NORTHERN PAGIFIC RAILWAY COMPANY

YELLOWSTONE DIVISION

TIME OF TABLE

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

SUNDAY, JUNE 2, 1918

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.

A. M. BURT,
Acting General Manager.

A. V. BROWN,

General Superintendent.

P. H. McCAULEY,

Superintendent of Transportation.

G. H. JACOBUS,

Superintendent.

RD.								1	IRS	T SUB-DIVISION. (MAIN LINE)							I	EASTWARD
s	SECON	D CLASS		FIRST	CLASS		wyes Wyes			Time Table No. 43				FIRST	CLASS	SECOND CLASS	THIRD	CLASS
797		60	3	7	3	qi G	l, Soal	mbere	E O	June 2, 1918 Succeeding No. 42A	HI O	ty of	2	4	8		798	
Way Freight		Freig	ht	Passenger	Passenger	Passenger	T, Fue	on Mu	ince fr	STATIONS	nce fr	Capaci gs	Passenger	Passenger	Passenger		Way Freight	
Ex. Sun.		Dail	,	Daily	Daily	Daily	Wate Turn	Stati	Dista	Telegraph Offices and Calls	Dista	Sidin	Daily	Daily	Daily		Ex. Sun.	
7.45M		L 7.5	OPM	L 2.30M	L11.1 0AM	L11.25 ^{pg}	-8						As 5.50 ^{P#}				A 5.30PM	
8.00		8,0	5	f 2.36	11.16	11.31	W	·	-!				5.44	8.34	f12.59		f 5.10	
8,26		8.3	0	f 2.46	11.25	11.41		l	_		.1		5.34	8.26	f12.48		f 4.55	
8.56		9.0	2	s 2.57	11.35	11.51	W)	1	1	1 1		5.20		s12.33		s 4.30	
9.16		9.2	7	s 3.09	11.45	12.02		l	I				5.08	8.02	s12.23		s 4.00	
9.31		9.4	0	3.16	11.51	12.08		•	!				5.03	7.57	12.18		f 3.40	
10-20		10.0	0	s 3.24	11.58	112.16		543	27.9	NSNEW SALEMDN	81.7	£ 73 W 78	f 4.58	f 7-52	s12.12		s 3 ₇ 24	
10.35	·····	10.1	5	3.34	12.04P#	12.22		547	31.7	BLUE GRASSP	77.9	82	4.50	7.45	12. 04 PH		2.25	
10.49		10.3	9	s 3.41	12.10	12.28	W				i		4.45	7.40			s 2.10	
11.04	.	10.5	5	s 3.53	12.19	12.37		;	j		, ,		4.37	7.32	s11.40	- ,	s 1.51	
11 ₂ 31		11.3	5	f 4.05	12.28	12.45		ı	1		1 1		4.29	7.24	f11.31		f 1.36	
11.49		11.5	9P#	4.20	12.38	12.54	Y	!	;	I	1		4.20				f 1.16	
12.09P8 1.10 3-798		12.3	3.8	\$ 4.28	s 1 2.46 797-798	1.03	wc		1		1 1		4.10	7.08	s11·15		\$12.56 12.10%	-
1.30		12.5	2	4.40	12.55	1.12		578	63.1	EAGLE NESTP	46.5	75	4.02	7.01	11.05		f11.45AM	
1.55		1.0	7	s 4.52	1.06	f 1.23	w		-l		{		f 3.53	6.51	s10.53		s10.53	
2.15		1.2	•	4.58	1.11	1.29 603		587	73.8	KNIFE RIVERP	35.8	65	3.46	6.46	10.48	·	10.20	
2.45		1.5	2	1 5.08	1.22	1.40							3.38	6.38	f10.37		f10.00	
3.30		2.1	1	s 5·17	1.31	f 1.50	w		1		1 1		f 3.30	6.30	s10.27		s 9.25	
3.50		2.2	5	s 5.28	1.40	2.00			.l		E . I		3.22	6.22	s10.16		s 8.50	
4.10		2.4	<u> </u>	5.36	1.48	2.07					ì !'		3.14	6.14	10.06	1	8.20	_
4.27		2.4	9	s 5.41	1.53	2.12	w				l		3.09	6.09	\$10.01		s 7.50	
4.45		3.0	•	s 5.53	2.05	2.23		620	105.0	HID	4.6	69	2.58	5.58	s 9.50		f 7.25	
5.15M		A 3.3)Ak	As 6.05PM	Ås 2.15PX	As 2.33#	WCOT	625	109.6	DXDICKINSONDN	0.0	Yard	L 2.50M	l 5.50₩	L 9.40AM		L 7.00AM	
x. Sun.		Dail		Daily	Daily	Daily							Daily	Daily	Daily		Ex. Sun.	
8.29		7.4		3.35	3.05 35.5	3.08				Time Over Subdivision Average Speed Per Hour			3.00	2.50	3.27		10.11	
	S 797 Way Freight x. Sun. 7.45 8.00 8.26 8.56 9.16 9.31 10.20 10.35 10.49 11.04 11.31 11.49 11.03 1.55 2.15 2.45 3.30 3.50 4.10 4.27 4.45 5.15 x. Sun.	S SECON 797 Way Freight Ex. Sun. 7.45M 8.00 8.26 9.16 9.31 10.20 10.35 10.49 11.04 11.31 11.49M 12.09Pe 1.10 3.798 1.30 1.55 2.15 2.45 3.30 3.50 4.10 4.27 4.45 5.15M x. Sun.	S SECOND CLASS 797 603 Way Freight Freig	S SECOND CLASS Precight G.S. Sun. Daily Precight G.S. Sun. Sun. Daily Precight G.S. Sun. Sun. Sun. Sun. Sun. Sun. Sun. S	S SECOND CLASS FIRST	S SECOND CLASS FIRST CLASS 797 803 7 3 7 3 7 3 7 45 7 10 10 10 10 10 10 10	SECOND CLASS FIRST CLASS	S SECOND CLASS FIRST CLASS	S SECOND CLASS FIRST CLASS FIRST CLASS SECOND CLASS FIRST CLASS FIRST CLASS SECOND CLASS FIRST CLASS	S SECOND CLASS FIRST CLASS SECOND CLA		S SECOND CLASS FIRST CLASS S S S S S S S S S	S SECOND CLASS FIRST CLASS 8	SECOND CLASS FIRST CLASS \$ \$ \$ \$ \$ \$ \$ \$ \$	Second Class First Class	SECOND CLASS	Second Class First Class Second Class First Class Second Class Time Table No. 43 Time Table No. 43 Second Class Time Table No. 43 Second Class Second	SECONO CLASS

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

AUTOMATIC BLOCK BETWEEN MANDAN AND DICKINSON SEE SPECIAL RULES PAGE 6.

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 flag man stationed at the east lead switch of the yard.

WESTWARD				3.4148.0-04444.0-			Ş	SEC	OND SUB-DIVISION (MAIN LINE)								EA	STWARD	١.
THIRD CLASS	I	SECOND CLASS	FIRST	CLASS		es, Wyes			Time Table No. 43			FIRST	CLASS	SE	COND CLA	ASS	THIR	D CLASS	
	799	603	7	3	1	ruel, Scales, oles and Wye	Numbers	Mo.	June 2, 1918 Succeeding No. 42A	city of	2	4	8				800		
	Way Freight	Freight	Passenger	Passenger	Passenger	F-75	on Nu	Distance from Dickinson	STATIONS		Passenger	Passenger	Passenger				Way Freight		
	Ex. Sun.	Daily	Daily	Daily	Daily	Wate	Station	Dist	Telegraph Offices and Calls		Daily	Daily	Daily			E	x. Sun.		
	L 6.00AN	L 4.20AM	L 6.25M	L 2.25PM	L 2.38A	7	625	0.0	DXDICKINSONDN 106.1	Yard	As 2.40PM	As 5.45M 799	As 9.30AM			А	4.00%		***************************************
	f 6.20	4.35	- 6.33	2.32	2.45		629	4.	P 102.0	65	2.32	5.37	9.22			ſ	3.35		
	s 6.45	4.55	s 6.43	2.40	2.53		635	9.9	RDSOUTH HEARTDN 96.2	75	2.16	5.25	s 9.12			s	3.20		
	f 7.20	5.14	f 6.53	2.43 800	3.01		640	15.1	ZD 91.0	75	2.03	5.14 603	f 9.02				2.48		
	s 8.00	5.45	s 7.04	2.56	f 3.09	w	645	20.3	BDBELFIELDDN 85.8	82	f 1.51	5.03	s 8.52			s	2.15 1.45		
	f 8.42	6.20	5 7.19	3.06	3.21	Y			FGFRYBURGDN 80.1		1.37	4.51	s 8.42				1.25		
	f 9.15	6.35	f 7.30	3.15	3.30				SGSULLY SPRINGSDN 74. 7		1.22	4.40	f 8.30			f	12.50		
	9.30	6.45	7.38	3.21	3.36		660	34.9	SCORIA P 71.2	68	1.15	4.33	8.24				L2.35™		
	s10.00	7.00	s 7.49	s 3.30	s 3.44	W	664	39.6	MEMEDORADN 66.6	53	s 1.00	f 4.22	s 8.13	1		s]	1.59#		
	10.05	7.02							LITTLE MISSOURI 65.7		-					f]	1.57	_	
	10.30	7.23	f 8.04	3.42	3.55				RIDERP 60.9	-	12.50	4.15	f 8.04			r:	1130		
	f11.00	7.54	f 8.14	3.52	4.05	·w	675	51.5	DE DEMORESDN 54.9	66	12.41	4.05	f 7.54 603			fl	1.00		
	s11.43	8.15	s 8.24	s 4.02	4.15				SUSENTINEL BUTTEDN 49.9			3.52	s 7.44			s]	0.45		
	f11.56AM	8.30	f 8.32	4.11	4.24				CHAMAP 46.0			3.45	f 7.37		-	f]	0.30		
	s12.10PM 1.30	8.45	s 8.42	s 4.18	s 4.34	w c			BBEACHDN 41.5			s 3 .36	s 7.30		.]	s]	0.15		
	s 2.18	9.05	s 8.54	4.28	4.44		695	70.3	YAD 35.8	61	12.05PM	3.24	s 7.19			s	9.35		
	s 2.40	9.20	s 9.04	s 4.37	4.53	w	700	75.5	WBDN 30.9	105	f11.52#	s 3.16	s 7.10			s	9.20 603		
	f 3.05	9.40	9.14	4.48	5.01		704	79.0	BEAVER HILLP 27.1	E 70 W 84	11.45	3.09	7.00			f	8.55		
	f 3.18	9.57	9.21	4.56	5.09	W 1/2 Mi. W			HECKMANP 23.2			3.02	6.53			f	8.40		
	f 3.30	10.06	f 9.27	5.02	5.15			1	HDHODGESDN 20.2		8	2.57	f 6.48			f	8.25		
	f 3.45	10.18	f 9.37	5.09	5.22				IONA			2.48	f 6.39			f	8.10		•••
	f 4.00	10.31	f 9.46	5.16	5.29	w	720	95.1	ARALLARDDN 10.4	68	11.10	2.40	f 6.30			1	8.00		
	f 4.15	11,00	9.57	5.24	5.36			·i	CURRY P 5.2	-!		2.30	6.20	1		f	7.45		
	A 4.45PM	A11.15	A10-10PM	As 5.35%	As 5.474	W C O	731	106.	GIGLENDIVEDN 0.0	Yard	L10.50#	L 2.20	L 6.10Ali			L	7.30M	,	
	Ex. Sun.	Daily	Daily	Daily	Daily		 .	-			Daily	Daily	Daily .			E	x. Sun.		
	9.30	6.55	3.45	3.10	3.09				Time Over Subdivision		3.50	3.25	3.20				8.30		
	11.1	15.3	28.2	33.5	33.6				Average Speed Per Hour		27.6	31.0	31.8		}		12.4		

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

AUTOMATIC BLOCK BETWEEN DICKINSON AND GLENDIVE SEE SPECIAL RULES PAGE 6.

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 Stapies and points east.

No. 1 will stop on flag at Wibaux to let off passengers from points east of Mandan and to pick up passengers for points west of Miles City where this train stops.

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

FILLIDS 05 5		I				1 8	1	1	(MAIN LINE)	1 1		i i							
THIRD CLA		SECOND CLASS	FIRST	CLASS	1	Scales, and Wye			Time Table No. 43				FIRST	CLASS	s	ECOND C	CLASS	THIRD	CLASS
	801	603	187	3	1	Fuel, Sca	ımper	from	June 2, 1918 Succeeding No. 42A	from	city of	2	4	188				802	
	Way Freight	Freight	Passenge	Passenge	Passenge	Tabl	on Nu	Distance f	STATIONS	ance for	Capac	Passenger	Passenger	Passenger			_	Way Freight	
	Ex. Sun.	Daily	Daily	Daily	Daily	Tur	Station	Gleb	Telegraph Offices and Calls	Dists	Car (Sidin	Daily	Daily	Daily				Ex. Sun.	
	L 6.50AH	L 2.00M	L 6.45	L 5.45P	L 5.57	WCC	731	0.0	GI GLENDIVE DN	123.7	Yard	A10.40AM s	As 2.10A	Ā 4.05₽₩ 802	1			A 3.50PM	
	7-00	2.14	f 6.51	5.51	6.02		734	3.3	THURSTONP	120.4	66	10.32	2.02	f 3.54	1		_	3.35	-
	f 7.11	2.25	f 6.57	5.57	6.08		738	7.0	CG COLGATE DN	116.7	75	10.27	1.57	f 3.47	 			f 3.20	
	f 7.26	3.00 802	f 7.10	6.08	6.19		745	14.7		109.0	75	10.15	1.45	f 3.32	 		-	f 3.00	
•	f 7.40	3.23 188	1 7.18	6.14	6.26		749	19.5	MADN 3.7	104.2	66	10.09	1.39	f 3.23	 			f 2.47	-
	f 7.50	3.43	f 7.24	6.19	6.32	W	752	23.2	CONLIN P	100.5	73	10.04		f 3.16	1		-	1 2.37	
	s 8.05	4.03	s 7.35	f 6.28	6.40	1			FN FALLONDN	94.1		9.54	f 1.24	s 3.04	1	-	_	5 2.20	
	8.30	4.18	1 7.44	6.37	6.47	1	765	34.6	CATOP			9.46	1.15	f 2.54	 	-	_	2.06	
	s 8.50	4.30	s 7.53	8 6.46	f 6.55	W	770	39.0	TYTERRYDN C. M. & St. P. Ry. Connection 4.5	84.7	3 72	f 9.38	5 1.08	s 2.44	 -		_	s 1.54	ļ
	9.31	4.49	f 8.02	6.54	7.01	<u> </u>			4.5 KAMMP			9.31 801	1.01	f 2.35	 		_	1.24	
	f 9.55	5.10	f 8.13	7.03	7.09	 			BLATCHFORDP	1 1			12.53	f 2.23		-		1 1.02	ļ
	f10.25	5.25	s 8.18	7.11	7.16	wc	785	52.8	ROZERODN	70.9 H	88		12.48	s 2.17	 		_	112.52	 -
	f10.45	5.50	f 8.32	7.24	7.25		790	59.5	SHIRLEYP	64.2	V 93 78		12.38	1 2.04	 	_	_	f12.20	ļ
	11.00	6.08	f 8.39	7.30	7.31		794	63.8	OWENSP	59.9	59		12.32	1 1.56	 _		_	12.06	<u> </u>
	f11.15	6.28	1 8.53	7.39	7.39		·	-1	TUTUSLERDN 4.7	: I			12.23	f 1.44			_	(11.46AM	
	11.30	6.45	f 9.05	7.46	7.45				4.7 P			187	12.17		 				<u> </u>
	51 1.45 AM 1.30 PM	7.00	s 9.15	s 7.55	s 7.55	w		I	MCMILES CITYDN C. M. & St. P. Ry. Connection 2.6		- 1	i.	12.034			-	-	11.30 801 \$11.15 8.30 2-187	
	f 1.38	7.10	f 9.20	8.00	8.00				FORT KEOGHp				11.58PM		ļ		_	2-187 f 8.16	
	f 1.49	7.30	f 9.25	8.05	8.05 802				ULMERP				11.53			-	-		
	f 2.10	7.55	f 9.38	8.16	8.15	w			6.0 HN HORTONDN		ı			1.03	<u> </u>		-	f 8.05 f 7.45	
	f 2.25	8.25	f 9.48	8.25	8.22			.i	CLERMONTP		- 1	8.04	- 1	1	 		-	f 7.32	
	s 2.40	8.55	s 9.57	8.33	8.28			I	4.0 HAHATHAWAYDN	- 1		7.58		<u> </u>	<u> </u>			s 7.20	
	f 3.01	9.15	f10.11	8.45	8.38	w			6.5 		- 1		11.14		<u></u>	-	.	f 7.05	 -
	s 3.50	9.35	\$10.24	f 8.57	8.47				6.1 RBDN 5.5	1			11.02		<u> </u>		-		
	4.25	9.55	f10.35	9.08	8.57				5.5 DEWEYP				10.50	i	ļ			\$ 6.50	·
	4.40	10.10	10.41	9.13	9.02				3.3 P 3.6	i	- 1			12.08 12.03PM			-	6.35	
	A 5.00PM	A10.30M	A10.50			WCOT			3.6 FYFORSYTHDN					i			<u> </u>	6.25	
	En 8		ST					-				7.13# L	603				-	L 6.15M	
	9.00	Daily 8.30	Daily 4.05	Daily 3.35	Daily 3.11				Time Over Subdivision			Daily	Daily	Daily				Ex. Sun.	

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 caboose.

Nos. 187 and 188 will stop on flag at Gas City, Cedar 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 westward siding.

Second siding south of main track at Miles City will be known as the eastward siding.

Eastward trains taking siding will head in at first switch just west of passenger station.

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

WESTWAR	D								I	FOU	RTH SUB-DIVISIO	N.								··	E	ASTWARD.
THIRD CLASS	SECOND CL	.ASS		FIRST	CLASS			Wyes			Time Table No. 43	Ī		1		FIRST	CLASS		. 1	SEC	OND CLASS	THIRD CLAS
803	603	647 C.B.&Q109	43 C.B.&Q 43	41 C.B.&Q 4	187	3	1	Soal	Numbers	from	June 2, 1918 Succeeding No. 42A	from	ty of	2	4	188	42 C.B.&Q. 4	44 2 C.B.&Q. 44		648 C.B.&Q. 46	650 C.B.&Q. 48	804
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	r, Fuel, Tables	on N	the fr	STATIONS		Capacity	Passenger	Passenger	Passenger	Passenger	Passenger		Freight	Freight	Way Freight
Ex. Sun.	Daity	Daily	Daily	Daily	Daily	Daily	Daily	Wate Turn	Station	Distance Forsyth	Telegraph Offices and Calls	Distance Billings	Sidin	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Ex. Sun.
L 6.30AM	L11.50M				L11.05AM	L 9.25M	L 9.13A	WCOT	854	0.0	FYFORSYTHDI	101.6	Yard	Ās 7.08M	A10.33P4	A11.42						A 4.40PM
7.01	12.05AM			-	f11.12	9.30	9.18	ļ	858	3.6	REA	98.0	62	7.01 803	10.26	f11.35						4.20
f 7.20	12.30				f 11.25	9.37	9.25		863	8.9	HWHOWARDDN	92.7	75	6.53	10.18	f1 1.25						f 3.50
f 7.40	12.55				f11.36	9.45	9.33		869	14.8	FINCH	86.8	62	6.44	_ 	11110		-				f 3.20
s 8.07	1.20			-	s11.47	9.55	9.41	w	875	20.7	SMBANDERSDN	80.9	E 90 W 88	6.35	9.55	s10.58						s 3.00
s 8.40	1.45				\$12.01P4	f10.05	9.50			J	HYDN	-		6.25	f 9.43	\$10.44						s 2.30
s 9.10	2.05				s12.11	10.13	9.57		886	32.9	MYMYERS	68.7	68	6.17	9.34	\$10.33						s 2.10
9.30	2.25				f12.18	10.20	10.02		891	37.1	RANCHERF	64.5	100	6.11	9.26	f10.25						1.40
s10.10	2.52				s12.30	10.31	10.10 183-803		897	43.0	BHBIG HORNDN	58.6	77	6.02	9.14	s10.10 1-803		-				s 1.03
s10.354M 12.50PM 187-804	3.15				s12.41 803-804	s10,43	10.20	wc			CUCUSTERDN	-		5.50	s 9.01	s 9.55						s 1 2.4 1 PM 1 1.25 AM 187-803
f 1.15	3.45				f12.57	10.58	10.32	w	911	56.9	WCWACO DN	44.7	79	5.36	8.48	f 9.35						110.32
f 1.35	4.15				f 1.09	11.13	10.44		919	65.2	BULL MOUNTAIN,F	36.4	62	5.25	8.35	f 9.21		-				f10.01
s 1.54	4.40				s 1.19	11.22	10.51	w	925	70.4	PIPOMPEY'S PILLARDN	31.2	75	5.18	f 8.26	s 9.09						s 9.30
f 2.20	5.12				s 1.30	11.31	10.58		930	75.5	NEWTONP	26,1	76	5°12	8.16	s 8.57		-				f 8.57
s 2.40	5.35				s 1.40	11.40	11.06		935	80.7	WNWORDENDN	20.9	57	5.06	f 8.07	s 8.46		-				s 8.20
f 3.00	5.55				s 1.50	11.49	11.13				osbornp			5.00	7.58	\$ 8.36						f 8.00
s 3.30	6.15	l 3.25#	L 7.15AM	. 8.12 ^{PM}	s 2.00	11.56%	11.19	W	943	89.3	HUHUNTLEYDN C. B. & Q. Ry. Connection	12.3	E 93 W 90	4.55	s 7.50	s 8.28	As 7.254	As 6.40PM	Ā	9.50₩	1.50PM	s 7.45
f					f 2.12						5.7 LOCKWOODP	.				f 8.15						f
A 5.00PM	A 7.20AM	A 5.00AM	As 7.454H	As 8.40PM	A 2.30PM	A12.20	A11.43AM	WCOT		i	BGBILLINGSDN	. [-		L 4.30#	L 7.22PM	L 8.00₩	L 7.00M	L 6.10PN		9.00PM	. 1.00PM	L 6.40M
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				,			Daily	Daily	Daily	Daily	Daity		Daily	Daily	Ex. Sun.
8.15 12.3	7.30 13.5	1.35 7.7	.30 24.6	.28	3.25	2.55 34.8	2.30,				Time Over Subdivision			2.38 38.4	3.11	3.42	.25	.30		.50 14.7	. 50	8. 44 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, 11/2 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.

									(A.Chambal Laghann			5												
WESTWAR	RD.			FIF	TH SUB-DIVISION. (SIDNEY BRANCH)				EAS	STWARD		WEST	WARD					TH SUB-DIVISION				EA	STWA	1RD
Si	ECOND CLASS	Wyes			Time Table No. 43			SECON	CLASS	;			SECON	D CLASS	W.yes			Time Table No. 43			SECOND C	LASS		
	201	el, Scal	Numbers	a o	June 2, 1918 Succeeding No. 42A	from	ity of	202				İ		199	el, Scales es and Wye	Numbers	from	June 2, 1918 Succeeding No. 42A	from	ty of	200			
	Mixed	er, Fuel, Tables	OB Nu	Distance from Sidney	STATIONS	Distance fi Glendive	Capacity	Mixed						Mixed	er, Fuel, Tables	on N	Distance fi Beach	STATIONS	nce	Car Capacity of Sidings	Mixed			
CONTENT	Ex. Sun.	Wate Turn	Station	Diste	Telegraph Offices and Calls	Dist	Sidin	Ex. Sun.						Ex. Sun,	Water Turn	Station	Dist	Telegraph Offices and Calls	Dista Offie	Car (Sidin	Ex. Sun.			
	L12.45	WCY	Y L 5	0.0	G. N. Ry. Connection	55,2	70	A10.45						L 1.00PM			0.0	13 3	26.1	Yard	A 8.45AM			
	s 1.00			4.3	MEWLON P	50.9	No	s10.25	-					s 1.50	w	YS 13	13.3		12.8	30	s 7.55			
			N. F. 4	10.0	6.3 		l	1		_				5 2.25		YS 21	20.6	CAR LYLE 5.5	5.5		s 7.20			•
	s 1.15			.	9.6			s10.00		-				A 2.45PM	CY	YS 26	26.1	OLLIE	0.0	Yard	L 7.00AM			
	s 1.55			l	6.3 BURNSP		[\$ 9.25	ļ	 				Ex. Sun.							Ex. Sun.		-	
	s 2.25		ļ		8.6			s 8.45						1.45				Time Over Subdivision			1.45			
	s 3.00							s 8.15				FAST	VARD TRAIN		HPFD	IOD T	o TR	Average Speed Per Hour AINS OF THE SAME CL	ACC	3 4 T L L L L L L L L L L L L L L L L L L	I4 8	E DIDE	OT!ON	
	s 3.30	 	<u> </u>		STIPEKP			s 7.35										AND INSTRUCTIONS SE				e dire	CHION	
	Å 4.15 ^M	TY	731	55.2	G1DN	0.0	Yard	L 7.00M	-			East and we	st switches Be	ach wye w	vill be s	et and	locked	for new track connection wit	th new	passin	g track extens	ion.		
	Ex. Sun							Ex. Sun.				Switch at ta for passing t	ii end of wye w	ill be set ar	nd lock	ed for v	vest leg	g of wye and crossover from n	nain tr	ack to	passing track	will be so	t and loo	cked
	3.30	-	ļ		Time Over Subdivision Average Speed Per Hour			3.45 14.7		- -														
EASTWARD	TRAINS ARE S				RAINS OF THE SAME CL.			НЕ ОРРО		IRECTION		·										•		
for East Leg. Junction Switch at I Trains will stop on f Westward trains will	Newlon must be s lag at Riverview l call Dispatcher's will stop on flag	et and Spur to Office ag to 1	locked receive from V	for F e and Wye-G and	or Third Sub-Division. East a lifth Sub-Division. discharge passengers and freig lendive before occupying Thir discharge passengers at pla	ght. d Sul	b-Divi	sion main l	ine.										-					
DISPATCHER	ELEGRAPH OF AR OFFICE			- - - - - -	ELEPHONE CALLS	STA STA STA	ATIOI ATIOI ATIOI	N N	-G1 — 	0 — 0 0 0 — 0 0	-													

COMMERCIAL SPURS.

FIRST SUB-DIVISION.

DISTANCE FROM MANDAN.

Missouri Slope Brick and Tile Co...... 107.0 Miles

FOURTH SUB-DIVISION.

DISTANCE FROM FORSYTH.

Niler24.5	Mi	iles
Lawson	7 M	iles
Garnsey	7 Mi	iles
Brick Yard Spur99	6 Mi	iles

FIFTH SUB-DIVISION.

DISTANCE FROM GLENDIVE.

Riverview52.1 Miles

SIXTH SUB-DIVISION.

DISTANCE FROM BEACH

AUTHORIZED SURGEONS.

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) DR. H. O. ALTNOW, Mandan (S)
Tool Car, Mandan (S)
DR. WALTER C. AYLEN, Mandan.
DR. S. H. LARRABEE, Eye, Ear, Nose
and Throat, Mandan.
DR. A. C. GAEBE, New Salem.
DR. O. T. BENSON, Glenullen (S).
DR. A. F. E. SCHIERBAUM, Hebron
DR. G. D. CROSSETTE, Richardton
DR. H. F. KAMMANN, Taylor
DR. G. A. PERKINS, Dickinson (S)
DR. J. W. BOWEN, Dickinson (S)
Baggagg Room, Dickinson (S) Baggage Room, Dickinson (S) Freight House, Dickinson (S) Tool Car, Dickinson (S)

> DR. P. K. DAHL, Belfield.
> DR. H. B. MUSEUS, Beach.
> DR. J. R. McDOWELL, Wibaux.
> DR. A B. SHAW, Terry.
> DR. BERT. E. HEMPSTEAD,
> Ear and Eye Specialist, Miles City
> DR. W. A. SEYMOUR, Rosebud
> DR. W. W. ANDRUS, Miles City (S).
> DR. JOHN C. HAGEN, Hysham
> DR. A. C. WILSON, Forsyth (S).
> DR. GAYLORD McCOY, Custer
> DR. G. D. KETTLEKAMP, Worden
> DR. F. O. KETTLEKAMP, Huntley
> DR. E. G. BALSAM, Billings (S).
> DR. D. W. MORRISON, Eye, Ear, Nose
> and Throat, Billings. and Throat, Billings.
> DR. R. A. MORRILL. Sidney.
> DR. E. W. TEMPLETON, Oilic.

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 RATING—FREIGHT ENGINES.

			ENG	INES.		
EASTWARD	Max. Grade	Class W	Class W 3	Class T&S	Class F	Class D 5
Billings to Forsyth	0.5	4000		2900		ļ <u>.</u>
Forsyth to Glendive	0.7	4000		2800		
Glendive to Dickinson	1.2	1400	1775	1000		
Dickinson to Mandan	1.0	1775	2200	1275		
Glendive to Sidney	0.3					1500
Ollie to Beach	2.0			850	850	550
			ENG	NES.		
WESTWARD	Max. Grade	Class W	Class W 3	Class T&S	Class F	Class D 5

			ENG	NES.		
WESTWARD	Max. Grade	Class W	Class W 3	Class T&S	Class F	Class D 5
Mandan to Dickinson	1.0	1400	1775	. 1000	ļ	
Dickinson to Glendive	1.2	1400	1775	1000		
Glendive to Forsyth	0.7	3000		1600		
Forsyth to Billings	0.5	3000		1600		
Sidney to Glandive	0.3					1500
Beach to Ollie	2.1			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 2247 near west stock yard switch 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" i there is no other train in block on eastward track. Signal 2246 governs movement of freight trains and Signal 2248 movement of passenger trains using main line eastward out of Billings Yard.

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.

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-class and inferior trains approaching Huntley on the time of a first class train will head in on the Eastward siding. Westward second-class and inferior 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 postion 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 Every precaution must be taken in moving trains on double track to prevent account from swinging doors on cars, lumber protruding from cars, or any other obstruction attached to cars or locomotives.

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. First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

RULE 14. Except as modified above, the Transportation Rules govern.

SPECIAL RULES-AUTOMATIC BLOCK TERRITORY.

The following amendments have been made to Automatic Signal Rule 504. Book of Transportation Rules and will apply only between Mandan and Glendive:

"504-C—When a train is stopped by block signal having the square end arm painted red with round disc below the arm, called the home signal, it may proceed when signal goes to caution or clear position, or if not immediately cleared it may proceed under caution after obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag to the next signal which indicates clear or caution.

When a train is stopped by an intermediate block signal, it may proceed when the signal goes to caution or clear position, or if not immediately changed, it may proceed at once under caution, except when a train is proceeding under flag from the last home signal as provided for above."

In reporting automatic signals out of order, Form 1451 instead of message blank should be used. Supply blank forms will be carried in Trainmasters' offices. Glendive and Dickinson.

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, Allard, 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.

Trains using passing tracks at Sunny will keep a sharp lookout expecting to find cars a these tracks.

Eastward trains will not follow one another closer than ten minutes Forsyth to Ulmer.

Westward trains will not follow one another closer than ten minutes Ulmen

Westward trains will not follow one another closer than ten minutes Ulmer to Forsyth.

The attention of enginemen and firemen is called to the possibility of magnetizing and stopping their watches on account of getting too close to head light dynamo. Be very carefu' about this and if necessary to do any work on dynamo see that watch is kept away from dynamo when work is being done.

STANDARD CLOCKS.

Mandan, Dickinson, Glendive, Forsyth, Billings.

WATCH INSPECTORS.

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

BULLETIN STATIONS.

Mandan Dickinson Sidney Beach
Glendive Forsyth Billings

REGISTERING STATIONS,

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

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.

Between Glendive and Huntley, enginement 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 enginemen 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 engines will not exceed thirty (30) miles per hour.

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.

Trains receiving orders will reduce speed to fifteen (15) miles per hour passing train order signal.

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

Double header Class W or W3 engines will not exceed eight miles per hour over bridge No. 1, Heart River, just west of Mandan.

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 and through cross-overs 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, Gladstone and Lehigh, Fryburg and Scoria, and between Wibaux and Hodges. Passenger trains will not exceed 35 miles per hour over "Tea Cu." Bridge 380, one and one-half miles east of Glendive.

Passenger trains will not exceed schedule time and freight trains will not exceed twenty-five (25) miles per hour at any point between Glendive and Hoyt,

Freight trains will not exceed thirty-five (35) miles per hour at any point between Hoyt and Billings.

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

Switch engines moving between terminals over the main track will not exceed twelve niles per hour.

Trains handling the steam wrecker will not exceed thirty miles per hour, without special instructions to do so and will equal that speed only under favorable conditions.

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	Glenullen	Dickinson	Beach
	Glendive	Terry	Miles City	Wibaux
	Custer	Billings	Sidney	Forsyth
ł		Zero	-	-
ı		ī	AP SIDINGS	
	Sunny	Beaver Hill	Hebron	Sanders
	Fryburg	New Salem	Terry	Taylor
į	Lyons	Fallon	Richardton	•
ĺ	Trains taking	siding will head in a	t lap.	

DERAIL SWITCHES

Lyons. East End East ward Siding Judson. East End East Elevator Track "Both Ends House Track Sedalia. East End Spur New Salem. East End Rastward 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 Glenulen. West End House Track "West End House Track "West End Storage Track "West End Storage Track Hebron. East End House Track Antelope. East End House Track Antelope. East End House Track "East End House Track "East End Siding Richardton. East End House Track "East End House Track "East End Siding Richardton. East End House Track "East End Westward Siding "East End Westward Siding "East End Westward Siding "East End House Track Taylor. East End House Track Boyle. East End House Track Boyle. East End House Track "East End House Track West End House Track West End House Track "East End House Track Boyle. East End House Track "West End Stock Yard 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 House Track "East End Farmers Elevator Spur Eland East End Stock Yard Track South Heart West End Elevator Spur Track Zenith 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 Elevator Spur "East End Elevator Spur "West End Siding Beah High Line Coal Dock	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 Track Fallon East End Stock Yard Track "East End Back Track East End Back Track East End Back Track East End Back Track East 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 West End House Track East End Back Track East End Back Track East End Back Track East End House Track West End House Track West End Back Track East End Coal Dock Spur East End Coal Dock Spur West End Spur East End Coal Dock Spur
NOTE—Length of Load 40 feet. Max. width of Load independent of Clearances 11'-6". Heights and Widths in Table allow 9 inches Clearance.	MAXIMUM CLEARANCES	

								LII	MIT OF I	.OAD-M	EASURE	MENT									
								Ε	EIGHŢ	BOVE TO	OP OF R	AIL									GOVERNING STRUCTURE
		1'-0'' Wide	2'-0'' Wide	3'-0" Wide	4'-0" Wide	5'-0'' Wide	6'-0'' Wide	7'-0'' Wide	7'-6" Wide	8'-0'' Wide	8'-6" Wide	9'-0'' Wide	9'-6" Wide	10'-0'' Wide	10'-2'' Wide	10'-6" Wide	11'-0'' Wide	11'-6" Wide	Max. Height	Max. Width	
1st Subdivision	M. L., 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"	11'-6"	1
2nd Subdivision	M. L., 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"	11'-6"	
3rd Subdivision	M.L., 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"	11'-6"	
4th Subdivision	M. L., Forsyth to Billings	17'-9"	17'-8"	17'-7"	17'-6"	17'-4"	17'-2"	16'-11"	16'-9"	16'-7"	16'-5"	16'-3"	16'-0"	15'-9"	15'-8"	15'-6"	15'-2"	14'-11"	17'-9"	11'-6"	Big Horn Tunnel
5th Subdivition	Glendive to Sidney	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"	· · · · · · · · · · · · · · · · · · ·
6th Subdivision	Beach to Ollie	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"	

T. M. FLYNN,

JOHN WYNN,

T. J. REGAN,

JOHN NELIS,

Trainmaster.

Trainmaster.

Trainmaster.

Chief Dispatcher.

