

NORTHERN PACIFIC RAILWAY COMPANY.

YELLOWSTONE DIVISION

TIME 43 TABLE

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

SUNDAY, JUNE 2, 1918

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.

A. M. BURT,
Acting General Manager.

A. V. BROWN,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

G. H. JACOBUS,
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. 43 June 2, 1918 Succeeding No. 42A			Distance from Dickinson	Car Capacity of Siding	FIRST CLASS			SECOND CLASS		THIRD CLASS				
	797			603		7	3	1				STATIONS					2	4	8			798				
	Way Freight			Freight		Passenger	Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger	Passenger			Way Freight				
	Ex. Sun.			Daily		Daily	Daily	Daily									Daily	Daily	Daily			Ex. Sun.				
	L 7.45AM			L 7.50PM		L 2.30PM	L 11.10AM	L 11.25PM	WCOT	515	0.0	A.....MANDAN.....DN	109.6	Yard	As 5.50PM	As 8.40AM	As 1.07PM			A 5.30PM						
	f 8.00			8.05		f 2.36	11.16	11.31	W	518	3.0	.....SUNNY.....P	108.6	E 85 W 80	5.44	8.34	f 12.59			f 5.10					
	f 8.26			8.30		f 2.46	11.25	11.41		524	8.3	.....LYONS.....P	101.3	E 53 W 63	5.34	8.26 797	f 12.48			f 4.55					
	s 8.56			9.02		s 2.57	11.35	11.51PM	W	531	15.4	SB.....SWEET BRIAR.....DN	94.2	70	5.20	8.12	s 12.33			s 4.30						
	s 9.16			9.27		s 3.09	11.45	12.02AM		537	21.5	JU.....JUDSON.....D	88.1	70	5.08	8.02	s 12.23			s 4.00						
	f 9.31			9.40		3.16	11.51	12.08		539	24.5	.....SEDALIA.....P	85.1	70	5.03	7.57	12.18			f 3.40					
	s 10.20			10.00		s 3.24 798	11.58AM	f 12.16		543	27.9	NS.....NEW SALEM.....DN	81.7	E 73 W 78	f 4.58	f 7.52	s 12.12			s 3.24 7						
	10.35			10.15		3.34	12.04PM	12.22		547	31.7	.....BLUE GRASS.....P	77.9	82	4.50	7.45	12.04PM			2.25					
	s 10.49			10.30		s 3.41	12.10	12.28	W	550	35.3	SI.....SIMS.....DN	74.3	61	4.45	7.40	s 11.49AM			s 2.10						
	s 11.04			10.55		s 3.53	12.19	12.37		556	40.3	AN.....ALMONT.....D	69.3	73	4.37	7.32	s 11.40			s 1.51						
	f 11.31			11.35		f 4.05	12.28	12.45		561	45.9	CW.....CURLEW.....DN	63.7	72	4.29	7.24	f 11.31 797			f 1.36						
	f 11.49AM			11.59PM		4.20	12.38	12.54	Y	568	52.8	.....KURTZ.....P	58.8	77	4.20	7.15	11.23			f 1.16					
	s 12.09PM 1.10 3-798			12.33AM		s 4.28	12.46 797-798	f 1.03	WC	573	57.6	GN.....GLENULLEN.....DN	52.0	E 75 W 63	f 4.10	7.08	s 11.15			s 12.56 12.10PM 3-797						
	f 1.30			12.52		4.40	12.55	1.12		578	63.1	.....EAGLE NEST.....P	46.5	75	4.02	7.01	11.05			f 11.45AM					
	s 1.55			1.07		s 4.52	1.06	f 1.23	W	585	70.2	H.....HEBRON.....DN	39.4	E 84 W 63	f 3.53	6.51	s 10.53 798			s 10.53 8						
	2.15			1.29		4.58	1.11	1.29 603		587	73.8	.....KNIFE RIVER.....P	35.8	65	3.46	6.46	10.48			10.20					
	f 2.45			1.52		f 5.08	1.22	1.40		594	79.4	.....ANTELOPE.....P	30.2	80	3.38	6.38	f 10.37			f 10.00					
	s 3.30			2.11		s 5.17	1.31	f 1.50	W	600	85.1	RH.....RICHARDTON.....DN	24.5	E 82 W 76	f 3.30 797	6.30	s 10.27			s 9.25						
	s 3.50			2.26		s 5.28	1.40	2.00		606	90.6	TR.....TAYLOR.....D	19.0	E 71 W 75	3.22	6.22	s 10.16			s 8.50						
	f 4.10			2.40		5.36	1.48	2.07		610	95.6	.....BOYLE.....P	14.0	68	3.14	6.14	10.06			8.20					
	s 4.27			2.49		s 5.41	1.53	2.12	W	613	98.3	GA.....GLADSTONE.....DN	11.3	68	3.09	6.09	s 10.01			s 7.50						
	f 4.45			3.09		s 5.53	2.05	2.23		620	105.0	HI.....LEHIGH.....D	4.6	69	2.58	5.58	s 9.50			f 7.25						
	A 5.15PM			A 3.30AM		As 6.05PM	As 2.15PM	As 2.33AM	WCOT	625	109.6	DX.....DICKINSON.....DN	0.0	Yard	L 2.50PM	L 5.50AM	L 9.40AM			L 7.00AM						
	Ex. Sun.			Daily		Daily	Daily	Daily				Time Over Subdivision					Daily	Daily	Daily			Ex. Sun.				
	8.29			7.40		3.35	3.05	3.08				Average Speed Per Hour					3.00	2.50	3.27			10.11				
	12.9			14.2		30.5	35.5	34.9									36.5	38.6	31.7			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.
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

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD.

THIRD CLASS				SECOND CLASS				FIRST CLASS				Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Dickinson	Time Table No. 43 June 2, 1918 Succeeding No. 42A				Distance from Glendive	Car Capacity of Siding	FIRST CLASS				SECOND CLASS				THIRD CLASS			
799				603				7 3 1							STATIONS						2 4 8				800							
Way Freight				Freight				Passenger Passenger Passenger							Telegraph Offices and Calls						Passenger Passenger Passenger				Way Freight							
Ex. Sun.				Daily				Daily Daily Daily													Daily Daily Daily				Ex. Sun.							
L 6.00 ^{AM} ₄				L 4.20 ^{AM}				L 6.25 ^{PM} L 2.25 ^{PM} L 2.38 ^{AM}				WCOT	625	0.0	DX.....DICKINSON.....DN	4.1	108.1	Yard	As 2.40 ^{PM}	As 5.45 ^{AM} ₇₉₉	As 9.30 ^{AM}					A 4.00 ^{PM}						
f 6.20				4.35				6.33 2.32 2.45					629	4.1	.....ELAND.....P	5.8	102.0	65	2.32 ₃	5.37	9.22					f 3.35					
s 6.45				4.55				s 6.43 2.40 2.53					635	9.9	RD.....SOUTH HEART.....DN	5.2	96.2	75	2.16	5.25	s 9.12					s 3.20						
f 7.20				5.14 ₄				f 6.53 2.48 ₈₀₀ 3.01					640	15.1	Z.....ZENITH.....D	5.2	91.0	75	2.03	5.14 ₆₀₃	f 9.02					f 2.48 ₃						
s 8.00				5.45				s 7.04 2.56 f 3.09				W	645	20.3	BD.....BELFIELD.....DN	5.7	85.8	82	f 1.51 ₈₀₀	5.03	s 8.52					s 2.15 _{1.45} ₂						
f 8.42 ₈				6.20				s 7.19 3.06 3.21				Y	651	26.0	FG.....FRYBURG.....DN	5.4	80.1	E 75 W 65	1.37	4.51	s 8.42 ₇₉₉					f 1.25						
f 9.15				6.35				f 7.30 3.15 3.30					656	31.4	SG.....SULLY SPRINGS.....DN	3.5	74.7	65	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	4.7	71.2	68	1.15	4.33	8.24					12.35 ^{PM}					
s 10.00				7.00				s 7.49 s 3.30 s 3.44				W	664	39.6	ME.....MEDORA.....DN	0.8	66.6	53	s 1.00	f 4.22	s 8.13					s 11.59 ^{AM}						
10.05				7.02									665	40.4	.....LITTLE MISSOURI.....	4.8	65.7	65								f 11.57					
10.30				7.23				f 8.04 3.42 3.55					670	45.2	.....RIDER.....P	6.0	60.9	64	12.50	4.15	f 8.04					f 11.30					
f 11.00 ₈₀₀				7.54 ₈				f 8.14 3.52 4.05 ₄				W	675	51.2	DE.....DEMORES.....DN	5.0	54.9	66	12.41	4.05 ₁	f 7.54 ₆₀₃					f 11.00 ₇₉₉						
s 11.43				8.15				s 8.24 s 4.02 4.15					681	56.2	SU.....SENTINEL BUTTE.....DN	3.9	49.9	67	f 12.32	3.52	s 7.44					s 10.45						
f 11.56 ^{AM}				8.30				f 8.32 4.11 4.24					686	60.1	.....CHAMA.....P	4.5	46.0	71	12.25	3.45	f 7.37					f 10.30					
s 12.10 ^{PM} _{1.30} ₂				8.45				s 8.42 s 4.18 s 4.34				W C Y	689	64.6	B.....BEACH.....DN	5.7	41.5	E 80 W 82	s 12.15 ₇₉₉	s 3.36	s 7.30					s 10.15						
s 2.18				9.05				s 8.54 4.28 4.44					695	70.3	YA.....YATES.....D	4.9	35.8	61	12.05 ^{PM}	3.24	s 7.19					s 9.35						
s 2.40				9.20 ₈₀₀				s 9.04 s 4.37 4.53				W	700	75.2	WB.....WIBAUX.....DN	3.8	30.9	105	f 11.52 ^{AM}	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 HILL.....P	3.9	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	707	82.9	.....HECKMAN.....P	3.0	23.2	70	11.34	3.02	6.53					f 8.40					
f 3.30				10.06				f 9.27 5.02 5.15					710	85.9	HD.....HODGES.....DN	5.0	20.2	68	11.28	2.57	f 6.48					f 8.25						
f 3.45				10.18				f 9.37 5.09 5.22					715	90.9	.....IONA.....P	4.8	15.2	68	11.18	2.48	f 6.39					f 8.10					
f 4.00				10.31				f 9.46 5.16 5.29				W	720	95.7	AR.....ALLARD.....DN	5.2	10.4	68	11.10	2.40	f 6.30					f 8.00						
f 4.15				11.00 ₂				9.57 5.24 5.36					725	100.9	.....CURRY.....P	5.2	5.2	68	11.00 ₆₀₃	2.30	6.20					f 7.45					
A 4.45 ^{PM}				A 11.15 ^{AM}				A 10.10 ^{PM} As 5.35 ^{PM} As 5.47 ^{AM} ₈				W C O T Y	731	106.1	GI.....GLENDDIVE.....DN		0.0	Yard	L 10.50 ^{AM}	L 2.20 ^{AM}	L 6.10 ^{AM} ₁					L 7.30 ^{AM}						
Ex. Sun.				Daily				Daily Daily Daily											Daily	Daily	Daily					Ex. 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 GLENDDIVE SEE SPECIAL RULES PAGE 6.

Trains 799 and 800 may carry passengers, adult male passengers only will be carried in cabooses.
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.
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.

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.

WESTWARD					FOURTH SUB-DIVISION. (MAIN LINE)															EASTWARD.							
THIRD CLASS		SECOND CLASS		FIRST CLASS					Water, Fuel, Sealer, Turn Tables and Wyes	Station Numbers	Distance from Forsyth	Time Table No. 43 June 2, 1918 Succeeding No. 42A					Distance from Billings	Car Capacity of Siding	FIRST CLASS					SECOND CLASS		THIRD CLASS	
803	603	647	43	41	187	3	1	2				4	188	42	44	648			650	804							
Way Freight	Freight	Freight	C.B.&Q. 43	C.B.&Q. 41	C.B.&Q. 108	C.B.&Q. 42	C.B.&Q. 44	C.B.&Q. 46				C.B.&Q. 48	C.B.&Q. 42	C.B.&Q. 44	C.B.&Q. 46	C.B.&Q. 48			Way Freight								
Ex. Sun.	Daily	Daily	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Ex. Sun.							
L 6.30AM	L 11.50PM				L 11.05AM	L 9.25PM	L 9.13AM	WCOT	854	0.0	FY.....FORSYTH.....DN	101.6	Yard	As 7.08AM	As 10.33PM	As 11.42AM									As 4.40PM		
7.01 2	12.05AM				f 11.12	9.30	9.18		858	3.6	.....REA.....P	98.0	62	7.01 803	10.26	f 11.35									4.20	
f 7.20	12.30				f 11.25 188	9.37	9.25		863	8.9	HW.....HOWARD.....DN	92.7	75	6.53	10.18	f 11.25 187									f 3.50		
f 7.40	12.55				f 11.36	9.45	9.33		869	14.8	.....FINCH.....P	86.8	62	6.44	10.09	f 11.10									f 3.20	
s 8.07	1.20				s 11.47AM	9.55 4	9.41	W	875	20.7	SM.....SANDERS.....DN	80.9	E 90 W 88	6.35	9.55 3	s 10.58									s 3.00		
s 8.40	1.45				s 12.01PM	10.05	9.50		881	27.5	HY.....HYSHAM.....DN	74.1	62	6.25	f 9.43	s 10.44									s 2.30		
s 9.10	2.05				s 12.11	10.13	9.57		886	32.9	MY.....MYERS.....D	68.7	68	6.17	9.34	s 10.33									s 2.10		
9.30	2.25				f 12.18	10.20	10.02		891	37.1	.....RANCHER.....P	64.5	100	6.11	9.26	f 10.25									1.40	
s 10.10 1-188	2.52				s 12.30	10.31	10.10 183-803		897	43.0	BH.....BIG HORN.....DN	58.6	77	6.02	9.14	s 10.10 1-803									s 1.03		
s 10.35AM 12.50PM 187-804	3.15				s 12.41 803-804	s 10.43	10.20	W C	903	48.6	CU.....CUSTER.....DN	53.0	E 92 W 83	5.50	s 9.01	s 9.55									s 12.41PM 11.25AM 187-803		
f 1.15	3.45				f 12.57	10.58	10.32 804	W	911	56.9	WC.....WACO.....DN	44.7	79	5.36	8.48	f 9.35									f 10.32 1		
f 1.35	4.15				f 1.09	11.13	10.44		919	65.2	.....BULL MOUNTAIN....P	36.4	62	5.25	8.35	f 9.21									f 10.01	
s 1.54	4.40				s 1.19	11.22	10.51	W	925	70.4	PL.....POMPEY'S PILLAR...DN	31.2	75	5.18	f 8.26	s 9.09									s 9.30		
f 2.20	5.12 2				s 1.30	11.31	10.58		930	75.5	.....NEWTON.....P	26.1	76	5.12 603	8.16	s 8.57 804									f 8.57 188	
s 2.40	5.35				s 1.40	11.40	11.06		935	80.7	WN.....WORDEN.....DN	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		939	85.5	.....OSBORN.....P	16.1	84	5.00	7.58	s 8.36									f 8.00	
s 3.30	6.15	L 3.25AM			L 7.15AM	L 8.12PM	s 2.00	11.56PM	11.19	W	943	89.3	HU.....HUNTLEY.....DN	12.3	E 93 W 90	4.55	s 7.50	s 8.28	As 7.25AM	As 6.40PM						s 7.45	
f					f 2.12				949	95.0	C. B. & Q. Ry. Connection.....LOCKWOOD.....P	6.6				f 8.15									f		
A 5.00PM	A 7.20AM	A 5.00AM			As 7.45AM	As 8.40PM	A 2.30PM	A 12.20AM	A 11.43AM	WCOT	956	101.6	BG.....BILLINGS.....DN	0.0	Yard	L 4.30AM	L 7.22PM	L 8.00AM	L 7.00AM	L 6.10PM					L 9.00PM	L 1.00PM	L 6.40AM
Ex. Sun.	Daily	Daily			Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily					Daily	Daily	Ex. Sun.
8.15	7.30	1.35			.30	.28	3.25	2.55	2.30							2.38	3.11	3.42	.25	.30					.50	.50	8.44
12.3	13.5	7.7			24.6	26.3	29.7	34.8	40.6							38.4	31.4	27.4	29.5	24.6					14.7	14.7	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, 1½ 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.

TONNAGE RATING—FREIGHT ENGINES.

EASTWARD	ENGINES.					
	Max. Grade	Class W	Class W 3	Class T & S	Class F	Class D 5
Billings to Forsyth.....	0.5	4000	.....	2900	.....	.....
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

WESTWARD	ENGINES.					
	Max. Grade	Class W	Class W 3	Class T & S	Class F	Class D 5
Mandan to Dickinson.....	1.0	1400	1775	1000	.....	.....
Dickinson to Glendive.....	1.2	1400	1775	1000	.....	.....
Glendive to Forsyth.....	0.7	3000	.....	1600	.....	.....
Forsyth to Billings.....	0.5	3000	.....	1600	.....	.....
Sidney to Glendive.....	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" if 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 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. Every precaution must be taken in moving trains on double track to prevent accident 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 on 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 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 careful 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,
Dickinson,
Glendive,
Forsyth,
Billings,

Alfred Johnson
M. A. Sherrifus
A. H. Johnson
W. B. Dean, Jr.
Axel Califf

BULLETIN STATIONS.

Mandan
Glendive

Dickinson
Forsyth

Sidney

Beach
Billings

REGISTERING STATIONS.

Mandan
Glendive
Ollie

Dickinson
Forsyth
Newlon

Beach (Sixth Sub-division)
Huntley
Billings
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, 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 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 hour 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 miles 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
Glendive
Custer

Glenullen
Terry
Billings
Zero

Dickinson
Miles City
Sidney

Beach
Wibaux
Forsyth

LAP SIDINGS

Sunny
Fryburg
Lyons

Beaver Hill
New Salem
Fallon

Hebron
Terry
Richardton

Sanders
Taylor

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
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
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

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

		LIMIT OF LOAD—MEASUREMENT																			GOVERNING STRUCTURE	
		HEIGHT ABOVE TOP OF RAIL																				
		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''		
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 Subdivision...	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,
Trainmaster.

JOHN WYNN,
Trainmaster.

T. J. REGAN,
Trainmaster.

JOHN NELIS,
Chief Dispatcher.

