

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. T. J. Malec, Asst. Surgeon, Glendive Hospital.

LOCAL SURGEONS

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

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.

SUB-DIVISION INDEX

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NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

TIME TABLE 76

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

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

Sunday, November 16, 1952

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. MATTSON,
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. 76 November 16, 1952		FIRST CLASS	
			1	25		STATIONS	2	26	
			Passenger	Passenger			Passenger	Passenger	
			Daily	Daily			Daily	Daily	
Telegraph Offices and Calls						Distance from Dickinson.			
CTWO XYZ	515	Yard	L 6.02 PM	L 2.11 AM	0.0	A.....MANDAN.....DN	100.2	As 11.45 AM	As 9.02 PM
X	518	71	6.07	2.15	3.0	.....SUNNY.....P	97.2	11.37	8.56
	524	126	6.15	2.21	8.5	.....LYONS.....P	91.7	11.30	8.50
	531	109	6.23	2.28	15.2	.....SWEET BRIAR.....P	85.0	11.21	8.42
	537	94	s 6.31	2.35	21.3	JU.....JUDSON.....PD	78.9	s 11.11	8.35
	543	E93 W125	s 6.41	2.42	27.8	NS....NEW SALEM.....PDN	72.4	s 11.01	8.28
	548		s 6.49	2.47	32.4	NA...NORTH ALMONT...PD	67.8	s 10.50	8.23
	554	125	6.57	2.53	38.6	.....DENGATE.....P	61.6	10.42	8.16
CWX	578	W127 E100	s 7.10	3.02	48.2	GN...GLEN ULLIN.....DN	52.0	s 10.30	8.07
	578	123	7.20	3.07	53.7	.....EAGLE NEST.....P	46.5	10.20	8.02
	585	120	s 7.31	3.14	60.7	H.....HEBRON.....PDN	39.5	s 10.08	7.55
	594	172	f 7.46 ²⁶	3.23	69.8	.....ANTELOPE.....P	30.4	f 9.57	7.46 ¹
	600	W 94 E118	s 7.54	3.29	75.6	RH...RICHARDTON...PDN	24.6	s 9.48	7.40
	606	120	s 8.01	3.35	81.1	TR.....TAYLOR.....PD	19.1	s 9.38	7.35
	610	125	8.06	3.40	86.1	.....BOYLE.....P	14.1	9.31	7.30
	613	55	s 8.09	3.43	88.8	GA...GLADSTONE.....PD	11.4	s 9.27	7.27
	620	149	f 8.18	3.50	95.5	.....LEHIGH.....P	4.7	f 9.17	7.20
CTW XYZ	625	Yard	As 8.25 PM	As 3.57 AM	100.2	DX....DICKINSON.....DN	0.0	L 9.10 AM	L 7.15 PM
			Daily	Daily				Daily	Daily
			2.23	1.46		Time Over Sub-division		2.35	1.47
			42.0	56.7		Average Speed Per Hour		38.8	56.2

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 Dickinson.	Distance from Glendive.	FIRST CLASS	
			1	25			2	26
			Passenger	Passenger			Passenger	Passenger
			Daily	Daily			Daily	Daily
Time Table No. 76						November 16, 1952		
STATIONS						Telegraph Offices and Calls		
CTW XYZ	625	Yard	L 8.30 PM	L 4.00 AM	0.0	DX.... DICKINSON..... DN	105.6	As 9.05 AM As 7.12 PM
	629	120	8.36	4.05	4.5	..... ELAND..... P	101.1	8.55 7.05
	635	117	s 8.43	4.11	9.9	RD... SOUTH HEART..... PD	95.7	s 8.45 6.59
	645	95	s 8.57	4.22	20.3	BD.... BELFIELD..... DN	85.3	s 8.34 6.49
	651	W118 E113	s 9.06	4.28	26.0	..... FRYBURG..... P	79.6	s 8.23 6.43
	656	96	f 9.15	4.35	31.3	..... SULLY SPRINGS..... P	74.3	f 8.16 6.37
	664	115	s 9.25	4.44	39.5	ME.... MEDORA..... PDN	66.1	s 8.05 6.28
	670	126	9.33	4.50	45.0	..... RIDER..... P	60.6	7.58 6.22
	675	97	9.41	4.57	50.9	..... DEMORES..... P	54.7	7.50 6.15
	681	93	s 9.49	5.02	55.9	SU... SENTINEL BUTTE... PD	49.7	s 7.42 6.09
CW XY	689	W108 E 81	s 10.01	5.12	64.3	B..... BEACH..... DN	41.3	s 7.31 6.00
	695	118	10.09	5.18	69.9	..... YATES..... P	35.7	7.21 5.54
W	700	94	s 10.14	5.23	74.9	WB.... WIBAUX..... PDN	30.7	s 7.14 5.49
	704	135	10.21	5.27	78.4	..... BEAVER HILL..... P	27.2	7.06 5.45
	710	95	f 10.31	5.35	85.5	HD.... HODGES..... PN	20.1	f 6.57 5.36
	715	120	10.38	5.40	90.5	..... IONA..... P	15.1	6.50 5.31
	725	125	10.50	5.50	100.5	..... CURRY..... P	5.1	6.39 5.21
CTWO XYZ	731	Yard	As 11.00 PM	As 5.57 AM	105.6	GI..... GLENDIVE..... DN	0.0	L 6.30 AM L 5.15 PM
			Daily	Daily				Daily Daily
			2.30	1.57				2.35 1.57
			42.2	54.2				40.9 54.2
Time Over Sub-division						Average Speed Per Hour		

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

Water, Fuel, Seales, Turn, Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Buildings.	FIRST CLASS		Distance from Glendive.	Time Table No. 76 November 16, 1952			FIRST CLASS	
			1	25		STATIONS	2	26		
			Passenger	Passenger			Passenger	Passenger		
			Daily	Daily			Daily	Daily		
Telegraph Offices and Calls										
CTWO XYZ	731	Yard	L 11.10 PM	L 6.02 AM	0.0	GI..... GLENDIVE..... DN	123.7	As 6.20 AM	As 5.10 PM	
	738	125	11.20	6.10 ²⁵	7.2	..... COLGATE..... P	116.5	6.10 ²⁵	5.01
	745	97	11.30	6.19	14.8	..... HOYT..... P	108.9	5.55	4.52
	749	142	s 11.38	6.24	19.5	MA..... MARSH..... PDN	104.2	s 5.48	4.48	
	760	121	s 11.50 PM	6.35	29.6	FN..... FALLON..... PD	94.1	5.35	4.37	
X	770	W119 E125	s 12.04 AM	6.46	39.2	TY..... TERRY..... DN	84.5	s 5.19	4.27	
	774	120	12.10	6.51	48.6	..... KAMM..... P	80.1	5.13	4.23
	780	92	12.18	6.57	49.4	..... BLATCHFORD..... P	74.3	5.05	4.16
CWX	785	W125 E125	12.22	7.01	52.8	BN..... BENZ..... DN	70.9	5.01	4.13	
	790	125	12.30	7.08	59.7	..... SHIRLEY..... P	64.0	4.51	4.06
	800	125	12.42	7.19	69.8	..... TUSLER..... P	58.9	4.39	3.55
	805	122	12.47	7.24	74.5	..... MURN..... P	49.2	4.32	3.49
WX	809	W105 E 95	s 1.02	s 7.29	78.6	MC... MILES CITY..... DN	45.1	s 4.25	s 3.42	
	816	124	1.12	7.38	84.1	..... ULMER..... P	39.6	4.09	3.36
	821	125	1.20	7.46	90.8	..... HORTON..... P	33.4	4.01	3.28
	830	122	1.32	7.56	98.7	..... HATHAWAY..... P	25.0	3.50	3.18
	836	87	1.40	8.04	104.9	..... JOPPA..... P	18.8	3.42	3.10
	841	136	f 1.50	8.11	111.8	RB.... ROSEBUD..... DN	12.4	f 3.33	3.03	
	848	123	1.58	8.18	116.8	..... FLYNN..... P	6.9	3.24	2.57
CTWX	854	Yard	As 2.10 AM	As 8.27 AM	123.7	FY.... FORSYTH..... DN	0.0	L 3.15 AM	L 2.49 PM	
			Daily	Daily				Daily	Daily	
			3.00	2.25		Time Over Sub-division		3.05	2.21	
			41.2	51.2		Average Speed Per Hour		40.1	52.6	

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

Nos. 1 and 2 will stop on flag at points on 3rd sub-division to pick up or let off passengers to and from Glendive and east and Forsyth and west.

Water, Fuel, Sostes, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS			Distance from Forsyth.	Time Table No. 76 November 16, 1952	Distance from Billings.	FIRST CLASS		
			43	25	1				2	42	26
			C.B.&Q.43 Passenger	Passenger	Passenger				Passenger	C.B.&Q.42 Passenger	Passenger
			Daily	Daily	Daily				Daily	Daily	Daily
CTWX	854	Yard									
XY	860	123 Yard		L 8.30 AM	L 2.15 AM	0.0					
	869	123			8.37	2.23	6.0				
	875	93			8.46	2.33	14.7				
W	875	93			8.53	2.45 ²	20.7				
	881	129			9.01	s 2.54	27.5				
	886	125			9.06	3.01	32.8				
	897	121			9.18	3.15	42.9				
CWX	903	W140 E125			9.24	f 3.24	48.6				
	911	127			9.33	3.36	57.0				
	919	123			9.43	3.48	65.3				
	925	125			9.48	3.54	70.4				
	930	95			9.53	4.01	75.5				
	935	123			9.58	4.07	80.6				
WX	943	125			L 7.40 PM	10.07	f 4.17	89.2			
CTW XYZ	956	Yard			As 8.00 PM	As 10.23 AM	As 4.40 AM	101.5			
					Daily	Daily	Daily				
					.20	1.53	2.25				
					36.9	53.0	42.0				
STATIONS						Telegraph Offices and Calls					
						FY.....FORSYTH.....DN						101.5	As 3.10 AM		As 2.46 PM
.....NICHOLS.....P						95.5	3.02			2.39	
.....FINCH.....P						86.8	2.52			2.30	
.....SANDERS.....P						80.8	2.45 ¹			2.24	
HY.....HYSHAM.....DN						74.0	s 2.36			2.17	
MY.....MYERS.....PD						68.7	2.28			2.12	
.....BIG HORN.....P						58.6	2.14			2.00	
CU.....CUSTER.....DN						52.9	f 2.06			1.54	
.....WACO.....P						44.5	1.54			1.44	
.....BULL MOUNTAIN.....P						36.2	1.42			1.34	
PI...POMPEY'S PILLAR...PDN						31.1	1.36			1.29	
.....NEWTON.....P						26.0	1.30			1.24	
WN.....WORDEN.....PD						20.9	f 1.24			1.19	
HU.....HUNTLEY.....DN						12.3	f 1.12	As 9.20 AM		1.11	
BG.....BILLINGS.....DN						0.0	L 12.55 AM	L 9.00 AM		L 12.58 PM	
							Daily	Daily	Daily		
Time Over Subdivision							2.15	.20		1.48	
Average Speed Per Hour							45.1	36.9		56.4	

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

Nos. 1 and 2 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, Soles, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS				Distance from Billings.
			213	211	25	1	
			G. N. 43 Passenger	C.B.&Q.30 Passenger	Passenger	Passenger	
			Daily	Daily	Daily	Daily	
CWT XYZ	956	Yard	L 11.30 PM	L 12.45 PM	L 10.28 AM	L 4.55 AM	0.0
	964	W 85	11.41	12.53	10.36	5.06	7.0
X	968		A 11.50 PM	12.58	10.41	5.11	12.1
CWTO XYZ	971	Yard					14.0
X	972	Yard		As 1.02 PM	10.44	s 5.17	15.3
	976	W 50			10.48	5.23	19.5
	979	125			10.52	s 5.28	23.0
	983	50			10.57	5.36	27.6
	989	123			11.02	5.42	32.6
WX	996	W118 E130			11.11	s 5.50	40.7
	1005	84			11.19	6.06	49.0
	1014	125			11.27	s 6.18	57.3
	1019	125			11.32	6.27	62.4
CWX	1026	W125 E135			11.41 ²⁶	f 6.36	70.6
W	1037	W 86 E 99			11.52 AM	s 6.50	81.2
	1047	125			12.02 PM	7.06	91.3
W	1051	124			12.08	f 7.15	96.2
	1058	126			12.14	7.24	102.6
Y	1065	87			12.23	7.34	110.0
CWTO XYZ	1071	Yard			As 12.30 PM	As 7.45 AM	115.7
			Daily	Daily	Daily	Daily	
			.20	.17	2.02	2.50	
			36.3	54.0	56.9	40.8	

Time Table No. 76

November 16, 1952

STATIONS

Telegraph Offices and Calls

BG....BILLINGS....DN	7.0	
.....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	10.6	
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

DOUBLE TRACK

Time Over Subdivision

Average Speed Per Hour

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

Time Table No. 76

November 16, 1952

STATIONS

Telegraph Offices and Calls

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

AUTOMATIC BLOCK

FIRST CLASS

Distance from Livingston.	214	26	212	2
	G. N. 42 Passenger	Passenger	C.B. & Q. 29 Passenger	Passenger
	Daily	Daily	Daily	Daily
115.7	As 7.00 AM	As 12.53 PM	As 5.25 PM	As 12.45 AM
108.7	6.45	12.45	5.13	12.33
103.6	L 6.35 AM	12.40	5.05	12.27
101.7				
100.4		12.37	L 5.00 PM	s 12.22
96.2		12.33		12.16
92.7		12.29		s 12.12
88.1		12.24		12.07
83.1		12.19		12.01 AM
75.0		12.11		s 11.50 PM
66.7		12.03 PM		11.37
58.4		11.55 AM		s 11.28
53.3		11.50		11.20
45.1		11.41 ²⁵		f 11.10
34.5		11.28		s 10.57
24.4		11.18		10.45
19.5		11.12		s 10.39
13.1		11.05		10.32
5.7		10.57		10.23
0.0		L 10.51 AM		L 10.15 PM
	Daily	Daily	Daily	Daily
Time Over Subdivision	.25	2.02	.25	2.30
Average Speed Per Hour	29.0	56.9	36.7	46.3

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

DOUBLE TRACK P P N P N P N P N P N

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		Time Table No. 76		Distance from Ollie.	SECOND CLASS			
			199		November 16, 1952			200			
			Mixed		STATIONS			Mixed			
			Mon., Fri.		Telegraph Offices and Calls			Mon., Fri.			
CWXY	689	Yard	L	6.10 AM	0.0	B.....	BEACH.....	DN	26.0	A	9.05 AM
	YS 8		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.							Mon., Fri.
				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 EIGHTH SUB-DIVISION Eastward
(REDWATER BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Time Table No. 76		Distance from Glendive.	THIRD CLASS			
			645		November 16, 1952			646			
			Freight		STATIONS			Freight			
			Thurs.		Telegraph Offices and Calls			Thurs.			
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 SEVENTH SUB-DIVISION Eastward
(SIDNEY BRANCH)

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Time Table No. 76		Distance from Sidney.	THIRD CLASS			
			643		November 16, 1952			644			
			Freight		STATIONS			Freight			
			Ex. Sun.		Telegraph Offices and Calls			Ex. Sun.			
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	55.3	BY.....	SIDNEY.....	PD	0.0	L	12.15 PM
				Ex. Sun.							Ex. Sun.
				2.50			Time Over Subdivision				3.20
				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 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. 76		Distance from Cow Creek.	EASTWARD— Cow Creek to Nichols.	
				November 16, 1952				
				STATIONS				
				Telegraph Offices and Calls				
XY	860	Yard	0.0			NICHOLS.....	PD	34.2
	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. 76		Distance from Shepherd.
				November 16, 1952		
				STATIONS		
				Telegraph Offices and Calls		
CTW XYZ	956	Yard	0.0	BG..... BILLINGS.....DN	14.0	
	TO 4	S15	4.3	.....^{4.3} McCRACKEN	9.7
	TO 8	S30	8.9	.....^{4.6} CLINE	5.1
Y	TO14	S9	14.0	.....^{5.1} SHEPHERD	0.0

EASTWARD—
Shepherd to Billings.

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. 76		Distance from Wilsall.
				November 16, 1952		
				STATIONS		
				Telegraph Offices and Calls		
Y	1065	87	0.0	.....MISSION.....P	22.7
	TM 4	S 4	4.1	.....^{4.1} GRANNIS	18.6
	TM 8	17	8.5	.....^{4.4} CHADBORN	14.2
	TM14	35	14.8	CP.... ^{6.3} CLYDE PARK....D	7.9	
XY	TM23	44	22.7	WI..... ^{7.9} WILLSALL.....D	0.0	

EASTWARD—
Wilsall to Mission.

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. 76		Distance from Rapelje.
				November 16, 1952		
				STATIONS		
				Telegraph Offices and Calls		
X	972	Yard	0.0	AU..... LAUREL.....DN	45.0	
CTWO XYZ	971	Yard	1.3	KD... ^{1.3} LAUREL YARD ...DN	43.7	

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

	TS 4	S10	7.2	.....HESPER.....P	37.8
	TS 8	S 4	11.4	.....^{4.2} WICKETT	33.6
	TS18	S10	21.0	.....^{9.6} COOMBS	24.0
	TS24	S5	27.0	.....^{6.0} MOLT.....P	18.0
	TS32	45	34.9	.....^{7.9} WHEAT BASIN.....P	10.1
XY	TS42	75	45.0	.....^{10.1} RAPELJE.....PD	0.0
				Time Over Subdivision	
				Average Speed Per Hour	

EASTWARD—
Rapelje to Laurel.

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. 76 November 16, 1952			Distance from Red Lodge.	Distance from Bridger.	FIRST CLASS	
			Daily	L	PM		STATIONS					Daily	C.B.&Q. 29 Passenger
							Telegraph Offices and Calls						
CTW XYZ	972	Yard	L	1.02	PM	0.0	AU.....	LAUREL.....	DN	44.1	29.0	As	5.00 PM
	TA 8	90		1.15		4.5	.....	MASON.....	.....	39.8	24.5		4.50
X	TA10	73	s	1.23		9.6	.....	SILESIA.....	.....		19.4	s	4.43
X	TK 4	61		1.30		14.0	.....	BLUM.....	.....		15.0		4.35
	TK 6	65	s	1.35		16.1	GA.....	EDGAR.....	D		12.9	s	4.30
XY	TK12	Yard	As	1.45	PM	22.0	FB.....	FROMBERG.....	DN		7.0	L	4.20 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					12.2	.....	ROCKVALE.....	.....	31.9			
	TA14					14.4	.....	MONTAQUA.....	.....	29.7			
	TA18	42				18.1	WC.....	JOLIET.....	D	26.0			
	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	0.0			
				Daily								Daily	
				.43				Time Over Sub-division				.40	
				30.7				Average Speed Per Hour				33.0	

**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:

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 Min.	Mile Sec.	Mile per Hour	Time per Mile Min.	Mile Sec.	Mile per Hour
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	41
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
Wynne 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

Sixth Subdivision

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

Seventh Subdivision

	Miles from Glendive	Car Capacity
Glendive Pit.....	3.6	35
West Glendive Spur.....	4.3	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.

D. H. KING,
Trainmaster.

L. H. DAHL,
Trainmaster.

J. P. THORPE,
Chief Dispatcher.