

# **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.**

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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.**

**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                         |  |  |  | 2 4 8                         |  |  |  | 602 798           |  |  |  |             |  |  |  |
| Way Freight              |  |  |  | Freight      |  |  |  | Passenger Passenger Passenger |  |  |  | Passenger Passenger Passenger |  |  |  | Freight           |  |  |  |             |  |  |  |
| Ex. Sun.                 |  |  |  | Daily        |  |  |  | Daily Daily Daily             |  |  |  | Daily Daily Daily             |  |  |  | Daily             |  |  |  |             |  |  |  |
| L 6.00AM                 |  |  |  | L 7.50PM     |  |  |  | L 2.30PM L11.20AM L10.40PM    |  |  |  | A 6.25PM A 8.40AM A 1.07PM    |  |  |  | A 1.45AM A 5.30PM |  |  |  |             |  |  |  |
| f 6.15                   |  |  |  | 8.05         |  |  |  | 2.36 11.26 10.46              |  |  |  | 6.17 8.33 12.59               |  |  |  | 1.20              |  |  |  |             |  |  |  |
| f 6.30                   |  |  |  | 8.30         |  |  |  | f 2.46 11.35 10.56            |  |  |  | 6.08 8.25 f12.48              |  |  |  | 1.05              |  |  |  |             |  |  |  |
| s 6.50                   |  |  |  | 8.55         |  |  |  | f 2.57 11.45 11.06            |  |  |  | 5.53 8.10 f12.33              |  |  |  | 12.45             |  |  |  |             |  |  |  |
| s 7.15                   |  |  |  | 9.25         |  |  |  | s 3.09 11.55AM 11.17          |  |  |  | 5.43 7.59 s12.20              |  |  |  | 12.30             |  |  |  |             |  |  |  |
| f 7.23                   |  |  |  | 9.40         |  |  |  | 3.16 12.01PM 11.23            |  |  |  | 5.38 7.54 12.15               |  |  |  | 12.23             |  |  |  |             |  |  |  |
| s 7.49 8.30              |  |  |  | 10.00        |  |  |  | s 3.24 12.08 11.30            |  |  |  | f 5.32 7.49 s12.08PM          |  |  |  | 12.13AM           |  |  |  |             |  |  |  |
| 9.00                     |  |  |  | 10.08        |  |  |  | 3.32 12.14 11.36              |  |  |  | 5.25 7.42 11.54AM             |  |  |  | 11.36PM           |  |  |  |             |  |  |  |
| s 9.20                   |  |  |  | 10.20        |  |  |  | s 3.38 12.20 11.42            |  |  |  | 5.20 7.37 s11.47              |  |  |  | 11.10             |  |  |  |             |  |  |  |
| s 9.40                   |  |  |  | 10.55        |  |  |  | s 3.48 12.29 11.51            |  |  |  | 5.11 7.29 s11.38              |  |  |  | 10.55             |  |  |  |             |  |  |  |
| f10.15                   |  |  |  | 11.35PM      |  |  |  | f 4.00 12.38 11.59PM          |  |  |  | 5.03 7.21 f11.28              |  |  |  | 10.30             |  |  |  |             |  |  |  |
| f10.45                   |  |  |  | 12.09AM      |  |  |  | 4.10 12.48 12.09AM            |  |  |  | 4.54 7.11 11.18               |  |  |  | 10.05             |  |  |  |             |  |  |  |
| s11.09AM 12.56PM 3-8-798 |  |  |  | 12.34        |  |  |  | s 4.20 12.56 12.18            |  |  |  | f 4.45 7.04 s11.09            |  |  |  | 9.45              |  |  |  |             |  |  |  |
| f 1.15                   |  |  |  | 12.56        |  |  |  | 4.35 1.05 12.27               |  |  |  | 4.35 6.57 11.00               |  |  |  | 9.32              |  |  |  |             |  |  |  |
| s 1.45                   |  |  |  | 1.19         |  |  |  | s 4.48 1.16 f12.38            |  |  |  | f 4.21 6.46 s10.47            |  |  |  | 9.08              |  |  |  |             |  |  |  |
| 2.15                     |  |  |  | 1.27         |  |  |  | 4.55 1.21 12.45               |  |  |  | 4.15 6.41 10.40               |  |  |  | 8.58              |  |  |  |             |  |  |  |
| f 2.45                   |  |  |  | 1.52         |  |  |  | f 5.05 1.32 12.56             |  |  |  | 4.04 6.33 f10.30              |  |  |  | 8.43              |  |  |  |             |  |  |  |
| s 3.10                   |  |  |  | 2.11         |  |  |  | s 5.15 1.41 f 1.06            |  |  |  | f 3.53 6.25 s10.20            |  |  |  | 8.25              |  |  |  |             |  |  |  |
| s 3.42                   |  |  |  | 2.26         |  |  |  | s 5.27 1.50 1.17              |  |  |  | 19.0 3.42 6.17 s10.10         |  |  |  | 8.07              |  |  |  |             |  |  |  |
| f 4.05                   |  |  |  | 2.40         |  |  |  | 5.36 1.58 1.24                |  |  |  | 14.0 3.31 6.09 10.00          |  |  |  | 7.50              |  |  |  |             |  |  |  |
| s 4.15                   |  |  |  | 2.49         |  |  |  | s 5.41 2.03 1.29              |  |  |  | 11.3 3.26 6.04 s 9.55         |  |  |  | 7.40              |  |  |  |             |  |  |  |
| f 4.32                   |  |  |  | 3.09         |  |  |  | f 5.53 2.15 1.40              |  |  |  | 4.6 3.15 5.53 f 9.44          |  |  |  | 7.22              |  |  |  |             |  |  |  |
| A 5.00PM                 |  |  |  | A 3.30AM     |  |  |  | A 6.05PM A 2.25PM A 1.50AM    |  |  |  | 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             |  |  |  |             |  |  |  |
| 8.32                     |  |  |  | 7.40         |  |  |  | 3.35 3.05 3.10                |  |  |  | 3.20 2.55 3.32                |  |  |  | 6.40 10.11        |  |  |  |             |  |  |  |
| 12.6                     |  |  |  | 14.2         |  |  |  | 30.5 35.5 34.6                |  |  |  | 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 caboos.  
 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 SUB-DIVISION.  
(MAIN LINE)

EASTWARD

| THIRD CLASS                |  |  |  |  | SECOND CLASS   |  |  | FIRST CLASS                        |  |  | Time Table No. 41A<br>Dec. 20, 1914<br>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         |  |  | GL.....GLENDDIVE.....DN                                  |  |  |  | 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                   |  |  | 3.3.....ALLEN.....P                                      |  |  |  | 10.58 1.47 f 3.54                   |  |  | 9.55         |  | 4.50                     |  |
| f 6.52                     |  |  |  |  | 2.27           |  |  | f 8.15 6.07 5.26                   |  |  | 7.7.....COLGATE.....P                                    |  |  |  | 10.53 1.42 f 3.47                   |  |  | 9.41         |  | f 4.30                   |  |
| f 7.15                     |  |  |  |  | 2.58           |  |  | f 8.28 6.18 5.38                   |  |  | 14.7.....HOYT.....DN                                     |  |  |  | 10.40 1.30 f 3.32                   |  |  | 9.11         |  | f 4.13                   |  |
| f 7.32                     |  |  |  |  | 3.23<br>188    |  |  | f 8.37 6.24 5.45                   |  |  | 19.5.....MARSH.....P                                     |  |  |  | 10.32 1.24 f 3.23<br>603            |  |  | 8.58         |  | f 3.58                   |  |
| f 7.45                     |  |  |  |  | 3.43<br>802    |  |  | f 8.47 6.29 5.51                   |  |  | 23.2.....CONLIN.....P                                    |  |  |  | 10.26 1.19 f 3.16                   |  |  | 8.47<br>187  |  | f 3.43<br>603            |  |
| s 8.10<br>602              |  |  |  |  | 4.03           |  |  | s 8.59 f 6.38 6.00                 |  |  | 29.6.....FALLON.....D                                    |  |  |  | 10.15 f 1.09 s 3.03<br>802          |  |  | 8.10<br>801  |  | s 3.03<br>188            |  |
| 8.30                       |  |  |  |  | 4.18           |  |  | f 9.08 6.47 6.07                   |  |  | 34.6.....CATO.....P                                      |  |  |  | 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               |  |  | 39.0.....TERRY.....DN                                    |  |  |  | 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                   |  |  | C. M. & St. P. Ry. Connection<br>4.5.....KAMM.....P      |  |  |  | 9.49 12.47 f 2.33                   |  |  | 7.05         |  | 1.38                     |  |
| f 9.39<br>2-187            |  |  |  |  | 5.10           |  |  | f 9.39 7.13 6.29                   |  |  | 49.7.....BLATCHFORD.....P                                |  |  |  | 9.39 12.37 f 2.21<br>187-801        |  |  | 6.51         |  | f 1.16                   |  |
| f 10.25                    |  |  |  |  | 5.25           |  |  | s 9.49 7.21 6.36<br>602            |  |  | 52.8.....ZERO.....DN                                     |  |  |  | 9.32 12.32 s 2.15                   |  |  | 6.36<br>1    |  | f 1.00                   |  |
| f 10.45                    |  |  |  |  | 5.50           |  |  | f 10.02 7.34 6.45                  |  |  | 59.5.....SHIRLEY.....P                                   |  |  |  | 9.21 12.23 f 2.01                   |  |  | 6.05         |  | f 12.39                  |  |
| 11.00                      |  |  |  |  | 6.08           |  |  | f 10.12 7.40 6.51                  |  |  | 63.8.....JORDAN.....P                                    |  |  |  | 9.14 12.17 f 1.52                   |  |  | 5.50         |  | 12.10PM                  |  |
| f 11.15                    |  |  |  |  | 6.28           |  |  | f 10.23 7.49 6.59                  |  |  | 69.8.....TUSLER.....P                                    |  |  |  | 9.04 12.08 f 1.37                   |  |  | 5.25         |  | f 11.50AM                |  |
| 11.30<br>802               |  |  |  |  | 6.45           |  |  | f 10.33 7.56 7.05                  |  |  | 74.5.....MURN.....P                                      |  |  |  | 8.56 12.02AM f 1.28                 |  |  | 5.12         |  | 11.30<br>801             |  |
| s 11.45AM<br>1.30PM<br>188 |  |  |  |  | 7.00           |  |  | s 10.43 8.05 s 7.15                |  |  | 78.6.....MILES CITY.....DN                               |  |  |  | s 8.47 s 11.50PM s 1.18<br>802 801  |  |  | 5.00         |  | s 11.15<br>8.30<br>2-187 |  |
| f 1.38                     |  |  |  |  | 7.10           |  |  | f 10.50 8.10 7.20                  |  |  | 81.2.....FORT KEOGH.....P                                |  |  |  | 8.42 11.45 f 1.12                   |  |  | 4.45         |  | f 8.16                   |  |
| f 1.49                     |  |  |  |  | 7.30           |  |  | f 10.56 8.15 7.25                  |  |  | 84.1.....ULMER.....P                                     |  |  |  | 8.37 11.40 f 1.06                   |  |  | 4.38         |  | f 8.07                   |  |
| f 2.10                     |  |  |  |  | 7.55           |  |  | f 11.07 8.26 7.35                  |  |  | 90.1.....HORTON.....P                                    |  |  |  | 8.27 11.30 f 12.54                  |  |  | 4.23         |  | f 7.59                   |  |
| f 2.25                     |  |  |  |  | 8.34<br>3      |  |  | f 11.16 8.34 7.43<br>603 802       |  |  | 94.7.....CLERMONT.....P                                  |  |  |  | 8.19 11.21 f 12.45                  |  |  | 4.11         |  | f 7.43<br>1              |  |
| s 2.40                     |  |  |  |  | 8.55           |  |  | s 11.26 8.41 7.50                  |  |  | 98.7.....HATHAWAY.....DN                                 |  |  |  | 8.12 11.15 s 12.37                  |  |  | 4.01         |  | s 7.20                   |  |
| f 3.01                     |  |  |  |  | 9.15           |  |  | f 11.37 8.51 8.01<br>2             |  |  | 105.2.....JOPPA.....P                                    |  |  |  | 8.01 11.04 f 12.24                  |  |  | 3.45         |  | f 7.05                   |  |
| s 3.50                     |  |  |  |  | 9.35           |  |  | s 11.47 f 9.03 f 8.10              |  |  | 111.3.....ROSEBUD.....DN                                 |  |  |  | f 7.50 f 10.53 s 12.11PM            |  |  | 3.29         |  | s 6.50                   |  |
| 4.25                       |  |  |  |  | 9.55           |  |  | f 11.57AM<br>188                   |  |  | 116.8.....DEWEY.....P                                    |  |  |  | 7.41 10.42 f 11.57AM<br>187         |  |  | 3.15         |  | 6.35                     |  |
| A 5.00PM                   |  |  |  |  | A 10.30PM<br>4 |  |  | A 12.10PM A 9.25PM A 8.30AM<br>5 4 |  |  | 123.7.....FORSYTH.....DN                                 |  |  |  | L 7.30AM L 10.30PM L 11.45AM<br>603 |  |  | 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                     |  |  | Time Over Subdivision                                    |  |  |  | 3.35 3.25 4.20                      |  |  | 7.20         |  | 9.10                     |  |
| 14.1                       |  |  |  |  | 14.5           |  |  | 29.6 35.3 38.0                     |  |  | Average Speed Per Hour                                   |  |  |  | 34.5 36.2 28.5                      |  |  | 16.8         |  | 13.4                     |  |

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<br>Dec. 20, 1914<br>Succeeding No. 41 |             |       |                           |  | 648     |  | 602     |       | 804          |           |            |            |           |           |           |           |           |          |
| Way Freight |  |  |  |  | Freight      |  | Freight  |             | Passenger |  | Passenger |  | Passenger   |  | Passenger |  | Passenger |              | STATIONS   |             |       |                           |  | Freight |  | Freight |       | Way Freight  |           |            |            |           |           |           |           |           |          |
| Ex. Sun.    |  |  |  |  | Daily        |  | Daily    |             | Daily     |  | Daily     |  | Daily       |  | Daily     |  | Daily     |              | Telegraph Offices and Calls                              |             |       |                           |  | 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     |  |         |  |         | 101.6 | Yard         | As 7.25AM | As 10.25PM | As 11.30AM |           |           | As 2.20AM | As 4.40PM |           |          |
| 6.45        |  |  |  |  | 12.05AM      |  |          |             |           |  |           |  | f 12.32     |  | 9.37      |  | 8.40      |              |  | 858         | 3.6   | .....REA.....P            |  |         |  |         | 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      |  |         |  |         | 92.7  | 75           | 7.11      | 10.11      | f 11.08    |           |           |           | 1.34      | f 3.50    |          |
| f 7.37      |  |  |  |  | 1.05         |  |          |             |           |  |           |  | f 12.54     |  | 10.00     |  | 8.56      |              |  | 869         | 14.8  | .....FINCH.....P          |  |         |  |         | 86.8  | 62           | 7.03      | 10.00      | f 10.55    |           |           |           | 1.05      | f 3.20    |          |
| s 8.07      |  |  |  |  | 1.20         |  |          |             |           |  |           |  | s 1.06      |  | 10.07     |  | 9.04      |              | W  | 875         | 20.7  | SM.....SANDERS.....D      |  |         |  |         | 80.9  | E 90<br>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       |  |         |  |         | 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      |              |  | 886         | 32.9  | MY.....MYERS.....D        |  |         |  |         | 68.7  | 68           | 6.38      | 9.28       | s 10.18    |           |           |           | 11.45PM   | s 2.10    |          |
| 9.37        |  |  |  |  | 2.25         |  |          |             |           |  |           |  | f 1.41      |  | 10.32     |  | 9.28      |              |  | 891         | 36.8  | .....RANCHER.....P        |  |         |  |         | 64.8  | 58           | 6.32      | 9.20       | f 10.10    |           |           |           | 11.25     | 1.41      |          |
| s 9.58      |  |  |  |  | 2.52         |  |          |             |           |  |           |  | s 1.53      |  | 10.43     |  | 9.37      |              |  | 897         | 43.0  | BH.....BIG HORN.....D     |  |         |  |         | 58.6  | 77           | 6.23      | 9.08       | s 9.58     |           |           |           | 11.10     | s 1.03    |          |
| s 10.36AM   |  |  |  |  | 3.15         |  |          |             |           |  |           |  | s 2.04      |  | s 10.55   |  | 9.47      |              | W C  | 903         | 48.6  | CU.....CUSTER.....DN      |  |         |  |         | 53.0  | E 92<br>W 83 | 6.12      | s 8.55     | s 9.47     |           |           |           | 10.55     | s 12.30PM |          |
| 12.54PM     |  |  |  |  |              |  |          |             |           |  |           |  | f 1.19      |  | 11.08     |  | 9.59      |              | W  | 911         | 56.9  | .....WACO.....P           |  |         |  |         | 44.7  | 79           | 6.01      | 8.44       | f 9.29     |           |           |           | 10.10     | f 10.58   |          |
| f 1.39      |  |  |  |  | 4.15         |  |          |             |           |  |           |  | f 1.39      |  | 11.20     |  | 10.11     |              |  | 919         | 65.2  | .....BULL MOUNTAIN.....P  |  |         |  |         | 36.4  | 62           | 5.51      | 8.31       | f 9.13     |           |           |           | 9.48      | f 10.11   |          |
| s 1.54      |  |  |  |  | 4.40         |  |          |             |           |  |           |  | s 1.54      |  | 11.28     |  | 10.18     |              | W  | 925         | 70.4  | PI...POMPEY'S PILLAR...DN |  |         |  |         | 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         |  |         |  |         | 26.1  | 76           | 5.37      | 8.13       | s 8.52     |           |           |           | 9.20      | f 8.52    |          |
| s 2.40      |  |  |  |  | 5.31         |  |          |             |           |  |           |  | s 3.09      |  | 11.43     |  | 10.33     |              |  | 935         | 80.7  | WN.....WORDEN.....D       |  |         |  |         | 20.9  | 57           | 5.31      | 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         |  |         |  |         | 16.1  | 84           | 5.25      | 7.56       | s 8.32     |           |           |           | 8.55      | f 8.00    |          |
| s 3.30      |  |  |  |  | 6.30         |  | L 3.25AM |             | L 5.25AM  |  | L 7.12PM  |  | s 3.30      |  | 11.56PM   |  | 10.46     |              | W  | 943         | 89.3  | HU.....HUNTLEY.....DN     |  |         |  |         | 12.3  | E 93<br>W 90 | 5.20      | s 7.48     | s 8.25     | As 8.15AM | As 7.15PM |           | As 9.50PM | 8.40      | s 7.45   |
| f           |  |  |  |  |              |  |          |             |           |  |           |  | f 3.43      |  |           |  |           |              |  | 949         | 95.0  | .....LOCKWOOD.....P       |  |         |  |         | 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 |  | A 11.10AM |              | 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     |              |  |             |       | Time Over Subdivision     |  |         |  |         |       |              | Daily     | Daily      | Daily      | Daily     | Daily     |           | Daily     | Daily     | Ex. Sun. |
| 8.12        |  |  |  |  | 7.30         |  | 1.35     |             | .30       |  | .33       |  | 3.35        |  | 2.50      |  | 2.35      |              |  |             |       | Average Speed Per Hour    |  |         |  |         |       |              | 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      |              |  |             |       |                           |  |         |  |         |       |              | 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.  
(SIDNEY BRANCH)

EASTWARD.

| SECOND CLASS |   |   |   | Water, Fuel, Scales,<br>Turn Tables and Wyes | Station Numbers | Distance from<br>Sidney | Time Table No. 41A<br>Dec. 20, 1914<br>Succeeding No. 41 |                             |      | Distance from<br>Glendive | Car Capacity of<br>Siding | SECOND CLASS |   |   |   |
|--------------|---|---|---|--|-----------------|-------------------------|--|-----------------------------|------|---------------------------|---------------------------|--------------|---|---|---|
| 201          |   |   |   |  |                 |                         | STATIONS   |                             |      |                           |                           | 202          |   |   |   |
| Mixed        |   |   |   |  |                 |                         | Telegraph Offices and Calls                              |                             |      |                           |                           | Mixed        |   |   |   |
| Ex. Sun.     | W | C | Y |  |                 |                         | Y  | L                           | P    |                           |                           | Ex. Sun.     | W | C | Y |
| L 12.45 PM   |   |   |   | 55   | 0.0             |                         |  | SIDNEY.....P                | 55.2 | 70                        | A 10.45 AM                |              |   |   |   |
|              |   |   |   |  |                 |                         |  | G. N. Ry. Connection<br>4.3 |      |                           |                           |              |   |   |   |
| s 1.00       |   |   |   |  | 4.3             |                         |  | NEWLON.....P                | 50.9 | No<br>Siding              | s 10.25                   |              |   |   |   |
|              |   |   |   |  |                 |                         |  | G. N. Ry. Connection<br>6.3 |      |                           |                           |              |   |   |   |
| s 1.15       |   |   |   | 44   | 10.6            |                         |  | CRANEVILLE.....P            | 44.6 | 40                        | s 10.00                   |              |   |   |   |
|              |   |   |   |  |                 |                         |  | 9.6                         |      |                           |                           |              |   |   |   |
| s 1.55       | W |   |   | 35   | 20.2            |                         |  | SAVAGE.....P                | 35.0 | 40                        | s 9.25                    |              |   |   |   |
|              |   |   |   |  |                 |                         |  | 6.3                         |      |                           |                           |              |   |   |   |
| s 2.25       |   |   |   | 29   | 26.5            |                         |  | BURNS.....P                 | 28.7 | 40                        | s 8.45                    |              |   |   |   |
|              |   |   |   |  |                 |                         |  | 8.6                         |      |                           |                           |              |   |   |   |
| s 3.00       | W |   |   | 20   | 35.1            |                         |  | INTAKE.....P                | 20.1 | 50                        | s 8.15                    |              |   |   |   |
|              |   |   |   |  |                 |                         |  | 8.9                         |      |                           |                           |              |   |   |   |
| s 3.30       |   |   |   | 11   | 44.0            |                         |  | STIPEK.....P                | 11.2 | 55                        | s 7.35                    |              |   |   |   |
|              |   |   |   |  |                 |                         |  | 11.2                        |      |                           |                           |              |   |   |   |
| A 4.15 PM    | W | C | O | 731  | 55.2            | GI                      |  | GLENDIVE.....DN             | 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         |  |
| <b>Westward.</b>      |           |  |           |  |           |  |         |  |                 |      |               |           |  |           |  |           |  |           |  |         |  |                 |  |           |  |
| 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.

Table with columns for subdivisions (First, Second, Third, Fourth, Fifth) and station names with corresponding siding directions (East End, West End, etc.).

J. H. JOHNSON, Trainmaster.

A. J. CARR, Chief Dispatcher.

