

AUTHORIZED SURGEONS

LOCATION OF STRETCHERS (S)

Dr. M. A. Shillington, Chief Surgeon, Glendive Hospital.
 Dr. Stuart A. Olson, Asst. Surgeon, Glendive Hospital.
 Dr. R. H. Anderson, Asst. Surgeon, Glendive Hospital.

LOCAL SURGEONS

Dr. Cecil C. Smith... Mandan-S	Dr. Guy T. Haywood.Forsyth
Dr. Geo. E. Spielman.Mandan	Dr. F. M. Alexander.Hysham
Dr. O. C. Gaebe... New Salem	Dr. R. W. Appleman.Worden
Dr. P. J. Weyrens... Hebron	Dr. J. J. DeMers... Huntley
Dr. C. R. Dukart... Richardton	Dr. E. M. Farr... Billings-S
Dr. A. P. Nachtwey.Dickinson-S	Dr. Jas I. Wernham... Billings
Dr. J. W. Bowen... Dickinson	Dr. E. C. Hall... Laurel-S
Dr. Hans E. Guloien.Dickinson	Dr. T. R. Vye... Laurel
Dr. A. R. Gilsdorf... Dickinson	Dr. M. W. Calvert.Laurel
Dr. J. B. Gumper... Belfield	Dr. A. V. Blackstone.Columbus-S
Dr. C. A. Bush... Beach	Dr. J. V. Neville... Columbus
Dr. M. G. Danskin	Dr. Wm. P. Smith Jr..Columbus
(Consulting)..... Glendive	Dr. D. Claiborn... Big Timber-S
Dr. R. D. Benson... Sidney	Dr. W. E. Harris... Livingston-S
Dr. B. S. Rundle... Circle	Dr. R. E. Walker... Livingston
Dr. J. H. Garberson.Miles City-S	Dr. G. F. Tidyman.. Joliet
Dr. C. S. Pratt... Miles City	Dr. E. M. Adams... Red Lodge-S
Dr. M. D. Winter... Miles City	Dr. T. J. Benson... Fromberg
Dr. R. R. Randall... Miles City	Dr. R. B. Briden- baugh..... Bridger
	Dr. R. N. Briden- baugh..... Bridger

SPECIALISTS

Dr. T. W. Buckingham, Eye, Ear, Nose and Throat, Bismarck.	
Dr. A. E. Spear, Eye, Ear, Nose and Throat, Dickinson.	
Dr. H. L. Reichert, Eye, Ear, Nose and Throat, Dickinson.	
Dr. E. H. Rowen, Eye, Ear, Nose and Throat, Miles City.	
Dr. H. D. Harlowe, Eye, Ear, Nose and Throat, Miles City.	
Dr. A. L. Hammerel, Eye, Ear, Nose and Throat, Billings.	
Dr. J. J. Hammerel, Eye, Ear, Nose and Throat, Billings.	
Dr. W. R. Morrison, Eye, Ear, Nose and Throat, Billings.	
Dr. J. D. Morrison, Eye, Ear, Nose and Throat, Billings.	
Mandan Tool Car-S	Glendive Yard Office-S
Mandan Yard Office-S	Glendive Shops-S
Mandan Round House-S	Forsyth Yard Office-S
Glenullen-S	Laurel Depot-S
Dickinson Yard Office-S	Laurel Car Shop-S
Billings Depot-S	Laurel Storeroom-S
Billings Round House-S	Laurel Tool Car-S
Billings Yard Office-S	Laurel Yard Office-S
Glendive Tool Car-S	

NOTE

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In a case of illness or in case of injury unrelated to railway operation, surgeon should endeavor to collect a reasonable fee for service from person attended, other than members of the N. P. B. A. If unable to collect, Chief Surgeon should be notified.

Where injuries are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

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NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

TIME TABLE 74B

To be used in conjunction with Special
Instructions currently in effect.

In Effect at 12:01 A. M. Mountain
Standard Time.

Tuesday, June 15, 1948

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 latest Special Instructions and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

R. W. DAVIS,
Superintendent.

C. V. BERGLUND,
General Manager.

R. E. MATTSON,
General Superintendent of
Transportation.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Mandan.	Time Table No. 74B June 15, 1948	Distance from Dickinson.	FIRST CLASS	
			1	3				2	4
			Passenger	Passenger				Passenger	Passenger
			Daily	Daily				Daily	Daily
CTWO XYZ	515	Yard	L 6.40 PM	L 11.45 AM	0.0	A.....MANDAN.....DN	100.4	As 10.55 AM	As 2.55 PM
X	518	71	6.45	11.50	3.0	.....SUNNY.....P	97.4	10.49	2.47
	524	122	6.52	f 11.58 AM	8.7	.....LYONS.....P	91.7	10.42	2.37
	531	109	7.01	f 12.09 PM	15.4	.....SWEET BRIAR.....P	85.0	10.33	f 2.26
	537	94	7.09	s 12.19	21.5	JU.....JUDSON.....PD	78.9	10.25	s 2.15
	543	E93 W125	7.17	s 12.30	28.0	NS....NEW SALEM.....PDN	72.4	10.17	s 2.04
	548		7.24	s 12.39	32.6	NA...NORTH ALMONT...PD	67.8	10.11	s 1.54
	554	125	7.33	12.49	38.8	.....DENGATE.....P	61.6	10.02	1.43
CWX	573	W127 E100	7.46	s 1.04	48.4	GN...GLENULLEN.....DN	52.0	9.49	s 1.26
	578	123	7.53	f 1.15 ⁴	53.9	.....EAGLE NEST.....P	46.5	9.42	f 1.15 ³
	585	W120 E 92	8.03	s 1.27	61.0	H.....HEBRON.....PDN	39.4	9.33	s 1.01
	594	119	8.15	f 1.43	70.1	.....ANTELOPE.....P	30.8	9.21	f 12.43
W	600	W 94 E118	8.22	s 1.52	75.9	RH...RICHARDTON...PDN	24.5	9.13	s 12.36
	606	120	8.31	s 2.03	81.4	TR.....TAYLOR.....PD	19.0	9.06	s 12.26
	610	96	8.38	2.11	86.4	.....BOYLE.....P	14.0	8.59	12.17
	613	103	8.42	s 2.15	89.1	GA...GLADSTONE.....PD	11.3	8.55	s 12.13
	620	149	8.50	f 2.27	95.8	.....LEHIGH.....P	4.6	8.47	f 12.03 PM
CTW XYZ	625	Yard	As 8.57 PM	As 2.35 PM	100.4	DX...DICKINSON.....DN	0.0	L 8.40 AM	L 11.55 AM
			Daily	Daily				Daily	Daily
			2.17	2.50		Time Over Sub-division		2.15	3.00
			43.9	35.4		Average Speed Per Hour		44.6	33.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

No. 1 will stop at Glenullen for revenue passengers only.

No. 2 will stop at Glenullen for revenue passengers only.

Way freight trains may carry adult male passengers.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Dickinson.	Time Table No. 74B June 15, 1948		FIRST CLASS	
			1	3		STATIONS	2	4	
			Passenger	Passenger			Passenger	Passenger	
			Daily	Daily			Daily	Daily	
CTW XYZ	625	Yard	L 9.02 PM	L 2.43 PM	0.0	DX... DICKINSON... DN	106.0	As 8.35 AM	As 11.45 AM
	629	120	9.08	2.49	4.5	..... ELAND..... P	101.5	8.28	11.35
	635	117	9.16	s 2.57	9.9	RD... SOUTH HEART... PD	96.1	8.21	s 11.25
	640	47	9.24	f 3.07	15.1	..... ZENITH..... P	90.9	8.14	f 11.16
W	645	95	9.31	s 3.15	20.3	BD... BELFIELD... DN	85.7	8.07	s 11.08
Y	651	W118 E113	9.38	s 3.25	26.0	..... FRYBURG..... P	80.0	8.00	s 10.57
	656	96	9.45	f 3.33	31.4	..... SULLY SPRINGS..... P	74.6	7.52	f 10.48
	660	127	9.51	3.38	34.9	..... SCORIA..... P	71.1	7.47	10.42
W	664	115	9.57	s 3.46	39.7	ME... MEDORA... PDN	66.8	7.41	s 10.34
	670	122	10.04	f 3.55	45.2	..... RIDER..... P	60.8	7.34	f 10.24
	675	97	10.13	f 4.04	51.2	..... DEMORES..... P	54.8	7.25	f 10.14
	681	93	10.20	s 4.12	56.2	SU... SENTINEL BUTTE... PD	49.8	7.18	s 10.06
	686	119	10.26	4.19	60.1	..... CHAMA..... P	45.9	7.13	9.58
CW XY	689	W108 E 81	s 10.32	s 4.26	64.6	B..... BEACH..... DN	41.4	s 7.07	s 9.51
	695	118	10.39	4.35	70.8	..... YATES..... P	35.7	6.59	9.41
W	700	94	10.46	s 4.43	75.2	WB... WIBAUX... PDN	30.8	6.53	s 9.33
	704	W120 E 92	10.52	4.49	78.8	..... BEAVER HILL..... P	27.2	6.48	9.27
	710	95	11.02	f 5.00	85.9	HD... HODGES... D	20.1	6.38	f 9.14
	715	120	11.08	5.08	90.9	..... IONA..... P	15.1	6.31	9.06
	720	95	11.15	f 5.16	95.7	..... ALLARD..... P	10.3	6.24	f 8.57
	725	125	11.22	5.24	100.9	..... CURRY..... P	5.1	6.17	8.48
CTWO XYZ	731	Yard	As 11.30 PM	As 5.33 PM	106.0	GI... GLENDIVE... DN	0.0	L 6.10 AM	L 8.40 AM
			Daily	Daily				Daily	Daily
			2.28	2.50		Time Over Sub-division		2.25	3.05
			43.0	37.4		Average Speed Per Hour		43.8	34.4

AUTOMATIC BLOCK

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

No. 2 will reduce speed to twenty (20) miles per hour at Wibaux to permit safe dispatch of U. S. Mail.

Way freight trains may carry adult male passengers.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Glendive.	Time Table No. 74B June 15, 1948		Distance from Forsyth.	FIRST CLASS	
			1	3		STATIONS			2	4
			Passenger	Passenger		Telegraph Offices and Calls			Passenger	Passenger
			Daily	Daily		Daily	Daily			
CTWO XYZ	731	Yard	L 11.40 PM	L 5.43 PM	0.0	GI..... GLENDIVE..... DN	123.7	As 6.00 AM	As 1.10 AM	
	738	125	11.49	f 5.52	7.2	..... COLGATE..... P	118.5	5.50	f 12.56
	745	97	11.59 PM	f 6.03	14.8	..... HOYT..... P	108.9	5.42	f 12.44
	749	85	12.06 AM	s 6.10	19.5	MA..... MARSH..... DN	104.2	5.36	s 12.36	
W	752	96	12.11	f 6.15	23.1	..... CONLIN..... P	100.6	5.31	f 12.30
	760	121	12.19 ⁴	s 6.24	29.6	FN..... FALLON..... PD	94.1	5.22	s 12.19 ¹	
X	770	W119 E 95	12.31	s 6.36	39.2	TY..... TERRY..... DN	84.5	5.11	s 12.02 AM	
	774	97	12.37	6.43	43.6	..... KAMM..... P	80.1	5.05	f 11.53 PM
	780	92	12.45	f 6.51	49.4	..... BLATCHFORD..... P	74.3	4.58	f 11.44
CWX	785	W125 E125	12.49	f 6.55	52.8	BN..... BENZ..... DN	70.9	4.54	f 11.39	
	790	85	12.58	f 7.05	59.7	..... SHIRLEY..... P	64.0	4.46	f 11.26
	794	97	1.04	7.10	63.9	..... OWENS..... P	59.8	4.40	11.20
	800	123	1.12	f 7.19	69.8	..... TUSLER..... P	53.9	4.32	f 11.11
	805	92	1.18	7.25	74.5	..... MURN..... P	49.2	4.26	11.05
WX	809	W105 E 95	s 1.27	s 7.33	78.6	MC.... MILES CITY..... DN	45.1	s 4.18	s 10.55	
	816	124	1.38	7.45	84.1	..... ULMER..... P	39.6	4.06	10.44
	821	95	1.47	f 7.54	90.3	..... HORTON..... P	33.4	3.58	f 10.36
	830	122	1.58	f 8.07	98.7	..... HATHAWAY..... P	25.0	3.47	f 10.23
	836	87	2.07	f 8.17	104.9	..... JOPPA..... P	18.8	3.39	f 10.13
	841	136	2.16	s 8.26	111.3	RB.... ROSEBUD..... PDN	12.4	3.32	s 10.05	
	848	123	2.24	8.36	116.8	..... FLYNN..... P	6.9	3.25	9.57
CTWX	854	Yard	As 2.35 AM	As 8.48 PM	123.7	FY.... FORSYTH..... DN	0.0	L 3.15 AM	L 9.47 PM	
			Daily	Daily				Daily	Daily	
			2.55	8.05		Time Over Sub-division		2.45	8.23	
			42.4	40.1		Average Speed Per Hour		44.9	36.6	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

No. 1 will stop at Terry to let off passengers from Minneapolis or St. Paul and beyond or to pick up passengers for Spokane and beyond.

No. 2 will stop at Terry to let off passengers from Spokane and beyond or to pick up passengers for Minneapolis, St. Paul or beyond.

No. 2 will reduce speed to twenty (20) miles per hour at Terry to permit safe dispatch of U. S. Mail.

Way freight trains may carry adult male passengers.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS			Distance from Forsyth.
			3	43	1	
			Passenger	C.B.&Q.43 Passenger	Passenger	
			Daily,	Daily	Daily	
CTWX	854	Yard	L 8.53 PM		L 2.40 AM	0.0
	858	65	8.58		2.47	3.7
XY	860	91 Yard	9.02		2.57 ²	6.0
	869	123	9.15 ⁴		3.07	14.8
W	875	93	9.22		3.15	20.7
	881	89	s 9.30		3.23	27.5
	886	125	9.38		3.30	32.8
	891	85	9.44		3.36	36.9
	897	90	9.53		3.44	42.9
CWX	903	W140 E125	s 10.01		3.51	48.6
	911	84	10.12		4.02	57.1
	919	123	10.21		4.13	65.3
	925	85	10.28		4.19	70.4
	930	95	10.34		4.25	75.5
	935	123	10.40		4.31	80.7
	939	94	10.46		4.37	85.8
WX	943	125	f 10.52	L 8.16 PM	4.43	89.3
CTW XYZ	956	Yard	As 11.10 PM	As 8.45 PM	As 5.00 AM	101.6
			Daily	Daily	Daily	
			2.17	.29	2.20	
			44.5	25.4	43.5	

Time Table No. 74B
June 15, 1948

STATIONS

Telegraph Offices and Calls

FY.....	FORSYTH.....	DN	101.6	As 3.10 AM		As 9.40 PM
	3.7					
	.....	REA.....	97.9	3.02		9.31
	2.3					
AJ.....	NICHOLS.....	PD	95.6	2.57 ¹		9.27
	8.8					
	.....	FINCH.....	86.8	2.45		9.15 ⁸
	5.9					
	.....	SANDERS.....	80.9	2.38		9.04
	8.8					
HY.....	HYSHAM.....	PDN	74.1	2.30		s 8.55
	5.3					
MY.....	MYERS.....	PD	68.8	2.24		8.47
	4.1					
	.....	RANCHER.....	64.7	2.18		8.41
	0.0					
	.....	BIG HORN.....	58.7	2.10		8.32
	5.7					
CU.....	CUSTER.....	DN	53.0	2.03		s 8.25
	8.5					
	.....	WACO.....	44.5	1.52		8.13
	8.2					
	.....	BULL MOUNTAIN.....	36.8	1.42		8.04
	5.1					
PI...POMPEY'S PILLAR....		PDN	31.2	1.36		7.58
	5.1					
	.....	NEWTON.....	26.1	1.31		7.52
	5.2					
WN.....	WORDEN.....	PD	20.9	1.25		f 7.46
	4.6					
	.....	OSBORN.....	16.8	1.20		7.39
	4.0					
HU.....	HUNTLEY.....	DN	12.3	1.15	As 8.22 AM	s 7.33
	12.3					
BG.....	BILLINGS.....	DN	0.0	L 1.00 AM	L 8.00 AM	L 7.15 PM

AUTOMATIC BLOCK

Time Over Subdivision

Average Speed Per Hour

Distance from Billings.	FIRST CLASS		
	2	42	4
	Passenger	C.B.&Q.42 Passenger	Passenger
	Daily	Daily	Daily
101.6	As 3.10 AM		As 9.40 PM
97.9	3.02		9.31
95.6	2.57 ¹		9.27
86.8	2.45		9.15 ⁸
80.9	2.38		9.04
74.1	2.30		s 8.55
68.8	2.24		8.47
64.7	2.18		8.41
58.7	2.10		8.32
53.0	2.03		s 8.25
44.5	1.52		8.13
36.8	1.42		8.04
31.2	1.36		7.58
26.1	1.31		7.52
20.9	1.25		f 7.46
16.8	1.20		7.39
12.3	1.15	As 8.22 AM	s 7.33
0.0	L 1.00 AM	L 8.00 AM	L 7.15 PM
	Daily	Daily	Daily
	2.10	.22	2.25
	46.9	33.5	42.1

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Nos. 3 and 4 will stop on flag at points on 4th subdivision to pick up or let off passengers to and from points Forsyth and east and Billings and west.

Way freight trains may carry adult male passengers.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS					Distance from Billings.
			3	213	211	223	1	
			Passenger	G. N. 43 Passenger	C.B.&Q. 30 Passenger	C.B.&Q. 24 Passenger	Passenger	
			Daily	Daily	Daily	Daily	Daily	
CWT XYZ	956	Yard	L 11.35 PM	L 11.30 PM	L 8.45 AM	L 7.05 AM	L 5.10 AM	0.0
	964	W 85	11.50	11.41	8.56	7.17	5.21	7.0
X	968		11.57 PM	A 11.50 PM	9.04	7.25	5.27	12.1
CWT XYZ	971	Yard						14.0
X	972	Yard	s 12.04 AM		As 9.09 AM	As 7.30 AM	5.32	15.3
	976	W 50	12.10				5.37	19.5
	979	125	s 12.18 ²				5.41	23.0
	983	50	12.26				5.46	27.6
	989	123	12.32				5.51	32.6
WX	996	W118 E130	s 12.45				f 6.03	40.7
	1005	84	12.58				6.15	49.0
	1014	W 77 E125	s 1.12				6.26	57.3
	1019	125	1.19				6.32	62.3
CWX	1026	W125 E185	f 1.29				6.42	70.6
	1031	87	1.36				6.49	75.6
W	1037	W 86 E 99	s 1.46				s 6.59	81.3
	1043	87	1.56				7.07	87.5
	1047	125	2.02				7.14	91.3
W	1051	W 94 E 87	f 2.09				7.21	96.2
	1058	126	2.20				7.30	102.6
	1065	87	2.32				7.40	110.1
CWTO XYZ	1071	Yard	As 2.45 AM				As 7.50 AM	115.7
			Daily	Daily	Daily	Daily	Daily	
			3-10	.20	.24	.25	2.40	
			36.5	36.3	38.3	36.7	43.4	

Time Table No. 74B

June 15, 1948

STATIONS

Telegraph Offices and Calls

BG.....	BILLINGS.....	DN	7.0	DOUBLE TRACK
.....	YEGEN.....	P	5.1	
.....	MOSSMAIN.....	P	1.9	
KD....	LAUREL YARD....	DN	1.8	
AU.....	LAUREL.....	DN	4.2	
.....	SPURLING.....	P	3.5	
RK....	PARK CITY....	DNP	4.6	
.....	YOUNG'S POINT.....	P	5.0	
.....	RAPIDS.....	P	8.1	
CO....	COLUMBUS.....	DN	8.2	
.....	CRAVER.....	P	8.3	
RN....	REED POINT.....	DN	5.0	
.....	QUEBEC.....	P	8.3	
GC....	GREYCLIFF.....	D	5.0	
.....	REYNOLDS.....	P	5.7	
BD....	BIG TIMBER.....	DN	6.2	
.....	DEHART.....	P	3.8	
.....	CARNEY.....	P	4.9	
SX....	SPRINGDALE.....	DN	6.4	
.....	ELTON.....	P	7.5	
.....	MISSION.....	P	5.6	
VS....	LIVINGSTON.....	DN		

AUTOMATIC BLOCK

Time Over Subdivision

Average Speed Per Hour

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Way freight trains may carry adult male passengers.

FIFTH SUB-DIVISION EASTWARD

Time Table No. 74B

June 15, 1948

STATIONS Telegraph Offices and Calls	Distance from Livingston.	FIRST CLASS				
		214	212	4	224	2
		G. N. 42 Passenger	C.B. & Q. 29 Passenger	Passenger	C.B. & Q. 23 Passenger	Passenger
		Daily	Daily	Daily	Daily	Daily
BG.....BILLINGS.....DN 7.0	115.7	As 6.30 AM	As 6.15 PM	As 7.00 PM	As 11.00 PM	As 12.50 AM
.....YEGEN.....P 5.1	108.7	6.15	6.04	6.45	10.46	12.38
.....MOSSMAIN.....P 1.9	103.6	L 6.05 AM	5.56	6.38	10.38	12.32
KD...LAUREL YARD...DN 1.3	101.7					
AU.....LAUREL.....DN 4.2	100.4		L 5.50 PM	s 6.34	L 10.33 PM	12.28
.....SPURLING.....P 3.5	98.2			6.26		12.23
RK...PARK CITY...DN 4.6	92.7			s 6.22		12.18 ³
.....YOUNG'S POINT.....P 5.0	88.1			6.15		12.13
.....RAPIDS.....P 8.1	83.1			6.09		12.08 AM
CO...COLUMBUS.....DN 8.3	75.0			s 5.57		f 11.59 PM
.....CRAVER.....P 8.3	68.7			5.43		11.49
RN...REED POINT.....DN 5.0	58.4			s 5.31		11.40
.....QUEBEC.....P 5.3	53.4			5.24		11.35
GC...GREYCLIFF.....D 5.0	45.1			s 5.13		11.26
.....REYNOLDS.....P 5.7	40.1			5.06		11.21
BD...BIG TIMBER.....DN 6.2	34.4			s 4.58		s 11.14
.....DEHART.....P 3.8	28.2			4.49		11.07
.....CARNEY.....P 4.9	24.4			4.43		11.02
SX...SPRINGDALE.....DN 6.4	19.5			s 4.37		10.57
.....ELTON.....P 7.5	13.1			f 4.28		10.50
.....MISSION.....P 5.6	5.6			4.18		10.42
VS...LIVINGSTON.....DN	0.0			L 4.10 PM		L 10.35 PM
		Daily	Daily	Daily	Daily	Daily
Time Over Subdivision		.25	.25	2.50	.27	2.15
Average Speed Per Hour		29.0	36.7	40.8	34.0	51.4

AUTOMATIC BLOCK

DOUBLE TRACK

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Way freight trains may carry adult male passengers.

8 Westward SIXTH SUB-DIVISION Eastward
(OLLIE BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	SECOND CLASS		Time Table No. 74B		SECOND CLASS	
			199		June 15, 1948		200	
			Mixed		STATIONS		Mixed	
			Mon., Fri.		Telegraph Offices and Calls		Mon., Fri.	
CWXY	689	Yard	L 6.10 AM	0.0	B.....	BEACH.....DN	26.1	A 9.05 AM
	YS 8	20	s 6.27	8.4	.....	THELAN.....	17.7	s 8.35
	YS13	30	s 6.45	13.3	.....	GOLVA.....PD	12.8	s 8.20
	YS21		s 7.05	20.7	.....	CARLYLE.....PD	5.4	s 7.55
Y	YS26	Yard	A 7.25 AM	26.1	.....	OLLIE.....	0.0	L 7.35 AM
			Mon., Fri.					Mon., Fri.
			1.15			Time Over Subdivision		1.30
			20.9			Average Speed Per Hour		17.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION—EXCEPT No. 199 IS SUPERIOR TO No. 200, BEACH TO OLLIE.

Westward EIGHTH SUB-DIVISION Eastward
(REDWATER BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Time Table No. 74B		THIRD CLASS	
			645		June 15, 1948		646	
			Freight		STATIONS		Freight	
			Thurs.		Telegraph Offices and Calls		Thurs.	
CTWO XYZ	731	Yard	L 8.00 AM	0.0	GI.....	GLENDIVE.....DN	63.9	A 2.40 PM
	YB13	4	f 8.30	12.9	.....	GREEN.....P	51.0	f 2.01
	YB24	27	f 9.05	24.5	DA.....	LINDSAY.....PD	39.4	f 1.40
	YB33	18	f 9.25	33.0	.....	RIMROAD.....P	30.9	f 1.20
Y	YB37		f 9.38	37.5	.....	REDWATER.....P	26.4	f 1.05
WX	YB52	42	s 10.35	52.2	CR.....	CIRCLE.....PD	11.7	s 12.15 PM
XY	YB64	35	A 11.00 AM	63.9	BY.....	BROCKWAY.....PD	0.0	L 1.15 AM
			Thurs.					Thurs.
			3.00			Time Over Subdivision		3.25
			21.2			Average Speed Per Hour		18.7

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION—EXCEPT No. 645 IS SUPERIOR TO No. 646, GLENDIVE TO BROCKWAY.

Westward SEVENTH SUB-DIVISION Eastward
(SIDNEY BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Time Table No. 74B		THIRD CLASS	
			643		June 15, 1948		644	
			Freight		STATIONS		Freight	
			Ex. Sun.		Telegraph Offices and Calls		Ex. Sun.	
CTWO XYZ	731	Yard	L 7.30 AM	0.0	GI.....	GLENDIVE.....DN	55.2	A 2.45 PM
	YL11	37	f 8.00	11.0	.....	STIPEK.....P	44.2	f 2.10
	YL20	50	f 8.26	20.2	.....	INTAKE.....P	35.0	f 1.44
	YL29	40	f 8.49	28.8	.....	BURNS.....P	26.4	f 1.21
	YL35	40	f 9.06	35.0	SV.....	SAVAGE.....PD	20.2	f 1.05
	YL38	20	f 9.20	39.8	.....	HOFFMANVILLE...P	15.4	f 12.53
	YL44	40	f 9.35	44.6	.....	CRANE.....P	10.6	f 12.41
	YL51		f 9.55	50.9	.....	NEWLON.....P	4.3	s 12.26
WXY	YL55	Yard	A 10.20 AM	55.3	BY.....	SIDNEY.....PD	0.0	L 12.15 PM
			Ex. Sun.					Ex. Sun.
			2.50			Time Over Subdivision		2.30
			19.4			Average Speed Per Hour		22.1

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION—EXCEPT No. 643 IS SUPERIOR TO No. 644, GLENDIVE TO SIDNEY.

Westward NINTH SUB-DIVISION Eastward
(ROSEBUD BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Time Table No. 74B		THIRD CLASS	
			644		June 15, 1948		645	
			Freight		STATIONS		Freight	
			Ex. Sun.		Telegraph Offices and Calls		Ex. Sun.	
XY	860	Yard	0.0	AJ.....	NICHOLS.....PD	34.2		
	YA15	100	14.7	.....	DOWLIN.....P	19.5		
X	YA29	100	29.3	.....	COLSTRIP.....PD	4.9		
XY	YA34	Yard	34.2	.....	COW CREEK.....P	0.0		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

TENTH SUB-DIVISION

Westward Eastward
(BILLINGS AND CENTRAL MONTANA BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Billings.	Time Table No. 74B		Distance from Shepherd.
				June 15, 1948		
				STATIONS		
				Telegraph Offices and Calls		
CTW XYZ	956	Yard	0.0	BG.....BILLINGS.....DN	14.0	EASTWARD— Shepherd to Billings.
	TO 4	E15	4.3	.....McCRACKEN.....	9.7
	TO 8	S30	8.6	.....CLINE.....	5.4
Y	TO14	S9	14.0	.....SHEPHERD.....	0.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

THIRTEENTH SUB-DIVISION

Westward Eastward
(SHIELDS RIVER BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Mission.	Time Table No. 74B		Distance from Wilsall.
				June 15, 1948		
				STATIONS		
				Telegraph Offices and Calls		
	1065	87	0.0MISSION.....P	22.7	EASTWARD— Wilsall to Mission.
	TM 4	S 4	4.0	.....GRANNIS.....	18.7
	TM 8	17	8.5	.....CHADBORN.....	14.2
	TM14	35	14.7	CP....CLYDE PARK.....D	8.0	
XY	TM23	44	22.7	WI.....WILLSALL.....D	0.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

**WESTWARD ELEVENTH SUB-DIVISION EASTWARD
(LAKE BASIN BRANCH)**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	SECOND CLASS		Time Table No. 74B		SECOND CLASS	
			201		June 15, 1948		202	
			Freight		STATIONS		Freight	
			Thursday		Telegraph Offices and Calls		Thursday	
X	972	Yard	L 9.30 AM	0.0	AU.....LAUREL.....DN	45.0	As 3.30 PM	
CTW XYZ	971	Yard	s 9.33	1.3	KD...LAUREL YARD...DN	43.7	3.27	

**BETWEEN LAUREL YARD AND HESPER TRAINS WILL BE GOVERNED
BY GREAT NORTHERN RY. TIME TABLE AND RULES.**

	TS 4	12	L 9.45 AM	7.2	.....HESPER.....P	37.8	As 3.15 PM
	TS 8	S 4	f 10.02	11.4	.....WICKETT.....	33.6	f 2.50
	TS18	45	s 10.37	20.9	.....COOMBS.....	24.1	s 2.28
	TS24	55	s 11.00	27.0	.....MOLT.....P	18.0	s 2.08
	TS32	45	s 11.30 AM	34.9	.....WHEAT BASIN.....P	10.1	s 1.43
XY	TS42	75	As 12.15 PM	45.0	.....RAPELJE.....PD	0.0	L 1.10 PM
			Thur.				Thur.
			2.45		Time Over Subdivision		2.20
			16.3		Average Speed Per Hour		19.2

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS
IN THE OPPOSITE DIRECTION EXCEPT No. 201 IS SUPERIOR
TO No. 202, HESPER TO RAPELJE.**

WESTWARD TWELFTH SUB-DIVISION EASTWARD
(ROCKY FORK BRANCH)—(CLARKS FORK BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Laurel.	Time Table No. 74B		Distance from Red Lodge.	Distance from Bridger.	FIRST CLASS	
			211	223		June 15, 1948				212	224
			C.B.&Q.30 Passenger	C.B.&Q.24 Passenger		STATIONS				C.B.&Q.29 Passenger	C.B.&Q.23 Passenger
			Daily	Daily		Telegraph Offices and Calls				Daily	Daily
CTW XYZ	972	Yard	L 9.09 AM	L 7.30 AM	0.0	AU..... LAUREL..... DN	44.1	29.0	As 5.50 PM	As 10.33 PM	
	TA 8	90	9.19	7.40	4.4	..... MASON.....	39.7	24.6	5.40	10.23
X	TA10	73	s 9.29	7.50	9.5	..... SILESIA..... D		19.5	s 5.30	10.13
X	TK 4	61	9.38	7.59	13.9	..... BLUM.....		15.1	5.22	10.04
	TK 6	65	s 9.43	8.03	16.1	GA..... EDGAR..... D		12.9	s 5.17	10.00	
XY	TK12	Yard	As 9.55 AM	A 8.15 AM	22.0	FB..... FROMBERG..... DN		7.0	L 5.05 PM	L 9.48 PM	
TWX	TK19	Yard			29.0	BX..... BRIDGER..... D		0.0			
	MW 6	23			35.2	..... GOLDEN.....		6.2		
CW XY	MW13	Yard			41.2	..... BELFRY.....		12.2		
X	TA10	40			9.5	RC..... SILESIA..... D	34.6				
	TA12	S15			12.1	..... ROCKVALE.....	32.0			
	TA14				14.4	..... MONTAQUA.....	29.7			
	TA18	42			18.1	WC..... JOLIET..... D	26.0				
	TA23	14			23.1	..... BOYD.....	21.0			
	TA31	52			31.7	RO..... ROBERTS..... D	12.4				
	TA38	18			37.9	..... FOX.....	6.2			
CW XY	TA44	Yard			44.1	RG..... RED LODGE..... D	0.0				
			Daily	Daily					Daily	Daily	
			.46	.45		Time Over Sub-division			.45	.45	
			28.7	29.3		Average Speed Per Hour			29.3	29.3	

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 BETWEEN BRIDGER AND BELFRY, TRAINS ARE OPERATED UNDER CONTRACT OVER M. W. & S. RY.**

INTERLOCKINGS

Fifth Subdivision:

Mossmain—East Great Northern Junction and eastbound lead from Laurel Yard. AUTOMATIC INTERLOCKING.

Mossmain—West Great Northern Junction and crossovers entering Laurel Yard. AUTOMATIC INTERLOCKING.

Laurel—Junction of freight yard leads with main tracks. INTERLOCKED.

Park City—End of double track. AUTOMATIC DUAL CONTROL SWITCH.

CROSSOVERS

Fourth Subdivision—Huntley, between Huntley and Billings, Billings.

Fifth Subdivision—Billings, Yegen, Mossmain, Laurel Yard, Laurel, Spurling.

SPRING SWITCHES

Second Subdivision:

Medora at East end of siding, equipped with facing point lock and switch key signal operation.

SPEED TABLE.

Time per Mile		Mile per Hour	Time per Mile		Mile per Hour
Min.	Sec.		Min.	Sec.	
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62	2	40	22.5
0	59	61	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

COMMERCIAL TRACKS.

Third Subdivision	Miles from Glendive	Car Capacity
Fort Keogh Spur.....	80.5	35

Fourth Subdivision	Miles from Forsyth	Car Capacity
Howard Spur.....	8.8	4
Maudru Spur.....	10.9	22
Niler Spur.....	24.3	20
Fee Spur.....	55.6	14
Nibbe Spur.....	74.1	13
Pearl Spur.....	79.4	15
Knox Spur.....	83.1	35
Wyne Spur.....	87.8	26
Hirsch Spur.....	96.8	14
Carter Oil.....	98.6	yard
Brick Yard Spur.....	98.8	16

Fifth Subdivision	Miles from Billings	Car Capacity
Siding No. 1 Spur.....	5.0	37
Siding No. 2 Spur.....	9.4	35
Boulder Pit-Spur.....	78.8	115

Seventh Subdivision	Miles from Glendive	Car Capacity
Glendive Pit.....	3.6	35
Duell Spur.....	25.2	10
Cope Spur.....	33.1	10
Piche Spur.....	47.2	28
Riverview.....	52.3	14

STORAGE TRACKS

Second Subdivision	Miles from Dickinson	Car Capacity
Little Missouri Spur.....	40.6	54

Third Subdivision	Miles from Glendive	Car Capacity
Clermont Spur.....	94.8	62

Fourth Subdivision	Miles from Forsyth	Car Capacity
Sanders.....	20.7	60

W. C. SMITH,
Ass't Supt.

A. W. HOFFMAN,
Ass't Supt.

J. F. PETERSON,
Trainmaster.

A. G. WILK,
Trainmaster.

I. W. BREWER,
Trainmaster.

B. N. MORROW,
Chief Dispatcher.

COMMERCIAL TRAILS

Quantity	Price	Total
100	1.00	100.00
200	1.00	200.00
300	1.00	300.00
400	1.00	400.00
500	1.00	500.00
600	1.00	600.00
700	1.00	700.00
800	1.00	800.00
900	1.00	900.00
1000	1.00	1000.00
1100	1.00	1100.00
1200	1.00	1200.00
1300	1.00	1300.00
1400	1.00	1400.00
1500	1.00	1500.00
1600	1.00	1600.00
1700	1.00	1700.00
1800	1.00	1800.00
1900	1.00	1900.00
2000	1.00	2000.00
2100	1.00	2100.00
2200	1.00	2200.00
2300	1.00	2300.00
2400	1.00	2400.00
2500	1.00	2500.00
2600	1.00	2600.00
2700	1.00	2700.00
2800	1.00	2800.00
2900	1.00	2900.00
3000	1.00	3000.00
3100	1.00	3100.00
3200	1.00	3200.00
3300	1.00	3300.00
3400	1.00	3400.00
3500	1.00	3500.00
3600	1.00	3600.00
3700	1.00	3700.00
3800	1.00	3800.00
3900	1.00	3900.00
4000	1.00	4000.00
4100	1.00	4100.00
4200	1.00	4200.00
4300	1.00	4300.00
4400	1.00	4400.00
4500	1.00	4500.00
4600	1.00	4600.00
4700	1.00	4700.00
4800	1.00	4800.00
4900	1.00	4900.00
5000	1.00	5000.00

STORAGE TRAILS

Quantity	Price	Total
100	1.00	100.00
200	1.00	200.00
300	1.00	300.00
400	1.00	400.00
500	1.00	500.00
600	1.00	600.00
700	1.00	700.00
800	1.00	800.00
900	1.00	900.00
1000	1.00	1000.00
1100	1.00	1100.00
1200	1.00	1200.00
1300	1.00	1300.00
1400	1.00	1400.00
1500	1.00	1500.00
1600	1.00	1600.00
1700	1.00	1700.00
1800	1.00	1800.00
1900	1.00	1900.00
2000	1.00	2000.00
2100	1.00	2100.00
2200	1.00	2200.00
2300	1.00	2300.00
2400	1.00	2400.00
2500	1.00	2500.00
2600	1.00	2600.00
2700	1.00	2700.00
2800	1.00	2800.00
2900	1.00	2900.00
3000	1.00	3000.00
3100	1.00	3100.00
3200	1.00	3200.00
3300	1.00	3300.00
3400	1.00	3400.00
3500	1.00	3500.00
3600	1.00	3600.00
3700	1.00	3700.00
3800	1.00	3800.00
3900	1.00	3900.00
4000	1.00	4000.00
4100	1.00	4100.00
4200	1.00	4200.00
4300	1.00	4300.00
4400	1.00	4400.00
4500	1.00	4500.00
4600	1.00	4600.00
4700	1.00	4700.00
4800	1.00	4800.00
4900	1.00	4900.00
5000	1.00	5000.00

A. W. HORTON

A. C. SMITH

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