

# CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

## TRANS-MISSOURI DIVISION

# TIME TABLE No. 21

Taking effect at 12:01 A. M.  
Mountain Standard Time

**Sunday, March 4, 1956**

For the government and information  
of employes 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	65.6	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

### WATCH INSPECTORS

Mobridge ..... Mrs. S. A. Amunson  
Marmarth ..... R. R. Telegraph Operator  
Miles City ..... Mrs. H. J. Dale and P. P. Mann  
Miles City ..... Stokes & Stratton  
Melstone ..... Phil Hoffman  
Roundup ..... Loren Erbe  
Harlowton ..... W. A. Robertson

**N. H. McKEGNEY,**  
Assistant Superintendent

**D. P. VALENTINE,**  
Superintendent of Transportation

**C. A. NUMMERDOR,**  
General Superintendent of Transportation

**A. O. THOR,** Superintendent  
**J. H. STEWART,** General Manager

**2 WESTWARD—FIRST SUBDIVISION**

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity in Cars			TIME TABLE No. 21 March 4, 1956 STATIONS	SEE RULE 6-A
91	363	205	263	15		Siding	Other Tracks	Distance from Moberidge		
Way Freight Mon., Wed., Fri.	Way Freight Mon., Thurs.	Way Freight Mon., Thurs.	Time Freight Daily	Passenger Daily	Yard					
	L 8.15 AM	L 8.40 AM	L 9.30 PM	L 3.30 AM				0.0	MOBRIDGE 3.8	BKP RTWX
	8.30	As 8.50 AM	9.38	3.36	94			3.8	MOREAU JCT. 8.1	JP
	8.45		9.48	3.44	132	25	11.9		WAKPALA 10.9	P
	9.10		10.06 <sup>16</sup>	3.55	94	27	22.8		MAHTO 7.6	P
	As 9.25 AM		10.17	4.02	204	247	30.4		McLAUGHLIN 15.2	JPWY
			10.34		94	34	45.6		WALKER 13.0	P
L 7.05 AM			10.50	4.28	162	410	58.6		McINTOSH 9.7	BPRW
7.25			11.01	4.37 <sup>264</sup>	130	32	68.3		WATAUGA 8.8	P
7.50			11.12	4.45	100	62	77.1		MORRISTOWN 4.4	P
8.00			11.18		95	32	81.5		KELDRON 8.1	P
8.25			11.30		136	21	89.6		THUNDER HAWK 9.2	P
9.01			11.42	s 5.05	94	175	98.8		LEMMON 5.9	PWY
9.15			11.49		175	23	104.7		PETREL 4.0	P
9.22			11.54		33		108.7		WHITE BUTTE 5.6	P
9.34			12.01 AM		94	50	114.3		HAYNES 8.2	P
10.25			12.10	s 5.30	96	177	122.5		HETTINGER 8.6	PW
10.50			12.22	5.40	131	40	131.1		BUCYRUS 8.5	P
11.10			12.32	5.48	88	32	139.6		REEDER 6.8	P
11.40			12.40		93	20	146.4		GASCOYNE 3.5	P
12.01 PM			12.45	5.58	66	40	149.9		SCRANTON 4.7	P
12.15			12.51		138	24	154.6		BUFFALO SPRINGS 7.8	P
12.45			1.01 <sup>264</sup>	s 6.10	95	74	162.4		BOWMAN 7.3	P
1.00			1.10		55	29	169.7		GRIFFIN 5.9	P
1.20			1.17	6.23	137	52	175.6		RHAME 5.0	P
1.30			1.25		93	15	180.6		IVES 9.5	P
As 1.45 PM			As 1.50 AM	As 6.40 AM			Yard 190.1		MARMARTH	B KPRTWX

Passenger trains must not exceed maximum speed of 79 mph, freight trains 55 mph.

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

Automatic Block System is in use between the east end of the yard at Moberidge and Marmarth.

Rules 261, 263 and 264 are in effect between the east end of the yard at Moberidge and the west end of the yard at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth.

Extra trains may run between Moberidge and Hettinger and between Rhame and Marmarth without train orders when the provisions of Rules 261, 263, and 264 are in use.

At Moreau Junction the time of No. 205 applies at the Junction Switch. Rule 83-(B) does not apply at Moreau Junction.

At Marmarth No. 15 when not displaying signals for a following section, may register by register ticket.

McIntosh is a register station for Nos. 91 and 92 only.

**FIRST SUBDIVISION—EASTWARD 3**

TIME TABLE No. 21 March 4, 1956 STATIONS	Distance from Marmarth	Telegraph Calls	Office Hours Also see page 9	FIRST CLASS		SECOND CLASS			THIRD CLASS	
				16		264	206	364	92	
				Passenger Daily		Time Freight Daily	Way Freight Tues., Fri.	Way Freight Tues., Fri.	Way Freight Tues., Thur., Sat.	
MOBRIDGE 3.8	190.1	MB	Continuous	As 10.40 PM		As 7.30 AM	As 3.55 PM	As 2.30 PM		
MOREAU JCT. 8.1	186.3		No Office	10.27		6.40	L 3.40 PM	2.20		
WAKPALA 10.9	178.2	WP	8:00 AM to 5:00 PM Except Sat. and Sun.			6.20		2.05		
MAHTO 7.6	167.3		No Office	<sup>263</sup> 10.06		6.00		1.45		
McLAUGHLIN 15.2	159.7	UN	8:00 AM to 5:00 PM Except Sat. and Sun.	9.58		5.45		L 1.30 PM		
WALKER 13.0	144.5		No Office			5.20				
McINTOSH 9.7	131.5	MI	6:00 AM to 3:00 PM Except Sunday	9.34		5.00			As 2.00 PM	
WATAUGA 8.8	121.8	WG	8:00 AM to 5:00 PM Except Sat. and Sun.			<sup>15</sup> 4.37		1.45		
MORRISTOWN 4.4	113.0	RI	8:00 AM to 5:00 PM Except Sat. and Sun.	9.18		4.10		1.25		
KELDRON 8.1	108.6		No Office			4.00		1.05		
THUNDER HAWK 9.2	100.5	HD	8:00 AM to 5:00 PM Except Sat. and Sun.			3.45		12.50		
LEMMON 5.9	91.3	MN	Continuous	s 8.58		3.24		12.30 PM		
PETREL 4.0	85.4		No Office			3.05		11.55		
WHITE BUTTE 5.6	81.4		No Office			2.53		11.45		
HAYNES 8.2	75.8	HA	8:00 AM to 5:00 PM Except Sat. and Sun.			2.43		11.35		
HETTINGER 8.6	67.6	HG	8:00 AM to 11:59 PM	s 8.32		2.28		11.15		
BUCYRUS 8.5	59.0	BU	7:30 AM to 4:30 PM Except Sat. and Sun.	8.21		2.05		10.20		
REEDER 6.8	50.5	RD	7:00 AM to 4:00 PM Except Sat. and Sun.	8.09		1.45		10.05		
GASCOYNE 3.5	43.7	GA	7:00 AM to 4:00 PM Except Sat. and Sun.	8.03		1.30		9.50		
SCRANTON 4.7	40.2	CN	7:00 AM to 4:00 PM Except Sat. and Sun.	8.00		1.25		9.35		
BUFFALO SPRINGS 7.8	35.5		No Office	7.56		1.20		8.55		
BOWMAN 7.3	27.7	AN	6:00 AM to 11:59 PM Except Sat. and Sun.	s 7.49		<sup>263</sup> 1.01		8.45		
GRIFFIN 5.9	20.4		No Office			12.45		8.05		
RHAME 5.0	14.5	RH	7:00 AM to 4:00 PM Except Sat. and Sun.	7.37		12.35		7.55		
IVES 9.5	9.5		No Office			12.05 AM		7.45		
MARMARTH	0.0	RA	Continuous	L 7.22 PM		L 11.40 PM		L 7.30 AM		

Passenger trains must not exceed maximum speed of 79 mph, freight trains 55 mph.

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

At Moreau Junction the time of No. 206 applies at the Junction Switch. Rule 83-(B) does not apply at Moreau Junction.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
Peerless Mine	West switch is 1 Mile East of Gascoyne North of main track....	68 cars
American Colloide Co.	West switch is 1.5 Miles East of Gascoyne South of main track...	16 cars

**4 WESTWARD—SECOND SUBDIVISION—EASTWARD**

SECOND CLASS <b>263</b>	FIRST CLASS		Capacity in Cars	Siding	Other Tracks	Distance from Marmarth	TIME TABLE No. 21 March 4, 1956				FIRST CLASS		SECOND CLASS
	15	16					16	264	16	264			
Time Freight	Passenger	Passenger				Distance from Miles City	SEE RULE 6-A	Telegraph Calls	Office Hours Also see page 9	Passenger	Time Freight	Time Freight	
Daily	Daily	Daily								Daily	Daily	Daily	
L 2.10 AM	L 6.40 AM		Yard	0.0		MARMARTH 14.8	123.8	BKP RTWX RA	Continuous	As 7.22 PM		As 11.15 PM	
2.33	6.55	132		14.8		KINGMONT 5.6	109.0	P	No Office	7.06		10.47	
2.40	7.00	241	97	20.4		BAKER 12.3	103.4	P KR	Continuous Except Sunday	7.00		10.35	
2.54	7.12	94	29	32.7		PLEVNA 7.8	91.1	P VN	6.30 AM to 3.30 PM Except Sat. & Sun.	6.48		10.15	
3.03		57		40.5		WESTMORE 8.2	83.3	P	No Office			9.55	
3.13	7.26	136	52	48.7		ISMAY 7.0	75.1	P SY	6.30 AM to 3.30 PM Except Sat. & Sun.	6.33		9.40	
3.21	7.32	101		55.7		LACOMB 8.0	68.1	P	No Office	6.26		9.25	
3.30	7.39	92	42	63.7		MILDRED 14.4	60.1	P MD	6.00 AM to 3.00 PM Except Sat. & Sun.	6.19		9.10	
3.46	7.51	135	16	78.1		BLUFFPORT 7.3	45.7	P	No Office	6.05		8.45	
3.55	7.58	94	34	85.4		TERRY 12.4	38.4	PV TY	8.00 AM to 5.00 PM Except Sat. & Sun.	5.58		8.35	
4.09		56	24	97.8		SUSAN 6.2	26.0	P	No Office			8.15	
4.16	8.15	136	24	104.0		BONFIELD 5.7	19.8	P	No Office	5.40		8.05	
4.23		56	45	109.7		KINSEY 7.6	14.1	P	No Office			7.55	
4.32	8.28	92	15	117.3		TUSLER 6.5	6.5	P	No Office	5.28		7.45	
As 5.00 AM	As 8.40 AM		Yard	123.8		MILES CITY	0.0	BKOP RTVW XYZ MC	Continuous	L 5.20 PM		L 7.30 PM	

Passenger trains must not exceed maximum speed of 79 mph, freight trains 55 mph.

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

Automatic Block System is in use between Marmarth and Miles City.

At Marmarth, No. 16 when not displaying signals for a following section, may register by register ticket.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
Murray	3.1 miles east of Miles City	5 cars

**WESTWARD—THIRD SUBDIVISION—EASTWARD**

**5**

SECOND CLASS <b>263</b>	FIRST CLASS		Capacity in Cars	Siding	Other Tracks	Distance from Melstone	TIME TABLE No. 21 March 4, 1956				FIRST CLASS		SECOND CLASS
	15	16					16	264	16	264			
Time Freight	Passenger	Passenger				Distance from Miles City	SEE RULE 6-A	Telegraph Calls	Office Hours Also see page 9	Passenger	Time Freight	Time Freight	
Daily	Daily	Daily								Daily	Daily	Daily	
L 6.15 AM	L 8.50 AM		Yard	0.0		MILES CITY 8.3	112.1	BKOP RTVWXYZ MC	Continuous	As 5.10 PM		As 3.00 PM	
6.25	9.00	124	141	8.3		PARAGON 7.8	103.8	PY	No Office	4.58		2.50	
6.35	9.07	105	26	16.1		SHEFFIELD 9.8	96.0	P	No Office	4.51		2.40	
6.47		58	25	25.9		THURLOW 7.8	86.2	P	No Office			2.25	
6.57	9.24	175	26	33.7		CARTERVILLE 6.3	78.4	P CV	6.00 AM to 3.00 PM Except Sat. & Sun.	4.35		2.15	
7.05		57	11	40.0		ORINOCO 5.0	72.1	P	No Office			2.05	
7.11	9.34		44	45.0		FORSYTH 3.1	67.1	P FS	8.00 AM to 5.00 PM Except Sat. & Sun.	4.25		1.55	
7.15	9.37	135	12	48.1		COLD SPRINGS 14.6	64.0	P	No Office	4.22		1.50	
7.32	9.50	95	23	62.7		VANANDA 9.9	49.4	P	No Office	4.09		1.30	
7.44	9.59	130	2	72.6		AHLES 5.3	39.5	P	No Office	4.00		1.15	
7.51		94		77.9		THEBES 7.2	34.2	P	No Office			1.00	
8.00	10.10	124	34	85.1		INGOMAR 10.2	27.0	P MR	8.00 AM to 5.00 PM Except Sat. & Sun.	3.48		12.48	
8.13	10.19	123	11	95.3		SUMATRA 10.5	16.8	P	No Office	3.39		12.20 PM	
8.26		125	7	105.8		BASCOM 6.3	6.3	P	No Office			11.55	
As 8.35 AM	A 10.35 AM		Yard	112.1		MELSTONE	0.0	BK PRWXY MS	Continuous	L 3.23 PM		L 11.40 AM	

Passenger trains must not exceed maximum speed of 79 mph, freight trains 55 mph.

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

Automatic Block System is in use between Miles City and Melstone.

At Melstone, Nos. 15 and 16, when not displaying signals for a following section, may register by register ticket.



**6 WESTWARD—FOURTH SUBDIVISION—EASTWARD**

SECOND CLASS 263	FIRST CLASS 15		Capacity in Cars		TIME TABLE No. 21 March 4, 1956 STATIONS	Distance from Harlowton	SEE RULE 6-A	Telegraph Calls	Office Hours Also see page 9	FIRST CLASS		SECOND CLASS
	Time Freight	Passenger	Sidings	Other Tracks						16	264	
Daily	Daily			Distance from Melstone					Passenger	Time Freight	Daily	
L 8.50 AM	L 10.35 AM		Yard	0.0	MELSTONE 5.8	104.6	BK PRWXY	MS	Continuous	A 3.23 PM		As 11.20 AM
8.57		57	42	5.8	QUEENS POINT 6.1	98.8	P		No Office			11.00
9.05	<sup>264</sup> 10.46	93	28	11.9	MUSSELSHELL 6.4	92.7	P	MU	8.00 AM to 5.00 PM Except Sat. & Sun.	3.12		<sup>15</sup> 10.46
9.13	10.52	57	18	18.3	DELPHIA 8.9	86.3	P		No Office			10.37
9.25	10.59	127	29	27.2	GAGE 7.3	77.4	P		No Office	2.58		10.25
9.35	<sup>s</sup> 11.07	133	Yard	34.5	ROUNDUP 9.7	70.1	BK PXY	RU	Continuous Except Sunday	<sup>s</sup> 2.51		10.15
<sup>264</sup> 9.50	11.17	107	24	44.2	ELSO 15.3	60.4	P		No Office	2.40		<sup>263</sup> 9.50
10.10	11.30	175	32	59.5	LAVINA 8.1	45.1	P	V	8.00 AM to 5.00 PM Except Sat. & Sun.	2.26		9.30
10.25		55		67.6	BURGOYNE 7.5	37.0	P		No Office			9.19
10.40	11.44	135	39	75.1	RYEGATE 6.3	29.5	P	R	8.00 AM to 5.00 PM Except Sat. & Sun.	2.12		9.10
10.50		56	22	81.4	BARBER 7.2	23.2	P		No Office			9.03
11.05	11.56	97	25	88.6	SHAWMUT 7.8	16.0	P		No Office	2.00		8.55
11.17	12.03 PM	125	13	96.4	WINNECOOK 8.2	8.2	P		No Office	1.53		8.45
As 12.01 PM	As 12.15 PM		Yard	104.6	HARLOWTON	0.0	BKPR TWXYZ	HY	Continuous	L 1.45 PM		L 8.30 AM

Passenger trains must not exceed maximum speed of 79 mph, freight trains 55 mph.

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

Automatic Block System is in use between Melstone and Harlowton.

At Melstone, Nos. 15 and 16, when not displaying signals for a following section, may register by register ticket.

**WESTWARD—FIFTH SUBDIVISION—EASTWARD**

**7**

SECOND CLASS 105	205	Capacity in Cars		TIME TABLE No. 21 March 4, 1956 STATIONS	Distance from Isabel	SEE RULE 6-A	Office Hours Also see page 9	SECOND CLASS	THIRD CLASS
		Sidings	Other Tracks					206	106
Way Freight	Way Freight							Way Freight	Way Freight
Tues., Fri.	Mon., Thurs.							Tues., Fri.	Tues., Fri.
	L 8.50 AM			0.0	MOREAU JCT. 8.8	58.4	JP	No Office	As 3.40 PM
	9.10	25		8.8	SNAKE CREEK 13.5	49.6	P	No Office	3.20
L 11.30 AM	As 9.45 AM	32	48	CJ	22.3	36.1	JPR Y	8.00 AM to 5.00 PM Except Sat. & Sun.	L 2.50 PM As 2.40 PM
		23			31.8	26.6	P	No Office	2.15
	11.55				31.8	26.6	P	No Office	2.15
	12.15 PM	23		MK	39.6	18.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.	1.55
	12.35	37			50.3	8.1	P	No Office	1.35
As <sup>106</sup> 12.55 PM		31	18	SI	58.4	0.0	PRY	8.00 AM to 5.00 PM Except Sat. & Sun.	L <sup>105</sup> 1.15 PM

Trains must not exceed maximum speed of 30 mph.

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

Rule 83-(B) does not apply at Moreau Jct. and Isabel.

**WESTWARD—SIXTH SUBDIVISION—EASTWARD**

SECOND CLASS 205	Capacity in Cars		TIME TABLE No. 21 March 4, 1956 STATIONS	Distance from Faith	SEE RULE 6-A	Office Hours Also see page 9	SECOND CLASS		
	Sidings	Other Tracks					206		
Way Freight							Way Freight		
Mon., Thurs.							Tues., Fri.		
	L 10.15 AM	32	48	CJ	0.0	106.1	JPR Y	8.00 AM to 5.00 PM Except Sat. & Sun.	As 11.05 AM
	10.40	25			7.1	99.0	P	No Office	10.40
	11.00	24			12.9	93.2	P	No Office	10.30
	11.20	27			20.2	85.9	P	No Office	10.15
	11.50	25		PA	29.6	76.5	P	8.00 AM to 5.00 PM Except Sat. & Sun.	9.55
	12.20 PM	21			39.7	66.4	P	No Office	9.30
	12.45		32		47.4	58.7	PY	No Office	9.15
	1.15	25			56.6	49.5	P	No Office	8.55
	1.35	30		EB	63.7	42.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.40
	2.05	24		RY	73.7	32.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.20
	2.35	24		DU	83.3	22.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.00
	3.00	23			92.4	13.7	P	No Office	7.43
As 3.35 PM		38	30	FA	106.1	0.0	PRYW	7.00 AM to 4.00 PM Except Sat. & Sun.	L 7.15 AM

Trains must not exceed maximum speed of 30 mph.

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

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS.**

Name	Location	Capacity
Spur 99	7.6 miles east of Faith	2 cars

**WESTWARD—SEVENTH SUBDIVISION—EASTWARD**

THIRD CLASS	Capacity in Cars	Siding	Other Tracks	Telegraph Calls	Distance from McLaughlin	TIME TABLE No. 21 March 4, 1956 STATIONS	Distance from New England	SEE RULE 6-A	Office Hours Also see page 9	THIRD CLASS
										363
Way Freight										Way Freight
Mon., Thurs.										Tues., Fri.
L 9.45 AM	204	Yard	UN		0.0	<b>McLAUGHLIN</b> 8.0	133.9	J KPRWY	8.00 AM to 9.00 PM Except Sat., Sun. and Mon.	As 1.05 PM
10.05	24				8.9	<b>MAPLE LEAF</b> 8.4	125.0	P	No Office	12.45
10.25	23	15	SR		17.3	<b>SELFRIDGE</b> 10.0	116.6	P	8.00 AM to 5.00 PM Except Sat. & Sun.	12.25
10.45	24				27.3	<b>CHADWICK</b> 7.0	106.6	P	No Office	12.01 PM
11.05	24		H		34.9	<b>SHIELDS</b> 9.4	99.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	11.40
11.25	25				44.3	<b>FREDA</b> 6.9	89.6	P	No Office	11.20
11.40	42		RX		51.2	<b>RALEIGH</b> 7.7	82.7	P	8.00 AM to 5.00 PM Except Sat. & Sun.	11.05
12.01 PM	40	14			58.9	<b>GRAVEL PIT</b> 2.0	75.0	P	No Office	10.45
12.05	25		BN		60.9	<b>BRISBANE</b> 7.0	73.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	10.35
12.20	23		HI		67.9	<b>LEITH</b> 10.6	66.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	10.20
12.45	13		GN		78.5	<b>ELGIN</b> 5.0	55.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	9.55
1.00	24		WI		84.1	<b>NEW LEIPZIG</b> 6.4	49.8	PV	8.00 AM to 5.00 PM Except Sat. & Sun.	9.40
1.15	23		BY		90.5	<b>BENTLEY</b> 6.4	43.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	9.25
1.30	27				96.9	<b>WATROUS</b> 7.2	37.0	P	No Office	9.10
1.45	24	26	MO		104.1	<b>MOTT</b> 11.8	29.8	PWY	8.00 AM to 5.00 PM Except Sat. & Sun.	8.50
2.15	34		RG		115.9	<b>REGENT</b> 10.3	18.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.15
2.40	25		VO		126.2	<b>HAVELOCK</b> 7.7	7.7	P	8.00 AM to 5.00 PM Except Sat. & Sun.	7.50
As 3.00 PM	31	51	NE		133.9	<b>NEW ENGLAND</b>	0.0	KPR WY	7.00 AM to 4.00 PM Except Sat. & Sun.	L 7.30 AM

Trains must not exceed maximum speed of 30 mph.

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

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
New England Coal Company Spur	.....0.5 miles east of Havelock	.....15 cars

**TRAIN DISPATCHERS**

A. G. Wilson	D. E. Goodspeed
G. E. Meier	R. D. Martin
K. L. Klovstad	H. G. Teske

E. J. Lynam—Chief Dispatcher  
N. W. Soergel—Trainmaster

**TRAVELING ENGINEERS AND ASSISTANT TRAINMASTERS**

E. L. Hubbs  
M. Wangberg

**MILWAUKEE HOSPITAL ASSOCIATION**

**SURGEONS**

Location	Name	Title
Seattle	*Dr. Jas. F. DePree	Chief Surgeon
Aberdeen	#Dr. J. D. Alway	Oculist
Mobridge	*Dr. A. W. Spiry	District Surgeon
Mobridge	*Dr. B. P. Nolan	Assistant Surgeon
McLaughlin	*Dr. G. C. Torkildson	Oculist-Local Surgeon
Lemmon	*Dr. F. C. Totten	Oculist-Local Surgeon
Bowman	Dr. R. L. Goulding	Local Surgeon
Bowman	Dr. A. Martens	Local Surgeon
Bowman	Dr. G. H. Leemhuis	Local Surgeon
Rhame	Dr. L. R. Pummer	Local Surgeon
Baker	Dr. C. F. Hogeboom	Local Surgeon
Baker	Dr. S. A. Weeks	Local Surgeon
Miles City	*Dr. M. D. Winter	District Surgeon
Miles City	*Dr. S. C. Pratt	Assistant Surgeon
Miles City	*Dr. H. E. Brogan	Assistant Surgeon
Miles City	*Dr. H. C. Anderson	Assistant Surgeon
Miles City	*Dr. E. M. Howard	Assistant Surgeon
Miles City	*Dr. W. H. Randall	Assistant Surgeon
Miles City	*Dr. G. B. Eusterman, Jr.	Assistant Surgeon
Miles City	Dr. D. E. Ziev	Radiologist
Miles City	#Dr. H. D. Harlowe	Oculist
Forsyth	Dr. G. T. Haywood	Local Surgeon
Harlowton	*Dr. E. M. Gans	Local Surgeon
Harlowton	Dr. R. G. Johnson	Asst. Local Surgeon
Mott	Dr. R. E. Hankins	Local Surgeon
Regent	Dr. S. W. Hill	Local Surgeon
Elgin	Dr. M. S. Jacobsen	Local Surgeon
New England	Dr. A. A. Curiskis	Local Surgeon
Eagle Butte	Dr. R. D. Hura	Local Surgeon
Dupree	Dr. Julius Ehik	Local Surgeon
Faith	Dr. W. W. White	Local Surgeon

\*Examining Surgeons  
#Examining Oculists

**HOSPITALS**

Mobridge Hospital—Mobridge  
Miles City Hospital—Miles City  
Wheatland Memorial Hospital—Harlowton

**STRETCHERS**

Mobridge  
McIntosh  
Marmarth  
Baker  
Ismay  
Terry  
Miles City Yard  
Miles City R. M. Office  
Forsyth  
Melstone  
Roundup  
Lavina  
Trail City  
Mott

**OFFICE HOURS NOT OTHERWISE SHOWN**

Station	Saturdays	Sundays
Bowman	6:00 a. m. to 2:00 p. m. and 4:00 p. m. to 11:59 p. m.	6:00 a. m. to 2:00 p. m. and 4:00 p. m. to 11:59 p. m.
Baker		12:01 a. m. to 8:00 a. m. and 4:00 p. m. to 11:59 p. m.
Roundup		8:00 a. m. to 11:59 p. m.

Holiday hours are the same as Sundays at all stations except Roundup, where Holiday hours are continuous.



## YARD LIMITS AT

<b>MOBRIDGE</b>	Extend from 2130 ft. east of east yard switch to 2640 ft. west of west switch.	<b>MELSTONE</b>	Extend from 5280 ft. east of east switch to 6900 ft. west of west switch.
<b>MARMARTH</b>	Extend from 5000 ft. east of east switch to 5280 ft. west of west yard switch.	<b>ROUNDUP</b>	Extend from 7600 ft. east of east siding switch at Roundup to 5280 ft. west of switch to No. 2 Mine connection.
<b>MILES CITY</b>	Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.	<b>HARLOWTON</b>	Extend from 6125 ft. east of east switch to 4439 ft. west of west switch, and to 4373 ft. north of north switch on R.M. Division.

LOCATION OF FACILITIES  
FOR DIESEL ENGINE COOLING WATER

<b>Mobridge</b>	On Main Track, 300 feet east and 200 feet west of depot; also roundhouse service pits.	<b>Mildred</b>	On Main Track, in hydrant box, 200 feet east of depot.
<b>McLaughlin</b>	On Main Track, 150 feet east of depot.	<b>Miles City</b>	On Main Track, in service pits at front of Yard Office; also roundhouse service pits.
<b>McIntosh</b>	On Main Track, 300 feet west of depot.	<b>Melstone</b>	In hydrant box, 300 feet west of depot.
<b>Lemmon</b>	On Main Track, 575 feet east of depot.	<b>Roundup</b>	On Main Track, in hydrant box, 50 feet west of depot, and in engine house.
<b>Hettinger</b>	On Main Track, 300 feet east of depot.	<b>Faith</b>	In engine house.
<b>Bowman</b>	On Main Track, in hydrant box, 150 feet east of depot.	<b>Mott</b>	On Main Track, in hydrant box, 700 feet west of depot.
<b>Marmarth</b>	On Main Track, 300 feet east and 450 feet west of depot.	<b>New England</b>	In engine house.

STEAM GENERATOR WATER FACILITIES  
AT ABOVE LOCATIONS AT FOLLOWING STATIONS

Mobridge	Hettinger
McLaughlin	Marmarth
McIntosh	Miles City
Lemmon	Roundup

## LOCATION OF DISPATCHERS CIRCUIT AND BLOCK CIRCUIT ON CROSSARMS MOBRIDGE TO HARLOWTON

To be used with portable telephones at location on crossarms and determined by facing pole looking west.

TERRITORY	DISPATCHERS CIRCUIT	BLOCK CIRCUIT
Mobridge to East Switch Marmarth	4th and 5th wires from pole right hand side—top crossarm.	2nd and 3rd wire right hand side-top crossarm.
Marmarth to Miles City	2nd and 3rd wires from pole right hand side-top crossarm.	4th and 5th wires right hand side-top crossarm.
Miles City to Harlowton	4th and 5th wires from pole right hand side-top crossarm.	2nd and 3rd wire right hand side-top crossarm.

## PORTABLE TELEPHONES ON TRAINS

Nos. 15 and 16 located in locker in baggage end of baggage-dormitory car.

## EMERGENCY TELEPHONES

M.P. 843-1	Between McLaughlin and Walker	Phone box mounted on signal pole, South side of track.	M.P. 1140	Between Sheffield and Thurlow	Phone booth North of tracks, 7 poles East of M.P. 1140.
M.P. 1002-4	Between Marmarth and Kingmont	Phone booth located just East of Signal 1002-4.	M.P. 1176	Between Cold Springs and Vananda	Phone box on pole North of track.
M.P. 1021-8	Between Plevna and Baker	Phone box on Signal pole.	M.P. 1187-2	Between Vananda and Ahles	Phone box on North side of track on stub pole.
M.P. 1066-2	Between Mildred and Bluffport	Phone box on Signal pole.	M.P. 1278-7	Between Elso and Lavina	Phone box in signal equipment, North side of track.
M.P. 1085-8	Between Terry and Susan	Phone box on pole at Signal.	M.P. 1282-4	Between Elsq and Lavina	Phone box on signal equipment at Signal 1282-4 & 5.
M.P. 1137-8	Between Sheffield and Thurlow	Phone box on pole North of Signal 1137-9.			

Dispatchers and block phones located at each Main Line Switch, Mobridge to Harlowton.

## ALL SUBDIVISIONS

**G1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:**

When air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

**Emergency Red Rear End Lights.** Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

**G2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.**

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

**G3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.**

**G4 Employees are prohibited from:**

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

**G5 When, for any reason, adjustment is necessary to a draw bar, 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 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.**

**G6 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, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer 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 set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.**

**G7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.**

**G8 When using handholds and ladders or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.**

**G9 Employees must not step on track rails, nor other similar objects when it can be avoided.**

**G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.**

**G12 Employees are prohibited from riding: On engine footboards or pilot steps between engine and car when cars are being pushed.**

On leading footboards or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks. On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

In the gangway of engine.

**G13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.**

**G14 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.**

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

**G15 The provisions of Rule 815 also apply to transfer movements within yards.**



G17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.  
Switch rear "S.R." cars.

G18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

### DEFINITIONS

G22 Centralized Traffic Control—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

### CENTRALIZED TRAFFIC CONTROL

G23 (a) On portions of the railroad so specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the Train Dispatcher, who may also control the CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station, location of control station will be designated by special instructions.

(d) Train or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding. See Rule 663 (A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

### GENERAL SPEED RESTRICTIONS

G24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G25 Diesel or electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction. Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, and X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G27 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton dead diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G28 All diesel engines must not be towed or operated under own power through water over 3 inches above the rails. When towed or operated under power through water above rails, a speed of 3 miles per hour must not be exceeded.

G29 When two or more diesel engine units are coupled together the numerals and Suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G30 Unless otherwise restricted, the following equipment must not be moved in excess of maximum speed shown below and further reduction must be made where conditions require.

Type of Equipment	M.P.H.
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars, on Branch Lines	20
On Main Line	25
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco Switchers 1600 to 1603 inclusive)	45
600 H.P. Alco switchers, series 1600 to 1603 inclusive	40
All 44 ton Diesel engines 1699 to 1709 inclusive	
When dead in train	30
When under own power	30

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossings. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R. S. and black figures and placed at an upward angle of 45 degrees on the right-hand side of the track, indicates that the permissible speed beginning 3000 feet distant corresponds in miles per hour to the figure shown. A yellow sign with the black letters R. S. and placed in a vertical position on the right-hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed

25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

G34 (A) Spring switches must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply.

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 When passenger trains are unusually delayed passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains or arrange for brakemen and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized both at stations and on trains when available.

G39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slips, Form 3256-A.

G41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 miles per hour must not be exceeded.

G42 When flat spots develop enroute on car or locomotive wheels, the speed of train must be reduced to not exceed forty (40) miles per hour to the first available point of communication, where conductor or engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the conductor or engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.



G43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use.

Rule 35 modified accordingly.

All engines in any class of service will be equipped with red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19 (A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

### ALL SUBDIVISIONS

X1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
First, Second, Third and Fourth Subdivisions	35 M.P.H.	30 M.P.H.
Fifth, Sixth and Seventh Subdivisions	15 M.P.H.	15 M.P.H.

X2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers, and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
First, Second, Third and Fourth Subdivisions	35 M.P.H.	30 M.P.H.
Fifth, Sixth and Seventh Subdivisions	15 M.P.H.	15 M.P.H.

X3 The speed of all trains or engines passing through turn-outs must not exceed 13 miles per hour, except those turn-outs laid with long frogs and designated by Special instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

X3 (A) All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 miles per hour while moving against the points at the following spring switches. (See special instructions G34).

Marmarth—East yard entrance switch.

Miles City—West lead switch west of passenger depot.

Mobridge—East crossover switch east end of old yard.

### FIRST SUBDIVISION

X4 At Mobridge, a two-unit light type indicator located on left-hand side (south side) of lead track about 3400 feet west of passenger depot governs westward trains or engines leaving Mobridge Yard and is controlled by the Train Dispatcher at Miles City.

The upper unit when displaying an illuminated letter "M" governs First Subdivision movements. The lower unit when displaying an illuminated letter "B" governs movements via the First Subdivision to the Fifth and Sixth Subdivisions.

Westward trains or engines when ready to leave Mobridge yard must not foul the yard lead or proceed on the running track to west end of yard unless the proper letter indication governing the movement is displayed or unless authority is obtained from Train Dispatcher.

This indicator does not supersede rules and instructions applying to movements at or leaving the Division terminal and yard.

X5 Helper engines, when cutting off a train east of train order signal at Rhame, must obtain clearance before making west-bound movement if the train order signal does not display a proceed indication.

Helper engines cutting off train west of train order signal at Rhame will not be required to obtain clearance.

X6 (a) Between the east end of Mobridge yard and the west end of the yard at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth, the signals and interlocked switches, including the westward STOP signal at east end of Mobridge yard, are controlled by the Train Dispatcher at Miles City.

(b) Trains or engines must not enter this territory without proper signal indications or permission of the dispatcher.

(c) In case of failure of STOP signal, authority for a train or engine to proceed will be issued orally by the dispatcher.

(d) When the governing signal displays a STOP indication and the dispatcher knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form: "You may proceed at restricted speed to the next signal."

If the dispatcher does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form: "You may proceed under protection of a flagman to the first signal that displays a PROCEED indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding. See Rule 663 (A).

(e) When the governing signal displays a STOP indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed when preceded by a flagman to the next signal that displays a PROCEED indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(f) Trains or engines must not move in the opposite direction to that authorized by the governing signal without proper authority from the dispatcher unless preceded by a flagman sent far enough in advance to insure full protection.

(g) Trains or engines must not enter or foul main track or re-enter main track after having cleared it unless the governing signal displays a PROCEED indication or unless authority is obtained from the dispatcher.

Where main track switches are not inter-locked or governed by signal indications, trains or engines must report to the dispatcher when clear of the main track and switches properly lined and locked.

(h) Trains or engines must not pass beyond the limits of this territory without proper authority including the information required by Rule S-83.

X7 Trains or engines must not exceed 20 MPH between points 2100 feet east and 2000 feet west of the passenger station at Mobridge.

X8 At Bucyrus, Reeder, Gascoyne, Scranton, Buffalo Springs, Bowman and Griffin when trains meet, the train that is to hold the main track will not pass the Automatic Signal at the near end of the siding until the train that is to take siding has arrived.

### SECOND SUBDIVISION

X9 Blank.

### THIRD SUBDIVISION

X10 Blank.

### FOURTH SUBDIVISION

X11 Look out for restricted side clearance on all tracks at Queens Point and restricted overhead clearance on the tipple tracks.

X12 Wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. **THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.**

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train Dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train Dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetra-chloride only should be used, if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Prone Pressure Method of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory, unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of cars where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

### FIFTH SUBDIVISION

X13 At Snake Creek, Trail City, Glencross, Timber Lake, Fire-steel and Isabel the siding is also used as the house track. Train Dispatcher need not be notified when cars are left on any of these sidings.

X14 Trains need not obtain Clearance, Form A, at Trail City if the train order signal displays the Proceed indication, as per Rule 200-C.

X15 Speed restrictions (in addition to General Speed Restrictions)

1000 H P Diesels	25 MPH
1200 H P Diesels	25 MPH
1750 H P Diesels G P 9 Four wheel truck	15 MPH

### SIXTH SUBDIVISION

X16 At DuCharme, Promise, Dupree, Virginia, La Plant, Ridgeview, Parade, Eagle Butte, Lantry and Red Elm the siding is also used as the house track. Train Dispatcher need not be notified when cars are left on any of these sidings.

X17 Trains need not obtain Clearance, Form A, at Trail City if the train order signal displays the Proceed indication, as per Rule 200-C.

X18 Speed restrictions (in addition to General Speed Restrictions)

1000 H P Diesels	25 MPH
1200 H P Diesels	25 MPH
1750 H P Diesels G P 9 Four wheel truck	15 MPH

### SEVENTH SUBDIVISION

X19 At Maple Leaf, Chadwick, Shields, Freda, Raleigh, Brisbane, Leith, Elgin, New Leipzig, Bentley, Watrous, Regent and Havelock the siding is also used as the house track. Train Dispatcher need not be notified when cars are left on any of these sidings.

X20 Trains moving from the seventh subdivision to points on the first subdivision need not obtain Clearance, Form A, at McLaughlin if the train order signal indicates Proceed, as per Rule 200-C.

X21 Trains moving from the first subdivision to points on the seventh subdivision, need not obtain Clearance, Form A, at McLaughlin if the train order signal indicates Proceed, as per Rule 200-C.

X22 All trains must not exceed maximum speed of 20 MPH over Cannon Ball River Bridge east of Shields.

X23 Speed restrictions (in addition to General Speed Restrictions)

1750 H P Diesels G P 9 Four wheel truck	15 MPH
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