speed as will enable them to procure tickets. These instructions in no way relieve train and engine men from responsibility of protecting rear of train.

**AUTHORIZED SURGEONS YELLOWSTONE DIVISION**

## LOCATION OF STRETCHERS (S).

DR. R. H. BEACH, Chief Surgeon, Yellowstone Dist., Glendive. Tool Car, Glendive (S). Baggage Room, Glendive (S). Shops, Glendive (S).	DR. J. P. WEYRENS, Taylor.	DR. EUGENE BRINDJONC, Terry
DR. H. O. ALTNOW, Mandan (S). Tool Car, Mandan (S).	DR. V. H. STICKNEY, Dickinson (S). Baggage Room, Dickinson (S)	DR. W. W. ANDRUS, Miles Cty (S).
DR. O. C. GAEBE, New Salem.	DR. J. H. COSGROVE, Belfield	DR. A. C. WILSON, Forsyth (S)
DR. O. T. BENSON, Glendive (S).	DR. H. B. MUSEUS, Beach	DR. H. E. ARMSTRONG, Billings (S).
		DR. W. R. MORRISON, Oculist, Billings.
		DR. W. O. MORRIEL, Sidney

**NOTE.**

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In case 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 services 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. J. SEXTON,**  
Trainmaster.

**T. M. FLYNN,**  
Trainmaster.

**Special Rules for Movement of Trains on Double Track.**

**RULE 1.** Double track extends from the switch East of the Huntley Telegraph Office to the double track of the Montana Division at Billings with a crossover just west of Huntley Depot and just East of the Billings Passenger station.

**RULE 2.** The switch at the end of the double track at Huntley will be set for Westward trains.

**RULE 3.** All Westward trains will reduce speed to ten miles per hour over double track switch at Huntley and come to a full stop before passing crossover switch West of Huntley depot. All Eastward trains will come to a full stop before passing crossover switch West of Huntley depot. All C. B. & Q. trains will come to a full stop before going through crossover West of Huntley depot. Stop signs show points at which trains will stop.

**RULE 4.** All Eastward trains will approach Huntley under control, expecting to find main track occupied.

**RULE 5.** All Westward trains and all Eastward first class trains will register at Huntley by register ticket form 608. All Eastward trains except first class trains will check register at Huntley.

**RULE 6.** The siding north of the main track at Huntley will be the Westward siding. The siding south of the main track will be the Eastward siding. All Eastward second and inferior class trains approaching Huntley on the time of a first class train will head in on the Eastward siding. All Westward second and inferior class trains approaching Huntley on the time of a first class train will head in on the Westward siding.

**RULE 7.** Trains receiving an order to meet at Huntley will understand the meeting point to take place at Huntley siding. Trains receiving an order to meet on the double track will understand the meeting point to take place west of the double track switch.

**RULE 8.** The movement of trains across the Yellowstone River Bridge gauntlet one and one-half miles east of Billings will be governed by automatic signals as per transportation rules. Between the distant signals movement of all trains will be treated as double track operation, and between the two home signals and across the bridge movement should be treated as single track operation.

**RULE 9.** On double track, as indicated by division time table, Rule 86, is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.

**RULE 10.** In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.

**RULE 11.** In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.

**RULE 12.** To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.

**RULE 13.** Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A", from the operator upon entering double track. Operators must secure authority from dispatcher before issuing clearance.

**RULE 14.** Except as modified above, the Transportation Rules govern.

**DERAIL SWITCHES.****FIRST SUB-DIVISION.**

Lyons.....	East End Eastward Siding
Judson.....	East End Elevator Track
Sedalia.....	East End Spur
New Salem.....	East End Eastward Siding
" ".....	West End Mill Spur
" ".....	West End House Track
" ".....	East End New Salem Merc. Co. Spur
Sims.....	West End House Track
Felands.....	East End Spur
Almont.....	East End Elevator Track
Glendive.....	West End House Track
" ".....	West End Coal Dock Track
" ".....	West End Storage Track
Hebron.....	East End House Track
Antelope.....	East End Siding
Richardton.....	East End House Track
" ".....	East End Eastward Siding
" ".....	West End Westward Siding
" ".....	East End Stock Yard Track
Taylor.....	East End House Track
Boyle.....	East End Spur
Gladstone.....	West End House Track
" ".....	West End Stock Yard Track
Lehigh.....	East End Back Track
" ".....	East End New Coal Spur

**SECOND SUB-DIVISION.**

Dickinson.....	East End Team Track
" ".....	East End House Track
" ".....	East End Coal Dock Track
" ".....	East End Farmers Elev. Spur
Eland.....	East End Siding
" ".....	East End Stock Yard Track
South Heart.....	West End Elevator Spur Track
Zenith.....	East End Coal Mine Spur

**J. H. JOHNSON,**  
Trainmaster.

Belfield.....	East End Siding
" ".....	East End Stock Yard Track
" ".....	East End House Track
Fryburg.....	East End Eastward Siding
Sully Springs.....	East and West Ends of Back Tracks
Scoria.....	West End Back Tracks
Waldon.....	East End Spur Track
Demores.....	East End Spur Track
Sentinel Butte.....	East End Industrial Track
Chama.....	East End Elevator Spur
" ".....	West End Siding
Yates.....	East End Elevator Spur
Beaver Hill.....	East and West End Eastward Siding
" ".....	West End Westward Siding
Heckman.....	West End Siding
Hodges.....	West End Back Track
Allard.....	East End Siding

**THIRD SUB-DIVISION.**

Hoyt.....	East End Back Track
Hoyt Pit.....	East End Hoyt Gravel Pit Track
Fallon.....	East End Stock Yard Track
" ".....	East End Back Track
Zero.....	West End Coal Dock Spur
Tusler.....	East End of Back Track
Horton Pit.....	East End of Gravel Pit Spur
Rosebud.....	East and West End of Stock Yard Track

**FOURTH SUB-DIVISION.**

Myers.....	West End Back Track
Custer.....	East End Scott's Spur
" ".....	East End Coal Dock Spur

**FIFTH SUB-DIVISION.**

Glendive.....	West End Farmers Elev. Spur
Crane.....	Both Ends Elevator Track

**A. J. CARR,**  
Chief Dispatcher.

