

NORTHERN PACIFIC RAILWAY COMPANY.

YELLOWSTONE DIVISION

TIME 41A TABLE

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

SUNDAY, DECEMBER 20th, 1914.

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.

J. M. RAPELJE,
General Manager.

A. V. BROWN,
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				FIRST CLASS				SECOND CLASS		THIRD CLASS							
797				603				7 3 1				STATIONS				602		798							
Way Freight				Freight				Passenger Passenger Passenger				Passenger Passenger Passenger				Freight		Way Freight							
Ex. Sun.				Daily				Daily Daily Daily				Daily Daily Daily				Daily		Ex. Sun.							
L 6.00AM				L 7.50PM				L 2.30PM	L 11.20AM	L 10.40PM	WCOT	515	0.0	A.....MANDAN.....DN	109.6	Yard	As 6.25PM	As 8.40AM	As 1.07PM		A 1.45AM				A 5.30PM
f 6.15				8.05				2.36	11.26	10.46	W	518	3.0	.....SUNNY.....P	106.6	E 85 W 90	6.17	8.33	12.59		1.20				f 5.10
f 6.30				8.30				f 2.46	11.35	10.56		524	8.3	.....LYONS.....P	101.3	E 53 W 63	6.08	8.25	f 12.48		1.05				f 4.55
s 6.50				8.55				f 2.57	11.45	11.06	W	531	15.4	SB.....SWEET BRIAR.....DN	94.2		5.53	8.10	f 12.33		12.45				s 4.30
s 7.15				9.25				s 3.09	11.55AM	11.17		537	21.5	JU.....JUDSON.....D	88.1		5.43	7.59	s 12.20		12.30				s 4.00
f 7.23				9.40				3.16 798	12.01PM	11.23		539	24.5	.....SEDALIA.....P	85.1		5.38	7.54	12.15		12.23				f 3.35 3.16
s 7.49 8.30				10.00				s 3.24	12.08	f 11.30		543	27.9	NS.....NEW SALEM.....DN	81.7	E 73 W 78	f 5.32	7.49 797	s 12.08PM		12.13AM				s 2.55
9.00				10.08				3.32	12.14	11.36 602		547	31.7	.....BLUE GRASS.....P	77.9		5.25	7.42	11.54AM		11.36PM				2.15
s 9.20				10.20				s 3.38	12.20	11.42	W	550	35.3	SI.....SIMS.....DN	74.3		5.20	7.37	s 11.47		11.10				s 2.00
s 9.40				10.55 602				s 3.48	12.29	11.51		556	40.3	AN.....ALMONT.....D	69.3		5.11	7.29	s 11.38		10.55 603				s 1.40
f 10.15				11.35PM				f 4.00	12.38	11.59PM		561	45.9	.....CURLEW.....P	63.7		5.03	7.21	f 11.28		10.30				f 1.25
f 10.45				12.09AM				4.10	12.48 798	12.09AM 603	Y	568	52.8	.....KURTZ.....P	56.8		4.54	7.11	11.18		10.05				f 12.48
s 11.09AM 12.56PM 3-8-798				12.34				s 4.20	12.56 797	f 12.18	WC	573	57.6	GN.....GLENULLEN.....DN	52.0	E 75 W 63	f 4.45	7.04	s 11.09 797		9.45				s 12.10PM 797
f 1.15				12.56				4.35 2	1.05	12.27		578	63.1	.....EAGLE'S NEST.....P	46.5		4.35 7	6.57	11.00		9.32				f 11.45AM
s 1.45				1.19				s 4.48	1.16	f 12.38	W	585	70.2	H.....HEBRON.....DN	39.4	E 64 W 63	f 4.21	6.46	s 10.47 798		9.08				s 10.47 8
2.15				1.27				4.55	1.21	12.45		587	73.8	.....KNIFE RIVER.....P	35.8		4.15	6.41	10.40		8.58				10.20
f 2.45				1.52				f 5.05	1.32	12.56		594	79.4	.....ANTELOPE.....P	30.2		4.04	6.33	f 10.30		8.43				f 10.00
s 3.10				2.11				s 5.15	1.41	f 1.06	W	600	85.1	RH.....RICHARDTON.....DN	24.5	E 76 W 82	f 3.53	6.25	s 10.20		8.25				s 9.25
s 3.42 2				2.26				s 5.27	1.50	1.17		606	90.6	TR.....TAYLOR.....D	19.0	E 71 W 75	3.42 797	6.17	s 10.10		8.07				s 8.50
f 4.05				2.40				5.36	1.58	1.24		610	95.6	.....BOYLE.....P	14.0		3.31	6.09	10.00		7.50				8.20
s 4.15				2.49				s 5.41	2.03	1.29	W	613	98.3	GA.....GLADSTONE.....DN	11.3		3.26	6.04	s 9.55		7.40				s 7.50
f 4.32				3.09				f 5.53	2.15	1.40		620	105.0	HI.....LEHIGH.....D	4.6		3.15	5.53	f 9.44		7.22				f 7.25
A 5.00PM				A 3.30AM				As 6.05PM	As 2.25PM	As 1.50AM	WCOT	625	109.6	DX.....DICKINSON.....DN	0.0	Yard	L 3.05PM	L 5.45AM	L 9.35AM		L 7.05PM				L 7.00AM
Ex. Sun.				Daily				Daily	Daily	Daily							Daily	Daily	Daily		Daily				Ex. Sun.
8.32				7.40				3.35	3.05	3.10				Time Over Subdivision			3.20	2.55	3.32		6.40				10.11
12.6				14.2				30.5	35.5	34.6				Average Speed Per Hour			32.8	37.5	31.0		16.4				10.7

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 cabooses.
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

THIRD CLASS		SECOND CLASS	
799		603	
Way Freight		Freight	
Ex. Sun.		Daily	
L 6.00AM	L 4.20AM		
f 6.20	4.35		
s 6.45	5.17		
f 7.20	5.32		
s 8.00	5.46		
f 8.30	6.10		
f 9.10	6.25		
9.30	6.35		
s 10.00	6.50		
10.05	6.51		
10.30	7.13		
f 11.00	7.42		
s 11.30	8.15		
f 11.59AM	8.30		
s 12.25PM	8.45		
f 1.30			
s 2.18	9.05		
s 2.40	9.20		
f 3.05	9.40		
f 3.18	9.52		
f 3.30	10.02		
f 3.45	10.15		
f 4.00	10.28		
f 4.15	10.42		
A 4.45PM	A 11.15AM		
Ex. Sun.	Daily		
9.40	6.55		
10.9	15.3		

Northern Pacific Railway Company
 Yellowstone Division
 Glendive, Mont., Dec. 29, 1914
 Bulletin No. 149
 All Concerned:
 During life of time card No. 41-A, RIDERS will be a flag stop for Trains Nos. 7 and 8.
 T.H. Lantry
 Superintendent

NORTHERN PACIFIC RAILWAY COMPANY
 YELLOWSTONE DIVISION
 BEACH, MONT., DEC. 29, 1914.
 BULLETIN No. 149.
 During life of time card No. 41-A, RIDERS will be
 a flag stop for trains Nos. 7 and 8.
 T. H. Lantry,
 Superintendent.

EASTWARD	
SECOND CLASS	THIRD CLASS
800	
Way Freight	
Ex. Sun.	
A 4.15PM	
f 3.55	
s 3.20	
f 2.59	
s 2.16	
f 1.25	
f 12.50	
12.35PM	
s 11.59AM	
f 11.58	
f 11.30	
f 11.00	
s 10.30	
f 10.00	
s 9.45	
s 9.05	
s 8.40	
f 8.15	
f 8.00	
s 7.40	
f 7.25	
f 7.00	
f 6.45	
f 6.30	
L 6.00AM	
Ex. Sun.	
9.50	
10.7	

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 Fryburg and Scoria 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.

Train No.	Class	Direction	Time	Station	Time	Station	Time	Station	Time	Station	Time	Station
799	Third Class	Westward	11.59	Beach	11.15	Beach	10.42	Beach	9.52	Beach	9.05	Beach
800	Second Class	Eastward	6.00	Beach	6.30	Beach	6.45	Beach	7.25	Beach	8.40	Beach
700	Third Class	Westward	12.23	Beach	11.44	Beach	10.28	Beach	9.40	Beach	8.54	Beach
704	Third Class	Westward	12.16	Beach	11.55	Beach	10.28	Beach	9.40	Beach	8.54	Beach
707	Third Class	Westward	12.02	Beach	11.55	Beach	10.28	Beach	9.40	Beach	8.54	Beach
710	Third Class	Westward	11.55	Beach	11.44	Beach	10.28	Beach	9.40	Beach	8.54	Beach
715	Third Class	Westward	11.44	Beach	11.44	Beach	10.28	Beach	9.40	Beach	8.54	Beach
720	Third Class	Westward	11.35	Beach	11.44	Beach	10.28	Beach	9.40	Beach	8.54	Beach
725	Third Class	Westward	11.25	Beach	11.44	Beach	10.28	Beach	9.40	Beach	8.54	Beach
731	Third Class	Westward	11.15	Beach	11.44	Beach	10.28	Beach	9.40	Beach	8.54	Beach
Time Over Subdivision			3.40		3.30		3.35		6.45			
Average Speed Per Hour			28.9		30.3		29.6		15.7			

**SECOND SUB-DIVISION
(MAIN LINE)**

WESTWARD										EASTWARD.									
THIRD CLASS				SECOND CLASS			FIRST CLASS			Time Table No. 41A Dec. 20, 1914 Succeeding No. 41	FIRST CLASS			SECOND CLASS		THIRD CLASS			
799				603			7 3 1				STATIONS			602		800			
Way Freight				Freight			Passenger Passenger Passenger				STATIONS			Freight		Way Freight			
Ex. Sun.				Daily			Daily Daily Daily				STATIONS			Daily		Ex. Sun.			
L 6.00 ^{AM} ₄				L 4.20 ^{AM}			L 6.25 ^{PM} ₆₀₂ L 2.35 ^{PM} L 1.55 ^{AM}			DX.....DICKINSON.....DN 4.1			A 2.55 ^{PM} A 5.35 ^{AM} ₇₉₉ A 9.20 ^{AM}		A 6.25 ^{PM} ₇				
f 6.20				4.35			6.33 2.44 ₂ 2.03			.....ELAND.....P 5.8			2.44 ₃ 5.26 9.11		6.06			
s 6.45				5.17 ₄			s 6.43 2.51 2.12			RD.....SOUTH HEART.....D 5.2			2.34 5.17 ₆₀₃ s 9.00		5.54				
f 7.20				5.32			f 6.53 2.59 ₈₀₀ 2.20			Z.....ZENITH.....D 5.2			2.25 5.10 f 8.50		5.42				
s 8.00				5.46			s 7.04 3.07 f 2.28			BF.....BELFIELD.....DN 5.7			f 2.16 ₈₀₀ 5.02 s 8.40		5.30				
f 8.30 ₈				6.10			f 7.19 3.17 2.40			FG.....FRYBURG.....D 5.4			2.05 4.53 f 8.30 ₇₉₉		5.15				
f 9.10				6.25			f 7.30 3.26 2.50			SG.....SULLY SPRINGS.....DN 3.5			1.51 4.39 f 8.18		4.48				
9.30				6.35			7.38 3.32 2.56			.....SCORIA.....P 4.7			1.44 4.32 8.12		4.36			
s 10.00				6.50			s 7.49 s 3.41 s 3.04			ME.....MEDORA.....DN 0.8			s 1.32 f 4.20 s 8.01		4.11				
10.05				6.51						.....LITTLE MISSOURI..... 4.8					4.10			
10.30				7.13			8.04 3.53 ₆₀₂ 3.16			.....RIDERS.....P 6.0			1.20 4.10 7.52		3.53 ₈			
f 11.00 ₈₀₀				7.42 ₈			f 8.14 4.03 3.27			.....DEMORES.....P 5.0			1.11 4.01 f 7.42 ₆₀₃		3.20			
s 11.30				8.15			s 8.24 s 4.13 3.37			SU.....SENTINEL BUTTE.....DN 3.9			f 1.03 3.53 s 7.32		3.05				
f 11.59 ^{AM}				8.30			f 8.32 4.22 3.45 ₄			.....CHAMA.....P 4.5			12.55 3.45 ₁ f 7.23		2.53			
s 12.25 ^{PM} _{1.30} ₂				8.45			s 8.42 s 4.28 s 3.52			B.....BEACH.....DN 5.7			s 12.44 ₇₉₉ s 3.30 s 7.13		2.38				
s 2.18 ₆₀₂				9.05 ₈₀₀			s 8.54 4.38 4.04			YA.....YATES.....D 4.9			12.35 3.21 s 7.01		2.18 ₇₉₉				
s 2.40				9.20			s 9.04 s 4.47 4.12			WB.....WIBAUX.....DN 3.8			f 12.23 s 3.10 s 6.50		1.58				
f 3.05				9.40			9.14 4.58 4.21			.....BEAVER HILL.....P 3.9			12.16 3.03 6.41		1.45			
f 3.18				9.52			9.21 5.06 4.28			.....HECKMAN.....P 3.0			12.02 ^{PM} 2.50 6.31		1.20			
f 3.30				10.02			f 9.27 5.12 4.33			HD.....HODGES.....DN 5.0			11.55 ^{AM} 2.43 f 6.24		1.05				
f 3.45				10.15			f 9.37 5.19 4.40			.....IONA.....P 4.8			11.44 2.33 f 6.14		12.40			
f 4.00				10.28			f 9.46 5.26 4.47			AR.....ALLARD.....DN 5.2			11.35 2.25 f 6.05		12.25				
f 4.15				10.42			9.57 5.34 4.54			.....CURRY.....P 5.2			11.25 2.15 5.55		12.05 ^{PM}			
A 4.45 ^{PM}				A 11.15 ^{AM} ₂₋₆₀₂			A 10.10 ^{PM} A 5.45 ^{PM} A 5.05 ^{AM}			GI.....GLENDDIVE.....DN 0.0			L 11.15 ^{AM} ₆₀₂₋₆₀₃ L 2.05 ^{AM} L 5.45 ^{AM} ₈₀₀		L 11.40 ^{AM} ₂₋₆₀₃				
Ex. Sun.				Daily			Daily Daily Daily			Time Over Subdivision			Daily Daily Daily		Daily				
9.40				6.55			3.45 3.10 3.10			Average Speed Per Hour			3.40 3.30 3.35		6.45				
10.9				15.3			28.2 33.5 33.5						28.9 30.3 29.6		15.7				

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.
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 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.

WESTWARD

THIRD SUB-DIVISION.
(MAIN LINE)

EASTWARD

THIRD CLASS					SECOND CLASS			FIRST CLASS			Time Table No. 41A Dec. 20, 1914 Succeeding No. 41				FIRST CLASS			SECOND CLASS		THIRD CLASS			
801					603			187 3 1			STATIONS				2 4 188			602		802			
Way Freight					Freight			Passenger Passenger Passenger			Telegraph Offices and Calls				Passenger Passenger Passenger			Freight		Way Freight			
Ex. Sun.					Daily			Daily Daily Daily							Daily Daily Daily			Daily		Ex. Sun.			
L 6.30AM					L 2.00PM		L 8.00AM	L 5.55PM	L 5.15AM	W C O T Y	731	0.0	GL.....	GLENDIVE.....	DN	123.7	Yard	A 11.05AM	A 1.55AM	A 4.05PM	A 10.10AM		A 5.15PM
6.40					2.12		f 8.07	6.01	5.20		734	3.3	.....	ALLEN.....	P	120.4	66	10.58	1.47	f 3.54	9.55		4.50
f 6.52					2.27		f 8.15	6.07	5.26		738	7.0	.....	COLGATE.....	P	116.7	75	10.53	1.42	f 3.47	9.41		f 4.30
f 7.15					2.58		f 8.28	6.18	5.38		745	14.7	HO.....	HOYT.....	DN	109.0	75	10.40	1.30	f 3.32	9.11		f 4.13
f 7.32					3.23 188		f 8.37	6.24	5.45		749	19.5	.....	MARSH.....	P	104.2	66	10.32	1.24	f 3.23 603	8.58		f 3.58
f 7.45					3.43 802		f 8.47 602	6.29	5.51	W	752	23.2	.....	CONLIN.....	P	100.5	67	10.26	1.19	f 3.16	8.47 187		f 3.43 603
s 8.10 602					4.03		s 8.59	f 6.38	6.00		760	29.6	FN.....	FALLON.....	D	94.1	E 101 W 70	10.15	f 1.09	s 3.03 802	8.10 801		s 3.03 188
8.30					4.18		f 9.08	6.47	6.07		765	34.6	.....	CATO.....	P	89.1	75	10.06	1.02	f 2.52	7.50		2.35
s 8.50					4.30		s 9.18	s 6.56	f 6.15	W	770	39.0	TY.....	TERRY.....	DN	84.7	E 72 W 79	f 9.57	s 12.54	s 2.42	7.33		s 2.00
9.10					4.49		f 9.28	7.04	6.21		774	43.5	.....	KAMM.....	P	80.2	68	9.49	12.47	f 2.33	7.05		1.38
f 9.39 2-187					5.10		f 9.39 2-801	7.13	6.29		780	49.7	.....	BLATCHFORD.....	P	74.0	76	9.39 187-801	12.37	f 2.21	6.51		f 1.16
f 10.25					5.25		s 9.49	7.21	6.36 602	W C	785	52.8	RO.....	ZERO.....	DN	70.9	E 88 W 93	9.32	12.32	s 2.15	6.36 1		f 1.00
f 10.45					5.50		f 10.02	7.34	6.45		790	59.5	.....	SHIRLEY.....	P	64.2	73	9.21	12.23	f 2.01	6.05		f 12.39
11.00					6.08		f 10.12	7.40	6.51		794	63.8	.....	JORDAN.....	P	59.9	59	9.14	12.17	f 1.52	5.50		12.10PM
f 11.15					6.28		f 10.23	7.49	6.59		800	69.8	.....	TUSLER.....	P	53.9	72	9.04	12.08	f 1.37	5.25		f 11.50AM
11.30 802					6.45		f 10.33	7.56	7.05		805	74.5	.....	MURN.....	P	49.2	74	8.56	12.02AM	f 1.28	5.12		11.30 801
s 11.45AM 1.30PM 188					7.00		s 10.43 802	s 8.05	s 7.15	W	809	78.6	MC.....	MILES CITY.....	DN	45.1	E 77 W 73	s 8.47 802	s 11.50PM	s 1.18 801	5.00		s 11.15 8.30 2-187
f 1.38					7.10		f 10.50	8.10	7.20		812	81.2	.....	FORT KEOGH.....	P	42.5	75	8.42	11.45	f 1.12	4.45		f 8.16
f 1.49					7.30		f 10.56	8.15	7.25		816	84.1	.....	ULMER.....	P	39.6	75	8.37	11.40	f 1.06	4.38		f 8.07
f 2.10					7.55		f 11.07	8.26	7.35	W	821	90.1	.....	HORTON.....	P	33.6	75	8.27	11.30	f 12.54	4.23		f 7.59
f 2.25					8.34 3		f 11.16	8.34 603	7.43 802		826	94.7	.....	CLERMONT.....	P	29.0	71	8.19	11.21	f 12.45	4.11		f 7.43 1
s 2.40					8.55		s 11.26	8.41	7.50		830	98.7	HA.....	HATHAWAY.....	DN	25.0	83	8.12	11.15	s 12.37	4.01		s 7.20
f 3.01					9.15		f 11.37	8.51	8.01 2	W	836	105.2	.....	JOPPA.....	P	18.5	80	8.01 1	11.04	f 12.24	3.45		f 7.05
s 3.50					9.35		s 11.47	f 9.03	f 8.10		841	111.3	RB.....	ROSEBUD.....	DN	12.4	62	f 7.50	f 10.53	s 12.11PM	3.29		s 6.50
4.25					9.55		f 11.57AM 188	9.13	8.19		848	116.8	.....	DEWEY.....	P	6.9	78	7.41	10.42	f 11.57AM 187	3.15		6.35
A 5.00PM					A 10.30PM 4		A 12.10PM 5	A 9.25PM	A 8.30AM	W C O T	854	123.7	FY.....	FORSYTH.....	DN	0.0	Yard	L 7.30AM	L 10.30PM 603	L 11.45AM	L 2.50AM		L 6.15AM
Ex. Sun.					Daily		Daily	Daily	Daily									Daily	Daily	Daily	Daily		Ex. Sun.
8.45					8.30		4.10	3.30	3.15									3.35	3.25	4.20	7.20		9.10
14.1					14.5		29.6	35.3	38.0									34.5	36.2	28.5	16.8		13.4
												Time Over Subdivision											
												Average Speed Per Hour											

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 60 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.
 No. 1 stops on flag at Rosebud for passengers Billings and west.

WESTWARD

FOURTH SUB-DIVISION.
(MAIN LINE)

EASTWARD.

THIRD CLASS					SECOND CLASS			FIRST CLASS					FIRST CLASS					SECOND CLASS		THIRD CLASS			
803	603	647	43	41	187	3	1				Time Table No. 41A Dec. 20, 1914 Succeeding No. 41					2	4	188	42	44	648	602	804
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Forsyth	STATIONS	Distance from Billings	Car Capacity of Sidings	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Way Freight		
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Telegraph Offices and Calls			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	
L 6.30AM	L 11.50PM				L 12.25PM	L 9.30PM	L 8.35AM	WCOT	854	0.0	FY.....FORSYTH.....DN 3.6	101.6	Yard	As 7.25AM	A 10.25PM	A 11.30AM				A 2.20AM	A 4.40PM		
6.45	12.05AM				f 12.32	9.37	8.40		858	3.6	.....REA.....P 5.3	98.0	62	7.18	10.18	f 11.20				2.05	4.20	
f 7.11	12.30				f 12.43	9.48	8.48		863	8.9	HW.....HOWARD.....DN 5.9	92.7	75	7.11 803	10.11	f 11.08				1.34	f 3.50		
f 7.37	1.05 602				f 12.54	10.00 4	8.56		869	14.8	.....FINCH.....P 5.9	86.8	62	7.03	10.00 3	f 10.55				1.05 603	f 3.20	
s 8.07	1.20				s 1.06	10.07	9.04	W	875	20.7	SM.....SANDERS.....D 6.8	80.9	E 90 W 88	6.55	9.49	s 10.43				12.35	s 3.00		
s 8.40	1.45				s 1.20	f 10.17	9.14		881	27.5	HY.....HYSHAM.....D 5.4	74.1	62	6.45	f 9.37	s 10.29				12.01AM	s 2.30		
s 9.22	2.05				s 1.32	10.25	9.22 803		886	32.9	MY.....MYERS.....D 3.9	68.7	68	6.38	9.28	s 10.18				11.45PM	s 2.10		
9.37	2.25				f 1.41 804	10.32	9.28		891	36.8	.....RANCHER.....P 6.2	64.8	58	6.32	9.20	f 10.10				11.25	1.41 187	
s 9.58 188	2.52				s 1.53	10.43	9.37		897	43.0	BH.....BIG HORN.....D 5.6	58.6	77	6.23	9.08	s 9.58 803				11.10	s 1.03		
s 10.36AM 12.54PM 804	3.15				s 2.04	s 10.55 602	9.47 188	W C	903	48.6	CU.....CUSTER.....DN 8.3	53.0	E 92 W 83	6.12	s 8.55	s 9.47 1				10.55 3	s 12.30PM 11.30AM 803		
f 1.19	3.45				f 2.21	11.08	9.59	W	911	56.9	.....WACO.....P 8.3	44.7	79	6.01	8.44	f 9.29				10.10	f 10.58	
f 1.39	4.15				f 2.34	11.20	10.11 804		919	65.2	.....BULL MOUNTAIN.....P 5.2	36.4	62	5.51	8.31	f 9.13				9.48	f 10.11 1	
s 1.54	4.40				s 2.45	11.28	10.18	W	925	70.4	PI...POMPEY'S PILLAR...DN 5.1	31.2	75	5.43	f 8.22	s 9.03				9.32	s 9.30		
f 2.20	5.05				s 2.57	11.35	10.25		930	75.5	.....NEWTON.....P 5.2	26.1	76	5.37	8.13	s 8.52 804				9.20	f 8.52 188	
s 2.40	5.31 2				s 3.09	11.43	10.33		935	80.7	WN.....WORDEN.....D 4.8	20.9	57	5.31 603	f 8.04	s 8.42				9.06	s 8.20		
f 3.00	5.52				s 3.20	11.50	10.40		939	85.5	.....OSBORN.....P 3.8	16.1	84	5.25	7.56	s 8.32				8.55	f 8.00	
s 3.30 187	6.30	L 3.25AM	L 5.25AM	L 7.12PM 44	s 3.30 803	11.56PM	10.46	W	943	89.3	HU.....HUNTLEY.....DN C. B. & Q. Ry. Connection 5.7	12.3	E 93 W 90	5.20	s 7.48	s 8.25	As 8.15AM	As 7.15PM 41	A 9.50PM	8.40	s 7.45		
f					f 3.43				949	95.0	.....LOCKWOOD.....P 6.6	6.6				f 8.13					f	
A 5.00PM	A 7.20AM	A 5.00AM	As 5.55AM	As 7.45PM	A 4.00PM	A 12.20AM s	A 11.10AM s	WCOT	956	101.6	BG.....BILLINGS.....DN	0.0	Yard	L 4.55AM	L 7.22PM	L 8.00AM	L 7.50AM	L 6.45PM	L 9.00PM	L 8.00PM	L 6.40AM		
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		
8.12	7.30	1.35	.30	.33	3.35	2.50	2.35				Time Over Subdivision			2.30	3.03	3.30	.25	.30	.50	6.20	9.00		
12.3	13.5	7.7	24.6	22.3	28.3	35.8	39.3				Average Speed Per Hour			40.6	33.3	29.0	29.5	24.6	14.7	16.0	11.2		

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, 1 1/2 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 caboose.

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 the 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, 1 1/2 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. & Q. Single header Passenger Engines, twelve miles per hour.

C. B. & Q. Single header class D-4, five miles per hour.

C. B. & Q. Double header Passenger Engines, five miles per hour.

A Double header of Northern Pacific class W or C. B. & Q. class D-4, or any C. B. & 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.

d siding.

WESTWARD FIFTH SUB-DIVISION. EASTWARD.
(SIDNEY BRANCH)

SECOND CLASS					Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Sidney	Time Table No. 41A Dec. 20, 1914 Succeeding No. 41			Distance from Glendive	Car Capacity of Sidings	SECOND CLASS						
201								STATIONS					202						
Mixed											Mixed								
Ex. Sun.								Telegraph Offices and Calls			Ex. Sun.								
L 12.45 PM	W	C	Y	Y L 55	0.0					55.2	70	A 10.45 AM							
s 1.00					4.3					50.9	No Siding	s 10.25							
s 1.15				Y L 44	10.6					44.6	40	s 10.00							
s 1.55	W			Y L 35	20.2					35.0	40	s 9.25							
s 2.25				Y L 29	26.5					28.7	40	s 8.45							
s 3.00	W			Y L 20	35.1					20.1	50	s 8.15							
s 3.30				Y L 11	44.0					11.2	55	s 7.35							
A 4.15 PM	W	C	O	731	55.2					0.0	Yard	L 7.00 AM							
Ex. Sun.											Ex. Sun.								
3.30								Time Over Subdivision			3.45								
15.7								Average Speed Per Hour			14.7								

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

Bulletin Stations—Glendive and Sidney.
Registering Stations—Glendive, Newlon and Sidney.
Derail Switches—See page 6.
Standard Clock—Glendive.
Yard Limits—Glendive and Sidney.
 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.
 Junction Switch at Newlon must be set and locked for Fifth Sub-Division.
 Trains will sound whistle around all curves, keeping sharp lookout for motor cars.
 Trains will stop on flag at Riverview Spur to receive and discharge passengers and freight.
 Westward trains will call Dispatcher's Office from Wye-Glendive before occupying Third Sub-Division main line.
 Trains 201 and 202 will stop on flag to receive and discharge passengers at platform about one mile West of Newlon.

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	—	—

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION.	ENGINES.										SUB-DIVISION.	ENGINES.													
	Class W 1		Class W 2		Class W 3		Class T		Class S 1 & S 2			Class D 5		Class W 1		Class W 2		Class W 3		Class T		Class S 1 & S 2		Class D 5	
	A		A		A		A		A			A		A		A		A		A		A		A	
Westward.																									
1st Sub-division	1400		1775		1000		1000							1775		2200		1275		1275					
2nd Sub-division	1400		1775		1000		1000							1400		1775		1000		1000					
3rd Sub-division	3000				1600		1600							4000				2800		2800					
4th Sub-division	3000				1600		1600							4000				2900		2900					
5th Sub-division										1500													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. 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 enginemen from responsibility of protecting rear of train.

AUTHORIZED SURGEONS YELLOWSTONE DIVISION.

LOCATION OF STRETCHERS (S).

DR. R. H. BEACH, Chief Surgeon, Yellowstone Dist., Glendive. DR. H. H. PARSONS, Asst. Surgeon, Tool Car, Glendive (S). Baggage Room, Glendive (S). Shops, Glendive (S). DR. H. O. ALTNOW, Mandan (S). Tool Car, Mandan (S). DR. A. C. GAEBE, New Salem. DR. O. T. BENSON, Glenullen (S). DR. J. P. WEYRENS, Taylor. DR. G. A. PERKINS, Dickinson (S). Baggage Room, Dickinson (S). Freight House, Dickinson (S). Tool Car, Dickinson (S). DR. J. H. COSGROVE, Belfield. DR. H. B. MUSEUS, Beach. DR. PAUL ASHLEY, Wibaux. DR. EUGENE BRINDJONC, Terry. BERT. E. HEMPSTEAD, Ear and Eye Specialist, Miles City. DR. W. W. ANDRUS, Miles City (S). DR. A. C. WILSON, Forsyth (S). DR. J. H. GRAHAM, Worden. DR. E. G. BALSAM, Billings (S). DR. R. A. MORRILL, 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 at Lockwood 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. 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 the Huntley depot. Signal 2134, opposite stock yard switch at Huntley, is last signal on eastward track. Signal 2245, between east and west stock yard switches at Billings, is last signal on westward track. Normal position of both these signals is "CAUTION." All eastward trains will be governed by position of signal 2134 before passing cross-over switch west of Huntley depot. Normal position of signal 2131, on C. B. & Q. main track at Huntley, is "STOP." When C. B. & Q. main track switch and both cross-over switches are lined up for westward trains, signal will indicate "CAUTION," if there is no train in block on eastward track. Normal position of signal 2254, on the east wye at Billings, is "STOP." When the east wye switch and both cross-over switches are lined up for trains crossing from wye to eastward track, signal will indicate "CAUTION," if there is no train in block on westward track. 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. Westward trains and all eastward first class trains will register at Huntley by register ticket form 608. 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. Eastward second and inferior class trains approaching Huntley on the time of a first class train will head in on the Eastward siding. 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 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. Normal position of Distant Signal on both eastward and westward tracks is "CAUTION." Normal position of Home Signal on both eastward and westward tracks is "STOP." If gauntlet is clear for eastward trains, Home Signal will indicate "PROCEED" or "CAUTION" after train has passed Distant Signal. If gauntlet is clear for westward train, Home Signal will indicate "PROCEED" or "CAUTION" and Distant Signal "PROCEED" when train enters preliminary section 3800 feet east of Distant Signal. RULE 9. On double track, as indicated by division time table, Rule 36, 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 Subdivision. Lyons... East End Eastward Siding. Judson... East End Elevator Track. Sully Springs... Both Ends House 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 Subdivision. Dickinson... East End Team Track. " East End House Track. " East End Coal Dock Track. " East End Farmers Elevator Spur. Eland... East End Siding. " East End Stock Yard Track. South Heart... West End Elevator Spur Track. Zenith... East End Coal Mine Spur. 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. Medora... West End New Coal Spur. Riders... East End Spur Track. Demores... East End Spur Track. Sentinel Butte... East End Industrial Track. Sentinel Butte... East End House Track. Chama... East End Elevator Spur. " West End Siding. Yates... East End Elevator Spur. Wibaux... West End Stock Train. 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 Subdivision. 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. " East End House Track. Fourth Subdivision. Forsyth... West End House Track. Myers... West End Back Track. Custer... East End Scott's Spur. " East End Coal Dock Spur. Fifth Subdivision. Glendive... West End Farmers Elevator Spur. Craneville... Both Ends Elevator Track.

J. H. JOHNSON, Trainmaster.

A. J. CARR, Chief Dispatcher.

