

NORTHERN PACIFIC RAILWAY COMPANY.

YELLOWSTONE DIVISION

TIME **410** TABLE

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

SUNDAY, JULY 25th, 1915

For the Government of Employees 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			STATIONS			FIRST CLASS			SECOND CLASS	THIRD CLASS	
797			603			7 3 1			STATIONS			2 4 8			602	798	
Way Freight			Freight			Passenger Passenger Passenger			Telegraph Offices and Calls			Passenger Passenger Passenger			Freight	Way Freight	
Ex. Sun.			Daily			Daily Daily Daily			A. MANDAN.....DN			Daily Daily Daily			Daily	Ex. Sun.	
6.00 ^{AM}			7.50 ^{AM}			2.30 ^{PM}	11.20 ^{AM}	10.55 ^{PM}	WCO	515	0.0						
6.15			8.05			2.36	11.26	11.01	W	518	3.0						
6.30			8.30			2.46	11.35	11.11		521	6.0						
6.50			8.55			2.57	11.45	11.21	W	531	15.4						
7.15			9.25			3.09	11.55 ^{AM}	11.32		537	21.5						
7.23			9.40			3.16 ^{PM}	12.01 ^{PM}	11.38		539	24.5						
7.40 ^{PM}			10.00			3.24	12.08	11.45		545	27.9						
8.30			10.08			3.32	12.14	11.51 ^{PM}		547	31.7						
9.00			10.20			3.38	12.20	11.57 ^{PM}	W	550	35.3						
9.20			10.55 ^{PM}			3.48	12.29	12.06 ^{PM}		556	40.3						
9.40			11.35			4.00	12.38	12.14		561	45.9						
10.15			11.59 ^{PM}			4.10	12.48 ^{PM}	12.24	Y	568	52.3						
10.45			12.33 ^{PM}			4.18	12.56 ^{PM}	12.33 ^{PM}	WC	573	57.6						
1.09 ^{PM}			12.56			4.33	1.05	12.42		578	63.1						
1.25 ^{PM}			1.19			4.48	1.16	12.53	W	585	70.2						
1.50			1.27			4.55	1.21	12.59		587	73.3						
2.15			1.52			5.05	1.32	1.10		594	79.4						
2.45			2.11			5.15	1.41	1.20	W	600	85.1						
3.00			2.26			5.27	1.50	1.30		606	90.5						
3.41 ^{PM}			2.40			5.36	1.58	1.37		610	95.6						
4.05			2.49			5.41	2.03	1.42	W	613	95.3						
4.15			3.09			5.53	2.15	1.53		620	103.0						
4.32			3.30 ^{PM}			6.05 ^{PM}	2.25 ^{PM}	2.03 ^{PM}	WCO	625	109.5						
5.00 ^{PM}																	
Ex. Sun.			Daily			Daily	Daily	Daily									
8.32			7.40			3.35	3.05	3.08									
12.0			14.2			30.5	35.5	34.9									

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, Hebron, Richardson and Taylor. Trains taking siding will head in at lap.
 Derail Switches—See page 6.
 Standard Clocks—Mandan and Dickinson.
 Yard Limits—Mandan, Glenullen and Dickinson.
 Trains 797 and 798 may carry passengers, male passengers only will be carried in caboose.
 Maximum speed of passenger trains is one minute or 60 seconds per mile. This limit must never be exceeded.
 Passenger trains will not exceed 40 miles per hour and freight trains 25 miles per hour between Judson and Sunny and between Gladstone and Lehigh.
 Eastward trains will not follow one another closer than ten minutes Judson to Sunny. Westward trains will not follow one another closer than ten minutes New Salem to Almont.
 South siding at Glenullen will be known as the eastward siding.
 North siding at Glenullen will be known as the westward siding.

WESTWARD											SECOND SUB-DIVISION. (MAIN LINE)											EASTWARD.						
THIRD CLASS			SECOND CLASS			FIRST CLASS			Time Table No. 41C July 25, 1915 Succeeding No. 41B											FIRST CLASS			SECOND CLASS			THIRD CLASS		
799			603			7 3 1			STATIONS											2 4 8			602			800		
Way Freight			Freight			Passenger Passenger Passenger			Telegraph Offices and Cais											Passenger Passenger Passenger			Freight			Way Freight		
Ex. Sun.			Daily			Daily Daily Daily			Station Numbers											Daily Daily Daily			Daily			Ex. Sun.		
L 6.00 ^{AM} ₄			L 4.20 ^{AM} ₄			L 6.25 ^{AM} ₆₀₂ L 2.35 ^{PM} ₁ L 2.08 ^{PM} ₁			Distance from Dickinson											A 2.55 ^{PM} ₇₉₉ A 5.35 ^{PM} ₇₉₉ A 9.20 ^{PM} ₇₉₉			A 6.25 ^{PM} ₇₉₉			A 4.15 ^{PM} ₇₉₉		
f 6.20			4.35			6.33 2.44 2.15			Distance from Glendive											2.44 5.26 9.11			6.06			f 3.55		
s 6.45			5.17			s 6.43 2.51 2.23			Car Capacity of Sidings											2.31 5.17 9.00			5.54			s 3.20		
f 7.20			5.32			f 6.53 3.07 2.31			Yard											2.22 5.08 8.50			5.42			f 2.59		
f 8.00			5.46			s 7.04 3.07 f 2.39			Yard											2.14 4.59 8.40			5.30			s 2.14		
f 8.30			6.10			s 7.19 3.17 2.51			Yard											2.03 4.49 8.30			5.15			f 1.25		
f 9.10			6.25			f 7.30 3.26 3.00			Yard											1.48 4.35 8.18			4.48			f 12.50		
9.30			6.35			7.38 3.32 3.06			Yard											1.41 4.29 8.12			4.36			12.35 ^{PM}		
s 10.00			6.50			s 7.49 s 3.41 s 3.14			Yard											1.27 4.15 8.01			4.12			s 11.59 ^{AM}		
10.05			6.52			f 8.04 3.53 3.25			Yard											1.15 4.04 7.52			3.53			f 11.30		
10.30			7.13			f 8.14 4.03 3.35			Yard											1.06 3.55 7.42			3.20			f 11.00		
f 11.00			7.42			s 8.24 s 4.13 3.45			Yard											12.57 3.45 7.32			3.05			f 10.30		
s 11.30			8.15			f 8.32 4.22 3.54			Yard											12.48 3.35 7.23			2.53			f 10.00		
f 11.59 ^{AM}			8.30			s 8.42 s 4.28 s 4.04			Yard											12.37 3.27 7.13			2.38			s 9.45		
s 12.25 ^{PM} _{1.30}			8.45			s 8.54 4.38 4.12			Yard											12.27 3.17 7.01			2.18			s 9.05		
s 2.13			9.05			s 9.04 s 4.47 4.20			Yard											12.14 3.07 6.50			1.58			s 8.40		
s 2.40			9.20			f 9.14 4.58 4.25			Yard											12.07 ^{PM} 3.01 6.41			1.45			f 8.00		
f 3.05			9.40			f 9.21 5.06 4.36			Yard											11.53 ^{AM} 2.49 6.31			1.20			f 7.40		
f 3.18			9.52			f 9.27 5.12 4.41			Yard											11.46 2.43 6.24			1.05			f 7.25		
f 3.30			10.02			f 9.37 5.19 4.48			Yard											11.35 2.33 6.14			12.40			f 7.00		
f 3.45			10.15			f 9.46 5.26 4.55			Yard											11.26 2.25 6.05			12.25			f 6.45		
f 4.00			10.28			f 9.57 5.34 5.02			Yard											11.16 2.15 5.55			12.05 ^{PM}			f 6.30		
f 4.15			10.42			A 10.10 ^{AM} ₂₋₆₀₂ A 5.45 ^{PM} ₁ A 5.12 ^{PM} ₁			Yard											11.05 ^{AM} ₆₀₂₋₆₀₃ L 2.05 ^{AM} ₃₀₀ L 5.45 ^{PM} ₃₀₀			11.40 ^{AM} ₃₋₆₀₃			L 6.30 ^{AM} ₃		
A 4.45 ^{PM}			A 11.05 ^{AM} ₂₋₆₀₂			A 10.10 ^{AM} ₂₋₆₀₂ A 5.45 ^{PM} ₁ A 5.12 ^{PM} ₁			Yard											11.05 ^{AM} ₆₀₂₋₆₀₃ L 2.05 ^{AM} ₃₀₀ L 5.45 ^{PM} ₃₀₀			11.40 ^{AM} ₃₋₆₀₃			L 6.30 ^{AM} ₃		
Ex. Sun.			Daily			Daily Daily Daily			Time Over Subdivision											Daily Daily Daily			Daily			Ex. Sun.		
9.40			8.55			3.45 3.10 3.04			Average Speed Per Hour											3.30 3.30 3.35			6.45			9.30		
10.9			15.3			28.2 33.5 34.5														27.5 30.3 29.6			15.7			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 cabooses.
 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.
 No. 3 will stop at Belfield to let off passengers from Staples and points east.

WESTWARD

FOURTH SUB-DIVISION.
(MAIN LINE)

EASTWARD.

THIRD CLASS			SECOND CLASS			FIRST CLASS					STATIONS		FIRST CLASS					SECOND CLASS		THIRD CLASS					
803			603 647			43		41		187	3	1	Time Table No. 41C July 25, 1915 Succeeding No. 41B		2		4		188	42 44		648 602		804	
Way Freight			Freight			Passenger		Passenger		Passenger	Passenger	Passenger	Passenger		Passenger		Passenger	Passenger		Passenger		Way Freight			
Ex. Sun.			Daily			Daily		Daily		Daily	Daily	Daily	Daily		Daily		Daily	Daily		Daily		Ex. Sun.			
L 6.30 ^{AM}			L 11.50 ^{AM}							L 11.00 ^{AM}	L 9.30 ^{AM}	L 8.40 ^{AM}	WCOT 884 0.0		FY.....FORSYTH.....DN 101.6		As 7.25 ^{AM}		A 10.25 ^{AM}		A 11.35 ^{AM}	A 2.20 ^{PM}		A 4.40 ^{PM}	
6-45			12.05 ^{AM}							11.07	9.37	8.45	888 3.6		.....REA.....P 98.0		7.18		10.18		11.26	2.05		4.30	
f 7.11			12.30							11.16	9.48	8.52	863 8.9		HW.....HOWARD.....DN 92.7		7.11		10.11		11.16	1.34		3.50	
f 7.37			1.05							11.27	10.00	9.00	869 14.8		.....FINCH.....P 86.8		7.03		10.00		11.01	1.05		3.20	
s 8.07			1.20							11.41	10.07	9.08	875 20.7		SM.....SANDERS.....D 80.9		6.55		9.47		10.48	12.35		3.00	
s 8.40			1.45							11.55 ^{AM}	10.17	9.17	881 27.5		HY.....HYSHAM.....D 74.1		6.45		9.37		10.33	12.01 ^{PM}		2.30	
s 9.24			2.05							12.07 ^{PM}	10.25	9.24	886 32.9		MY.....MYERS.....D 68.7		6.38		9.28		10.23	11.45 ^{PM}		2.10	
9.37			2.25							12.16	10.32	9.29	891 36.8		.....RANCHER.....P 64.8		6.32		9.20		10.13	11.25		1.40	
10.00			2.52							12.28	10.43	9.37	897 43.0		BH.....BIG HORN.....D 58.6		6.23		9.08		10.00	11.10		1.03	
10.36 ^{AM}			3.15							12.39	10.55	9.47	903 48.6		CU.....CUSTER.....DN 53.0		6.12		8.55		9.47	10.55		12.38 ^{PM}	
f 1.19			3.45							12.56	11.08	9.59	911 56.9		.....WACO.....P 14.7		6.01		8.44		9.29	10.10		10.58	
f 1.39			4.15							1.09	11.20	10.11	919 65.2		.....BULL MOUNTAIN.....P 26.4		5.51		8.31		9.13	9.48		10.11	
s 1.54			4.40							1.19	11.28	10.18	925 70.4		PI.....POMPEY'S PILLAR.....DN 31.2		5.43		8.22		9.03	9.32		9.30	
f 2.20			5.05							1.30	11.35	10.25	930 75.9		.....NEWTON.....P 26.1		5.37		8.13		8.52	9.20		8.52	
s 2.40			5.31							1.40	11.43	10.33	935 80.7		WN.....WORDEN.....D 20.9		5.31		8.04		8.42	9.06		8.20	
f 3.00			5.52							1.50	11.50	10.40	939 85.3		.....OSBORN.....P 16.1		5.25		7.56		8.32	8.55		8.00	
s 3.30			6.30			L 3.25 ^{AM}		L 5.25 ^{AM}		L 7.12 ^{AM}	2.00	11.56 ^{AM}	10.46	943 89.3		HU.....HUNTLEY.....DN 12.3		5.20		7.48		8.25	A 9.50 ^{PM}		8.40
f			f							f 2.12			949 95.0		.....LOCKWOOD.....P 6.6		f 8.13						f		
A 5.00 ^{PM}			A 7.20 ^{PM}			A 5.00 ^{PM}		A 5.55 ^{PM}		A 7.45 ^{PM}	A 2.30 ^{PM}	A 12.20 ^{PM}	A 11.10 ^{PM}	950 101.6		BG.....BILLINGS.....DN 0.0		L 4.55 ^{PM}		L 7.22 ^{PM}		L 8.00 ^{PM}	L 7.50 ^{PM}		L 6.45 ^{PM}
Ex. Sun.			Daily			Daily		Daily		Daily	Daily	Daily					Daily		Daily		Daily	Daily		Ex. Sun.	
8.12			7.30			1.35		.30		.33	3.30	2.30	2.30					2.30		3.03		3.35	.25		.30
12.3			13.5			7.7		24.6		22.3	29.0	35.5	40.6					40.6		33.3		28.3	29.5		24.6
																							</		

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

SECOND CLASS		Time Table No. 41C July 25, 1915 Succeeding No. 41B										SECOND CLASS	
201		STATIONS										202	
Mixed		Telegraph Offices and Calls										Mixed	
Ex. Sun.	Water, Fuel, Station, Turn Tables and Wyes	Station Numbers	Distance from Sidney	Distance from Glendive	Capacity of Sidings	Ex. Sun.							Ex. Sun.
L 12.45 ^{PM}	W C Y L	55	0.0	65.2	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	48	s 10.00							
s 1.55	W	Y L 35	20.2	35.0	40	s 9.25							
s 2.25		Y L 28	26.5	28.7	40	s 8.45							
s 3.00	W	Y L 29	35.1	20.1	60	s 8.15							
s 3.30		Y L 11	44.0	11.2	55	s 7.35							
A 4.15 ^{PM}	W C O T Y	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.
Deraill 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
ROADMASTER'S OFFICE	—	o	SEC. FOREMAN STIPEK	o	—	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.							Eastward.								
1st Sub-division	1400		1775	1000	1000		1st Sub-division	1775	2200	1275	1275	1000			
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.
 Niler, 24.9 Miles. Garney, 77.7 Miles.
 Riverview, 32.1 Miles.
 DISTANCE FROM FORSYTH.
 DISTANCE FROM GLENDIVE (5th SUB-DIVISION).

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. J. P. WEYRENS, Taylor. DR. A. F. E. SCHIERBAUM, Hebron. DR. R. W. FURMAN, Richardson. DR. G. A. PERKINS, Dickinson (S). Baggage Room, Dickinson (S). Freight House, Dickinson (S). Tool Car, Dickinson (S).	DR. V. P. GARST, Terry. BERT. E. HEMFSTEAD, Ear and Eye Specialist, Miles City. DR. W. W. ANDRUS, Miles City (S). DR. C. W. FEMBERTON, Rosebud. DR. A. C. WILSON, Forsyth (S). DR. J. R. TAYLOR, Custer. DR. J. H. GRAHAM, Worden. DR. F. O. KETTLEKAMP, Huntley. DR. E. G. BALSAM, Billings (S). DR. R. A. MORRILL, Sidney.
DR. H. O. ALTNOW, Mandan (S). Tool Car, Mandan (S). DR. A. C. GAEBE, New Salem. DR. O. T. BENSON, Glendive (S).	DR. J. H. COSGROVE, Belfield. DR. H. B. MUSEUS, Beach. DR. PAUL ASHLEY, Wibaux.	

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 side at Billings, is "STOP." When the east side switch and both cross-over switches are lined up for trains crossing from west 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 of all trains will be treated as single track operation. Normal position of Distant Signal 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 39, 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 39.
- 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	Belfield..... East End Siding
Judson..... East End East Elevator Track	"..... East End Stock Yard Track	"..... East End House Track
"..... Both Ends House Track	Fryburg..... East End Eastward Siding	"..... East End House Track
Sedalia..... East End Spur	Sully Springs..... East and West Ends of Back Tracks	Socora..... West End Back Tracks
New Salem..... East End Eastward Siding	"..... West End Back Tracks	Medora..... West End New Coal Spur
"..... West End Mill Spur	Riders..... East End Spur Track	Demores..... East End Spur Track
"..... West End House Track	Sentinel Butte..... East End Industrial Track	Sentinel Butte..... East End House Track
Sims..... West End House Track	Chama..... East End Elevator Spur	"..... West End Siding
Felands..... East End Spur	Yates..... East End Elevator Spur	Wibaux..... West End Stock Train
Almont..... East End Elevator Track	Beaver Hill..... East End Eastward Siding	Heckman..... West End Westward Siding
Glennell..... West End House Track	"..... West End Siding	Hodges..... West End Back Track
"..... West End Coal Dock Track	Allard..... East End Siding	
Hebron..... West End Storage Track		Third Subdivision.
Antelope..... East End House Track	Hoyt..... East End Back Track	Hoyt Pit..... East End Hoyt Gravel Pit Track
Richardson..... East End Siding	Fallon..... East End Stock Yard Track	"..... East End Back Track
"..... East End House Track	Zero..... West End Coal Dock Spur	Tusler..... East End of Back Track
"..... East End Westward Siding	Horton Pit..... East End of Gravel Pit Spur	Rosebud..... East and West End of Stock Yard Track
Taylor..... East End Stock Yard Track	"..... East End House Track	
Boyle..... East End Spur		Fourth Subdivision.
Gladstone..... West End House Track	Dickinson..... East End Team Track	Forsyth..... West End House Track
Lehigh..... West End Stock Yard Track	"..... East End House Track	Myers..... West End Back Track
"..... East End Back Track	"..... East End Coal Dock Track	Custer..... East End Scott's Spur
"..... East End New Coal Spur	Eland..... East End Siding	"..... East End Coal Dock Spur
	South Heart..... East End Stock Yard Track	
	Zenith..... West End Elevator Spur Track	Fifth Subdivision.
	"..... East End Coal Mine Spur	Glendive..... West End Farmers Elevator Spur
		Craneville..... Both Ends Elevator Track

J. H. JOHNSON,
Trainmaster.

A. J. CARR,
Chief Dispatcher.

