

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

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees.

TRANS-MISSOURI DIVISION

TIMETABLE No. 29

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

MOUNTAIN, OR 105th MERIDIAN TIME

SUNDAY, NOVEMBER 15, 1936

Superseding Time Table No. 28

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

A. C. KOHLHASE,
Superintendent.

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

C. H. BUFORD,
General Manager.

WESTWARD

MOBRIDGE TO MARMARTH—SUBDIVISION

EASTWARD

THIRD CLASS		SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Distance from Moberidge	STATIONS	Distance from Marmarth	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS			THIRD CLASS		
97	91	105	205	263	15	5								Time Table No. 29 In Effect 12.01 A. M. November 15, 1936	16	6	264	206	106	98	92
Way Freight	Way Freight	Mixed	Mixed	Time Freight	Passenger	Passenger	Sidings	Other Tracks							Passenger	Passenger	Time Freight	Mixed	Mixed	Way Freight	Way Freight
Mon. Wed. Fri.	Tues. Thurs. Sat.	Ex. Sunday	Ex. Sunday	Daily	Daily	Ex. Sunday								Daily	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Tues. Thurs. Sat.	Mon. Wed. Fri.	
L 10.30 AM		L 9.40 AM	L 9.30 AM	L 5.30 AM	L 5.17 PM	L 9.10 AM	787		MOBRIDGE	190.1	MB		RBWCTZS	A 12.15 PM	A 3.50 PM	A 12.01 AM	A 3.00 PM	A 4.55 PM	A 2.55 PM		
10.45		A 9.55 AM	A 9.45 AM	5.45	5.25	9.20	104	0	MOREAU JUNCTION	186.3		No Office	JP	12.06 PM	3.39	11.35 PM	L 2.45 PM	L 4.40 PM	2.40		
10.56				5.55	5.31	9.28	63	4	STRATTON	181.6		No Office	P	11.59	f 3.32	11.25				2.30	
11.16				6.03	5.36	9.35	97	27	WAKPALA	178.2	WP	5.00 PM to 8.00 AM	P	11.54	s 3.26	11.15				2.20	
11.47 ¹⁶				6.14	5.44	9.44	96	24	JEFFREY	172.8		No Office	P	11.47 ⁹⁷	f 3.16	10.55				2.00	
12.05 PM				6.26	5.51	9.56	103	30	MAHTO	167.3		No Office	P	11.40	s 3.06	10.30				1.45	
12.40				6.45	6.01	10.21	96	170	McLAUGHLIN	159.7	UN	9.00 PM to 3.00 AM	CJWYDB	11.31	s 2.43	10.05				1.25	
1.00				7.05	6.11	10.34	102	3	CADILLAC	151.4		No Office	P	11.21	f 2.33	8.45				12.25	
1.15				7.18	6.19	10.46	103	34	WALKER	144.5	W	5.00 PM to 8.00 AM	P	11.13	s 2.22	8.25				12.10 PM	
1.30				7.29	6.26	11.06 ^{1c}	64	32	TATANKA	138.5		No Office	P	11.06 ⁵	f 2.12	8.05				11.57	
1.50 ⁶ 3.00				7.58	6.36	11.20 ⁹⁸ 11.30 ⁹⁸	350	58.6	McINTOSH	131.5	MI	12.01 AM to 8.00 AM	DCWE	10.58 ⁹⁸	1.59 ⁹⁷ 1.49	7.45				11.20 ¹⁶ 10.10 ⁵	
3.30				8.20	6.49 ²⁶⁴	11.46	80	38	WATAUGA	121.8	WG	5.00 PM to 8.00 AM	P	10.47	s 1.33	6.49 ¹⁰				9.25	
4.00				8.40	6.59	11.59	100	68	MORRISTOWN	113.0	RI	5.00 PM to 8.00 AM	P	10.37	s 1.17	6.25				9.05	
4.20				8.52 ⁹⁸	7.05	12.08 PM	102	51	KELDRON	108.6	K	5.00 PM to 8.00 AM	P	10.32	s 1.09	6.10				8.52 ²⁶³	
4.50				9.17	7.17	12.23	102	27	THUNDER HAWK	100.5	HD	5.00 PM to 8.00 AM	PW	10.23	s 12.56	5.50				8.15	
A 5.25 PM ²⁶⁴	L 7.00 AM			9.42	7.28	12.42	102	230	LEMMON	91.3	MN		WYS	10.11	s 12.42 ⁵	5.25 ⁹⁷				L 7.30 AM	A 3.00 PM
	7.20			10.02 ^{1c}	7.39	12.58	102	27	PETREL	85.4		No Office	P	10.02 ²⁶³	f 12.28	4.55					2.40
	7.35			10.18	7.44	1.05	40	108.7	WHITE BUTTE	81.4		No Office	P	9.57	f 12.19	4.40					2.10
	8.05			10.33	7.51	1.16 ⁹²	100	71	HAYNES	75.8	HA	5.00 PM to 8.00 AM	P	9.50	s 12.09 PM	4.25					1.16
	9.40 ¹¹			11.08	8.06	1.37	103	171	HETTINGER	67.6	HG	11.00 PM to 7.00 AM	WCD	9.40 ⁹¹	s 11.66	4.05					12.35 PM
	10.05			11.37 ⁹²	8.19	1.53	59	47	BUCYRUS	59.0	BU	5.00 PM to 8.00 AM	FW	9.26	s 11.37 ⁹²	3.30					11.47 ⁶ 11.22 ²⁶³
	10.35			11.53	8.29	2.10	99	39	REEDER	50.5	RD	5.00 PM to 8.00 AM	P	9.16	s 11.22	3.10					11.00
	11.09			12.05 PM	8.37	2.20	100	30	GASCOYNE	43.7	GA	5.00 PM to 8.00 AM	P	9.08	s 11.09 ⁹¹	2.53					10.30
	11.45			12.12	8.42	2.27	73	110	SCRANTON	40.2	CN	5.00 PM to 8.00 AM	PW	9.03	s 11.02	2.45					10.15
	12.05 PM			12.25	8.49	2.35 ²⁶⁴	104	30	BUFFALO SPRINGS	35.5	BF	5.00 PM to 8.00 AM	P	8.58	s 10.54	2.35 ⁵					9.55
	12.25 ²⁶³ 1.05			12.45 ⁹¹	9.05	3.05	102	108	BOWMAN	27.7	AN	12.01 AM to 8.00 AM	W	8.47	s 10.41	2.20					9.40
	1.20			1.05	9.17	3.20	64	35	GRIFFIN	20.4		No Office	P	8.35 ⁹²	f 10.24	2.01					8.47 ^{1c} 8.25
	1.45 ²⁶⁴			1.20	9.26	3.34	98	66	RHAME	14.5	RH	12.01 AM to 8.00 AM		8.28	s 10.16	1.45 ⁹¹					8.10
	2.15			1.30 ²⁶⁴	9.32	3.43	102	14	IVES	9.5		No Office	P	8.19	f 10.03	1.30 ²⁶³					7.45
	2.40			1.45	9.40	3.52	64	16	MAZDA	3.5		No Office	P	8.08	s 9.53	1.01					7.15
A 3.00 PM		A 1.55 PM	A 9.47 PM	A 4.00 PM			523	190.1	MARMARTH	0.0	RA		RBCWTS	L 8.01 AM	L 9.45 AM	L 12.45 PM					L 7.00 AM
6.55	8.00	.15	.15	8.25	4.30	6.50			Schedule Time					4.14	6.05	11.16	.15	.15	7.25	8.00	
14.3	11.4	15.2	15.2	22.6	42.2	27.8			Average Speed per hour					44.9	31.2	16.9	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 4:00 p. m.
5:30 p. m. to 7:30 p. m.

Lemmon
9:00 a. m. to 11:00 a. m.
7:00 p. m. to 9:00 p. m.

Hettinger
9:00 a. m. to 11:00 a. m.
7:30 p. m. to 9:30 p. m.

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

Marmarth
6:00 a. m. to 10:00 a. m.
8:30 p. m. to 10:30 p. m.

MAXIMUM SPEED LIMIT

PASSENGER TRAINS

Moberidge to Jeffrey
60 M. P. H.

Jeffrey to Marmarth
65 M. P. H.

FREIGHT TRAINS

Moberidge to Jeffrey
35 M. P. H.

Jeffrey to Marmarth
45 M. P. H.

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. Trains 15 and 16 will stop on flag at points not scheduled to stop to let off and pick up revenue passengers for Aberdeen East and South and Harlowton West and North.

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.

All 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.

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.

WESTWARD

MARMARTH TO MILES CITY — SUBDIVISION

EASTWARD 3

THIRD CLASS			SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Time Table No. 29			Distance from Miles City	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS			SECOND CLASS			THIRD CLASS		
33			263			15				In Effect 12.01 A. M. November 15, 1936								16			264			34	
Mixed			Time Freight			Passenger			STATIONS				Passenger			Time Freight			Mixed						
Mon. Wed. Fri.			Daily			Daily				Distance from Marmarth				Daily			Daily			Tues Thurs. Sat.					
L 8.30 AM			L 2.10 PM			L 9.55 PM		Yard	0.0	..... MARMARTH.....	124.3	RA		RWCTBSE	A 7.56 AM			A 12.30 PM			A 2.00 PM			
f 8.43			2.25			10.06	64	22	6.5	..... MONTLINE.....	118.0		No Office	P	7.46			12.05 PM			f 1.45			
f 8.51			2.35			10.13	63	17	11.1	..... DODGE.....	113.2		No Office	P	7.39			11.45			f 1.36			
f 8.57			2.45			10.20	63	17	14.8	..... KINGMONT.....	100.5		No Office	P	7.34			11.39			1.30			
s 9.25			3.05			s 10.29	99	70	20.4	..... BAKER.....	103.9	KR		P	s 7.26			11.00			s 1.15			
f 9.40			3.18			10.37	63	19	27.3	..... TONQUIN.....	97.0		No Office	P	7.13			10.15			f 12.40			
s 9.55 ²⁶⁴			3.29			10.44	100	32	32.7	..... PLEVNA.....	91.6	VN	5.00 PM to 8.00 AM	WCP	7.06			9.55 ³³			s 12.25			
s 10.15			3.44			10.53	63	43	40.5	..... WESTMORE.....	83.8		No Office	P	6.57			9.30			s 12.01 PM			
s 10.45			4.01			11.03	100	50	48.7	..... ISMAY.....	75.6	SY	5.00 PM to 8.00 AM	WP	6.47			9.05			s 11.40			
f 11.05			4.15			11.12	63	18	55.7	..... LACOMB.....	68.6		No Office	P	6.39			8.40			f 11.05			
s 11.40			4.40			11.27	99	55	63.7	..... MILDRED.....	60.6	MD	12.01 AM to 8.00 AM	DCWYP	6.27			8.20			s 10.45			
f 11.55			4.55			11.37	68	19	71.6	..... WHITNEY.....	52.7		No Office	P	6.12			7.45			f 10.17			
f 12.10 PM			5.07			11.46	105	17	78.1	..... BLUFFPORT.....	46.2		No Office	P	6.05			7.30			f 10.02			
s 12.45			5.21			f 11.56	100	35	85.4	..... TERRY.....	38.9	TY	7.45 AM to 8.00 AM 4.00 PM to 11.45 PM	KPW	f 5.57			7.10			s 9.48			
f 1.01			5.32			12.03 AM	100	20	91.2	..... CALYPSO.....	33.1		No Office	P	5.50			6.50			f 9.13			
f 1.15			5.45			12.11	62	27	97.8	..... SAUGUS.....	26.5		No Office	P	5.42			6.35			f 8.59			
f 1.29			5.57			12.18	96	10	104.0	..... BONFIELD.....	20.3		No Office	WP	5.35			6.20			f 8.45			
s 1.41			6.08			12.25	62	33	109.7	..... KINSEY.....	14.6		No Office	P	5.28			6.05			s 8.32			
f 1.56			6.22			12.34	98	16	117.3	..... TUSLER.....	7.0		No Office	P	5.19			5.50			f 8.18			
A 2.15 PM			A 6.35 PM			A 12.45 AM	Yard		124.3	..... MILES CITY.....	0.0	MC		ED KRWCTBSE	L 5.10 AM			L 5.30 AM			L 8.00 AM			
5.45			4.25			2.50				Schedule Time					2.46			7.00			6.00				
21.6			28.1			43.9				Average Speed per Hour					44.9			17.8			20.7				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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.

Train 15 will stop on flag at points not scheduled to stop to pick up revenue passengers destined Harlowton west and north and let off revenue passengers Aberdeen east and south.

Train 16 will stop on flag at points not scheduled to stop to pick up revenue passengers destined Aberdeen east and south and let off revenue passengers from Harlowton west and north.

The time of Trains 15 and 33 at Miles City will apply at passenger station.

MAXIMUM SPEED LIMIT

PASSENGER TRAINS

Miles City to Marmarth

65 M. P. H.

FREIGHT TRAINS

Miles City to Marmarth

45 M. P. H.

COMMERCIAL SPURS

Carbon.....1.8 miles east of Baker
Murray.....3.1 miles east of Miles City

SUNDAY HOURS

Marmarth12:01 a. m. to 10:00 a. m.

" 8:30 p. m. to 10:30 p. m.

Baker6:00 a. m. to 10:00 a. m.

"10:00 p. m. to 12:01 a. m.

Mildred10:00 p. m. to 12:01 a. m.

Terry12:01 a. m. to 7:45 a. m.

"11:45 p. m. to 11:59 p. m.

Miles CityContinuous

Mildred closed Mondays

12:01 a. m. to 8:00 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	Time Table No. 29 In Effect 12.01 A. M. November 15, 1936	Distance from Melstone	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS			SECOND CLASS			THIRD CLASS		
35			263			15									16			264			36		
Mixed			Time Freight			Passenger																	
Mon. Wed. Fri.			Daily			Daily																Tues. Thurs. Sat.	
L 9.00 AM			L 8.05 PM			L 12.55 AM	Yard	0.0	MILES CITY	111.6	MC		ED RWCTBZSK	A 5.00 AM		A 3.00 AM					A 6.00 PM		
f 9.16			8.25			1.05	62	100	7.8	7.8		No Office	YP	4.48		2.30					f 4.44		
f 9.30			8.40			1.14	111	21	15.6	7.8		No Office	P	4.38		2.15					f 4.30		
f 9.50			8.59			1.26	63	21	25.4	9.8		No Office	P	4.26		1.55					f 4.10		
s 10.08			9.14			1.35 ²⁶⁴	98	26	33.2	7.8		5.00PM to 8.00AM	WP	4.15		1.35 ¹⁵					s 3.55		
f 10.20			9.26			1.47	62	13	39.5	6.3		No Office	P	4.06		1.24					f 3.40		
s 10.40			9.36			1.55	91	17	44.5	5.0		6.00AM to 8.00AM 4.30PM to 10.00PM	WP	3.59		1.16					s 3.30		
f 10.46			9.41			1.59	98	16	47.6	3.1		No Office	P	3.54		1.10					f 3.19		
f 11.01			9.58			2.11	63	21	56.6	9.0		No Office	P	3.44		12.50					f 3.01		
s 11.25			10.18			2.18	101	23	62.2	5.6		5.00AM to 8.00AM 4.00PM to 9.00PM	DWCP	3.37		12.30					s 2.45		
f 11.35			10.33			2.25	62	14	67.2	5.0		No Office	P	3.31		12.01 AM					f 2.25		
f 11.45			10.44			2.32	62	13	72.1	4.9		No Office	P	3.25		11.45					f 2.15		
f 11.55			10.56			2.39	100	15	77.4	5.3		No Office	P	3.19		11.35					f 2.05		
s 12.15 PM			11.15 ²⁶⁴			2.49	63	38	84.6	7.2		5.00PM to 8.00AM	P	3.10		11.15 ²⁶³					s 1.45		
f 12.30			11.27			3.03 ¹⁰	64	25	90.6	6.0		No Office	W 2 Mi. West P	3.03 ¹⁵		11.01					f 1.25		
s 12.50			11.35			3.13	112	14	94.8	4.2		5.00AM to 8.00AM 4.00PM to 9.00PM	P	2.57		10.50					s 1.15		
f 1.02			11.45			3.19	69	22	100.2	5.4		No Office	P	2.50		10.35					f 1.01		
f 1.13			11.54			3.25	78	23	105.3	5.1		No Office	P	2.43		10.20					f 12.45		
A 1.30 PM			A 12.05 AM			A 3.33 AM	Yard	111.6	MELSTONE	0.0	MS		D RWCBTSE	L 2.36 AM		L 10.00 PM					L 12.30 PM		
4.30			4.00			2.38								2.24		5.00					4.20		
24.8			27.9			42.4								46.5		22.3					24.8		
Average Speed per Hour																							

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED LIMIT

PASSENGER TRAINS

Melstone to Miles City 60 M. P. H.

FREIGHT TRAINS

Melstone and Miles City 40 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
 Bowers4.2 miles west of Thurlow
 Hammond.....2.4 miles west of Cold Springs
 Sheffield Beet Track1.6 miles east of Sheffield

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.

Train 15 will stop on flag at points not scheduled to stop to pick up revenue passengers destined Harlowton west and north and let off revenue passengers from Aberdeen east and south. Train 15 will stop at Forsyth on Sundays.

Train 16 will stop on flag at points not scheduled to stop to pick up revenue passengers destined Aberdeen east and south and let off revenue passengers from Harlowton west and north.

Passenger Trains reduce speed to 50 miles per hour on first curve west of depot, Forsyth.

The Time of Trains 15 and 35 at Miles City will apply at passenger station.

SUNDAY HOURS

Miles City.....Continuous
 Forsyth 1:30 a. m. to 4:01 a. m.
 Vananda 9:00 p. m. to 11:00 p. m.
 Sumatra 9:00 p. m. to 11:00 p. m.
 Melstone 12:10 a. m. to 4:10 a. m.
 8:00 a. m. to 4:00 p. m.
 8:30 p. m. to 10:30 p. m.

THIRD CLASS			SECOND CLASS			FIRST CLASS			FIRST CLASS			SECOND CLASS			THIRD CLASS		
35			263			15			16			264			36		
Mixed			Time Freight			Passenger			Passenger			Time Freight			Mixed		
Mon, Wed, Fri.			Daily			Daily			Daily			Daily			Tues, Thurs, Sat.		
L 2.00 PM			L 12.20 AM			L 3.33 AM			A 2.36 AM			A 9.30 PM			A 12.15 PM		
f 2.12			12.33			3.40			2.29			9.05			f 11.59		
s 2.30			12.48			3.48			2.22			8.52			s 11.45		
f 2.45			1.03			3.56			2.14			8.40			f 11.31		
f 3.01			1.21			4.07			2.04			8.20			f 11.15		
s 3.55			1.55 ¹⁶			4.21			1.55 ²⁰³			8.00			s 10.55		
4.01			1.59			4.24			1.48			7.25			10.25		
f 4.25			2.24			4.35			1.39			7.10			f 10.10		
f 4.45			2.44			4.44			1.31			6.55			f 9.56		
s 5.20			3.01			4.53			1.21			6.35			s 9.37		
s 5.40						5.01									f 9.25		
f 5.45			3.21			5.04			1.12			6.21			9.20		
s 6.07 ²⁰¹			3.50			5.15			1.04			6.07 ³⁵			s 9.05		
f 6.20			4.05			5.25			12.57			5.55			f 8.45		
f 6.45			4.25			5.36			12.49			5.40			s 8.31		
f 7.05			4.50			5.48			12.40			5.25			f 8.16		
A 7.30 PM			A 5.30 AM			A 6.09 AM			L 12.30 AM			L 5.00 PM			L 8.00 AM		
5.30			5.10			2.36			2.06			4.30			4.15		
10.0			20.2			40.2			40.8			23.2			24.6		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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.

Train 15 will stop on flag at points not scheduled to stop to pick up revenue passengers destined Harlowton west and north and let off revenue passengers from Aberdeen east and south.

Train 16 will stop on flag at points not scheduled to stop to pick up revenue passengers destined Aberdeen east and south and let off revenue passengers from Harlowton west and north.

Trains stopped by Automatic Signal 529-9 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. Automatic block system begins for westward trains and ends for eastward trains at marker sign thirty (30) feet east of east switch at Harlowton.

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.

- 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.....Roundup

MAXIMUM SPEED LIMIT

- PASSENGER TRAINS**
- Harlowton and Melstone 60 M. P. H.
- FREIGHT TRAINS**
- Harlowton and Melstone 40 M. P. H.

SUNDAY HOURS

- Melstone12:10 a. m. to 4:10 a. m.
- " 8:00 a. m. to 4:00 p. m.
- "8:30 p. m. to 10:30 p. m.
- Roundup1:15 a. m. to 4:30 a. m.
- " 8:00 a. m. to 10:00 a. m.
- Harlowton Continuous

6 WESTWARD MOREAU JCT. TO ISABEL—SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Distance from Moreau Junction	Time Table No. 29				SECOND CLASS		
105	205			STATIONS	Distance from Isabel	Telegraph Calls	Office Closed Week Days	SYMBOLS	206	106
Mixed	Mixed								206	106
Ex. Sunday	Ex. Sunday	Sidings	Other Tracks					Ex. Sunday	Ex. Sunday	
L 9.55 AM	L 9.45 AM			..... MOREAU JUNCTION	58.4	MJ	No Office	PJ	A 2.45 PM
	f 10.15	25	7.2	..... CLAYMORE	51.2		No Office	P	f 4.20
	f 10.37	27	15.9	..... LANDEAU	42.5		No Office	P	f 3.55
s 11.00	As 10.45 AM	38	32	..... TRAIL CITY	36.1	CJ	5.00 PM to 8.00 AM	WYCRPJ	L 1.40 PM
s 11.30		10	31.8	..... GLENCROSS	26.6	GC	5.00 PM to 8.00 AM	P	s 2.55
s 12.05 PM		27	39.6	..... TIMBER LAKE	18.8	MK	5.00 PM to 8.00 AM	WP	s 2.30
s 12.40		27	50.3	..... FIRESTEEL	8.1	G	5.00 PM to 8.00 AM	P	s 1.50
A 1.00 PM		35	58.4	..... ISABEL		SI	5.00 PM to 8.00 AM	RPYC	L 1.20 PM
3.05	1.00			Schedule Time					1.05 3.20	
19.0	22.3			Average Speed per Hour					20.6 17.5	

WESTWARD McLAUGHLIN TO NEW ENGLAND—SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Distance from New England	Time Table No. 29				SECOND CLASS	
363	364			STATIONS	Distance from New England	Telegraph Calls	Office Closed Week Days	SYMBOLS	364
Mixed	Mixed								364
Ex. Sunday	Ex. Sunday	Sidings	Other Tracks					Ex. Sunday	
L 10.30 AM		Yard		..... McLAUGHLIN	133.9	UN	9.00 PM to 8.00 AM	BWCYRJ	A 2.15 PM
f 10.55		28	8.9	..... MAPLE LEAF	125.0		No Office	P	f 1.42
s 11.25		26	20	..... SELFIDGE	116.6	SR	5.00 PM to 8.00 AM	P	s 1.20
f 11.51		27	27.3	..... CHADWICK	106.6		No Office	P	f 12.45
s 12.25 PM		27	34.9	..... SHIELDS	99.0	H	5.00 PM to 8.00 AM	W 1/2 MI. E. P	s 12.25 PM
s 12.50		28	44.3	..... FRENDA	89.6		No Office	P	f 11.58
s 1.20		28	8	..... RALEIGH	82.7	RX	5.00 PM to 8.00 AM	WCP	s 11.38
1.40		18	0	..... GRAVEL PIT	75.0		No Office		11.08
s 1.48		29	60.9	..... BRISBANE	73.0	RN	5.00 PM to 8.00 AM	P	s 11.03
s 2.10		28	67.9	..... LEITH	66.0	HA	5.00 PM to 8.00 AM	WP	s 10.43
f 2.30		29	75.7	..... KARY	58.2		No Office	P	f 10.15
s 2.38		16	78.5	..... ELGIN	55.4		No Office		s 10.07
s 2.58		28	84.1	..... NEW LEIPZIG	49.8	WI	5.00 PM to 8.00 AM	W 2 MI. W. P	s 9.50
s 3.18		27	90.5	..... BENTLEY	43.4	BY	5.00 PM to 8.00 AM	P	s 9.25
f 3.35		27	96.9	..... WATROUS	37.0		No Office	P	f 9.04
s 4.05		28	21	..... MOTT	29.8	MO	5.00 PM to 8.00 AM	WYCP	s 8.45
s 4.40		28	116.9	..... REGENT	18.0	RG	4.45 PM to 7.45 AM	P	s 8.05
s 5.05		28	126.2	..... HAVELOCK	7.7	VO	4.30 PM to 7.30 AM	P	s 7.40
A 5.30 PM		36	65	..... NEW ENGLAND		NE	5.00 PM to 8.00 AM	RCWYP	L 7.20 AM
7.00				Schedule Time					6.55
19.1				Average Speed per Hour					19.4

WESTWARD TRAIL CITY TO FAITH—SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Distance from Trail City	Time Table No. 29				SECOND CLASS	
205	206			STATIONS	Distance from Faith	Telegraph Calls	Office Closed Week Days	SYMBOLS	206
Mixed	Mixed								206
Ex. Sunday	Ex. Sunday	Sidings	Other Tracks					Ex. Sunday	
L 11.05 AM		38	32	..... TRAIL CITY	106.1	CJ	5.00 PM to 8.00 AM	RWCJP	A 1.35 PM
f 11.28		27	7.1	..... DU CHARME	99.0		No Office	P	f 1.05
f 11.50		26	12.9	..... PROMISE	93.2		No Office	P	s 12.45
f 12.20 PM		30	20.2	..... VIRGINIA	85.9		No Office	P	f 12.20 PM
s 1.00		24	29.6	..... LA PLANT	76.5	PA	5.00 PM to 8.00 AM	PW	s 11.55
f 1.30		23	39.7	..... RIDGEVIEW	66.4		No Office	P	f 11.22
f 1.51		30	48.3	..... MOSSMAN	57.8		No Office	YP	f 11.00
f 2.11		20	56.6	..... PARADE	49.5		No Office	P	f 10.38
s 2.50		34	63.7	..... EAGLE BUTTE	42.4	EB	5.00 PM to 8.00 AM	CP	s 10.20
s 3.20		26	73.7	..... LANTRY	32.4		5.00 PM to 8.00 AM	W 1 MI. W. P	s 9.45
s 4.00		27	83.3	..... DUPREE	22.8	DU	4.30 PM to 7.30 AM	P	s 9.05
s 4.25		25	92.4	..... RED ELM	13.7		4.15 PM to 7.15 AM	W 1 MI. W. P	s 8.35
f 4.40		26	98.5	..... ARROWHEAD	7.6		No Office	P	f 8.18
A 5.00 PM		40	20	..... FAITH		FA	4.30 PM to 7.30 AM	YCRP	L 8.00 AM
5.55				Schedule Time					5.35
17.9				Average Speed per Hour					18.9

MAXIMUM SPEED LIMIT

Passenger trains and trains handling passenger equipment only, 30 miles per hour, freight and mixed trains 25 miles per hour on branch lines.

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
Belden	..... .5 mi. East of Shields	Houser	..... 2.0 mi. West of Leith

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.

In complying with Rule 14-L, instead of starting the first of the long sounds at the whistle post, the first of the long sounds will be started at such a point, depending on the speed of the train or engine, that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the engineman's judgment, avert an accident.

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.

Employes 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', negating 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. 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. This does not apply where other rules or conditions require the train order signal to remain in the stop position. (See Rules 208 and 211).

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 positions, switch lock must positively be placed in the staple and locked."

Where track, bridge, culvert or roadbed is unsafe for full speed of trains, foremen must display signals in both directions on all tracks affected, with a green flag by day, and in addition a green light by night, on the engineman's side of the track, which will indicate the track one-half mile distant is safe for speed of not more than ten miles per hour unless otherwise directed by train order or bulletin. Entire train must pass over the designated territory at the speed specified.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Trains or cars must not be pushed over streets or public crossings, highways, electric or steam railway crossings at grade unless a member of the crew is in a conspicuous position on the front of the leading car.

When the view of the trainman is obstructed and there are no gates or flagman, a member of the crew must be on the ground ahead to see that the crossing is clear, and that there is no one approaching.

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.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows:

"In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication.

"In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first class train is due to leave the next station in the rear where time is shown.

"Rule D-86 is eliminated."

Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows:

"When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch."

That part of rules 975 and 1032 of the Rules and Regulations of the Operating Department reading

"Trains, other than passenger trains, will not pass a station unless the engineman has received a 'Proceed' signal from the rear end, is cancelled."

Rule 27 of the Rules and Regulations of the Operating Department is changed to read as follows:

"A signal imperfectly displayed, or the absence of a signal at a place where a 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 of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of a signal, such indication will govern. Conductors and Enginemen using a switch where the switch light is imperfectly displayed or absent, must if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal."

Between Miles City and Jeffrey Trains 15 and 16 when late and handled by F6 Engine may be operated at a speed not in excess of 70 miles per hour when track and other conditions permit.

When double heading on passenger trains maximum permissible speed sixty miles per hour unless conditions or instructions require slower speed.

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

All trains reduce speed to 25 miles per hour between Fifth Street and Montana Avenue, Miles City.

Main line solid trains of stock 45 M.P.H. between Harlowton and Miles City: 50 M.P.H. Miles City and Moberly.

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, 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 equipped with wood underframe tenders shall be placed in rear of train just ahead of any "switch rear" cars. Waybills for such engines will carry notation on face reading "Haul in rear of train."

Class K or larger engines shall be placed next to road engine instead of ten cars back as heretofore.

Dead engines shall not be moved backwards in trains, outside of terminal switching districts.

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.

Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew.

During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine must be set to avoid a movement of any kind. The engineman must not release brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

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 908 of the Rules and Regulations of the Operating Department is amplified by adding the following as a second paragraph—

If for any reason adjustment is necessary to a drawbar, knuckle pin or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

Employes who witness or have any knowledge of an accident must not, unless required by law, give any information concerning such accident to any person except officers and claim adjusters of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

All persons including those injured in the accident, seeking information should be referred to the General Adjuster. Employees are forbidden to solicit, for attorneys or others, claims against this Railroad Company.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department and Rule 47-E of the Air Brake Instructions are modified to read as follows:

"Before taking fuel or water, engines of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars."

In addition to full compliance with Rule 99 in Book of Rules and Regulations of the Operating Department and special rules and instructions for the movement and protection of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, or manual block system:

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the train dispatcher, except when communication cannot be had with the train dispatcher, the train held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card, reading:

No. left at

..... and has not passed.....

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

A train passed by a passenger train at station where no operator is on duty will not follow the passenger train until at least 10 minutes after such passenger train has departed, and during storms, foggy weather or on descending mountain grades, until at least 30 minutes, and may then move on its right or schedule but with caution prepared to stop short of any obstruction, and until it is known that the passenger train has passed the next open station.

During storms, foggy weather or on descending mountain grades, freight trains should not follow each other closer than 30 minutes, and extra caution used.

In case no passenger trains are run, following trains should be blocked behind mixed trains or such freight trains as carry passengers in the same manner as prescribed for passenger trains.

Spring Switches in service as follows:

Moberly, main line, just east highway undercrossing, west end yard and just east of first highway, east of Ice House.

Marmarth, main line, just west of Little Missouri River Bridge, and west end of Marmarth yard, just E. of Beaver Ck. Bridge.

Miles City, main line, just east of Montana Ave., and at east end of No. 1 track in East yard.

Spring switch in East Yard, Miles City, has light type dwarf signal, Caution and Stop, while spring switches at other locations have Two Indication Semaphore Signals, indicating Clear and Stop. Signals are located about 25 ft. in advance of switches. Signals govern main line movement in facing point direction, but convey no authority except to indicate correct or incorrect position of spring type switch. Main track movement over spring switch must not exceed 25 miles per hour. Movement from yard track to main line, and from main track to yard, must not exceed ten miles per hour. Trains traveling through the switches will make no movement in reverse direction or against switch points until train is entirely clear of switch, and points have returned to normal position, or switch has been thrown by hand. If signal indicates Red, train must stop before passing signal, and trainmen inspect the position of points and make sure switch is properly set for safe movement.

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	1900	1775	1675	1475	1900	1700	1600	1500	1325
Rhame to Mobridge.....	.5	4200	3780	3570	3360	2940	3600	3250	3050	2875	2520
Mobridge to Marmarth.....	.6	3000	2700	2550	2400	2100	2500	2250	2125	2000	1750
Harlowton-Melstone.....	.0	8000	7200	6400	5200	4400	6000	5400	4800	3900	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	2575	4100	3650	3300	2600	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	3800	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 2600 to 2699					CLASS G6 2300 to 2399					
	1	2	3	4	5	1	2	3	4	5	
McLaughlin to Shields.....	1.0	1300	1170	1115	1040	910	750	675	640	600	525
Shields to New England.....	1.5	1000	900	850	800	700	600	540	510	480	420
New England to Mott.....	1.0	1300	1170	1115	1040	910	750	675	640	600	525
Mott to Brisbane Pit.....	1.5	1100	990	935	880	770	600	540	510	480	420
Brisbane Pit to Selfridge.....	1.0	1300	1170	1115	1040	910	750	675	640	600	525
Selfridge to McLaughlin.....	.0	2500	2250	2125	2200	1750	1400	1260	1190	1120	980
Mobridge to Isabel.....	1.5	1100	990	935	880	770	600	550	500	475	425
Isabel to Mobridge.....	1.0	2100	1620	1565	1490	1360	1500	1175	1125	1100	1025
Trail City to Faith.....	1.5	1100	990	935	880	770	600	550	500	475	425
Faith to Trail City.....	2.0	1350	1200	1100	1000	800	800	700	600	500	400

SURGEONS

MILWAUKEE HOSPITAL ASSOCIATION.

Dr. A. I. Bouffleur	Seattle, Wash.	Chief Surgeon
Dr. G. H. Twining	Mobridge, S. D.	District Surgeon
Dr. G. A. Sarchet	Mobridge, S. D.	Occulist
Dr. F. C. Totten	Lemmon, S. D.	Occulist
Dr. J. H. Garberson	Miles City, Mont.	District Surgeon
Dr. E. H. Rowen	Miles City, Mont.	Occulist
Dr. Peter Potter	Butte, Mont.	Occulist
Dr. D. Alway	Aberdeen, S. D.	Occulist

Location	Name	Title	Location	Name	Title
Mobridge, S. D.	Dr. G. H. Twining	Local Surgeon	Terry, Mont.	Dr. I. J. Bridenstine	Local Surgeon
Mobridge, S. D.	Dr. G. A. Sarchet	Surgeon	Miles City, Mont.	Dr. J. H. Garberson	"
Mobridge, S. D.	Dr. H. D. Lien	Asst. Surgeon		Dr. R. R. Randall	Asst. Surgeon
McLaughlin, S. D.	Dr. B. Lowenstein	Local Surgeon		Dr. M. D. Winter	Asst. Surgeon
McIntosh, S. D.	Dr. C. L. Olson	"	Forsyth, Mont.	Dr. G. T. Haywood	Local Surgeon
Lemmon, S. D.	Dr. F. C. Totten	"	Roundup, Mont.	Dr. E. C. Person	"
Hettinger, N. D.	Dr. Mark F. Williams	"	Ryegate, Mont.	Dr. E. R. Fouts	"
Reeder, N. D.	Dr. J. L. Dach	"	Harlowton, Mont.	Dr. E. M. Gans	"
Bowman, N. D.	Dr. F. J. Cornelius	"		Dr. P. J. Gans	Asst. Surgeon
Rhame, N. D.	Dr. S. E. Patterson	"			
Marmarth, N. D.	Dr. W. A. Moore	"			
Regent, N. D.	Dr. S. W. Hill	"			
Mott, N. D.	Dr. E. Olesky	"			
New Leipzig, N. D.	Dr. E. E. Hamilton	"			
New England, N. D.	Dr. W. H. Gilsdorf	"			
Timber Lake, S. D.	Dr. T. H. Baer	"			
Faith, S. D.	Dr. H. C. Durkee	"			
Baker, Mont.	Dr. W. H. Blakemore	"			
Baker, Mont.	Dr. C. F. Hogeboom	"			

STRETCHERS

No. 1—Mobridge	No. 50—Terry
No. 2—McIntosh	No. 137—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—Ismay	No. 9—Lavina
No. 143—Baker	No. 179—Harlowton

HOSPITALS

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

Whenever passengers or employes are injured, everything 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 full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and 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.

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	EP 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. 427 1/2 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. 5280 Ft. west of west Stock Yard switch.
Vanhook,	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.
Eagle Butte,	2640 Ft. east of east Main track switch.
Faith,	2640 Ft. east of east Main track switch.

SYMBOLS

B—Bulletin	G—Railroad Crossing Protected by Gates	H—Railroad Crossing Protected by Signals	T—Turntable
C—Coal	I—Interlocking	O—Oil	S—Standard Clock
D—Drenching Tower	J—Junction	P—Dispatchers' Telephone	W—Water
E—Refreshments	K—Connection with Foreign Road	R—Register	Y—Wye
			Z—Track Scales

FIRE PREVENTION

Enginemmen 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.

Enginemmen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employes, 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 enginemmen 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.

WATCH INSPECTORS.

S. A. Amunson	Mobridge, S. D.
W. W. Dwight	McLaughlin, S. D.
G. E. Bielein	McIntosh, S. D.
W. C. Vandervort	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.

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 employe 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.

Train Dispatchers

H. R. WINSHIP
P. G. KEARNEY
C. A. OLSON
E. A. FARR
D. J. HAGERTY
N. C. GROGAN

Chief Dispatcher Branch Lines

M. J. WELCH

Traveling Engineers and Asst. Trainmasters

R. B. ANEY
G. J. JOHNSTON

Chief Dispatcher Main Line

C. A. NUMMERDOR

Trainmaster

L. WYLIE