

NORTHERN PACIFIC RAILWAY COMPANY.

YELLOWSTONE DIVISION

TIME 39 TABLE

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

SUNDAY, NOVEMBER 23rd, 1913.

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.

FIRST SUB-DIVISION.
(MAIN LINE)

EASTWARD.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mandan	Time Table No. 39 Nov. 23, 1913. Succeeding No. 38A			Distance from Dickinson	Car Capacity of Sidings	FIRST CLASS.				SECOND CLASS		THIRD CLASS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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Way Freight			Freight		Freight		Passenger		Passenger				Passenger		Passenger			Telegraph Offices and Calls				Freight		Way Freight																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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L 6.00AM			L 1.30PM		L 7.50PM		L 2.30PM		L 11.25PM				L 11.20AM		L 10.40PM							A 6.10PM		A 8.40AM		A 1.55AM		A 1.25PM		A 1.45AM		A 5.30PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

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

REGISTERING AND BULLETIN STATIONS—Mandan and Dickinson.
 LAP SIDINGS—Sunny, Lyons, New Salem, Glenullen, Hebron, Richardton and Taylor. Trains taking siding will head in at lap.
 DERAIL SWITCHES—See page 6.
 STANDARD CLOCKS—Mandan and Dickinson.
 YARD LIMITS—Mandan, Glenullen and Dickinson.
 Trains 797 and 798 may carry passengers, male passengers only will be carried in caboose.
 Maximum speed of passenger trains is one minute or 60 seconds per mile. This limit must never be exceeded.
 Passenger trains will not exceed 40 miles per hour and freight trains 25 miles per hour between Judson and Sunny and between Gladstone and Lehigh.
 Eastward trains will not follow one another closer than ten minutes Judson to Sunny. Westward trains will not follow one another closer than ten minutes New Salem to Almont.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS				SECOND CLASS				FIRST CLASS				Water, Fuel Scales, Turn Tables and Wyes	Station Numbers	Distance from Dickinson	Time Table No. 39 Nov. 23, 1913. Succeeding No. 88A				Distance from Glendive	Car Capacity of Siding	FIRST CLASS				SECOND CLASS		THIRD CLASS								
799				605		603		7	5	3	1				STATIONS.						2	4	6	8	602			800							
Way Freight				Freight		Freight		Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls						Passenger	Passenger	Passenger	Passenger	Freight			Way Freight							
EXCEPT SUNDAY				DAILY		DAILY		DAILY	DAILY	DAILY	DAILY										DAILY	DAILY	DAILY	DAILY	DAILY			EXCEPT SUNDAY							
L 6.00AM 4				L 10.50PM		L 4.20AM		L 6.25PM 602	L 2.35AM	L 2.35PM	L 1.45AM				DX.....DICKINSON.....DN 4.1						A 2.55PM s	A 5.30AM s 799	A 10.10PM s	A 9.30AM s	A 6.25PM 7			A 4.15PM							
	f	6.20			11.10		4.35	f	6.38	2.41	2.42 2	1.51		625	0.0					65	2.42 3	5.23	10.01	9.20	6.06			f	8.55						
	s	6.45			11.35		5.14 4	s	6.48	2.49	2.49	2.00		629	4.1					75	2.31	5.14 603	9.50	s	9.10	5.54			s	8.20					
	f	7.20			11.55PM		5.30	f	6.53	2.56	2.57 800	2.08		635	9.9					75	2.22	5.07	9.40	f	9.00	5.42			f	2.57 3					
	s	8.00			12.15AM		5.45	s	7.04	f	3.03	3.05	2.15	W	640	15.1				82	2.14 800	5.00	f	9.30	s	8.50	5.30			s	2.14 2				
	f	8.39 8			12.45		6.10	f	7.19	3.15	3.16	2.25	Y	645	20.3					E 75 W 65	2.05	4.51	9.19	f	8.39 799	5.15			f	1.25					
	f	9.10			1.05		6.25	f	7.30	3.24	3.26	2.35		651	26.0					65	1.52	4.39	9.05	f	8.25	4.48			f	12.50					
		9.30			1.15		6.35	7.38	3.30	3.32	2.41		656	31.4						68	1.46	4.32	8.57	8.17	4.36				12.35PM						
	s	10.00			1.30		6.50	s	7.49	s	3.38	s	3.41	W	660	34.9				53	1.35	f	4.22	s	8.44	s	8.04	4.11			s	11.59AM			
		10.05			1.31		6.51							664	39.6					65						4.10			f	11.58					
		10.30			2.05		7.13	8.04	3.52	3.53 602	3.00			665	40.4					65								f	11.30						
	f	11.00 800			2.40		7.42 8	f	8.20 6	4.02 4	4.03	3.10	W	670	45.3					66	1.17	4.02 5	8.20 7	f	7.42 603	3.20			f	11.00 799					
	s	11.30			3.20 1		8.15	s	8.32	f	4.12	4.13		675	51.2					67	1.09	3.52	s	8.09	s	7.32	3.05			s	10.30				
	f	11.59AM			3.43 4		8.30	f	8.40	4.19	4.22	3.28		681	56.2					71	1.00	3.43 605	8.00	f	7.23	2.53			f	10.00					
	s	12.25PM 1-30			4.27 5		8.45	s	8.50	s	4.27 605	4.28	3.35 4	W C	686	60.0				E 80 W 82	12.53 799	s	3.35 1	s	7.52	s	7.13	2.38			s	9.45			
	s	2.18 602			4.45		9.05 800	s	9.02	4.39	4.38	3.45		689	64.6					61	12.43	3.20	s	7.41	s	7.01	2.18 799			s	9.05 603				
	s	2.40			5.00		9.20	s	9.12	4.47	s	4.47	3.54	W	695	70.3				105	12.35	s	3.09	s	7.30	s	6.50	1.58			s	8.40 8.15			
	f	3.05			5.25		9.45	9.21	4.55	4.58	4.02			700	75.2					70	12.28	3.01	7.23	6.41	1.45			f	8.00						
	f	3.18			5.40		10.00	9.28	5.03	5.05	4.03		W 1/2 Mi. W	704	79.0					70	12.16	2.48	7.11	6.31	1.20			f	7.40						
	f	3.30			5.55		10.15	f	9.34	5.09	5.11	4.13		707	82.9					68	12.10	2.40	7.05	f	6.24	1.05			f	7.25					
	f	3.45			6.14 8		10.30	9.42	5.18	5.19	4.20			710	85.9					68	12.02PM	2.30	6.54	6.14 605	12.40			f	7.00						
	f	4.00			6.45 800		10.45	f	9.51	5.26	5.27	4.28	W	715	90.9					68	11.55AM	2.22	6.46	f	6.05	12.25			f	6.45 605					
	f	4.15			7.00		11.00	10.00	5.35	5.36	4.35			720	95.7					68	11.45	2.11	6.36	5.55	12.05PM			f	6.20						
	A	4.45PM			A 7.25AM		A 11.35AM 2-602	A 10.10PM	A 5.45AM s 8-800	A 5.45PM s	A 4.45AM s		W C O T Y	725	100.9					0.0	Yard	L 11.35AM 602-603	L 2.00AM	L 6.25PM	L 5.45AM 5-800	L 11.40AM 2-603			L 6.00AM 5-8						
	EXCEPT SUNDAY				DAILY		DAILY		DAILY	DAILY	DAILY	DAILY										DAILY	DAILY	DAILY	DAILY	DAILY			EXCEPT SUNDAY						
	9.40				8.35		7.15		3.45	3.10	3.10	3.00										3.20	3.30	3.45	3.45	6.45			9.50						
	10.9				12.3		14.6		28.2	33.5	33.5	35.3										31.8	30.3	28.2	28.2	15.7			10.7						
															Time over Sub-division																				
															Average Speed per Hour																				

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

REGISTERING AND BULLETIN STATIONS—Dickinson and Glendive.
 LAP SIDINGS—Fryburg and Beaver Hill. Trains taking siding will head in at lap.
 DERAIL SWITCHES—See page 6.
 STANDARD CLOCKS—Dickinson and Glendive.
 YARD LIMITS—Dickinson, Beach, Wibaux and Glendive.
 Trains 799 and 800 may carry passengers, male passengers only will be carried in caboose.
 Eastward trains will not follow one another closer than ten minutes, Beaver Hill to Wibaux and Sentinel Butte to Medora.
 Westward trains will not follow one another closer than ten minutes, Fryburg to Medora and Beaver Hill to Glendive.

Maximum speed of passenger trains is one minute or 60 seconds per mile. This limit must never be exceeded.*
 Passenger trains will not exceed 40 miles per hour and freight trains 25 miles per hour between Belfield and Medora and between
 Wibaux and Hodges.
 North siding at Beach will be known as the eastward siding.
 South siding at Beach will be known as the westward siding.
 All trains will come into Wibaux and Medora from both directions under absolute control.

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.

EASTWARD.

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

		SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes	Station Numbers	Distance from Sidney	Time Table No. 39		Distance from Glendive	Car Capacity of Sidings	SECOND CLASS			
		201					Nov. 23, 1913. Succeeding No. 38A							
		Mixed					STATIONS							
		Tuesday Thursday Saturday					Telegraph Offices and Calls							
		L12.15PM	WC Y	YL55	0.0	SIDNEY.....	P	55.2	70	A10.30AM				
		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 8.80				
		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 4.15PM	WC OTY	731	55.2	GI.....GLENDIVE.....	DN	0.0	Yard	L 6.30AM				
		Tuesday Thursday Saturday								Tuesday Thursday Saturday				
		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 — —

DISPATCHER'S OFFICE — —

GLENDIVE TELEGRAPH OFFICE — — —

GLENDIVE CAR OFFICE — — —

TRAINMASTER-ROADMASTER OFFICE — 0 —

SEC. FOREMAN CRANEVILLE STATION 0 0 0 —

WESTERN UNION OFFICE-GI — 0 —

SIDNEY STATION 0 0 —

SAVAGE STATION — 0 0 0

INTAKE STATION — — 0 0

SEC. FOREMAN STIPEK 0 — 0 0

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										W 1	W 2								
	A		A		A		A		A			A		A		A		A		A	
Westward.											Eastward.										
1st Sub-division.....	1400	.....	1775	.....	1000	.....	1000	.....			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	.....	2800	.....		
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, Glenullen (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 be governed by position of automatic signal No. 2133, located east of the cross-over, before passing cross-over switch west of Huntley depot. All eastward trains will be governed by position of automatic signal No. 2134, located west of the cross-over switch, before passing cross-over switch west of Huntley depot. All C. B. & Q. trains will come to a full stop before going through cross-over west of Huntley depot.

RULE 4. In automatic block territory, trains using a cross-over must have at least one switch open while occupying any part of the cross-over.

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
Glenullen.....	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.

