

DIVISION OFFICERS

A. G. JOHNSON, Superintendent, Chadron
J. H. WINFIELD, Master Mechanic, Chadron
W. J. HENNIGAN, Asst. Supt., Rapid City
M. P. BRACKEN, Trainmaster-Trav. Engr., Chadron
B. W. COGIL, Train Dispatcher, Chadron
C. P. THOMPSON, Train Dispatcher, Chadron
L. H. BILYEU, Train Dispatcher, Chadron
R. B. BLAIR, Train Dispatcher, Chadron
C. J. LOGHRY, Train Dispatcher, Chadron

ENGINEERING DEPARTMENT

G. A. LINN, Division Engineer, Chadron
L. R. PENNINGTON, B&B Supvr., Chadron

ROADMASTERS

C. E. GREENWALT, Chadron E. J. WAGNER, Casper
A. EIXENBERGER, Rapid City

SIGNAL SUPERVISORS

A. A. MEYER, Supvr. Communications & Signals,
Boone

DIESEL LOCOMOTIVE RESTRICTIONS

CLASS RESTRICTED TERRITORY

C-----None

B-----Deadwood District—On authority of Superintendent only.

A-----Casper District—20 MPH between Shobon and Lander.

AA-----Rapid City District—25 MPH between Chadron and Rapid City and cannot be operated west of Rapid City.

Casper District—Cannot be operated west of Casper.

Long Pine District—Cannot use pit tracks at Long Pine.

Where lower speeds are prescribed by time table or train order it will apply.

When more than three road switcher type diesel units are operated in multiple and reverse movements are made shoving cars all units in excess of three leading units in direction of movement of units must be isolated to prevent jack-knifing.

SPEED TABLE

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour
72	50
80	45
90	40
103	35
120	30
144	25
180	20
240	15

CHICAGO & NORTH WESTERN RAILWAY

BLACK HILLS DIVISION

TIME TABLE No. 10

Effective Sunday, August 27, 1961

AT 12:01 A. M.

MOUNTAIN STANDARD TIME

**For the information and
government of employes only.**

S. C. JONES, Vice President—Operation

C. R. HUSSEY, General Manager

R. W. HERON, General Superintendent—Transportation

A. G. JOHNSON, Superintendent

**STAY ALERT - STAY ALIVE
SAFETY FIRST**

Westward—Long Pine District—Eastward

SECOND CLASS		Mile Posts	Distance from Long Pine	Time Table No. 10 AUGUST 27, 1961		Capacity of Sidings	Distance from Chadron	SECOND CLASS	THIRD CLASS
79	117			256	80				
Daily Except Sunday	Daily			Daily	Daily Except Sunday				
P. M.	P. M.							A. M.	P. M.
L 2.10	L 2.00	213.5	0.0	D..... LONG PINE YL	.....	190.5	A 7.30	A10.20
2.45	2.20	223.0	8.4	D..... AINSWORTH ... YL	25	182.1	7.12	10.01	
2.55	2.30	228.0	13.3	..... SANDRIDGE.....	.....	177.2	7.02	9.40
3.05	2.40	233.0	18.5	..... JOHNSTOWN.....	32	172.0	6.52	9.30
3.25	2.58	243.7	29.2	D..... WOOD LAKE	67	161.3	6.32	9.10	
3.42	3.15	253.2	38.7	..... ARABIA .....	.....	151.8	6.12	8.47
3.57	3.30	262.0	47.4	..... THACHER	76	143.1	5.56	8.31
4.30	3.45	269.0	54.2	D..... VALENTINE ... YL	88	136.3	5.40	8.15	
4.52	4.07	280.6	65.4	D..... CROOKSTON.....	.....	125.1	5.20	7.30
5.15	4.29	291.8	76.3	D..... KILGORE.....	70	114.2	4.56	7.05	
5.29	4.45	299.8	84.3	..... NENZEL .....	.....	106.2	4.41	6.50
5.45	4.59	307.5	91.9	D..... CODY	80	98.6	4.27	6.35	
6.10	5.25	320.8	105.3	..... ELI .....	.....	85.2	4.01	6.10
6.50	5.47	332.0	116.6	D..... MERRIMAN' ... YL	76	73.9	3.40	5.47	
7.18	6.15	346.0	130.6	..... IRWIN .....	.....	59.9	3.24	4.55
8.01	6.40	359.9	144.4	D..... GORDON..... YL	.....	46.1	2.58	4.30
8.16	6.55	368.0	152.4	..... CLINTON.....	.....	38.1	2.42	3.43
8.40	7.07	374.7	159.0	D..... RUSHVILLE.....	66	31.5	2.29	3.30	
9.10	7.30	386.5	170.9	D..... HAY SPRINGS... YL	67	19.6	2.05	3.00	
9.28	7.48	395.6	179.8	..... BORDEAUX.....	29	10.7	1.30	2.20
A10.00	A 8.15	406.3	190.5	C..... CHADRON..... YL	.....	0.0	L 1.00	L 2.00
P. M.	P. M.						A. M.	P. M.	

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' 0" wide	10' 0" wide	11' 6" wide	
	Ft in	Ft in	Ft in	
Rapid City and Middle Creek	17- 9	17- 3	16- 6	Br. R-225, west of Rapid City.
Whitewood and Deadwood	15- 9	15- 3	14- 4	Tunnel east of Deadwood.
Braden and Empire	17- 9	17- 4	16- 9	Br. E-975, west of Braden.
Casper and Illco	21- 6	21- 6	21- 6	Br. 1210½, west of Casper.
Shoshoni and Lander	16- 7	16- 2	15- 6	Br. 1523, west of Arapahoe and Br. 1535, west of Hudson.
Pierre and Rapid City	17- 2	16- 9	16- 2	Br. 1508, west of Fort Pierre.
Dakota Junction and Rapid City	19- 0	18- 8	18- 1	Br. H-86, west of Oral.
Belle Fourche and Newell	21- 0	20- 3	18-10	Br. 2923, west of Fruitdale.
Dakota Junction and Casper	21- 1	21- 1	21- 1	Br. 849 9/10, west of Orin.

NO LOAD MUST EXCEED 11' 6" IN WIDTH, NOR 21' 6" IN HEIGHT EXCEPT ON CLEARANCE AUTHORITY FROM TRAIN DISPATCHER.

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.

TONNAGE RATINGS*

WESTWARD	1500 HP Baldwin	1500 HP EMD GP-7 F-7	1500 HP EMD SD-7	EASTWARD	1500 HP Baldwin	1500 HP EMD GP-7 F-7	1500 HP EMD SD-7
	Crookston to Cody	---	1800		---	Lander to Shoshoni	---
Hay Springs to Chadron	---	1800	---	Shobon to Arminto via CB&Q	---	---	---
Dakota Junction to Rapid City	---	1350	---	Arminto to Casper	---	---	---
Rapid City to Whitewood	---	1450	---	Orin to Lusk	---	1850	---
Whitewood to Belle Fourche	---	---	---	Lusk to Harrison	---	2060	---
Belle Fourche to Newell	---	---	---	Newell to Belle Fourche	---	---	---
Whitewood to Deadwood	---	---	---	Belle Fourche to Whitewood	---	---	---
Dakota Junction to Crawford	---	---	---	Whitewood to Rapid City	---	1350	---
Crawford to Harrison	---	1250	---	Deadwood to Whitewood	---	---	---
Casper to Arminto	---	---	---	Rapid City to Dakota Junction	---	1250	---
Arminto to Shobon via CB&Q	---	---	---	Chadron to Hay Springs	---	1900	---
Shobon to Lander	---	---	---	Valentine to Thacher	---	2600	---
Pierre to Philip	---	---	---	Rapid City to Wasta	---	---	---
Philip to Box Elder	---	---	---	Wasta to Wall	1400	---	1650
Box Elder to Rapid City	---	---	---	Wall to Pierre	---	---	---

*The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grades between the points named. Additional tonnage will be hauled whenever grades and circumstances will permit.

Westward — Rapid City District — Eastward

2

THIRD CLASS	SECOND CLASS				Mile Posts	Distance from Chadron	Time Table No. 10 AUGUST 27, 1961				Capacity of Sidings	Distance from Newell	SECOND CLASS				THIRD CLASS
69	85	619	73	117			STATIONS						620	74	86	256	70
Tuesday Thursday Saturday	Tuesday Thursday Saturday	Daily	Monday Wednesday Friday	Daily Except Sunday									Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	Daily Except Sunday	Tuesday Thursday Saturday
		P. M. L 10.00		A. M. L 12.15	406.3	.....	C. CHADRON ... YL	.....	182.2	A	P. M. 5.45		P. M. A 10.35		
		A 10.15 -P. M.-		12.30	0-0	5-1	DAKOTA JUNCTION	74	177.1	L	5.30 -P. M.-		10.15				
				1.01	12-0	17-0	WAYSIDE	.....	165.2				9.40			
				1.35	26-8	31-8	OELRICHS	.....	150.4				9.07			
				1.59	36-3	41-3	SMITHWICK	.....	140.9				8.42			
				2.20	43-6	48-6	D ORAL YL	53	133.6				8.22				
				2.40	50-6	55-6	BUFFALO GAP	.....	126.6				8.05			
				3.20	67-0	72-0	FAIRBURN	.....	110.2				7.30			
				3.50	78-7	83-7	D HERMOSA	.....	98.5				7.05			
				4.35									6.20				
				5.05	99.7	104.7	D RAPID CITY ... YL	.....	77.5				5.50			
				5.20	104.5	109.5	EVERIST	.....					5.35			
				5.25	106.7	111.7	BLACK HAWK	.....	30	70.7			5.30			
				5.43	113.7	118.5	PIEDMONT	.....	31	63.7			5.12			
				5.58	118-9	123.7	TILFORD	.....	21	58.5			5.01			
				6.30	128.6	133.4	D STURGIS YL	.....	48.8				4.35			
				6.48	135.3	140.1	WHITEWOOD ... YL	39	42.1			P. M. A 2.45	4.12				
				7.05	142.7	147.5	ST. ONGE	.....	34.7			2.23	3.55			
				7.20	150.4	155.2	JOLLY	.....	27.0				3.39	A. M.- A 7.50		
-A. M.- L 8.25			-A. M.- L 8.30	A 7.30	154.3	159.1	D .. BELLE FOURCHE YL	.....	23.1		-P. M.- A 12.05	L 2.00 -P. M.-	L 3.30 -P. M.-	L 7.35 -A. M.-		
A 8.40 -A. M.-	A 6.20 -P. M.-		8.55	A. M.	8.3	167.6	FRUITDALE	.....	14.6		11.40					
			9.20		16-0	175.0	NISLAND	.....	44	7.2	11.20					
					17-8	176.8	BRADEN	.....	5.4							
			A 9.40 A. M.		23-2	182.2	D NEWELL	.....	43	0.0	L 10.50 A. M.					

NO. 73 IS SUPERIOR TO NO. 74.

All train and engine movements within yard limits at Rapid City must not exceed 12 M.P. H.

Westward - Deadwood District - Eastward

Mile Posts	Distance from Whitewood	Time Table No. 10 AUGUST 27, 1961		Capacity of Sidings	Distance from Deadwood
STATIONS					
0-0	0-0	.....	WHITEWOOD	44	9.3
5.5	5.5	.....	TUNNEL	.....	3.8
9.3	9.3	.....	DEADWOOD	.....	0.0

Westward - Clay District - Eastward

SECOND CLASS	Mile Posts	Distance from Belle Fourche	Time Table No. 10 AUGUST 27, 1961		Capacity of Sidings	Distance from Bentonite Spur	SECOND CLASS
71							72
Daily Except Sunday							Daily Except Sunday
A. M. L 10.00	154.3	0.0	D .. BELLE FOURCHE YL	21	19.5	A. M. A 12.15	
A 11.01 A. M.	174.0	19.5	... BENTONITE SPUR ...	.....	0.0	L 11.30 A. M.	

NO. 71 IS SUPERIOR TO NO. 72.

Westward — Casper District — Eastward

SECOND CLASS		Mile Posts	Distance from Dakota Jct.	Time Table No. 10 AUG. 27, 1961		Capacity of Sidings	Distance from Lander	SECOND CLASS	
617	619			620	618				
Sunday Tuesday Thursday	DAILY							DAILY	Monday Wednesday Friday
	P. M. L 10.00	406.3		CHADRON 5.1				P. M. 5.45	
	P. M. 10.15	411.5	.....	DAKOTA JCT. 10.3	74	338.3		A 5.30	
	10.36	421.8	10.3	WHITNEY 10.7	.....	328.0		5.07	
	10.59	432.5	21.0	CRAWFORD YL 3.0	69	317.3		4.45	
	11.05	435.5	24.0	FT. ROBINSON 7.6	.....	314.3		4.00	
	11.22	443.0	31.6	GLEN 17.3	35	306.7		3.43	
	12.05	460.3	48.9	HARRISON 11.1	20	289.4		2.56	
	12.38	471.3	60.0	VAN TASSELL 19.9	.....	278.3		2.26	
	1.35	491.2	79.9	LUSK 8.7	.....	258.4		1.45	
	2.05	500.0	88.6	MANVILLE 7.4	.....	249.7		1.05	
	2.25	507.4	96.0	KEELINE 8.7	.....	242.3		12.40	
	2.49	516.1	104.7	LOST SPRINGS 4.5	.....	233.6		12.14	
	2.58	520.6	109.2	SHAWNEE 11.5	.....	229.1		12.01	
	3.35	532.0	120.7	ORIN 14.0	.....	217.6		11.35	
	4.04	546.0	134.7	DOUGLAS 10.9	.....	203.6		10.55	
	4.26	557.1	145.6	FETTERMAN 6.3	.....	192.7		10.23	
	4.39	563.4	151.9	CAREYHURST 11.3	.....	186.4		10.10	
	5.12	574.7	163.2	GLENROCK 6.7	73	175.1		9.45	
	5.23	581.4	168.7	PARKERTON 2.6	.....	168.4		9.20	
	5.31	584.0	172.5	BIG MUDDY 5.5	.....	165.8		9.10	
	5.42	589.5	178.0	PEARSON 5.4	.....	160.3		8.57	
	5.55	595.0	183.4	STROUDS 4.3	42	154.9		8.45	
A. M. 10.00	A 6.05 A. M.	600.0	187.7	CASPER 12.1	.....	150.6		L 8.30 A. M.	A. M. 4.55
	10.30	611.2	199.8	CADOMA 3.7	.....	138.5			4.30
	10.40	615.0	203.5	ILLCO 3.7	.....	134.8			4.20

Between Illco and Shobon trains operate over the tracks of the CB&Q Railroad and are governed by rules and time table of that railroad.

1.10	699.0	289.8	.....	SHOBON...YL	.....	48.5		12.50
1.40	702.4	293.2	D...	SHOSHONI	52	45.1		12.40
3.20	724.7	315.5	D...	RIVERTON	29	22.8		11.30
3.40	731.1	322.2	.....	ARAPAHOE	.....	16.1		10.25
3.55	737.4	328.5	.....	HUDSON	.....	9.8		10.10
A 4.30 P. M.	747.2	338.3	D.....	LANDER	.....	0.0		L 9.45 A. M.

NO. 619 IS SUPERIOR TO NO. 620.

CB&Q train dispatcher's telephones are installed in C&NW communicating stations at Shoshoni and Casper.

Before departing from Shoshoni, Eastward C&NW trains and engines will report for CB&Q train orders and Clearance Form A to enter CB&Q main track at Shobon.

Before departing from Casper, Westward C&NW trains and engines will report for CB&Q train orders and Clearance Form A to enter CB&Q main track at Illco.

Westward — PRC District — Eastward

SECOND CLASS		Mile Posts	Distance from Pierre	Time Table No. 10 AUGUST 27, 1961		Capacity of Siding	Distance from Rapid City	SECOND CLASS	
495	62								
Daily Except Sunday								Daily Except Sunday	
P. M. L 10.00		482.0	0.0	PIERRE...YL	88	167.6		A. M. 5.25	
10.10		484.4	2.4	FORT PIERRE.YL	.....	165.2		5.00	
10.30		493.7	11.7	TETON	50	155.9		4.28	
10.50		503.3	21.3	WENDTE	.....	146.3		4.05	
11.01		512.9	31.1	VAN METRE	48	136.5		3.28	
11.23		523.4	41.6	CAPA	.....	126.0		3.03	
11.50		533.2	51.4	MIDLAND .YL	49	116.2		2.30	
12.06		540.8	59.0	NOWLIN	.....	108.6		1.40	
12.26		550.9	69.1	POWELL	.....	98.5		1.25	
1.05		559.7	77.9	PHILIP...YL	52	89.7		1.05	
1.35		573.4	91.6	COTTONWOOD	.....	76.0		12.25	
1.57		584.5	102.7	QUINN	.....	64.9		11.55	
2.15		591.0	109.2	WALL...YL	49	58.4		11.40	
2.50		604.9	123.1	WASTA...YL	51	44.5		10.45	
3.10		615.3	133.5	OWANKA	.....	34.1		10.10	
3.40		629.0	147.2	UNDERWOOD	.....	20.4		9.50	
4.15		640.6	158.8	BOX ELDER...YL	38	8.8		9.25	
A 4.45 A. M.		649.4	167.6	RAPID CITY...YL	.....	0.0		L 9.00 P. M.	

All train and engine movements within yard limits at Rapid City must not exceed 12 M.P.H.

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour All Trains	LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN LONG PINE AND CHADRON		BETWEEN CASPER AND LANDER	
Maximum speed, miles per hour.....	35	Maximum Speed, Miles Per Hour: All trains 30	
M.P. 266.5—Over Niobrara River Bridge No. 478, 3.0 miles east of Valentine.....	30	M.P. 600.5 to 601.5—Through Corporate Limits— Casper	15
M.P. 276.5 to 289.5—4.0 miles east of Crookston to 2.5 miles east of Kilgore.....	30	C.B.&Q. Junction—Ilco	Stop
M.P. 341.0 to 341.8—Around curves 9.0 miles west of Merriman	30	M.P. 699.0 to M.P. 748.0, Shobon to Lander, Class A Diesels	20
M.P. 398.0 to 399.5—Around curves from 2.5 miles to 3.5 miles west of Bordeaux.....	30	C.B.&Q. Junction—Shobon	Stop
BETWEEN CHADRON AND RAPID CITY		M.P. 701.9—Around curve 0.5 mile east of Sho- shoni	15
Maximum speed, miles per hour: All trains 35		M.P. 702.4 to 724.7—Shoshoni to Riverton.....	25
Except Class AA Diesel Locomotives 25		M.P. 724.7—Over Main Street Crossing at Riverton	15
M.P. 411.4—Dakota Junction—Over Dual Control Switch:		M.P. 724.7 to 747.8—Riverton to Lander.....	25
To and from Rapid City District.....	10	BETWEEN PIERRE AND RAPID CITY	
To and from Casper District.....	25	Maximum Speed, miles per hour:	
Junction Switch, Dakota Junction to M.P. 11.0 about 1.0 mile east of Wayside.....	30	Pierre and M.P. 527.5, 4.0 miles west of Capa..	30
M.P. 85.5 to 87.5—Around curves 6.5 miles to 8.5 miles west of Hermosa.....	20	M.P. 527.5, 4.0 miles west of Capa and Wall..	40
M.P. 97.6 to 100.9—Corporate Limits Rapid City	10	Wall and Rapid City	30
BETWEEN RAPID CITY AND NEWELL— BENTONITE SPUR		M.P. 482.5 to 483.1—Around curve east of Mis- souri River Drawbridge, and over Missouri Riv- er Drawbridge. In addition all movements ap- proaching this drawbridge will be governed by Rule 98.....	20
Maximum speed, miles per hour: All trains 35		M.P. 1.0 to 500 feet west of M.P. 2.0 OAHE DAM SPUR	10
M.P. 0.0 to 23.2—Belle Fourche to Newell.....	25	M.P. 485.2—Around curve 0.8 mile west of Fort Pierre	20
M.P. 154.0 to 175.0—Belle Fourche to end of Ben- tonite Spur	25	M.P. 487.4—Around curve 3.0 miles west of Fort Pierre	20
BETWEEN WHITEWOOD AND DEADWOOD		M.P. 491.4 to 492.1—Around curves 1.5 miles and 2.0 miles east of Teton.....	20
Maximum speed, miles per hour: All trains 20		M.P. 504.3—Around curve 1.0 mile west of Wendte	20
M.P. 5.6—Through tunnel, 3.7 miles east of Dead- wood	10	M.P. 540.1—Around curve 0.7 mile east of Nowlin	25
M.P. 7.9—Bridge K-3, 1.2 miles east of Deadwood	5	M.P. 545.0—Around curve 4.0 miles west of Nowlin	30
M.P. 9.4 and 9.5—All trains and movements over Lee Street, Deadwood, must be preceded by trainmen. All switching movements over Dead- wood and Pine Streets must be preceded by trainmen when cars are handled ahead of the engine in direction of movement.....	Flag	M.P. 547.3—Around curve 3.5 miles east of Powell	30
BETWEEN DAKOTA JUNCTION AND HARRISON		M.P. 558.5 to 559.4—Around curves 0.8 mile and 0.4 mile east of Philip	30
Maximum speed, miles per hour: All trains 35		M.P. 566.3—Around curve 6.5 miles west of Philip	30
BETWEEN HARRISON AND CASPER		M.P. 590.5—Around curve 0.5 mile east of Wall..	30
Maximum speed, miles per hour: All trains 25		M.P. 591.6—Around curve 0.5 mile west of Wall..	20
M.P. 411.4 to 411.9—Around curve from Dakota Junction switch to Bridge 664 0.5 mile west of Dakota Junction.....	30	M.P. 592.0 to 596.0—Between Wall and 5.0 miles west of Wall.....	20
M.P. 432.3, CB&Q Railroad Crossing—Crawford..	Stop	M.P. 647.0 to junction with Rapid City District..	10
M.P. 440.3 to 458.7—Between Bridge 719, 5.0 miles west of Fort Robinson and top of grade, 2.0 miles east of Harrison.....	30	M.P. 649.4—C. M. St. P. & P. Crossing, Rapid City	Stop
M.P. 458.7 to 460.5—Between 2.0 miles east of Harrison to Harrison.....	25	M.P. 649.5—Junction with Rapid City District Main Track, Rapid City.....	Stop
M.P. 598.0 to 600.0—Through corporate limits— Casper	15	SPECIAL SPEED RESTRICTIONS	
		Trains handling loaded tank cars on heavy de- scending grades around curves listed below.....	25
		Trains handling loaded tank cars, except between Long Pine and Casper, between Dakota Junc- tion and Rapid City, and between Rapid City and Pierre	25

SPECIAL SPEED RESTRICTIONS—continued

TRAINS HANDLING LOADED TANK CARS MUST NOT EXCEED 25 MILES PER HOUR ON HEAVY DESCENDING GRADES ON CURVES LISTED BELOW:

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—7.0 miles east of Gordon 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 8.0 miles east of Rapid City.
M.P. 94.5 to 96.5—5.3 miles east of Rapid City to 3.3 miles east of Rapid City.

RAPID CITY TO PIERRE — EASTWARD

M.P. 583.3 to M.P. 590.6—1.3 miles east of Quinn to 0.6 mile east of Wall.
M.P. 609.0 to M.P. 625.0—0.4 miles west of Wasta to 4.0 miles east of Underwood.
M.P. 643.0 to M.P. 647.7—2.3 miles west of Box Elder to 2.0 miles east of Rapid City.

ADDITIONAL SPEED RESTRICTIONS

(a) Diesel electric motor trains and engines must not run over inundated tracks if water is more than 3 inches above top of rail, and all trains, when operating through water, must not exceed 5 miles per hour. Rules 101, 101a and 713 govern.

(b) The maximum speed for diesel power operating light without caboose will be as indicated in speed restrictions for freight trains.

(c) Diesel switch engines must not be operated or towed at speeds to exceed 35 miles per hour. 400 series switchers must not be operated or towed at speeds to exceed 20 miles per hour. Where lower speed is prescribed it will govern.

(d) The speed of train or engine moving through a crossover, turnout to or from main track or to diverging route at a junction, must not exceed 10 miles per hour, unless otherwise provided.

(e) Trains handling scale test cars must not exceed 30 miles per hour on Long Pine and Rapid City Districts, nor 20 miles per hour on other districts. Such cars to be handled only upon specific instructions from chief train dispatcher; placed in train next ahead of caboose and in accordance with Rule 1078.

(f) Circus trains and Carnival trains entirely of steel construction or steel underframe cars must not exceed 35 miles per hour at any point on straight track nor 25 miles per hour on curves on Long Pine District, and 25 miles per hour at any point on straight track nor 20 miles per hour on curves on other districts. Where lower speed is prescribed it will govern.

(g) Wrecking outfits must not be handled in trains of more than 40 cars and will not exceed 25 miles per hour between Long Pine and Casper and 20 miles per hour over balance of division. Where lower speed is prescribed it will govern.

(h) When any locomotive crane or derrick is moved on its own

wheels in any train, the boom must be detached. When any pile driver is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured. The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned above must be removed, when truck is so equipped; such machines must be hauled next ahead of caboose and trains handling them must not exceed 25 miles per hour. Where lower speed is prescribed, it will govern.

(j) Trains handling CB&Q hoppers loaded with coal must not exceed 25 miles per hour. Where lower speed is prescribed it will govern.

(k) Trains handling ore cars must not exceed speed indicated below:

Ore cars loaded with ore.....	25 M.P.H.
Ore cars loaded with other commodities.....	30 M.P.H.
Empty ore cars.....	30 M.P.H.

(l) "Magor" air dump car 11713 or foreign cars of similar type may be handled only as authorized by superintendent in switch, work train or way freight service at not to exceed the speed indicated below:

LOADED	EMPTY
20 MPH	25 MPH

"Magor" air dump cars 11715 to 11753 (odd numbers only) may be handled without special authority, in any freight train at not to exceed the speed indicated below:

LOADED	EMPTY
35 MPH	Authorized time-table speed.

SPECIAL RULES**RULE M. CLOSE CLEARANCES**

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail-crane, 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.

RULE 3. STANDARD TIME

Clocks showing Mountain Standard Time are located at:

Long Pine.....	Operator's Office
Chadron.....	Tr. Dispr. Office.....Enginehouse
Rapid City.....	Operator's Office.....Enginehouse
Casper.....	Operator's Office
Pierre.....	Operator's Office.....Enginehouse

RULE 6 (revised):

The following letters when placed before the figures of a schedule indicate:

L—Leave.
A—Arrive.

RULE 6a (revised):

The following letters when placed in the station column indicate:

C—Train order office open continuously.
D—Train order office open as specified by special instructions.
YL—Yard Limits.

RULE 20.

In the application of Rule 20, the display of green flags is discontinued and the display of green lights only, by day and/or by night, is authorized.

On single track, when both green lights fail, the train displaying signals must stop and notify inferior trains which are met or passed and must notify all trains at train order meeting or waiting points of the following sections.

RULE 21.

In the application of Rule 21, the display of white flags is discontinued and the display of white lights only, by day and/or by night, is authorized.

RULE S-72. SUPERIOR DIRECTION

Unless otherwise provided, EASTWARD trains are superior to WESTWARD trains of the same class.

RULES S-83 and S-83a REGISTER STATIONS

Long Pine	Jolly	Lander	Shobon
Chadron	Belle Fourche	Casper	Shoshoni
Rapid City	Newell	Ilco	Pierre
Whitewood	Bentonite Spur		Philip

Whitewood is a register station for trains originating and terminating at Whitewood and No. 256. Other trains need not register at Whitewood unless directed to do so by Train Dispatcher.

Jolly is a register station for No. 69 and 70 and for other trains when directed by Train Dispatcher.

RULE 83c. CLEARANCE FORM A

All trains originating at Belle Fourche and Shoshoni must obtain Clearance Form A. 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 except Rapid City District trains when office is closed.

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

RULE 83f. BULLETIN BOARDS

Bulletin boards for the posting of general orders and special orders issued by superintendent are located as follows:

Long Pine	Operator's office.
Chadron	Operator's office, yardmen's room and enginemen's locker room.
Rapid City	Operator's office and enginehouse.
Belle Fourche	Operator's office, and enginemen's locker room.
Casper	Operator's office, yardmen's room and enginemen's locker room.
Lander	Operator's office and enginehouse.
Pierre	Passenger station and enginehouse.

RULE 91. TIME SPACING

Except in C.T.C. territory Rules 380, 381 and 382 govern and trains will be spaced as follows:

Between Deadwood and Whitewood, 1 hour apart unless otherwise directed by Train Dispatcher.

On the balance of the Black Hills Division, 10 minutes apart.

RULE 93. YARD LIMITS

LONG PINE DISTRICT:

Long Pine; Ainsworth; Valentine; Merriman; Gordon; Hay Springs; Chadron.

RAPID CITY DISTRICT:

Chadron; Oral; Rapid City; Sturgis; Whitewood to and including Deadwood; Belle Fourche.

CASPER DISTRICT:

Chadron; Crawford; Casper to and including Strouds; Shobon.

PRC DISTRICT:

Pierre; Ft. Pierre; Midland; Philip; Wall; Wasta; Rapid City.

RULE 98. RAILROAD CROSSINGS

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.

RULE 261. CENTRALIZED TRAFFIC CONTROL

(Rules 401 to 408 inc. govern)

CHADRON AND DAKOTA JCT.

Dispatcher operated home signals:

(Rules 601A, 601B, 601C, 601E and 601G govern)

Westward—signals 4071, 4101, 4101A, 4121 and 4121A

Eastward—signals 4122 and 4122A

Automatic Block signals:

(Rules 501AA, 501B and 501C govern)

Westward—signals 4081

Eastward—signals 4132, 4132A, 4112 and 4092

(b) Chadron Yard — Between Main street and signal 4071 located 2460 feet west of Main Street, all trains and engines must move at restricted speed.

RULE 704. CONDUCT OF EMPLOYEES

(a) Civil, gentlemanly deportment is required of all employees in their dealings with the public, their subordinates and each other. Courtesy and attention to patrons is demanded.

Employees who are negligent, insubordinate, dishonest, immoral or quarrelsome or who conduct themselves in such a manner that might bring discredit upon the railway company or loss of good will or who are careless of the safety of themselves or others will not be retained in the service.

(b) The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proceeding, from any cause, he must consult the engineman and be equally responsible with him for the safety and proper handling of the train and for such use of signals and other precautions as the case may require.

(c) Constant presence of mind to insure safety to themselves and others is the primary duty of all employees.

RULE 704—continued

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

The designation "Trainmen" or "Enginemen" in any rule includes yardmen and firemen, when applicable.

While general rules are subdivided for convenience, they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employee.

RULE 1091 RETAINERS ON GRADES

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 must not exceed 20 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS

(A) TELEPHONES

At sidings Long Pine to Chadron, Dakota Junction to Rapid City, and Dakota Junction to Casper, where there are no operators, 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 operators.

(B) HOT BOXES

When a car is set out because of hot box, the fire must be entirely extinguished and all of the packing removed from the journal box. Close inspection must be made to ascertain whether or not the floor or other wooden parts of the car have been ignited, and if so, they must also be extinguished.

(C) SAFETY SWITCH DEADWOOD

A safety switch is located in the main track at entrance to the yard at Deadwood; warning boards have been placed 0.5 mile in each direction from this switch. Trains must come to a 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 of this track.

(D) SPUR TRACKS JOLLY AND BRADEN

The spur tracks 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.

(E) SWITCHING MOVEMENTS AT CASPER

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

EAST SECOND STREET	WOLCOTT STREET
DURBIN STREET	CENTER STREET
ASH STREET	FIRST STREET MILLS

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.

(F) PROTECTION ON BRANCH DISTRICTS

On Rapid City, Casper, and Clay Districts, second 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. (train) 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 governs.

(G) BELLE FOURCHE

Cars loading on engine track foul west team track.

(H) RIVERTON

Cars spotted on east end of short house track will not clear a man on side of car.

Tank cars at acid loading spot Uranium Plant must not be coupled to when red light by side of track is flashing. Care must be taken when coupling to other cars on this track.

(J) NEWELL

Derail on main track east of depot will be locked in clear position except when cars are spotted on the main track west of derail and it will then be locked in derailing position.

(K) RAPID CITY

Locomotives must not be operated and men must not ride top of cars beyond the loading devices in switching the rock quarries.

(L) PIERRE

The track located south of, and running parallel to the main track, extending from the crossover just east of Washington Avenue to the crossover at the viaduct just east of the Station, will be considered the siding.

All movements over Pierre Street on the "low line" must be preceded by a flagman.

(M) AUTOMATIC PROTECTION EQUIPPED CROSSINGS

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew. Automatic devices will in no way relieve the crew from protecting except as provided in Rule 103.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices, stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Where manual control push buttons are provided, they are contained in RED boxes mounted on instrument case, (marked to correspond to the track to which they refer, in two or more track territory).

When a train or engine movement has caused the crossing gates to go down and emergency conditions require and warrant releasing highway traffic, the RED push button (for the track involved in two or more track territory) marked "RAISE" should be used to raise the gates. Whenever the RED "RAISE" button has been used the button marked "CANCEL" must be pushed before the movement leaves the crossing in either direction.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement.