

DIVISIONAL STAFF

ASSISTANT SUPERINTENDENT

V. D. FLYNN
RAPID CITY

ROAD FOREMAN OF ENGINES

M. P. BRACKEN
CHADRON

CHIEF TRAIN DISPATCHER

E. M. HAYS
CHADRON

DISPATCHERS

L. REMILLARD	B. W. COGIL
G. O. POPE	L. H. BILYEU
B. H. CORBIN	P. D. MAGEE
C. P. THOMPSON	C. W. GROVES

R. B. BLAIR

MASTER MECHANIC

J. H. WINFIELD
CHADRON

DIVISION ENGINEER

G. A. LINN
CHADRON

ROADMASTERS

A. EIXENBERGER	G. A. FOX
RAPID CITY	VALENTINE
C. E. GREENWALT	E. J. WEGNER
CHADRON	CASPER

SUPERVISOR BRIDGES and BUILDINGS

L. R. PENNINGTON
CHADRON

SUPERVISOR COMMUNICATIONS and SIGNALS

A. A. MEYER
BOONE, IOWA

DISTRICT CLAIM AGENT

L. R. PENNINGTON, Jr.
CHADRON

General Rules Governing Employees of the Operating Department dated January 1st, 1953, are issued in book form. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

CHICAGO & NORTH WESTERN RAILWAY

BLACK HILLS DIVISION

TIME TABLE

No. 1

Effective Thursday, January 1, 1953

AT 12:01 A. M.
MOUNTAIN TIME

For the government and information of employes only.

J. J. STEIN, General Manager-Transportation

C. C. SHANNON, General Superintendent

A. G. JOHNSON, Superintendent

THINK-PRACTICE-TALK SAFETY

Westward—Between Long Pine and Chadron—Eastward

SECOND CLASS			FIRST CLASS	Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Chadron	Subdivision 1 STATIONS	Capacity of Sidings	FIRST CLASS	SECOND CLASS		
117	83	81	13				14		84	82	256	
Daily Except Monday	Tuesday Thursday Saturday	Monday Wednesday Friday	DAILY	DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily Except Monday					
P. M. 10.00		A. M. 7.00	M A. M. 8.00				P. M. 9.15		P. M. 1.30	P. M. 8.10		
				6121	FWTT		..... LONG PINE ... YL 8.4				
10.20		7.40	s 8.20	6126	.....	8.4	..... AINSWORTH ... YL 4.9	25	s 9.03	1.15	7.55
10.30		7.50	8.27	6127	.....	13.3	..... SANDRIDGE..... 5.2	73	8.41	12.35	7.40
10.40		8.01	s 8.35	6131	.....	18.5	..... JOHNSTOWN..... 10.7	32	s 8.34	12.20	7.30
10.55		8.30 9.05	s 8.53	6135	W	29.2	..... WOOD LAKE..... 9.5	67	s 8.20	12.01	7.05
11.10		9.30	9.04	6138	.....	38.7	..... ARABIA..... 8.7	.....	8.03	11.35	6.50
11.25		9.55	9.17	6143	.....	47.4	..... THACHER..... 6.8	76	7.52	11.15	6.35
11.40		11.01	s 9.38	6146	WY	54.2	..... VALENTINE ... YL 11.2	88	s 7.27	11.00	6.20
12.01		11.30	s 9.58	6151	.....	65.4	..... CROOKSTON..... 10.9	31	s 7.13	9.58	5.55
12.25		12.01	s 10.18	6155	W	76.3	..... KILGORE..... 8.0	70	s 6.59	9.01	5.35
12.40		12.25	s 10.32	6159	.....	84.3	..... NENZEL..... 7.6	.....	s 6.47	8.35	5.15
12.55	A. M. 7.00	12.50 P. M.	s 10.50	6162	FWY	91.9	..... CODY..... YL	80	s 6.37	P. M. 1.30	5.00
1.20	7.35		s 11.10	6165	.....	105.3	..... ELI..... 13.4	65	s 6.15	1.01	4.30
1.45	8.20		s 11.32	6170	W	116.6	..... MERRIMAN ... YL 11.3	76	s 6.00	12.30	4.05
2.10	8.50		s 11.53	6176	.....	130.6	..... IRWIN..... 14.0	32	s 5.39	11.53	3.40
2.20	9.05		12.03	6178	.....	136.2	..... CORRAL..... 5.6	.....	5.31	11.35	3.30
2.35	10.15		s 12.25	6181	W	144.4	..... GORDON..... YL 8.2	98	s 5.20	11.15	3.15
2.50	10.35		f 12.38	6185	.....	152.4	..... CLINTON..... 8.0	31	s 5.00	9.58	2.50
3.01	11.15		s 12.58	6188	.....	159.0	..... RUSHVILLE..... 6.6	66	s 4.50	9.40	2.35
3.25	12.01		s 1.20	6193	W	170.9	..... HAY SPRINGS... YL 11.9	67	s 4.30	8.30	2.05
3.40	12.25		1.32	6197	.....	179.8	..... BORDEAUX..... 8.9	29	4.12	7.45	1.32
4.05 A. M.	1.00 P. M.		M 1.50 P. M.	6202	FWTT	190.5	..... CHADRON..... YL 10.7	.....	3.55 P. M.	7.15 A. M.	1.00 P. M.
Daily Except Tuesday	Tuesday Thursday Saturday	Monday Wednesday Friday	DAILY						DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily Except Monday

Westward—Between Chadron and Newell—Eastward

SECOND CLASS				FIRST CLASS	Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Chadron	Subdivision 2 STATIONS	Capacity of Sidings	FIRST CLASS	SECOND CLASS			
85	617	73	117	13						14	618	74	86	256
Daily Except Sunday Tuesday Friday	Daily Except Sunday	Tuesday Friday	Daily Except Sunday	Daily Except Saturday						Daily Except Sunday	Daily Except Monday	Tuesday Friday	Daily Except Sunday Tuesday Friday	Daily Except Monday
	A. M. 11.00		A. M. 9.00	P. M. 3.00	6202	FWTT	.....	..... CHADRON YL	.....	P. M. 2.00	A. M. 7.00			A. M. 1.15
	11.15 -A. M.-		9.15	3.08	6205	Y	5.1	... DAKOTA JUNCTION ...	95	1.50	6.45 -A. M.-			12.55
			9.45	3.31	6400	.....	17.0	..... WAYSIDE .....	.....	1.33				12.30
			10.15	3.56	6407	.....	31.8	..... OELRICHS	56	1.12				11.50
			10.35	4.11	6411	W	41.3	..... SMITHWICK .....	.....	12.52				11.25
			10.55	4.23	6414	.....	48.6	..... ORAL YL	53	12.38				11.05
			11.15	4.38	6417	.....	55.6	..... BUFFALO GAP .....	.....	12.25				10.35
			11.57	5.10	6423	.....	72.0	..... FAIRBURN .....	.....	11.57				10.00
			12.30	5.31	6427	W	83.7	..... HERMOSA	30	11.35				9.30
			1.01	5.53	6431	.....	96.3	..... WARBONNET	36	11.13				9.00
			1.20	6.15	6433	FWY	104.7	..... RAPID CITY ... YL	.....	11.00				8.40
			2.10	-P. M.-	.....	.....	106.9	..... LIME SPUR .....	.....	-A. M.-				7.50
			2.15		.....	.....	108.8	..... N. W. QUARRY .....	.....					7.43
			2.20		6436	.....	111.5	..... BLACK HAWK	30					7.36
			2.30		6439	.....	118.5	..... PIEDMONT	31					7.30
			2.45		6441	W	123.7	..... TILFORD	21					7.16
			2.57		6447	.....	133.4	..... STURGIS YL	.....					7.05
			3.25		6451	Y	140.1	..... WHITEWOOD ... YL	39					6.40
P. M. 12.01			3.50		6455	.....	147.5	..... ST. ONGE .....	.....					A. M. 9.45
12.20			4.05		.....	.....	155.2	..... JOLLY .....	.....					9.23
			4.30		6459	FWY	159.1	..... BELLE FOURCHE, YL	.....					5.40
12.45 -P. M.-		A. M. 7.20	4.40		9698	.....	167.6	..... FRUITDALE	44					9.00
		7.45	-P. M.-		9695	W	175.0	..... NISLAND	44					5.30
		8.10			.....	Y	176.8	..... BRADEN .....	.....					-P. M.-
		8.30 A. M.			9693	Y	182.2	..... NEWELL	43					
Daily Except Sunday Tuesday Friday	Daily Except Sunday	Tuesday Friday	Daily Except Sunday	Daily Except Saturday						Daily Except Sunday	Daily Except Monday	Tuesday Friday	Daily Except Sunday Tuesday Friday	Daily Except Sunday

No. 73 is superior to No. 74.

No. 117 is superior to No. 256.

Dak. Division No. 515 due to arrive
Rapid City 9:15 a.m. Daily.

Dak. Division No. 514 due to leave
Rapid City 7:00 p.m. Daily.

Within Yard Limits at Rapid City, all trains and engines in either direction will move protecting against each other and must know the track is clear.

Westward—Between Dakota Junction and Casper—Eastward

SECOND CLASS			FIRST CLASS	Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Dakota Jct.	Subdivision 3 STATIONS		Capacity of Sidings	FIRST CLASS	SECOND CLASS	
	617	Time Freight						Time Table 1			January 1, 1953	
		Daily Except Sunday									Freight	
	A. M.										Daily Except Monday	
	11.15			6205	Y		... DAKOTA JUNCTION ...	95			A. M.	
	11.36			6209	.....	10.3	..... WHITNEY	52			6.17	
	11.59			6213	W	21.0	..... CRAWFORD YL	69			5.55	
	12.05			6215	.....	24.0	..... FT. ROBINSON				5.26	
	12.22			6218	.....	31.6	..... GLEN	35			5.10	
	12.46			6221	W	39.9	..... ANDREWS				4.50	
	1.05			6224	Y	48.9	..... HARRISON	42			4.30	
	1.22			6227	.....	57.0	..... COFFEE SIDING				4.02	
	1.28			6229	W	60.0	..... VAN TASSELL	42			3.56	
	1.51			6234	.....	71.3	..... NODE				3.33	
	2.45			6238	FWY	79.9	..... LUSK				3.15	
	3.16			6242	.....	88.6	..... MANVILLE	39			2.05	
	3.31			6245	.....	96.0	..... KEELINE				1.40	
	3.49			6248	.....	104.7	..... LOST SPRINGS				1.14	
	3.58			6250	.....	109.2	..... SHAWNEE				1.00	
	4.35			6255	WY	120.7	..... ORIN				12.35	
	4.47			6258	.....	126.6	..... IRVINE	82			12.12	
	5.04			6262	W	134.7	..... DOUGLAS				11.55	
	5.26			6267	.....	145.6	..... FETTERMAN				11.23	
	5.39			6271	.....	151.9	..... CAREYHURST				11.10	
	6.12			6276	W	163.2	..... GLENROCK	73			10.45	
	6.23			6278	.....	168.7	..... PARKERTON				10.20	
	6.31			6280	.....	172.5	..... BIG MUDDY	64			10.10	
	6.55			6284	.....	183.4	..... STROUDS	42			9.45	
	7.05 P. M.			6287	FWTT	187.7	..... CASPER YL				9.30 P. M.	
		Daily Except Sunday									Daily Except Sunday	

No. 617 is superior to No. 618.

Centralized Traffic Control in effect between Chadron and Dakota Junction.

Westward—Between Casper and Lander—Eastward

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SECOND CLASS		Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Casper	Subdivision 4 STATIONS Time Table 1 January 1, 1953		Capacity of Sidings	SECOND CLASS	
617	Monday Wednesday Friday				618	Tuesday Thursday Saturday			
A. M. 7.00		6287	FWTT		..... CASPER YL	.....	P. M. 2.55		
f 7.30		6293	.....	12.1	..... CADOMA	39	f 2.30		
s 7.40		6295	.....	15.8	..... ILLCO .....	.....	s 2.20		

C.&N.W. trains moving between Ilco and Shobon, operate over the tracks of the C.B.&Q. railroad and are governed by rules and time table of that railroad.

s 1.50		6315	.....	102.1	..... SHOBON .....	.....	s 10.50		
s 12.20		6347	WY	105.5	..... SHOSHONI	52	s 10.40		
s 2.00		6355	WY	127.8	..... RIVERTON	29	s 9.30		
f 2.20		6357	.....	134.5	..... ARAPAHOE	39	f 8.25		
s 2.35		6359	.....	140.8	..... HUDSON	34	s 8.10		
3.00 P. M.		6363	FWTT	150.6	..... LANDER	46	7.45 A. M.		
Monday Wednesday Friday							Tuesday Thursday Saturday		

Chicago Burlington and Quincy dispatcher's telephones are installed in Chicago & North Western telegraph offices at Shoshoni and Casper.

Eastward Chicago & North Western trains will obtain necessary Chicago Burlington & Quincy train orders and Clearance Form A to permit entering Chicago Burlington & Quincy main line trackage at Shobon before departure from Shoshoni, or otherwise obtain same at Bonneville.

Westward Chicago & North Western trains will obtain necessary Chicago Burlington & Quincy train orders and Clearance Form A to permit entering Chicago Burlington & Quincy main line trackage at Ilco before departure from Casper.

Westward—Between Whitewood and Deadwood—Eastward

SECOND CLASS		Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Whitewood	Subdivision 2a STATIONS Time Table 1 January 1, 1953		Capacity of Sidings	THIRD CLASS	
87	Daily Except Sunday Tuesday Friday				88	Daily Except Sunday Tuesday Friday			
A. M. 9.57		6451	Y	0.0	..... WHITEWOOD ... YL	44	A. M. 11.50		
10.30		6500	WTT	8.8	..... DEADWOOD YARD .....	.....	11.20		
10.35 A. M.		9.3	..... DEADWOOD .....	.....	11.15 A. M.		
Daily Except Sunday Tuesday Friday							Daily Except Sunday Tuesday Friday		

Westward—Between Belle Fourche and Bentonite Spur—Eastward

Station Numbers	Fuel, Water, Turn Table and Wye	Distance from Belle Fourche	Subdivision 2b STATIONS Time Table 1 January 1, 1953		Capacity of Sidings
6459	FWY	0.0	.... BELLE FOURCHE.YL	21	.....
6460	Y	19.5	.... BENTONITE SPUR....	.....	.....

COMMUNICATING HOURS

	WEEKDAYS	SUNDAYS	HOLIDAYS
Long Pine-----	Continues	12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.	Continuous
Ainsworth††-----	7:30 a.m. to 4:30 p.m.**	Closed	Closed
Wood Lake-----	7:30 a.m. to 4:30 p.m.**	Closed	Closed
Valentine††-----	7:00 a.m. to 11:00 p.m.**	Closed	7:00 p.m. to 10:00 p.m.
Crookston-----	8:30 a.m. to 5:30 p.m.**	Closed	Closed
Kilgore-----	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Cody-----	{ 7:00 a.m. to 3:00 p.m.** 6:15 p.m. to 11:59 p.m.* 12:01 a.m. to 2:15 p.m.**	Closed	Closed
Merriman-----	8:45 a.m. to 5:45 p.m.**	Closed	Closed
Gordon††-----	8:45 a.m. to 5:45 p.m.**	Closed	Closed
Rushville-----	7:00 a.m. to 8:00 p.m.	Closed	Closed
Hay Springs†-----	8:45 a.m. to 5:45 p.m.*	Closed	Closed
Chadron-----	Continuous	Continuous	Continuous
Oelrichs-----	8:15 a.m. to 5:15 p.m.*	Closed	Closed
Oral-----	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Buffalo Gap-----	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Hermosa-----	8:45 a.m. to 5:45 p.m.*	Closed	Closed
Rapid City-----	{ 7:00 a.m. to 11:59 p.m. 12:01 a.m. to 2:00 a.m.‡	10:00 a.m. to 8:00 p.m.	10:00 a.m. to 9:00 p.m.
Sturgis-----	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Whitewood-----	8:45 a.m. to 5:45 p.m.*	Closed	Closed
St. Onge-----	8:15 a.m. to 4:15 p.m.*	Closed	Closed
Belle Fourche†-----	8:00 a.m. to 9:00 p.m.*	Closed	Closed
Nisland-----	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Newell-----	7:30 a.m. to 4:30 p.m.*	Closed	Closed
Whitney-----	7:30 a.m. to 4:30 p.m.**	Closed	Closed
Crawford-----	6:45 a.m. to 3:45 p.m.	Closed	Closed
Harrison-----	7:30 a.m. to 4:30 p.m.*	Closed	Closed
Lusk-----	7:00 a.m. to 4:00 p.m.*	Closed	Closed
Manville-----	8:00 a.m. to 5:00 p.m.*	Closed	Closed
Orin-----	{ 5:30 p.m. to 11:59 p.m.* 11:59 p.m. to 2:30 a.m.‡	Closed	Closed
Douglas-----	8:00 a.m. to 5:00 p.m.**	Closed	Closed
Glenrock-----	7:00 a.m. to 4:00 p.m.*	Closed	Closed
Casper-----	{ 7:00 a.m. to 3:00 p.m.* 6:00 p.m. to 11:59 p.m. 12:01 a.m. to 2:00 a.m.‡	12:01 a.m. to 2:00 a.m.	Closed
Shoshoni†-----	8:45 a.m. to 4:45 p.m.*	Closed	Closed
Riverton-----	7:30 a.m. to 4:30 p.m.**	Closed	Closed
Lander-----	7:30 a.m. to 4:30 p.m.**	Closed	Closed

*Indicates Office closed Saturdays in Addition to Sundays.

**Indicates Office closed Mondays in Addition to Sundays.

†Indicates Office open for a call on Saturdays

††Indicates Office open for a call on Mondays

‡Does not apply on Mondays

Note — RUSHVILLE Saturdays 12:01 p.m. to 8:00 p.m.
Mondays 7:00 a.m. to 3:00 p.m.

OFFICES OPEN FOR CALLS

Saturdays

Mondays

Ainsworth -----		8:00 a.m. to 10:00 a.m.
Valentine -----		7:00 p.m. to 9:00 p.m.
Gordon -----		11:00 a.m. to 1:00 p.m.
Hay Springs -----	3:00 p.m. to 5:00 p.m.	
Shoshoni -----	10:30 a.m. to 12:30 p.m.	
Belle Fourche -----	8:00 a.m. to 10:00 a.m.	
	1:00 p.m. to 9:00 p.m.	

ACTUAL TONNAGE RATING

EASTWARD	EMD F7 1-Unit	CLASS OF ENGINE			WESTWARD	EMD F7 1-Unit	CLASS OF ENGINE		
		JS	Z	R-1			JS	Z	R-1
Lander to Shoshoni	---	---	---	1475	Long Pine to Crookston	1800	2050	1765	1025
Shoshoni to Shobon	---	2950	2510	1475	Crookston to Hay Springs	---	1700	1460	850
Shobon to Armino via CB&Q	---	2400	2064	1200	Hay Springs to Chadron	1800	1800	1550	900
Armino to Ilco via CB&Q	---	7200	6192	3600	Chadron to Dakota Junction	---	3450	2965	1725
Ilco to Casper	---	7200	6192	3600	Dakota Junction to Rapid City	1350	1250	1075	625
Casper to Orin	---	3160	2720	1580	Rapid City to Whitewood	1450	---	1075	625
Orin to Lusk	1850	1750	1505	875	Whitewood to Belle Fourche	---	---	1890	1100
Lusk to Harrison	2060	2200	1890	1100	Belle Fourche to Newell	---	---	---	760
Harrison to Dakota Junction	---	3160	2720	1580	Whitewood to Deadwood	---	---	510	300
Newell to Belle Fourche	---	---	---	835	Dakota Junction to Crawford	---	1600	1375	800
Belle Fourche to Whitewood	---	1975	1500	860	Crawford to Harrison	1250	1400	1205	4700
Whitewood to Rapid City	1350	1460	1075	625	Harrison to Casper	---	1500	1290	750
Deadwood to Whitewood	---	---	2550	1500	Casper to Ilco	---	2400	2064	1200
Rapid City to Dakota Junction	1250	1250	1075	625	Ilco to Armino via CB&Q	---	2400	2064	1200
Dakota Junction to Chadron	---	3160	2720	1580	Armino to Shobon via CB&Q	---	7200	6192	3600
Chadron to Hay Springs	1900	2000	1720	1000	Shobon to Shoshoni	---	2700	2322	1350
Hay Springs to Valentine	---	3800	3270	1900	Shoshoni to Lander	---	---	---	1350
Valentine to Thacher	2600	2900	2495	1450					
Thacher to Long Pine	---	3800	3270	1900					

Class J type oil burning locomotives handle tonnage exhibited for class JS type locomotives.

Cars loaded with merchandise will be rated at 10 tons per car plus actual light weight of car except cars loaded by carloading companies will be rated at actual weight of car and contents.

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars. Use even ton weights for each car. When the odd weight is over 1,000 pounds it will be counted as one ton; when the odd weight is less than 1,000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible or there is no stenciled weight, the weight of cars of similar class and construction will be used.

The above ratings are exclusive of cabooses and apply under

ordinary conditions over maximum grades between the points named; additional tonnage, however, will be hauled whenever circumstances and grades will permit.

When engines are unable to haul their rating the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will wire dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Crews are not required to double hills except in compliance with instructions or in unforeseen circumstances.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above the dispatcher will determine the tonnage to be hauled.

Conductors will show actual tonnage on their detail reports and on switch lists.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1' 2"	58.	1'40"	36.
1' 3"	57.1	1'45"	34.3
1' 4"	56.2	1'50"	32.7
1' 5"	55.3	1'55"	31.3
1' 6"	54.5	2'	30.
1' 7"	53.7	2'15"	26.6
1' 8"	52.9	2'30"	24.
1' 9"	52.1	2'45"	21.8
1'10"	51.4	3'	20.
1'11"	50.7	3'30"	17.1
1'12"	50.	4'	15.
1'15"	48.	5'	12.
1'20"	45.	6'	10.
1'25"	42.3	7'	8.6
1'30"	40.	8'	7.5
1'35"	37.9	10'	6.

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour		LOCATION	Restrictions Miles Per Hour
	Pass. Trains	Freight Trains		All Trains
BETWEEN LONG PINE AND CHADRON				
Maximum Speed, Miles Per Hour:				
Passenger trains 58				
Freight trains 45				
Maximum speed around curve-----	50			
M.P. 249 to 253—From 5 miles west of Wood Lake to Arabia-----	45	35		
M.P. 266.5—Over Niobrara River Bridge No. 478, three miles east of Valentine-----	30	30		
M.P. 276.5 to 287.5—4 miles east of Crookston to 4 miles east of Kilgore-----	45			
M.P. 303 to 305—Around curves three to five miles west of Nenzel-----	40	30		
M.P. 310.1 to 313.1—Around curves from two and one-half miles west of Cody to five and one-half miles west-----	40	30		
M.P. 319.75 to 323.2—Around curves one mile east of Eli to two and one-half miles west of Eli----	45	35		
M.P. 341 to 341.8—Around curves nine miles west of Merriman-----	30	30		
M.P. 353—Around reverse curves-----	45	35		
M.P. 375 to 388—Rushville to one and one-half miles west of Hay Springs-----	40	25		
When handled by Class AA diesel-----	25	25		
M.P. 398 to 399—Around curves from two and one-half to three and one-half miles west of Bordeaux-----	30	30		
BETWEEN CHADRON AND RAPID CITY				
Maximum Speed, Miles Per Hour:				
Passenger trains 45				
Freight trains 35				
Class J and Class AA Diesel Locomotives 25				
M.P. 411.4—Dakota Junction—Over Dual Controlled Switch:				
To and from Subdivision No. 2-----	10	10		
To and from Subdivision No. 3-----	25	25		
Junction Switch, Dakota Junction to M.P. H-11, one mile east of Wayside-----	40	30		
M.P. 41 to 42—Around curves four and one-half to five and one-half miles west of Smithwick--	35	25		
M.P. 85.5 to 87.5—Around curves six and one-half miles west of Hermosa to four miles east of Warbonnet-----	25	20		
M.P. 98.5 to 100.9—Corporate Limits Rapid City--	12	10		
BETWEEN RAPID CITY AND NEWELL— BENTONITE SPUR				
Maximum Speed, Miles Per Hour:				
All trains 35				
Class J Locomotives 25				
Class AA Diesels must not be operated				
CMStP&P Crossing east wye Rapid City-----			Stop	
CMStP&P Crossing west wye Rapid City-----			Stop	
M.P. 105 over Bridge H 225—Class Z engines----			25	
Class J engines----			15	
M.P. 150—Over Bridge H-308—Class J engines--			20	
M.P. 100.9 to 154.1—Rapid City to Belle Fourche--			35	
M.P. 0 to 23.2—Belle Fourche to Newell-----			25	
M.P. H-154 to H-175—Belle Fourche to end of Bentonite Spur-----			25	
BETWEEN WHITEWOOD AND DEADWOOD				
Maximum Speed, Miles Per Hour:				
All trains 20				
M.P. 5.6—Through tunnel, three and seven-tenths miles east of Deadwood-----			10	
M.P. K-7.9—Bridge K-3-----			5	
M.P. 9.4 and 9.5—All trains and movements over Lee Street, Deadwood, must be preceded by trainmen. All switching movements over Deadwood and Pine Streets must be preceded by trainmen when cars are handled ahead of the engine in direction of movement-----			Flag	
BETWEEN DAKOTA JUNCTION AND CASPER				
Maximum Speed, Miles Per Hour:				
Freight trains 35				
Freight trains handling loaded tank cars 30				
Class J locomotives and Class AA Diesel locomotives between M.P. 421.0, .8 miles east of Whitney and 442.0, 6.5 miles west of Ft. Robinson; between M.P. 458.5, 7.0 miles west of Andrews and 584.7, .5 miles west of Big Muddy; and between M.P. 593.3, 1.7 miles east of Strouds and Casper will restrict speed to 25 miles per hour.				
Class AA Diesel Locomotives are numbered as follows:				
901	1056 to 1062	1063 to 1065		
1070	1518 1519	1520 to 1524		
1071	1551 to 1555	2000 2001		
1072	4103-A 4103-B	4104-A 4104-B		
1503	1080 1081	1613 to 1618 157 to 164		
M.P. 411.4 to 411.9—Around curve from Dakota Junction switch to Bridge 664 one-half mile west of Dakota Junction-----			30	
M.P. 432.3, CB&Q Railroad Crossing—Crawford--			Stop	
M.P. 440.3 to 458.7—Between Bridge 719, five miles west of Fort Robinson and top of grade, two miles east of Harrison-----			30	
M.P. 574.6 to 575.4—Through Corporate Limits—Glenrock-----			25	
M.P. 597.9 to 599.2—Through Corporate Limits—Casper-----			15	

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN CASPER AND LANDER	
Maximum Speed, Miles Per Hour: All trains 30	
M.P. 599.2 to 601.1—Through Corporate Limits—Casper -----	15
C.B.&Q. Junction—Ilco -----	Stop
C.B.&Q. Junction—Shobon -----	Stop
M.P. 701.9—Around curve one-half mile east of Shoshoni -----	15
M.P. 702.4 to 724.7—Shoshoni to Riverton-----	25
M.P. 724.7—Over Main Street Crossing at Riverton	15
M.P. 724.7 to 747.8—Riverton to Lander-----	25
ADDITIONAL SPEED RESTRICTIONS	
Trains handling loaded tank cars on heavy descending grades around curves-----	25
Trains handling loaded tank cars, except between Long Pine and Casper and between Dakota Junction and Rapid City-----	25

25 M.P.H. SPEED RESTRICTION ON HEAVY DESCENDING GRADES WILL APPLY AT THE FOLLOWING LOCATIONS:

CHADRON TO LONG PINE — EASTWARD

- M.P. 369.8 to 360.0—1.8 miles west of Clinton to Gordon.
- M.P. 353.0 to 345.5—1.0 mile west of Corral to 0.5 mile east of Irwin.
- M.P. 297.8 to 281.0—6.2 miles west of Kilgore to Crookston.
- M.P. 224.5 to 219.0—1.5 miles west of Ainsworth to 4.0 miles east of Ainsworth.

CASPER TO DAKOTA JUNCTION — EASTWARD

- M.P. 553.0 to 550.0—4.3 miles east of Fetterman to 3.7 miles west of Douglas.
- M.P. 541.0 to 538.5—5.3 miles east of Douglas to 6.5 miles west of Orin.
- M.P. 499.1 to 488.8—0.7 mile east of Manville to 2.1 miles east of Lusk.
- M.P. 481.2 to 476.0—1.0 mile east of Node to 4.5 miles west of Van Tassell.
- M.P. 458.5 to 431.0—2.0 miles east of Harrison to 1.5 miles east of Crawford.

CHADRON TO RAPID CITY — WESTWARD

- M.P. 13.0 to 16.0—1.0 mile west of Wayside to 4.0 miles west of Wayside.
- M.P. 32.5 to 44.4—4.0 miles east of Smithwick to 0.7 mile west of Oral.
- M.P. 62.0 to 67.0—5.0 miles east of Fairburn to Fairburn.
- M.P. 74.7 to 78.1—4.0 miles east of Hermosa to 0.7 mile east of Hermosa.
- M.P. 82.9 to 91.2—4.1 miles west of Hermosa to Warbonnet.
- M.P. 94.5 to 96.5—5.3 miles east of Rapid City to 3.3 miles east of Rapid City.

ADDITIONAL SPEED RESTRICTIONS

1. Diesel electric locomotives moving light will not exceed a speed of 50 miles per hour.
2. The speed of a train moving over a cross-over, turn-out from main track to siding or to diverging route at a junction, must not exceed 10 miles per hour, except as provided for in foregoing speed restrictions.

3. Class J engines must not exceed 10 miles per hour on any siding or industry track between Chadron and Belle Fourche, and between Dakota Junction and Ilco, and between Shobon and Shoshoni.

4. When Class J-JA-JS or Z engines are used on passenger trains, either single or double-head, the maximum speed of such trains must not exceed speed for time freight trains.

5. Circus and Carnival trains on main line districts will not exceed 35 miles per hour on straight track and 25 miles per hour on curves. On branch lines will not exceed 25 miles per hour on straight track and 20 miles per hour on curves. Speed restrictions requiring less than the above speed must be observed.

6. Crews handling scale test cars, either U. S. Government owned, or such cars of this or other railroads, must not exceed speed of 30 miles per hour on main line, and 20 miles per hour on branch lines; such cars to be placed in trains next ahead of cabooses, and the operation of the train carefully observed.

7. On turn-outs and curves on the Pierre line main track between Seventh Street and north wye switch and on the east leg of the wye track at Rapid City, class J engines will not exceed 15 miles per hour for all movements including pusher service on Pierre line trains. On cross-overs and diverging route turn-outs in same locality class J engines will not exceed 10 miles per hour.

8. When handling rotary snow plows on rear of trains with the wheel towards the rear the speed must not exceed 18 miles per hour. When plow is being shoved, but not working in snow, the speed must not exceed 18 miles per hour and the wheel of the rotary must be kept revolving slowly. When track conditions do not justify speed of 18 miles per hour the speed must be further reduced to meet existing conditions.

9. Derrick cars must be hauled "trailing." Speed of wrecking outfits is restricted to 25 miles per hour between Long Pine and Casper, and is restricted to 20 miles per hour over balance of division. Speed restrictions requiring less than the above speed must be observed.

10. Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks, if water is more than three inches above top of rail, and all trains, including streamliner trains, will be governed by Rules 101 and 101a, and when operating through water, must not exceed a speed of five miles per hour.

11. When locomotive cranes, derricks, and pile drivers are moved in regular freight trains, the boom of locomotive cranes and derricks must be detached and handled next to caboose when practical to do so. The cotter key or nut at bottom of the center pin in the trailing truck of all equipment must be removed when truck is so equipped. Trains handling such equipment will restrict speed to 25 miles per hour.

12. "Magor" air dump cars, series No. 11701 and 11765, odd numbers, or cars of a similar type may be handled only in switch, work train or way freight service and then only upon receipt of specific direction for such handling from the Division Superintendent. This type car, when handled under load, should not be moved at a speed greater than twenty miles per hour and when empty 25 miles per hour.

LOCOMOTIVE RESTRICTIONS

1. All classes diesel locomotives, except Class AA, single or coupled, may be operated at time card speeds on lines now authorized for Class "J" locomotives. The Baldwin 1500 HP six wheel truck road switchers may be operated on lines approved for operation of Class R-1 locomotives.

2. Doublehead locomotives cannot operate over bridge K-3 at M.P. K-7.9, two miles east of Deadwood.

3. Steam locomotives must not be backed down Deadwood hill except in cases of emergency and extra precaution must then be taken and speed restricted to 5 miles per hour on all curves.

(Continued on page 9)

LOCOMOTIVE RESTRICTIONS (continued)

CLASS J

4. Series numbered higher than 2372 cannot operate west of Rapid City.

5. In using the wye at Whitewood extra precaution must be taken account 16 degree curve on east leg of wye, and must not go beyond 150 feet of switch on Deadwood line.

6. Restrict speed to 5 miles per hour on siding at St. Onge.

7. At Belle Fourche may use the Newell line to east switch Sugar Plant Yard. Cannot use the O'Neill siding and Alfalfa Mill track.

8. Over bridge H-225, 5 miles west of Rapid City, must not be doubleheaded by any class engines unless engines are separated by one or more cars.

9. At Chadron must not pass a point 160 feet east of roundhouse door on track to roundhouse where wrecker is stored, or use north storehouse track beyond east end of storehouse platform.

10. At Long Pine must not operate east of icehouse on house track or east of the sand house on oil track.

11. At Casper must not use Air Base tracks and wye at Air Base.

12. At Shoshoni must not pass beyond a point 700 feet west of west mainline switch.

CLASS Z

13. At Chadron must not pass a point 160 feet east of roundhouse door on track to roundhouse where wrecker is stored, or use north storehouse track beyond east end of storehouse platform.

14. At Whitewood must head around east leg of wye with speed restricted to 5 miles per hour and must not use east leg of wye backing up.

15. At Belle Fourche may operate to a point 1000 feet west of west O'Neill stock yard switch and must not use Sugar Plant tracks, long and short 1 and 2.

RAILROAD CROSSINGS

Rule 98. The following Nebraska state law for the regulation of trains approaching railroad crossings must be complied with:

Section 1. All railroad trains and locomotives without trains shall come to a full stop at least two hundred feet and not more than eight hundred feet from the crossing of the other railroad and the engineman shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate with torpedo attachment, and when the signals indicate the crossing to be clear, no stop need be made.

Section 2. When trains or locomotives without trains approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

In accordance with the foregoing, trains will have precedence as follows:

Railroad	Location of Crossing	Train Having Precedence
C. M. St. P. & P.	Rapid City east "Y"	C. & N. W.
C. M. St. P. & P.	Rapid City west "Y"	C. M. St. P. & P.
C. B. & Q.	Crawford	C. & N. W.

BULLETIN BOARDS FOR THE POSTING OF GENERAL ORDERS AND SPECIAL ORDERS ISSUED BY SUPERINTENDENT ARE LOCATED AS FOLLOWS:

Long Pine	Telegraph office and enginehouse.
Chadron	Telegraph office, yardmen's room and enginemen's locker room.
Rapid City	Telegraph office and enginehouse.
Belle Fourche	Telegraph office, and enginemen's locker room.
Glenrock	Enginemen's room.
Casper	Telegraph office, yardmen's room and enginemen's locker room.
Lander	Telegraph office and enginehouse.

Orders will be numbered consecutively beginning with No. 1 on January 1st of each year. All members of train, yard and engine crews must consult Bulletin Boards and familiarize themselves with instructions contained in these General Orders and Special Orders. Conductors, Engineers and Yard Foremen, must receipt for all General Orders in a book provided for that purpose at each Bulletin Board location, entering on this book dates and time order is read as well as signature.

SPECIAL RULES

1. On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail-cranes, dividing or between line fences which are located between tracks, bridge girders, and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employees must familiarize themselves with these conditions in the districts in which they are employed and, where they exist, must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom. New employees must exercise great care in this respect.

Standard Time.

2. Clocks showing Mountain Standard Time are located at:

Long Pine	Telegraph Office	Engine House
Chadron	Tr. Dispr. Office	Engine House
Rapid City	Telegraph Office	Engine House
Casper	Telegraph Office	Engine House

Superior Direction. Rule S-72.

3. EASTWARD trains are superior to WESTWARD trains of the same class.

Register Stations. Rule S-83.

4. Register stations are:

Long Pine	Deadwood	Casper
Cody	Belle Fourche	Ilco
Chadron	Newell	Shobon
Rapid City	Lusk	Shoshoni
Whitewood	Lander	

First class trains may register at register stations where they are not scheduled to stop, by delivering register Blank "R" to operator, who will enter same on register in proper form.

Clearance

5. All trains originating at Cody, Belle Fourche, Form A. Lusk and Shoshoni will obtain Clearance Form A. Rule 83c. This will permit operators to accept train orders for such trains without display of train order signal.

All trains must obtain Clearance Form A before leaving Rapid City.

All trains for Subdivision 2a must obtain Clearance Form A at Whitewood. Train order signal at Whitewood governs trains on Subdivision 2.

Except as above, trains will not be required to obtain Clearance Form A at originating point where same is a non-communicating station, or the office is closed.

Time Spacing.
Rule 91.

6. Eastward trains between Deadwood Yard and Whitewood will be spaced one hour apart unless otherwise directed by train dispatcher. Except as above, Rules 380 to 382, inclusive govern and trains will be spaced 10 minutes apart over balance of division.

7. Between Chadron and Dakota Junction Rules 401 to 408 govern.

Chadron Yard—Between Main Street and signal 4071 located 2460 feet West of Main Street—All trains and engines in either direction will move protecting against each other and must know the track is clear.

Freight Train Inspection.
Rule 952.

8. All freight trains will stop and train crews will make inspection of their trains at the following points:

Eastward—		Westward—	
Riverton	Rapid City	Thacher	Whitewood
Shoshoni	Smithwick	Cody	Crawford
Glenrock	or Oral	Gordon	Lusk
Lusk	Gordon	Smithwick	Orin
Harrison	Cody	or Oral	Shoshoni
Whitewood	Valentine	Rapid City	Riverton

This inspection may be made at the next adjacent station in either direction if, for any reason, it is more convenient to do so. When not necessary to stop for other reason, running inspection may be made by a member of the crew while train pulls by at slow speed.

Air Brakes.
Rule 1078.

9. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Use of Derailers.
Rule 104a.

10. Derailers have been installed at various stations principally on industry tracks; trainmen and enginemen will be expected to know at what points such protection is provided and to make sure, after having used such derailers, that they are left in normal position.

A safety switch is located in the main track near the engine house at Deadwood Yard; warning boards have been placed one-half mile each way from this switch, and signs indicating exact location. Trains must come to a full stop before reaching this switch, and trainmen must throw switch for siding after their trains have passed. Enginemen and conductors are required to keep their trains under control and avoid the possibility of running through or off this track.

Showering Hogs.
Rule 731a.

11. Conductors will see that Rule 731a is observed and that record is kept on wheel reports showing stations at which each car of hogs is showered and condition of hogs when taken and left.

Hog showering devices are located as follows:

Long Pine	Merriman	Rapid City
Ainsworth	Rushville	Crawford
Wood Lake	Hay Springs	Orin
Valentine	Chadron	Shoshoni
	Smithwick	

Main Track Movements.

12. All trains will approach Whitewood prepared to stop 100 feet short of wye switches and within such limits engines may occupy main track, regardless of overdue trains, for the purpose of turning. Trainmen and enginemen concerned in such movements will look out for each other and know that the way is clear.

13. The spur track from Jolly to Jolly Dump and from Braden to Empire will be considered as extensions of yard tracks from these points. Trains and engines operating in these districts will be governed accordingly.

Retainers on Grades.
Rule 1091.

14. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen. When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

Switching Movements
at Casper.

15. All switching movements, where cars are first to pass over crossings indicated below, must be protected by flagman stationed on the crossing:

16. EAST SECOND STREET	WOLCOTT STREET
DURUBIN STREET	CENTER STREET
	ASH STREET

All switching movements over crossings indicated below must be protected by flagman stationed on crossing. Engines will come to full stop before moving over:

West Yellowstone Highway on C. B. & Q. transfer.

West Yellowstone Highway leading from Standard Oil Company plant to Standard bridges over Platte River.

Enginemen must keep bell ringing in switching movements at Standard and Midwest Oil Company plants.

17. PROTECTION ON BRANCH LINES

On sub-divisions 3, 4, 2a, 2b, and that portion of sub-division 2 from Belle Fourche to Newell, second and third class trains, extra trains and engines, may occupy the main track at stations between station mile-boards, protecting against scheduled trains only, and extra trains must approach all stations prepared to stop expecting to find the main track occupied between the station mile-boards.

When possible, trains will be notified of following extra trains by train order in the following form: "After-----M. protect against extra----- (East or West)." Trains receiving this order, will, after the specified time, protect as prescribed by Rule 99.

Where yard limit signs are indicated, Rule 93 will govern.

OVERHEAD OBSTRUCTIONS

Maximum width and height of loaded cars that will pass in safety over Black Hills Division.

Between	Height Above Top of Rail			Structure Limiting Height
	9 ft. wide	10 ft. wide	11' 6" wide	
	Ft in	Ft in	Ft in	
Long Pine and Dakota Junction	16- 9	16- 5	15- 9	Tank at Merriman.
Dakota Junction and Rapid City	18- 8	18- 0	16- 9	Tank at Rapid City.
Rapid City and Middle Creek	17-11	17- 6	16- 8	Br. R-225, west of Rapid City.
Whitewood and Deadwood	16- 0	15- 7	14- 9	Tunnel east of Deadwood.
Belle Fourche and Newell	18- 3	17- 9	17- 1	Tank at Belle Fourche.
Braden and Empire	18- 1	17- 9	17- 0	Br. E-975, west of Braden.
Dakota Junction and Casper	17-11	17- 3	16- 3	Tank at Lost Springs.
Casper and Illco	21- 6	21- 6	21- 6	Br. 1210½ west of Casper.
Shobon and Shoshoni	19- 0	18- 6	16- 1	Tank at Shoshoni.
Shoshoni and Lander	17- 3	16-10	16- 1	Br. 1523, west of Arapahoe and Br. 1535, west of Hudson.

No load must exceed 11' 6" in width regardless of height. Trainmen and Yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the Division.

Telephones At sidings Long Pine to Chadron, Dakota Junction to Rapid City, and Dakota Junction to Casper, where there are no telegraphers, telephones may be connected with the dispatcher's circuit by throwing the switch provided for that purpose. As soon as through using this circuit, cut out by throwing the switch back. Failure to do this will impair the efficiency of the circuit.

One long ring is an alarm and should be answered immediately by trainmen at sidings where there are no telegraphers.

All concerned must exercise extreme caution in handling train orders by telephone to insure accuracy as well as promptness.

INTERMEDIATE INDUSTRIAL TRACKS ARE LOCATED AS FOLLOWS:

Siding 31.....	5.38 miles west of Douglas
Glenrock gravel pit.....	1.98 miles east of Glenrock
Pratts spur.....	1.00 mile east of Strouds
Miller spur.....	4.39 miles west of Casper
Casper Air Base.....	7.90 miles west of Casper
Farmer's spur.....	6.05 miles east of Riverton
Delfelders.....	3 miles east of Riverton
Laird siding.....	2.46 miles east of Riverton
Riverton beet dump.....	.09 miles east of Riverton
Wind River Refining Co.....	5.65 miles west of Hudson
Hudson spur.....	6.36 miles west of Hudson
Wyopo Siding.....	7.30 miles west of Hudson

COMPANY SURGEONS

		TELEPHONE NUMBER	
		Office	Residence
Chicago.....	J. K. STACK, M.D., Chief Surgeon		
	A. NYGOOD, M.D., Chief Medical Examiner		
Omaha.....	ALFRED J. BROWN, M.D., Division Surgeon	Walnut 0913	ATlantic 6140
	May be called to any point on Black Hills Division.		
	R. R. BEST, M.D. Consulting Surgeon	Webster 1828	GLendale 2122
	E. E. SIMMONS, M.D., Consulting Internist	GLendale 2617	HARney 1141
	HAROLD GIFFORD, M.D., Eye, ear, nose and Throat	ATlantic 7644	REgent 7514
	W. A. CASSIDY, M.D., Nose and Throat Specialist	GLendale 2326	ATlantic 2327
Ainsworth, Nebr.....	ROLLAND R. BRADY, M.D., Local Surgeon	26	182
	W. D. LEAR, M.D., Associate Local Surgeon	92	182
Valentine, Nebr.....	WILBUR JOHNSON, M.D., Local Surgeon	354	63
Gordon, Nebr.....	FRANK WANER, M.D., Local Surgeon	380	7
Chadron, Nebr.....	C. M. PIERCE, M.D., District Surgeon	2100	5521
	May be called to any point between Cody and Dakota Junction.		
	L. H. HOEVET, M.D., Associate Local Surgeon	2120	5521
	A. J. GRIOT, M.D., Eye Specialist	2145	2421
Hot Springs, S. D.....	SIDNEY G. BAILEY, M.D., Associate District Surgeon	75	84
	May be called to any point between Rapid City and Wayside.		
Rapid City, S. D.....	R. J. JACKSON, M.D., Local Surgeon	2269-J	38
	N. T. OWEN, M.D., Associate Local Surgeon	770-W	38
	H. D. NEWBY, M.D., Oculist	1147	140
Deadwood, S. D.....	F. S. HOWE, M.D., Local Surgeon	36	145
Belle Fourche, S. D.....	S. F. SHERRILL, M.D., Local Surgeon	302	660
	JOHN H. DAVIS, M.D., Local Surgeon	285	660
Crawford, Nebr.....	BEN C. BISHOP, M.D., Local Surgeon	286	23
	ROY G. BROWN, M.D., Local Surgeon	256	23
Lusk, Wyo.....	W. E. RECKLING, M.D., Local Surgeon	71	6-J
Douglas, Wyo.....	E. W. GARDNER, M.D., Local Surgeon	203	370
Casper, Wyo.....	N. E. MORAD, M.D., Local Surgeon	1003	2344
Riverton, Wyo.....	R. D. ASHBAUGH, M.D., Local Surgeon	390	50
Lander, Wyo.....	P. R. HOLTZ, M.D., Local Surgeon	130	89