TABLE OF TRAIN SPEEDS			
Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.6	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

WATCH INSPECTORS

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

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

TRANS-MISSOURI DIVISION

TIME TABLE No. 19

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

Sunday, November 14, 1954

For the government and information of employes only

J. J. NENTL,
Assistant Superintendent

L. V. ANDERSON,
Superintendent of Transportation

C. A. NUMMERDOR,
General Superintendent of Transportation

W. E. SWINGLE,
Superintendent

C. E. CRIPPEN,
General Manager

WESTWARD—FIRST SUBDIVISION

THIRD CLASS	SECOND CLASS			FIRST CLASS		Capacity in Cars		Distance from Mobridge	TIME TABLE No. 19 November 14, 1954 STATIONS	SEE RULE 6-A
91	363	205	263	17	15	Siding	Other Tracks			
Way Freight	Way Freight	Way Freight	Time Freight	Passenger	Passenger					
Mon., Wed., Fri.	Mon., Thurs.	Mon., Thurs.	Daily	Daily	Daily					
	L 8.15 AM	L 8.40 AM	L 1.15 AM	L 5.10 PM	L 3.30 AM		Yard	0.0	**MOBRIDGE**	BCKP RTWX
								3.8	3.8	
	8.30	As 8.50 AM	1.25	5.16	3.36	94		3.8	**MOREAU JCT.**	JP
								8.1	8.1	
	8.45		1.34	s 5.28	3.44	132	25	11.9	**WAKPALA**	P
								10.9	10.9	
	9.10		1.47	s 5.41	3.55	94	27	22.8	**MAHTO**	P
								7.6	7.6	
	As 9.25 AM		1.56	s 6.01	4.02	204	247	30.4	**McLAUGHLIN**	CH JPWY
								15.2	15.2	
			2.15	s 6.19		94	34	45.6	**WALKER**	P
								13.0	13.0	
L 7.05 AM			2.30	s 6.39	4.28	162	410	58.6	**McINTOSH**	CHPRW
								9.7	9.7	
7.25			2.42	6.51	4.37 (264)	130	32	68.3	**WATAUGA**	P
								8.8	8.8	
7.50			2.53	s 7.03	4.45	100	62	77.1	**MORRISTOWN**	P
								4.4	4.4	
8.00			2.59			95	32	81.5	**KELDRON**	P
								8.1	8.1	
8.25			3.09	s 7.21		136	21	89.6	**THUNDER HAWK**	P
								9.2	9.2	
9.05 (18)			3.24 (264)	s 7.33	s 5.05	94	175	98.8	**LEMMON**	BP WY
								5.9	5.9	
9.25			3.32			94	23	104.7	**PETREL**	P
								4.0	4.0	
9.35			3.38			33		108.7	**WHITE BUTTE**	P
								5.6	5.6	
9.55			3.46	7.48		94	50	114.3	**HAYNES**	P
								8.2	8.2	
10.25			3.56	s 8.10	s 5.30	96	127	122.5	**HETTINGER**	CHPWX
								8.6	8.6	
10.50			4.08	f 8.21 (16)	5.40	131	40	131.1	**BUCYRUS**	P
								8.5	8.5	
11.10			4.18	s 8.35	5.48	88	32	139.6	**REEDER**	P
								6.8	6.8	
11.40			4.27	s 8.47		93	20	146.4	**GASCOYNE**	P
								3.5	3.5	
12.01 PM			4.33	s 8.57	5.58	66	40	149.9	**SCRANTON**	P
								4.7	4.7	
12.15			4.40	9.02		138	24	154.6	**BUFFALO SPRINGS**	P
								7.8	7.8	
12.45			4.50	s 9.20	f 6.10	95	74	162.4	**BOWMAN**	PW
								7.3	7.3	
1.00			5.00	9.27		55	29	169.7	**GRIFFIN**	P
								5.9	5.9	
1.20			5.08	s 9.40	6.23	137	52	175.6	**RHAME**	P
								5.0	5.0	
1.30			5.15			93	15	180.6	**IVES**	P
								9.5	9.5	
As 1.45 PM			As 5.45 AM	As 10.20 PM	As 6.40 (18) AM		Yard	190.1	**MARMARTH**	BC KPRTWX

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

S-2 engines in passenger service 70 mph.
See Special Instructions G-33.

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

Automatic Block System is in use between the east end of the yard at Mobridge and Marmarth.
Rules 261, 263 and 264 are in effect between the east end of the yard at Mobridge and the west end of the yard at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth.
Extra trains may run between Mobridge and Hettinger and between Rhame and Marmarth without train orders when the provisions of Rules 261, 263, and 264 are in use.
At Moreau Junction the time of No. 205 applies at the Junction Switch.
Rule 83-(B) does not apply at Moreau Junction.

Train No. 15 must not exceed maximum speed of 30 mph for dispatch of U. S. Mail at Bowman.
At Marmarth No. 15 when not displaying signals for a following section, may register by register ticket.
Train No. 15 will stop at Bowman to discharge revenue passengers from Aberdeen, South Dakota and beyond, and pick up revenue passengers for Miles City and beyond.
McIntosh is a register station for Nos. 91 and 92 only.
No. 17 will stop at Mobridge 25 minutes for supper.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 19 November 14, 1954 STATIONS	Distance from Marmarth	Telegraph Calls	Office Hours Also see page 9	FIRST CLASS 18 Passenger Daily	FIRST CLASS 16 Passenger Daily	SECOND CLASS 264 Time Freight Daily	SECOND CLASS 206 Way Freight Tues., Fri.	SECOND CLASS 364 Way Freight Tues., Fri	THIRD CLASS 92 Way Freight Tues., Thur., Sat.
MOBRIDGE 3.8	190.1	MB	Continuous	As 11.30 AM	As 10.40 PM	As 7.30 AM	As 6.15 PM	As 2.30 PM	
MOREAU JCT. 8.1	186.3		No Office	11.18	10.27	6.40	L 5.55 PM	2.20	
WAKPALA 10.9	178.2	WP	8:00 AM to 5:00 PM Except Sat. and Sun.	f 11.10		6.20		2.05	
MAHTO 7.6	167.3		No Office	f 10.58	10.06	6.00		1.45	
McLAUGHLIN 15.2	159.7	UN	8:00 AM to 5:00 PM Except Sat. and Sun.	s 10.50	9.58	5.45		L 1.30 PM	
WALKER 13.0	144.5		No Office	f 10.23		5.20			
McINTOSH 9.7	131.5	MI	6:00 AM to 3:00 PM Except Sunday	s 10.10	9.34	5.00			As 2.00 PM
WATAUGA 8.8	121.8	WG	8:00 AM to 5:00 PM Except Sat. and Sun.	s 9.52		15 **4.37**			1.45
MORRISTOWN 4.4	113.0	RI	8:00 AM to 5:00 PM Except Sat. and Sun.	s 9.40	9.18	4.10			1.25
KELDRON 8.1	108.6		No Office	s 9.29		4.00			1.05
THUNDER HAWK 9.2	100.5	HD	8:00 AM to 5:00 PM Except Sat. and Sun.	s 9.18		3.45			12.50
LEMMON 5.9	91.3	MN	Continuous	s 91 **9.05**	s 8.58	263 **3.24**			12.30 PM
PETREL 4.0	85.4		No Office	8.48		3.05			11.55
WHITE BUTTE 5.6	81.4		No Office	s 8.44		2.53			11.45
HAYNES 8.2	75.8	HA	8:00 AM to 5:00 PM Except Sat. and Sun.	s 8.35		2.43			11.35
HETTINGER 8.6	67.6	HG	8:00 AM to 11:59 PM	s 8.25	s 8.32	2.28			11.15
BUCYRUS 8.5	59.0	BU	8:00 AM to 5:00 PM Except Sat. and Sun.	s 8.10	17 **8.21**	2.12			10.50
REEDER 6.8	50.5	RD	8:00 AM to 5:00 PM Except Sat. and Sun.	s 7.59	8.09	1.57			10.30
GASCOYNE 3.5	43.7	GA	8:00 AM to 5:00 PM Except Sat. and Sun.	f 7.50	8.03	1.42			10.10
SCRANTON 4.7	40.2	CN	8:00 AM to 5:00 PM Except Sat. and Sun.	s 7.46	8.00	1.35			9.50
BUFFALO SPRINGS 7.8	35.5		No Office	s 7.38	7.56	1.25			9.30
BOWMAN 7.3	27.7	AN	6:30 AM to 11:59 PM	s 7.28	f 7.49	1.10			9.10
GRIFFIN 5.9	20.4		No Office	7.16		12.55			8.40
RHAME 5.0	14.5	RH	7:00 AM to 4:00 PM Except Sat. and Sun.	s 7.10	7.37	12.45			8.25
IVES 9.5	9.5		No Office	7.00		12.30			8.05
MARMARTH	0.0	RA	Continuous	L 15 **6.50** AM	L 7.22 PM	L 12.05 AM			L 7.45 AM

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

S-2 engines in passenger service 70 mph.
See Special Instructions G-33.

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

Train No. 16 will stop at Bowman to discharge revenue passengers from Miles City and beyond, and pick up revenue passengers for Aberdeen, So. Dak., and beyond.

At Moreau Junction the time of No. 206 applies at the Junction Switch.
Rule 83-(B) does not apply at Moreau Junction.
No. 18 will stop at Mobridge 25 minutes for dinner.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Peerless Mine	1 Mile East of Gascoyne	68 cars

WESTWARD—SECOND SUBDIVISION—EASTWARD

SECOND CLASS	FIRST CLASS		Capacity in Cars		Distance from Marmarth	TIME TABLE No. 19 November 14, 1954 STATIONS	Distance from Miles City	SEE RULE 6-A	Telegraph Calls	Office Hours Also see page 9	FIRST CLASS		SECOND CLASS
263	17	15									18	16	264
Time Freight	Passenger	Passenger									Passenger	Passenger	Time Freight
Daily	Daily	Daily	Siding	Other Tracks							Daily	Daily	Daily
L 6.00 AM	L 10.30 PM	L 18 6.40 AM		Yard	0.0	**MARMARTH** 14.8	124.3	BCKP RTWX	RA	Continuous	As 15 6.40 AM	As 7.22 PM	As 11.30 PM
18 6.25	264 10.47	6.55	132		14.8	**KINGMONT** 5.6	109.5	P		No Office	263 6.25	7.06	17 10.47
15 6.35 7.03	s11.07	f 263 7.00	92	97	20.4	**BAKER** 12.3	103.9	P	KR	Continuous	s 6.15	f 7.00	10.35
7.20	s11.23	7.12	94	29	32.7	**PLEVNA** 7.8	91.6	PW	VN	6.30 AM to 3.30 PM Except Sat. & Sun.	s 5.58	6.48	10.15
7.30	11.31		57		40.5	**WESTMORE** 8.2	83.8	P		No Office	5.46		9.55
7.40	s11.43	7.26	136	52	48.7	**ISMAY** 7.0	75.6	PW	SY	6.30 AM to 3.30 PM Except Sat. & Sun.	s 5.38	6.33	9.40
7.50	11.50	7.32	101		55.7	**LACOMB** 8.0	68.6	P		No Office	5.28	6.26	9.25
8.00	s12.02 AM	7.39	92	42	63.7	**MILDRED** 14.4	60.6	CPW	MD	6.00 AM to 3.00 PM Except Sat. & Sun.	s 5.20	6.19	9.10
8.20	12.15	7.51	135	16	78.1	**BLUFFPORT** 7.3	46.2	P		No Office	5.03	6.05	8.45
8.30	s12.26	7.58	94	34	85.4	**TERRY** 12.4	38.9	PV	TY	8.00 AM to 5.00 PM Except Sat. & Sun.	s 4.56	5.58	8.35
8.45	12.38		56	24	97.8	**SUSAN** 6.2	26.5	P		No Office	4.41		8.15
8.55	12.44	8.15	136	24	104.0	**BONFIELD** 5.7	20.3	PW		No Office	4.35	5.40	8.05
9.05	f12.50		56	45	109.7	**KINSEY** 7.6	14.6	P		No Office	f 4.29		7.55
9.15	12.58	8.28	92	15	117.3	**TUSLER** 7.0	7.0	P		No Office	4.22	5.28	7.45
As 9.30 AM	As 1.10 AM	As 8.40 AM		Yard	124.3	**MILES CITY**	0.0	BCHKOP RTVW XYZ	MC	Continuous	L 4.15 AM	L 5.20 PM	L 7.30 PM

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

S-2 engines in passenger service 70 mph. See Special Instructions G-33.

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

Automatic Block System is in use between Marmarth and Miles City.
Train No. 15 will stop at Baker to discharge revenue passengers from Aberdeen, South Dakota, and beyond and pick up revenue passengers for Three Forks and beyond.
Train No. 15 must not exceed maximum speed of 30 m. p. h. for dispatch of U. S. Mail at Baker.

At Marmarth, No. 16 when not displaying signals for a following section, may register by register ticket.
Train No. 16 will stop at Baker to discharge revenue passengers from Three Forks and beyond and pick up revenue passengers for Aberdeen, South Dakota, and beyond.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

YARD LIMITS AT

MOBRIDGE Extend from 2130 ft. east of east yard switch to 2640 ft. west of west switch.

HETTINGER Extend from 2640 ft. east of east switch of siding to 3640 ft. west of west switch of siding.

MARMARTH Extend from 5000 ft. east of east switch to 5280 ft. west of west yard switch.

MILES CITY Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.

MELSTONE Extend from 5280 ft. east of east switch to 6900 ft. west of west switch.

ROUNDUP Extend from 7600 ft. east of east siding switch at Roundup, to 5280 ft. west of switch to No. 2 Mine connection.

HARLOWTON Extend from 6125 ft. east of east switch to 4439 ft. west of west switch, and to 4373 ft. north of north switch on R. M. Division.

NEW ENGLAND Extend from 2640 ft. east of east switch to end of main track.

TRAIL CITY Extend from 2640 ft. east of east switch to 2640 ft. west of west switch on Fifth subdivision and 2640 ft. west of west switch on Sixth subdivision.

SECOND CLASS	FIRST CLASS		Capacity in Cars		Distance from Miles City	TIME TABLE No. 19 November 14, 1954 STATIONS	Distance from Melstone	SEE RULE 6-A	Telegraph Calls	Office Hours Also see page 9	FIRST CLASS		SECOND CLASS
263	15	17									18	16	264
Time Freight	Passenger	Passenger	Sidings	Other Tracks							Passenger	Passenger	Time Freight
Daily	Daily	Daily									Daily	Daily	Daily
L 11.00 AM	L 8.50 AM	L 1.30 AM		Yard	0.0	**MILES CITY**	111.6	BCHKOP RTVWXYZ	MC	Continuous	As 4.00 AM	As 5.10 PM	As 3.00 PM
						7.8							
11.10	9.00	1.38	124	141	7.8	**PARAGON**	103.8	PY		No Office	3.49	4.58	2.50
						7.8							
11.20	9.07	1.46	105	26	15.6	**SHEFFIELD**	96.0	P		No Office	3.42	4.51	2.40
						9.8							
11.32		1.55	58	25	25.4	**THURLOW**	86.2	P		No Office	3.33		2.25
						7.8							
11.42	9.24	f 2.03	91	26	33.2	**CARTERVILLE**	78.4	P	CV	6.00 AM to 3.00 PM Except Sat. & Sun.	f 3.26	4.35	2.15
						6.3							
11.50		2.09	57	11	39.5	**ORINOCO**	72.1	P		No Office	3.20		2.05
						5.0							
11.57	9.34	s 2.17		44	44.5	**FORSYTH**	67.1	PW	FS	8.00 AM to 5.00 PM Except Sat. & Sun.	s 3.15	4.25	1.55
						3.1							
12.02 PM	9.37	2.20	135	12	47.6	**COLD SPRINGS**	64.0	P		No Office	3.10	4.22	1.50
						14.6							
12.20	9.50	s 2.37	95	23	62.2	**VANANDA**	49.4	P		No Office	s 2.57	4.09	1.30
						9.9							
12.32	9.59	**2.46** [18]	130	2	72.1	**AHLES**	39.5	P		No Office	**2.46** [17]	4.00	1.15
						5.3							
12.39		2.54	94	13	77.4	**THEBES**	34.2	P		No Office	2.40		1.00
						7.2							
12.48 [264]	10.10	s 3.05	124	34	84.6	**INGOMAR**	27.0	P	MR	8.00 AM to 5.00 PM Except Sat. & Sun.	s 2.34	3.48	**12.48** [263]
						10.2							
1.02	10.19	s 3.19	123	11	94.8	**SUMATRA**	16.8	P		No Office	s 2.22	3.39	12.20 PM
						10.5							
1.15		3.30	125	7	105.3	**BASCOM**	6.3	P		No Office	2.07		11.55
						6.3							
As 1.25 PM	A 10.35 AM	As 3.45 AM		Yard	111.6	**MELSTONE**	0.0	BCHK PRWXY	MS	Continuous	L 2.00 AM	L 3.23 PM	L 11.40 AM

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

S-2 engines in passenger service 65 mph. See Special Instructions G-33.

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

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

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

WESTWARD—FOURTH SUBDIVISION—EASTWARD

SECOND CLASS	FIRST CLASS		Capacity in Cars		Distance from Melstone	TIME TABLE No. 19 November 14, 1954 STATIONS	Distance from Harlowton	SEE RULE 6-A	Telegraph Calls	Office Hours Also see page 9	FIRST CLASS		SECOND CLASS
263	15	17									18	16	264
Time Freight	Passenger	Passenger									Passenger	Passenger	Time Freight
Daily	Daily	Daily	Sidings	Other Tracks							Daily	Daily	Daily
L 1.45 PM	L 10.35 AM	L 3.50 AM		Yard	0.0	**MELSTONE**	104.6	BCHK PRWXY	MS	Continuous	As 1.55 AM	A 3.23 PM	As 11.20 AM
						5.8							
1.55		3.57	57	42	5.8	**KEENE**	98.8	P		No Office	1.48		11.00
						6.1							
2.05	264 **10.46**	s 4.07	93	28	11.9	**MUSSELSHELL**	92.7	P	MU	8.00 AM to 5.00 PM Except Sat. & Sun.	s 1.42	3.12	15 **10.46**
						6.4							
2.15	10.52	f 4.13	57	18	18.3	**DELPHIA**	86.3	P		No Office	f 1.33		10.37
						8.9							
2.30	10.59	4.22	127	22	27.2	**GAGE**	77.4	P		No Office	1.25	2.58	10.25
						7.3							
16 **2.51**	s 11.07	s 4.40	133	Yard	34.5	**ROUNDUP**	70.1	BCK PWXY	RU	Continuous	s 1.18	s 263 **2.51**	10.15
						9.7							
3.15	11.17	4.49	107	24	44.2	**ELSO**	60.4	P		No Office	1.03	2.40	9.55
						15.3							
3.45	11.30	s 5.10	117	32	59.5	**LAVINA**	45.1	PW	V	8.00 AM to 5.00 PM Except Sat. & Sun.	s 12.50	2.26	9.35
						6.1							
		s 5.19			65.6	**SLAYTON**	39.0	P		No Office	s 12.43		9.26
						2.0							
4.05		5.22	55		67.6	**BURGOYNE**	37.0	P		No Office	12.40		9.23
						7.5							
4.20	11.44	s 5.35	135	39	75.1	**RYEGATE**	29.5	P	R	8.00 AM to 5.00 PM Except Sat. & Sun.	s 12.33	2.12	9.13
						6.3							
4.35		f 5.42	56	22	81.4	**BARBER**	23.2	P		No Office	f 12.25		9.05
						7.2							
4.50	11.56	f 5.50	97	25	88.6	**SHAWMUT**	16.0	PW		No Office	f 12.18	2.00	8.55
						7.8							
5.10	12.03 PM	5.58	125	13	96.4	**WINNECOOK**	8.2	P		No Office	12.08	1.53	8.45
						8.2							
As 5.30 PM	As 12.15 PM	As 6.35 AM		Yard	104.6	**HARLOWTON**	0.0	BCKPR TWXYZ	HY	Continuous	L 12.01 AM	L 1.45 PM	L 8.30 AM

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

S-2 engines in passenger service 65 mph. See Special Instructions G-33.

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

Automatic Block System is in use between Melstone and Harlowton.

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

PORTABLE TELEPHONES ON TRAINS

Nos. 17 and 18 located in baggage car.

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

WESTWARD—FIFTH SUBDIVISION—EASTWARD

SECOND CLASS 105 Way Freight Tues., Fri.	SECOND CLASS 205 Way Freight Mon., Thurs.	Capacity in Cars: Sidings	Capacity in Cars: Other Tracks	Telegraph Calls	Distance from Moreau Jct.	TIME TABLE No. 19 November 14, 1954 STATIONS	Distance from Isabel	SEE RULE 6-A	Office Hours Also see page 9	SECOND CLASS 206 Way Freight Tues., Fri.	THIRD CLASS 106 Way Freight Tues., Fri.
	L 8.50 AM				0.0	MOREAU JCT.	58.4	JP	No Office	As 5.45 PM	
	9.10	25			8.8	8.8 SNAKE CREEK	49.6	P	No Office	5.25	
						13.5					
L 12.30 PM	As 9.45 AM	32	48	CJ	22.3	TRAIL CITY	36.1	JPR XY	8.00 AM to 5.00 PM Except Sat. & Sun.	L 4.50 PM	As 4.40 PM
						9.5					
1.00		23			31.8	GLENCROSS	26.6	P	No Office		4.15
						7.8					
1.20		23		MK	39.6	TIMBER LAKE	18.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.		3.55
						10.7					
1.50		37			50.3	FIRESTEEL	8.1	P	No Office		3.25
						8.1					
As 2.15 PM		31	18	SI	58.4	ISABEL	0.0	PRY	8.00 AM to 5.00 PM Except Sat. & Sun.		L 3.00 PM

Trains must not exceed maximum speed of 25 mph.

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

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

WESTWARD—SIXTH SUBDIVISION—EASTWARD

SECOND CLASS 205 Way Freight Mon., Thurs.	Capacity in Cars: Sidings	Capacity in Cars: Other Tracks	Telegraph Calls	Distance from Trail City	TIME TABLE No. 19 November 14, 1954 STATIONS	Distance from Faith	SEE RULE 6-A	Office Hours Also see page 9	SECOND CLASS 206 Way Freight Tues., Fri.
L 10.15 AM	32	48	CJ	0.0	TRAIL CITY	106.1	JPR XY	8.00 AM to 5.00 PM Except Sat. & Sun.	As 12.05 PM
					7.1				
10.40	25			7.1	DU CHARME	99.0	P	No Office	11.40
					5.8				
11.00	24			12.9	PROMISE	93.2	P	No Office	11.20
					7.3				
11.20	27			20.2	VIRGINIA	85.9	P	No Office	11.00
					9.4				
11.50	25		PA	29.6	LA PLANT	76.5	P	8.00 AM to 5.00 PM Except Sat. & Sun.	10.35
					10.1				
12.20 PM	21			39.7	RIDGEVIEW	66.4	P	No Office	10.10
					7.7				
12.45		32		47.4	THATCHER	58.7	PY	No Office	9.50
					9.2				
1.15	25			56.6	PARADE	49.5	P	No Office	9.25
					7.1				
1.35	30		EB	63.7	EAGLE BUTTE	42.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	9.05
					10.0				
2.05	24		RY	73.7	LANTRY	32.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.40
					9.6				
2.35	24		DU	83.3	DUPREE	22.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.15
					9.1				
3.00	23			92.4	RED ELM	13.7	P	No Office	7.45
					13.7				
As 3.35 PM	38	30	FA	106.1	FAITH	0.0	PRY	7.00 AM to 4.00 PM Except Sat. & Sun.	L 7.15 AM

Trains must not exceed maximum speed of 25 mph.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS.

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

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

THIRD CLASS 363 Way Freight Mon., Thurs.	Capacity in Cars: Sidings	Capacity in Cars: Other Tracks	Telegraph Calls	Distance from McLaughlin	TIME TABLE No. 19 November 14, 1954 STATIONS	Distance from New England	SEE RULE 6-A	Office Hours Also see page 9	THIRD CLASS 364 Way Freight Tues., Fri.
L 9.45 AM	204	Yard	UN	0.0	**McLAUGHLIN**	133.9	CHJ KPRWY	8.00 AM to 5.00 PM Except Sat. & Sun.	As 1.05 PM
					8.9				
10.05	24			8.9	**MAPLE LEAF**	125.0	P	No Office	12.45
					8.4				
10.25	23	15	SR	17.3	**SELFRIDGE**	116.6	P	8.00 AM to 5.00 PM Except Sat. & Sun.	12.25
					10.0				
10.45	24			27.3	**CHADWICK**	106.6	P	No Office	12.01 PM
					7.6				
11.05	24		H	34.9	**SHIELDS**	99.0	P W ½ Mi. E.	8.00 AM to 5.00 PM Except Sat. & Sun.	11.40
					9.4				
11.25	25			44.3	**FREDA**	89.6	P	No Office	11.20
					6.9				
11.40	42		RX	51.2	**RALEIGH**	82.7	CP	8.00 AM to 5.00 PM Except Sat. & Sun.	11.05
					7.7				
12.01 PM	40	14		58.9	**GRAVEL PIT**	75.0	P	No Office	10.45
					2.0				
12.05	25		BN	60.9	**BRISBANE**	73.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	10.35
					7.0				
12.20	23		HI	67.9	**LEITH**	66.0	PW	8.00 AM to 5.00 PM Except Sat. & Sun.	10.20
					10.6				
12.45	13		GN	78.5	**ELGIN**	55.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	9.55
					5.6				
1.00	24		WI	84.1	**NEW LEIPZIG**	49.8	PV	8.00 AM to 5.00 PM Except Sat. & Sun.	9.40
					6.4				
1.15	23		BY	90.5	**BENTLEY**	43.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	9.25
					6.4				
1.30	27			96.9	**WATROUS**	37.0	P	No Office	9.10
					7.2				
1.45	24	26	MO	104.1	**MOTT**	29.8	PWY	8.00 AM to 5.00 PM Except Sat. & Sun.	8.50
					11.8				
2.15	34		RG	115.9	**REGENT**	18.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.15
					10.3				
2.40	25		VO	126.2	**HAVELOCK**	7.7	P	8.00 AM to 5.00 PM Except Sat. & Sun.	7.50
					7.7				
As 3.00 PM	31	51	NE	133.9	**NEW ENGLAND**	0.0	CKPR WXY	7.00 AM to 4.00 PM Except Sat. & Sun.	L 7.30 AM

Trains must not exceed maximum speed of 30 mph.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

TRAIN DISPATCHERS

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

E. J. Lynam—Chief Dispatcher
L. H. Walleen—Trainmaster

TRAVELING ENGINEERS AND ASSISTANT TRAINMASTERS

E. L. Hubbs
C. H. Williams

SURGEONS

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

*Examining Surgeons
#Examining Oculists

HOSPITALS

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

STRETCHERS

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

Class of Engine:	Ruling Grade	EASTWARD S-2	EASTWARD L-3		WESTWARD S-2	WESTWARD L-3	
Mobridge-Rhame	.6	5000	4200	.....	4000	3000	.....
Rhame-Marmarth	1.0	2800	2100	.....	C. L.	C. L.	.....
Marmarth-Kingmont	.5	C. L.	C. L.	.....	4500	3350	.....
Kingmont-Terry	.5	5200	4500	.....	C. L.	C. L.	.....
Terry-Miles City	.5	C. L.	C. L.	.....	5250	4250	.....
Miles City-Sumatra	.5	C. L.	C. L.	.....	4500	3100	.....
Sumatra-Melstone	.5	4500	3350	.....	C. L.	C. L.	.....
Melstone-Harlowton	.4	C. L.	C. L.	.....	5200	3300	.....

Class of Engine:	Ruling Grade	G-8	G-6	C-5
Mobridge to Isabel	1.5	1100	600	
Isabel to Mobridge	1.0	2100	1500	
Trail City to Faith	1.5	1100	600	
Faith to Trail City	2.0	1350	800	

C. L.—Car Limit.
Chief Dispatcher may increase or decrease above rating as may be necessary.

OFFICE HOURS NOT OTHERWISE SHOWN

Station

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

G4 Employes are prohibited from:

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

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

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

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

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

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

Following other dangerous practices.

G5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

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

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

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

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

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

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

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

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

On ends of cars containing lading which may shift.

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

In the gangway of engine.

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

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

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

G16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

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

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

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

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

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

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

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

DEFINITIONS

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

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

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

CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

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

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

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

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

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

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663 (A).

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

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

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

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

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

GENERAL SPEED RESTRICTIONS

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

G25 Diesel or Electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the Chief Dispatcher. When, in the opinion of the Superintendent or the Master Mechanic, a rider is necessary to insure safe movement of the engine, it will be accompanied by a competent rider.

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

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

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric Motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

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

Type of Equipment	M.P.H.
Loaded air dump cars	25
Work trains with workmen or occupied outfit cars	25
Scale Test Cars, on branch line 20, on main line	25
Lidgerwood unloaders	15
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
F-5 and F-6 engines (on First, Second, Third and Fourth Subdivisions)	75
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L-2 and L-3 engines (on divisions or portions of divisions where authorized to be used)	50
S-2 engines (on First, Second, Third and Fourth Subdivisions)	75
On 90 lb. Rail	55
On 100 lb. Rail	65
112 lb. or heavier rail	70
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603 inclusive)	45
600 H.P. Alco switchers, series 1600 to 1603 inclusive	40
All 44 ton Diesel Engines	
When dead in train	25
When under own power	30

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

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

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

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

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

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

G34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

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

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

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

See Rules 520 to 525 inclusive.

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

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

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

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

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

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

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

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

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

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

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

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

G40 When two or more diesel engine units are coupled together the numerals and Suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

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

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

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

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

ALL SUBDIVISIONS

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

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

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

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

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

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

Marmarth—East yard entrance switch.

Miles City—West lead switch west of passenger depot.

Mobridge—East crossover switch east end of old yard.

X4 Class S-2 and F-6 engines, running light or with only one car, must not exceed 45 miles per hour.

FIRST SUBDIVISION

X5 At Mobridge, a two-unit light type indicator located on left-hand side (south side) of lead track about 3400 feet west of passenger depot governs westward trains or engines leaving Mobridge Yard and is controlled by the Train Dispatcher at Miles City.

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

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

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

X6 Helper engines, when cutting off a train east of train order signal at Rhame, must obtain clearance before making westbound movement if the train order signal does not display a proceed indication.

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

X7 (a) Between the east end of Mobridge yard and the west end of the yard at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth, the signals and interlocked switches, including the westward STOP signal at east end of Mobridge yard, are controlled by the Train Dispatcher at Miles City.

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

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

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

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

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

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

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

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

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

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

X8 Trains or engines must not exceed 20 MPH between points 2100 feet east and 2000 feet west of the passenger station at Mobridge.

X9 At Bucyrus, Reeder, Gascoyne, Scranton, Buffalo Springs, Bowman and Griffin when trains meet, the train that is to hold the main track will not pass the Automatic Signal at the near end of the siding until the train that is to take siding has arrived.

X10 S-2 Engine MAY be used on all sidings and other tracks as shown below.

Mobridge— Tracks 2, 3, 4, 5, 6, 7 and tail track west end of yard: No. 1 from crossover switch west of depot to east end of track in new yard; west end of No. 1 track for 150 ft. east of frog leading into No. 1 track; north coal dock track; back lead; No. 8 track for 150 ft. eastward from west frog; stockyard track from stock track switch to west end of stockyards; west end Nos. 2 and 3 tracks new yard from frog to 200 ft. east.

McLaughlin—Tracks 2, 3 and 4; and stockyard tracks.

McIntosh— Tracks east 1, West 1, 2 and 6.

Lemmon— Tracks 1 and 2.

Hettinger— All tracks except the cinder track, track over coal dock pit and from west end unloading platform, Standard Oil Spur to end of track.

S-2 Engines may be used on all house tracks except as shown below.

Mahto— House Track.

Morristown—Stockyard track west of stockyard.

Keldron— House Track.

Petrel— House Track.

White Butte—Siding.

Haynes— House Track.

Bucyrus— House Track.

Scranton— House Track.

Bowman— Mill and wool tracks.

Marmarth— House track east of Grain Elevator; steam track; business car spur; rip track; and turn table.

X11 Speed of steam engines when running backward either light or handling trains must not exceed 20 MPH on curve east of Missouri River Bridge 3 miles west of Mobridge, and 25 MPH at other points without instructions from the proper authority.

SECOND SUBDIVISION

X12 S-2 engines must NOT be used on the following tracks:

Baker— Sawyers Spur.

Mildred— Cinder track just east of Coal Dock.

Terry— Sawyers Spur.

Miles City— S-2 engines MAY be used only on the following tracks:

Tracks 1, 2, 3, 4, 5, 6, 7, and 9; back lead; inbound and outbound roundhouse tracks; cinder pit; all crossovers between lead and main track and the crossover from main track to No. 1 track; Northern Pacific transfer track; rip tracks 12 and 13; wye track.

X13 Speed of steam engines when running backward either light or handling trains must not exceed 25 MPH.

THIRD SUBDIVISION

X14 S-2 engines must NOT be used on the following tracks:

Paragon— No. 3 track from 130 ft. west of west Wye switch to west No. 3 track switch; No. 4 track.

Thebes— House Track.

X15 Speed of steam engines running backward either light or handling trains must not exceed 20 MPH on curve at west switch at Forsyth, and 25 MPH at other points.

FOURTH SUBDIVISION

X16 S-2 engines MAY be used only on the following tracks:

Musselshell—Quarry track, as far as first curve on east end.

Roundup— S-2 engines MAY be used only on the following tracks:

East Yard: All tracks EXCEPT freight house track and Wye. West Yard: All tracks except mine tracks. Account sharp curvature, diesel engines using Wye track at Roundup, must move carefully and use team track instead of stock-yard track as Wye tail.

Harlowton— S-2 engines MAY be used only on the following tracks:

All tracks south of main track EXCEPT rip tracks; sufficient trackage north of main track east of passenger station to change engines on Nos. 16 or 18; Big Jim track; scale track; ice house track.

X17 Speed of steam engines running backward either light or handling trains must not exceed 25 MPH.

X18 Look out for restricted side clearance on all tracks at Keene and restricted overhead clearance on the tipple tracks.

X19 The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.

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

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

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

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

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

FIFTH SUBDIVISION

X20 Speed of steam engines running backwards either light or handling trains must not exceed 15 MPH.

X21 At Snake Creek, Trail City, Glencross, Timber Lake, Firesteel and Isabel the siding is also used as the house track. Train Dispatcher need not be notified when cars are left on any of these sidings.

X22 Trains need not obtain Clearance, Form A, at Trail City if the train order signal displays the Proceed indication, as per Rule 200-C.

X23 All trains and engines must not exceed maximum speed of 10 MPH over Grand River Bridge AA-902 between Moreau Junction and Snake Creek. Double head engines will not be operated over Bridge AA-902. Cranes X-5 and X-9 must be preceded and followed by two empty cars when operated over Bridge AA-902.

SIXTH SUBDIVISION

X24 Speed of steam engines running backwards either light or handling trains must not exceed 15 MPH.

X25 At DuCharme, Promise, Dupree, Virginia, La Plant, Ridgeview, Parade, Eagle Butte, Lantry and Red Elm the siding is also used as the house track. Train Dispatcher need not be notified when cars are left on any of these sidings.

X26 Trains need not obtain Clearance, Form A, at Trail City if the train order signal displays the Proceed indication, as per Rule 200-C.

X27 All trains and engines must not exceed maximum speed of 15 MPH over Moreau River Bridge AA-1110 between DuCharme and Promise. Double head engines will not be operated over Bridge AA-1110.

SEVENTH SUBDIVISION

X28 Speed of steam engines running backwards either light or handling trains must not exceed 15 MPH.

X29 At Maple Leaf, Chadwick, Shields, Freda, Raleigh, Brisbane, Leith, Elgin, New Leipzig, Bentley, Watrous, Regent and Havelock the siding is also used as the house track. Train Dispatcher need not be notified when cars are left on any of these sidings.

X30 Trains moving from the seventh subdivision to points on the first subdivision need not obtain Clearance, Form A, at McLaughlin if the train order signal indicates Proceed, as per Rule 200-C.

X31 Trains moving from the first subdivision to points on the seventh subdivision, need not obtain Clearance, Form A, at McLaughlin if the train order signal indicates Proceed, as per Rule 200-C.

X32 All trains must not exceed maximum speed of 20 MPH over Cannon Ball River Bridge east of Shields.