CHICAGO & NORTH WESTERN RAILWAY

BLACK HILLS DIVISION

No. 90 TIME TABLE No. 90

Takes Effect Sunday, May 4th, 1930

At 12:01 o'clock P. M.

Mountain Time

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

H. E. DICKINSON,
GENERAL SUPERINTENDENT

M. E. PANGLE,
ASS'T GEN'L SUPERINTENDENT

S. S. LONG,
SUPERINTENDENT

Journal Print, Chadron, Nebr.

WESTWARD — BETWEEN LONG PINE AND CHADRON — EASTWARD

Sub-Division 1

STATIONS

Time Table 90

May 4th, 1930

SECOND CLASS			FIRST CLASS									FIRST CLASS		SECOND CLASS		
83	81	117	11	13	Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Long Pine		Communicating Stations	Capacity of Sidings Cars	Telegraph Calls	22	14	82	84	40
Way Freight	Way Freight	Casper and Black Hills Time Freight	Wyoming Express	Black Hills Express								Omaha Chicago Passenger	Omaha Passenger	Way Freight	Way Freight	Stock and Time Freight
Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	DAILY								DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY
		P. M. 11.30	*P. M. 6.05*	*A. M. 10.30*				*CHICAGO*				*A. M. 7.20*				
			A. M. 8.05	*P. M. 11.55*				*OMAHA*				*P. M. 5.20*	*A. M. 10.45*			
	A. M. **7.35**	A. M. **4.35**	P. M. 4.35	A. M. 8.20	6121	FWTTY		L **LONG PINE** A	CS		LO	M **7.35**	P. M. 11.59	P. M. 2.30		A. M. **4.35**
	7.50	4.45	4.43	8.28	6123		4.2	4.2 **SIDING FOUR**		35		7.25	11.52	2.15		4.25
	s **8.05** **8.55**	5.00	s 4.55	s **8.40**	6126		8.4	4.9 **AINSWORTH**	CS	30	AW	s 7.15	s11.45	s 2.00		4.15
	9.07	5.12	5.03	8.48	6127		13.3	5.7 **SIDING TWENTY-FIVE**		74		7.06	11.26	1.20		3.50
	s 9.30	5.25	5.12	s 8.59	6131	W	19.0	5.2 **JOHNSTOWN**	CS	35	JO	s 6.57	s11.18	s 1.05		3.35
	9.42	5.37	5.20	9.07	6133		24.2	5.0 **SIDING THIRTY-SIX**		35		6.47	10.03	12.45		3.22
	s10.20	5.50	s 5.31	s 9.18	6135	W	29.2	9.6 **WOOD LAKE**	CS	70	WO	s 6.38	s10.55	s12.25		3.10
	s10.42	**6.20**	5.47	f 9.35	6138	W	38.8	9.0 **ARABIA**		70		**6.20**	f10.39	s11.40		2.35
	11.15	6.45	6.02	9.50			47.8	0.9 **SIDING FORTY-SEVEN**		79		6.03	10.24	**11.15**		2.10
	f11.20	6.50	6.04	f 9.52	6143		48.7	6.3 **THACHER**		40		6.01	f10.22	f11 05		2.05
	s12.15	7.20	s 6.19	s**10.07**	6146	FWY	55.0	11.2 **VALENTINE**	CS	71	VD	s 5.43	s10.09	**10.35** s **9.40**		1.40
	s 1.00	7.50	f 6.40	s10.28	6151	W	66.2	10.7 **CROOKSTON**	CS	35	CK	s 5.23	s 9.49	s 9.15		1.10
	s 1.45	**8.35**	7.00	s10.48	6155	W	76.9	7.9 **KILGORE**	CS	73	GA	5.03	s 9.30	s **8.35**		12.40
A. M. 5.00	s 2.05 P. M. 2.30	9.00 9.30	M 7.15 7.35 s 7.50	s11.03 s11.20	6159 6162	FWY	84.8 92.7	7.9 **NENZIL** 7.9 **CODY**	CS	35 84	WD	4.50 s 4.37	s 9.15 s 9.02	s 7.50 7.30 A. M.	P. M. 2.30	12.15 11.50
f 5.15	s 5.35	9.47 10.05	8.03 8.17	f11.28 s11.40	6163 6165		99.2 106.2	6.5 **ROXBY** 7.0 **ELI**	CS	35 70	SI	4.25 4.14	f 8.48 s 8.37		f 2.15 s 2.00	11.10 10.50
5.47		10.18	**8.27**	11.48	6167		111.6	5.4 **SIDING SIXTY-NINE**		48		4.05	**8.27**		1.32	10.30
s 6.30		10.30	s 8.39	s12.01	6170	W	117.5	5.9 **MERRIMAN**	CS	70	MA	s 3.55	s 8.15		s 1.20	10.15
f 6.45		10.48	8.51	f12.13	6173		124.6	7.1 **LEAT**		35		3.43	f 8.03		f12.40	9.50
s 7.05		11.05	9.03	s**12.25**	6176	W	131.4	6.8 **IRWIN**	CS	35	N	3.33	s 7.52		s**12.25**	9.30
f 7.20		11.22	**9.13**	f12.35	6178		137.2	5.8 **SIDING SEVENTY-THREE**		29		3.24	f 7.42		f12.05	**9.13**
s 9.30		**11.45**	s 9.30	s12.55	6181	FW	145.3	8.1 **GORDON**	CS	105	GO	s 3.10	s 7.30		s**11.45**	8.45
s**10.00**		12.10	9.45	s 1.10	6185		153.3	8.0 **CLINTON**		35		2.51	s 7.14		s**10.00**	8.10
s10.40		12.30	s10.02	s 1.28	6188		160.1	6.8 **RUSHVILLE**	CS	69	RU	s 2.40	s 7.02		s 9.35	7.55
s11.20		1.00	s10.25	s 1.50	6193	W	172.0	11.9 **HAY SPRINGS**	CS	70	HA	s 2.18	s 6.40		s 8.45	7.25
f11.40		1.25	10.40	f 2.05	6197		181.0	9.0 **BORDEAUX**		31		1.58	f 6.20		f 7.55	6.50
12.01 P. M.		1.50 P. M.	10.55 P. M.	2.25 P. M.	6202	FWTT	191.8	10.8 A **CHADRON** L	CS		FD Z	1.35 A. M.	6.00 P. M.		7.30 A. M.	6.15 P. M.
Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	DAILY								DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY
83	81	117	11	13								22	14	82	84	40

No. 11 will stop on signal at stations between Long Pine and Chadron to receive revenue passengers for stations west of Chadron or to discharge revenue passengers from stations Norfolk and east.

No. 22 will stop at any station to discharge revenue passengers from stations west of Chadron.

WESTWARD — BETWEEN CHADRON AND DEADWOOD — EASTWARD — B. H. 3

Sub-Division 2

STATIONS

Time Table 90

May 4th, 1930

WESTWARD SECOND CLASS						WESTWARD FIRST CLASS		Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Long Pine		Communicating Stations	Capacity of Sidings Cars	Telegraph Calls	EASTWARD FIRST CLASS		EASTWARD SECOND CLASS				
117	617	639	685	717		611	13								22	622	118	620	686	740	40
Way Freight	Casper Time Freight	Freight	Way Freight	Freight		Wyoming Express	Black Hills Express								Omaha Chicago Passenger	Omaha Chicago Passenger	Freight	Through Freight	Way Freight	Freight	Way Freight
Daily Except Saturday	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday		DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
P. M.	P. M.	A. M.	A. M.			P. M.	P. M.								A. M.	A. M.	A. M.	A. M.	P. M.		P. M.
6.30	5.45	9.30	**7.30**			11.10	2.40	6202	FWTT	191.8	L CHADRON A	CS		FD Z	12.50	1.20	**7.30**	11.30	2.10		3.45
										5.0											
6.40	6.00	9.45	7.45			11.20	2.47	6205	Y	196.8	DAKOTA JUNCTION		100		12.40	1.10	7.15	11.15	1.55		f 3.30
	P. M	A. M.	A. M.			P. M.				11.8						A. M.	A. M.	A. M.	P. M.		
s 7.20							s **3.06**	6400		208.6	WAYSIDE	CS	26	WY	s12.21						s **3.06**
										6.1											
7.35							3.15			214.7	SIDING FIVE				f12.06						f 2.47
										2.8											
7.45							3.20	6405		217.5	SIDING NINE		35		12.01						f 2.40
										6.1											
s 8.15							s 3.29	6407		223.6	OELRICHS	CS	60	RH	s11.50						s 2.25
										9.6											
s 8.50							s 3.49	6411	W	233.2	SMITHWICK	CS	24	SM	s11.29						s 2.00
										7.2											
s 9.15							s 4.00	6414		240.4	ORAL	CS	57	K	s11.09						s 1.35
										7.1											
s10.05							s 4.20	6417	FY	247.5	BUFFALO GAP	CS	31	BG	s10.55						s 1.15
										7.8											
10.36							4.33	6420		255.3	MELVIN		24		**10.36**						f12.45
										8.6											
s11.05							s 4.47	6423	W	263.9	FAIRBURN	CS	43	FB	s10.20						s12.20
										6.2											
11.25							4.59	6425		270.1	URBAN		34		10.08						f11.59
										5.5											
s11.45							s 5.11	6427	W	275.6	HERMOSA	CS	35	RN	s 9.59						s11.45
										4.8											
f11.59							5.21	6428		280.4	AJAX		36		9.50						f11.20
										7.8											
12.25							f 5.34	6431		288.2	SIDING ELEVEN		31		f 9.33						f10.55
										8.4					9.15						
s12.45							M 5.50	6433	FWY	296.6	RAPID CITY	CS		RA	M 8.15						s10.30
2.15							6.20														
										0.8											
										297.4	R. C. B. H. & W. CROSSING										
										6.0											
s 2.40							s 6.32	6436		303.4	BLACK HAWK		34		s 8.00						s 9.45
										7.0											
s 3.05							s 6.44	6439		310.4	PIEDMONT	CS	34	R	s 7.47						s 9.25
										5.2											
s 3.25							s 6.52	6441	W	315.6	TILFORD	CS	25	TF	s 7.34						s 9.05
										8.9											
							s 7.13	6447		324.5	STURGIS				s 7.18						
										0.8											
s 4.10							**7.15**	6447		325.3	STURGIS YARD	CS	23	SJ	**7.15**						s 8.35
					A. M.					6.7					7.00					A. M.	
s 4.30					5.10		s 7.35	6451	FWY	332.0	WHITEWOOD	CS	44	WN	s 6.45					4.50	7.50
A. M.							7.45														A. M.
					5.35		8.05			337.6	TUNNEL		5		6.25					4.27	
										3.4											
					5.55		8.18	6500	FWTT	341.0	DEADWOOD YARD	CS		DE	6.17					4.15	
					A. M.					0.3										A. M.	
							8.20			341.3	A DEADWOOD L	CS		JE	6.15						
							P. M.								P. M.						
Daily Except Sunday	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday		DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
117	617	639	685	717		611	13								22	622	118	620	686	740	40

Trains can not meet or pass at Sturgis.

WESTWARD — BETWEEN PIERRE AND RAPID CITY — EASTWARD

Sub-Division 3 STATIONS

Time Table 90

May 4th, 1930

SECOND CLASS 51 Way Freight Daily Except Sunday	FIRST CLASS 503 Minn. and Black Hills Express DAILY	Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Pierre	Sub-Division 3 STATIONS	Communicating Stations	Capacity of Sidings Cars	Telegraph Calls	FIRST CLASS 514 Black Hills and Minn. Express DAILY	SECOND CLASS 52 Way Freight Daily Except Sunday
	P. M. 8.30				CHICAGO					
A. M. 6.15	A. M. 1.35	1260	FWTT		L PIERRE A	CS	52	DI	A. M. 2.35	P. M. 5.50
					2.4					
s 6.35	s 1.45	9501		2.4	FORT PIERRE	CS	49	F	s 2.25	s 5.40
					9.3					
s 7.00	f 2.10	9506		11.7	TETON		49		f 2.10	s 4.55
					9.6					
s 7.25	s 2.30	9511	W	21.3	WENDTE		49		s 1.50	s 4.20
					9.8					
s 8.00	s 2.50	9516		31.1	VAN METRE		48		s 1.28	s 3.50
					10.5					
s 8.30	s 3.11	9521	W	41.6	CAPA	CS	51	CA	s 1.06	s 3.15
					9.8					
s 9.15	s 3.31	9526	Y	51.4	MIDLAND	CS	49	MD	s12.46	s 2.40
					7.6					
s 9.40	s 3.46	9531	W	59.0	NOWLIN		50		s12.26	s 2.17
					10.1					
s10.10	s 4.04	9536		69.1	POWELL	CS	48	WK	s12.06	s 1.30
					8.8					
s11.45	s 4.21	9541	FWY	77.9	PHILIP	CS	52	P	s11.50	s 1.00
					13.7					
s12.20	s 4.47	9546		91.6	COTTONWOOD	CS	48	CO	s11.15	s12.20
					11.1					
s12.50	s 5.09	9551		102.7	QUINN	CS	49	QN	s10.50	s11.25
					6.5					
s 1.20	s 5.25	9556	WY	109.2	WALL	CS	49	WA	s10.35	s10.50
					9.8					
f 1.50	5.50	9558		119.0	SIDING SEVEN		30		10.06	f 9.59
					4.1					
s 2.25	s 6.02	9561	WY	123.1	WASTA	CS	51	WS	s 9.59	s 9.45
					10.4					
s 3.05	s 6.25	9566		133.5	OWANKA	CS	46	OW	s 9.36	s 8.50
					13.7					
s 3.55	s 6.55	9571		147.2	UNDERWOOD	CS	49	UN	s 9.13	s 8.00
					11.6					
s 4.25	s 7.18	9576		158.8	BOX ELDER		49		s 8.53	s 7.18
					8.5					
				167.3	C. M. ST. P. & P. CROSSING					
					0.3					
5.00 P. M.	M 7.40 A. M.	6433	FWY	167.6	A RAPID CITY L	CS		RA	8.35 P. M.	6.30 A. M.
Daily Except Sunday	DAILY								DAILY	Daily Except Sunday
51	503								514	52

Maul Springs water station is located 1.8 miles east of Underwood near mile post 627.

Black Hills Division engines and trains are permitted to occupy the main track and yard tracks of the Dakota Division west of the east yard limits at East Pierre and while occupying such tracks Dakota Division time table and rules will govern, conductors and enginemen must provide themselves with current time table of same.

WESTWARD — BETWEEN BUFFALO GAP AND HOT SPRINGS — EASTWARD

B. H. 5

SECOND CLASS 803 Accommodation DAILY	FIRST CLASS 813 Hot Springs Passenger DAILY	Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Buffalo Gap	Sub-Division 4 STATIONS Time Table 90 May 4th, 1930	Communicating Stations	Capacity of Sidings Cars	Telegraph Calls	FIRST CLASS 814 Omaha Passenger DAILY	SECOND CLASS 822 Accommodation DAILY
P. M. 11.00	P. M 4.25	6417	FY		L ... BUFFALO GAP ... A	CS	31	BG	P. M. 4.00	P. M. 10.40
		7103		9.0	9.0 EVANS SIDING					
s11.35	s 5.00	7106	FWTT	13.2	4.2 HOT SPRINGS, 8TH ST.	CS	27	NS	s 3.20	s10.05
11.40	5.05	7107		13.5	0.3 A ... HOT SP'GS PSGR STA ... L				3.15	10.00
P. M.	P. M.								P. M.	P. M.
DAILY	DAILY								DAILY	DAILY
803	813								814	822

C. B. & Q. R. R. trains and engines have right to operate on main track and on yard tracks within the C. & N. W. Ry. yard limits at Hot Springs. C. & N. W. Ry. trains and engines must proceed prepared to stop short of train or obstruction.

C. & N. W. Ry. conductors and enginemen operating into Hot Springs will provide themselves with copy of C. B. & Q. R. R. current time table and be governed thereby.

WESTWARD — BETWEEN WHITEWOOD AND NEWELL — EASTWARD

SECOND CLASS 117 Way Freight Daily Except Sunday	FIRST CLASS 713 Newell Passenger DAILY	Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Whitewood	Sub-Division 5 STATIONS Time Table 90 May 4th, 1930	Communicating Stations	Capacity of Sidings Cars	Telegraph Calls	FIRST CLASS 722 Omaha Chicago Passenger DAILY	SECOND CLASS 40 Way Freight Daily Except Sunday
A. M. 5.00	P. M. 7.45	6451	FWY		L ... WHITEWOOD ... A	CS	44	WN	P. M 6.25	A. M. s 7.30
s 5.25	s 8.03	6455		7.4	7.4 ST. ONGE	CS	30	SG	s 6.07	s 7.10
f 5.45	f 8.17	6457		13.5	6.1 REDWATER		10		f 5.52	f 6.47
5.50				15.0	1.5 JOLLY					
s 6.00	s 8.45	6459	FWY	18.9	3.9 BELLE FOURCHE	CS	21	OU	s 5.43	6.30
7.00										s 4.50
s 7.25	s 9.05	9698		27.4	8.5 FRUITDALE	CS	49	FA	s 5.17	s 4.20
s 7.50	s 9.23	9695	W	34.8	7.4 NISLAND	CS	49	V	s 5.02	s 3.55
			Y	36.5	1.7 BRADEN					
8.15 A. M.	9.40 P. M.	9693	Y	42.0	5.5 A ... NEWELL ... L	CS	48	W	4.45 P. M.	3.30 A. M.
Daily Except Sunday	DAILY								DAILY	Daily Except Sunday
117	713								722	40

GENERAL RULES GOVERNING EMPLOYES OF THE OPERATING DEPARTMENT DATED DECEMBER 1, 1929, ARE ISSUED IN BOOK FORM. EVERY EMPLOYE WHOSE DUTIES ARE IN ANY WAY PRESCRIBED BY THESE RULES, MUST HAVE A COPY OF THEM AT HAND WHEN ON DUTY.

SIGNS AND LETTERS

The following signs when placed before the figures of the schedule indicate:

S—Regular stop.
f—Flag stop to receive or discharge passengers or freight.
L—Leave.
A—Arrive.

When placed before the figures of the schedule the following will indicate:

M—Meals.
N—Luncheon.

The following signs when placed elsewhere indicate:

F—Fuel.
W—Water.
TT—Turn Table.
Y—Wye.
CS—Communicating station.

During fogs or bad storms in congested districts, freight and switch engine movements should be kept off the main line entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fusees and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Employes are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed so that risk of injury may be prevented. New employes must exercise great care in this respect.

SPECIAL RULES

Standard Time Rule 3.

1. Clocks showing Mountain Standard Time are located at train dispatcher's office, Chadon; telegraph office, Long Pine, Rapid City, Hot Springs, Deadwood, Pierre, and engine houses Long Pine, Chadron, Rapid City.

Superior Direction, Rule S-72.

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

Register Stations, Rule S-83.

3. Register stations are:

Long Pine	Pierre	Deadwood Yard
Chadron	Rapid City	Belle Fourche
Hot Springs (8th St.)	Whitewood	Newell

Deadwood is register station for passenger trains only. Buffalo Gap is register station for trains operating between Buffalo Gap and Hot Springs only. Cody is register station for trains 81, 82, 83 and 84 only.

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.

When first class trains are running in sections, the conductor of each section must personally register at all register stations.

All Wyoming Division trains arriving at Chadron will register at Chadron from their initial station on Wyoming Division. Rule 4 of the Book of Rules is modified accordingly.

Bulletin Boards, Rule 83c.

4. Bulletin boards are located as follows:

For Conductors and Trainmen		For Enginemen	
Long Pine	Conductor's Room	Long Pine	Engine House
Chadron	Yard Office	Chadron	Locker Room
Pierre	Passenger Station	Pierre	Engine House
Hot Springs (8th Street)	Freight Station	Hot Springs	Engine House
Rapid City	Conductor's Room	Rapid City	Engine House
Deadwood Yard	Freight Station	Deadwood	Engine House
Deadwood	Passenger Station	Belle Fourche	Engineer's Car
Belle Fourche	Station	**For Yardmen**	
		Long Pine	Conductors Room
		Chadron	Switchmen's Room
		Rapid City	Conductors Room
		Deadwood	Freight Station

Time Spacing, Rule 91.

5. Trains will be spaced 15 minutes apart, except eastward trains between Deadwood and Whitewood will be spaced one hour apart unless otherwise directed by the train dispatcher.

Spacing Passenger Trains Running in Sections, Rule 91.

6. When a passenger train is run in two or more sections night or day the rear brakeman or flagman of all except the last section will light and drop a fusee between the rails at the outer switch leaving each station or siding where there is no operator on duty.

In the territory between Cody and Valentine, at stations where there are no operators on duty and at sidings, rear brakemen or flagmen of all eastward freight trains operating at night time or when night signals are necessary, will light and drop a fusee between the rails at the outer switch leaving such stations.

Avoid dropping fusees into bridges, culverts or where there is danger of starting fire.

These instructions in no manner modify the fourth paragraph of Rule 99 of Current Book of Rules and Regulations, reading:

"By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals."

Freight Train Inspection, Rule 952.

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

EASTWARD		WESTWARD	
Underwood, Maul Springs, or Owanka	Whitewood Rapid City Fairburn	Siding 47 Cody Gordon	Van Metre, or Wendte Nowlin Philip
Wall	Smithwick	Smithwick	Wall
Philip	Hay Springs	Fairburn	Owanka,
Nowlin	Gordon	Rapid City	Maul Springs,
Van Metre, or Wendte	Cody Valentine	Whitewood	or Underwood

Make up of Passenger Trains, Wood and Steel Cars, Rule 745.

8. Passenger carrying cars equipped with standard steel underframes may be handled in trains with steel cars, but preferably placed on rear if practicable.

In case of emergency, when it is necessary to handle wooden passenger carrying cars in steel trains, they must positively be operated on rear of the train and every precaution taken in their handling.

Freight Trains Carrying Passengers, Rule 734.

9. The following freight trains only will be permitted to carry a limited number of passengers provided with proper transportation.

Nos. 51 and 52 between Rapid City and Pierre.
Nos. 81 and 82 between Long Pine and Cody.
Nos. 83 and 84 between Cody and Chadron.
Nos. 40 and 117 between Chadron and Newell.
Nos. 717 and 740 between Whitewood and Deadwood Yard.

Whistle Signals, Rule 14-L.

10. Whistle signals as per rule 14-L will be sounded approaching street crossings. Whistling posts have been located at various points at highways and street crossings in the vicinity of yards and station grounds for which enginemen will be on the lookout and comply with rule as to sounding whistle and ringing bell.

In complying with General Rule 14-L, the time and duration of public highway crossing signals will be as follows:

(A) On fast moving trains the sounding of crossing whistle must commence at the whistling post and be prolonged sufficiently to end the last blast at the crossing.

(B) On slower moving trains the sounding of crossing whistle must commence at the whistling post and where physical or weather conditions are such as to obscure the view at any crossing, this signal must be repeated or prolonged sufficiently to end the last blast at the crossing.

Additional whistle signals will be sounded whenever or wherever, in your judgment, an accident may be averted.

It is of the utmost importance that you carefully observe conditions at every crossing and be on the alert to properly warn the public, extreme care being necessary in double or multiple track territory when approaching a crossing where another train is also approaching the same crossing or is just about to clear the same crossing.

In addition to the above, your attention is directed to the necessity of ringing the engine bell, starting at the whistling post and continuing until the engine has passed the highway crossing.

Every possible precaution must be taken, when approaching highway crossings, to prevent an accident.

Air Brake, Rule 1073.

11. The minimum number of cars in freight trains required by law to be equipped with air brakes and operated is eighty-five (85) per cent of total.

Table showing maximum number of cars that can be hauled in a train with air brakes not in operation.

Total number of cars in a train including caboose.	Maximum number of cars with air brakes not in operation.
1 to 6 inclusive	0
7 " 13 "	1
14 " 19 "	2
20 " 26 "	3
27 " 33 "	4
34 " 39 "	5
40 " 46 "	6
47 " 53 "	7
54 " 59 "	8
60 " 66 "	9
57 " 73 "	10
74 " 79 "	11
80 " 86 "	12
87 " 93 "	13
94 " 99 "	14

SPEED RESTRICTIONS

12. Maximum speed that must not be exceeded at any point:

DISTRICT	Miles per Hour Pasgr.	Frt.
Sub-division No. 1, Long Pine to Chadron	45	30
Sub-division No. 2, Chadron to Whitewood	45	30
Sub-division No. 2, Whitewood to Deadwood	25	20
Sub-division No. 3, Pierre to Rapid City	40	30
Sub-division No. 4, Buffalo Gap to Hot Springs	20	20
Sub-division No. 5, Whitewood to Newell	30	25

Full trains of stock may exceed the speed limit shown by 5 miles per hour, except between Whitewood and Deadwood; Buffalo Gap and Hot Springs.

ADDITIONAL SPEED RESTRICTIONS

LOCATION		
Over bridge 478, 2½ miles east of Valentine	25	25
Through city limits, Crookston	10	10
Through city limits, Gordon	5	5
Over bridge 186 (Spring Creek) and around 4 degree curve between mile post H-86 and mile post H-87, 3 miles west of Ajax	25	20
Through city limits, Rapid City	8	8
Through tunnel 3.7 miles east of Deadwood	5	5
Between Deadwood and Lead		15
Over bridge 1500 (Missouri River) 1 mile west of Pierre	20	20
Between slow board 1 mile west of Wall and bridge 1794 5¼ miles west of Wall—westward trains only	20	20
Over bridge 1813 (Cheyenne River) 2½ miles east of Wasta	35	25
Through stations	30	20
Trains handling loaded oil tanks		30
Trains handling loaded oil tanks on heavy descending grades around curves		18

Crossovers and Turnouts.

The speed of a train moving over a cross-over; turn-out from main route to siding or diverging route at a junction, must not exceed 10 miles per hour, except when moving over diverging main line at the following points at which speed shown below will govern:

No exceptions.

Class J Engines.

Class J engines must not exceed 10 miles per hour on any passing or industry track between Chadron and Rapid City.

Handling Wrecking Outfits.

Trains handling steam wrecking outfits unless otherwise instructed must not exceed a speed of 25 miles per hour at any point, and must not exceed a speed of 20 miles per hour around curves.

Handling Rotary Snow Plows.

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.

Use of Derailing and Safety Switches, Rule 104b.

13. Derailing switches 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 switches, that tney are left in normal position.

A safety switch is located in the main line 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 731.

14. Conductors will see that Rule 731 is observed and that record is kept in train book 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:

Fruitdale	Smithwick	Wood Lake	
Whitewood	Hay Springs	Johnstown	Philip
Rapid City	Merriman	Long Pine	Wasta

Portable hose for showering hogs are located at following water tanks:

Arabia	Cody	Fairburn	Belle Fourche
Valentine	Irwin	Hermosa	Maul Springs
Crookston	Gordon	Tilford	Wall
Kilgore	Chadron	Deadwood Yard	Hot Springs Engine House

Additional Supply Engine Sand.

15. A supply of engine sand for emergency purposes is located at the following points:

Valentine	Freight House	Whitewood	Freight House
Cody	Sand House	Fairburn	Freight House
Gordon	Freight House	Buffalo Gap	Freight House
	Wasta	Freight House	

Use of Sand Spring Switches.

16. Sand must not be used passing over spring switches.

Track Scales.

17. Track scales are located as follows:

LOCATION	LENGTH	CAPACITY
Long Pine	40 ft.	100 tons
Chadron	40 ft.	100 tons
Pierre	40 ft.	100 tons
Rapid City	40 ft.	100 tons
Deadwood Yard	40 ft.	80 tons

Towing Dead Engines, Rule 731.

18. When class E, E1, E2, J, J4, M4, and Z engines are being handled dead in train they must be handled near the head end of train. Engines of smaller classes must be handled near the rear of train.

Railroad Crossings, Rule 98.

19. 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.
R. C. B. H. & W.	Rapid City west "Y"	R. C. B. H. & W.
R. C. B. H. & W.	Rapid City one mile west	C. & N. W.

Cleaning Ash Pans, Rule 1044.

20. Ash pans may be cleaned at water tanks at the following stations:

Belle Fourche	Smithwick	Philip	Gordon
Whitewood	Wasta	Capa	Cody
Rapid City	Quinn	Hay Springs	Valentine
Fairburn			

Handling Coal in Chutes.

21. In placing coal in chutes conductors will see that air is coupled and test made before ascending incline.

Main Line Movements.

22. Main line movements west of R. C. B. H. & W. crossing at Rapid City will be made only under train orders.

All trains will approach Whitewood prepared to stop 100 feet before reaching 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.

Deadwood yard crew will operate between Deadwood and Lead without train order authority.

Car Length Restriction.

23. On account of excessive curvature, freight equipment longer than 50 feet will not be moved between the following points without specific instructions to cover:

Buffalo Gap and Hot Springs. Deadwood and Lead.

JUNCTIONS AT WHICH RULES 401 TO 407 AND 601A TO 672 WILL BE OBSERVED:

C. & N. W. ..... Dakota Junction

RAILROAD GRADE CROSSINGS AND JUNCTIONS AT WHICH RULE 98 WILL BE OBSERVED:

CONNECTION	LOCATION	CONNECTION	LOCATION
C. M. St. P. & P.	East "Y" Rapid City	C. & N. W.	Belle Fourche
C. M. St. P. & P.	West "Y" Rapid City	C. & N. W.	Buffalo Gap
R. C. B. H. & W.	West "Y" Rapid City	C. & N. W.	Whitewood
R. C. B. H. & W.	West of Rapid City	C. & N. W.	Rapid City
C. & N. W.	Braden	C. & N. W.	Jolly

ESTIMATED WEIGHT OF PASSENGER EQUIPMENT:

	Wood Tons	Steel Tons
Coaches, non-vestibule	32	
Coaches, vestibuled	40	57
Passenger-Baggage	33	72
Sleepers		70
Chair Cars		70
Buffet cars		75
Lounging cars		73
Diners	52	81
Parlor Cars	55	68
Milk Cars	30	30
Business cars	65	80
Baggage-Mail	40	68
Baggage-cars	45	68
Mail cars		60
Horse cars		74

FREIGHT TRAIN TONNAGE RATING

DISTRICT	CLASS OF ENGINE							
	J	R1	R	L	Q	S2 S4	E7 E8 D1A	E10
Long Pine to Crookston	2000	1025	875	742	702	680	550	475
Crookston to Cody	1700	815	700	594	560	454	440	380
Cody to Hay Springs	1700	863	740	630	595	575	465	405
Hay Springs to Chadron	1700	900	775	663	625	600	485	425
Chadron to Hay Springs	1800	915	700	594	560	545	440	380
Hay Springs to Long Pine	3450	1650	1423	1210	1140	1114	900	770
Chadron to Whitewood	1250	615	525	450	425	405	330	280
Whitewood to Deadwood		275	230	190	181	175	140	120
Deadwood to Smithwick	1250	615	525	450	425	405	330	280
Smithwick to Chadron	1250	590	500	425	400	390	315	275
Whitewood to Belle Fourche		860	750	635	600	580	470	410
Belle Fourche to Newell		760	655	556	525	505	410	355
Newell to Belle Fourche		835	715	609	575	555	450	385
Belle Fourche to Whitewood		860	750	635	600	580	470	410
Buffalo Gap to Hot Springs		375	310	265	250	238	190	175
Hot Springs to Buffalo Gap		375	310	265	250	238	190	175
Rapid City to Wasta		1025	890					
Wasta to Wall		565	500					
Wall to Pierre		2630	2300					
Pierre to Philip		1150	1000					
Philip to Rapid City		900	790					

Cars loaded with merchandise will be rated at seven tons per car, plus the actual weight of the car.

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 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 unforseen 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, not equated tonnage on their detail reports and on switch lists.

When doubleheader engines are used, the larger one must be placed next to the train except when otherwise authorized.

In the district east of Clinton, Nebraska, with trains of over forty cars, exclusive of cabooses, doubleheading is prohibited, except as hereinafter stated.

Doubleheaders may be run on any district, providing the rating of the largest engine hauling train is not exceeded.

In case of an accident to an engine, consolidation may be effected with another train and consolidated train brought into terminal as a doubleheader, if practicable.

In making out way-bills, agents will insert the GROSS WEIGHT IN TONS (car and contents) of each car load shipment on the way-bill. Do not show fractions of tons; less than 1,000 pounds to be dropped; 1,000 pounds or over to be counted one ton.

When moving company material, such as bridge outfits, scrap, ties, etc., under special instructions without way-bill, conductors and agents will make careful estimate of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.

COMMUNICATING STATION OFFICE HOURS

Station	Daily Except Sunday	Sundays
Long Pine	Continuous	Continuous
Ainsworth	Continuous	7:00am to 9:00am 3:45pm to 5:45pm 11:00pm to 1:00am
Johnstown	8:15am to 5:15pm	None
Wood Lake	8:45am to 5:45pm	None
Valentine	Continuous	12:01am to 8:00am 9:30am to 11:30am 6:00pm to 10:30pm
Crookston	8:00am to 5:00pm	None
Kilgore	8:15am to 5:15pm	None
Cody	Continuous	Continuous
Eli	8:00am to 5:00pm	None
Merriman	8:00am to 5:00pm	None
Irwin	8:30am to 5:30pm	None
Gordon	Continuous	2:00am to 4:00am 12:30pm to 2:30pm 7:15pm to 9:45pm
Rushville	7:00am to 10:15pm	6:45pm to 10:15pm
Hay Springs	7:30am to 11:00pm	9:00pm to 11:00pm
Chadron	Continuous	None
Wayside	8:00am to 5:00pm	None
Oelrichs	8:00am to 5:00pm	None
Smithwick	8:00am to 5:00pm	None
Oral	8:15am to 5:15pm	None
Buffalo Gap	8:00am to 11:59pm	3:59pm to 11:59pm
Hot Springs	7:00am to 6:00pm	3:00pm to 5:20pm
Fairburn	8:15am to 5:15pm	None
Hermosa	8:30am to 5:30pm	None
Rapid City	Continuous	Continuous
Piedmont	8:00am to 5:00pm	None
Tilford	8:15am to 5:15pm	None
Sturgis	7:00am to 4:30pm	None
Whitewood	8:30am to 5:30pm 6:15pm to 8:15pm	6:00pm to 8:00pm
Deadwood	9:20am to 6:20pm	4:20pm to 6:20pm
St. Onge	6:15am to 3:15pm	None
Belle Fourche	6:15am to 9:00pm	5:30pm to 9:00pm
Fruitdale	8:30am to 5:30pm	None
Nisland	8:15am to 5:15pm	None
Newell	8:00am to 5:00pm	3:00pm to 5:00pm
Ft. Pierre	8:00am to 5:00pm	None
Capa	8:00am to 5:00pm	None
Midland	8:00am to 5:00pm	None
Powell	8:00am to 5:00pm	None
Philip	Continuous	10:00pm to 4:30am
Cottonwood	8:00am to 5:00pm	None
Quinn	8:00am to 5:00pm	None
Wall	8:00am to 5:00pm	None
Wasta	8:00am to 5:00pm	None
Owanka	6:15am to 3:15pm	None
Underwood	6:30am to 3:30pm	None

LOCATION OF TELEPHONES

CIRCUIT	STATION	LOCATION	CALL
First Circuit	Long Pine	Telegraph Office	— — –
	Siding 4	Car Body	
	Ainsworth	Depot Waiting Room	— – –
	Siding 25	Car Body	
	Johnstown	Depot Waiting Room	— — – – –
	Siding 36	Car Body	
	Wood Lake	Depot Waiting Room	— — – –
	Arabia	Section House	— – — –
	Siding 47	Telephone Booth	
	Valentine	Telegraph Office	— —
Second Circuit	Valentine	Road Master's Office	— – – —
	Crookston	Depot Waiting Room	– – –
	Kilgore	Telephone Booth east end of Passing Track	
	Kilgore	Depot Waiting Room	– – — —
	Nenzil	Depot Waiting Room	— —
	Cody	Telegraph Office	— — —
Third Circuit	Roxby	Car Body	
	Eli	Depot Waiting Room	– – —
	Siding 69	Car Body	
	Merriman	Depot Waiting Room	– —
	Leat	Car Body	
	Irwin	Freight House	— – —
	Siding 73	Car Body	
	Gordon	Telephone Booth east end of Passing Track	
	Gordon	Telegraph Office	— — –
Fourth Circuit	Clinton	Depot Waiting Room	— — —
	Rushville	Freight House	— —
	Hay Springs	Depot Waiting Room	— — —
	Bordeaux	Section House	– – – –
	Chadron	Train Disprs. Office	– –
Chadron to Buffalo Gap	Dakota Jct.	Section House	— — —
	Wayside	Telegraph Office	— –
	Siding 9	Section House	— — — —
	Oelrichs	Telegraph Office	– – – – –
	Smithwick	Depot Waiting Room	— – – –
		Section House	— – –
	Oral	Section House	– – – — – – –
	Oral	Depot Waiting Room	— — – —
	Buffalo Gap	Depot Waiting Room	— — —
Buffalo Gap to Rapid City	Melvin	Telephone Booth	
	Summit	Section House	— — –
	Fairburn	Depot Waiting Room	– — –
	Urban	Section House	– — – –
	Hermosa	Depot Waiting Room	– – –
	Ajax	Telephone Booth	
	Spring Creek Sec. House	Two mi. west of Ajax	– – — –
	Siding 11	Section House	– – –
	Rapid City	Telegraph Office	– —
	Rapid City	Road Master's Office	— – —
Whitewood to Deadwood	Whitewood	Telegraph Office	— —
	Whitewood	Section House K1	— —
	Tunnel	Section House	— — —
	Deadwood	Engine House	—
	Deadwood	Freight Office	– –
	Deadwood	Section House	— — —
Pierre to Van Metre	Pierre	Depot	—
	Teton	Section House	—
	Wendte	Section House	— —
	Van Metre	Section House	— — —
Rapid City to Maul Sprgs.	Rapid City	Depot	—
	Box Elder	Depot Waiting Room	— —
	Underwood	Depot Waiting Room	— — —
	Maul Springs	Section House	— — — —

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

Instructions to Connect Portable Telephones. **Single wire circuit;** place both of the extension pole clamps over the telephone wire and attach both wires on the extension pole to the line post (marked L) of the instrument; connect the other post of the instrument (marked G) to the ground using a wire from this part to a guy wire, a pole ground wire, track rail or an iron rod driven into the ground.

Metallic or two wire circuits; connect one of the extension pole clamps to one wire and the other clamp to the other wire; connect tip of one pole wire to instrument post (marked L) and the other tip of instrument post (marked G). No ground wire required on metallic circuit.

Location of Wires. **Chadron to Dakota Jct.,** west circuit, two wires, field wire and pole wire top arm; north circuit, first and third wires from track, top arm.

Dakota Jct. to Rapid City, local telephone, first and third wires from track.

Chadron to Rapid City, dispatcher's telephone two wires on bottom arm.

Chadron to Long Pine, dispatcher's telephone north side of track. Local telephone, bracket wire. Telegraph line south side of track.

Between the hours of 7:00 p. m. and 7:00 a. m. Hot Springs engine house will be connected with telephone line at Buffalo Gap thus giving telephone service to Chadron between hours stated.

At sidings Long Pine to Chadron, and Dakota Jct. to Rapid City 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.

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

Centralized Control System Between Chadron and Dakota Jct., Rule 401. Telephones for communication with train dispatcher are located at signals 4071, 4112, 4121A. 4122 and 4122A, west end of storage track, just east of signal 4092, east end and west end of storage track at Dakota Junction.

OVERHEAD OBSTRUCTIONS

Maximum width and height of loaded cars that will pass in safety over Black Hills Division. Regardless of height, no load must exceed eleven feet in width.

BETWEEN	HEIGHT ABOVE TOP OF RAIL			STRUCTURES LIMITING HEIGHT
	9 ft. wide	10 ft. wide	11 ft. wide	
	Ft in	Ft in	Ft in	
Long Pine and Dakota Jct.	16- 5	16- 1	15- 8	Tank at Valentine.
Dakota Jct. and Rapid City	18- 0	17- 4	16- 8	Br. H-86, W. of Oral and tanks at Fairburn and Rapid City.
Rapid City and Middle Creek	18- 2	17- 9	17- 3	Br. H-225, W. of Rapid City and tank at Tilford.
Buffalo Gap and Hot Springs				No obstruction below 21'-6".
Whitewood and Black Tail	16- 0	15- 7	15- 0	Tunnel near Deadwood.
Black Tail and Lead	15- 2	15- 2	15- 2	O. H. Br. L-5 at Lead.
Belle Fourche and Newell	18- 9	18- 2	17- 8	Tank at Belle Fourche.
Braden and Empire	18- 1	17- 9	17- 5	Br. 975 E. of Braden.
Pierre and Rapid City	16- 8	16- 2	15- 6	Br. 1813, E. of Wasta and tanks at Wasta and Philip.

COMPANY SURGEONS

C. W. Hopkins, Chief Surgeon, 127 North Clinton St., Chicago, Ill.

			Telephone Nos. Res.	Of.
Long Pine, Neb.	K. E. Prescott, M. D.	District Surgeon	108	6

K. E. Prescott, District Surgeon at Long Pine, may be called to any point between Long Pine and Cody

Ainsworth, Neb.	George O. Remy, M. D.	Local Surgeon	35	66
Valentine, Neb.	C. A. Johnson, M. D.	Local Surgeon	247	96
Gordon, Neb.	E. H. Dwyer, M. D.	Local Surgeon		68
Rushville, Neb.	W. M. Crawford, M. D.	Local Surgeon	45	19
Chadron, Neb.	C. M. Pierce, M. D.	District Surgeon	110	21

C. M. Pierce, District Surgeon at Chadron, may be called to any point between Cody and Dakota Junction.

Pierre, S. D.	T. F. Riggs, M. D.	District Surgeon	689	264
	A. A. McLaren, M. D.	Local Surgeon	553	264
	Trent Stout, M. D.	Assoc. Surgeon		264

T. F. Riggs, District Surgeon at Pierre, may be called to any point between Pierre and Philip.

Philip, S. D.	G. Ramsey, M. D.	Local Surgeon	140 R-2	140 R-3
Cottonwood, S. D.	E. D. Cowen, M. D.	Local Surgeon	11	11
Wasta, S. D.	A. A. Heinemann, M. D.	Local Surgeon	No Number	
Hot Springs, S. D.	C. W. Hargens, M. D.	District Surgeon	84	Black 2
Rapid City, S. D.	R. J. Jackson, M. D.	Local Surgeon	170	65
	N. T. Owen, M. D.	Asst. Surgeon	770	65

C. W. Hargens, District Surgeon at Hot Springs, may be called to any point between Rapid City and Philip.

Sturgis, S. D.	F. A. Richards, M. D.	Local Surgeon	40	
Deadwood, S. D.	F. S. Howe, M. D.	Local Surgeon	36	145
Belle Fourche, S. D.	J. L. Chassel, M. D.	Local Surgeon	105	66

First-aid supplies consisting of cot, blanket attached, and box containing bandages, etc. are required to be carried in combination cars of all passenger trains, and to be kept on hand as follows:

Long Pine, Telegraph Office.
Valentine, Baggage Room.
Cody, Telegraph Office.
Gordon, Telegraph Office.
Chadron, Baggage Room.
Buffalo Gap, Telegraph Office.
Rapid City, Baggage Room.
Philip, Baggage Room.
Whitewood, Telegraph Office.
Belle Fourche, Baggage Room.
Deadwood, Baggage Room.

Watch Inspectors, Rule 2.

National Railway Time Service Co., Chief Watch Inspectors, 58 East Washington St., Chicago, Ill.

WATCH INSPECTORS

Geo. Strelow, Long Pine.
Edward E. Morey, Chadron.
Sam Christensen, Hot Springs.
J. J. Levinson, Rapid City.
E. Mueller, Deadwood.
H. M. Reed, Pierre.
S. G. Smith Jewelry Company, Belle Fourche.

Instructions to FREIGHT CONDUCTORS, AGENTS and YARDMASTERS

WESTWARD

No. 51 will handle out of Pierre all merchandise, fill with other cars for the west, fill enroute and do station switching Fort Pierre to Philip, inclusive. Do local merchandise work.

No. 81 will handle out of Long Pine merchandise Ainsworth to Cody, fill with other cars and do station switching Ainsworth to Valentine inclusive. Do local merchandise work.

No. 83 will handle out of Cody merchandise Roxby to Chadron, fill with other cars and do station switching Roxby to Gordon inclusive. Do local merchandise work.

No. 117 will handle out of Long Pine time freight and stock and fill with cars for Chadron and beyond in preference.

No. 117 will handle out of Chadron all merchandise, short loads and loads for points north of Rapid City, do local merchandise work Chadron to Belle Fourche inclusive and station switching Wayside to Oral inclusive.

No. 803 will handle out of Buffalo Gap all cars for Evans Siding and Hot Springs inclusive.

EASTWARD

No. 52 will handle out of Rapid City all merchandise, fill with other cars for the east, fill enroute and do station switching Box Elder to Cottonwood inclusive.

No. 82 will handle out of Cody merchandise, fill with other cars and do station switching Cody to Crookston, inclusive.

No. 84 will handle out of Chadron merchandise, and loads Bordeaux to Ainsworth in preference, fill with other cars and do station switching Bordeaux to Gordon, inclusive.

No. 40 will handle out of Chadron stock from No. 686 and No. 40, stock and time freight from Chadron and pick up stock at all stations Bordeaux to Ainsworth, inclusive.

No. 40 will handle out of Newell cars for all points east, do local merchandise work Newell to Belle Fourche, inclusive.

No. 40 will handle out of Belle Fourche all merchandise for the east, do way work St. Onge to Chadron and station switching St. Onge to Buffalo Gap inclusive.

No. 814 will handle out of Hot Springs all cars for Buffalo Gap and beyond.

Dead freight extras in either direction, with light tonnage will pick up at any station on instructions from train dispatcher.

Stock extras will be governed by instructions from dispatcher in regard to filling.

Instructions regarding districts in which way freight trains will do switching will not relieve crews from doing switching at any station where necessity requires and agent directs.

DIVISIONAL STAFF

F. E. BORTON, Train Master
CHADRON

H. S. SMITH, Chief Train Dispatcher
CHADRON

DISPATCHERS

L. REMILLARD
G. O. POPE
W. D. McINTYRE
J. E. ALLEN
W. F. LESKE

ROADMASTERS

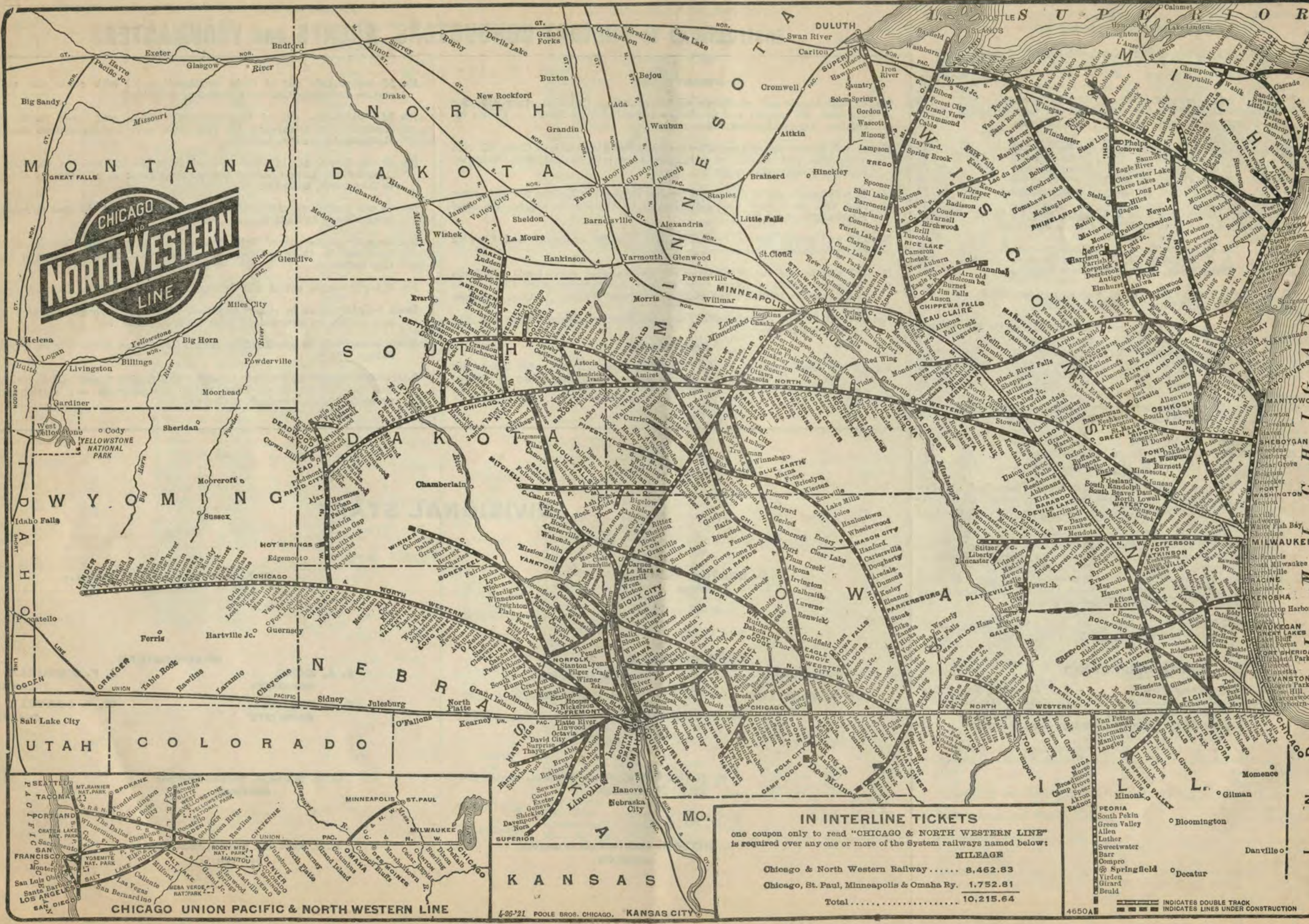
A. A. MUNN
RAPID CITY
J. F. O'ROURKE
VALENTINE
E. E. BARTON
RAPID CITY
W. F. CORYELL
CHADRON

H. H.THURBER, Master Mechanic
CHADRON

C. H. WELLS, Division Engineer
CHADRON

L. DITTON, Road Foreman of Engines
CHADRON

L. A. ROYAL, Division Accountant
CHADRON



IN INTERLINE TICKETS

one coupon only to read "CHICAGO & NORTH WESTERN LINE" is required over any one or more of the System railways named below:

	MILEAGE
Chicago & North Western Railway	8,462.83
Chicago, St. Paul, Minneapolis & Omaha Ry.	1,752.81
Total	10,215.64