

NORTHERN PACIFIC RAILWAY COMPANY.

YELLOWSTONE DIVISION

TIME 41D TABLE

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

SUNDAY, JUNE 18, 1916

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			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mandan	Time Table No. 41D June 18, 1916 Succeeding No. 41C			Distance from Dickinson	Car Capacity of Sidings	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		Daily	Daily	Daily	Daily	Ex. Sun.										
L 7.00AM			L 7.50PM			L 2.30PM	L 11.20AM	L 11.10PM	WCO T Y	515	0.0	A.....MANDAN.....DN 3.0	109.6	Yard	As 6.15PM	As 8.40AM	As 1.07PM		A 10.10PM		A 5.30PM			
f 7.15			8.05			f 2.36	11.26	11.16	W	518	3.0	.....SUNNY.....P 5.3	106.6	E 85 W 90	6.09	8.34	f 12.59		9.45		f 5.10		
f 7.30			8.30			f 2.46	11.35	11.26		524	8.3	.....LYONS.....P 7.1	101.3	E 53 W 63	6.01	8.26	f 12.48		9.25		f 4.55		
s 8.12 4			9.02 602			s 2.57	11.45	11.36	W	531	15.4	SB.....SWEET BRIAR.....DN 6.1	94.2	70	5.48	8.12 797	s 12.33		9.02 603		s 4.30			
s 8.37			9.27			s 3.09	11.55AM	11.47		537	21.5	JU.....JUDSON.....D 3.0	88.1	70	5.38	8.02	s 12.20		8.43		s 4.00			
f 8.47			9.40			f 3.16	12.01PM	11.53PM		539	24.5	.....SEDALIA.....P 3.4	85.1	70	5.33	7.57	12.15		8.36		f 3.40		
s 9.45			10.00			s 3.24 798	12.08 8	f 12.01AM		543	27.9	NS.....NEW SALEM.....DN 3.8	81.7	E 73 W 78	f 5.27	f 7.52	s 12.08PM 3		8.25		s 3.24 7			
10.00			10.08			3.32	12.14	12.07		547	31.7	.....BLUE GRASS.....P 3.6	77.9	82	5.19	7.45	11.54AM		8.12		2.25		
s 10.15			10.20			s 3.38	12.20	12.13	W	550	35.3	SI.....SIMS.....DN 5.0	74.3	61	5.14	7.40	s 11.47		8.00		s 2.10			
s 10.30			10.55			s 3.48	12.29	12.22		556	40.3	AN.....ALMONT.....D 5.6	69.3	73	5.06	7.32	s 11.38		7.43		s 1.51			
f 10.55			11.35			f 4.00	12.38	12.30		561	45.9	.....CURLEW.....P 6.9	63.7	72	4.58	7.24	f 11.29		7.24		f 1.36		
f 11.20 8			11.59PM			f 4.10	12.48	12.39	Y	568	52.8	.....KURTZ.....P 4.8	56.8	77	4.50	7.15	11.20 797		7.01		f 1.16		
s 11.40AM 1.10PM 3-798			12.33AM			s 4.18	s 12.56 797-798	f 12.48	W C	573	57.6	GN.....GLENULLEN.....DN 5.5	52.0	E 75 W 63	f 4.42	7.08	s 11.11		6.45		s 12.56 12.10PM 3-797			
f 1.30			12.57 1			4.33 2	1.05	12.57 603		578	63.1	.....EAGLE NEST.....P 7.1	46.5	75	4.33 7	7.01	11.02		6.25		f 11.45AM		
s 1.55			1.19			s 4.48	1.16	f 1.08	W	585	70.2	H.....HEBRON.....DN 3.6	39.4	E 64 W 63	f 4.19	6.51	s 10.50 798		6.01		s 10.50 8			
2.15			1.27			4.55	1.21	1.14		587	73.8	.....KNIFE RIVER.....P 5.6	35.8	65	4.13	6.46	10.45		5.49		10.20		
f 2.45			1.52			f 5.05	1.32	1.25		594	79.4	.....ANTELOPE.....P 5.7	30.2	80	4.02	6.38	f 10.35		5.32		f 10.00		
s 3.00			2.11			s 5.15 602	1.41	f 1.35	W	600	85.1	RH.....RICHARDTON.....DN 5.5	24.5	E 82 W 76	f 3.52	6.30	s 10.25		5.15 7		s 9.25			
s 3.41 2			2.26			s 5.27	1.50	1.45		606	90.6	TR.....TAYLOR.....D 5.0	19.0	E 71 W 75	3.41 797	6.22	s 10.15		4.53		s 8.50			
f 4.05			2.40			f 5.36	1.58	1.52		610	95.6	.....BOYLE.....P 2.7	14.0	68	3.31	6.14	10.05		4.36		8.20		
s 4.27 602			2.49			s 5.41	2.03	1.57	W	613	98.3	GA.....GLADSTONE.....DN 6.7	11.3	68	3.26	6.09	s 10.00		4.27 797		s 7.50			
f 4.45			3.09			f 5.53	2.15	2.08		620	105.0	HI.....LEHIGH.....D 4.6	4.6	69	3.15	5.58	f 9.49		4.05		f 7.25			
A 5.15PM			A 3.30AM			As 6.05PM	As 2.25PM	As 2.18AM	WCO T	625	109.6	DX.....DICKINSON.....DN	0.0	Yard	L 3.05PM	L 5.50AM	L 9.40AM		L 3.50PM		L 7.00AM			
Ex. Sun.			Daily			Daily	Daily	Daily							Daily	Daily	Daily		Daily		Ex. Sun.			
8.45			7.40			3.35	3.05	3.08							3.10	2.50	3.27		6.20		10.11			
13.5			14.2			30.5	35.5	34.9							34.6	38.6	31.7		17.3		10.7			
Time Over Subdivision																								
Average Speed Per Hour																								

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGES 6 AND 7.**

Trains 797 and 798 may carry passengers, adult male passengers only will be carried in caboose.
South siding at Glenullen will be known as the eastward siding.
North siding at Glenullen will be known as the westward siding.
Switch engine helping eastward freight trains out of Mandan yard will return under flag protection against all opposing trains. This protection will be furnished by switch crew flagman stationed at the east lead switch of the yard.

WESTWARD

SECOND SUB-DIVISION.
(MAIN LINE)

EASTWARD.

THIRD CLASS					SECOND CLASS			FIRST CLASS			STATIONS					FIRST CLASS			SECOND CLASS			THIRD CLASS		
799					603			7 3 1			Time Table No. 41D June 18, 1916 Succeeding No. 41C					2 4 8			602			800		
Way Freight					Freight			Passenger Passenger Passenger			STATIONS					Passenger Passenger Passenger			Freight			Way Freight		
Ex. Sun.					Daily			Daily Daily Daily			Telegraph Offices and Calls					Daily Daily Daily			Daily			Ex. Sun.		
L 6.00 ^{AM}	L 4.20 ^{AM}	L 6.25 ^{PM}	L 2.35 ^{PM}	L 2.23 ^{AM}	WCOT	625	0.0	DX.....DICKINSON.....DN	106.1	Yard	As 2.55 ^{PM}	As 5.40 ^{AM}	As 9.30 ^{AM}	A 3.10 ^{PM}	A 4.15 ^{PM}									
f 6.20	4.35	6.33	2.44 ₂₋₆₀₂	2.30		629	4.1	.....ELAND.....DN	102.0	65	2.44 ₃₋₆₀₂	5.33	9.22	2.44 ₂₋₃	f 3.55								
s 6.45	5.24 ₄	s 6.43	2.51	2.38		635	9.9	RD.....SOUTH HEART.....DN	96.2	75	2.31	5.24 ₆₀₃	s 9.12	2.19	s 3.20									
f 7.20	5.39	f 6.53	2.59 ₈₀₀	2.46		640	15.1	Z.....ZENITH.....D	91.0	75	2.22	5.16	f 9.02	2.06	f 2.59 ₃									
s 8.00	5.54	s 7.04	3.07	f 2.54	W	645	20.3	BF.....BELFIELD.....DN	85.8	82	f 2.14 ₈₀₀	5.08	s 8.52	1.53 ₈₀₀	s 2.14 _{1.45} 2-602									
f 8.42 ₈	6.20	s 7.19	3.17	3.06	Y	651	26.0	FG.....FRYBURG.....D	80.1	E 75 W 65	2.03	4.59	s 8.42 ₇₉₉	1.39	f 1.25									
f 9.15	6.35	f 7.30	3.26	3.15		656	31.4	SG.....SULLY SPRINGS.....DN	74.7	65	1.48	4.47	f 8.30	1.14	f 12.50									
9.30	6.45	7.38	3.32	3.21		660	34.9	.....SCORIA.....P	71.2	68	1.41	4.41	8.24	1.02	12.35 ^{PM}								
s 10.00	7.00	s 7.49	s 3.41	s 3.29	W	664	39.6	ME.....MEDORA.....DN	66.6	53	s 1.27	f 4.29	s 8.13	12.42	s 11.59 ^{AM}									
10.05	7.02					665	40.4	.....LITTLE MISSOURI.....	65.7	65				12.39	f 11.57								
10.30	7.23	f 8.04	3.53	3.40		670	45.2	.....RIDER.....P	60.9	64	1.17	4.19	f 8.04	12.22	f 11.30								
f 11.00 ₈₀₀	7.54 ₈	f 8.14	4.03	3.50	W	675	51.2	.....DEMORES.....P	54.9	66	1.08	4.10	f 7.54 ₆₀₃	12.01 ^{PM}	f 11.00 ₇₉₉								
s 11.43 ^{AM} ₆₀₂	8.15	s 8.24	s 4.13	4.00 ₄		681	56.2	SU.....SENTINEL BUTTE.....DN	49.9	67	f 12.59	4.00 ₁	s 7.44	11.43 ^{AM} ₇₉₉	s 10.30									
f 12.03 ^{PM}	8.30	f 8.32	4.22	4.09		686	60.1	.....CHAMA.....P	46.0	71	12.52	3.49	f 7.36	11.29	f 10.00								
s 12.25 _{1.30} ₂	8.45	s 8.42	s 4.28	s 4.19	W C Y	689	64.6	B.....BEACH.....DN	41.5	E 80 W 82	s 12.41 ₇₉₉	s 3.38	s 7.26	11.05	s 9.45									
s 2.18	9.05 ₈₀₀	s 8.54	4.38	4.27		695	70.3	YA.....YATES.....D	35.8	61	12.31	3.27	s 7.14	10.45	s 9.05 ₆₀₃									
s 2.40	9.20	s 9.04	s 4.47	4.35	W	700	75.2	WB.....WIBAUX.....DN	30.9	105	f 12.18	s 3.15	s 7.03	10.25	s 8.40									
f 3.05	9.40	9.14	4.58	4.40		704	79.0	.....BEAVER HILL.....P	27.1	E 70 W 84	12.11 ^{PM}	3.08	6.56	10.15	f 8.00								
f 3.18	9.57 ₆₀₂	9.21	5.06	4.51	W 1/2 Mi. W	707	82.9	.....HECKMAN.....P	23.2	70	11.59 ^{AM}	2.56	6.46	9.57 ₆₀₃	f 7.40								
f 3.30	10.06	f 9.27	5.12	4.56		710	85.9	HD.....HODGES.....DN	20.2	68	11.53	2.50	f 6.39	9.45	f 7.25									
f 3.45	10.18	f 9.37	5.19	5.03		715	90.9	.....IONA.....P	15.2	68	11.43	2.40	f 6.29	9.27	f 7.00								
f 4.00	10.31	f 9.46	5.26	5.10	W	720	95.7	AR.....ALLARD.....DN	10.4	68	11.35	2.32	f 6.20	9.15	f 6.45									
f 4.15	10.44	9.57	5.34	5.17		725	100.9	.....CURRY.....P	5.2	68	11.25	2.22	6.10	9.00	f 6.30								
A 4.45 ^{PM}	A 11.05 ^{AM} ₂	A 10.10 ^{PM}	As 5.45 ^{PM}	As 5.27 ^{AM}	W C O T Y	731	106.1	GI.....GLEN DIVE.....DN	0.0	Yard	L 11.15 ^{AM} ₆₀₃	L 2.12 ^{AM}	L 6.00 ^{AM} ₈₀₀	L 8.45 ^{AM}	L 6.05 ^{AM} ₈									
Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sun.									
9.40	6.55	3.45	3.10	3.04				Time Over Subdivision			3.40	3.28	3.30	6.25	9.51									
10.9	15.3	28.2	33.5	34.5				Average Speed Per Hour			28.9	30.5	30.2	16.5	10.7									

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGES 6 AND 7.

Trains 799 and 800 may carry passengers, adult male passengers only will be carried in caboose.
All trains will treat Beach tank as an emergency water station.
No. 3 will stop at Belfield to let off passengers from Staples and points east.

North siding at Beach will be known as the eastward siding.
South siding at Beach will be known as the westward siding.

WESTWARD

THIRD SUB-DIVISION.
(MAIN LINE)

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Glendive	Time Table No. 41D June 18, 1916 Succeeding No. 41C			Distance from Forsyth	Car Capacity of Sidings	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 6.15AM			L 2.00PM		L 6.45AM	L 5.55PM	L 5.37AM	W C O T Y	731	0.0	GI.....GLENDDIVE.....DN	123.7	Yard	A 11.05AM	A 2.02AM	A 4.05PM	A 7.15AM	A 3.50PM				
6.25			2.14		f 6.51	6.01	5.42		734	3.3	.....THURSTON.....P	120.4	66	10.57	1.54	f 3.54	6.51	3.37			
f 6.36			2.25		f 6.58	6.07	5.48		738	7.0	.....COLGATE.....P	116.7	75	10.52	1.49	f 3.47	6.36	f 3.20			
f 7.02			3.00		f 7.13	6.18	5.59		745	14.7	HO.....HOYT.....DN	109.0	75	10.40	1.37	f 3.32	6.16	f 3.00				
f 7.22			3.23		f 7.22	6.24	6.06		749	19.5	.....MARSH.....P	104.2	66	10.34	1.31	f 3.23	6.06	f 2.47			
f 7.40			3.43		f 7.29	6.29	6.12	W	752	23.2	.....CONLIN.....P	100.5	73	10.29	1.25	f 3.16	5.48	f 2.37			
s 8.05			4.03		s 7.41	f 6.38	6.20		760	29.6	FN.....FALLON.....DN	94.1	E 101 W 70	10.19	f 1.14	s 3.04	5.25	s 2.20				
8.30			4.18		f 7.51	6.47	6.27		765	34.6	.....CATO.....P	89.1	75	10.12	1.06	f 2.54	5.07	2.06			
s 8.50			4.30		s 7.59	s 6.56	f 6.35	W	770	39.0	TY.....TERRY.....DN	84.7	E 72 W 79	f 10.04	s 12.58	s 2.44	4.51	s 1.54				
9.10			4.49		f 8.08	7.04	6.41		774	43.5	.....KAMM.....P	80.2	68	9.57	12.51	f 2.35	4.35	1.24			
f 9.49			5.10		f 8.21	7.13	6.49		780	49.7	.....BLATCHFORD.....P	74.0	76	9.49	12.42	f 2.23	4.13	f 1.02			
f 10.25			5.25		s 8.28	7.21	6.56	W C	785	52.8	RO.....ZERO.....DN	70.9	E 88 W 93	9.44	12.37	s 2.17	4.02	f 12.52				
f 10.45			5.50		f 8.42	7.34	7.05		790	59.5	.....SHIRLEY.....P	64.2	73	9.35	12.27	f 2.04	3.38	f 12.20			
11.00			6.08		f 8.51	7.40	7.11		794	63.8	.....JORDAN.....P	59.9	59	9.29	12.21	f 1.56	3.23	12.06PM			
f 11.15			6.28		f 9.03	7.49	7.19		800	69.8	TU.....TUSLER.....DN	53.9	72	9.21	12.12	f 1.44	3.01	f 11.46AM				
11.30			6.45		f 9.15	7.56	7.25		805	74.5	.....MURN.....P	49.2	74	9.15	12.05AM	f 1.35	2.44	11.30			
s 11.45AM			7.00		s 9.25	s 8.05	s 7.35	W	809	78.6	MC.....MILES CITY.....DN	45.1	E 77 W 73	s 9.04	s 11.53PM	s 1.25	2.30	s 11.15				
f 1.38			7.10		f 9.30	8.10	7.40		812	81.2	.....FORT KEOGH.....P	42.5	75	8.59	11.48	f 1.19	2.15	f 8.16			
f 1.49			7.30		f 9.35	8.15	7.45		816	84.1	.....ULMER.....P	39.6	75	8.54	11.43	f 1.14	2.08	f 8.07			
f 2.10			7.55		f 9.46	8.26	7.55	W	821	90.1	.....HORTON.....P	33.6	75	8.44	11.32	f 1.03	1.53	f 7.55			
f 2.25			8.34		f 9.55	8.34	8.02		826	94.7	.....CLERMONT.....P	29.0	71	8.35	11.23	f 12.54	1.41	f 7.32			
s 2.40			8.55		s 10.02	8.41	8.08		830	98.7	HA.....HATHAWAY.....DN	25.0	83	8.29	11.16	s 12.47	1.31	s 7.20				
f 3.01			9.15		f 10.14	8.51	8.18	W	836	105.2	.....JOPPA.....P	18.5	74	8.18	11.04	f 12.34	1.15	f 7.05			
s 3.50			9.35		s 10.26	f 9.03	8.27		841	111.3	RB.....ROSEBUD.....DN	12.4	62	f 8.01	f 10.53	s 12.20	12.59	s 6.50				
4.25			9.55		f 10.36	9.13	8.37		848	116.8	.....DEWEY.....P	6.9	78	7.50	10.42	f 12.08PM	12.45	6.35			
A 5.00PM			A 10.30PM		A 10.50AM	A 9.25PM	A 8.48AM	W C O T	854	123.7	FY.....FORSYTH.....DN	0.0	Yard	L 7.38AM	L 10.30PM	L 11.57AM	L 12.20AM	L 6.15AM				
Ex. Sun.			Daily		Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sun.				
9.00			8.30		4.05	3.30	3.11				Time Over Subdivision			3.27	3.32	4.03	6.55	6.50				
13.7			14.5		30.2	35.3	38.8				Average Speed Per Hour			35.8	35.0	29.9	17.8	18.1				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGES 6 AND 7.

Trains 801 and 802 may carry passengers, adult male passengers only will be carried in cabooses.
Nos. 187 and 188 will stop on flag at Gas City, Cabin Creek Bridge, west of Colgate and at temporary platform 2 miles east of Tusler.

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 will 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. 41D June 18, 1916 Succeeding No. 41C			2	4	188	42	44	648	602	804	
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Station Numbers	Distance from Forsyth	Distance from Billings	Car Capacity of Sidings	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Way Freight
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Water, Fuel, Seals, Turn Tables and Wyes				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
L 6.30AM	L 11.50PM				L 11.05AM	L 9.30PM	L 8.53AM	WCOT	854	0.0	101.6	As 7.33AM	A 10.25PM	A 11.42AM			A 11.50PM	A 4.40PM	
6.45	12.05AM				f 11.12	9.37	8.58		858	3.6	98.0	7.26	10.18	f 11.35			11.31	4.20	
f 7.18	12.30				f 11.25	9.48	9.05		863	8.9	92.7	7.18	10.11	f 11.25			11.14	f 3.50	
f 7.37	1.05				f 11.36	10.00	9.13		869	14.8	86.8	7.09	10.00	f 11.10			10.56	f 3.20	
s 8.07	1.20				s 11.47AM	10.07	9.21	W	875	20.7	80.9	7.00	9.47	s 10.58			10.38	s 3.00	
s 8.40	1.45				s 12.01PM	f 10.17	9.30		881	27.5	74.1	6.50	f 9.37	s 10.44			10.17	s 2.30	
s 9.02	2.05				s 12.11	10.25	9.37		886	32.9	68.7	6.42	9.28	s 10.33			9.51	s 2.10	
9.42	2.25				f 12.18	10.32	9.42		891	36.8	64.8	6.36	9.20	f 10.25			9.35	1.40	
s 10.12	2.52				s 12.30	10.43	9.50		897	43.0	58.6	6.27	9.08	s 10.12			9.15	s 1.03	
s 10.27AM	3.15				s 12.41	s 10.55	10.00	WC	903	48.6	53.0	6.13	s 8.55	s 10.00			8.55	s 12.41PM	
12.50PM	3.45				f 12.57	11.08	10.12	W	911	56.9	44.7	6.05	8.44	f 9.39			8.20	11.25AM	
f 1.15	4.15				f 1.09	11.20	10.24		919	65.2	36.4	5.54	8.31	f 9.21			7.52	10.24	
f 1.35	4.40				s 1.19	11.28	10.31	W	925	70.4	31.2	5.46	f 8.22	s 9.09			7.35	s 9.30	
s 1.54	5.05				s 1.30	11.35	10.38		930	75.5	26.1	5.39	8.13	s 8.53			7.18	f 8.53	
f 2.20	5.32				s 1.40	11.43	10.46		935	80.7	20.9	5.32	f 8.04	s 8.46			7.01	s 8.20	
s 2.40	5.52				s 1.50	11.50	10.53		939	85.5	16.1	5.25	7.56	s 8.36			6.45	f 8.00	
f 3.00	6.30	L 3.25AM	L 5.25AM	L 7.12PM	s 2.00	11.56PM	10.59	W	943	89.3	12.3	5.20	s 7.48	s 8.28	As 8.15AM	As 7.15PM	A 9.50PM	6.30	s 7.45
s 3.30					f 2.12				949	95.0	6.6		f 8.15						f
A 5.00PM	A 7.20AM	A 5.00AM	As 5.55AM	As 7.45PM	A 2.30PM	A 12.20AM	A 11.23AM	WCOT	956	101.6	0.0	L 4.55AM	L 7.22PM	L 8.00AM	L 7.50AM	L 6.45PM	L 9.00PM	L 5.50PM	L 6.40AM
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
8.07	7.30	1.35	.30	.33	3.25	2.50	2.30					2.38	3.03	3.42	.25	.30	.50	6.00	8.44
12.5	13.5	7.7	24.6	22.3	29.7	35.8	40.6					38.4	33.3	27.4	29.5	24.6	14.7	16.9	11.6

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.
 FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGES 6 AND 7.

Trains 803 and 804 may carry passengers, adult male passengers only will be carried in caboose.
 North siding at Custer will be known as the westward siding.
 South siding at Custer will be known as the eastward siding.

No. 1 will stop at Huntley to let off passengers from St. Paul and Minneapolis.
 No. 2 will stop on flag at Huntley to pick up passengers for St. Paul and Minneapolis.
 Nos. 187 and 188 will stop on flag at Mail Crane Howard postoffice, three miles west of Howard.

WESTWARD

FIFTH SUB-DIVISION. (SIDNEY BRANCH)

EASTWARD.

Table with columns for Second Class (201), Water, Fuel, Scales, Turn Tables and Wyes, Station Numbers, Distance from Sidney, STATIONS, Distance from Glendive, Car Capacity of Sidings, Second Class (202), Ex. Sun., and Time Over Subdivision/Average Speed Per Hour.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGES 6 AND 7.

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.

TELEPHONE CALLS

CHIEF DISPATCHER'S OFFICE
DISPATCHER'S OFFICE
GLENDDIVE TELEGRAPH OFFICE
GLENDDIVE CAR OFFICE
ROADMASTER'S OFFICE

WESTERN UNION OFFICE-GI
SIDNEY STATION
SAVAGE STATION
INTAKE STATION
SEC. FOREMAN STIPEK

WESTWARD

SIXTH SUB-DIVISION (GOLDEN VALLEY BRANCH)

EASTWARD

Table with columns for Second Class (199), Water, Fuel, Scales, Turn Tables and Wyes, Station Numbers, Distance from Beach, STATIONS, Distance from Ollie, Car Capacity of Sidings, Second Class (200), Ex. Sun., and Time Over Subdivision/Average Speed Per Hour.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGES 6 AND 7.

East switch, Beach wye, will be set and locked for new track connecting with main line track. West wye switch will be set and locked for new track running to depot. Switch at tall end of wye will be set and locked for west leg of wye.

COMMERCIAL SPURS.

FIRST SUB-DIVISION.

DISTANCE FROM MANDAN.

Missouri Slope Brick and Tile Co. 107.0 Miles

FOURTH SUB-DIVISION.

DISTANCE FROM FORSYTH.

Niler 24.9 Miles
Lawson 53.7 Miles
Garnsey 77.7 Miles
Brick Yard Spur 99.6 Miles

FIFTH SUB-DIVISION.

DISTANCE FROM GLENDDIVE.

Riverview 52.1 Miles

AUTHORIZED SURGEONS YELLOWSTONE DIVISION.

LOCATION OF STRETCHERS (S).

DR. R. H. BEACH, Chief Surgeon,
DR. M. A. SHILLINGTON, 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. A. F. E. SCHIERBAUM, Hebron
DR. G. D. CROSSETTE, Richardton
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. V. P. GARST, Terry.

BERT. E. HEMPSTEAD,
Ear and Eye Specialist, Miles City
DR. W. A. SEYMOUR, Rosebud
DR. W. W. ANDRUS, Miles City (S).
DR. C. W. PEMBERTON, Hysham
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.

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.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION.	ENGINES.				
	Class W	Class W 3	Class T and S	Class F	Class D 5
	A	A	A	A	A
Eastward.					
1st Sub-division.....	1775	2200	1275		
2nd Sub-division.....	1400	1775	1000		
3rd Sub-division.....	4000		2800		
4th Sub-division.....	4000		2900		
5th Sub-division.....					1500
6th Sub-division.....			850	850	550
Westward.					
1st Sub-division.....	1400	1775	1000		
2nd Sub-division.....	1400	1775	1000		
3rd Sub-division.....	3000		1600		
4th Sub-division.....	3000		1600		
5th Sub-division.....					1500
6th Sub-division.....			850	850	550

This rating is made to govern ruling grades only, and will in no manner interfere with handling additional tonnage where the grades will permit.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK

RULE 1. Double track extends from the switch east of 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 be governed by position of automatic signal No. 2133, located east of the cross-over, before passing cross-over switch, west of 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 will have at least one switch open while occupying any part of the cross-over. Trains running through cross-over at Lockwood will not exceed fifteen (15) miles per hour.

RULE 5. 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 6. 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 7. 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 will 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 8. 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 9. In manual block territory any train moving against the current of traffic will receive a proper clearance card at every open block office.

RULE 10. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train will be protected as prescribed in Rule 99.

RULE 11. To insure personal safety, operators having train orders or messages for passing trains will stand on the right hand side of the train and never stand between the tracks.

RULE 12. 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 will secure authority from dispatcher before issuing clearance.

RULE 13. Except as modified above, the Transportation Rules govern.

SPECIAL INSTRUCTIONS

An engineman and conductor pilot will be furnished to all foreign trains detoured. The engineman of the foreign train to handle the engine under the supervision of the pilot with reference to speed, observance of signals, train orders and special rules. The conductor and engineman of the detoured train and both pilots to be furnished copies of all train orders as provided for by Transportation Rule 204.

Outfit cars will not be placed on passing sidings without instructions. Sidings so occupied will not be used to meet or pass trains.

Freight trains will receive signal from rear before passing through stations. Work train conductors will issue instructions to their flagmen in writing.

All cars with weak draft rigging will be placed on rear of train regardless of destination.

Class "W" engines cannot go on Lee's Spur, Gladstone, on account heavy curve.

Engines will not go in on spur at Rider, Demores, Beaver Hill, Heckman, Alard, Dewey, Waco and Bull Mountain to exceed 200 feet.

Special care will be exercised when passing through Big Horn Tunnel, and around all bluffs where slides are liable to occur.

STANDARD CLOCKS.

Mandan, Dickinson, Glendive, Forsyth, Billings, Sidney.

WATCH INSPECTORS.

Mandan, Dickinson, Glendive, Forsyth, Billings,	Alfred Johnson M. A. Sherrifus A. H. Johnson W. B. Dean, Jr. Axel Califf
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BULLETIN STATIONS.

Mandan Glendive	Dickinson Forsyth	Sidney	Beach Billings
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REGISTERING STATIONS.

Mandan Glendive Ollie	Dickinson Forsyth Newlon	Beach (Sixth Sub-division) Huntley Sidney	Billings
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TRAIN REGISTER EXCEPTIONS.

At Huntley all westward trains and all eastward first class trains will register by register ticket Form 608. Westward trains except first class and all eastward first class trains will receive check of register Form 602. Enginemen will not be required to consult registers except at initial or starting points.

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. Operators 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 will be out with these tickets prepared to hand to conductor and engineman of approaching train and avoid delays. Enginemen will approach stations at such speed as will enable them to procure tickets. These instructions in no way relieve train and engine-men from responsibility of protecting rear of train.

SPEED RESTRICTIONS.

Maximum speed of passenger trains is one minute or sixty second per mile. This limit will never be exceeded.

Class W 3 engines will not exceed twenty-five (25) miles per hour, other Class W engines thirty-five (35) miles per hour at any point.

Trains will not exceed seven miles per hour between outer switches Terry; ten miles per hour between first highway crossing east of east passing track Miles City and Tongue River Bridge.

Westward trains will reduce speed to ten miles per hour over double track switch at Huntley.

Doubleheader engine of "Q", "T" and "S" type will not exceed twenty (20) miles per hour over bridge 35, Cedar Creek; Bridge 107, Fallon Creek; Bridge 157, Powder River; Bridge 239, Tongue River; Bridge 330, Rosebud Creek; Bridge 473, Big Horn River. Mikado engines and Mallet engines of "W" and "Z" type will not exceed ten (10) miles per hour and will never be double-headed over these bridges.

Speed of twenty (20) miles per hour will not be exceeded sixth sub-division.

Maximum speed of trains entering sidings is fifteen (15) miles per hour.

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.

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.

All trains will come into Wibaux, Sentinel Butte, and Medora from both directions under control.

Engines will not exceed the following speed over the 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 will be cut off and sent over bridge light and single engine bring train across.

YARD LIMITS

Mandan Glendive Custer	Glenullen Terry Billings Zero	Dickinson Miles City Sidney	Beach Wibaux Forsyth
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LAP SIDINGS

Sunny Fryburg Lyons	Beaver Hill New Salem Fallon	Hebron Terry Richardton	Sanders Taylor
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Trains taking siding will head in at lap.

DERAIL SWITCHES

Lyons..... East End Eastward Siding
 Judson..... East End East Elevator Track
 "..... Both Ends House Track
 Sedalia..... East End Spur
 New Salem..... East End Eastward Siding
 "..... West End Mill Spur
 "..... West End House Track
 "..... East End New Salem Merc. Co. Spur
 Sims..... West End House Track
 Almont..... East End Elevator Track
 Glenullen..... West End House Track
 "..... West End Coal Dock Track
 "..... West End Storage Track
 Hebron..... East End House Track
 Antelope..... East End Siding
 Richardton..... East End House Track
 "..... East End Eastward Siding
 "..... West End Westward Siding
 "..... East End Stock Yard Track
 Taylor..... East End House Track
 Boyle..... East End Spur
 Gladstone..... West End House Track
 "..... West End Stock Yard Track

Lehigh..... East End Back Track
 "..... East End New Coal Spur
 Dickinson..... East End Team Track
 "..... East End House Track
 "..... East End Coal Dock Track
 "..... East End Farmers Elevator Spur
 Eland..... East End Siding
 "..... East End Stock Yard Track
 South Heart..... West End Elevator Spur Track
 Zenith..... East End Coal Mine Spur
 Belfield..... East End Siding
 "..... East End Stock Yard Track
 "..... East End House Track
 Fryburg..... East End Eastward Siding
 Sully Springs..... East and West Ends of Back Tracks
 Scoria..... West End Back Tracks
 Medora..... West End New Coal Spur
 Rider..... East End Spur Track
 Demores..... East End Spur Track
 Sentinel Butte..... East End Industrial Track
 Sentinel Butte..... East End House Track
 Chama..... East End Elevator Spur
 "..... West End Siding

Yates..... East End Elevator Spur
 Wibaux..... West End Stock Track
 Beaver Hill..... East End Eastward Siding
 "..... West End Westward Siding
 Heckman..... West End Siding
 Hodges..... West End Back Track
 Allard..... East End Siding
 Hoyt..... East End Back Track
 Hoyt Pit..... East End Hoyt Gravel Pit Spur
 Fallon..... East End Stock Yard Track
 "..... East End Back Track
 Zero..... West End Coal Dock Spur
 Tusler..... East End of Back Track
 Horton Pit..... East End of Gravel Pit Spur
 Rosebud..... East and West End of Stock Yard Track
 "..... East End House Track
 Forsyth..... West End House Track
 Myers..... West End Back Track
 Custer..... East End Scott's Spur
 "..... East End Coal Dock Spur
 Lawson..... West End Spur
 Glendive..... West End Farmers Elevator Spur
 Crane..... Both Ends Elevator Track

MAXIMUM CLEARANCES

LIMIT OF LOAD—MEASUREMENT

		HEIGHT ABOVE TOP OF RAIL																	Max. Height	Max. Width			
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide					
		1st Subdivision... Mandan to Dickinson.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"			21'-0"	21'-0"	21'-0"
2nd Subdivision... Dickinson to Glendive.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
3rd Subdivision... Glendive to Forsyth.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
4th Subdivision... Forsyth to Billings.....	18'-0"	17'-11"	17'-9"	17'-8"	17'-7"	17'-5"	17'-2"	17'-0"	16'-10"	16'-8"	16'-6"	16'-4"	16'-1"	15'-11"	15'-10"	15'-8"	15'-4"	18'-0"	11'-6"				

T. M. FLYNN,
Trainmaster.

W. C. SLOAN,
Trainmaster.

JOHN WYNN,
Trainmaster.

A. J. CARR,
Chief Dispatcher.

