

NORTHERN PACIFIC RAILWAY COMPANY.

YELLOWSTONE DIVISION

TIME 63 TABLE

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

FRIDAY, JANUARY 1, 1932.

For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always have for reference a copy of TRANSPORTATION RULES.

W. C. SLOAN,
General Manager.

F. R. BARTLES,
Assistant General Manager.

D. M. DRISCOLL,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

FIRST SUB-DIVISION
(MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Mandan.	Time Table No. 63 January 1, 1932 Succeeding No. 62		Distance from Dickinson.	Car Capacity of Siding.	FIRST CLASS		SECOND CLASS		THIRD CLASS		
797	603	605	1	3	STATIONS				2	4					798				
Way Freight	Freight	Freight	Passenger	Passenger					Passenger	Passenger					Way Freight				
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily					Daily	Daily					Tue., Thu. and Sat.				
L 7.15AM	L 7.50PM	L 11.40AM	L 7.15PM	L 12.15PM	WCO	515	0.0	A	MANDAN	DN	109.6	Yard	As 10.30AM	As 5.55PM			A 1.00PM		
f 7.25	8.00	11.50AM	7.20	12.22	TYX	518	3.0		SUNNY	P	106.6	E 76	10.22	5.47			f 12.50		
f 7.35	8.11	12.01PM	7.28	f 12.32		524	8.3		LYONS	P	101.3	E 132	10.14	f 5.37			f 12.32		
s 7.45	8.26	12.15	7.37	f 12.45		531	15.4		SWEET BRIAR	P	94.2	W 105	10.05	f 5.24			s 12.15PM		
s 8.05	8.45	12.40	7.45	s 12.56		537	21.5	JU	JUDSON	D	88.1	104	9.57	s 5.12			s 11.50AM		
	8.12	9.01	1.00	7.49		539	24.5		SEDALIA	P	85.1		9.53	5.06			11.40		
s 8.25	9.17	1.10	7.54	s 1.10		543	27.9	NS	NEW SALEM	DN	81.7	E 104	9.49	s 4.59			s 11.30		
	8.40	9.25	1.23	7.59		547	31.7		BLUE GRASS	P	77.9	W 72	9.44	4.53			11.00		
s 8.50	9.33	1.30	8.03	f 1.22	W	550	35.3		SIMS	P	74.3	131	9.40	f 4.46			s 10.50		
s 9.05	9.43	1.40	8.10	s 1.32		556	40.3	AN	ALMONT	D	69.3	132	9.33	s 4.36			s 10.40		
f 9.26	9.55	1.52	8.17	f 1.42		561	45.9		CURLEW	P	63.7	106	9.26	f 4.25			f 10.25		
9.45	10.10	2.06	8.25	1.53		568	52.8		KURTZ	P	56.8	131	9.18	4.14			10.10		
s 10.05	10.30	2.35	8.32	s 2.05	WCX	573	57.6	GN	GLENULLEN	DN	52.0	E 91	9.12	s 4.05			s 10.00		
f 10.25	10.42	2.50	8.40	f 2.14		578	63.1		EAGLE NEST	P	46.5	W 102	9.04	f 3.54			f 9.25		
s 10.50	10.57	3.10	8.49	s 2.28	W	585	70.2	H	HEBRON	DN	39.4	E 101	8.56	s 3.41			s 9.05		
												W 133							
	11.05	11.09	3.34	8.54	2.33		587	73.8		KNIFE RIVER	P	35.8		8.52	3.34			8.52	
f 11.25	11.25	4.10	9.01	f 2.44		594	79.4		ANTELOPE	P	30.2	131	8.46	f 3.25			f 8.35		
s 11.50AM	11.38	4.40	9.09	s 2.54	W	600	85.1	RH	RICHARDTON	DN	24.5	E 131	8.39	s 3.15			s 8.20		
s 12.10PM	11.53PM	4.53	9.16	s 3.05		606	90.6	TR	TAYLOR	D	19.0	E 61	8.32	s 3.05			s 8.05		
12.25	12.05AM	5.05	9.23	3.14		610	95.6		BOYLE	P	14.0	W 131	8.25	2.54			7.50		
s 12.40	12.15	5.15	9.27	s 3.20		613	98.3	GA	GLADSTONE	D	11.3	114	8.21	s 2.49			s 7.40		
s 1.00	12.40	5.30	9.35	f 3.32		620	105.0	HI	LEHIGH	D	4.6	132	8.13	f 2.38			7.20		
A 1.15PM	A 1.05AM	A 6.00PM	As 9.43PM	As 3.42PM	WCO	625	109.6	DX	DICKINSON	DN	0.0	Yard	L 8.07AM	L 2.30PM			L 7.10AM		
					TYX														
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily									Daily	Daily			Tue., Thu. and Sat.		
0.0	5.15	6.20	2.28	3.27					Time Over Subdivision				2.23	3.25			5.50		
18.2	20.8	17.3	44.4	31.7					Average Speed Per Hour				45.9	32.0			18.8		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 AUTOMATIC BLOCK BETWEEN MANDAN AND DICKINSON.
 AUTOMATIC TRAIN STOP BETWEEN MANDAN AND DICKINSON.
 SPECIAL INSTRUCTIONS PAGES 10, 12 AND 13.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Water, Fuel, Sealer, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Dickinson.	Time Table No. 63 January 1, 1932 Succeeding No. 62.		Distance from Glendive.	Car Capacity of Siding.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
Way Freight	799	605	603	1	3				STATIONS				2	4	Way Freight	800		
	Freight	Freight	Freight	Passenger	Passenger				Telegraph Offices and Calls	Passenger			Passenger	Tues. and Fri.				
	Wed. and Sat.	Daily	Daily	Daily	Daily					Daily			Daily					
L 6.50AM	L 7.00PM	L 1.55AM	L 9.48PM	L 3.52PM	WCO TYX	625	0.0	DX DICKINSON DN	106.1	Yard	As 8.02AM	As 2.20PM			A 1.15PM			
6.57	7.12	2.03	9.55	4.00		629	4.1	ELAND P	102.0	E 56 W 131	7.55	2.12			1.05			
s 7.07	7.30	2.14	10.02	s 4.10		635	9.9	RD SOUTH HEART D	96.2	128	7.48	s 2.02			s 12.50			
f 7.17	7.46	2.27	10.08	f 4.19		640	15.1	ZENITH P	91.0	66	7.41	f 1.53			s 12.35			
s 7.35 ₂	8.03	2.40	10.14	s 4.30	W	645	20.3	BD BELFIELD DN	85.8	105	7.35 ₇₉₉	s 1.43			s 12.25PM			
f 8.05	8.30	3.00	10.22	s 4.41	Y	651	26.0	FG FRYBURG D	80.1	E 120 W 130	7.28	s 1.33			f 11.55AM			
f 8.20	8.43	3.15	10.30	f 4.50		656	31.4	SULLY SPRINGS P	74.7	105	7.20	f 1.23			f 11.35			
8.30	8.55	3.28	10.36	4.57		660	34.9	SCORIA P	71.2	138	7.15	1.15			11.25			
s 8.50	9.10	3.43	10.42	s 5.05	W	664	39.6	ME MEDORA DN	66.5	104	7.08	s 1.06			s 11.10			
f 8.55	9.13	3.45				665	40.4	LITTLE MISSOURI P	65.7	58	7.07	1.04			f 11.00			
9.05	9.25	3.57	10.49	f 5.15		670	45.2	RIDER P	60.9	133	7.00	f 12.58			10.50			
f 9.17	9.45	4.10	10.57	f 5.26		675	51.2	DEMORA P	54.9	107	6.52	f 12.47			f 10.35			
s 9.45	10.15	4.23	11.04	s 5.37		681	56.2	SU SENTINEL BUTTE DN	49.9	102	6.45	s 12.37			s 10.25			
f 9.55	10.30	4.33	11.10	5.45		686	60.1	CHAMA P	46.0	132	6.40	12.29			f 10.10			
s 10.50	10.55	5.00	11.20	s 5.58	WC YX	689	64.6	B BEACH DN	41.5	E 90 W 118	6.33	s 12.22			s 10.00 8.50			
f 11.05	11.28 ₁	5.20	11.28 ₆₀₅	6.08		695	70.3	YATES P	35.8	132	6.23	12.10			s 8.35			
s 11.32	11.50PM	5.35	11.34	s 6.18	WX	700	75.2	WB WIBAUX DN	30.9	106	6.17	s 12.02PM			s 8.25			
11.53AM ₄	12.10AM	6.12 ₂	11.40	6.28		704	79.0	BEAVER HILL P	27.1	E 106 W 131	6.12 ₆₀₃	11.53AM ₇₉₉			8.01			
12.03PM	12.32	6.25	11.46	6.35	W 1/2 mi. W	707	82.9	HECKMAN P	23.2	64	6.05	11.46			7.50			
f 12.15	12.50	6.35	11.51	f 6.42		710	85.9	HD HODGES N	20.2	104	6.00	f 11.40			f 7.40			
f 12.30	1.05	6.57	11.59PM	6.51		715	90.9	IONA P	15.2	130	5.53	11.33			f 7.25			
f 12.40	1.15	7.15 ₈₀₀	12.06AM	6.58		720	95.7	ALLARD P	10.4	106	5.48	11.27			f 7.15 ₆₀₃			
12.55	1.30	7.35	12.14	7.06		725	100.9	CURRY P	5.2	133	5.41	11.19			7.05			
A 1.10PM	A 1.50AM	A 7.55AM	A 12.23AM	A 7.15PM	WCO TYX	731	106.1	GI GLENDIVE DN	0.0	Yard	L 5.33AM	L 11.10AM			L 6.50AM			
Wed. and Sat.	Daily	Daily	Daily	Daily							Daily	Daily			Tues. and Fri.			
6.20	6.50	6.00	2.35	3.23				Time Over Subdivision			2.29	3.10			5.15			
16.7	15.5	17.6	41.0	31.3				Average Speed Per Hour			42.7	33.5			20.2			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK BETWEEN DICKINSON AND GLENDIVE.

AUTOMATIC TRAIN STOP BETWEEN DICKINSON AND GLENDIVE.

SPECIAL INSTRUCTIONS PAGES 10, 12 AND 13.

THIRD SUB-DIVISION
(MAIN LINE)

WESTWARD

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Glendive.	Time Table No. 63 January 1, 1932 Succeeding No. 62.		Distance from Forsyth.	Car Capacity of Siding.	FIRST CLASS		SECOND CLASS		THIRD CLASS		
801	603	605	3	1	STATIONS				2	4					804				
Way Freight	Freight	Freight	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger					Way Freight				
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily					Daily	Daily					Tue., Thu. and Sat.				
L 6.50AM	L 9.35AM	L 3.30AM	L 7.25PM	L 12.30AM	WCO TYX	731	0.0	GI.....	GLENDIVE.....DN	123.7	Yard	As 5.26AM	As 11.00AM			A 1.10PM			
7.00	9.45	3.45	7.30	12.35		734	3.3	.....	THURSTON.....P	120.4	61	5.19	10.53			1.00		
f 7.07	9.52	3.55	f 7.36	12.41		738	7.0	.....	COLGATE.....P	116.7	96	5.14	f 10.47			f 12.50		
f 7.25	10.08	4.15	f 7.46	12.52		745	14.7	.....	HOYT.....P	109.0	107	5.04	f 10.37			f 12.35		
f 7.40	10.29 ₄	4.30	f 7.54	12.58		749	19.5	MA.....	MARSH.....D	104.2	94	4.59	f 10.29 ₆₀₃			f 12.25			
f 7.50	10.50	4.54 ₂	f 8.01	1.03	W	752	23.2	.....	CONLIN.....P	100.5	107	4.54 ₆₀₅	f 10.21			f 12.10PM		
s 8.10	11.15	5.20	s 8.12	1.10		760	29.6	FN.....	FALLON.....D	94.1	E 92	4.47	s 10.11			s 11.55AM			
8.20	11.30 ₈₀₄	5.35	f 8.20	1.16		765	34.6	.....	CATO.....P	89.1	W 62	4.41	f 10.02			11.30 ₆₀₃		
s 8.45	11.45AM	5.55	s 8.29	1.21	X	770	39.0	TY.....	TERRY.....DN	84.7	E 105	4.35	s 9.55			s 11.15			
8.53	12.07PM	6.10	8.37	1.26		774	43.5	.....	KAMM.....P	80.2	105	4.29	9.47			10.50		
f 9.05	12.24	6.25	f 8.46	1.34		780	49.7	.....	BLATCHFORD.....P	74.0	107	4.21	f 9.38			f 10.35		
f 9.31 ₄	12.44	6.41	f 8.54	1.40	WCX	785	52.8	RO.....	BENZ.....N	70.9	E 96	4.17	f 9.31 ₈₀₁			f 10.25			
f 9.40	1.08	7.05	f 9.06	1.49		790	59.5	.....	SHIRLEY.....P	64.2	W 96	4.08	f 9.21			f 10.00		
9.47	1.22	7.20	9.13	1.54		794	63.8	.....	OWENS.....P	59.9	107	4.03	9.14			9.50		
f 9.57	1.44	7.40	f 9.22	2.03		800	69.8	.....	TUSLER.....P	53.9	94	3.56	f 9.05			f 9.35		
10.05	1.56	7.55	9.29	2.09		805	74.5	.....	MURN.....P	49.2	104	3.50	8.58			9.25		
s 10.15AM	2.12	8.10 ₈₀₄	s 9.45	s 2.21	WX	809	78.6	MC.....	MILES CITY.....DN	45.1	E 103	s 3.45	s 8.50 ₈₀₄			s 9.15 _{7.55}			
12.05PM								.....	FORT KEOGH.....P	42.5	105	3.36	8.37 ₆₀₅			7.47		
12.15	2.24	8.37 ₄	9.51	2.26		812	81.2	.....	ULMER.....P	39.6	96	3.32	8.33			f 7.42		
f 12.20	2.34	8.45	9.55	2.29		816	84.1	.....	HORTON.....P	33.6	107	3.24	f 8.24			f 7.30		
f 12.32	2.51	9.10	f 10.05	2.38	Y	821	90.1	.....	CLERMONT.....P	29.0	70	3.18	f 8.16			f 7.21		
f 12.49	3.04	9.30	f 10.13	2.44		826	94.7	.....	HATHAWAY.....P	25.0	95	3.13	f 8.08			f 7.13		
f 1.05	3.16	9.55	f 10.21	2.50		830	98.7	.....	JOPPA.....P	18.5	96	3.04 ₁	f 7.58			f 7.00		
f 1.18	3.36	10.20	f 10.31	3.04 ₂	W	836	105.2	.....	ROSEBUD.....DN	12.5	91	2.56	s 7.48			s 6.48		
s 1.40	3.54	10.40	s 10.41	3.14		841	111.3	.....	FLYNN.....P	6.9	101	2.48	7.40			6.32		
1.50	4.10	10.55	10.51	3.22		848	116.8	.....	LANTRY.....P	3.6	95	2.43	7.34			6.25		
2.00	4.20	11.05	10.57	3.27		851	120.1	.....	FORSYTH.....DN	0.0	Yard	L 2.38AM	L 7.28AM			L 6.15AM		
A 2.10PM	A 4.35PM	A 11.20AM	As 11.05PM	As 3.34AM	WC TX	854	123.7												
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily									Daily	Daily			Tue., Thu. and Sat.		
5.30	7.00	7.50	3.40	3.04					Time Over Subdivision				2.48	3.32			5.35		
22.4	17.5	15.7	33.7	40.8					Average Speed Per Hour				44.1	35.0			22.1		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK BETWEEN GLENDIVE AND FORSYTH.

SPECIAL INSTRUCTIONS PAGES 10, 12 AND 13.

WESTWARD

**FOURTH SUB-DIVISION
(MAIN LINE)**

EASTWARD

THIRD CLASS		SECOND CLASS				FIRST CLASS				Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Forsyth.	Time Table No. 63 January 1, 1932 Succeeding No. 62		Distance from Billings.	Car Capacity of Sidings.	FIRST CLASS				SECOND CLASS		THIRD CLASS				
	805	603	647	605	3	41	1	43						STATIONS					2	4	42	44			806		
	Way Freight	Freight	C.B.&Q.109 Freight	Freight	Passenger	C.B.& Q.41 Passenger	Passenger	C.B.& Q.43 Passenger						Telegraph Offices and Calls					Passenger	Passenger	C.B.& Q.42 Passenger	C.B.& Q.44 Passenger			Way Freight		
	Tu. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily			Wed. and Sat.		
	L 6.15AM	L 5.35PM		L 12.25PM	L 11.15PM		L 3.39AM		WC	854	0.0	FY.....	FORSYTH.....	DN	101.6	Yard	As 2.33AM	As 7.20AM			A 11.15AM						
	6.22	5.55		12.45	11.22		3.46		TX	858	3.6	3.6	REA.....	P	98.0	107	2.25	7.13			11.05						
	f 6.27	6.02		12.55	11.25		3.49		XY	860	5.8	AJ.....	NICHOLS.....	D	95.8	101	2.22	7.10			f 11.00						
	f 6.59 ⁴	6.25		1.25	11.36		4.00			869	14.8	9.0	FINCH.....	P	86.8	94	2.12	6.59 ⁸⁰⁵			f 10.35						
	s 7.20	6.40		1.45	11.44		4.08		W	875	20.7	5.9	SM.....	SANDERS.....	D	80.9	E 76 W105	2.05	6.51			s 10.20					
												6.8	Lap Siding														
	s 7.50	6.58		2.10	f 11.54PM		4.17			881	27.5	5.4	HY.....	HYSHAM.....	DN	74.1	99	1.57	f 6.41			s 10.00					
	s 8.20	7.20		2.40	12.03AM		4.24			886	32.9	4.2	MY.....	MYERS.....	D	68.7	96	1.50	6.33			s 9.40					
	8.30	7.45		3.01	12.11		4.31			891	37.1	5.9	RANCHER.....	P	64.5	94	1.43	6.26			9.27						
	f 8.45	8.05		3.25	f 12.19		4.39			897	43.0	5.6	BIG HORN.....	P	58.6	100	1.35	f 6.18			s 9.15						
	s 9.15	8.35		3.55	f 12.35		4.49		WCX	903	48.6	8.3	CU.....	CUSTER.....	DN	53.0	E 94 W95	1.26	f 6.08			s 9.00					
	f 9.42	9.07		4.20	12.49		5.02			911	56.9	8.3	WACO.....	P	44.7	95	1.14	5.55			f 8.10						
	f 10.05	9.35		4.45	1.05 ²		5.13			919	65.2	5.2	BULL MOUNTAIN.....	P	36.4	96	1.05 ³	5.45			f 7.55						
	s 10.30	9.50		5.20	1.18		5.20		W	925	70.4	5.1	PI..POMPEY'S PILLAR.....	DN	31.2	95	12.59	5.37			s 7.45						
	f 10.45	10.05		5.45	1.27		5.27 ⁴			930	75.5	4.8	NEWTON.....	P	26.1	107	12.53	5.27 ¹			f 7.30						
	s 11.10	10.20		6.00	1.36		5.34			935	80.7	3.8	WN.....	WORDEN.....	D	20.9	90	12.47	5.17			s 7.20					
	f 11.15	10.40		6.20	1.44		5.41			939	85.5	3.8	OSBORN.....	P	16.1	103	12.41	5.10			f 7.05						
	s 11.35AM	11.05PM	L 9.05PM	6.40	1.51	L 5.50PM	5.48	L 5.00AM	WX	943	89.3	5.7	HU.....	HUNTLEY.....	DN	12.3	E 75 W80	12.37	s 5.04	As 8.23AM	As 7.22PM	s 6.55					
					2.02	6.02	5.58	5.09		949	95.0	6.6	LOCKWOOD.....	P	6.6		12.29	4.55	8.11	7.10			f				
	A 12.15PM	A 12.01AM	A 10.05PM	A 7.40PM	As 2.15AM	As 6.15PM	As 6.10AM	As 5.25AM	WCO	956	101.6	6.6	BG.....	BILLINGS.....	DN	0.0	Yard	L 12.20AM	L 4.45AM	L 8.00AM	L 7.00PM	L 6.15AM					
									TYX																		
	Tu. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily			Wed. and Sat.		
	6.00	6.26	1.00	7.16	3.00	.35	2.31	.25					Time Over Subdivision						2.13	2.35	.23	.22			5.00		
	16.9	15.7	12.3	14.0	33.8	21.0	40.3	29.5					Average Speed Per Hour						45.8	38.6	33.0	33.5			20.3		

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN HUNTLEY AND BILLINGS.
AUTOMATIC BLOCK BETWEEN FORSYTH AND BILLINGS.**

SPECIAL INSTRUCTIONS PAGES 10, 12 AND 13.

WESTWARD

FIFTH SUB-DIVISION
(MAIN LINE)

THIRD CLASS				SECOND CLASS				FIRST CLASS									
817	605	205	603														
Way Freight	Freight	Mixed	Freight														
Wed. Sat.	Daily	Ex. Sun.	Daily														
L 7.50PM	L 9.00AM	L 12.06AM	WCO TYX	956	0.0	BG	BILLINGS	DN	115.7	Yard	L 2.35AM	L 6.15AM	L 8.00AM	L 9.00AM	L 11.15AM	L 3.25PM	L 11.10PM
8.20	f 9.14	12.31		964	7.6		YESEN	P	108.1	E 93	2.49	6.25	8.14	f 9.14	f 11.29	f 3.37	11.24
8.35	f 9.24	12.45		968	12.1		MOSSMAIN	P	103.6	W 99	2.58	6.31	8.21	f 9.24	f 11.35	f 3.45	A 11.35PM
							Junction G. N. Ry.										
L 6.35AM	A 8.40PM		1.00	WCO TYX	971	14.0	KD	LAUREL YARD	DN	101.7	Yard				f 11.38	s 3.49	
f 6.40 ₁		As 9.30AM	3.57 ₄	X	972	15.2	AU	LAUREL	DN	100.5	Yard	s 3.03	6.35 ₈₁₇	As 8.26AM	As 9.30AM	s 11.42	As 3.55PM ₂₀₆
f 6.55			4.11		976	19.4		SPURLING	P	96.3	92	3.10	6.40			11.49	
s 7.10			4.21		979	23.0	RK	PARK CITY	D	92.7	E 102	f 3.17	6.45		s 11.56AM		
f 7.25			4.36		983	27.6		YOUNG'S POINT	P	88.1	W 91	3.23	6.51			12.03PM	
f 7.40			4.50		989	32.1		RAPIDS	P	83.6	93	3.29 ₄	6.56		f 12.11 ₈₁₈		
f 7.50			5.00		992	34.9		MISKO	P	80.8	91	3.33	7.00		12.15		
s 8.10			5.20	WX	996	40.7	CO	COLUMBUS	DN	75.0	E 93	s 3.44	7.10		s 12.28		
f 8.30			5.34		1001	45.4		WATAGA	P	70.3	W 104	3.52	7.16		12.35		
f 8.40			5.45		1005	49.0		CRAVER	P	66.7	94	3.57	7.20		f 12.40		
f 8.55			6.00		1010	54.0		ONEIDA	P	61.7	92	4.05	7.26		12.48		
s 9.09			6.10		1014	57.3	RN	REED POINT	D	58.4	E 130	f 4.10	7.30		s 12.55		
f 9.30			6.29		1019	62.3		QUEBEC	P	53.4	93	4.18	7.37		1.05		
f 9.45			6.40		1022	65.7		PATCUM	P	50.0	92	4.23	7.41		1.09		
s 10.00			6.55	WCX	1026	70.6	GC	GREYCLIFF	D	45.1	E 108	4.32	7.50		s 1.20		
f 10.25			7.16		1031	75.7		REYNOLDS	P	40.0	W 93	4.40	7.57		1.30		
s 10.50			7.31	WX	1037	81.2	BD	BIG TIMBER	DN	34.5	E 108	s 4.51	8.03		s 1.40		
f 11.10			7.47		1043	86.4		DEHART	P	29.3	91	4.59	8.10		1.50		
f 11.25			8.05		1047	91.1		CARNEY	P	24.6	91	5.05	8.16		1.57		
s 11.40AM			8.24 ₁₋₈₁₈	WX	1051	96.2	SX	SPRINGDALE	D	19.5	E 92	f 5.12	8.24 ₆₀₃₋₈₁₈		s 2.08		
f 12.01PM			8.50		1058	102.2		ELTON	P	13.5	W 104	5.21	8.32		f 2.19		
f 12.26			9.15		1065	110.1		MISSION	P	5.6	E 93	5.31	8.42		2.34		
A 1.00PM			A 9.35AM	WCO TYX	1071	115.7	VS	LIVINGSTON	DN	0.0	Yard	As 5.40AM	As 8.50AM		As 2.45PM ₆		
Wed. Sat.	Daily	Ex. Sun.	Daily									Daily	Daily	Daily	Sun. Only	Daily	Ex. Sun.
6.25	.50	.30	6.39									3.05	2.35	.26	.30	3.30	.30
15.8	16.8	30.4	17.4									37.5	44.7	35.0	30.4	33.0	29.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN BILLINGS AND LAUREL.
 AUTOMATIC BLOCK BETWEEN BILLINGS AND LIVINGSTON.
 SPECIAL INSTRUCTIONS PAGES 11, 12 AND 13.

FIFTH SUB-DIVISION
(MAIN LINE)

EASTWARD

FIRST CLASS							Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits.	Station Numbers.	Distance from Billings.	Time Table No. 63 January 1, 1932 Succeeding Montana Div. No. 62			Distance from Livingston.	Car Capacity of Sidings.	SECOND CLASS		THIRD CLASS	
2	6	212	208	210	214	4				STATIONS					206		818	
Passenger	Passenger	C.B. & Q. 29 Passenger	Passenger	Motor	G. N. 42 Passenger	Passenger				Telegraph Offices and Calls					Mixed		Way Freight	
Daily	Daily	Daily	Sun. only	Ex. Sun.	Daily	Daily									Ex. Sun.		Tue. Fri.	
As 12.15AM	As 6.20PM	As 6.00PM	As 4.30PM	As 10.45AM	As 6.30AM	As 4.25AM	WCO	956	0.0	BG.....BILLINGS.....DN	115.7	Yard	As 4.30PM					
12.01AM	6.06	5.46	f 4.15	f 10.30	6.16	4.10	TYX	964	7.6	7.6 Cross Over	108.1	E 93	f 4.15					
11.56PM	5.58	5.36	f 4.07	f 10.17	L 6.05AM	4.03		968	12.1	4.5 Cross Over	103.6	W 99	f 4.07					
	f 5.54			f 10.12			WCO	971	14.0	1.9 Cross Over	101.7	Yard				A 1.40PM		
11.51	s 5.52	L 5.24PM	L 4.00PM	L 10.10AM		s 3.57 603	TYX	972	15.2	1.2 Cross Over	100.5	Yard	L 4.00PM 209			f 1.31		
							X			4.2								
11.45	5.46					3.50		976	19.4	SPURLING.....P	96.3	92				f 1.05		
11.40	s 5.40					f 3.42		979	23.0	3.6	92.7	E 102				s 12.47		
11.34	5.32					3.36		983	27.6	4.6 Lap Siding	88.1	W 91				f 12.32		
11.28	f 5.26					3.29 3		989	32.1	4.5	83.6	93				f 12.11 5		
11.25	5.22					3.23		992	34.9	2.8	80.8	91				f 12.02PM		
										5.8								
11.18	s 5.12					s 3.14	WX	996	40.7	CO.....COLUMBUS.....DN	75.0	E 93				s 11.47AM		
11.12	5.02					3.04		1001	45.4	4.7 Lap Siding	70.3	W 104				f 11.26		
11.08	f 4.56					3.00		1005	49.0	3.6	66.7	94				f 11.10		
11.02	4.47					2.53		1010	54.0	5.0	61.7	92				f 10.55		
10.58	s 4.42					f 2.49		1014	57.3	3.3	58.4	E 130				s 10.43		
										5.0 Lap Siding		W 76						
10.53	4.33					2.42		1019	62.3	QUEBEC.....P	53.4	93				f 10.25		
10.49	4.28					2.38		1022	65.7	3.4	50.0	92				f 10.13		
10.44	s 4.20					2.32	WCX	1026	70.6	4.9	45.1	E 108				s 9.57		
10.36	4.11					2.23		1031	75.7	5.1 Lap Siding	40.0	W 93				f 9.39		
10.30	s 4.02					s 2.16	WX	1037	81.2	5.5	34.5	E 108				s 9.19		
										5.2 Lap Siding		W 93						
10.24	3.53					2.08		1043	86.4	DEHART.....P	29.3	91				f 9.00		
10.19	3.45					2.02		1047	91.1	4.7	24.6	91				f 8.44		
10.13	s 3.37					f 1.54	WX	1051	96.2	5.1	19.5	E 92				s 8.24 1-603		
10.06	f 3.27					1.45		1058	102.2	6.0 Lap Siding	13.5	W 104				f 8.03		
9.57	3.15					1.34		1065	110.1	7.9	5.6	E 93				f 7.46		
										5.6 Lap Siding		W 74						
L 9.50PM	L 3.05PM 5					L 1.25AM	WCO	1071	115.7	VS.....LIVINGSTON.....DN	0.0	Yard				L 7.30AM		
							TYX											
Daily	Daily	Daily	Sun. only	Ex. Sun.	Daily	Daily							Ex. Sun.			Tue. Fri.		
2.25	3.15	.30	.30	.35	.25	3.00				Time Over Subdivision			.30			6.10		
47.9	35.5	25.4	30.4	26.0	29.0	38.5				Average Speed Per Hour			30.4			18.7		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN LAUREL AND BILLINGS.
 AUTOMATIC BLOCK BETWEEN LIVINGSTON AND BILLINGS.
 SPECIAL INSTRUCTIONS PAGES 11, 12 and 13.

WESTWARD

SIXTH SUB-DIVISION
(OLLIE BRANCH)

EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Beach.	Time Table No. 63 January 1, 1932 Succeeding No. 62.		Distance from Ollie.	Car Capacity of Sidings.	SECOND CLASS	
199					STATIONS				200	
Mixed					Telegraph Offices and Calls				Mixed	
Tues., Fri.									Tues., Fri.	
L	7.45AM	WCY	689	0.0	B.....	BEACH.....DN	26.2	Yard	A	11.00AM
s	8.05	X	YS 8	8.4	8.4	THELAN.....	17.8	20	s	10.45
s	8.25		YS13	13.4	5.0	GOLVA.....D	12.8	30	s	10.20
s	8.50		YS21	20.8	7.4	CARLYLE.....D	5.4		s	9.45
A	9.05AM 200	Y X	YS26	26.2	5.4	OLLIE.....D	0.0	Yard	L	9.20AM 199
Tues., Fri.									Tues., Fri.	
1.20					Time Over Subdivision				1.40	
10.6					Average Speed Per Hour				15.7	

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

SPECIAL INSTRUCTIONS PAGES 11, 12 AND 13.

WESTWARD

EIGHTH SUB-DIVISION
(REDWATER BRANCH)

EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Glendive.	Time Table No. 63 January 1, 1932 Succeeding No. 62.		Distance from Brockway.	Car Capacity of Sidings.	SECOND CLASS	
	197				STATIONS				198	
	Mixed				Telegraph Offices and Calls				Mixed	
	Mon., Wed. and Fri.								Mon., Wed. and Fri.	
	L 7.00AM	WCO	731	0.0	GI.....GLENDIVE.....DN	63.9	Yard	A	3.20PM	
	f 7.40	TYX	YB13	13.0	13.0.....GREEN.....P	50.9	4	f	2.35	
	f 7.49		YB16	16.2	3.2.....WOODROW.....	47.7	13	f	2.20	
	s 8.15	W	YB24	24.5	8.3 DA.....LINDSAY.....D	39.4	27	s	1.50	
	f 8.45		YB33	33.0	8.5.....RIMROAD.....	30.9	18	f	1.20	
	f 9.20		YB44	43.7	10.7.....VALGATE.....	20.2	13	f	12.45	
	s 10.00	XW	YB52	52.2	8.5 CR.....CIRCLE.....D	11.7	42	s	12.15PM	
	f 10.13		YB58	58.1	5.9.....FRIEND.....	5.8	4	f	11.15AM	
	A 10.30AM	XY	YB64	63.9	5.8 BY.....BROCKWAY.....D	0.0	35	L	11.00AM	
	Mon., Wed. and Fri.								Mon., Wed. and Fri.	
	3.30				Time Over Subdivision				4.20	
	18.2				Average Speed Per Hour				14.7	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE
OPPOSITE DIRECTION—EXCEPT No. 197 IS SUPERIOR TO No. 198,
GLENDIVE TO BROCKWAY.

SPECIAL INSTRUCTIONS PAGES 11, 12 AND 13.

WESTWARD

SEVENTH SUB-DIVISION
(SIDNEY BRANCH)

EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Glendive.	Time Table No. 63 January 1, 1932 Succeeding No. 62.			Distance from Sidney.	Car Capacity of Sidings.	SECOND CLASS		
201					STATIONS					202		
Mixed					Telegraph Offices and Calls					Mixed		
Ex. Sun.										Ex. Sun.		
L	7.30AM	WCO	731	0.0	GI.....	GLENDIVE.....	DN	55.2	Yard	A	2.45PM	
s	8.00	TYX	YL11	11.2	11.2	STIPEK.....	P	44.0	55	s	2.10	
s	8.26	W	YL20	20.1	8.9	INTAKE.....	D	35.1	50	s	1.44	
s	8.49		YL29	28.7	8.6	BURNS.....	P	26.5	40	s	1.21	
s	9.06		YL35	35.0	6.3	SV.....	SAVAGE.....	D	20.2	40	s	1.05
s	9.20		YL38	39.8	4.8	HOFFMANVILLE.....		15.4	12	s	12.53	
s	9.35		YL44	44.6	4.8	CRANE.....	P	10.6	40	s	12.41	
s	9.55			50.9	6.3	NEWLON.....	P	4.3		s	12.26	
A	10.20AM	WC	YL55	55.2	4.3	Junction G. N. Ry. SY.....	SIDNEY.....	D	0.0	Yard	L	12.15PM
		YX				Junction G. N. Ry.						
Ex. Sun.										Ex. Sun.		
2.50					Time Over Subdivision					2.30		
19.4					Average Speed Per Hour					22.0		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE
OPPOSITE DIRECTION—EXCEPT No. 201 IS SUPERIOR TO No. 202,
GLENDIVE TO SIDNEY.

SPECIAL INSTRUCTIONS PAGES 11, 12 AND 13.

WESTWARD

NINTH SUB-DIVISION
(ROSEBUD BRANCH)

EASTWARD

	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Nichols.	Time Table No. 63 January 1, 1932 Succeeding No. 62.		Distance from Colstrip.	Car Capacity of Sidings.	
				STATIONS				
				Telegraph Offices and Calls				
XY	860	0.0	AJ.....NICHOLS.....DN	14.6	29.2	Yard 99		
W	YA15	14.6	.....DOWLIN.....P	14.6	100		
XY	YA29	29.2	.....COLSTRIP.....D	0.0	Yard		
			Time Over Subdivision					
			Average Speed Per Hour					

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

SPECIAL INSTRUCTIONS PAGES 11, 12 AND 13.

WESTWARD

TENTH SUB-DIVISION
(BILLINGS AND CENTRAL MONTANA BRANCH)

EASTWARD

		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Billings.	Time Table No. 63 January 1, 1932 Succeeding Montana Div. No. 62.		Distance from Shepherd.	Car Capacity of Sidings.		
STATIONS										
Telegraph Offices and Calls										
	WCO	956	0.0	BG.....	BILLINGS.....	DN	14.0	Yard		
	TYX	TO 4	4.0	.....	McCRACKEN	.....	10.0	15		
		TO 6	6.4	.....	DENNIS	.....	7.6	7		
		TO 8	8.4	.....	DRURY	.....	5.6	S 5		
					2.0					
		TO 10	10.4	.....	GALLAGHER	.....	3.6	7		
	Y	TO 14	14.0	.....	SHEPHERD	.....	0.0	9		

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

SPECIAL INSTRUCTIONS PAGES 12 AND 13.

WESTWARD

TWELFTH SUB-DIVISION
(ROCKY FORK BRANCH)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Laurel.	Time Table No. 63 January 1, 1932 Succeeding Montana Div. No. 62			Distance from Red Lodge.	Car Capacity of Sidings.	FIRST CLASS			SECOND CLASS		THIRD CLASS	
815	813		205	209	207	211				210	208	212			206		816	814			
Way Freight	Way Freight		Mixed	Motor	Passenger	C.B.&Q.30 Passenger				Motor	Passenger	C.B.&Q.29 Passenger			Mixed		Way Freight	Way Freight			
Tue.,Thu and Sat.	Mon., Fri.		Ex. Sun.	Ex. Sun.	Sunday Only	Daily				Ex. Sun.	Sunday Only	Daily			Ex. Sun.		Tue.,Thu and Sat.	Mon., Fri.			
L 7.30AM	L 6.00AM		L 9.30AM	L 3.55PM 206	L 9.30AM	L 8.26AM	WCO	972	0.0	AU.....LAUREL.....DN	44.1	Yard	As 10.10AM	As 3.55PM	As 5.24PM	As 3.55PM 209		A 1.30PM	A 2.30PM		
f 7.50	f 6.16		f 9.39	f 4.05	f 9.39	8.35	TYX	TA 8	4.5	.....MASON.....	39.6	98	f 10.00	f 3.45	5.15	f 3.45		f 1.10	f 2.05	
A 8.10AM	B 6.30		B 9.50 210	As 4.15PM	B 9.50	As 8.42AM	X	TA 10	9.5	RC.....SILESIA.....D	34.6	48	L 9.50AM 205	B 3.37	L 5.06PM	f 3.37		L 12.45PM	f 1.47		
	f 6.38		f 9.56		f 9.56			TA 12	12.2	.....ROCKVALE.....	31.9	S 24		f 3.30		f 3.30			f 1.37	
	B 6.58		B 10.12		B 10.12		W 1½ mi. W. X	TA 18	18.1	WC.....JOLIET.....D	26.0	48		B 3.18		B 3.18			B 1.15		
										4.9											
	S 7.20		S 10.24		S 10.24			TA 23	23.0	BO.....BOYD.....D	21.1	48		B 3.07		S 3.07			f 12.55		
	f 7.50		f 10.36		f 10.36			TA 28	28.6	.....SELMES.....P	15.5	36		f 2.55		f 2.55			f 12.30	
	B 8.05		B 10.48		B 10.48		X	TA 31	31.8	RO.....ROBERTS.....D	12.3	57		B 2.47		S 2.47			S 12.15PM		
	f 8.40		f 11.05		f 11.05			TA 38	38.1	.....FOX.....P	6.0	71		f 2.33		f 2.33			f 11.47AM	
A 9.10AM			A 11.20AM 814		As 11.20AM		WC YX	TA 44	44.1	RG.....RED LODGE.....D	0.0	Yard		L 2.20PM		L 2.20PM			L 11.20AM 205		
Tue.,Thu. and Sat.	Mon., Fri.		Ex. Sun.	Ex. Sun.	Sunday Only	Daily								Ex. Sun.	Sunday Only	Daily	Ex. Sun.		Tue.,Thu and Sat.	Mon., Fri.	
.40	3.10		1.50	.20	1.50	.10				Time Over Subdivision				.20	1.35	.18	1.35		.45	3.10	
14.2	13.9		24.1	28.5	24.1	35.0				Average Speed Per Hour				28.5	27.9	31.6	27.9		12.6	13.9	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 205 IS SUPERIOR TO No. 206, No. 207 IS SUPERIOR TO No. 208 AND No. 813 IS SUPERIOR TO No. 814, LAUREL TO RED LODGE, AND No. 815 IS SUPERIOR TO No. 816, LAUREL TO SILESIA.
SPECIAL INSTRUCTIONS PAGES 12 AND 13.

WESTWARD

THIRTEENTH SUB-DIVISION
(CLARK'S FORK BRANCH)

EASTWARD

WESTWARD

ELEVENTH SUB-DIVISION
(LAKE BASIN BRANCH)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Silesia.	Time Table No. 63 January 1, 1932 Succeeding Montana Div. No. 62		Distance from Bridger.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
815	209	211									210	212	816	
Way Freight	Motor	C.B. & Q. 30 Passenger									Motor	C.B. & Q. 29 Passenger	Way Freight	
Tue., Thu. and Sat.	Ex. Sun.	Daily									Ex. Sun.	Daily	Tue., Thu. and Sat.	
L 8.10AM	L 4.15PM	L 8.42AM	X	TA 10	0.0	RC.....SILESIA.....D	19.5	81	As 9.47AM	As 5.06PM	As 12.45PM			
f 8.30	f 4.22	8.49	WX	TK 4	4.3	.....BLUM.....	15.2	65	f 9.37	4.55	f 12.22			
B 8.55 ²¹¹	B 4.28	B 8.55 ⁸¹⁵	X	TK 6	6.6	GA.....EDGAR.....D	12.9	71	B 9.32	B 4.50	f 12.08PM			
B 9.19 ²¹⁰	B 4.38 ²¹²	As 9.05AM ²¹⁰	YX	TK 12	12.5	FB.....FROMBERG.....DN	7.0	49	S 9.19 ²¹¹⁻⁸¹⁵	L 4.40PM ²⁰⁹	B 11.30AM			
A 9.45AM	As 5.00PM		WT X	TK 19	19.5	BX.....BRIDGER.....D	0.0	Yard	L 9.05AM		L 10.45AM			
						Junction C. B. & Q. Ry. Track Conn.								
Tue., Thu. and Sat.	Ex. Sun.	Daily									Ex. Sun.	Daily	Tue., Thu. and Sat.	
1.35	.45	.23				Time Over Subdivision					.42	.26	2.00	
12.3	26.0	32.6				Average Speed Per Hour					27.8	28.8	9.7	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 815 IS SUPERIOR TO No. 816, SILESIA TO BRIDGER.
SPECIAL INSTRUCTIONS PAGES 12 AND 13.

SECOND CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Hesper.	Time Table No. 63 January 1, 1932 Succeeding Montana Div. No. 62		Distance from Rapelje.	Car Capacity of Sidings.	SECOND CLASS	
827									828	
Mixed									Mixed	
Wed. Only									Wed. Only	
L 9.45AM			TS 4	0.0	.....HESPER.....D	37.7	48	As 3.15PM		
					Junction G. N. Ry.					
f 10.02			TS 8	4.4	.....WICKETT.....	33.3	S 4	f 3.00		
B 10.37			TS 18	13.7	.....COOMBS.....	24.0	45	B 2.28		
B 11.00	X		TS 24	19.8	.....MOLT.....P	17.9	55	B 2.08		
B 11.30AM			TS 32	27.6	.....WHEAT BASIN.....P	10.1	45	B 1.43		
As 12.15PM	WYX		TS 42	37.7	.....RAPELJE.....D	0.0	75	L 1.10PM		
Wed. Only								Wed. Only		
2.30					Time Over Subdivision			2.05		
15.0					Average Speed Per Hour			18.0		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 827 IS SUPERIOR TO No. 828, HESPER TO RAPELJE.
SPECIAL INSTRUCTIONS PAGES 12 AND 13.

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION
(MAIN LINE)

- At Sunny**—Trains may expect to find cars on sidings at all times.
- At Lyons**—South siding will be used as eastward siding. North siding will be used as westward siding.
- At Glenullen**—South siding will be used as eastward siding. North siding will be used as westward siding.
- Automatic train stop** between Mandan and Dickinson. All trains will be governed by the instructions covering operation of train stop device.
- Yard Limits**—The tracks between yard limit signs east of Mandan and west of Sunny will be operated as one yard.
- Bridge and Engine Restrictions**—Engines Class Z-5 ten (10) miles per hour over Bridge O, Heart River, Mandan, fifteen (15) miles per hour over all yard and siding tracks; thirty-five (35) miles per hour over balance of subdivision. Doubleheader engines Class Z-5 not permitted over Bridge O, Heart River, Mandan. Doubleheader engines Class A—twenty (20) miles per hour over Bridge O, Heart River, Mandan. Storage siding at Knife River is unsafe for Z-5 engines. Storage track and spur at Sedalia are unsafe for all engines and loaded cars. At Hebron the track of the Hebron Pressed Brick Company is not safe for engines east of the brick wall on the north side of this track. At Gladstone engines not permitted on Lee's Spur. At Lehigh, engines must not go beyond the first switch of the tipple on Pittsburgh coal mine spur. Z-5 engines must not use industry and other tracks as follows:
Mandan—Track No. 7 east yard from heel of west frog to 1200 ft. east, Caboose track from frog at west end to frog at east end, Material Yard track No. 9 from frog at west end to frog at east end. Coal storage track 10 from frog at west end to frog at east end. Beyond frog on sand house spur, oil spur and storeroom track. Beyond a point 200 ft. from tail of wye switch on tail of wye. Rip Tracks No. 4, No. 5, Pink Rip Track, Wheel Rip and Short Rip. Beyond frog on following spur tracks: Porter Bros., Unloading platform west of depot, Pump House, To Team Tracks, Missouri Valley and the Mercantile Lumber Company.
Sunny—Beyond frog to old gravel pit spur.
Lyons—Beyond frog on spur.
Sweet Briar—Beyond frog on spur.
Judson—Beyond frog on stockyard track.
New Salem—Beyond frog on Mercantile Company spur.
Blue Grass—Beyond frog on spur.
Sims—Beyond frog on east end and derail on west end of house track. Beyond frog on east end and frog on west end of stockyard track.
Curlew—Beyond frog on spur.
Glenullen—Beyond frog on east end and derail on west end of coal storage track. Beyond frog on machine spur.
Eagle Nest—Beyond frog on spur.
Hebron—Beyond frog on old electric light spur.
Richardton—Beyond a point 150 feet west of switch on elevator spur.
Taylor—Beyond frog at east end and frog at west end on stockyard track.
Boyle—Beyond frog on spur.
Gladstone—Beyond frog on Birdsal Elevator spur. Beyond frog at east end and frog at west end stockyard track. Beyond frog east end and derail at west end of house track.
Lehigh—Beyond heel of frog on mine and elevator spurs, Pittsburgh Mine spur, Missouri Slope Brick and Tile Company spur.
- Speed Restrictions**—At Dickinson twenty-five (25) miles per hour over street crossings. At Mandan eastward passenger trains twenty-five (25) miles per hour from west yard switch at Heart River Bridge to the passenger depot.
- Special Stops, Connections, etc.**—Nos. 797 and 798 may carry adult male passengers.
- Register Stations**—Mandan. Dickinson.
- Bulletin Stations**—Mandan. Dickinson.
- Standard Time Clocks**—Mandan. Dickinson.
- Watch Inspectors**—C. G. Conyne, Mandan. M. A. Scherffius, Dickinson.
- Derail Switches**—Judson.....East End Elevator Track
Judson.....East End House Track
Sedalia.....East End Spur
Sedalia.....East End Storage Track
New Salem.....West End House Track
New Salem.....West End New Salem Merc. Co. Spur
Sims.....West End House Track
Almont.....East End Elevator Track
Glenullen.....West End House Track
Glenullen.....East End Coal Dock Track
Glenullen.....West End Storage Track
Hebron.....East End House Track
Antelope.....East End Elevator Track
Richardton.....East End House Track
Richardton.....East End Stock Yard Track

- Taylor.....East End House Track
Boyle.....East End Spur
Gladstone.....West End House Track
Gladstone.....West End Stock Yard Track
Lehigh.....East End Back Track
Lehigh.....East End New Coal Spur
Dickinson.....East End Team Track
Dickinson.....East End House Track
Dickinson.....East End Coal Dock Track
Dickinson.....East End Farmers Elevator Spur
Dickinson.....West End Dickinson Grocery Track
14. **Commercial Spurs**—
- | | Miles from Mandan | Car Capacity |
|-------------------------------------|-------------------|--------------|
| Missouri Slope Brick & Tile Co..... | 107.0 | 35 |

SECOND SUBDIVISION
(MAIN LINE)

- At Eland**—North siding will be used as eastward siding. South siding will be used as westward siding.
- At Beach**—North siding will be used as eastward siding. South siding will be used as westward siding.
- Automatic train stop** between Dickinson and Glendive. All trains will be governed by the instructions covering operation of train stop device.
- Bridge and Engine Restrictions**—Engines Class Z-5 fifteen (15) miles per hour over all yard and siding tracks; thirty-five (35) miles per hour over balance of subdivision. At Little Missouri, Rider, Demores and Beaver Hill—engines not permitted on spurs 200 feet from switch. Z-5 engines must not use industry and other tracks as follows:
Dickinson—Stockyard track. Elevator spur north of freight house. Freight house track from west end to unloading platform. Lumber spur south of section house. Coal dock spur south of section house. Tracks Nos. 8, 9, 10 and 11 south yard. Sand pit spur. Elevator and light plant spur. South cinder pit track.
South Heart—Beyond heel of frog elevator track.
Zenith—Beyond heel of frog elevator spur.
Belfield—Spur south of passing track. Beyond points 200 ft. west of east switch and 400 ft. east of west switch house track.
Fryburg—Spur west of depot.
Scoria—Back track.
Medora—Beyond heel of frog stockyard track.
Little Missouri—Mine spur.
Rider—Beyond heel of frog on spur.
Demores—Beyond heel of frog on spur.
Chama—Beyond derail on spur.
Beach—Beyond heel of frog coal dock spur. Beyond heel of frog elevator track. 60 ft. beyond frog west end and 100 ft. beyond heel of frog, east end of house track. Beyond 400 ft. east of switch of stockyard track. Beyond heel of frog coal storage spur west of coal dock.
Wibaux—Beyond heel of frog leading from stockyard track to house and elevator tracks.
Beaver Hill—Beyond derail switch on spur.
Hodges—Beyond heel of frog both ends of back track. Beyond heel of frog on elevator spur.
Iona—Beyond a point 100 ft. from switch on spur.
Allard—Beyond derail on spur.
Glendive—Beyond frog on hospital spur and beyond switch just west of west chute on stockyard track. Z-5 engines may use only the regular train yard tracks and the tracks to round-house.
- Speed Restrictions**—Passenger trains forty (40) miles per hour and freight trains twenty-five (25) miles per hour between Fryburg and Scoria, Beaver Hill and Hodges. At Dickinson twenty-five (25) miles per hour over street crossings. At Beach ten (10) miles per hour through the city limits.
- Special Stops, Connections, Etc.**—Nos. 799 and 800 may carry adult male passengers.
- Register Stations**—Dickinson. Glendive.
- Bulletin Stations**—Dickinson. Glendive.
- Standard Time Clocks**—Dickinson. Glendive.
- Watch Inspectors**—M. A. Scherffius, Dickinson. M. P. Lovgren, Beach.
- Derail Switches**—Belfield.....East End Stock Yard Track
Belfield.....East End House Track
Sully Springs.....East and West End of Back Track
Scoria.....West End Back Track
Medora.....West End New Coal Spur

- Rider.....East End Spur Track
Demores.....East End Spur Track
Sentinel Butte.....East End Industrial Track
Sentinel Butte.....East End House Track
Chama.....East End Elevator Spur
Beach.....High Line Coal Dock
Yates.....East End Elevator Spur
Wibaux.....West End Stock Track
Beaver Hill.....West End Westward Siding
Beaver Hill.....East End Spur
Hodges.....West End Back Track
Allard.....East End Spur

THIRD SUBDIVISION
(MAIN LINE)

- At Glendive**—End of Automatic block for incoming eastward trains is at a point immediately over the pedestrian underpass just west of the freight house.
- At Benz**—South siding will be used as eastward siding. North siding will be used as westward siding.
- At Miles City**—Automatic highway crossing signals protect main track movements over crossings at Eighth, Tenth, Main Streets and Leighton Blvd. Trains or engines using other tracks over these crossings must observe Safety Rule 25.
- Bridge and Engine Restrictions**—Engines Class Z-5, ten (10) miles per hour over Bridges 1 and 1-1 between Glendive and Thurston. Bridge 9 between Colgate and Hoyt. Bridge 15 between Hoyt and Marsh. Bridge 63 between Shirley and Owens. Bridge 77 between Murn and Miles City. Bridge 90 between switches at Horton. Bridge 97 between Clermont and Hathaway. At Miles City, engines must not go beyond Midland Lumber Company's shed on Electric Light Spur.
- Speed Restrictions**—Passenger trains will not exceed schedule time around bluffs, particularly around the Joppa, Horton, Tusler, Conlin, Colgate and Glendive Bluffs, and all trains ten (10) miles per hour through sidings at Hoyt, Conlin, Shirley and Tusler. At Miles City—Eight (8) miles per hour between first highway crossing west of east switch of siding and Tongue River Bridge.
- Special Stops, Connections, Etc.**—Nos. 801 and 804 may carry adult male passengers.
- Register Stations**—Glendive. Forsyth.
- Bulletin Stations**—Glendive. Forsyth.
- Standard Time Clocks**—Glendive. Forsyth.
- Watch Inspectors**—A. H. Johnson, Glendive. W. B. Dean, Jr., Forsyth.
- Derail Switches**—Glendive.....West End Repair Track
Fallon.....East End Stock Yard Track
Fallon.....East End Back Track
Terry.....East End Stockyard Track
Benz.....West End Coal Dock Spur
Miles City.....East and West End Transfer Track
Horton Pit.....East End of Gravel Pit Spur
Horton Pit.....East End East Leg of Wye
Rosebud.....East and West End of Stock Yard Track

FOURTH SUBDIVISION
(MAIN LINE)

- At Rea and Nichols**—Eastward trains holding main track meet at Nichols Siding or storage track, and westward trains holding main track meet at Rea, will stay back of battery chutes to avoid giving approaching train two stop signals.
- At Custer**—South Siding will be used as eastward siding, north siding will be used as westward siding.
- At Huntley**—North siding will be used as westward siding and south siding as eastward siding. Normal position of double track switch is for westward track. Trains from the C. B. & Q. before fouling the eastward track must line all switches from cross-over movement in the order of their succession until all switches are lined for entering the westward track.
- Bridge and Engine Restrictions**—Engines Class Z-5, ten (10) miles per hour over Bridges 182 and 183 between Waco and Bull Mountain. At Bull Mountain, on the spur, engines not permitted beyond east end sugar beet loading platform.
- Speed Restrictions**—Passenger trains will not exceed schedule time around bluffs, particularly the Huntley bluffs, and all trains ten (10) miles per hour through sidings at Huntley.

SPECIAL INSTRUCTIONS.

6. **Special Stops, Connections, etc.**—
No. 3 and No. 4 will stop at points west of Forsyth to pick up and let off passengers to and from points east of Forsyth.
No. 805 and No. 806 may carry adult male passengers.
7. **Register Stations**—
Forsyth.
Huntley, for trains to and from C. B. & Q. Ry.
Billings.
8. **Bulletin Stations**—
Forsyth. Billings. Laurel.
Huntley, for C. B. & Q. Ry. employes.
9. **Standard Time Clocks**—
Forsyth. Billings.
10. **Watch Inspectors**—
W. B. Dean, Jr., Forsyth. Ray T. Moore, Billings.
11. **Derail Switches**—
Forsyth..... West End Caboose Track
Nichols..... East End Coal Storage Track
Custer..... East End Scott's Spur
Custer..... East End Coal Dock Spur
12. **Commercial Spurs**—
- | | Miles from
Forsyth | Car
Capacity |
|----------------------|-----------------------|-----------------|
| Howard..... | 8.4 | 27 |
| Niler..... | 24.9 | 24 |
| Draper..... | 45.0 | 2 |
| Lawson..... | 53.7 | 8 |
| Hutchins..... | 72.5 | 9 |
| Nibbe..... | 74.2 | 11 |
| Garnsey..... | 77.7 | 27 |
| Brick Yard Spur..... | 99.6 | 15 |

FIFTH SUBDIVISION
(MAIN LINE)

1. **At Billings**—Normal position of crossover switches at stock yards is for passenger main tracks. Westward trains must not pass automatic block signal 2247 for crossover movement to the freight main tracks if signal indicates stop except under protection of flag against first class trains. If this signal indicates proceed after switches are lined for the crossover and westbound freight main track, movement may be made without protection against first class trains. Eastward movement against current of traffic to stock yards is governed by signals 2250 and 2240. A spring switch is located at the east end of the yard, trailing from freight main track to eastward main track. Westward freight trains approaching 29th Street crossover and destined west of Billings will call for westward main track with four short blasts of whistle but will stop clear of 27th Street unless they receive a proceed signal from switchtender at 29th Street. Westward freight trains destined to Billings will, on approaching 27th Street, whistle for yard, with one long and four short blasts of the whistle, but will stop clear of 27th Street, unless they receive a proceed signal from switchtender. Eastward freight trains approaching 29th Street crossovers will call for eastward freight main track by four short blasts of whistle, but will stop clear of crossover unless they receive proceed signal from switchtender. Eastward passenger trains will not pass 29th Street crossover until they receive proceed signal from switchtender. Eastward first class trains will move at restricted speed from 27th Street until all switches have been passed entering depot tracks. Westward first class trains will move at restricted speed from the viaduct east of the passenger station until all switches have been passed entering depot tracks.
2. **Laurel Yard Limits**—The tracks between yard limit signs east of Mossmain and west of Laurel will be operated as one yard. Eastward trains may enter yard on the time of 12th subdivision trains when given proceed signal by operator.
- SWITCH INDICATORS AND SAFETY LOCKS**—
At derail near signal 123 on west leg of wye at Mossmain.
At each end of crossover between main tracks leading to west leg of wye at Mossmain.
At west end of crossover from the yard to eastward main track near signal 124.
At east end of crossover east of Laurel yard office.
To operate open door and if switch indicator shows proceed move lever of safety lock to left which will permit switch to be opened. All switches for the movement to be made must be lined in the order of their succession.
- AUTOMATIC BLOCK SIGNALS** 118, 121, 123, 124, 122 and 134 must not be passed for movement to or from main tracks if signal does not indicate proceed except under protection of flag against first class trains on both main tracks in both directions. If signal indicates proceed, movement may be made without flag protection against first class trains.
- SPRING SWITCHES**—
Trailing from eastward yard lead to eastward main track west of Mossmain, normal position for the main track.
Trailing from double to single track east of Laurel depot, normal position for eastward main track.
Trailing from the yard to eastward main track, east of Laurel depot, normal position for westward main track.
- DOUBLE TRACK SWITCH AT LAUREL**—
Normal position is for eastward track.
3. **At Livingston**—Time of first class trains and passenger extras, applies at the passenger depot.

4. **Bridge and Engine Restrictions**—
Class Z-5 engines, ten (10) miles per hour over bridge 225, east of Billings depot and over bridge 68 between Pateum and Greycliff.
Class Z-5 engines not permitted on bridge 115, Livingston yard.
At Greycliff, engines must not pass over the hopper under the coal dock.
5. **Speed Restrictions**—At Billings, six (6) miles per hour over 27th, 28th and 29th Streets. Main track movements over these crossings are protected by automatic highway crossing signals. Trains and engines using any of the other tracks must protect the movement in accordance with safety rule No. 25.
All trains approach Stockyard crossover at restricted speed.
Between Billings and Laurel, C. B. & Q. freight trains, thirty-five (35) miles per hour.
At Laurel, twenty-five (25) miles per hour over First Avenue crossing just west of the depot.
At Columbus, twenty (20) miles per hour over Pratton Street and crossing just west of the depot.
At Livingston, twenty (20) miles per hour over highway crossing east end of yard. Freight trains will not pull down so as to obstruct view of passenger trains approaching this crossing.
6. **Special Stops, Connections, Etc.**—
Nos. 5 and 6 will stop on flag at road crossing 1.3 miles east of Oneida.
Nos. 5 and 6 will stop at Youngs Point, Misko, Wataga, Quebec, Reynolds, Dehart, Carney and Mission for passengers only.
Nos. 817 and 818 may carry adult male passengers.
No. 4 will connect with No. 211 at Billings or Laurel. If too late to make the Laurel connection, conductor will wire superintendent the number of passengers for No. 211.
7. **Register Stations**—
Billings.
Laurel Yard for second class and inferior trains.
Laurel for first class trains.
Livingston.
8. **Register Exceptions**—
At Billings, second class and inferior through trains will register by card form 608 and be furnished check of register on form 602 by the operator.
At Laurel Yard: It will not be necessary for trains Nos. 205 and 206 to register. At Laurel, first class trains will register by card form 608. Westward first class trains will be furnished train order check of register. Eastward passenger extras will be furnished check of register on form 602 by operator.
9. **Clearance Exceptions**—
At Laurel Yard: Trains Nos. 205 and 206 will not require clearance.
At Laurel fifth subdivision trains except those originating at Laurel, will not require clearance if train order signal is in clear position.
10. **Bulletin Stations**—
Billings. Laurel Yard. Livingston.
11. **Standard Time Clocks**—
Billings. Laurel Yard. Livingston.
12. **Watch Inspectors**—
Ray T. Moore, Billings. H. N. Hull, Livingston. C. L. Calloway, Laurel.
13. **Derail Switches**—
Billings..... Coal Dock Track.
Billings..... East End Heating Plant Track.
Laurel Yard..... Coal Dock Track.
Laurel Yard..... East End Old Stock Yard Track.
Laurel Yard..... East Lead to Car Repair Track.
Laurel Yard..... Beet Spur.
Laurel Yard..... East End Repair Track 6.
Youngs Point..... East End Beet Track.
Misko..... East End Spur.
Craver..... East End Stock Yard Track.
Big Timber..... East End House Track.
Big Timber..... East End Stock Yard Track.
14. **Commercial Spurs**—
- | | Miles from
Billings | Car
Capacity |
|-------------------|------------------------|-----------------|
| Siding No. 1..... | 4.5 | 37 |
| Siding No. 2..... | 9.5 | 35 |

SIXTH SUBDIVISION
(OLLIE BRANCH)

1. **At Beach**—Train order signal does not govern Sixth Subdivision trains.
2. **Bridge and Engine Restrictions**—
Class A, Q-5, Q-6 and Z-5 engines not permitted.
3. **Speed Restriction**—
Thirty (30) miles per hour.
4. **Register Station**—
Beach.
5. **Clearance Exception**—At Ollie No. 200 will not require clearance.
6. **Watch Inspector**—
M. P. Lovgren, Beach.
7. **Derail Switches**—
Thelan..... East End Siding
Carlyle..... East End Siding

SEVENTH SUBDIVISION
(SIDNEY BRANCH)

1. **At Glendive Wye**—Eastward trains will get authority from train dispatcher before entering Third Subdivision.
2. **Telephone Calls**—
Glendive..... 1 long
Glendive Western Union..... 1 long, 1 short, 1 long
Stipek Section House..... 1 short, 1 long
Sidney Station..... 2 short, 1 long
Savage Station..... 1 long, 3 short
Intake Station..... 2 long, 2 short
3. **Bridge and Engine Restrictions**—
Engines Class Z-5 not permitted.
4. **Speed Restrictions**—Class Q, T and S-2 engines thirty (30) miles per hour, except between Mile Posts 41 and 45, between Hoffmanville and Newlon, twenty-five (25) miles per hour.
Class W and heavier engines twenty-five (25) miles per hour.
5. **Special Stops, Connections, Etc.**—
Trains will stop on flag at Riverview Spur.
6. **Register Stations**—
Glendive. Sidney. Newlon.
7. **Bulletin Station**—
Glendive.
8. **Standard Time Clock**—
Glendive.
9. **Watch Inspector**—
A. H. Johnson, Glendive.
10. **Derail Switch**—
Crane..... East End Elevator Track.
11. **Commercial Spurs**—
- | | Miles from
Glendive | Car
Capacity |
|----------------|------------------------|-----------------|
| Duell..... | 25.1 | 2 |
| Cope..... | 33.1 | 2 |
| Piche..... | 47.0 | 8 |
| Riverview..... | 52.1 | 10 |

EIGHTH SUBDIVISION
(REDWATER BRANCH)

1. **At Glendive Wye**—Eastward trains will get authority from train dispatcher before entering Third Subdivision.
Normal position of Sidney Branch Jct. Switch will be for Seventh Subdivision.
2. **Telephone Calls**—
Glendive..... 1 long ring
Glendive Western Union..... 1 long, 2 short, 1 long
Lindsay..... 1 long, 2 short rings
Circle..... 3 long rings
Brockway..... 1 short, 2 long rings
3. **Bridge and Engine Restrictions**—
Ten (10) miles per hour over bridges 31-1, 33, 34, 36 and 37 between Rimroad and Valgate.
Engines Class W-3 and W-5 ten (10) miles per hour over Bridge 48-1, one (1) mile east of Circle.
Engines Class A and Z-5 not permitted.
4. **Speed Restriction**—
Twenty-five (25) miles per hour.
5. **At Mile Post 35½**—Gravel Pit Spur and Wye Connection to Main track—Car Capacity 20.
6. **At Lindsay**—Water is for emergency use only.
7. **Register Stations**—
Glendive. Brockway.
8. **Bulletin Station**—
Glendive.
9. **Standard Time Clocks**—
Glendive.
10. **Watch Inspector**—
A. H. Johnson, Glendive.
11. **Derail Switches**—
Rimroad..... East End
Valgate..... West End
Friend..... East End

NINTH SUBDIVISION
(ROSEBUD BRANCH)

1. **At Nichols**—Train order signal does not govern Ninth Subdivision trains.
2. **Telephone Calls**—
Nichols..... 1 long ring
Dowlin Sec. House..... 3 long rings
Colstrip Depot..... 2 long rings
Colstrip N. W. I. Office..... 4 long rings
3. **Retaining Valves** will be used as indicated below on coal trains Colstrip to Nichols to be turned up at Colstrip after brakes are released following the air test and not turned down until stop is made at Nichols.
Trains of 50 cars or less —Not used,
" " 51 to 60 cars —Use 15,
" " 61 to 75 cars —Use 20,
" " 76 or more cars —Use 25,
in each case starting at the head end and using on each alternating car. If wheels run hot, retainer on that car to be released and turned up on next car.

SPECIAL INSTRUCTIONS.

4. **Bridge and Engine Restrictions**—Engines Classes A and Z-5 not permitted.
5. **Speed Restriction**—Freight trains twenty-five (25) miles per hour.
6. **Register Stations**—Colstrip.
7. **Bulletin Station**—Forsyth.
8. **Standard Time Clock**—Forsyth.
9. **Deraill Switches**—Colstrip..... Main Line East of East Switch.
Dowlin..... East End of Siding.
Essig..... East End of Spur.
10. **Commercial Spurs**—

	Miles from	Car
	Nichols	Capacity
Essig	11.7	8

TENTH SUBDIVISION

(BILLINGS & CENTRAL MONTANA BRANCH)

1. **Bridge and Engine Restrictions**—Engines heavier than Class P or S-10 not permitted.
2. **Speed Restriction**—Fifteen (15) miles per hour.
3. **Register Station**—Billings.

ELEVENTH SUBDIVISION

(LAKE BASIN BRANCH)

1. **Between Mossmain and Hesper**—Trains will be governed by Great Northern time table, rules and regulations.
2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 or T not permitted.
3. **Speed Restriction**—Twenty-five (25) miles per hour.
4. **Register Stations**—Hesper and Rapelje.
5. **Commercial Spur**—

	Miles from	Car
	Hesper	Capacity
Jacobus.....	15.6	29
6. **Deraill Switch**—Jacobus, East end of spur.

TWELFTH SUBDIVISION

(ROCKY FORK BRANCH)

1. **At Laurel**—Train order signal does not govern Twelfth Subdivision trains. Eastward Fifth Subdivision trains may enter yard on the time of Twelfth Subdivision trains when given proceed signal by operator. C. B. & Q. Casper Division, second class and inferior trains will register, receive orders and clearance at Laurel Yard instead of at Laurel Depot and it will not be necessary for such trains to register or get clearance at Laurel Depot when pulling out of Laurel Yard. Train order check of register will be furnished such trains at Laurel Yard Office covering superior trains overdue at Laurel Depot. The crossover east of automatic signal 145 east of Laurel Depot will be used by C. B. & Q. second class and inferior trains when crossing over to Twelfth Subdivision.
2. **At Silesia**—Normal position of junction switch is for Clarks Fork Branch.
3. **Bridge and Engine Restrictions**—Engines Class Z and heavier not permitted.
4. **Speed Restrictions**—Between Laurel and Silesia C. B. & Q. freight trains, thirty-five (35) miles per hour.
Between Joliet and Silesia, freight trains twenty-five (25) miles per hour, passenger trains thirty-five (35) miles per hour.
West leg of wye at Red Lodge eight (8) miles per hour.
5. **Mountain Grade Operation**—Mountain grade between Joliet and Red Lodge. At Red Lodge, caboose must be placed on rear of all freight trains before movement is made from storage track. Terminal test of air brakes must be made and card form 3632 properly filled out before leaving Red Lodge. Retaining valves must be used on all cars, the handle turned up to high pressure position (diagonal) on heavily loaded cars, and to low pressure position (horizontal) on empty cars and light loads. When trains are directed by train order to meet at Joliet, Boyd, Selmes, Roberts or Fox, westward train will take siding, except that eastward light engines will take siding. Eastward freight trains will stop at Roberts to cool wheels and inspect train. Eastward trains must keep at least thirty (30) minutes apart leaving Red Lodge. Passenger trains must not exceed one (1) mile in two (2) minutes and freight trains one (1) mile in four (4) minutes on descending grade.
6. **Special Stops, Connections, Etc.**—Nos. 205, 206, 207 and 208 will stop on flag at Keown Spur and stop on flag at Woods Crossing between Boyd and Selmes.
No. 205 will connect at Silesia with No. 210.
Nos. 813, 814, 815 and 816 may carry adult male passengers.
7. **Register Stations**—Laurel. Silesia. Red Lodge.
8. **Register Exceptions**—Eastward second class and inferior trains will register by card form 608 at Laurel.

9. **Deraill Switches**—

Rockvale.....	Spur Track.
Keown.....	Spur Track.
Joliet.....	East End House Track.
Boyd.....	East End Siding.
Selmes.....	East End Siding.
Roberts.....	East End Siding.
Fox.....	East End Siding.
Red Lodge.....	East End Storage Track.
Red Lodge.....	East End House Track.
Red Lodge.....	East End Team Track.
Red Lodge.....	Stock Yard Switch on Main Track.
Red Lodge.....	West Wye Switch on Main Track.

10. **Commercial Spurs**—

	Miles from	Car
	Laurel	Capacity
Keown.....	14.0	27

THIRTEENTH SUBDIVISION

(CLARKS FORK BRANCH)

1. **At Blum**—Gravel bins will not clear man on side of car.
2. **Yard Limits**—The tracks between yard limit signs East of Blum and West of Edgar will be operated as one yard.
AT FROMBERG—The tracks between yard limit sign East of the depot and the yard limit signs West of the depot on the Northern Pacific and the C. B. & Q. will be operated as one yard. All trains will move within these limits at restricted speed.
AT BRIDGER—The tracks between Northern Pacific yard limit sign East of the depot and yard limit sign on M. W. & S. tracks West of the depot will be operated as one yard. All trains will move within these limits at restricted speed.
3. **At Fromberg**—Loading tipple at McCarthy's Mine will not clear man on side of car nor engine.
4. **Bridge and Engine Restrictions**—Engines heavier than Northern Pacific Class W-3 and C. B. & Q. Class O-4 not permitted.
Engines will not go beyond restriction board located at a point 1350 feet beyond the switch of the Ohio Oil Company's Spur switch, which spur is located on Bridger Mine Spur about three-fourths mile from the Main track of the Clarks Fork Branch.
5. **Speed Restrictions**—Between Fromberg and Bridger freight trains twenty-five (25) miles per hour; passenger trains thirty (30) miles per hour. Between Silesia and Fromberg, C. B. & Q. freight trains thirty-five (35) miles per hour.
6. **Special Stops, Connections, Etc.**—Nos. 209 and 210 will stop on flag at Heiser Spur, and Sand Creek schoolhouse three miles east of Bridger.
No. 209 will connect at Laurel with No. 206.
Nos. 815 and 816 may carry adult male passengers.
7. **Register Stations**—Silesia. Fromberg. Bridger.
8. **Bulletin Stations**—Fromberg.
9. **Deraill Switches**—

Fromberg.....	McCarthy Mine Track.
Heiser.....	West End Beet Spur.
Bridger.....	On Mine Spur.
Bridger.....	Coal and Implement Spur.
Hilderman Spur.....	On Spur.
Blum.....	High Line.
Blum.....	Track No. One.
Blum.....	Track No. Three.
10. **Commercial Spurs**—

	Miles from	Car
	Silesia	Capacity
Heiser Spur.....	9.6	19
Hilderman Spur.....	15.3	10

ALL SUBDIVISIONS

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. **SPEED RESTRICTIONS**—Passenger trains, one (1) mile per minute.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W-1, W-2 and W-4, forty (40) miles per hour. Except Engines Class W and W-1 assigned to passenger service fifty (50) miles per hour.
Engines, Classes W-3 and W-5 forty-five (45) miles per hour.
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
3. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
4. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
5. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.

6. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
7. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employees, fully competent and equipped to do so.
8. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
9. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
10. Before occupied outfit cars are switched or handled, air brakes must be cut in.
11. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:** When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set, and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an approach signal indication Rule 501-B and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
12. On all branch line sidings trains may expect to find cars at any time.
13. **SPRING SWITCHES:**—Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
14. Deraill switches will be set in deraill position when not in use.
15. Trains pulling into side tracks or leaving the main line at junction points must pull entirely into clear of insulated joints before stopping to pick up the man attending switch.
16. At terminals where engines are not changed nor train line separated on passenger trains and terminal brake test is not made by carmen, after outgoing engine crew takes charge, a running brake test must be made as soon as train is moving at moderate speed.
When running test is made trainmen should be on steps to see that brakes apply properly and then give proceed signal to enginemen.

AUTHORIZED SURGEONS

LOCATION OF STRETCHERS (S)

DR. J. A. EVERT, Chief Surgeon, Glendive Hospital.
DR. H. J. HALL, Asst. Surgeon, Glendive Hospital.
DR. E. S. MURPHY, Asst. Surgeon, Glendive Hospital.

LOCAL SURGEONS

DR. CECIL C. SMITH, Mandan (S).
DR. GEO. E. SPIELMAN, Mandan.
DR. B. S. NICKERSON (Consulting), Mandan.
DR. O. C. GAEBE, New Salem.
DR. O. T. BENSON, Glenullen (S).
DR. J. M. NELSON, Glenullen.
DR. P. J. WEYRENS, Hebron.
DR. A. E. HETZLER, Richardton.
DR. G. A. PERKINS, Dickinson (S).
DR. A. P. NACHTWEY, Dickinson.
DR. J. V. NEVILLE, Dickinson.
DR. J. W. BOWEN, Dickinson.
DR. W. H. GILSDORF, Dickinson.
DR. J. B. GUMPER, Belfield.
DR. M. W. LYONS, Sentinel Butte.
DR. V. G. MORRIS, Beach.
DR. GEO. E. KELLER, Wibaux.
DR. R. A. MORRILL, Sidney.
DR. R. D. BENSON (Alternate), Sidney.
DR. B. S. RUNDLE, Circle.
DR. J. W. CRAIG (Alternate), Circle.
DR. I. J. BRIDENSTINE, Terry.
DR. W. W. ANDRUS, Miles City (S).
DR. J. H. GARBESON, Miles City.
DR. M. D. WINTER, Miles City.
DR. R. R. RANDALL, Miles City.