

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

TRANS-MISSOURI DIVISION

TIMETABLE No. 27

TAKING EFFECT AT 12:01 O'CLOCK A. M.

MOUNTAIN, OR 105th MERIDIAN TIME

SUNDAY, MARCH 5, 1933

Superseding Time Table No. 26

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

P. H. NEE,
Superintendent.

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

C. H. BUFORD,
General Manager.

2		WESTWARD					MOBRIDGE TO MARMARTH—SUBDIVISION										EASTWARD				
THIRD CLASS		SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 27			Office Closed Week Days		SYMBOLS	FIRST CLASS		SECOND CLASS			THIRD CLASS	
97	91	263	105	205	15	5	Sidings	Other Tracks	Distance from Moberidge	In Effect 12.01 A. M.	Distance from Marmarth	Telegraph Calls	Office Closed Week Days	See Special Rule Page 8	16	6	264	206	106	98	92
Way Freight	Way Freight	Time Freight	Mixed	Mixed	Passenger	Passenger				March 5, 1933					Passenger	Passenger	Time Freight	Mixed	Mixed	Way Freight	Way Freight
Mon. Wed. Fri.	Tues. Thurs. Sat.	Daily	Ex Sunday	Ex. Sunday	Daily	Ex. Sunday									Daily	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Tues. Thurs. Sat.	Mon. Wed. Fri.
L 8:30 AM		L 12:30 PM	L 10:55 AM	L 10:45 AM	L 5:27 PM	L 10:05 AM	787			MOBRIDGE	190.1	MB		RBWCTZ	As 12:15 PM	As 4:00 PM	As 7:30 PM	As 3:10 PM	As 6:25 PM	As 3:00 PM	
8:40		12:50	A 11:10 AM	A 11:00 AM	5:33	10:12	104	0	3.8	MOREAU JUNCTION	186.3		No Office	JP	12:08	3:49	7:10	L 2:55 PM	L 6:10 PM	2:45	
8:51		1:05			5:40	10:20	63	0	8.5	STRATTON	181.6		No Office	P	12:02 PM	3:42	6:55			2:30	
9:15		1:15			5:45	10:28	97	27	11.9	WAKPALA	178.2	WP	5:00 PM to 8:00 AM	P	11:57	3:36	6:45			2:20	
9:35		1:30			5:53	10:37	96	24	17.3	JEFFREY	172.8		No Office	P	11:50	3:26	6:25			2:00	
10:00		1:45			5:59	10:47	103	30	22.8	MAHTO	167.3		No Office	WP	11:43	3:16	5:59			1:45	
10:25 11:35		2:10			6:10	11:02	96	170	30.4	McLAUGHLIN	159.7	UN	9:00 PM to 8:00 AM	JWYD	11:34	2:53	5:25			1:25	
11:55		2:43			6:22	11:24	102	3	38.7	CADILLAC	151.4		No Office	P	11:24	2:43	4:55			12:25	
12:25 PM		3:25			6:30	11:42	103	34	45.6	WALKER	144.5	W	5:00 PM to 8:00 AM	P	11:16	2:32	4:25			12:10 PM	
12:40		4:00			6:38	11:55	64	32	51.6	TATANKA	138.5		No Office	P	11:08	2:20	4:00			11:55	
1:00 2:10		4:50			6:51	12:10 PM 12:20			58.6	McINTOSH	131.5	MI	12:01 AM to 8:00 AM	DCWTY	10:59	2:07 1:57	3:35			11:20 10:35	
2:45		5:30			7:04	12:41	80	38	68.3	WATAUGA	121.8	WG	5:00 PM to 8:00 AM	P	10:47	1:41	2:45			10:15	
3:15		5:55			7:15	1:03	100	68	77.1	MORRISTOWN	113.0	RI	5:00 PM to 8:00 AM	W 3 Mi. East	10:37	1:25	2:20			9:25	
3:35		6:10			7:21	1:14	102	51	81.5	KELDRON	108.6	K	5:00 PM to 8:00 AM	P	10:31	1:14	2:05			8:50	
4:05		6:35			7:33	1:33	102	27	89.6	THUNDER HAWK	100.5	HD	5:00 PM to 8:00 AM	PW	10:21	1:01	1:33			8:15	
As 4:25 PM	L 7:00 AM	7:05			7:49	1:53	102	230	98.8	LEMMON	91.3	MN		W 3 Mi. East WYR	10:08	12:47	1:01 12:25			L 7:30 AM	As 3:00 PM
	7:20	7:20			7:57	2:03	102	27	104.7	PETREL	85.4		No Office	P	9:58	12:28	12:05 PM				2:40
	7:35	7:30			8:02	2:10		40	108.7	WHITE BUTTE	81.4		No Office	P	9:53	12:19	11:45				2:10
	8:05	7:45			8:09	2:20	100	71	114.3	HAYNES	75.8	HA	5:00 PM to 8:00 AM	P	9:46	12:09 PM	11:25				1:50
	9:35	8:05 8:40			8:24	2:41	103	171	122.5	HETTINGER	67.6	HG	11:00 PM to 7:00 AM	WCD	9:35	11:56	10:55				1:10 PM
	10:05	9:15			8:37	2:56	59	47	131.1	BUCYRUS	59.0	BU	5:00 PM to 8:00 AM	P	9:21	11:37	10:05				11:59 11:22
	10:35	9:45			8:48	3:12	99	39	139.6	REEDER	50.5	RD	12:01 AM to 8:00 AM	P	9:11	11:22	9:25 8:55				11:00
	11:09	10:00			8:57	3:22	100	30	146.4	GASCOYNE	48.7	GA	5:00 PM to 8:00 AM	P	9:03	11:09	8:40				10:30
	11:45	10:10			9:02	3:31	73	110	149.9	SCRANTON	40.2	CN	5:00 PM to 8:00 AM	PW	8:58	11:02	8:30				10:15
	12:05 PM	10:25			9:09	3:40	104	30	154.6	BUFFALO SPRINGS	35.5	BF	5:00 PM to 8:00 AM	P	8:52	10:54	8:10				9:55
	1:05	10:45			9:23	3:58	102	108	162.4	BOWMAN	27.7	AN	12:01 AM to 8:00 AM	W	8:42	10:41	7:40				9:40
	1:25	11:05			9:34	4:10	64	35	169.7	GRIFFIN	20.4		No Office	P	8:32	10:24	7:10				8:50
	2:10	11:25			9:43	4:23	98	66	175.6	RHAME	14.5	RH	12:01 AM to 8:00 AM		8:25	10:16	6:50				8:35 8:00
	2:25	11:50			9:49	4:31	102	14	180.6	IVES	9.5		No Office	P	8:15	10:03	6:15				7:45
	2:45	12:20 AM			9:57	4:40	64	16	186.6	MAZDA	3.5		No Office	P	8:03	9:53	5:45				7:15
	As 3:00 PM	As 12:45 AM			As 10:05 PM	As 4:50 PM	523	190.1		MARMARTH	0.0	RA	12:30 AM to 4:00 AM 12:01 PM to 4:30 PM	RBCWTZ	L 7:55 AM	L 9:45 AM	L 5:30 AM				L 7:00 AM
7.55	8.00	12.15	.15	.15	4.38	6.45				Schedule Time					4.25	6.20	14.00	.15	.15	7.30	8.00
12.5	11.4	15.5	15.2	15.2	41.0	28.1				Average Speed per hour					43.0	30.0	13.6	15.2	15.2	13.2	11.4

SUNDAY HOURS

McLaughlin
10:30 a. m. to 12:30 p. m.
5:00 p. m. to 7:00 p. m.

McIntosh
8:00 a. m. to 7:00 p. m.

Lemmon
9:00 a. m. to 11:00 a. m.
4:00 p. m. to 8:00 p. m.

Hettinger
9:00 a. m. to 11:00 a. m.
6:30 p. m. to 8:30 p. m.

Bowman
8:00 a. m. to 10:00 a. m.
8:00 p. m. to 10:00 p. m.

Marmarth
4:00 a. m. to 10:00 a. m.
7:00 p. m. to 11:59 p. m.

MAXIMUM SPEED LIMIT

PASSENGER TRAINS

Moberidge to Jeffrey
45 M. P. H.

Jeffrey to Marmarth
55 M. P. H.

FREIGHT TRAINS

Moberidge to Jeffrey
25 M. P. H.

Jeffrey to Marmarth
35 M. P. H.

Manual block system is in use between Moberidge and Marmarth. Train order signals will also be used as block signals. See rules 221-B and 311.
Block signal rule 319-A applies at Moberidge, McLaughlin, McIntosh, Lemmon, Hettinger, Bowman and Marmarth.
No. 91, No. 97, No. 92 and No. 98 will carry passengers.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains 15 and 16 will stop on flag at McLaughlin on Sunday for revenue passengers.

Semaphore at McLaughlin is equipped with two arms for westward trains. The upper arm governs main track trains, the lower arm governs McLaughlin-New England subdivision trains.
Passenger trains reduce speed to 30 miles per hour on curve each end of Missouri River Bridge between Moberidge and Moreau Junction.
All trains reduce speed to eight miles per hour passing station platform at Moberidge and coal dock at Hettinger.

WESTWARD

MARMARTH TO MILES CITY — SUBDIVISION

EASTWARD 3

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	Sidings	Other Tracks	Distance from Marmarth	Time Table No. 27				Distance from Miles City	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 3	FIRST CLASS		SECOND CLASS		THIRD CLASS	
91		263		15		35						In Effect 12.01 A. M. March 5, 1933								16		36		92		264
Way Freight	Time Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	STATIONS				Passenger	Passenger	Way Freight	Time Freight	Way Freight	Time Freight	Way Freight	Time Freight						
Tues., Thurs. Sat.	Daily	Tues., Thurs. Sat.	Daily	Daily	Mon., Wed. Fri.	Daily	Mon., Wed. Fri.					Daily	Tues., Thurs. Sat.	Mon., Wed., Fri.	Daily	Mon., Wed., Fri.	Daily	Mon., Wed., Fri.	Daily						
L 6.45 AM	L 1.15 AM	L 10.10 PM	L 7.00 AM	Yard		0.0	..... MARMARTH.....	124.3	RA	12.30AM to 4.00AM 12.01PM to 4.30PM	RWCTBZ@L	As 7.50 AM	As 4.30 PM	As 4.15 PM	As 5.00 AM									
f 7.01	1.35	10.21	f 7.10	64	22	6.3	..... MONTLINE.....	118.0		No Office	P	7.39	f 4.16	f 3.45	4.35									
f 7.32 ¹⁶	1.55	10.28	f 7.17	63	17	11.1	..... DODGE.....	113.2		No Office	P	7.32 ⁹¹	f 4.09	f 3.30	4.15									
f 7.55	2.10	10.35	f 7.27 ¹⁶	63	17	14.8	..... KINGMONT.....	109.5		No Office	P	7.27 ³⁵	4.03	f 3.15	3.55									
s 8.31	2.30	10.44	s 7.42	99	70	20.4	..... BAKER.....	103.9	KR		W	f 7.19	s 3.53	s 2.50	3.30									
f 8.50	2.50 ²⁶⁴	10.52	f 7.53	63	19	27.3	..... TONQUIN.....	97.0		No Office	P	7.08	f 3.38	f 2.01	2.50 ²⁶³									
s 9.25	3.05	10.59	s 8.04	100	32	32.7	..... PLEVNA.....	91.6	VN	5.00PM to 8.00AM	WC	7.01	s 3.27	s 1.40	2.15									
f 10.00	3.20	11.08	f 8.17	63	43	40.5	..... WESTMORE.....	83.8		No Office	P	6.50	f 3.12	f 1.01	1.50									
s 10.45	3.38	11.18	s 8.32	100	50	48.7	..... ISMAY.....	75.6	SY	4.45PM to 7.45AM	W	6.40	s 2.58	s 12.30 PM	1.20									
f 11.05	3.54	11.27	f 8.44	63	18	55.7	..... LACOMB.....	68.6		No Office	P	6.32	f 2.45	f 11.40	12.55									
s 11.38	4.15	11.42	s 8.59	99	55	63.7	..... MILDRED.....	60.6	MD	2.00AM to 8.00AM 4.00PM to 6.00PM	CWY	6.20	s 2.33	s 11.15	12.20 AM									
f 12.05 PM	4.33	11.52 ²⁶⁴	f 9.12	68	19	71.6	..... WHITNEY.....	52.7		No Office	P	6.04	f 2.19	f 10.25	11.52 ¹⁵									
f 12.30	4.47	12.01 AM	f 9.22	101	17	78.1	..... BLUFFPORT.....	46.2		No Office	P	5.56	f 2.10	f 10.10	11.20									
s 1.05	5.02	12.11	s 9.36 ⁹²	100	35	85.4	..... TERRY.....	38.9	TY	7.45AM to 8.00AM 4.00PM to 11.45PM	K	f 5.48	s 2.00	s 9.36 ³⁵	11.01									
f 1.20	5.16	12.18	f 9.47	100	20	91.2	..... CALYPSO.....	33.1		No Office	P	5.40	f 1.49	f 9.10	10.40									
f 1.39 ³⁶	5.32 ¹⁶	12.26	f 9.58	62	27	97.8	..... SAUGUS.....	26.5		No Office	P	5.32 ²⁶³	f 1.39 ⁹¹	f 8.50	10.20									
f 2.10	5.54	12.33	f 10.08	96	10	104.0	..... BONFIELD.....	20.3		No Office	WP	5.25	f 1.31	f 8.30	10.01									
f 2.30	6.10	12.40	s 10.18	62	33	109.7	..... KINSEY.....	14.6		No Office	P	5.18	f 1.22	f 8.10	9.35									
f 3.05	6.36	12.49	f 10.30	98	16	117.3	..... TUSLER.....	7.0		No Office	P	5.09	f 1.11	f 7.50	9.15									
As 3.30 PM	As 7.00 AM	As 1.00 AM	As 10.45 AM	Yard		124.3	..... MILES CITY.....	0.0	MC		KRWCTBZ@L	L 5.00 AM	L 1.00 PM	L 7.30 AM	L 8.45 PM									
8.45	5.45	2.50	3.45				Schedule Time					2.50	3.30	8.45	8.15										
14.2	21.6	43.9	33.2				Average Speed per Hour					43.9	35.5	14.3	15.1										

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED LIMIT

PASSENGER TRAINS

Eastward

Miles City to Kingmont
Kingmont to Marmarth

60 M. P. H.
50 M. P. H.

Westward

Marmarth to Miles City

60 M. P. H.

FREIGHT TRAINS

Miles City and Marmarth

35 M. P. H.

COMMERCIAL SPURS

Carbon1.8 miles east of Baker
Murray.....3.1 miles east of Miles City

Trains 91 and 92 will carry passengers.

See Speed Restrictions on Page 7.

Manual block system is in use between Marmarth and Miles City. Train order signals will also be used as block signal. See rules 221-B and 311. Block Signal Rule 319-A applies at Marmarth and Miles City.

Trains 15 and 16 will stop at Flag Stations for revenue passengers only.

First class trains will register at Miles City passenger station, and will register by card at telegraph office when not otherwise necessary to stop. Second and third class trains will register at telegraph office.

SUNDAY HOURS

Marmarth 4:00 a. m. to 10:00 a. m.
" 7:00 p. m. to 11:59 p. m.
Baker 6:00 a. m. to 10:00 a. m.
" 10:00 p. m. to 12:01 a. m.
Mildred 12:01 a. m. to 2:00 a. m.
" 6:00 a. m. to 8:00 a. m.
" 11:00 p. m. to 12:01 a. m.
Terry 12:01 a. m. to 7:45 a. m.
" 11:45 p. m. to 12:01 a. m.
Miles City Continuous

Mildred closed Mondays

1:00 a. m. to 6:00 a. m.

Terry closed Mondays

1:45 a. m. to 5:15 a. m.

7:45 a. m. to 8:00 a. m.

4 WESTWARD

MILES CITY TO MELSTONE—SUBDIVISION

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Siding in Cars	STATIONS	Distance from Melstone	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS	
		263	93	35	15							16	36	94	264		
		Time Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Time Freight	Way Freight	Time Freight	Way Freight	Time Freight	Way Freight	Time Freight
		Daily	Mon. Wed. Fri.	Mon. Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Daily	Tues. Thurs. Sat.	Daily	Tues. Thurs. Sat.	Daily	Tues. Thurs. Sat.	Daily
	L 9.00 AM	L 7.00 AM		L 10.55 AM	L 1.10 AM	Yard	0.0	MILES CITY	111.6	MC		RWCTBZ@K	As 4.50 AM	As 12.50 PM		As 2.00 PM	As 6.30 PM
	9.29	f 7.25		f 11.08	1.21	62	100	7.8	108.8	No Office	YP	4.38	f 12.32		f 1.35	5.55	
	10.05	s 7.45		f 11.20	1.30	111	21	15.6	96.0	BA	No Office	P	4.28	s 12.18	f 1.16	5.30	
	10.35	f 8.15		f 11.35	1.42	63	21	25.4	86.2	No Office	P	4.15	f 12.02 PM		f 12.55	4.55	
	11.05	s 8.40		s 11.50	1.51	98	26	33.2	78.4	CV	5.00 PM to 8.00 AM	W	4.04	s 11.50	12.35	4.30	
	11.20	f 9.20		f 11.59	2.03	62	13	39.5	72.1	No Office	P	3.55	f 11.40		f 12.10 PM	4.01	
	11.32 ³⁶	s 10.10		s 12.09 PM	2.11	91	17	44.5	67.1	FS	6.00 AM to 8.00 AM 4.30 PM to 10.00 PM	W	3.47	s 11.32 ²⁶³	s 11.55	3.40	
	11.45 ⁹⁴	f 10.20		f 12.15	2.16	98	16	47.6	64.0	No Office	P	3.42	f 11.25		f 11.45 ²⁶³	3.25	
	12.15 PM	f 10.50		f 12.30 ²⁶³	2.28	63	21	56.6	55.0	No Office	P	3.32	f 11.13 ⁹⁴		f 11.25 ³⁶	2.55	
	12.40 ³⁵																
	12.55	s 11.51		s 12.42	2.37	101	23	62.2	49.4	VA	5.00 PM to 8.00 AM	WC	3.25	s 11.04	s 10.45	2.30	
	1.02	f 12.10 PM		f 12.51	2.44	62	14	67.2	44.4	No Office	P	3.19	f 10.55		f 10.30	1.55	
	1.35 ²⁶⁴	f 12.45		f 12.59	2.51	62	13	72.1	39.5	No Office	P	3.13	f 10.48		f 10.10	1.35 ²⁶³	
	2.05	f 12.59 ²⁶⁴		f 1.08 ²⁶⁴	3.07 ¹⁶	100	15	77.4	34.2	No Office	WP	3.07 ¹⁵	f 10.40		f 9.45	1.08 ³⁵	
	2.40	s 1.45		s 1.22	3.16	63	38	84.6	27.0	MR	5.00 PM to 8.00 AM		2.58	s 10.30	s 9.20	12.50	
	2.55	f 2.05		f 1.32	3.24	64	25	90.6	21.0	No Office	P	2.51	f 10.21		f 8.55	12.05 PM	
	3.10	s 2.25		s 1.41	3.30	112	14	94.8	16.8	TA	5.00 PM to 8.00 AM	W	2.46	s 10.15	s 8.40	11.55	
	3.25	f 2.40		f 1.50	3.37	65	22	100.2	11.4	No Office	P	2.39	f 10.07		f 8.15	11.40	
	3.40	f 2.55		f 1.58	3.44	78	23	105.3	6.3	No Office	P	2.33	f 9.59		f 7.55	11.24	
	As 4.00 PM	As 3.15 PM		As 2.10 PM	A 3.52 AM	Yard	111.6	MELSTONE	0.0	MS	12.01 PM to 3.00 PM 7.00 PM to 12.01 AM	RWCBT@T	L 2.25 AM	L 9.50 AM	L 7.30 AM	L 11.00 AM	
	7.00	8.15		3.15	2.42			Schedule Time					2.25	3.00	6.30	7.30	
	15.9	13.5		34.3	41.4			Average Speed per Hour					46.2	37.2	17.2	14.9	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED LIMIT

PASSENGER TRAINS

Eastward
Melstone to Miles City 60 M. P. H.

Westward
Miles City to Melstone 60 M. P. H.

FREIGHT TRAINS

Melstone and Miles City 35 M. P. H.

COMMERCIAL SPURS

Miles City Stock Yards.....1.4 miles west of Miles City
Fort Keogh.....3.6 miles west of Miles City
Bowers.....4.2 miles west of Thurlow
Hammond.....2.4 miles west of Cold Springs

Trains 93 and 94 will carry passengers.

See Speed Restrictions on Page 7.

Manual Block System is in use between Miles City and Melstone. Train Order Signals will also be used as block signals. See rules 221-B and 311. Block signal rule 319-A applies at Miles City and Melstone.

First class trains will register at Miles City passenger station, and will register by card at telegraph office when not otherwise necessary to stop. Second and third class trains will register at telegraph office.

Trains 15 and 16 will register by card at Melstone.

Trains 15 and 16 will stop at Forsyth for revenue passengers Moberge and East and Harlowton and West.

SUNDAY HOURS

Miles City.....Continuous
Forsyth 1:45 a. m. to 4:01 a. m.
Vananda11:00 a. m. to 1:00 p. m.
Melstone12:30 a. m. to 4:30 a. m.
8:00 a. m. to 12:01 p. m.
3:00 p. m. to 7:00 p. m.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 27 In Effect 12.01 A. M. March 5, 1933		Distance from Harlowton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS		
		263	95			35	15	Sidings	Other Tracks					STATIONS	16	36	264	96		
		Time Freight	Way Freight			Passenger	Passenger				Passenger	Passenger	Time Freight	Way Freight						
		Daily	Tues. Thurs. Sat.			Mon. Wed. Fri.	Daily				Daily	Tues. Thurs. Sat.	Daily	Mon. Wed. Fri.						
		L 4.30 PM	L 7.30 AM			L 2.20 PM	L 3.52 AM	Yard		0.0	MELSTONE	MS	12.01 PM to 3.00 PM 7.00 PM to 12.01 AM	RWCBT	A 2.25 AM	As 9.45 AM			As 9.10 AM	As 3.00 PM
		4.54	f 7.50			f 2.30 ⁹⁶	3.59	63	47	5.8	GENEVA		No Office	P	2.18	f 9.34			8.40	f 2.30 ³⁵
		5.20	s 8.25 ²⁶⁴			s 2.41	4.07	100	24	11.9	MUSSELSHELL	MU	5.00 PM to 8.00 AM		2.11	s 9.25			8.25 ⁹⁵	s 2.01
		5.40	f 9.14 ³⁶			f 2.51	4.15	82	20	18.3	DELPHIA		No Office	WP	2.03	f 9.14 ⁹⁵			8.10	f 1.30
		6.10	s 9.46			f 3.08	4.26	64	28	27.2	GAGE		No Office	P	1.53	f 9.01			7.50	f 1.01
		6.45	s 10.16			s 3.25	4.40	74 80	250	34.5	ROUNDUP	RU		WCYB	s 1.43	s 8.50			7.35	s 12.45 PM
		6.50	10.35			3.28	4.43		210	36.0	WEST ROUNDUP		No Office	P	1.38	8.44			7.15	11.35
		7.15	f 11.05			f 3.44	4.54	114	25	44.2	ELSO		No Office	P	1.29	f 8.32			6.55	f 11.05
		7.35	f 11.30			f 4.01	5.04	63	26	51.2	BUNDY		No Office	P	1.21	f 8.22			6.40	f 10.35
		7.55	s 12.05 PM			s 4.17	5.15	78	34	59.5	LAVINA	V	5.00 PM to 8.00 AM	W	1.11	s 8.10			6.20	s 10.10
			f 12.25			s 4.31			2	65.6	SLAYTON		No Office			f 7.59				f 9.50
		8.30	f 12.30			f 4.36	5.25	61	21	67.6	BURGOYNE		No Office	P	1.02	7.55			6.00	f 9.40
		8.50	s 1.05			s 4.52	5.36 ²⁰⁴	102	44	75.1	RYEGATE	R	4.30 PM to 7.30 AM		12.54	s 7.45			5.36 ¹⁵	s 9.20
		9.15	f 1.35			f 5.08	5.45	62	23	81.4	BARBER		No Office	P	12.47	f 7.35			6.15	f 8.55
		9.40	s 2.10			f 5.24	5.56	105	27	88.6	SHAWMUT	KS	4.00 PM to 7.00 AM	W	12.39	s 7.24			4.45	s 8.38
		10.25	f 2.35			f 5.41	6.08	63	15	96.4	WINNECOOK		No Office	P	12.30	f 7.12			4.15	8.20
		As 11.15 PM	As 3.00 PM			As 6.00 PM	As 6.29 AM	Yard		104.6	HARLOWTON	HN		RBWCTY Z10	L 12.20 AM	L 7.00 AM			L 3.45 AM	L 8.00 AM
		6.45	7.30			3.40	2.37				Schedule Time				2.05	2.45			6.25	7.00
		15.5	14.0			28.5	40.0				Average Speed per Hour				50.2	38.0			16.3	14.9

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains 95 and 96 will carry passengers.

See Speed Restrictions on Page 7.

Manual Block System is in use between Melstone and Harlowton. Train order signals will also be used as block signals. See rules 221-B and 311. Block signal rule 319-A applies at Melstone, Roundup and Harlowton.

Trains stopped by Automatic Signal 339-9 at East switch, Harlowton, will proceed at once at slow speed, expecting to find a train in the block, broken rail, obstruction, or switch not properly set.

Switching Limits at Roundup extend from Yard Limit Sign east of Roundup to Yard Limit Sign west of West Roundup.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed, must immediately reduce to that speed.

NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:

Normal Speed—The maximum speed authorized by time table in territory involved.
Medium Speed—One-half the authorized maximum speed.
Slow speed —One-fourth the authorized maximum speed.

COMMERCIAL SPURS.

Carpenter Creek mine at Geneva.

- N. W. M. & F. Co.....3.4 miles west of Geneva
- Jeffries mine7 mile east of Roundup
- Mine No. 3.....1.2 miles west of Roundup
- Mine No. 2.....2.0 miles west of Roundup
- Bair Collins mine.....3.4 miles west of Roundup

MAXIMUM SPEED LIMIT

PASSENGER TRAINS

Harlowton and Melstone 60 M. P. H.

FREIGHT TRAINS

Harlowton and Melstone 35 M. P. H.

SUNDAY HOURS

- Melstone12:30 a. m. to 4:30 a. m.
- " 8:00 a. m. to 12:01 p. m.
- " 3:00 p. m. to 7:00 p. m.
- Roundup12:01 a. m. to 5:00 a. m.
- " 8:00 a. m. to 10:00 a. m.
- " 6:00 p. m. to 8:00 p. m.
- Harlowton.....Continuous.

6 WESTWARD MOREAU JCT. TO ISABEL—SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Time Table No. 27 In Effect 12:01 A. M. March 5, 1933				SECOND CLASS		
105	205		STATIONS	Distance from Moreau Junction	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	206	106
Mixed	Mixed	Ex. Sunday						Ex. Sunday	Ex. Sunday
L 11.10 AM	L 11.00 AM		..... MOREAU JUNCTION	58.4	MJ	No Office	PJ	A 2 55 PM	A 6 10 PM
f 11.32	f 11.25	25	7.2 CLAYMORE	51.2		No Office	P	f 2.30	f 5.45
f 11.59	f 11.55	27	8.7 LANDEAU	42.5		No Office	P	f 2.00	f 5.15
s 12.25 PM	As 12.15 PM	38	6.4 TRAIL CITY	36.1	CJ	5.00 PM to 8.00 AM	WYCRPJ	L 1.40 PM	s 4.55
s 12.55		10	9.5 GLENCROSS	26.6	GC	5.00 PM to 8.00 AM	P		4.20
s 1.25		27	7.8 TIMBER LAKE	18.8	MK	5.00 PM to 8.00 AM	WP		s 3.55
s 2.00		27	10.7 FIRESTEEL	8.1	G	5.00 PM to 8.00 AM	P		s 3.20
As 2.25 PM		35	8.1 ISABEL		SI	5.00 PM to 8.00 AM	RPYC		L 2.50 PM
3.15	1.15		Schedule Time					1.15	3.20
18.0	17.9		Average Speed per Hour					17.9	17.5

WESTWARD TRAIL CITY TO FAITH—SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Time Table No. 27 In Effect 12:01 A. M. March 5, 1933				SECOND CLASS	
205	206		STATIONS	Distance from Faith	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	206
Mixed	Mixed	Ex. Sunday						Ex. Sunday
L 12.35 PM	L 12.35 PM	38	..... TRAIL CITY	106.1	CJ	5.00 PM to 8.00 AM	RWCJP	As 1.25 PM
f 1.01	f 1.01	27	7.1 DU CHARME	99.0		No Office	P	f 1.01
s 1.25	s 1.25	26	5.8 PROMISE	93.2		No Office	P	s 12.41
f 1.47	f 1.47	30	7.3 VIRGINIA	85.0		No Office	P	f 12.19 PM
s 2.20	s 2.20	24	9.4 LA PLANT	76.5	PA	5.00 PM to 8.00 AM	PW	s 11.50
f 2.50	f 2.50	23	10.1 RIDGEVIEW	66.4		No Office	P	f 11.14
f 3.20	f 3.20	30	8.6 MOSSMAN	57.8		No Office	YP	f 10.47
f 3.45	f 3.45	20	8.3 PARADE	49.5		No Office	P	f 10.22
s 4.25	s 4.25	34	7.1 EAGLE BUTTE	42.4	EB	5.00 PM to 8.00 AM	CP	s 10.00
s 4.55	s 4.55	26	10.0 LANTRY	32.4		5.00 PM to 8.00 AM	W 1 Mi. W. P	s 9.15
s 5.30	s 5.30	27	9.6 DUPREE	22.8	DU	5.00 PM to 8.00 AM	P	s 8.45
s 6.00	s 6.00	25	9.1 RED ELM	13.7		5.00 PM to 8.00 AM	W 1 Mi. W. P	s 8.12
f 6.20	f 6.20	26	6.1 ARROWHEAD	7.6		No Office	P	f 7.53
As 6.45 PM	As 6.45 PM	40	7.6 FAITH		FA	4.00 PM to 7.00 AM	YCRP	L 7.30 AM
6.10	5.10		Schedule Time					5.55
17.2	17.2		Average Speed per Hour					17.9

MAXIMUM SPEED LIMIT

Passenger trains and trains handling passenger equipment only, 30 miles per hour, freight and mixed trains 20 miles per hour on branch lines.

WESTWARD McLAUGHLIN TO NEW ENGLAND—SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Time Table No. 27 In Effect 12:01 A. M. March 5, 1933				FIRST CLASS		SECOND CLASS	
363	305		STATIONS	Distance from McLaughlin	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	306	364	
Mixed	Passenger	Ex. Sunday						Ex. Sunday	Passenger	Mixed
L 11.20 AM	L 11.20 AM		..... McLAUGHLIN	133.9	UN	9.00 PM to 8.00 AM	BWCYRJ	As 2.40 PM	As 2.30 PM
f 11.50	f 11.38	28	8.9 MAPLE LEAF	125.0		No Office	P	f 2.18	f 2.01	
s 12.20 PM	s 11.57	26	8.4 SELFRIDGE	116.6	SR	5.00 PM to 8.00 AM	P	s 2.01	s 1.35	
f 12.56	f 12.18 PM	27	10.0 CHADWICK	106.6		No Office	P	f 1.39	f 1.01	
s 1.20	s 12.37	27	7.6 SHIELDS	99.0	H	5.00 PM to 8.00 AM	W 1/2 Mi. E. P	s 1.20	s 12.37	
s 1.54	s 12.57	28	9.4 FRED A	89.6		No Office	P	f 12.52	f 12.02 PM	
s 2.16	s 1.16	28	6.9 RALEIGH	82.7	RX	5.00 PM to 8.00 AM	WCP	s 12.35	s 11.39	
2.40	1.37	18	7.7 GRAVEL PIT	75.0		No Office		12.10	11.11	
s 2.47	s 1.43	29	2.0 BRISBANE	73.0	RN	5.00 PM to 8.00 AM	P	s 12.06 PM	s 11.04	
s 3.12	s 2.01	28	7.0 LEITH	66.0	HA	5.00 PM to 8.00 AM	WP	s 11.49	s 10.38	
f 3.36	f 2.18	29	7.8 KARY	58.2		No Office	P	f 11.30	f 10.09	
s 3.45	s 2.25	16	2.8 ELGIN	55.4		No Office		s 11.23	s 10.01	
s 4.06	s 2.43	28	5.6 NEW LEIPZIG	49.8	WI	5.00 PM to 8.00 AM	W 2 Mi. W. P	s 11.11	s 9.43	
s 4.30	s 2.57	27	6.4 BENTLEY	43.4	BY	5.00 PM to 8.00 AM	P	s 10.55	s 9.18	
f 4.50	f 3.11	27	6.4 WATROUS	37.0		No Office	P	f 10.41	f 8.53	
s 5.28	s 3.33	28	7.2 MOTT	29.8	MO	4.45 PM to 7.45 AM	WYCP	s 10.26	s 8.31	
f 5.47	f 3.46	0	6.1 STANWICK	23.7		No Office		f 10.09	f 7.52	
s 6.15	s 4.02	28	5.7 REGENT	18.0	RG	3.45 PM to 6.45 AM	P	s 9.57	s 7.34	
s 6.56	s 4.27	28	10.3 HAVELOCK	7.7	VO	3.15 PM to 6.15 AM	P	s 9.32	s 6.53	
As 7.20 PM	As 4.50 PM	36	7.7 NEW ENGLAND	133.9	NE	5.00 PM to 8.00 AM	RCWYP	L 9.15 AM	L 6.30 AM	
8.00	5.30		Schedule Time					5.15	8.00	
16.7	24.3		Average Speed per Hour					25.5	16.7	

SPECIAL RULES

GOVERNING ISABEL, FAITH AND NEW ENGLAND LINE TRAINS.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT THAT NO. 105 IS SUPERIOR TO NO. 106 BETWEEN TRAIL CITY AND ISABEL

All trains must obtain clearance card form "A1" before leaving initial station.
 Bridge over Grand River between Moreau Jct. and Claymore will not clear man on top of car.
 Isabel line trains will not foul main line at Moreau Jct. until given permission to do so by Train Dispatcher.
 In turning engines and cars at Trail City, it is necessary to use a portion of the Isabel line and Faith line main tracks. Extra care should be used.
 All regular trains will stop on flag at Coal Bank for passengers.
 All New England Branch Line trains in both directions will approach the west lead McLaughlin yard under full control and know positively that the New England Branch Line Main Track is clear and that no train is blocking the cross over from Passing Siding to Main Line, or vice versa, before proceeding.
 All Moreau Jct.-Isabel subdivision trains will register at Moreau Junction with train dispatcher.
 12 miles per hour over Grand River bridge between Moreau Jct. and Claymore and over Moreau River bridge between Promise and DuCharme.
 20 miles per hour over Cannonball River bridge east of Shields.
 Class C and K engines should not exceed 15 miles per hour on branch lines.

COMMERCIAL SPURS

Burr Stock Yards .....	.6 mi. West of LaPlant	Coal Bank	5.2 mi. West of Regent
Mossman Stock Yards .....	.7 mi. East of Mossman	Comet	4.4 mi. West of Leith
Winandy	7.7 mi. West of Regent.	Houser	2.0 mi. West of Leith
		Belden .....	.5 mi. East of Shields

SPECIAL RULES AND INSTRUCTIONS

All trains must obtain Clearance Card Form A before leaving initial station on each main line subdivision.

Trains will haul more or less tonnage than rating upon orders from Chief Dispatcher.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

That part of Rules 19 and D-19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read, "by day green metal flags (or marker lamps not lighted)."

Should a train be held 30 minutes at a telegraph station after office is closed for the day, Conductor will call the Operator. If held for 30 minutes at a non-telegraph station, Conductor will report to Train Dispatcher on the telephone.

When rules require the headlight to be displayed, electric headlights on engines in road service will be dimmed by Enginemen under following conditions:

When entering or moving through side tracks in yards where yard engines are employed.

At meeting points when standing waiting arrival of approaching train or trains.

When standing on sidings, in yards, at engine terminals, or at division terminal passenger stations.

Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double tracks, or at junctions.

Whistle signal prescribed by Rule 14-(k) must also be given passing helper engines or motors cut in trains, rear end of freight trains, and track and bridge crews.

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which he may be overtaken by another train, he must sound whistle signal 14-c.

Employees will observe passing train for defects and should there be any indication of conditions endangering the train, take such measures for its protection as may be practical.

Train and enginemen of freight and passenger trains will observe passing trains and if any defects are noticed such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal the members of such trains, calling attention to dangerous conditions and if nothing irregular is noted, will give proceed signal to rear of passing trains when it is practical to do so.

Train and engine crews on moving trains will be on the lookout for signal when passing other trains. At stations, interlocking plants, meeting points with other trains and where trackmen are working when practical exchange signals.

Operators or Agents will place themselves in a position to inspect trains when passing their stations and give signals to train or enginemen as indicated above.

In manual block territory, when an operator receives a train order for a train at a station provided with a two position semaphore he will be governed by the following:

When an operator receives the signal 19 followed by the direction, he must immediately display the 'stop signal' for the direction indicated and then reply 'stop displayed', adding the direction; and until the orders have been delivered or annulled the signal must not be restored to 'proceed'. While 'stop' is indicated trains must not proceed without a clearance card. (Form A or A-1).

A green flag by day or a green light by night placed on the semaphore will indicate that the operator has a 19 order to deliver.

When the operator fails to make delivery of a 19 order the train must stop and get the order.

Rule 941 of the Rules and Regulations of the Operating Department is amplified as follows:

"After opening or closing switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings, care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked."

EMPLOYEES ARE PROHIBITED FROM RIDING:--

- a) On engine footboard between engine and car when cars are being pushed.
 - b) On leading footboard while coupling engine to cars.
 - c) On engine pilots.
 - d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
 - e) On ends of cars containing loads which may shift.
 - f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
 - g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.
- Employees must not get out on the exterior of the cab, hang out of gangway, nor be on the running board of any engine or electric locomotive for any purpose while it is in motion. When necessary the engine or electric locomotive must be stopped.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track, comfort of passengers and all the circumstances, but not exceeding maximum speed limit.

When double heading, using two passenger engines, forty-five miles per hour.

When double heading, using passenger and freight engines, thirty-five miles per hour.

When handled by freight engines of any type, thirty-five miles per hour.

No. 16 will reduce speed to 25 miles per hour at Slayton for exchange mail.

All trains reduce speed to 8 miles per hour between Fifth Street and Montana Avenue, Miles City.

Main line solid trains of stock 40 miles per hour between Harlowton and Jeffrey.

Stock train handling dead freight observe freight train maximum speed.

Trains consisting of engine and caboose stock train maximum speed.

Where track is rough or view is obscured speed of all trains will be reduced to a limit that will insure safety.

Wrecking derricks, locomotive pile driver x-99 and locomotive ditcher x-156 on prairie divisions, where the track is in good condition, 25 miles per hour, around sharp curves 20 miles per hour, 15 miles per hour on branch lines. Reduction to be made where conditions require.

Lidgerwood unloaders 25 miles per hour.

Steam shovels and steam ditchers 25 miles per hour.

Rotary snow plows 25 miles per hour. This speed to be reduced on curves and trestles.

No engine of any class backing up will exceed 20 miles per hour.

The speed of trains passing through cross-overs, entering upon or leaving passing tracks or other side-tracks must be controlled and not exceed ten miles per hour.

Dead engines must be hauled in trains in forward motion only.

Engines other than Mallet type running light or hauling cars, with side rods in position and one main rod removed working steam, must not be run at a speed exceeding twenty-five miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed a speed of twenty miles per hour.

Engineers will regulate their speed on curves to insure smooth riding of trains; also fully observe standard Rule 922.

When the view of persons using road or street crossings is being obstructed by road or yard trains standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

Trains handling scale test cars will not exceed speed of 30 miles per hour. This speed restriction applies only where conditions or instructions do not require slower speed.

Rule 27 of the rules and regulations of the operating department is hereby changed to read as follows:--

A signal imperfectly displayed or the absence of a signal at a place where signal is usually shown must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen it will govern and when sufficient lights in a position—light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practical, correct or replace the light. Imperfectly displayed signals must be promptly reported to chief dispatcher.

FIRE PREVENTATIVE

Enginemen must personally inspect and know before leaving a terminal and any point where front end hoppers or ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employees, and where fires may be communicated to a bridge or other structures, stop their train and assist in extinguishing the fire.

Trainmen will observe and report at first opportunity the presence of fires on right-of-way that may have been set by engines on their own or preceding trains, call the attention of their enginemen to the same promptly and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish fire.

SPECIAL RULES AND INSTRUCTIONS

Tonnage Rating.

STATIONS	CLASS L3 8600 to 8699					CLASS L2 8000 to 8499					
	1	2	3	4	5	1	2	3	4	5	
Marmarth to Rhame	1.0	2100	1775	1675	1475	1900	1700	1600	1500	1325	
Rhame to Mobridge	.5	4200	3570	3360	2940	3600	3250	3050	2875	2520	
Mobridge to Marmarth	.6	3000	2550	2400	2100	2500	2250	205	2000	1750	
Harlowton-Melstone	.0	8000	7200	6400	5200	4400	6000	5400	4800	3300	
Melstone-Sumatra	.5	3350	2900	2600	2100	1700	2800	2500	2200	1800	1200
Sumatra-Miles City Yard	.4	6400	5700	5100	4100	3500	5800	5200	4600	3700	3100
Miles City Yard-Terry	.4	5000	4475	4000	3175	2375	4100	3650	3200	2650	2000
Terry-Marmarth	.4	4500	4025	3600	2850	2250	3700	3300	2975	2350	1750
Marmarth-Kingmont	.5	3350	2900	2600	2100	1500	2800	2500	2200	1800	1200
Kingmont-Miles City Yard	.5	4250	3600	3400	2700	2100	3500	3100	2800	2200	1600
Miles City Yard-Melstone	.5	3300	2900	2600	2100	1500	2700	2400	2100	1700	1100
Melstone-Harlowton	.4	3300	2900	2600	2100	1500	2700	2400	2100	1700	1100

STATIONS	CLASS G8 2500 to 2699					CLASS G6 2300 to 2399					
	1	2	3	4	5	1	2	3	4	5	
McLaughlin to Shields	1.0	1300	1175	1040	910	750	675	640	600	525	
Shields to New England	1.5	1000	850	800	700	600	540	510	480	420	
New England to Mott	1.0	1300	1175	1040	910	750	675	640	600	525	
Mott to Brisbane Pit	1.5	1100	935	880	770	650	540	510	480	420	
Brisbane Pit to Selfridge	1.0	1300	1175	1040	910	750	675	640	600	525	
Selfridge to McLaughlin	.0	1500	1225	1100	975	850	1400	1260	1100	1120	980
Mobridge to Isabel	1.5	1100	935	880	770	600	550	500	475	425	
Isabel to Mobridge	1.0	2100	1825	1665	1490	1360	1500	1175	1125	1100	1025
Trail City to Faith	1.5	1100	935	880	770	600	550	500	475	425	
Faith to Trail City	2.0	1100	900	1100	1000	800	800	700	600	500	400

SURGEONS

MILWAUKEE HOSPITAL ASSOCIATION.

Dr. A. I. Bouffler	Seattle, Wash.	Chief Surgeon
Dr. G. H. Twining	Mobridge, S. D.	District Surgeon
Dr. G. W. Sarchet	Mobridge, S. D.	Oculist
Dr. F. C. Totten	Lemmon, S. D.	Oculist
Dr. J. H. Garberson	Miles City, Mont.	District Surgeon
Dr. L. H. Rowen	Miles City, Mont.	Oculist
Dr. Peter Potter	Butte, Mont.	Oculist
Dr. D. Alway	Abbeville, S. D.	Oculist

Location	Name	Title	Location	Name	Title
Mobridge, S. D.	Dr. G. H. Twining	Local Surgeon	Jarvis, Mont.	Dr. G. H. Crary	Local Surgeon
Mobridge, S. D.	Dr. G. W. Sarchet	Surgeon	Terry, Mont.	Dr. I. J. Bridenstine	"
McLaughlin, S. D.	Dr. W. S. Bennett	Local Surgeon	Miles City, Mont.	Dr. J. H. Garberson	"
McIntosh, S. D.	Dr. C. L. Olson	"		Dr. R. R. Rendall	Asst. Surgeon
Lemmon, S. D.	Dr. F. C. Totten	"		Dr. M. D. Winter	Asst. Surgeon
Hettinger, N. D.	Dr. Mark F. Williams	"	Forsyth, Mont.	Dr. G. T. Haywood	Local Surgeon
Reeder, N. D.	Dr. J. L. Dach	"	Roundup, Mont.	Dr. C. T. Pigot	"
Bowman, N. D.	Dr. F. J. Cornellus	"	Ryegate, Mont.	Dr. J. W. Reed	"
Rhame, N. D.	Dr. S. E. Patterson	"	Harlowton, Mont.	Dr. E. M. Gans	"
Marmarth, N. D.	Dr. W. G. Wendell	"			
Regent, N. D.	Dr. S. W. Hill	"			
Mott, N. D.	Dr. O. C. Olesky	"			
New Leipzig, N. D.	Dr. E. E. Hamilton	"			
New England, N. D.	Dr. D. Lemieux	"			
Timber Lake, S. D.	Dr. T. H. Baer	"			
Faith, S. D.	Dr. H. C. Durkee	"			
Dupree, S. D.	Dr. F. H. Creamer	"			
Baker, Mont.	Dr. W. H. Flakemore	"			
Baker, Mont.	Dr. R. N. Barr	"			

STRETCHERS

No. 1—Mobridge	No. 60—Terry
No. 2—McIntosh	No. 131—Miles City Yard
No. 4—Marmarth	No. 6—Miles City Station
No. 34—Trail City	No. 7—Forsyth
No. 35—Mott	No. 166—Roundup
No. 38—Faith	No. 8—Melstone
No. 5—Isabel	No. 9—Lavina
No. 43—Baker	No. 179—Harlowton

HOSPITALS

Mobridge Hospital, Mobridge, S. D. Miles City Hospital, Miles City, Mont.

Whenever passengers or employees are injured, every thing possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent and particularly all personal injuries at the time they occur, and where an employe is injured while on duty, a physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

TONNAGE REDUCTION FOR WEATHER CONDITIONS

- No. 1—Over 20 above, full tonnage.
- No. 2—10 to 20 above, reduce 10 per cent.
- No. 3— 0 to 10 above, reduce 15 per cent.
- No. 4— 0 to 10 below, reduce 20 per cent.
- No. 5— 0 to 20 below, reduce 30 per cent.

SPEED TABLE.

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.
 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.
 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

WEIGHT OF DEAD ENGINES, INCLUDING TENDER

C 1 176 Tons	G 6 155 Tons	L 3 252 Tons
C 2 185 Tons	G 8 155 Tons	N 1 278 Tons
C 3 181 Tons	I 5 118 Tons	N 2 281 Tons
C 5 189 Tons	K 1 180 Tons	EF 1 288 Tons
F 5 205 Tons	L 1 207 Tons	EP 2 261 Tons
F 6 334 Tons	L 2 216 Tons	EP 3 278 Tons

Yard Limit Signs Are Located As Follows:

Mobridge,	2640 Ft. west of west Main track switch.
McLaughlin,	2640 Ft. east of east Main track switch. 2640 Ft. west of west Main track switch.
McIntosh,	2640 Ft. east of east Passing siding switch. 2640 Ft. west of west Passing siding switch.
Lemmon,	2640 Ft. east of east Passing siding switch. 4271 Ft. west of west Passing siding switch.
Hettinger,	2640 Ft. east of east Passing siding switch. 2640 Ft. west of west Passing siding switch.
Bowman,	2640 Ft. east of east Passing siding switch. 2640 Ft. west of west Passing siding switch.
Marmarth,	5000 Ft. east of east Main track switch. 5280 Ft. west of west Main track switch.
Baker,	3000 Ft. east of east Passing siding switch. 2200 Ft. west of west Stock track switch.
Mildred,	5280 Ft. east of east Main track switch. 2640 Ft. west of west Main track switch.
Miles City,	5280 Ft. east of east Main track switch. 2640 Ft. west of west Stock Yard switch.
Vananda,	2640 Ft. east of east Main track switch. 7600 Ft. west of west Main track switch.
Melstone,	2640 Ft. east of east Main track switch. 5280 Ft. west of west Main track switch.
Roundup,	7600 Ft. east of east Main track switch.
West Roundup,	2640 Ft. west of Bair Collins Mine switch.
Harlowton,	7600 Ft. east of east Main track switch.
New England,	2640 Ft. east of east Main track switch.
Trail City,	2640 Ft. east and west from outer switches on Isabel line and west on Faith line.
Isabel,	2640 Ft. east of east Main track switch.
Faith,	2640 Ft. east of east Main track switch.

WATCH INSPECTORS.

G. F. Swartz	Mobridge, S. D.
W. W. Dwight	McLaughlin, S. D.
G. E. Bielein	McIntosh, S. D.
O'Harra's Drug Store	Marmarth, N. D.
H. C. Smith	Miles City, Mont.
Anderson Drug Co.	Melstone, Mont.
F. C. Bennet & Co.	Roundup, Mont.
A. E. Robertson	Harlowton, Mont.

SYMBOLS

@—Standard Clock	J—Junction
W—Water	Z—Track Scales
C—Coal	†—Refreshment
O—Oil	K—Connection
R—Register	Foreign Road
T—Turntable	P—Dispatcher's Telephone
Y—Wye	I—Interlocked
B—Bulletin Boards	D—Hog drenching tower.

Train Dispatchers

- J. P. ROTHMAN
- H. R. WINSHIP
- T. J. HANSON
- P. G. KEARNEY
- C. A. OLSON
- E. A. FARR
- D. J. HAGERTY

Chief Dispatcher Main Line

E. B. CORNWELL

Chief Dispatcher Branch Lines

W. P. MORAN

Traveling Engineer and Asst. Trainmaster

R. G. WEBB

Trainmaster

A. W. HERVIN