NORTHERN PACIFIC RALWAY COMPANY. YELLOWSTONE DIVISION

TIME A 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.

WEST	WARD.								F	IRS	T SUB-DIVISION.	<u></u>					als .	EAS	TWAR	tD.
THIRD	CLASS	SECO	ND CLASS		FIRST	CLASS		es, Wyes			Time Table No. 41A			FIRST	CLASS	SECOND CLAS	T	HIRD CL	ASS	
	797	-	6	803	7	3	1	el, Scales, es and Wy	ımbers	from	Dec. 20, 1914 Succeeding No. 41	from	2	4	8	602	798			
	Way Freight		Fr	reight	Passenger	Passenge	Passenge	r, Fu	on Nu	ance f	STATIONS	ance frinson Capac	Passenge	Passenger	Passenger	Freight	Way Freight		40.00	
	Ex. Sun.		I	Daily	Daily	Daily	Daily	Wate Turn	Station	Distance Mandan	Telegraph Offices and Calls	Dist.	Daily	Daily	Daily	Daily	Ex. Sun.			
	L 6.00AM	.5	L '	7.50PM	L 2.30PM	L11.20A	L10.40P	WCOT Y	515	0.0	ADN 3.0	109.6 Ya	As 6.25	M As 8.40	As1.07PM	A 1.45AM	A 5.30PM			
	f 6.15		8	8.05	2.36	11.26	10.46	w	518	3.0	SUNNYP	106.6 E 8 W 9	6.17	8.33	12.59	1.20	f 5.10			
#	f 6.30			8.30	f 2.46	11.35	10.56		524	t	LYONSP			8.25	f12.48	1.05	f 4.55			
	s 6.50		8	8.55	f 2.57	11.45	11.06	w	531	15.4	SBSWEET BRIARDN	94.2 70	5.53	8.10	f12.33	12.45	s 4.30	_		T
	s 7.15	-	9	9.25	s 3.09	11.55AN	11.17		537	21.5	JUJUDSOND	88.1 70	5.43	7.59	s12.20	12.30	s 4.00	-		
	f 7.23			9.40	3.16	12.01PM	11.23				SEDALIAP			7.54	12.15	12.23	f 3.35 3.16			
	s 7.49 8.30		10	0.00	s 3.24	12.08	f11.30		543	27.9	NSNEW SALEMDN	81.7 E 78	f 5.32	7.49 797	s 1 2.08PM	12.13AM	s 2.55			
<u> </u>	9.00		10	0.08	3.32	12.14	11.36		547	31.7	BLUE GRASSP	77.9 85	5.25	7.42	11.54AM	11.36PM	2.15	-		-
	s 9.20		10	0.20	s 3.38	12.20	11.42	w	550	35.3	SIDN	74.3 61	5.20	7.37	s11.47	11.10	s 2.00			
	s 9.40		10	0. 55	s 3.48	12.29	11.51		1		AND			7.29	s11.38	10.55	s 1.40			
_	f10.15			1.35P#	f 4.00	12.38	11.59M		i	l l	CURLEWP			7.21	f11.28	10.30	f 1.25			-
	f10.45		12	2. 0.9 AM	4.10	12.48	1 2.09AM	' Y	\$		KURTZP			7.11	11.18	10.05	f12.48			
	s11.09AM 12.56PM 3-8-798		12	2.34	s 4.20	s12.56		wc	573	57.6	GNGLENULLENDN	52.0 E 75 W 63	f 4.45	7.04	s11.09	9.45	s 1 2. 1 OPM			-
	f 1.15		12	2.56	4.35	1:05	12.27		578	63.1	EAGLE'S NESTP	46.5 75	4.35	6.57	11.00	9.32	f11.45AM			
	s 1.45		1	1.19	s 4.48	1.16	f12.38	w	585	70.2	HBBRONDN	39.4 E 64	f 4.21	6.46	s1 0.47	9.08	s10.47			
_	2.15			1.27	4.55	1.21	12.45		1		KNIFE RIVERP			6.41	10.40	8.58	10.20			
_	f 2.45			1.52	f 5.05	1.32	12.56		·		ANTELOPEP			6.33	f10.30	8.43	f10.00			
_	s 3.10			2.11	s 5.15	1.41	f 1.06	w			RHRICHARDTONDN			6.25	s10.20	8.25	s 9.25			
	s 3.42		2	2.26	s 5.27	1.50	1.17		606	90.6	TRD	19.0 E 71	3.42 797	6.17	s10.10	8.07	s 8.50			
_	f 4.05		2	2.40	5.36	1.58	1.24				BOYLEP			6.09	10.00	7.50	8.20			
	s 4.15		2	3.49	s 5.41	2.03	1.29	w	1		GAGLADSTONEDN		3.26	6.04	s 9.55	7.40	s 7.50			_
_	f 4.32		3	3.09	f 5.53	2.15	1.40		I.		HID		3.15	5.53	f 9.44	7.22	f 7.25			
	A 5.00PM		A 3	3.30AM	As 6.05PM	As 2.25PM	As 1.50AM	WCOT			DXDICKINSONDN			L 5.45AM	L 9.35AM	L 7.05PM	L 7.00AM			
_	Ex. Sun.		D	aily	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			

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 Lebigh

stone 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.

EA	ST	WA	RD
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THIRD CLASS	SECOND CLASS	FIRST	CLASS		es, ₩y			Time Table No. 41A		ı		FIRST	JEROS -	SECOND CL		
799	603	7	3	1	l, Scale	umbers	OB H	Dec. 20, 1914 Succeeding No. 41	rom	ney or	2	4	8	602	800	
Way Freight	Freight	Passenger	Passenger	Passenger	r, Fue Table	Z	Distance from Dickinson	STATIONS	ance f	ngs ngs	Passenger Pa	ssenger	Passenger	Freight	Way Freight	
	Daily	Daily	Daily	Daily	Wate Turn	Station	Dists	1		Sidir	Daily	Daily	Daily	Daily	Ex. Sun.	
Ex. Sun.	L 4.20AN	L 6.25PM				625	0.0	DXDICKINSONDN	106.1 Y	ard	As 2.55PH A	5.35AM	s 9.20AM	A 6.25PM	A 4.15PM	
4		602	2.44	2.03	<u> </u>	Į.	1	ELANDP			2.44	5.26	9.11	6.06	f 3.55	
f 6.20	4.35		. Z					75.8 RDSOUTH HEARTD			2.34	5.17	9.00	5.54	s 3.20	
s 6.45	5.17	s 6.43	2.51	2.12		1.		5.2					f 8.50	5.42	f 2.59	
f 7.20	5.32	f 6.53	2.59 800	2.20		ł	1	ZD			2.25				3	
s 8.00	5.46	s 7.04	3.07	1 2.28	W	645	20.3	BFBELFIELDDN 5.7	85.8	82	f 2.16	5.02	8.40	5.30	s 2.16	
f 8.30	6.10	f 7.19	3.17	2.40	Y	651	26.0	FGFRYBURGD	80.1 E	75 65	2.05	4.53	f 8.30	5.15	f 1.25	
8	6.25	f 7.30	3.26	2.50	ļ	1		SGSULLY SPRINGSDN			1.51	4.39	f 8.18	4.48	f12.50	
f 9.10		7.38	3.32	2.56	ļ	1		SCORIAP			1.44	4.32	8.12	4.36	12.35PM	
9.30	6.35	:				1		MEMEDORADN			s 1.32 f	4.20	s 8.01	4.11	s11.59AM	
s10.00	6.50	s 7.49	s 3.41	s 3.04	w			0.8			1.52	1.20		4.10	f11.58	
10.05	6.51							LITTLE MISSOURI								
10.30	7.13	8.04	3.53 602	3.16		670	45.	RIDERSP	60.9	64	1.20	4.10	7.52	3.53	f11.30	
f11.00	7.42	f 8.14	4.03	3.27	w	675	51.	DEMORESP	54.9	66	1.11	4.01	f 7.42	3.20	f1 1,00	
s11.30	8.15	s 8.24	s 4.13	3.37	 	681	56.	SUSENTINEL BUTTEDN	49.9	67	f 1.03	3.53	s 7.32	3.05	s10.30	
		f 8.32	4.22	3.45		686	60.	CHAMAP	46.0	71	12.55	3.45	f 7.23	2.53	f10.00	
f11.59AM	8.30		.:	4			4				s1244 s	3.30	s 7.13	2.38	s 9.45	
s 1 2.25™ 1.30	8.45	s 8.42	s 4.28	s 3.52	wc	689	04.	BBEACHDN 5.7	W	82	799	3.30		25		
5 2.18	9.05	s 8.54	4.38	4.04	1-	695	70.	YAD	35.8	61	12.35	3.21	s 7.01	2.18	s 9.05	
s 2.18	9.20	\$ 9.04	s 4.47	4.12	w	Į.	1	WBDN	II		f12.23 s	3.10	s 6.50	1.58	s 8.40 8.15	
s 2.40			4.58	4.21	 	-		3.8 BEAVER HILLP			12.16	3.03	6.41	1.45	f 8.00	
f 3.05	9.40	9.14									12.02P#	2.50	6.31	1.20	s 7.40	
f 3.18	9.52	9.21	5.06	4.28	W ½ Mi. W			HECKMANP							f 7.25	
f 3.30	10.02	f 9.27	5.12	4.33				HDHODGESDN					f 6.24	1.05		
f 3.45	10.15	f 9.37	5.19	4.40		715	90.	9P	15.2	68	11.44	2.33	f 6.14	12.40	f 7.00	
f 4.00	10.28	f 9.46	5.26	4.47	-i	ŧ	i	7 AR ALLARD				2.25	f 6.05	12.25	f 6.45	
	10.42	9.57	5.34	4.54	 	1	1	9CURRYP	1 1		11.25	2.15	5.55	12.05PM	f 6.30	
f 4.15				_	1			5.2 1 GIBLENDIVEDN			L1 1.15AM	2.05M	L 5.45AM	L1 1.40 AM 2-603	L 6.QOAM	
A 4.45PM	A1 1.15AM 2-602	WIO: TON	AS 0.40	M As 5.05A	TY						602-603		800			
Ex. Sun.	Daily	Daily	Daily	Daily					-		Daily	Daily	Daily	Daily	9.50	
9.40	6.55	3.45	3.10			_		Time Over Subdivision			3.40	3.30	3.35	6.45 15.7	10.7	
10.9	15.3	28.2	33.5	33.5				Average Speed Per Hour			28.9	30.3	29.6	1		

WESTWARD

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.

VESTWARD	-						1	HI	RD SUB-DIVISION. (MAIN LINE)							EASTWA
THIRD CLAS	55	SECOND CLASS	FIRST	CLASS		es, Wyes			Time Table No. 41A		FI	RST	CLASS	SECOND CLA	ss	THIRD CLASS
	801	603	187	3	1	l, Scale	mbers	u i	Dec. 20, 1914 Succeeding No. 41	y of	2	4	188	602	802	THIRD CLASS
	Way Freight	Freight	Passenger	Passenger	Passenger	Table	on Nu	nce fr	STATIONS ance to with	apacity	Passenger Pass	senger		Freight	Way	
	Ex. Sun.	Daily	Daily	Daily	Daily	Wate Turn	Stati	Distance Glendive	Telegraph Offices and Calls	Car C		aily	Daily	Daily	Freight	- 10 grant
w turn	L 6.30AM	L 2.00PM	L 8.00AM	L 5.55PM	L 5.15A	WCC	731		GIBLENDIVEDN 123.7	Yard	A11.05AM As 1		ll	A10.10AM	Ex. Sun. A 5.15PM	
	6.40	2.12	f 8.07	6.01	5.20	1	734	3.3	ALLENP 120.4		S		f 3.54	9.55	4.50	
	f 6.52	2.27	f 8.15	6.07	5.26	 	738	7.0	COLGATEP 116.7	75	_	.42	f 3.47	9.41	f 4.30	
	f 7.15	2.58	f 8.28	6.18	5.38	-			7.7 HO.,HOYTDN 109.0				f 3.32	9.11		
	f 7.32	3.23	f 8.37	6.24	5.45		-		4.8				1		f 4.13	
-	f 7.45	3.43		6.29	5.51	w	į		3.7				f 3.23	8.58	f 3.58	
	s 8.10	802	f 8.47 602 s 8.59			<u> "</u>			0.4				f 3.16	8.47 187	f 3.43	
<u> </u>	8.30			f 6.38	6.00	ļ	·		FNFALLOND 94.1	W 70	10.15 f 1	.09	s 3.03 802	8.10	s 3.03	
-		4.18	f 9.08	6.47	6.07	<u> </u>			CATOP 89.1		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	TYDN 24.7	E 72 W 79	f 9.57 s12	54	s 2.42	7.33	s 2.00	
	9.10	4.49	f 9.28	7.04	6.21		774	43.5	KAMMP 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	BLATCHFORDP 74.0	76	9.39 12.	37	f 2.21	6.51	f 1.16	
	f10.25	5.25	s 9.49	7.21	6.36 602	wc	785	52.8	ROZERODN 70.9	E 88		32	s 2.15	6.36	f 1.00	
	f10.45	5.50	f10.02	7.34	6.45	 	790	59.5	SHIRLEYP 64.2	W 93			f 2.01	6.05		
	11.00	6.08	f10.12	7.40	6.51	<u> </u>			4.3JORDANP 59.9				f 1.52		f12.39	
	f11.15	6.28	f10.23	7.49	6.59				6.0 TUSLER P 53.9					5.50	12.10PM	
	11.30	6.45	f10.33	7.56	7.05	ļ			4.7				f 1.37	5.25	f11.50AM	
	802								MURNP 49.2				f 1.28	5.12	1 1.30 801	
	s 1 1.45 AN 1.30 Ph 188	7.00	s 1 0.43 802	s 8.05	s 7.15	w	809	78.6	MCDN 45.1 FC. M. & St. P. Ry. Connection 2.6	E 77 W 73	s 8.47 s11.	50PM s	1.18 801	5.00	s1 1.15 8.30 2-187	,,
	f 1.38	7.10	f10.50	8.10	7.20		812	81.2	FORT KEOGHP 42.5	75	8.42 11.	45	f 1.12	4.45	2-187 f 8.16	
	f 1.49	7.30	f10.56	8.15	7.25				ULMERP 39.6			l_	f 1.06	4.38		
	f 2.10	7.55	f11.07	8.26	7.35	w			6.0 				f12.54		f 8.07	
	f 2.25	8.34	f11.16	8.34 603										4.23	f 7.59	
	s 2.40	8.55	s11.26	8.41	7.43 802 7.50				CLERMONTP 29.0	ı	8.19 11.5			4.11	f 7.43	
·	f 3.01								1AHATHAWAYDN 25.0		8.12 11.			4.01	s 7.20	
<u> </u>		9.15	f11.37	8.51	8.01	W	836	105.2	JOPPAP 18.5	80	8.01 11.0	04 f	12.24	3.45	f 7.05	
	s 3.50	9.35	s11.47	f 9.03	f 8.10		841	111.3	RBDN 12.4	62	f 750 f106	52	10 11 10	3.29	\$ 650	

848 116.8 DEWEYP

841 111.3 RB......ROSEBUD......DN 12.4 62 f

854 123.7 FY......FORSYTH......DN 0.0 Yard

Time Over Subdivision

Average Speed Per Hour

6.9

78

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 caboose.

Trains will not follow one another closer than ten minutes between Ulmer and Forsyth.

4.25

A 5.00P

Ex. Sun

8.45

14.1

9.55

A10.30PM

Daily

8.30

14.5

9.13

Daily

35.3

3.30

A12.10PM As 9.25PM As 8.30AM WCOT

8.19

Daily

3.15

38.0

f1 1.57AM

Daily

29.6

4.10

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.

Daily

4.20

28.5

7.50 f10.53 s12.11PM

L 7.30AM L10.30PM L11.45AM

Daily

3.25

7.41

Daily

3.35

10.42 f11.57AM

3.29

3.15

2.50AM

Daily

16.8

7.20

6.50

6.35

6.15AM

Ex. Sun.

9.10

13.4

THIRD CLASS	SECOND CL	ASS	35 * Jen		FIRST	CLASS	11.		yes	1	Time Table No.	414	1		7-17-18	FIRST	CLASS		SEC	OND CLASS	THIRD	CI
803	603			43	41	107	3	1	Scales, and W	mbers	Dec. 20, 1914	a	jo	2	4	188	42	44	648	602	804	1
Way		C.B.&Q109	,!	C.B.&Q 43	3 C.B.&Q 41	1 1 1		1	Fuel,	z	Succeeding No. 41	0	acity				C.B.&Q. 42	C.B.&Q. 44	C.B.&Q. 46		Way Freight	I
Freight	Freight	Freight	<i>-</i>	Passenger	Passenger	Passenger	Passenger	Passenger	rer, I	Station	STATIONS Additional State of the state of t		r Cap lings Pas	ssenger P	assenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	
Ex. Sun.	Daily	Daily	,	Daily	Daily	Daily	Daily	Daily	P, T					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	<u>-</u>
L 6.30AM	L11.50PM		<u> </u>	1		L12.25PM	L 9.30PM	L 8.35AM	WCOT		0.0 FYFORSYTH			S		S ¶				A 2.20AM	A 4.40PM	<u> </u>
6.45	12.05AM		1	- 1		f12.32	9.37	8.40		858	3.6 REA 5.3	P 98.0	62	7.18	10.18	f11.20			4	2.05	4.20	1 -
f 7.11	12.30		<i></i> †			f12.43	9.48	8.48		863	8.9 HWHOWARD	DN 92.7	75	7.11	10.11	f11.08				1.34	f 3.50	-
1 7.37	1.05 602	<u> </u>	}			f12.54	10,00	8.56		869	14.8FINCH	P 86.8	62	7.03	10.00	f10.55				1.05	f 3.20	<u> </u>
s 8.07	1.20		<u> </u>		-	s 1.06	10.07	9.04	w	875	20.7 SMSANDERS	D 80.9 E	90	6.55	9.49	s10.43				12.35	s 3.00	<u> </u>
s 8.40	1.45		1		-	s 1.20	f10.17	9.14		881	27.5 HY HYSHAM	D 74.1	62	6.45 f	9.37	s10.29				12.01AM	s 2.30	
s 9.22	2.05				-		10.25	9.22		886	32.9 MYMYERS	D 68.7		6.38	9.28	s10.18				11.45PM	s 2.10	<u>_</u>
1			·	.	-	-	10.32	9.28			3.9 36.8RANCHER			6.32		f10.10		-		11.25		(;
9.37	2.25		<u> </u>	. '		f 1.41 804					6.2							-			1.41 187	3
s 9.58	2.52					s 1.53	10.43	9.37			43.0 BHBIG HORN			6.23	9.08	s 9.58				11.10	s 1.03	1
s 1 0.36 AN 1 2.54 PM 804	3.15					s 2.04	s 1 0.55 602	9.47 188	WC		48.6 CUCUSTER	w	7 83	6.12 s	8.55	s 9.47				10.55	s 1 2.3 OPM 1 1.3 OAM 803	: _
f 1.19	3.45				-	f 2.21	11.08	9.59	w	911	56.9WACO	P 44.7	79	6.01	8.44	f 9.29				10.10	f10.58	į
f 1.39	4.15					f 2.34	11.20	10.11		919	65.2BULL MOUNTAIN.	Р 36.4	62	5.51	8.31	f 9.13				9.48	f10.11	 i
s 1.54	4.40		 			s 2.45	11.28	10.18	w	925	70.4 PIPOMPEY'S PILLAR	DN 31.2	75	5.43 f	8.22	s 9.03				9.32	s 9.30	 1
f 2.20	5.05					s 2.57	11.35	10.25		930	75.5NEWTON	P 26.1	76	5.37	8.13	s 8.52	-			9.20	f 8.52	<u>-</u>
s 2.40	5.31		}			s 3.09	11.43	10.33		935	80.7 WNWORDEN	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	85.5OSBORN	P 16.1	84	5.25	7.56	s 8.32				8.55	f 8.00	<u> </u>
s 3,30		L 3.25AM	,I	L 5.25AV	M L 7.12PM	4 s 3.30	11.56PM	10.46	w	943	89.3 HUHUNTLEY C. B. & Q. Ry. Connect	DN 12.3 E	93	5.20 s	7.48	s 8.25	As 8.15AM	As 7.15PM	A 9.50PM	8.40	s 7.45	
187			,İ		44	803 f 3.43					95.0LOCKWOOD		7 90			f 8.13		41			- -	-
I			<u> </u>	.				1	-200		6.6			1.554	7.000		- 7.50W	C 4500	0.000	- 0.000		_
A 5.00PM	A 7.20AM	A 5.00AM	,I	As 5.55AM	As 7.45PM	A 4.00PM	A12.20AM	A11.1OAM	WCOT	956	01.6 BGBILLINGS	UN U.U	fard L	4.55AM L	1.22m	. 8.00Am	L 7.50Am	6.45PM	L 9.00rm	L 8.00PM	L 6.40AM	<u>i-</u>
Ex. Sun.	Daily	Daily	ıJ	Daily	Daily	Daily	Daily	Daily		 			ı	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	i_
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 Hou	r		40.6	33.3	29.0	29.5	24.6	14.7	16.0	11.2	_

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.

d siding.

Special care must be exercised when passing through Big Horn Tunnel, and around all bluffs where slides are liable to occur. Engines will not exceed the following speed over Yellowstone River bridge, 1½ miles east of Billings:

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

Northern Pacific Single 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.

WESTW	ARD	· ·				TH SUB-DIVISION (SIDNEY BRANCH)	•			EAS	TWAR	D.
	SECOND	CLASS	es, Wyes			Time Table No. 41A			SECOND	CLASS		
		201	Water, Fuel, Scales, Turn Tables and Wyee	Station Numbers	rom	Dec. 20, 1914 Succeeding No. 41	from	ity of	202			
		Mixed	er, Fu r Tabl	ion N	Distance from Sidney	STATIONS	Distance for Glendive	Car Capacity c	Mixed			
		Ex. Sun.	Wat	Stati	Dist	Telegraph Offices and Calls	Dist	Car	Ex. Sun.			
		L 12.45™	WCY	Y L 55		G. N. Ry. Connection 4.3	55.2	70	A10.45AM			
	:	s 1.00			4.3	G. N. Ry. Connection 6.3	50.9	No Siding	s10.25			
	4	s 1.15		Y L 44		CRANEVILLEP	44.6	40	s10.00		-	
-		1.55	w	Y L 35	20.2	SAVAGEP	35.0	40	s 9.25			
		2.25		Y L 29	26.5	BURNSP	28.7	40	s 8.45			
	8	3.00	w	Y L 20	35.1	P 8.9	20.1	50	s 8.15			
	s	3.30		Y L 11	44.0	STIPEKP	11.2	55	s 7.35			
	A	4.15PM	W C O	731	55.2	GIDN	0.0	Yard	L 7.00AM			
		Ex. Sun						- 1	Ex. Sun.			
		3.30				Time Over Subdivision			3.45			1
		15.7				Average Speed Per Hour			14.7			

Builletin 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 DISPATCHER'S OFFICE GLENDIVE TELEGRAPH OFFICE GLENDIVE CAR OFFICE TRAINMASTER-ROADMASTER OFFICE WESTERN UNION OFFICE-GI — 0 — SIDNEY STATION — 0 0 — SAVAGE STATION — 0 0 INTAKE STATION — 0 0 0 ----- 0 0 0 - - 0 0 SEC. FOREMAN STIPEK

TONNAGE RATINGS—FREIGHT ENGINES.

					ENG	INES.										ENG	INES.				
SUB-DIVISION.	Clas W 1	w W 2	Class	W 3	Clas	ss T	Class S	1 & S 2	Clas	s D 5	SUB-DIVISION.	Clas W 1	ss W W 2	Class	w 3	Cla	ss T	Class S	1 & S 2	Clas	ss D 5
	A		A		A	-	A		A			Α,		A		A		A		A	
Westward. 1st Sub-division	1400		1775		1000		1000				Eastward. 1st Sub-division	1775		2200		1275		1275			
2nd Sub-division	1400		1775		1000		1000				2nd Sub-division	1400		1775		1000		1000			-
3rd Sub-division	3000				1600		1600				3rd Sub-division	4000				2800		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 enginemen from responsibility of protecting rear of train.

AUTHORIZED SURGEONS YELLOWSTONE DIVISION.

LOCATION OF STRETCHERS (S).

DR. R. H. BEACH, Chief Surgeon, DR. H. H. PARSONS, Asst. Surgeon. Yellowstone Dist., Glendive. 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 dutv.

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 ward 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. 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.

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 tracks is "CAUTION." Normal position of Home 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 86, is modified to the extent that inferior class trains and

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 Subdivision.	f
	1
Lyons. East End Eastward Siding	
Judson East End East Elevator Track	
Both Ends House Track	1
Sedalia. East End Spur New Salem. East End Sill Spur Water Start End Mill Spur	1
New Salem East End Eastward Siding	ì
" West End Mill Spur	
West End Mill Spur West End House Track West End House Congression	
" East End New Salem Merc. Co. Sput	-
Sims West End House Track	
Florida Hast, End Spur	
Almont East End Elevator Track	
Clonullon West Fill Floure 11208	
West End Coal Dock Track	
West End Storage Track	1
Antolone East End Siding	Ī
Antelope East End Siding Richardton East End House Track	
" East End Eastward Siding	
" West End Westward Siding	
" Foot End Stock Vard Track	
	1
Taylor East End House Track	
Boyle East End Spur Gladstone West End House Track	
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	
East End Siding	

Dickin	nson	East End Team TrackEast End House Track
"		East End Coal Dock Track
"		East End Farmers Elevator Spur
Eland		East End Siding
"	*	East End Stock Yard Track
South	Hoart	West End Elevator Spur Track East End Coal Mine Spur
ооши	.	

· · · · · · · · · · · · · · · · · · ·	
Belfield East " East End Stock	End Siding Yard Track
" East End H	ouse Track
Fryburg Last End East	ward olding
Sully Chaings Host and West Ends of B	SACK LTACKS
Scoria. West End B	ack Tracks
Medora. West End New	Coar Spur
Riders East End	Spur Track
Riders East End Demores East End Idea Sentinel Butte East End Indus	strial Track
Sentinel Butte East End H	fouse Track
Chame East End Ele	evator Spur
" West	End Siding
Votos Bast Find File	evator Spur
Wibone West End &	Stock Train
Dogram Hill Hast and West Find Hast	ward Siding
" West End West	ward Siding
Heckman West Hodges West End E	End Siding
Hodges West End E	Sack I rack.
AllardEast	End Siding
Third Subdivision.	D. J. W. ala
Hoyt Pit East End Hoyt Grave	Back 1 rack
Fallon East End Stock	Vord Track
" East End	Back Track
ZeroWest End Coal	Dock Spur
The law Fort End of	Back Track
Horton Pit East End of Grav	vel Pit Spur
RosebudEast and West End of Stock	Yard Track
Horton Pit. East End of Gran Rosebud. East and West End of Stock "East End E	Iouse Track
Fourth Subdivision.	
West End F	Jouse Track
Forsyth West End H Myers West End	Back Track
Custon Hast Ello	TUGG 8 JJOJC
East End Coal	Dock Spur
Fifth Subdivision.	
Glendive West End Farmers El	evator Spur
Craneville Both Ends Ele	vator Track

J. H. JOHNSON, Trainmaster.

A. J. CARR, Chief Dispatcher,

