

**AUTHORIZED SURGEONS
LOCATION OF STRETCHERS (S)**

Dr. M. A. Shillington, Chief Surgeon, Glendive Hospital.
Dr. Stuart A. Olson, Asst. Surgeon, Glendive Hospital.
Dr. R. O. Chambers, Asst. Surgeon, Glendive Hospital.
Dr. M. H. Coutu, Asst. Surgeon, Glendive Hospital.

LOCAL SURGEONS

Dr. Geo. E. Spielman. Mandan-S	Dr. C. S. Pratt.... Miles City-S
Dr. A. E. Hetzler.. Mandan	Dr. M. D. Winter... Miles City
Dr. Ellis Oster.... Mandan	Dr. Guy T. Haywood. Forsyth
Dr. O. C. Gaebe.... New Salem	Dr. B. R. Tarbox... Forsyth
Dr. P. J. Weyrens... Hebron	Dr. F. M. Alexander. Hysham
Dr. C. R. Dukart... Dickinson-S	Dr. J. J. DeMers... Huntley
Dr. R. J. Dukart... Dickinson	Dr. E. M. Farr..... Billings-S
Dr. A. J. Spanjers. Dickinson	Dr. T. R. Vye..... Billings
Dr. J. W. Bowen.... Dickinson	Dr. Jas I. Wernham. Billings
Dr. Hans E. Guloién. Dickinson	Dr. E. C. Hall..... Laurel-S
Dr. A. R. Gilsdorf... Dickinson	Dr. J. V. Neville.... Columbus-S
Dr. C. A. Bush..... Beach	Dr. Vernon Standish.. Big Timber-S
Dr. R. D. Benson... Sidney	Dr. W. E. Harris... Livingston-S
Dr. B. S. Rundle.... Circle	Dr. R. E. Walker... Livingston
	Dr. G. F. Tidyman.. Joliet

SPECIALISTS

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

NOTE

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

Where injuries, to other than N. P. B. A. members, are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

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

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NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

TIME TABLE 75C

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

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

Sunday, April 29, 1951

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

R. W. DAVIS,
Superintendent.

C. H. BURGESS,
General Manager.

R. E. MATTSO,
General Superintendent of
Transportation.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Mandan.	Time Table No. 75C April 29, 1951		FIRST CLASS	
			1	3		STATIONS	2	4	
			Passenger	Passenger			Passenger	Passenger	
			Daily	Daily			Daily	Daily	
Telegraph Offices and Calls						Distance from Dickinson.			
CTWO XYZ	515	Yard	L 6.40 PM	L 12.01 PM	0.0	A.....MANDAN.....DN	100.2	As 10.40 AM	As 2.55 PM
X	518	71	6.45	12.06	3.0	.....SUNNY.....P	97.2	10.34	2.46
	524	122	6.52	12.14	8.5	.....LYONS.....P	91.7	10.27	2.38
	531	109	7.01	12.23	15.2	.....SWEET BRIAR.....P	85.0	10.19	2.29
	537	94	7.09	s 12.32	21.3	JU.....JUDSON.....PD	78.9	10.11	s 2.20
	543	E93 W125	7.17	s 12.42	27.8	NS.....NEW SALEM.....PDN	72.4	10.04	s 2.10
	548		7.24	s 12.51	32.4	NA.....NORTH ALMONT...PD	67.3	9.58	s 2.01
	554	125	7.33	1.01	38.6	.....DENGATE.....P	61.6	9.50	1.51
CWX	573	W127 E100	7.46	s 1.17	48.2	GN.....GLEN ULLIN.....DN	52.0	9.39	s 1.36
	578	123	7.53	1.27 ⁴	53.7	.....EAGLE NEST.....P	46.5	9.32	1.27 ⁸
	585	120	8.03	s 1.36	60.7	H.....HEBRON.....PDN	39.5	9.24	s 1.15
	594	172	8.15	f 1.50	69.8	.....ANTELOPE.....P	30.4	9.13	f 1.03
	600	W 94 E118	8.22	s 1.59	75.6	RH.....RICHARDTON.....PDN	24.6	9.06	s 12.54
	606	120	8.31	s 2.07	81.1	TR.....TAYLOR.....PD	19.1	9.00	s 12.45
	610	125	8.38	2.14	86.1	.....BOYLE.....P	14.1	8.54	12.38
	613	55	8.42	s 2.19	88.8	GA.....GLADSTONE.....PD	11.4	8.50	s 12.34
	620	149	8.50	f 2.28	95.5	.....LEHIGH.....P	4.7	8.42	f 12.24
CTW XYZ	625	Yard	As 8.57 PM	As 2.36 PM	100.2	DX.....DICKINSON.....DN	0.0	L 8.35 AM	L 12.16 PM
			Daily	Daily				Daily	Daily
			2.17	2.35		Time Over Sub-division		2.05	2.39
			43.9	38.8		Average Speed Per Hour		48.1	37.8

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

No. 1 and No. 2 will stop at Glen Ullin for passengers only.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Dickinson.	Time Table No. 75C April 29, 1951		Distance from Glendive.	FIRST CLASS	
			1	3		2	4			
			Passenger	Passenger		Passenger	Passenger			
			Daily	Daily		Daily	Daily			
CTW XYZ	625	Yard	L 9.02 PM	L 2.44 PM	0.0	DX... DICKINSON..... DN	105.6	As 8.30 AM	As 12.07 PM	
	629	120	9.08	2.51	4.5	..... ELAND..... P	101.1	8.22	11.57 AM
	635	117	9.16	s 2.59	9.9	RD... SOUTH HEART..... PD	95.7	8.15	s 11.49	
	645	95	9.31	s 3.14	20.3	BD... BELFIELD..... DN	85.3	8.03	s 11.35	
	651	W118 E113	9.38	s 3.24	26.0	..... FRYBURG..... P	79.6	7.56	s 11.25
	656	96	9.45	f 3.32	31.3	..... SULLY SPRINGS..... P	74.3	7.48	f 11.16
W	664	115	9.57	s 3.44	39.5	ME... MEDORA..... P DN	66.1	7.37	s 11.03	
	670	126	10.04	3.52	45.0	..... RIDER..... P	60.6	7.30	10.54
	675	97	10.13	4.01	50.9	..... DEMORES..... P	54.7	7.22	10.45
	681	93	10.20	s 4.07	55.9	SU... SENTINEL BUTTE... PD	49.7	7.16	s 10.38	
CW XY	689	W108 E 81	s 10.32	s 4.21	64.3	B..... BEACH..... DN	41.3	s 7.05	s 10.25	
	695	118	10.39	4.29	69.9	..... YATES..... P	35.7	6.57	10.15
W	700	94	10.46	s 4.36	74.9	WB... WIBAUX..... P DN	30.7	6.52	s 10.08	
	704	92	10.52	4.42	78.4	..... BEAVER HILL..... P	27.2	6.47	10.00
	710	95	11.02	f 4.52	85.5	HD... HODGES..... P N	20.1	6.37	f 9.49	
	715	120	11.08	4.59	90.5	..... IONA..... P	15.1	6.30	9.40
	725	125	11.22	5.12	100.5	..... CURRY..... P	5.1	6.17	9.28
CTWO XYZ	731	Yard	As 11.30 PM	As 5.23 PM	105.6	GI... GLENDIVE..... DN	0.0	L 6.10 AM	L 9.20 AM	
			Daily	Daily				Daily	Daily	
			2.28	2.39		Time Over Sub-division		2.20	2.47	
			42.8	39.8		Average Speed Per Hour		45.3	37.9	

AUTOMATIC BLOCK

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Glendive.	Time Table No. 75C April 29, 1951		Distance from Forsyth.	FIRST CLASS	
			1	3		STATIONS			2	4
			Passenger	Passenger		Telegraph Offices and Calls			Passenger	Passenger
			Daily	Daily		Daily	Daily			
CTWO XYZ	731	Yard	L 11.40 PM	L 5.43 PM	0.0	GI..... GLENDIVE..... DN	123.7	As 6.00 AM	As 1.05 AM	
	738	125	11.49	f 5.52	7.2	..... COLGATE..... P	116.5	5.50	f 12.52
	745	97	11.59 PM	f 6.03	14.8	..... HOYT..... P	108.9	5.42	f 12.42
	749	142	12.06 AM	s 6.10	19.5	MA..... MARSH..... PDN	104.2	5.36	s 12.35	
	760	121	12.19 ⁴	s 6.24	29.6	FN..... FALLON..... PD	94.1	5.22	f 12.19 ¹	
X	770	W119 E125	12.31	s 6.36	39.2	TY..... TERRY..... DN	84.5	5.11	s 12.03 AM	
	774	97	12.37	f 6.43	43.6	..... KAMM..... P	80.1	5.05	f 11.55 PM
	780	92	12.45	f 6.51	49.4	..... BLATCHFORD..... P	74.3	4.58	f 11.41
CWX	785	W125 E125	12.49	6.55	52.8	BN..... BENZ..... DN	70.9	4.54	f 11.37	
	790	125	12.58	f 7.05	59.7	..... SHIRLEY..... P	64.0	4.46	f 11.26
	800	125	1.12	f 7.19	69.8	..... TUSLER..... P	58.9	4.32	f 11.12
	805	122	1.18	7.25	74.5	..... MURN..... P	49.2	4.26	11.05
WX	809	W105 E 95	s 1.27	s 7.33	78.6	MC... MILES CITY..... DN	45.1	s 4.18	s 10.57	
	816	124	1.38	7.45	84.1	..... ULMER..... P	39.6	4.06	10.45
	821	125	1.47	f 7.54	90.8	..... HORTON..... P	33.4	3.58	f 10.37
	830	122	1.58	f 8.07	98.7	..... HATHAWAY..... P	25.0	3.47	f 10.24
	836	87	2.07	f 8.17	104.9	..... JOPPA..... P	18.8	3.39	f 10.15
	841	136	2.16	s 8.26	111.3	RB..... ROSEBUD..... DN	12.4	3.32	s 10.05	
	848	123	2.24	8.36	116.8	..... FLYNN..... P	6.9	3.25	9.56
CTWX	854	Yard	As 2.35 AM	As 8.48 PM	123.7	FY..... FORSYTH..... DN	0.0	L 3.15 AM	L 9.45 PM	
			Daily	Daily				Daily	Daily	
			2.55	3.05		Time Over Sub-division		2.45	3.20	
			42.4	40.1		Average Speed Per Hour		45.0	37.1	

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

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

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

No. 3 will stop on flag at Benz for passengers only.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS			Distance from Forsyth.	Time Table No. 75C April 29, 1951			Distance from Billings.	FIRST CLASS		
			3	43	1		2	42	4				
			Passenger	C. B. & Q. 43 Passenger	Passenger		Passenger	C. B. & Q. 42 Passenger	Passenger				
			Daily	Daily	Daily		STATIONS				Daily	Daily	Daily
			Daily	Daily	Daily		Telegraph Offices and Calls				Daily	Daily	Daily
CTWX	854	Yard	L 8.53 PM		L 2.40 AM	0.0	FY.....	FORSYTH.....DN	101.5	As 3.10 AM		As 9.35 PM	
XY	860	123 Yard	9.01		2.56 ²	6.0	.....	NICHOLS.....P	95.5	2 56 ¹		9.23
	869	123	9.12 ⁴		3.07	14.7	.....	FINCH.....P	86.8	2.45		9.12 ³
W	875	93	9.21		3.14	20.7	.....	SANDERS.....P	80.8	2.38		8.57
	881	129	s 9.31		3.22	27.5	HY.....	HYSHAM.....DN	74.0	2.30		s 8.47	
	886	125	9.38		3.28	32.8	MY.....	MYERS.....PD	68.7	2.24		8.38	
	897	121	9.53		3.42	42.9	.....	BIG HORN.....P	58.6	2.10		8.23
CWX	903	W140 E125	s 10.01		3.49	48.6	CU.....	CUSTER.....DN	52.9	2.03		s 8.15	
	911	127	10.12		3.59	57.0	.....	WACO.....P	44.5	1.52		8.02
	919	123	10.24		4.10	65.3	.....	BULL MOUNTAIN.....P	36.2	1.42		7.50
	925	85	10.31		4.16	70.4	PI.....	POMPEY'S PILLAR....PDN	31.1	1.36		7.41	
	930	95	10.38		4.22	75.5	.....	NEWTON.....P	26.0	1.31		7.33
	935	123	10.45		4.28	80.6	WN.....	WORDEN.....PD	20.9	1.25		f 7.26	
WX	943	125	f 10.56	L 7.40 PM	4.38	89.2	HU.....	HUNTLEY.....DN	12.3	1.15	As 9 20 AM	s 7.13	
CTW XYZ	956	Yard	As 11.15 PM	As 8.00 PM	As 4.55 AM	101.5	BG.....	BILLINGS.....DN	0.0	L 1.00 AM	L 9.00 AM	L 6.55 PM	
			Daily	Daily	Daily					Daily	Daily	Daily	
			2.22	.20	2.15					2.10	.20	2.40	
			42.9	36.9	45.2					46.9	36.9	38.1	

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

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS					Distance from Billings.
			3	213	211	223	1	
			Passenger	G. N. 43 Passenger	C. B. & Q. 30 Passenger	C. B. & Q. 24 Passenger	Passenger	
			Daily	Daily	Daily	Daily	Daily	
CWT XYZ	956	Yard	L 11.40 PM	L 11.30 PM	L 12.30 PM	L 8.00 AM	L 5.10 AM	0.0
	964	W 85	11.53	11.41	12.38	8.08	5.20	7.0
X	968		11.59 PM	A 11.50 PM	12.43	8.13	5.26	12.1
CWTO XYZ	971	Yard						14.0
X	972	Yard	s 12.04 AM		As 12.47 PM	As 8.17 AM	5.31	15.3
	976	W 80	12.11				5.36	19.5
	979	125	s 12.18 ²				5.42	23.0
	983	80	12.26				5.47	27.6
	989	123	12.32				5.52	32.6
WX	996	W118 E130	s 12.45				f 6.03	40.7
	1005	84	12.58				6.15	49.0
	1014	125	s 1.12				6.26	57.3
	1019	125	1.19				6.33	62.4
CWX	1026	W125 E135	f 1.29				6.43	70.6
	1031	87	1.36				6.50	75.6
W	1037	W 86 E 99	s 1.46				s 6.57	81.2
	1047	125	2.02				7.10	91.3
W	1051	124	f 2.09				7.17	96.2
	1058	126	2.20				7.25	102.6
Y	1065	87	2.32				7.34	110.0
CWTO XYZ	1071	Yard	As 2.45 AM				As 7.45 AM	115.7
			Daily	Daily	Daily	Daily	Daily	
			3.05	.20	.17	.17	2.35	
			37.5	36.3	54.0	54.0	44.8	

Time Table No. 75C

April 29, 1951

STATIONS

Telegraph Offices and Calls

BG....BILLINGS.....DN	7.0	DOUBLE TRACK
.....YEGEN.....P	5.1	
.....MOSSMAIN.....P	1.9	
KD...LAUREL YARD...DN	1.3	
AU.....LAUREL.....DN	4.2	
.....SPURLING.....P	3.5	
RK...PARK CITY...PD	4.6	
.....YOUNG'S POINT.....P	5.0	
.....RAPIDS.....P	8.1	
CO...COLUMBUS.....DN	8.3	
..... CRAVER.....P	8.3	
RN... REED POINT.....DN	5.1	
..... QUEBEC.....P	8.2	
X... GREYCLIFF.....P	5.0	
..... REYNOLDS.....P	5.6	
BD... BIG TIMBER.....DN	10.1	
..... CARNEY.....P	4.9	
SX... SPRINGDALE.....PDN	6.4	
..... ELTON.....P	7.4	
..... MISSION.....P	5.7	
VS... LIVINGSTON.....DN		

AUTOMATIC BLOCK

Time Over Subdivision

Average Speed Per Hour

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

FIFTH SUB-DIVISION EASTWARD

Time Table No. 75C

April 29, 1951

STATIONS

Telegraph Offices and Calls

BG....BILLINGS.....DN	7.0	DOUBLE TRACK
.....YEGEN.....P	5.1	
.....MOSSMAIN.....P	1.9	
KD...LAUREL YARD...DN	1.3	
AU....LAUREL.....DN	4.2	
.....SPURLING.....P	3.5	
RK...PARK CITY...PD	4.6	
.....YOUNG'S POINT.....P	5.0	
.....RAPIDS.....P	8.1	
CO...COLUMBUS.....DN	8.3	
.....CRAVER.....P	8.3	
RN...REED POINT.....DN	5.1	
.....QUEBEC.....P	8.2	
.....GREYCLIFF.....P	5.0	
.....REYNOLDS.....P	5.6	
BD...BIG TIMBER.....DN	10.1	
.....CARNEY.....P	4.9	
SX...SPRINGDALE....PDN	6.4	
.....ELTON.....P	7.4	
.....MISSION.....P	5.7	
VS...LIVINGSTON.....DN	0.0	

AUTOMATIC BLOCK

Distance from Livingston.	FIRST CLASS				
	214	212	4	224	2
	G. N. 42 Passenger	C.B. & Q. 29 Passenger	Passenger	C.B. & Q. 23 Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily
115.7	As 7.00 AM	As 5.25 PM	As 6.35 PM	As 11.00 PM	As 12.50 AM
108.7	6.45	5.13	6.21	10.46	12.38
103.6	L 6.35 AM	5.05	6.13	10.38	12.32
101.7					
100.4		L 5.00 PM	s 6.08	L 10.33 PM	12.28
96.2			6.00		12.23
92.7			s 5.55		12.18 ³
88.1			5.48		12.13
83.1			5.42		12.08 AM
75.0			s 5.30		f 11.59 PM
66.7			5.18		11.49
58.4			s 5.06		11.40
53.3			4.58		11.35
45.1			s 4.46		11.26
40.1			4.39		11.21
34.5			s 4.31		s 11.14
24.4			4.16		11.02
19.5			s 4.08		10.57
13.1			3.58		10.50
5.7			3.48		10.42
0.0			L 3.40 PM		L 10.35 PM
	Daily	Daily	Daily	Daily	Daily
	.25	.25	2.55	.27	2.15
Average Speed Per Hour	29.0	36.7	39.7	34.0	51.4

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

8 Westward SIXTH SUB-DIVISION Eastward
(**OLLIE BRANCH**)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	SECOND CLASS		Distance from Beach.	Time Table No. 75C April 29, 1951	Distance from Ollie.	SECOND CLASS	
			199					200	
			Mixed					Mixed	
			Mon., Fri.		STATIONS			Mon., Fri.	
					Telegraph Offices and Calls				
CWXY	689	Yard	L	6.10 AM	0.0	B..... BEACH..... DN	26.0	A	9.05 AM
	YS 8	20	s	6.27	8.4	..... THELAN.....	17.6	s	8.35
	YS13	30	s	6.45	13.3	..... GOLVA..... PD	12.7	s	8.20
	YS21		s	7.05	20.7	..... CARLYLE..... PD	5.3	s	7.55
Y	YS26	Yard	A	7.25 AM	26.0	..... OLLIE.....	0.0	L	7.35 AM
			Mon., Fri.					199	
			1.15			Time Over Subdivision		1.30	
			20.9			Average Speed Per Hour		17.4	

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

Westward SEVENTH SUB-DIVISION Eastward
(**SIDNEY BRANCH**)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Distance from Glendive.	Time Table No. 75C April 29, 1951	Distance from Sidney.	THIRD CLASS	
			643					644	
			Freight					Freight	
			Ex. Sun.		STATIONS			Ex. Sun.	
					Telegraph Offices and Calls				
CTWO XYZ	731	Yard	L	7.30 AM	0.0	GI..... GLENDIVE..... DN	55.2	A	2.45 PM
	YL11	30	f	8.00	10.9	..... STIPEK..... P	44.3	f	2.10
	YL20	38	f	8.26	20.2	..... INTAKE..... P	35.0	f	1.44
	YL29	30	f	8.49	28.8	..... BURNS..... P	26.4	f	1.21
	YL35	30	f	9.06	35.0	SV..... SAVAGE..... PD	20.2	f	1.05
	YL38	12	f	9.20	39.8	..... HOFFMANVILLE.... P	15.4	f	12.53
	YL44	30	f	9.35	44.6	..... CRANE..... P	10.6	f	12.41
	YL51		f	9.55	50.9	..... NEWLON..... P	4.3	s	12.26
WXY	YL55	Yard	A	10.20 AM	55.2	SY..... SIDNEY..... PD	0.0	L	12.15 PM
			Ex. Sun.					Ex. Sun.	
			2.30			Time Over Subdivision		2.30	
			19.4			Average Speed Per Hour		22.1	

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

Westward EIGHTH SUB-DIVISION Eastward
(**REDWATER BRANCH**)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Distance from Glendive.	Time Table No. 75C April 29, 1951	Distance from Brockway.	THIRD CLASS	
			645					646	
			Freight					Freight	
			Thurs.		STATIONS			Thurs.	
					Telegraph Offices and Calls				
CTWO XYZ	731	Yard	L	8.00 AM	0.0	GI..... GLENDIVE..... DN	63.9	A	2.40 PM
	YB13	4	f	8.30	12.9	..... GREEN..... P	51.0	f	2.01
	YB24	27	f	9.05	24.5	DA..... LINDSAY..... PD	39.4	f	1.40
	YB33	18	f	9.25	33.0	..... RIMROAD..... P	30.9	f	1.20
Y	YB37		f	9.38	37.5	..... REDWATER..... P	26.4	f	1.05
WX	YB52	42	s	10.35	52.2	CR..... CIRCLE..... PD	11.7	s	12.15 PM
XY	YB64	35	A	11.00 AM	63.9	BY.... BROCKWAY.... PD	0.0	L	11.15 AM
			Thurs.					Thurs.	
			3.00			Time Over Subdivision		3.25	
			21.2			Average Speed Per Hour		18.7	

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

Westward NINTH SUB-DIVISION Eastward
(**ROSEBUD BRANCH**)

Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Nichols.	Time Table No. 75C April 29, 1951		Distance from Cow Creek.
				STATIONS		
				Telegraph Offices and Calls		
XY	860	Yard	0.0	AJ..... NICHOLS..... PD	34.2	EASTWARD— Cow Creek to Nichols.
	YA15	100	14.7	..... DOWLIN..... P	19.5
X	YA29	100	29.3	..... COLSTRIP..... PD	4.9
XY	YA34	Yard	34.2	..... COW CREEK..... P	0.0

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

TENTH SUB-DIVISION

Westward

Eastward

(BILLINGS AND CENTRAL MONTANA BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Billings.	Time Table No. 75C		Distance from Shepherd.
				April 29, 1951		
				STATIONS		
				Telegraph Offices and Calls		
CTW XYZ	956	Yard	0.0	BG.....BILLINGS.....DN	14.0	EASTWARD— Shepherd to Billings.
	TO 4	S15	4.3	.....McCRACKEN.....	9.7
	TO 8	S30	8.9	.....CLINE.....	5.1
Y	TO14	S9	14.0	.....SHEPHERD.....	0.0

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

THIRTEENTH SUB-DIVISION

9

Westward

Eastward

(SHIELDS RIVER BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Mission.	Time Table No. 75C		Distance from Wilsall.
				April 29, 1951		
				STATIONS		
				Telegraph Offices and Calls		
Y	1065	87	0.0MISSION.....P	22.7	EASTWARD— Wilsall to Mission.
	TM 4	S 4	4.1	.....GRANNIS.....	18.6
	TM 8	17	8.5	.....CHADBORN.....	14.2
	TM14	35	14.8	CP....CLYDE PARK....D	7.9	
XY	TM23	44	22.7	WI.....WILSALL.....D	0.0	

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

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Laurel.	Time Table No. 75C		Distance from Rapelje.
				April 29, 1951		
				STATIONS		
				Telegraph Offices and Calls		
X	972	Yard	0.0	AU.....LAUREL.....DN	45.0	EASTWARD— Rapelje to Laurel.
CTWO XYZ	971	Yard	1.3	KD...LAUREL YARD...DN	43.7	
			5.9			

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

	TS 4	S10	7.2HESPER.....P	37.8	EASTWARD— Rapelje to Laurel.
	TS 8	S 4	11.4	.....WICKETT.....	33.6
	TS18	S10	21.0	.....COOMBS.....	24.0
	TS24	55	27.0	.....MOLT.....P	18.0
	TS32	45	34.9	.....WHEAT BASIN.....P	10.1
XY	TS42	75	45.0	.....RAPELJE.....PD	0.0
				Time Over Subdivision		
				Average Speed Per Hour		

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

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS		Distance from Laurel.	Time Table No. 75C		Distance from Red Lodge.	Distance from Bridger.	FIRST CLASS	
			211	223		April 29, 1951				212	224
			C.B.&Q.30 Passenger	C.B.&Q.24 Passenger		STATIONS				C.B.&Q.29 Passenger	C.B.&Q. 23 Passenger
			Daily	Daily		Telegraph Offices and Calls				Daily	Daily
CTW XYZ	972	Yard	L 12.47 PM	L 8.17 AM	0.0	AU..... LAUREL..... DN	44.1	29.0	As 5.00 PM	As 10.33 PM	
	TA 8	90	1.00	8.30	4.5	..... MASON.....	39.6	24.5	4.50	10.23
X	TA10	73	s 1.08	8.38	9.6	..... SILESIA.....		19.4	s 4.43	10.13
X	TK 4	61	1.15	8.45	14.0	..... BLUM.....		15.0	4.35	10.04
	TK 6	65	s 1.20	8.50	16.1	GA..... EDGAR..... D		12.9	s 4.30	10.00	
XY	TK12	Yard	As 1.30 PM	As 9.00 AM	22.0	FB..... FROMBERG..... DN		7.0	L 4.20 PM	L 9.48 PM	
TWX	TK19	Yard			29.0	BX..... BRIDGER..... D		0.0			
	MW 6	23			35.3	..... GOLDEN.....		6.3		
CW XY	MW13	Yard			41.2	..... BELFRY.....		12.2		
X	TA10	40			9.6	..... SILESIA.....	34.5			
	TA12	815			12.2	..... ROCKVALE.....	31.9			
	TA14				14.4	..... MONTAQUA.....	29.7			
	TA18	42			18.1	WC..... JOLIET..... D	28.0				
	TA23	14			23.2	..... BOYD.....	20.9			
	TA31	52			31.8	RO..... ROBERTS..... D	12.3				
	TA38	18			38.0	..... FOX.....	6.1			
CW XY	TA44	Yard			44.1	RG..... RED LODGE..... D	9.0				
			Daily	Daily					Daily	Daily	
			.43	.43		Time Over Sub-division			.40	.45	
			30.7	30.7		Average Speed Per Hour			33.0	29.3	

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

INTERLOCKINGS

Fourth Subdivision:

Huntley—End of double track. West end of siding. West end of interchange track. C. B. & Q. Junction. Crossovers. INTERLOCKED.

Fifth Subdivision:

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

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

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

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

CROSSOVERS

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

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

SPEED TABLE.

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

COMMERCIAL TRACKS.

Second Subdivision

	Miles from Dickinson	Car Capacity
Little Missouri Spur.....	40.6	54
Chama Spur.....	60.1	62
Allard Spur.....	95.7	20

Third Subdivision

	Miles from Glendive	Car Capacity
Fort Keogh Spur.....	80.5	35
Clermont Spur.....	94.8	62

Fourth Subdivision

	Miles from Forsyth	Car Capacity
Maudru Spur.....	10.9	22
Sanders Spur.....	20.7	60
Niler Spur.....	24.3	20
Fee Spur.....	55.6	14
Nibbe Spur.....	74.1	13
Pearl Spur.....	79.4	15
Knox Spur.....	83.1	35
Wyne Spur.....	87.8	26
Hirsch Spur.....	96.8	14
East Billings.....	98.6	Yard
Brick Yard Spur.....	98.8	16

Fifth Subdivision

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

Sixth Subdivision

	Miles from Beach	Car Capacity
Ekre Spur.....	9.4	6

Seventh Subdivision

	Miles from Glendive	Car Capacity
Glendive Pit.....	3.6	35
Duell Spur.....	25.2	10
Cope Spur.....	33.1	10
Piche.....	47.2	36
Riverview.....	52.3	14

H. O. WHITTEN,
Ass't Supt.

A. W. HOFFMAN,
Ass't Supt.

J. F. PETERSON,
Trainmaster.

A. G. WILK,
Trainmaster.

L. H. DAHL,
Trainmaster.

J. P. THORPE,
Chief Dispatcher.