

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

**TRANS-MISSOURI DIVISION**

# TIME TABLE No. 18

**TAKING EFFECT AT 11:30 O'CLOCK P. M.**

**MOUNTAIN, OR 105th MERIDIAN TIME**

**SUNDAY, NOV. 9, 1930**

Superseding Time Table No. 17

**FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY**

**G. H. HILL,**  
Superintendent.

**N. A. MEYER,**  
Superintendent of Transportation.

**J. L. BROWN,**  
General Superintendent of Transportation.

**C. H. BUFORD,**  
General Manager.



**MOBRIDGE TO MARMARTH—SUBDIVISION—WESTWARD**

FIRST CLASS			Capacity of Sidings in Cars	Distance from Mobridge	Time Table No. 18 In Effect 11.30 P. M. Nov. 9, 1930			Distance from Marmarth	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	SECOND CLASS				THIRD CLASS	
15	303	17			103	203	63					263	97	91			
Passenger	Passenger	Passenger	Passing Sidings	Other Sidings	STATIONS	Ex. Sunday	Ex. Sunday	Daily	Daily	Way Freight	Way Freight	Ex. Sunday	Ex. Sunday				
Daily	Ex. Sunday	Daily															
L 5.30 PM	L 10.05 AM	L 9.00 AM		787	MOBRIDGE							L 8.15 AM	L 9.30 AM	L 11.15 AM	L 12.30 PM	L 8.30 AM	
5.37	10.15 <sup>266</sup>	9.07	104	0	MOREAU JUNCTION			No Office		JP		A 8.30 AM	A 9.45 AM	11.30	1.00	8.40	
5.44	f 10.24	9.14	63	0	STRATTON			No Office						12.04 <sup>16</sup> PM	1.15	8.51	
5.50	s 10.34	9.21 <sup>97</sup>	97	27	WAKPALA			5.00 PM to 8.00 AM		P				12.20	1.30	9.00 <sup>17</sup> 9.31	
5.58	f 10.45	9.31 <sup>266</sup>	96	24	JEFFREY			No Office						12.40	1.45 <sup>98</sup>	9.43 <sup>266</sup>	
6.05 <sup>264</sup>	s 10.55	9.40	103	30	MAHTO			No Office		WP				1.00 <sup>98</sup>	2.27 <sup>306</sup>	9.58	
6.17	A 11.10 AM <sup>16</sup>	s 9.59	96	170	McLAUGHLIN					UN				1.30	2.55	10.45	
6.29		10.13	102	3	CADILLAC			No Office						2.01	3.25	11.23 <sup>16</sup>	
6.37		s 10.27	103	34	WALKER			5.00 PM to 8.00 AM		W				2.42	3.45	11.45 <sup>98</sup>	
6.45 <sup>78</sup>		10.37	64	32	TATANKA			No Office						2.55	4.00 <sup>264</sup>	12.15 PM	
6.57		s 10.56 <sup>16</sup> <sup>98</sup>		350	McINTOSH					MI				3.35 <sup>264</sup>	4.45	1.50	
7.10		s 11.25	80	38	WATAUGA			5.00 PM to 8.00 AM		WG				4.15	5.30 <sup>78</sup>	2.40 <sup>264</sup>	
7.21		s 11.41	100	68	MORRISTOWN			5.00 PM to 8.00 AM		RI				5.00 <sup>78</sup>	6.00	3.10	
7.27		s 11.51	102	51	KELDRON			5.00 PM to 8.00 AM		K				5.15	6.15	3.30	
7.39		s 12.08 PM	102	27	THUNDER HAWK			5.00 PM to 8.00 AM		HD				5.45	6.40	4.05 <sup>78</sup>	
s 7.55		s 12.29	102	230	LEMMON					MN				6.15	7.10	A 4.25 PM <sup>16</sup> L 7.15 AM	
8.03		f 12.40 <sup>264</sup>	102	27	PETREL			No Office						6.30	7.25	7.35	
8.08		f 12.47		40	WHITE BUTTE			No Office						6.40	7.35	7.50	
8.15		s 12.58	100	71	HAYNES			5.00 PM to 8.00 AM		HA				6.55	7.50	8.20	
s 8.30 <sup>263</sup>		s 1.19 <sup>78</sup> <sup>92</sup>	103	171	HETTINGER					HG				7.25	8.15 <sup>15</sup> 8.45	9.32 <sup>16</sup>	
8.43		s 1.36	59	47	BUCYRUS			5.00 PM to 8.00 AM		BU				7.50	9.25	10.05 <sup>264</sup>	
8.54		s 1.52	99	39	REEDER					RD				8.15	9.50	11.05 <sup>92</sup>	
9.03		s 2.04	100	30	GASCOYNE			5.00 PM to 8.00 AM		GA				8.30	10.05	11.20 <sup>78</sup>	
9.08		s 2.13	73	110	SCRANTON			4.00 PM to 12.01 AM		CN				8.40	10.15	11.45	
9.14		s 2.24	104	30	BUFFALO SPRINGS			5.00 PM to 8.00 AM		BF				8.50	10.32	12.05 PM	
s 9.27 <sup>63</sup>		s 2.45	102	108	BOWMAN					AN				9.14 <sup>15</sup> 9.40	11.05	1.05	
9.38		f 2.59	64	35	GRIFFIN			No Office						10.10	11.40 <sup>266</sup>	1.25	
9.47		s 3.16	98	66	RHAME					RH				10.30	11.55	2.10	
9.54		3.25	102	39	IVES			No Office						10.45 <sup>266</sup>	12.19 AM <sup>18</sup>	2.30	
10.03 <sup>266</sup>		3.37	64	16	MAZDA			No Office						11.20	12.35	2.55	
A 10.10 PM		A 3.45 PM		523	MARMARTH					RA				A 11.45 PM <sup>18</sup> A 12.45 AM		A 3.15 PM	
4.40	1.05	6.45			Schedule Time							.15	.15	12.30	12.15	7.55	8.00
40.7	28.1	28.2			Average Speed per hour							15.2	15.2	15.2	15.5	12.5	11.4

**SPECIAL RULES**

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

Manual block system is in use between Mobridge and Marmarth. Train order signals will also be used as block signals. See rules 221-B and 311.

Block signal rule 319-A applies at Mobridge, McLaughlin, McIntosh, Lemmon, Hettinger and Marmarth.

No. 103 and No. 203 will register at Moreau Junction with train dispatcher.

Semaphore at McLaughlin is equipped with two arms for westward trains. The upper arm governs main line trains, the lower arm governs McLaughlin-New England sub-division trains.

No. 303 will register at McLaughlin.

No. 17 will stop at Wakpala and Mahto to let off passengers from points east of Aberdeen and to pick up passengers for points west of McLaughlin.

Yard Limit signs are located as follows:

- Mobridge, 2640 Ft. west of west Main line switch.
- McLaughlin, 2640 Ft. east of east Main line switch.
- McIntosh, 2640 Ft. west of west Main line switch.
- Lemmon, 2640 Ft. east of east Passing siding switch.
- Hettinger, 4271 Ft. west of west Passing siding switch.
- Bowman, 2640 Ft. east of east Passing siding switch.
- Marmarth, 2640 Ft. west of west Passing siding switch.
- Marmarth, 5000 Ft. east of east Main line switch.

No. 91 and No. 97 will carry passengers.

**MAXIMUM SPEED LIMIT**

**PASSENGER TRAINS**

Westward  
 Mobridge to Jeffrey.....40 M. P. H.  
 Jeffrey to Marmarth.....55 M. P. H.

**FREIGHT TRAINS**

Westward  
 Mobridge to Jeffrey.....25 M. P. H.  
 Jeffrey to Marmarth.....30 M. P. H.



MARMARTH TO MOBRIDGE—SUBDIVISION—EASTWARD

**SPECIAL RULES**

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

Manual block system in use between Marmarth and Mobridge. Train order signals will also be used as block signals. See rules 221-B and 311.

Block signal rule 319-A applies at Marmarth, Hettinger, Lemmon, McIntosh, McLaughlin and Mobridge.

No. 106 and No. 206 will register at Moreau Junction with train dispatcher.

No. 306 will use New England-McLaughlin sub-division main line at McLaughlin. No. 306 will register at McLaughlin.

No. 18 will stop at Mahto and Wakpala to let off passengers from points west of McLaughlin and to pick up passengers for Minneapolis and points east.

Yard Limit signs are located as follows:

Marmarth,	5000 Ft. east of east Main line switch.
Bowman,	2640 Ft. west of west Passing siding switch. 2640 Ft. east of east Passing siding switch.
Hettinger,	2640 Ft. west of west Passing siding switch. 2640 Ft. east of east Passing siding switch.
Lemmon,	4271 Ft. west of west Passing siding switch. 2640 Ft. east of east Passing siding switch.
McIntosh,	2640 Ft. west of west Passing siding switch. 2640 Ft. east of east Passing siding switch.
McLaughlin,	2640 Ft. west of west Main line switch. 2640 Ft. east of east Main line switch.
Mobridge,	2640 Ft. west of west Main line switch.

No. 92 and No. 98 will carry passengers.

**MAXIMUM SPEED LIMIT**

**PASSENGER TRAINS**

<b>Eastward</b>	
Marmarth to Jeffrey.....	55 M. P. H.
Jeffrey to Mobridge.....	40 M. P. H.

**FREIGHT TRAINS**

<b>Eastward</b>	
Marmarth to Jeffrey.....	30 M. P. H.
Jeffrey to Mobridge.....	25 M. P. H.

FIRST CLASS			Capacity of Sidings in Cars	Distance from Mobridge	STATIONS	Distance from Marmarth	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	SECOND CLASS					THIRD CLASS	
18	306	16								264	78	206	106	266	98	92
Passenger	Passenger	Passenger	Time Freight	Stock and Time Freight	Mixed	Mixed	Freight	Way Freight	Way Freight							
Daily	Ex Sunday	Daily	Daily	Daily	Ex. Sunday	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday							
A 6.20 AM	A 3.15 PM	A 12.20 PM <sup>263</sup>			MOBRIDGE	190.1	MB		RBWCTZ	A 7.30 PM	A 10.00 PM	A 3.45 PM	A 4.15 PM	A 10.40 AM	A 3.00 PM	
6.08	3.01	12.11	104	0	MOREAU JUNCTION	186.3		No Office		7.10	9.30	L 3.30 PM	L 4.00 PM	10.15 <sup>303</sup>	2.35	
6.01	f 2.53	12.04 PM <sup>63</sup>	63	0	STRATTON	181.6		No Office		6.55	9.15			10.03	2.20	
5.54	s 2.47	11.59	97	27	WAKPALA	178.2	WP	5.00 PM to 8.00 AM	P	6.45	9.01			9.55	2.10	
5.44	f 2.37	11.51	96	24	JEFFREY	172.8		No Office		6.30	8.45			9.43 <sup>97</sup> 9.25 <sup>17</sup>	1.45 <sup>263</sup>	
5.34	s 2.27	11.44	103	30	MAHTO	167.3		No Office	WP	6.05 <sup>15</sup>	8.30			9.05	1.00 <sup>63</sup>	
s 5.19	L 2.10 PM	11.34 <sup>303</sup>	96	170	McLAUGHLIN	159.7	UN		JRWYD	5.40	8.10			8.20	12.35	
5.02		11.23 <sup>97</sup>	102	3	CADILLAC	151.4		No Office		5.10	7.45			7.45	12.05 PM	
s 4.50		11.14	103	34	WALKER	144.5	W	5.00 PM to 8.00 AM	P	4.35	7.25			7.10	11.45 <sup>97</sup>	
4.40		11.06	64	32	TATANKA	138.5		No Office		4.00 <sup>263</sup>	6.45 <sup>15</sup>			6.52	11.30	
s 4.30		10.56 <sup>17</sup> 9.58	350	58.6	McINTOSH	131.5	MI		DWCT	3.35 <sup>63</sup>	6.20			6.30	11.10 <sup>17</sup> 9.40 <sup>16</sup>	
s 4.09		10.43	80	38	WATAUGA	121.8	WG	5.00 PM to 8.00 AM	P	2.40 <sup>97</sup>	5.30 <sup>263</sup>			5.40	9.10	
s 3.50		10.32	100	68	MORRISTOWN	113.0	RI	5.00 PM to 8.00 AM	P W 3 Mi. East	2.15	5.00 <sup>63</sup>			5.15	8.45	
s 3.38		10.27	102	51	KELDRON	108.6	K	5.00 PM to 8.00 AM	P	2.00	4.35			5.05	8.20	
s 3.23		10.18	102	27	THUNDER HAWK	100.5	HD	5.00 PM to 8.00 AM	PW	1.35	4.05 <sup>97</sup>			4.40	7.45	
s 3.04	s 10.05		102	230	LEMMON	91.3	MN		PW W 3 Mi. East WY	1.05	3.35			4.10	L 7.15 AM A 3.10 PM	
f 2.47		9.55	102	27	PETREL	85.4		No Office		12.40 <sup>17</sup>	3.10			3.50	2.35	
f 2.38		9.50	40	108.7	WHITE BUTTE	81.4		No Office		12.05 PM	2.45			3.40	2.00	
s 2.29		9.43	100	71	HAYNES	75.8	HA	5.00 PM to 8.00 AM	P	11.40	2.15			3.25	1.45	
s 2.14	s 9.32 <sup>91</sup>		103	171	HETTINGER	67.6	HG		WCD	11.05	1.45 <sup>17</sup> 1.10			3.00	1.20 <sup>17</sup> 12.05 PM	
s 1.55 <sup>266</sup>		9.17	59	47	BUCYRUS	59.0	BU	5.00 PM to 8.00 AM	P	10.05 <sup>91</sup>	12.30 PM			2.15 <sup>18</sup> 1.40	11.35	
s 1.40		9.07	99	39	REEDER	50.5	RD		P	9.45	11.50			1.10	11.05 <sup>91</sup>	
s 1.27		8.58	100	30	GASCOYNE	43.7	GA	5.00 PM to 8.00 AM	P	9.25	11.20 <sup>91</sup>			12.50	10.45	
s 1.20		8.54	73	110	SCRANTON	40.2	CN	4.00 PM to 12.01 AM	PW	9.15	11.05			12.40	10.15	
s 1.12		8.48 <sup>264</sup>	104	30	BUFFALO SPRINGS	35.5	BF	5.00 PM to 8.00 AM	P	8.58 <sup>16</sup> 8.35	10.45			12.25	9.55	
s 12.59	s 8.38		102	108	BOWMAN	27.7	AN		W	7.55	10.15			12.01 AM	9.40	
f 12.43		8.27	64	35	GRIFFIN	20.4		No Office		7.25	9.40			11.40 <sup>263</sup>	9.05	
s 12.32		8.20	98	66	RHAME	14.5	RH		P	7.01	9.20			11.20	8.45	
f 12.19 <sup>263</sup>		8.09 <sup>92</sup>	102	39	IVES	9.5		No Office		6.20	8.50			10.45 <sup>63</sup>	8.20 <sup>16</sup> 7.55	
12.07 AM		7.57	64	16	MAZDA	3.5		No Office		5.50	8.20			10.03 <sup>15</sup>	7.35	
L 11.59 PM <sup>63</sup>		L 7.50 AM	523	190.1	MARMARTH	0.0	RA		RBCWTZ	L 5.30 AM	L 8.00 AM			L 9.45 PM	L 7.10 AM	
6.21	1.05	4.30			Schedule Time					14.00	14.00	.15	.15	12.55	7.45	8.00
29.9	28.1	42.2			Average Speed per Hour					13.6	13.6	15.2	15.2	14.7	12.7	11.4

No. 206 will lose all rights and schedule between Moreau Junction and Mobridge when one hour or more late.

No. 106 will lose all rights and schedule between Moreau Junction and Mobridge when one hour or more late.



4 WESTWARD

MARMARTH TO MILES CITY YARD—SUBDIVISION

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Time Table No.18 In Effect 11.30 P. M. Nov. 9, 1939	STATIONS	Distance from Miles City Yard	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS			SECOND CLASS			THIRD CLASS	
91	263	63	15	17	16	18	92	266								264	Way Freight	Freight	Time Freight	Way Freight	Freight	Time Freight	
Way Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight	Freight	Time Freight	Way Freight	Freight	Time Freight	Way Freight	Freight	Time Freight							
Tues., Thurs., Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon., Wed., Fri.	Daily	Daily	Mon., Wed., Fri.	Daily	Daily	Mon., Wed., Fri.	Daily	Daily							
L 6.45 AM	L 1.15 AM	L 12.15 AM <sup>18</sup>	L 10.15 PM	L 3.55 PM	Yard	0.0	..... MARMARTH .....	123.5	RA		RWCTBZ@1	A 7.45 AM	A 11.49 PM <sup>63</sup>	A 4.25 PM	A 9.15 PM	A 5.00 AM							
f 7.10	1.40	12.35	10.26	f 4.07 <sup>92</sup>	64	22	6.5	..... MONTLINE .....	117.0	No Office	P	7.35	f 11.38	f 4.07 <sup>17</sup>	8.45	4.35							
f 7.28 <sup>16</sup>	2.05	12.55	10.35	f 4.14	63	17	11.1	..... DODGE .....	112.4	No Office	P	7.28 <sup>91</sup>	f 11.31	f 3.50	8.25	4.15							
f 7.45	2.20	1.10	10.42	4.21	63	17	14.8	..... KINGMONT .....	108.7	No Office	P	7.22	11.25	f 3.40	8.05	3.55							
s 8.30	2.35	1.30	f 10.50	s 4.35	99	70	20.5	..... BAKER .....	103.0	KR	W	f 7.13	s 11.15	s 3.19	7.15	3.30							
f 8.50	2.55 <sup>264</sup>	1.50	f 10.59 <sup>18</sup>	f 4.47	63	19	27.2	..... TONQUIN .....	96.3	No Office	P	7.01	f 10.59 <sup>15</sup>	f 2.30	6.35	2.55 <sup>263</sup>							
s 9.25	3.10	2.15 <sup>264</sup>	11.06	s 4.59	100	32	32.7	..... PLEVNA .....	90.8	VN	12.01 a.m. to 8.00 a.m.	WC	s 10.44	s 2.15	5.55	2.15 <sup>63</sup>							
s 10.00	3.25	2.35	11.15	f 5.11 <sup>266</sup>	63	43	40.3	..... WESTMORE .....	83.2	No Office	P	6.42	f 10.29	f 1.40	5.11 <sup>17</sup>	1.40							
s 10.45	3.43	2.55	11.25	s 5.27	100	50	48.5	..... ISMAY .....	75.0	SY	5.00 p. m. to 8.00 a. m.	W	s 10.14	s 1.10	4.25	1.00							
f 11.05	3.59	3.15	11.34	f 5.38	63	18	55.5	..... LACOMB .....	68.0	No Office	P	6.22	f 10.02	f 12.10 PM	3.55	12.30 AM							
s 11.38	4.20	3.45	11.49 <sup>264</sup>	s 5.55	99	55	63.5	..... MILDRED .....	60.0	MD		CWY	s 9.47	s 11.40	3.20	11.49 <sup>15</sup>							
f 12.05 PM	4.40	4.05	11.59	f 6.08	68	19	71.4	..... WHITNEY .....	52.1	No Office	P	5.57	f 9.32	f 10.55	2.35	11.20							
f 12.30	4.55	4.25	12.08 AM	f 6.19	101	17	77.9	..... BLUFFPORT .....	45.6	No Office	P	5.48	f 9.22	f 10.35	2.10	11.01							
s 1.05	5.13	4.45	f 12.18	s 6.33	100	35	85.2	..... TERRY .....	38.3	TY		K	f 9.11	s 10.15	1.40	10.40							
f 1.25 <sup>266</sup>	5.30 <sup>16</sup>	5.00	12.26	f 6.43	100	20	90.9	..... CALYPSO .....	32.6	No Office	P	5.30 <sup>263</sup>	f 8.59	f 9.20	1.25 <sup>91</sup>	10.20							
f 1.45	5.55	5.22 <sup>16</sup>	12.34	f 6.53	62	27	97.5	..... SAUGUS .....	26.0	No Office	P	5.22 <sup>63</sup>	f 8.50	f 9.00	1.00	10.01							
f 2.10	6.13	5.40	12.42	f 7.07	96	10	103.7	..... BONFIELD .....	19.8	No Office	WP	5.14	f 8.41	f 8.40	12.40	9.40							
s 2.30	6.28	5.55	12.50	f 7.19	62	33	109.4	..... KINSEY .....	14.1	No Office	P	5.06	f 8.32	f 8.15	12.15 PM	9.10							
f 3.05	6.45	6.13	12.59	f 7.31	98	16	117.0	..... TUSLER .....	6.5	No Office	P	4.57	f 8.21	f 7.50	11.55	8.50							
A 3.30 PM	A 7.00 AM	A 6.30 AM	A 1.09 AM	A 7.43 PM	Yard		123.5	..... MILES CITY YARD .....	0.0	MC		KRWCTBZ@1	L 4.46 AM	L 8.06 PM	L 7.30 AM	L 11.30 AM	L 8.30 PM						
8.45	5.45	6.15	2.54	3.48				Schedule Time				2.59	3.43	8.55	9.45	8.30							
14.1	21.5	19.7	42.6	32.5				Average Speed per Hour				41.4	33.2	13.9	12.7	14.5							

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains 91 and 92 will carry passengers.  
See Speed Restrictions on Page 9.

Manual block system is in use between Marmarth and Miles City Yard. Train order signals will also be used as block signal. See rules 221-B and 311. Block Signal Rule 319-A applies at Marmarth and Miles City Yard.

Trains 15 and 16 will stop at Flag Stations for revenue passengers only.  
First class trains will register at Miles City Yard by card.

Train 18 stops at Saugus, Calypso and Lacombe for non-revenue passengers Friday only.

Train 17 will not make flag stops at Tonquin, Lacombe, Whitney, Bluffport, Calypso and Tusler, June 14th to September 13th inclusive.

Yard Limit Signs are located as follows:  
Marmarth, 5280 ft. west of west switch.  
Mildred, 5280 ft. east of east passing siding switch.  
2640 ft. west of west passing siding switch.  
Miles City Yard, 5280 ft. east of east switch.

MAXIMUM SPEED LIMIT		
PASSENGER TRAINS		
Eastward		
Miles City Yard to Kingmont	50 M. P. H.	Curves
Kingmont to Marmarth	45 M. P. H.	40 M. P. H.
Westward		
Marmarth to Miles City Yard	60 M. P. H.	40 M. P. H.
FREIGHT TRAINS		
Miles City Yard and Marmarth	30 M. P. H.	

COMMERCIAL SPURS

Carbon .....1.8 miles east of Baker  
Murray .....3.1 miles east of Miles City Yard



**WESTWARD**

**MILES CITY YARD TO MELSTONE—SUBDIVISION**

**EASTWARD 5**

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Distance from Miles City Yard	STATIONS	Distance from Melstone	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS		THIRD CLASS				
		263	93			17	15							Passing Sidings	Other Sidings	16	18			266	94	264
		Time Freight	Way Freight			Passenger	Passenger							Passenger	Passenger	Freight	Way Freight	Time Freight				
		Daily	Mon. Wed. Fri.			Daily	Daily							Daily	Daily	Daily	Tues. Thurs. Sat.	Daily				
		L 9.00 AM	L 7.00 AM			L 7.43 PM	L 1.09 AM	Yard		0 0	MILES CITY YARD...	112.2	MC		RWCTBZOK	A 4.46 AM	A 8.06 PM			A 8.30 AM	A 3.00 PM	A 6.30 PM
		9.05	f 7.05			7.45 <sup>18</sup> 7.55	1.10 1.15	Yard		0.5	MILES CITY.....	111.7			RBOT	4.45 4.40	8.05 <sup>17</sup> 7.55			8.25	2.55	6.25
		9.29	f 7.25			f 8.10	1.27	62	100	8.7	PARAGON.....	103.5		No Office	YP	4.29	f 7.40			8.05	f 2.30	5.55
		10.05	s 7.45 <sup>266</sup>			f 8.22	1.37	111	21	16.1	SHEFFIELD.....	96.1	BA	5.00 p.m. to 8.00 a.m.		4.20	f 7.28			7.45 <sup>93</sup>	s 2.00	5.30
		10.35	f 8.15			f 8.38	1.51	63	21	25.9	THURLOW.....	86.3		No Office	P	4.06	f 7.12			7.05	f 1.20	4.55
		11.05	s 8.45			s 8.50	2.01	98	26	33.7	CARTERVILLE.....	78.5	CV	5.00 p.m. to 8.00 a.m.		W	3.57	f 7.01		6.35	s 12.55	4.30
		11.25	f 9.10			f 9.02	2.09	62	13	40.0	ORINOCO.....	72.2		No Office	P	3.50	f 6.50			6.15	f 12.30	4.01
		11.40	s 10.10			s 9.12	f 2.16	91	17	45.0	FORSYTH.....	67.2	FS			W	f 3.42	s 6.42		6.00	s 12.10 PM	3.40
		11.50 <sup>94</sup>	f 10.20			f 9.18	2.21	98	16	48.1	COLD SPRINGS.....	64.1		No Office	P	3.37	f 6.34			5.50	f 11.50 <sup>263</sup>	3.25
		12.15 PM	f 10.50			f 9.33	2.32	63	21	57.1	ANTWERP.....	55.1		No Office	P	3.26	f 6.21			5.20	f 11.15	2.55
		12.45	s 12.01 PM			s 9.45	2.41	101	23	62.7	VANANDA.....	49.5	VA			WC	3.18	s 6.11		5.00	s 11.00	2.30
		1.10	f 12.25			f 9.54	2.50	62	14	67.7	RAHWAY.....	44.5		No Office	P	3.09	f 5.59			4.35	f 10.30	1.55
		1.35 <sup>264</sup>	f 12.45			f 10.03	3.02 <sup>16</sup>	62	13	72.6	AHLES.....	39.6		No Office	P	3.02 <sup>18</sup>	f 5.52			4.20	f 10.10	1.35 <sup>263</sup>
		2.05	f 1.15 <sup>264</sup>			f 10.11	3.12	100	15	77.9	THEBES.....	34.3		No Office	WP	2.55	f 5.45			4.00	f 9.45	1.15 <sup>93</sup>
		2.40	s 1.45 <sup>266</sup>			s 10.27	3.24 <sup>266</sup>	63	38	85.2	INGOMAR.....	27.0	MR	12.01 a.m. to 8.00 a.m.			2.45	s 5.35		3.24 <sup>15</sup>	s 9.20	12.50
		2.55	f 2.05			f 10.37	3.33	64	25	91.1	GALBRAITH.....	21.1		No Office	P	2.37	f 5.24			2.55	f 8.55	12.30
		3.10	s 2.25			s 10.47	3.40	112	14	95.3	SUMATRA.....	16.9	TA	12.01 a.m. to 8.00 a.m.		W	2.31 <sup>266</sup>	s 5.17		2.41 <sup>16</sup> 2.22	s 8.40	12.10 PM
		3.25	f 2.40			f 10.55	3.48	65	22	100.7	HIBBARD.....	11.5		No Office	P	2.22	f 5.05			1.55	f 8.15	11.40
		3.40	f 2.55			f 11.03	3.55	78	23	105.8	BASCOM.....	6.4		No Office	P	2.13	f 4.56			1.30	f 7.55	11.15
		A 4.00 PM	A 3.15 PM			A 11.13 PM	A 4.04 AM	Yard		112.2	MELSTONE.....	0.0	MS		RWCBOT	L 2.01 AM	L 4.45 PM			L 1.00 AM	L 7.30 AM	L 10.45 AM
		7.00	8.15			3.30	2.55				Schedule Time					2.45	3.21			7.30	7.30	7.45
		16.0	13.6			32.0	38.5				Average Speed per Hour					40.8	33.5			15.0	15.0	14.5

**SPECIAL RULES**

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

Except that trains 15 and 17 are superior to trains 16 and 18, Miles City Yard to yard lead switch, 8th Street, Miles City.

**MAXIMUM SPEED LIMIT**

**PASSENGER TRAINS**

<b>Eastward</b>			<b>Curves</b>
Melstone to Miles City Yard	60 M. P. H.	40 M. P. H.	
<b>Westward</b>			
Miles City Yard to Sumatra	60 M. P. H.	40 M. P. H.	
Sumatra to Melstone	45 M. P. H.	40 M. P. H.	

**FREIGHT TRAINS**

Melstone and Miles City Yard	30 M. P. H.
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**COMMERCIAL SPURS.**

Miles City Stock Yards.....	1.4 miles west of Miles City
Fort Keogh.....	3.6 miles west of Miles City
Bowers.....	4.2 miles west of Thurlow
Hammond.....	2.4 miles west of Cold Springs

Trains 93 and 94 will carry passengers.

See Speed Restrictions on Page 9.

Manual Block System is in use between Miles City Yard and Melstone. Train Order Signals will also be used as block signals. See rules 221-B and 311. Block signal rule 319-A applies at Miles City Yard and Melstone.

Trains 15 and 16 will stop at Flag Stations for revenue passengers only.

Second and third class and extra trains will not register at Miles City.

Train 17 will not make flag stops at Paragon, Orinoco, Thebes, Antwerp, Rahway, Ahles, Thebes, Galbraith and Hibbard June 14th to September 13th inclusive.

Yard Limit signs are located as follows:

Miles City Yard, 2640 ft. west of west Stock Yard Switch.

Vananda, 2640 ft. east of east passing siding switch.

7600 ft. west of west passing siding switch.

Melstone, 2640 ft. east of east switch.



THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Distance from Melstone	Time Table No. 18 In Effect 11.30 P. M. Nov. 9, 1930	Distance from Harlowton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		SECOND CLASS			THIRD CLASS		
		263	95			17	15							Passing Sidings	Other Sidings	18	16	264	96	266	
		Time Freight	Way Freight			Passenger	Passenger								Passenger	Passenger	Time Freight	Way Freight	Freight		
		Daily	Tues. Thurs Sat.			Daily	Daily								Daily	Daily	Daily	Mon. Wed. Fri.	Daily		
		L 4.40 <sup>18</sup>	L 7.30 AM			L 11.18 PM	L 4.04 AM	Yard	0.0	MELSTONE	104.6	MS		RWCBT <sup>263</sup>	A 4.40 PM	A 2.01 AM			A 10.15 AM	A 3.00 PM	A 12.30 AM
		4.59	f 7.55			f 11.29	4.17	63	47	5.8	GENEVA	98.8	No Office	P	f 4.29	1.53			9.55	f 2.30	12.05 AM
		5.20	s 8.35			f 11.41 <sup>266</sup>	4.25	100	24	11.9	MUSSELSHELL	92.7	MU	12.01 a. m. to 8.00 a. m.	s 4.18	1.45			9.35	s 2.01	11.41 <sup>17</sup>
		5.40	f 9.10 <sup>264</sup>			f 11.52	4.33	62	20	18.3	DELPHIA	86.3	No Office	WP	f 4.07	1.37			9.10 <sup>95</sup>	f 1.30	11.18
		6.10	s 9.35			f 12.07 AM	4.45	64	28	27.2	GAGE	77.4	GE	5.00 p. m. to 8.00 a. m.	f 3.54	1.25			8.40	s 1.01	10.55
		6.45	s 10.30			s 12.24	4.59	74 80	250	34.5	ROUNDUP	70.1	RU		s 3.42	s 1.15			8.15	s 12.30 PM	10.30
		6.50	10.35			12.27	5.02		210	36.0	WEST ROUNDUP	68.6	No Office	P	3.34	1.12			7.45	11.35	9.55
		7.15	f 11.05			f 12.40	5.13	114	25	44.2	ELSO	60.4	No Office	P	f 3.22	1.02			7.15	f 11.05	9.35
		7.35	f 11.30			f 12.54 <sup>16</sup>	5.22	63	26	51.2	BUNDY	53.4	No Office	P	f 3.11	12.54 <sup>17</sup>			6.50	f 10.35	9.16
		7.55	s 12.05 PM			f 1.14	5.32	78	34	59.5	LAVINA	45.1	V	4 p. m. to 11 p. m. 7 a. m. to 8 a. m.	s 2.59	12.44			6.25	s 10.05	8.55
			f 12.25			f 1.25			2	65.6	SLAYTON	39.0	SN	No Office	s 2.49					f 9.40	
		8.30 <sup>266</sup>	f 12.30			f 1.29	5.43 <sup>264</sup>	61	21	67.6	BURGOYNE	37.0	No Office	P	2.45	12.35			5.43 <sup>15</sup>	f 9.30	8.30 <sup>263</sup>
		8.55	s 1.05			s 1.43	f 5.55	102	44	75.1	RYEGATE	29.5	R		s 2.33	12.26			5.15	s 9.05	7.55
		9.20	f 1.25			f 1.56	6.06	62	23	81.4	BARBER	23.2	No Office	P	f 2.22	12.19			4.55	f 8.40	7.30
		9.52	s 2.11 <sup>18</sup>			f 2.10	6.18	105	27	88.7	SHAWMUT	15.9	KS	5.00 p. m. to 8.00 a. m.	f 2.11 <sup>95</sup>	12.10			4.35	s 8.20	7.01
		10.40	f 2.40			f 2.27	6.34	63	15	96.5	WINNECOOK	8.1	No Office	P	f 1.58	12.01 AM			4.15	7.55	6.30
		A 11.15 PM	A 3.15 PM			A 2.45 AM	A 6.50 AM	Yard	104.6	HARLOWTON	0.0	HN		RBWCTY Z <sup>9</sup>	L 1.45 PM	L 11.50 PM			L 3.45 AM	L 7.30 AM	L 6.00 PM
		6.35	7.45			3.27	2.46				Schedule Time			2.55	2.11			6.30	7.30	6.30	
		15.9	13.5			30.0	37.8				Average Speed per Hour			35.9	47.9			16.1	14.0	16.1	

**SPECIAL RULES**

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

**COMMERCIAL SPURS.**

- Carpenter Creek mine at Geneva.
- N. W. M. & F. Co. .... 3.4 miles west of Geneva
- Jeffries mine ..... 7 mile east of Roundup
- Mine No. 3 ..... 1.2 miles west of Roundup
- Mine No. 2 ..... 2.0 miles west of Roundup
- Bair Collins mine ..... 3.4 miles west of Roundup

**MAXIMUM SPEED LIMIT**

**PASSENGER TRAINS**

Harlowton and Melstone 60 M. P. H. Curves 45 M. P. H.

**FREIGHT TRAINS**

Harlowton and Melstone 30 M. P. H.

Trains 95 and 96 will carry passengers.  
See Speed Restrictions on Page 9.

Manual Block System is in use between Melstone and Harlowton. Train order signals will also be used as block signals. See rules 221-B and 311. Block signal rule 319-A applies at Melstone, Roundup and Harlowton.

Trains stopped by Automatic Signal 339-9 at East switch, Harlowton, will proceed at once at slow speed, expecting to find a train in the block, broken rail, obstruction, or switch not properly set.

Trains 15 and 16 will stop at flag stations for revenue passengers only.  
Trains cannot meet or pass at Slayton.

Train 17 will not make flag stops at Elso, Bundy, Burgoyne and Winnecook, June 14th to September 13th inclusive.  
Switching Limits at Roundup extend from Yard Limit Sign east of Roundup to Yard Limit Sign west of West Roundup.

Yard Limit signs are located as follows:

- Melstone, 5280 ft. west of west switch.
- Roundup 7600 ft. east of east passing siding switch.
- West Roundup, 2640 ft. west of Bair Collins Mine switch.
- Harlowton, 7600 ft. east of east switch.



**WESTWARD MOREAU JCT. TO ISABEL—SUBDIVISION EASTWARD**

**WESTWARD McLAUGHLIN TO NEW ENGLAND—SUBDIVISION EASTWARD 7**

SECOND CLASS		Capacity of Sidings in Cars	Time Table No. 18				SECOND CLASS			
203	103		STATIONS	Distance from Moreau Junction	Telegraph Calls	Office Closed Week Days	SYMBOLS	206	106	
Mixed	Mixed	See Special Rule Page 8						Mixed	Mixed	
Ex. Sunday	Ex. Sunday	Passing Sidings	Other Sidings	Distance from Isabel	Distance from Moreau Junction	Telegraph Calls	Office Closed Week Days	SYMBOLS	206	106
L 9.45 AM	L 8.30 AM			58.4	MJ	No Office	J	A 3.30 PM	A 4.00 PM	
10.07	f 8.53	25	7.2	51.2		No Office	P	f 3.10	f 3.37	
10.34	f 9.20	27	15.9	42.5		No Office	P	f 2.45	f 3.10	
A 10.55 AM	s 9.50	38	32	36.1	CJ	5.00PM to 8.00AM	WYCRPJ	L 2.30 PM	s 2.45	
	s 10.25		10	26.6	GC	5.00PM to 8.00AM	P		s 1.50	
	s 10.52		27	18.8	MK	5.00PM to 8.00AM	WP		s 1.20	
	s 11.25		27	8.1	G	5.00PM to 8.00AM	P		s 12.45	
	A 11.50 AM		35	58.4	SI	5.00PM to 8.00AM	RPYC		L 12.15 PM	
1.10	3.20							1.00	3.45	
19.1	17.5							22.3	15.6	

THIRD CLASS		FIRST CLASS	Capacity of Sidings in Cars	Time Table No. 18				FIRST CLASS	THIRD CLASS	
397	303	STATIONS		Distance from New England	Telegraph Calls	Office Closed Week Days	SYMBOLS	306	398	
Way Freight	Passenger		See Special Rule Page 8					Passenger	Way Freight	
Ex. Sunday	Ex. Sunday	Passing Sidings	Other Sidings	Distance from McLaughlin	Distance from New England	Telegraph Calls	Office Closed Week Days	SYMBOLS	306	398
L 7.30 AM	L 11.20 AM			133.9	UN		BWCYRJ	A 2.00 PM	A 4.55 PM	
8.00	f 11.39	28	8.9	125.0		No Office	P	f 1.37	4.25	
8.30	s 12.01 PM	26	20	116.6	SR	5.00PM to 8.00AM	P	s 1.19	3.45	
9.00	s 12.21		27	106.6		No Office	P	f 12.57	3.05	
9.35	s 12.40	306	27	99.0	H	5.00PM to 8.00AM	W 1/2 Mi. E.P.	s 12.40	2.35	
10.05	s 1.00		28	89.6		No Office	P	f 12.17	1.55	
10.40	s 1.18	398	28	82.7	RX	5.00PM to 8.00AM	WCP	s 12.01 PM	1.18	
11.15	1.39		18	75.0		No Office		11.41	12.51	
11.36	s 1.45	306	29	73.0	RN	5.00PM to 8.00AM	P	s 11.36	12.45	
12.15 PM	s 2.03	398	28	66.0	HA	5.00PM to 8.00 AM	WP	s 11.19	12.15 PM	
12.40	f 2.20		29	58.2		No Office	P	f 11.01	11.51	
12.55	s 2.27		16	55.4		No Office		s 10.54	11.42	
1.30	s 2.45		28	49.8	WI	5.00PM to 8.00AM	W 2 Mi. W. P	s 10.41	11.25	
1.50	s 2.58		27	43.4	BY	5.00PM to 8.00AM	P	s 10.25	11.00	
2.10	f 3.12		27	37.0		No Office	P	f 10.11	10.40	
3.00	s 3.33	28	21	29.8	MO	5.00PM to 8.00AM	WYCP	s 9.56	10.15	
3.20	f 3.46		0	23.7		No Office		f 9.39	9.00	
3.45	s 4.01	303	28	18.0	RG	5.00PM to 8.00AM	P	s 9.27	8.40	
4.27	s 4.27		28	7.7	VO	5.00PM to 8.00AM	P	s 9.02	8.00	
5.00	s 4.27		28	133.9	NE	4.00PM to 7.00AM	RCWYP	L 8.45 AM	L 7.35 AM	
A 5.30 PM	A 4.50 PM	36	65					5.15	9.20	
10.00	5.30							25.5	14.3	
13.4	24.3									

**WESTWARD TRAIL CITY TO FAITH—SUBDIVISION EASTWARD**

SECOND CLASS		Capacity of Sidings in Cars	Time Table No. 18				SECOND CLASS			
203	103		STATIONS	Distance from Trail City	Telegraph Calls	Office Closed Week Days	SYMBOLS	206	106	
Mixed	Mixed	See Special Rule Page 8						Mixed	Mixed	
Ex. Sunday	Ex. Sunday	Passing Sidings	Other Sidings	Distance from Faith	Distance from Trail City	Telegraph Calls	Office Closed Week Days	SYMBOLS	206	106
L 11.00 AM	L 8.30 AM	38	32	106.1	CJ	5.00PM to 8.00AM	RWCJP	A 2.05 PM	A 4.00 PM	
f 11.22	f 8.53		27	99.0		No Office	P	f 1.40	f 3.37	
s 11.40	f 9.20		26	93.2		No Office	P	s 1.22	f 3.10	
f 12.02 PM	f 9.50		30	85.9		No Office	P	f 1.00	f 3.10	
s 12.31	s 10.25		24	76.5	PA	5.00PM to 8.00AM	PW	s 12.31 PM	s 2.45	
f 1.05	s 10.52		23	66.4		No Office	P	f 11.56	s 2.20	
f 1.35	s 11.25		30	57.8		No Office	YP	f 11.30	s 1.50	
f 2.00	s 12.45		20	49.5		No Office	P	f 11.05	s 1.20	
s 3.00	s 12.45		34	42.4	EB	5.00PM to 8.00AM	CP	s 10.40	s 1.20	
f 3.35	s 12.45		26	32.4		5.00PM to 8.00AM	W 1 Mi. W. P	f 9.45	s 1.20	
s 4.20	s 12.45		27	22.8	DU	5.00PM to 8.00AM	P	s 9.15	s 1.20	
f 4.50	s 12.45		25	13.7		5.00PM to 8.00AM	W 1 Mi. W. P	f 8.43	s 1.20	
f 5.10	s 12.45		26	7.6		No Office	P	f 8.23	s 1.20	
A 5.35 PM	s 12.45	40	20	106.1	FA	4.00PM to 7.00AM	YCRP	L 8.00 AM	s 1.20	
6.35								6.05		
16.1								17.4		

**MAXIMUM SPEED LIMIT**

Passenger trains and trains handling passenger equipment only, 30 miles per hour, freight and mixed trains 20 miles per hour on all branch lines.

**SPECIAL RULES**

**GOVERNING ISABEL, FAITH AND NEW ENGLAND LINE TRAINS.**

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT THAT NO. 103 IS SUPERIOR TO NO. 106 BETWEEN TRAIL CITY AND ISABEL.**

All trains must obtain clearance card form "A1" before leaving initial station.

Bridge over Grand River between Moreau Jct. and Claymore will not clear man on top of car

Isabel line trains will not foul main line at Moreau Jct. until given permission to do so by Train Dispatcher.

Yard Limit signs located at Trail City, east and west on Isabel line and west on Faith line, 2640 feet from outer switch.

In turning engines and cars at Trail City, it is necessary to use a portion of the Isabel line and Faith line main tracks. Extra care should be used.

No. 397 and No. 398 will carry passengers.

No. 303 and No. 306 will stop on flag at Coal Bank for passengers.

All trains in both directions will come to full stop within 400 ft. of west lead McLaughlin yard and know positively that the main track is clear and no train blocking the crossover from passing siding to main line or vice versa before proceeding.

**COMMERCIAL SPURS**

Pontis	1.0 mi. East of Moreau Jct.	Coal Bank	5.2 mi. West of Regent
Burr Stock Yards	.6 mi. West of LaPlant	Western Prod.	4.6 mi. West of Regent
Mossman Stock Yards	.7 mi. East of Mossman	Houser	2.0 mi. West of Leith
Winandy	7.7 mi. West of Regent	Belden	.5 mi. East of Shields
Kunzie	5.8 mi. West of Regent		



**SPECIAL RULES AND INSTRUCTIONS**

**TONNAGE RATING.**

STATIONS	CLASS L3 8600 to 8699					CLASS L2 8000 to 8499					
	1	2	3	4	5	1	2	3	4	5	
Marmarth to Rhame	1.0	2100	1900	1775	1675	1475	1900	1700	1600	1500	1325
Rhame to Mobridge	.5	4200	3780	3570	3360	2940	3600	3250	3050	2875	2520
Mobridge to Marmarth	.6	3000	2700	2550	2400	2100	2500	2250	2125	2000	1750
Harlowton-Melstone	.0	8000	7200	6400	5200	4400	6000	5400	4800	3900	3300
Melstone-Sumatra	.5	3350	2900	2600	2100	1700	2800	2500	2200	1800	1200
Sumatra-Miles City Yard	.4	6400	5700	5100	4100	3500	5800	5200	4600	3700	3100
Miles City Yard-Terry	.4	5000	4475	4000	3175	2575	4100	3650	3300	2600	2000
Terry-Marmarth	.4	4500	4025	3600	2850	2250	3700	3300	2975	2350	1750
Marmarth-Kingmont	.5	3350	2900	2600	2100	1500	2800	2500	2200	1800	1200
Kingmont-Miles City Yard	.5	4250	3800	3400	2700	2100	3500	3100	2800	2200	1600
Miles City Yard-Melstone	.5	3300	2900	2600	2100	1500	2700	2400	2100	1700	1100
Melstone-Harlowton	.4	3300	2900	2600	2100	1500	2700	2400	2100	1700	1100

  

STATIONS	CLASS G8 2600 to 2699					CLASS G6 2300 to 2399					
	1	2	3	4	5	1	2	3	4	5	
McLaughlin to Shields	1.0	1300	1170	1115	1040	910	750	675	640	600	525
Shields to New England	1.5	1000	900	850	800	700	600	540	510	480	420
New England to Mott	1.0	1300	1170	1115	1040	910	750	675	640	600	525
Mott to Brisbane Pit	1.5	1100	990	935	880	770	600	540	510	480	420
Brisbane Pit to Selfridge	1.0	1300	1170	1115	1040	910	750	675	640	600	525
Selfridge to McLaughlin	.0	2500	2250	2125	2000	1750	1400	1260	1190	1120	980
Mobridge to Isabel	1.5	1100	990	935	880	770	600	550	500	475	425
Isabel to Mobridge	1.0	1300	1170	1115	1040	910	800	725	675	650	575
Trail City to Faith	1.5	1100	990	935	880	770	600	550	500	475	425
Faith to Trail City	2.0	850	765	725	680	595	400	360	340	320	280

**SURGEONS**

**MILWAUKEE HOSPITAL ASSOCIATION.**

Dr. A. I. Bouffleur	Seattle, Wn.	Chief Surgeon
Dr. G. H. Twining	Mobridge, S. D.	District Surgeon
Dr. G. W. Sarchet	Mobridge, S. D.	Occlulist
Dr. F. C. Totten	Lemmon, S. D.	Occlulist
Dr. J. H. Garberson	Miles City, Mont.	District Surgeon
Dr. E. H. Rowen	Miles City, Mont.	Occlulist
Dr. Peter Potner	Butte, Mont.	Occlulist
Dr. D. Alway	Aberdeen, S. D.	Occlulist

Location	Name	Title	Location	Name	Title
Mobridge, S. D.	Dr. G. H. Twining	Local Surgeon	Ismay, Mont.	Dr. G. H. Crary	Local Surgeon
Mobridge, S. D.	Dr. G. W. Sarchet	Surgeon	Terry, Mont.	Dr. I. J. Bridenstine	"
Mobridge, S. D.	Dr. M. S. Harmon	Asst. Surgeon	Miles City Mont.	Dr. J. H. Garberson	"
McLaughlin, S. D.	Dr. W. S. Bennett	Local Surgeon		Dr. R. R. Randall	Asst. Surgeon
McIntosh, S. D.	Dr. C. L. Olson	"	Forsyth, Mont.	Dr. G. T. Haywood	Local Surgeon
Lemmon, S. D.	Dr. F. C. Totten	"	Roundup, Mont.	Dr. C. T. Pigot	"
Hettinger, N. D.	Dr. Carl Voss	"	Harlowton, Mont.	Dr. E. M. Gans	"
Reeder, N. D.	Dr. J. L. Dach	"			
Bowman N. D.	Dr. D. Lemieux	"			
Marmarth, N. D.	Dr. W. G. Wendell	"			
Regent, N. D.	Dr. S. W. Hill	"			
Mott, N. D.	Dr. O. C. Olesky	"			
New Leipzig N. D.	Dr. E. E. Hamilton	"			
Isabel, S. D.	Dr. C. E. Sargent	"			
Timber Lake, S. D.	Dr. T. H. Baer	"			
Faith, S. D.	Dr. H. C. Durkee	"			
Dupree S. D.	Dr. F. H. Creamer	"			
Baker, Mont.	Dr. W. H. Blakemore	"			
Baker, Mont.	Dr. R. N. Barr	Asst. Suregon			

**STRETCHERS**

No. 1—Mobridge	No. 50—Terry
No. 2—McIntosh	No. 137—Miles City Yard
No. 4—Marmarth	No. 6—Miles City Station
No. 34—Trail City	No. 7—Forsyth
No. 35—Mott	No. 8—Melstone
No. 38—Faith	No. 166—Roundup
No. 5—Ismay	No. 9—Lavina
	No. 179—Harlowton

**HOSPITALS**

Mobridge Hospital, Mobridge, S. D.      Miles City Hospital, Miles City, Mont.

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

**TONNAGE REDUCTION FOR WEATHER CONDITIONS.**

- No. 1—Over 20 above, full tonnage.
- No. 2—10 to 20 above, reduce 10 per cent.
- No. 3—0 to 10 above, reduce 15 per cent.
- No. 4—0 to 10 below, reduce 20 per cent.
- No. 5—10 to 20 below, reduce 30 per cent.

**SPEED TABLE.**

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.  
 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.  
 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

**WEIGHT OF DEAD ENGINES, INCLUDING TENDER**

C 1 176 Tons	G 6 155 Tons	L 3 252 Tons
C 2 185 Tons	G 8 155 Tons	N 1 278 Tons
C 3 181 Tons	I 5 118 Tons	N 2 281 Tons
C 5 189 Tons	K 1 180 Tons	EF 1 288 Tons
F 5 205 Tons	L 1 207 Tons	EP 2 261 Tons
F 6 232 Tons	L 2 216 Tons	EP 3 278 Tons

**SUNDAY HOURS**

Wakpala	Closed
Mahto	Closed
McLaughlin	Continuous
Walker	Closed
McIntosh	Continuous
Watauga	11:00 a. m. to 1:00 p. m.
Morrystown	11:00 a. m. to 1:00 p. m.
Keldron	11:15 a. m. to 1:15 p. m.
Thunderhawk	11:30 a. m. to 1:30 p. m.
Lemmon	Continuous
Haynes	12:30 p. m. to 2:30 p. m.
Hettinger	Continuous
Bucyrus	1:00 p. m. to 3:00 p. m.
Reeder	Continuous
Gascoyne	1:30 p. m. to 3:30 p. m.
Scranton	1:30 p. m. to 3:30 p. m.
Buffalo Springs	1:45 p. m. to 3:45 p. m.
Bowman	Continuous
Rhame	Continuous
Marmarth	Continuous

**EAST OF MARMARTH**

**Train Dispatchers**  
**H. R. WINSHIP**  
**S. W. FULLER**  
**W. A. HORN**  
**S. W. CHILDERS**  
**H. A. MOSHER**

**Chief Dispatcher**  
**W. P. MORAN**

**Traveling Engineer and**  
**Asst. Trainmaster**  
**A. A. FISHER**

**Trainmaster**  
**A. F. MANLEY**

**WATCH INSPECTORS.**

G. F. Swartz	Mobridge, S. D.
W. W. Dwight	McLaughlin, S. D.
G. E. Bierlein	McIntosh, S. D.
O'Harra's Drug Store	Marmarth, N. D.
A. J. Spellman	New England, N. D.
R. C. Miner	Faith, S. D.
H. C. Smith	Miles City, Mont.
Anderson Drug Co.	Melstone, Mont.
E. M. Jones	Roundup, Mont.
A. E. Robertson	Harlowton, Mont.

**SYMBOLS**

- Standard Clock
- W—Water
- C—Coal
- O—Oil
- R—Register
- T—Turntable
- Y—Wye
- B—Bulletin Boards
- D—Hog drenching tower.
- J—Junction
- Z—Track Scales
- †—Refreshment
- K—Connection
- Foreign Road
- P—Dispatcher's Telephone
- I—Interlocked

Baker	Continuous
Plevna	4 p. m. to 6 p. m.
"	10 p. m. to midnight
Ismay	4 p. m. to 6 p. m.
Mildred	Continuous
Terry	Continuous
Miles City Yard	Continuous
Sheffield	Closed
Carterville	11 a. m. to 1 p. m.
Forsyth	6 p. m. to 10 p. m.
"	1:45 a. m. to 4 a. m.
Vananda	Continuous
Ingomar	5 p. m. to 7 p. m.
"	9 p. m. to 11 p. m.
Sumatra	4 p. m. to 6 p. m.
"	9:30 p. m. to 11:30 p. m.
Melstone	Continuous
Musselshell	Closed
Gage	Closed
Roundup	Continuous
Lavina	2 p. m. to 4 p. m.
"	12:01 a. m. to 8 a. m.
Ryegate	12:01 a. m. to 4 p. m.
Shawmut	1 to 3 p. m.

**WEST OF MARMARTH**

**Train Dispatchers**  
**P. G. KEARNEY**  
**E. A. FARR**  
**D. J. HAGERTY**  
**R. E. JOINER**  
**C. L. CAWOOD**

**Chief Dispatcher**  
**C. A. NUMMERDOR**

**Traveling Engineer and**  
**Asst. Trainmaster**  
**R. G. WEBB**

**Trainmaster**  
**T. E. CORBETT**



## SPECIAL RULES AND INSTRUCTIONS

Trains will haul more or less tonnage than rating upon orders from Chief Dispatcher.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

That part of Rules 19 and D-19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read, "by day green metal flags (or marker lamps not lighted)."

Should a train be held 30 minutes at a telegraph station after office is closed for the day, Conductor will call the Operator. If held for 30 minutes at a non-telegraph station, Conductor will report to Train Dispatcher on the telephone.

When rules require the headlight to be displayed, electric headlights on engines in road service will be dimmed by Enginemen under following conditions:

When entering or moving through side tracks in yards where yard engines are employed.

At meeting points when standing waiting arrival of approaching train or trains.

When standing on sidings, in yards, at engine terminals, or at division terminal passenger stations.

Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double tracks, or at junctions.

Whistle signal prescribed by Rule 14K must be also given passing rear end of freight trains and track and bridge crews.

All trains must obtain clearance card Form A before leaving initial station on each main-line Subdivision except that Eastward trains properly cleared at Miles City and Westward trains originating on Marmarth-Miles City Yard Subdivision will accept proceed indication of train order signal at Miles City Yard in lieu of clearance card, Form A. This does not modify rule 365A.

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which he may be overtaken by another train, he must sound whistle signal 14-c.

Employes will observe passing train for defects and should there be any indication of conditions endangering the train, take such measures for its protection as may be practical.

Train and enginemen of freight and passenger trains will observe passing trains and if any defects are noticed such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal the members of such trains, calling attention to dangerous conditions and if nothing irregular is noted, will give proceed signal to rear of passing trains when it is practical to do so.

Train and engine crews on moving trains will be on the lookout for signal when passing other trains. At stations, interlocking plants, meeting points with other trains and where trackmen are working when practical exchange signals.

Operators or Agents will place themselves in a position to inspect trains when passing their stations and give signals to train or enginemen as indicated above.

### EMPLOYES ARE PROHIBITED FROM RIDING:--

- (a) On engine footboard between engine and car when cars are being pushed.
- (b) On leading footboard while coupling engine to cars.
- (c) On engine pilots.
- (d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- (e) On ends of cars containing loads which may shift.
- (f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- (g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track, comfort of passengers and all the circumstances, but not exceeding maximum speed limit.

When double heading, using two passenger engines, forty-five miles per hour.

When double heading, using passenger and freight engines, thirty-five miles per hour.

When handled by freight engines of any type, thirty-five miles per hour.

No. 15 will reduce speed passing Reeder and Rhame, to properly exchange mails.

All trains reduce speed to 8 miles per hour between Fifth Street and Montana Avenue, Miles City.

Solid trains of stock, 35 miles per hour.

Stock train handling dead freight observe freight train maximum speed.

Trains consisting of engine and caboose stock train maximum speed.

Where track is rough or view is obscured speed of all trains will be reduced to a limit that will insure safety.

Wrecking derricks on prairie divisions, where the track is in good condition, 25 miles per hour, around sharp curves. 20 miles per hour, 15 miles per hour on branch lines. Reduction to be made where conditions require.

Lidgerwood unloaders 25 miles per hour.

Steam shovels and steam ditchers 25 miles per hour.

Rotary snow plows 25 miles per hour. This speed to be reduced on curves and trestles.

No engine of any class backing up will exceed 20 miles per hour.

The speed of trains passing through cross-overs, entering upon or leaving passing tracks or other side-tracks must be controlled and not exceed ten miles per hour.

Dead engines must be hauled in trains in forward motion only.

Engines other than Mallet type running light or hauling cars, with side rods in position and one main rod removed working steam, must not be run at a speed exceeding twenty-five miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed a speed of twenty miles per hour.

All trains reduce to fifteen miles per hour crossing Missouri River bridge between Mobridge and Moreau Junction, eight miles per hour passing station platforms at Mobridge, McIntosh, Marmarth and coal dock at Hettinger.

12 miles per hour over Grand River bridge between Moreau Jct. and Claymore and over Moreau River bridge between Promise and DuCharme.

15 miles per hour between Trail City and DuCharme.

20 miles per hour over Cannonball River bridge east of Shields.

Class C and K engines should not exceed 15 miles per hour on branch lines.

### FIRE PREVENTATIVE

Enginemen must personally inspect and know before leaving a terminal and any point where front end hoppers or ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employes, and where fires may be communicated to a bridge or other structures, stop their train and assist in extinguishing the fire.

Trainmen will observe and report at first opportunity the presence of fires on right-of-way that may have been set by engines on their own or preceding trains, call the attention of their enginemen to the same promptly and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish fire.



