Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

ALLIANCE DIVISION

No. 46

EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME

SUNDAY, NOVEMBER 5, 1939

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and guidance of the employes concerned who must carry in addition thereto the Book of Rules of the Operating Department.

RAVENNA AND SENECA SUBDIVISION

ALLIANCE DIVISION — **TIME TABLE No. 46** — **EFFECTIVE NOVEMBER 5, 1939**

WESTWARD											EASTWARD					
SECOND CLASS		FIRST CLASS			Office Open Weekdays	Distance from Lincoln	STATIONS	Signs	Office Open Sundays	Car Capacity	FIRST CLASS				SECOND CLASS	
		79 Daily Freight	41 Daily Passenger	43 Daily Passenger						Sidings / Other Tracks	44 Daily Passenger	42 Daily Passenger			80 Daily Freight	78 Daily Freight
		A. M. L 4.30	P. M. L 8.45	A. M. L 5.00	Continuous	127.74	RAVENNA	B C K R T W Yd	Continuous	Yard / Yard	P. M. A 7.22	A. M. A 1.25			P. M. A12.45	P.M. A11.00
		4.41	f 8.55	5.07	No Office	133.10	5.35 SWEETWATER	F	No Office	75 / 20	f 7.12	1.16			12.37	10.48
		4.51	s 9.05	5.13	No Office	137.91	4.81 HAZARD	F	No Office	76 / 41	f 7.04	1.09			12.29	10.40
		5.04	s 9.18	5.21	7:00 A.M. to 4:00 P.M.	144.27	6.36 LITCHFIELD	W	Closed	98 / 37	f 6.53	1.00			12.18	10.29
		5.22	s 9.35	5.33	7:00 A. M. to 4:00 P. M.	153.65	9.38 MASON		Closed	76 / 45	s 6.38	12.48			12.02 PM	10.10
		5.41	s **9.47**	**5.41**	7:00 A. M. to 4:00 P. M.	160.00	6.35 ANSLEY		Closed	E76 W77 / 40	s 6.26	12.40			11.51	**9.47**
		6.05	s 9.59	5.50	7:00 A.M. to 4:00 P.M.	167.55	7.55 BERWYN		Closed	104 / 32	f 6.12	12.31			11.38	9.27
		6.40	s 10.21	s 6.05	5:00 A.M. to 1:00 A.M.	176.13	8.58 BROKEN BOW	C W Yd	5:00 A. M. to 1:00 A. M.	E83 W76 / Yard	s 5.58	s 12.19			11.24	9.15
		6.49	10.27	6.12	No Office	180.92	4.79 ERNST	F	No Office	76	5.46	12.06			11.08	8.48
		6.56	s 10.35	6.17	7:00 A.M. to 4:00 P.M.	184.72	3.80 MERNA		Closed	88 / 44	s 5.41	12.01 AM			11.03	8.41
		7.14	s 10.50	6.31	8:00 A. M. to 5:00 P. M.	195.62	10.90 ANSELMO	W	Closed	E76 W68 / 44	s 5.25	11.48			10.46	8.18
		7.23	10.59	6.38	No Office	200.82	5.20 GAVIN	F	No Office	77	5.15	11.41			10.38	8.08
		7.35	11.08	6.48	No Office	207.71	6.89 LINSCOTT	F	No Office	125 / 10	5.07	11.32			10.25	7.54
		7.49	s **11.22**	6.59	8:00 A.M. 5:00 P.M. to	215.47	7.76 DUNNING	W	3:00 P. M. to 5:00 P. M.	76 / 55	s 4.57	**11.22**			10.07	7.38
		8.15	s 11.37	7.12	8:00 A.M. to 5:00 P.M.	225.27	9.80 HALSEY	C W	8:00 A.M. to 5:00 P.M.	125 / 45	s 4.44	11.09			9.52	7.18
		8.36	11.51	7.25	No Office	235.18	9.91 NATICK	F	No Office	88 / 29	4.28	10.55			9.28	6.48
		8.49	s 12.03 AM	7.35	7:00 A.M. to 4:00 P.M.	242.56	7.38 THEDFORD	W	7:15 A.M. to 9:15 A.M.	126 / 23	s 4.18	10.47			9.15	6.32
		9.02	12.15	7.46	No Office	250.64	8.08 NORWAY	F	No Office	77 / 26	4.04	10.37			**9.02**	6.15
		A 9.15 A. M.	A 12.25 A. M.	A 7.55 A. M.	Continuous	257.61	6.97 SENECA	B C K R T W Yd	Continuous	Yard / Yard	L 3.55 P. M.	L10.29 P. M.			L 8.50 A. M.	L 6.00 P.M.
		Daily	Daily	Daily			(129.87)				Daily	Daily			Daily	Daily
		4:45 27.4	3:40 35.4	2:55 44.8			SCHEDULE TIME / AVERAGE MILES AN HOUR				3:27 37.6	2:56 44.3			3:55 33.2	5:00 28.0

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

Manual Block System. Rule 318-B in effect.

No train order signal at Ravenna or Seneca. All trains must have Clearance Form A.

Local Extra leaves Ravenna for Seneca at 6:30 A. M., daily except Sundays.

At Broken Bow, siding east of crossover east of coal shed will be used as westward siding. Siding west of coal shed will be used as eastward siding.

When passenger trains meet at Ravenna the westward train will take siding at switch from main track to west lead.

Eastward freight trains except Nos. 78 and 80 must stop for inspection before passing Anselmo.

Telephones Located: West end bridge 175.72 east end Broken Bow yard.
East switch Seneca yard.

Spring switch west main line switch Ravenna.

No. 42 stops at stations Thedford to Litchfield inclusive to discharge revenue passengers from points Casper to Northport and Buena Vista to Deadwood.

B engines must not be operated on following tracks:
Sweetwater: Stock track.
Hazard: Stock track.
Litchfield: West of stock yards on stock track.
Broken Bow: City track. Electric light spur. Mill track.
Linscott: Stock track.
Natick: Business track. Stock track.
Norway: Business tracks.
Seneca: City track.

SENECA AND ALLIANCE SUBDIVISION

ALLIANCE DIVISION — **TIME TABLE No. 46** — **EFFECTIVE NOVEMBER 5, 1939**

WESTWARD											EASTWARD					
SECOND CLASS				FIRST CLASS		Office Open Week Days	Distance from Lincoln	STATIONS	Signs	Office Open Sundays	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS		SECOND CLASS	
			79 Daily Freight	43 Daily Passenger	41 Daily Passenger								44 Daily Passenger	42 Daily Passenger	80 Daily Freight	78 Daily Freight
			A. M. L 9.35	A. M. L 7.57	A. M. L12.30	Continuous	257.61	SENECA	B C K R T W Yd	Continuous	Yard	Yard	P. M. A 3.52	P. M. A10.26	A. M. A 8.20	P. M. A 5.30
			9.50	**8.05**	12.38	No Office	263.15	5.54 KELSO	F	No Office	75		3.44	10.18	**8.05**	5.19
			10.05	8.14	s 12.48	8:00 A. M. to 5:00 P. M.	268.64	5.49 MULLEN		Closed	127	73	s 3.37	R-10.10 Top 7/10/40	7.48	5.09
			10.30	8.28	f 1.02	No Office	278.82	10.18 HECLA	F W	No Office	77	23	f 3.22	9.56	7.34	4.52
			10 45	8.39	1.12	No Office	285.73	6.91 WEIR	F	No Office	77		3.13	9.47	7.23	4.41
			11.25	8.50	s 1.27	7:00 A.M. to 4:00 P.M.	293.88	8.15 WHITMAN	C W	Closed	E88 W88	60	s 3.03	9.36	7.12	4.29
			11.35	9.0	1.37	No Office	299.67	5.79 DULUTH	F	No Office	77		2.55	9.27	6.55	4.16
			11.50	s 9.08	s 1.45	7 A. to 3:00 P. 8 P. to 4 A. M.	306.88	7.21 HYANNIS	W	7 A.M. to 3 P.M 8 P.M. to 4 A.M.	125	35	s 2.46	s 9.17	6.43	4.06
			12.05PM	9.22	s 2.04	8:00 A. M. to 5:00 P. M.	315.47	8.59 ASHBY	W	1:00 P. M. to 3:00 P. M.	76	48	s 2.34	9.04	6.28	3.51
			12.22	9.33	s 2.20	8:00 A. M. to 5:00 P. M.	323.79	8.32 BINGHAM		1:00 P. M. to 3:00 P. M.	125	22	s 2.22	8.52	6.14	3.37
			12.40	9.47	s 2.39	8:00 A. M. to 5:00 P. M.	334.41	10.62 ELLSWORTH	W	8:00 A. M. to 5:00 P. M.	88	37	s 2.05	8.37	5.56	3.21
			12.55	9.55	s 2.54	8:00 A. M. to 5:00 P. M.	341.92	7.51 LAKE SIDE		8:00 A. M. to 5:00 P. M.	79	28	s 1.54	8.27	5.43	3.07
			1.10	10.05	f 3 10	No Office	350.53	8.61 ANTIOCH	F W	No Office	124	50	f 1.41	8.16	5.29	2.50
			1.30	10.15	3.25	No Office	359.15	8.62 BIRDSELL	F	No Office	125		**1.30**	8.05	5.15	2.30
			A 1.50 P. M.	A10.25 A. M.	A 3.40 A. M.	Continuous	365.50	6.35 **ALLIANCE**	BCKOR TWYYd	Continuous	Yard	Yard	L 1.20 P. M.	L 7.55 P. M.	L 5.00 A. M.	L 2.10 P. M.
			Daily	Daily	Daily			(107.89)					Daily	Daily	Daily	Daily
			4:15 25.4	2:28 43.7	3:10 34.0			SCHEDULE TIME AVERAGE MILES AN HOUR					2:32 42.6	2:31 43.0	3:20 32.4	3:20 32.4

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

Manual Block System. Rule 318-B in effect.

No train order signal at Alliance or Seneca. All trains must have Clearance Form A.

When passenger trains meet at Alliance, train taking siding will use No. 1 track in passenger yard.

Local extra leaves Seneca 8 A. M. daily, except Sunday, for Alliance.

Eastward freight trains except Nos. 78 and 80 must stop for inspection before passing Whitman.

Spring switches: East and West lead Alliance yard.

All switches leading off runaround track Alliance must be lined back for the runaround track after being used, except will not apply to freight trains leaving yard.

Telephones located: East Swith, Seneca yard.

Sterling Division trains use Alliance Division tracks between the wye and the passenger station at Alliance.

B engines must not be operated on following tracks:

Seneca: City track.

Whitman: Coal shed track.

Bingham: East of stock yards on stock track.

Lakeside: Stock track. Potash plant track.

Antioch: Business track.

Alliance: West leg of "Y".

Engines must not be operated on Hord track at Lakeside from Hord plant to west end of spur.

ALLIANCE AND EDGEMONT SUBDIVISION

ALLIANCE DIVISION

TIME TABLE No. 46

EFFECTIVE NOVEMBER 5, 1939

WESTWARD											EASTWARD			
SECOND CLASS			FIRST CLASS						Car Capacity		FIRST CLASS		SECOND CLASS	
79 Daily Freight	43 Daily Passenger	41 Daily Passenger	Office Open Week Days	Distance from Lincoln	STATIONS	Signs	Office Open Sundays	Sidings	Other Tracks	44 Daily Passenger	42 Daily Passenger	80 Daily Freight	
P. M. L 2.45	A. M. L 10.35	A. M. L 4.05	Continuous	365.50	**ALLIANCE**	B C K O R T W Y Yd	Continuous	Yard	Yard	P. M. A 1.10	P. M. A 7.35	A. M. A 4.00	
3.00	10.42	4.15	No Office	370.65	5.15 YALE	F	No Office	88		1.01	7.28	3.45	
3.11	10.48	f 4.23	No Office	375.59	4.94 BEREA	F	No Office	79	20	f 12.54	7.22	3.30	
3.40	11.00	s 4.37	8:00 A. M. to 5:00 P. M.	384.59	9.00 HEMINGFORD	W Yd	11:30 A. M. to 1:30 P. M.	E67 W77	55	s 12.42	s 7.12	3.10	
3.56	11.10	f 4.50	No Office	391.34	6.75 NONPAREIL	F	No Office	88	50	f 12.33	7.04	2.58	
4.10	11.17	4.59	No Office	396.49	5.15 NYE	F	No Office	76	9	12.25	6.57	2.46	
4.25	11.22	s 5.07	7:00 A. M. to 4:00 P. M.	400.61	4.12 MARSLAND		Closed	W76 E77	86	s 12.19	6.52	2.38	
4.35	11.29	5.17	No Office	404.14	3.53 DOOLEY	F	No Office	68		12.13	6.47	2.31	
4.55	11.38	s 5.31	7:30 A. M. to 4.30 P. M.	410.34	6.20 BELMONT	W	Closed	E79 W73	25	s 12.05 PM	6.39	2.20	
5.15	**11.50**	5.43	No Office	416.41	6.07 RUTLAND	F	No Office			**11.51**	6.22	1.55	
6.05	**s12.07** PM	s 6.08	Continuous	422.92	6.51 CRAWFORD	B C K W Y Yd	Continuous	W83 E88	Yard	**s11.36**	**s 6.05**	1.35	
			No Office	423.12	0.20 C. & N. W. CROSSING		No Office						
6.20	12.15	6.23	No Office	428.35	5.23 HORN	F	No Office	77	11	11.21	5.51	1.16	
6.40	12.26	6.35	No Office	436.96	8.61 JODER	F	No Office	67	4	11.09	5.40	1.01	
6.47	12.31	f 6.41	No Office	440.10	3.14 ORELLA	F	No Office	76	10	f 11.04	5.35	12.52	
6.55	12.38	6.48	No Office	445.40	5.30 MANSFIELD	F	No Office	87	9	10.57	5.27	12.42	
7.05	12.45	s 6.56	6:30 A. M. to 3:30 P. M.	450.34	4.94 ARDMORE	W	Closed	E84 W78	65	s 10.51	5.20	12.29	
7.17	12.56	f 7.08	No Office	458.79	8.45 RUMFORD	F	No Office	72	11	f 10.39	5.10	12.11 AM	
7.36	1.06	s 7.20	No Office	466.92	8.13 PROVO	F	No Office	88	11	f 10.28	5.00	11.54	
7.47	1.13	7.27	No Office	472.16	5.24 DENNIS	F	No Office	77		10.21	4.53	11.38	
A 8.00 P. M.	A 1.20 P. M.	A 7.35 A. M.	Continuous	476.14	3.98 **EDGEMONT**	B C K O R T W Y Yd	Continuous	Yard	Yard	L10.15 A. M.	L 4.45 P. M.	L11.25 P. M.	
Daily	Daily	Daily			(110.64)					Daily	Daily	Daily	
5:15 21.1	2:45 40.2	3:30 31.6			SCHEDULE TIME AVERAGE MILES AN HOUR					2:55 37.9	2.50 39.0	4:35 24.1	

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

Eastward advance track between Crawford and Rutland will be used only on train order authority.

Manual Block System. Rule 318B in effect.

No train order signal at Alliance, Crawford or Edgemont. All trains must have Clearance Form A.

No. 12 track in Edgemont yard will be used as engine lead or run-around track, all switches on the east lead must be lined back for the lead after being used except will not apply to Eastward freight trains leaving yard.

At Belmont No. 1 track will be used as westward siding, No. 2 as eastward siding. At Ardmore train taking siding will head in at depot.

When passenger trains meet at Edgemont, train taking siding will use first track next to depot.

When passenger trains meet at Alliance, train taking siding will use No. 1 track in passenger yard.

Eastward freight trains must stop for inspection before passing Belmont.

A minimum fifteen minute block will be maintained behind all freight trains, Belmont to Crawford.

Telephones located 445 feet east MP 414 Breezy Point.
1200 feet west of Belmont Tunnel.
Waiting Room Crawford Depot.
East switch eastward siding Crawford.

All switches leading off runaround track Alliance must be lined back for the runaround track after being used, except will not apply to freight trains leaving yard.

Passenger trains from or to Sterling Division will stop 400 feet from crossing with Billings Lead west end Alliance Yard and sound whistle signal 14-B and thereafter proceed over this crossing as the way is seen or known to be clear.

Local extra leaves Alliance 6:00 a m Tuesdays, Thursdays and Saturdays for Edgemont.

Local extra leaves Edgemont 1:00 a m Sundays, Wednesdays and Fridays for Alliance.

B engines must not be operated on following tracks:
Alliance: West leg of "Y."
Crawford: "Y." Old transfer. Railroad crossing on team track. Freight house track.
Hemingford: Mill track
Marsland: Ice track.
Ardmore: Refinite track.

Sterling Division trains use Alliance Division tracks between the wye and the station at Alliance.

Sheridan Division trains use Alliance Division tracks between Mile Post 477 and the station at Edgemont.

Spring switches: East end advance track Rutland.
East and West Lead Alliance yard.
East main track switch Edgemont yard.

DEADWOOD AND EDGEMONT SUBDIVISION

ALLIANCE DIVISION — **TIME TABLE No. 46** — **EFFECTIVE NOVEMBER 5, 1939**

NORTHWARD Second Class	NORTHWARD First Class 141 Daily Passenger	NORTHWARD Office Open Week Days	Distance from Edgemont	STATIONS	Signs	Office Open Sundays	Car Capacity Sidings	Car Capacity Other Tracks	SOUTHWARD FIRST CLASS 142 Daily Passenger	SOUTHWARD Second Class 208 Daily Ex. Sunday Freight
	A. M. L 8.05	Continuous	0.00	..... EDGEMONT	B C K O R T W Y Yd	Continuous	Yd	Yard	P. M A 4.20	
		No Office	0.56	0.56 DEADWOOD LINE JCT.	F	No Office				
	f 8.19	No Office	6.27	5.71 .... BUENA VISTA	F	No Office		10	f 4.04	
	f 8.24	No Office	8.34	2.07 .....CHILSON.....	F	No Office		28	f 3.59	
	s 8.40	No Office	15.97	7.63 .... MINNEKAHTA	F W Y Yd	No Office	24	15	s 3.45	
	f 8.49	No Office	19.95	3.98 .....IVANHOE.....	F	No Office		18	f 3.29	
	f 8.59	No Office	24.87	4.92 ..... ARGYLE	F	No Office		31	f 3.19	
	f 9.05	No Office	27.50	2.63 ..... LORING	F	No Office		19	f 3.13	
	s 9.15	No Office	32.31	4.81 .....PRINGLE.....	F W	No Office	12	18	s 3.03	
	f 9.25	No Office	37.52	5.21 ..... MAYO	F	No Office		30	f 2.50	
	s 9.28	No Office	39.02	1.50 ..... SANATOR		No Office		4	s 2.47	
	s 9.41	7:30 A. M. to 4:30 P. M.	44.46	5.44 ..... CUSTER	W	Closed	24	36	s 2.36	
	f 9.54	No Office	50.77	6.31 .....BERNE.....	F	No Office	21	6	f 2.20	
	f 10.04	No Office	54.82	4.05 ..... OREVILLE	F	No Office		17	f 2.08	
	s 10.17	7:30 A.M. to 4:30 P.M.	60.42	5.60 ..... HILL CITY	W Y Yd	9:45 A. M. to 2:15 P. M.	24	54	s 1.55	
		No Office	65.73	5.31 ..... SMITH SPUR		No Office		4		
	f 10.37	No Office	67.97	2.24 ..... REDFERN	F	No Office	13	14	f 1.39	
		No Office	70.60	2.63 .....PAYTON SPUR.....		No Office		2		
	s 10.55	7:00 A.M. to 4:00 P. M.	74.82	4.22 ..... MYSTIC	B K R Yd	7:00 A. M. to 4:00 P. M.	13	26	s 1.20	
	10.58	No Office	76.07	1.25 .....CANYON JCT.	F	No Office			1.15	
	s 11.16	No Office	82.05	5.98 .....ROCHFORD	F W	No Office	11	16	s 1.02	
	f 11.30	No Office	88.27	6.22 ..... NAHANT.....	F	No Office	7	9	f 12.48	
	f 11.45	No Office	93.66	5.39 .....DUMONT.....	F	No Office	25	24	f 12.35	
	s 11.59	No Office	98.55	4.89 .....ENGLEWOOD.....	F O W Y Yd	No Office	Yd	Yard	s 12.22	
	12.09 PM	No Office	102.92	4.37 ..... KIRK	F Yd	No Office		20	12.09 PM	A.M. A 7.30
	s 12.24	No Office	105.11	2.19 .....PLUMA.....	F	No Office		14	s 11.58	7.10
	A 12.40 P. M.	6:30 A.M. to 3:30 P.M.	106.83	1.72 ..... DEADWOOD	B K R T W Yd	10:15 A. M. to 1:15 P. M.	Yd	Yard	L 11.50 A. M.	L 7.00 A.M.
	Daily			(106.83)					Daily	Daily Ex. Sunday
	4:35 23.3			.....SCHEDULE TIME..... .... AVERAGE MILES AN HOUR					4:30 23.7	:30 7.8

Manual Block System. Rule 318-B in effect.
Rule 907 in effect.
No train order signal at Edgemont or Deadwood. All trains must have Clearance Form. A.
When trains meet at Kirk, the southward train will take siding on Kirk-Fantail line.
When passenger trains meet at Edgemont, train taking siding will use the first track next to depot.
No. 12 track in Edgemont yard will be used as engine lead or run-around track. All switches on the east lead must be lined back for the lead after being used, except will not apply to eastward freight trains leaving yard.
No. 142 must receive connection at Pluma from Lead and Deadwood Transit Company.
Nos. 141 and 142 must receive Bus connections from Hot Springs at Minnekahta.
Nos. 141, 142 and 208 will register at Kirk.
Trains will register Englewood, Minnekahta, Hill City and Canyon Jct. when instructed by dispatcher.
Local extra leaves Edgemont at 9 P. M., Sunday, Tuesday and Thursday for Deadwood.
Local extra leaves Deadwood at 10 P. M., Monday, Wednesday and Friday for Edgemont.
Local extra leaves Edgemont 5 A. M., Mondays, Wednesday and Fridays for Hot Springs and return.
Sheridan Division trains use Alliance Division tracks between Mile Post 477 and the station at Edgemont.
Northbound freight trains will set up and use retaining valves on all loads when descending grades of three per cent or greater, listed.
Three percent grades: Mile post 51.09 to mile post 53.49.
Mile post 70.00 to mile post 73.92. Mile post 94.41 to mile post 104.57.
T-2 engines must not be operated on following tracks:
Pluma: Powder house spur.
Deadwood: Standard Oil track. Slime Plant track. North of Stock Yards on Stock track. Pioneer Fruit Co. track from south end of platform at fruit house to north switch. Armour spur. Transfer track.

Lime Spur	Mile Post 30.66	Wasp No. 2 Spur (F)	Mile Post 100.77
Nihart Spur	Mile Post 35.53	Yates Spur (F)	Mile Post 102.32
Seals Spur	Mile Post 78.57	Orohondo Spur	Mile Post 103.40
Kennedy Spur	Mile Post 81.07	Powder Spur	Mile Post 105.65
OD Spur	Mile Post 83.30	Cinder Spur	Mile Post 105.66

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

BETWEEN MYSTIC AND CANYON JCT. TRAINS WILL MOVE AT RESTRICTED SPEED AND PROCEED AS THE WAY IS SEEN OR KNOWN TO BE CLEAR. TRAINS OF THE R C B H & W USE MAIN TRACK BETWEEN MYSTIC AND CANYON JCT.

MINNEKAHTA AND HOT SPRINGS SUBDIVISION

WESTWARD	Distance from Minnekahta	Office Open Week Days	STATIONS	Signs	Office Open Sundays	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD
	0.00	No Office	MINNEKAHTA	FWY Yd	No Office	28	17	
			6.87					
	6.87	No Office	.. ERSKINE ..		No Office		10	
			6.28					
	13.15	7:30 A.M. to 4:30 P.M.	HOT SPRINGS	R W Yd	7:30A. to 9:30A. 2:30P. to 4:30P.		35	
			(13.15)					

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

Manual Block System. Rule 318-B in effect.

Local extra leaves Edgemont 5:00 A. M. Mondays, Wednesdays and Fridays for Hot Springs and return.

Hot Springs Quarry Mile Post 7.80.

Rule 907 in effect.

No train order signal at Hot Springs. All trains must have Clearance Form A.

BUS SCHEDULES HOT SPRINGS AND MINNEKAHTA.

Leave Hot Springs 8:00 A. M. Arrive Minnekahta 8:35 A. M.
Leave Minnekahta 8:40 A. M. Arrive Hot Springs 9:15 A. M.
Leave Hot Springs 3:05 P. M. Arrive Minnekahta 3:40 P. M.
Leave Minnekahta 3:45 P. M. Arrive Hot Springs 4:20 P. M.

KEYSTONE AND HILL CITY SUBDIVISON

WESTWARD	Distance from Hill City	Office Open Week Days	STATIONS	Signs	Office Open Sundays	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD
	9.50	No Office	. KEYSTONE .	F	No Office		10	
			2.63					
	6.87	No Office	OVERGAARD		No Office		7	
			2.56					
	4.31	No Office	NELSON SPUR		No Office		2	
			2.90					
	1.41	No Office	TIN MILL SPUR		No Office		10	
			1.41					
	0.00	7:30 A. M. to 4:30 P. M.	. HILL CITY ..	W Y Yd	9:45 A. M. to 2:15 P. M.	26	54	
			(9.50)					

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Train order signal Hill City does not govern trains on Keystone and Hill City subdivision. Trains must have Clearance Form A. when operator is on duty.

Four per cent grades: Mile Post 0.46 to Mile Post 1.31. Mile Post 1.68 to Mile Post 2.59. Mile Post 4.50 to Mile Post 5.00. Mile Post 6.34 to Mile Post 7.25.

Freight trains will set up and use retaining valves on all loads when descending grades of 4 percent or greater listed.

Engines must not go on track scales at Keystone.

LEAD AND KIRK SUBDIVISION

WESTWARD	Distance from Lead	Office Open Week Days	STATIONS	Signs	Office Open Sundays	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWASD
	0.00	8:00 A. M. to 5:00 P. M.	..... LEAD	R W Yd	11:00 A. M. to 1:00 P. M.	Yd	Yd	
			1.24					
	1.24	No Office	... FANTAIL ...	F	No Office		10	
			2.04					
	3.28	No Office	..... KIRK	F Yd	No Office		18	
			(3.28)					

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect.

Westward freight trains will stop at Fantail, test air and retaining valves; set up retaining valves and pull train out of Fantail with retaining valves set up.

When trains meet at Kirk, the eastward (or Southward) train will take siding on Kirk-Fantail line.

ENGLEWOOD AND TROJAN SUBDIVISION

WESTWARD	Distance from Englewood	Office Open Week Days	STATIONS	Signs	Office Open Sundays	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD
	0.00	No Office	ENGLEWOOD	F O W Y Yd	No Office	Yd	Yd	
			6.40					
	6.40	No Office	... TROJAN ...		No Office		9	
			(6.40)					

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD

Manual Block System. Rule 318-B in effect. Rule 907 in effect.

Eastward trains will stop on summit of descending grade at Mile Post 6.40, test air and retaining valves; set up retaining valves and pull train off summit with retaining valves set up.

Three per cent grades: Mile Post 0.00 to Mile Post 6.40.

ENGLEWOOD AND RENO SUBDIVISION

WESTWARD	Distance from Englewood	Office Open Week Days	STATIONS	Signs	Office Open Sundays	Car Capacity: Sidings	Car Capacity: Other Tracks	EASTWARD
	0.00	No Office	ENGLEWOOD	F O W Y Yd	No Office	Yd	Yd	
			1.86					
	1.86	No Office	..... RENO....		No Office		93	
			(1.86)					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

Manual Block System. Rule 318-B in effect. Rule 907 in effect.

SPEED RESTRICTIONS

SPEED RESTRICTIONS

When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Light engines: Maximum speed authorized for freight trains, except must not exceed 35 miles per hour.

Enginemen handling light engines must approach all hazardous crossings, where view is obscured, prepared to stop.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Coke racks D&RG series 26475 to 26749 will not be handled.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
Engines under steam, disconnected on one side, with main rod down.	25	25
On sidings and through crossovers at end of double track.	15	15
Through other turnouts, unless otherwise specified.	10	10
B engines on sharp turnouts and crossovers in sidings or business tracks.	5	5
Pile drivers, steam derricks and similar equipment must not exceed authorized speed of freight trains over the same track.		
On main lines.		35
On branch lines.		15
Clamshells; booms must be taken down and disconnected and boom trailing,		
On main lines.		25
On branch lines.		20
(See special instructions 11.)		
Short scale test car must be handled just ahead of way car with air hose coupled		
On main lines.		25
On branch lines.		20
K. & J. Cars.		25
S-4 or B engines on which drivers are blocked up.	40	40
O-5 or M engines on which drivers are blocked up.		30
M-2 engines.	35	35
M-2-A engines.	40	40
Loaded coke racks D&RG series 26750 to 26999.		25
RAVENNA AND SENECA SUBDIVISION		
Maximum speed.	55	45
Nos. 78, 79 and 80.		50
D and T engines.	35	
R and O engines.	45	
Trailing moves through spring switch at Ravenna.	15	15
Facing moves over spring switch at Ravenna.	25	25
All trains restricted speed between west switch and station at Ravenna.		
SENECA AND ALLIANCE SUBDIVISION		
Maximum speed.	55	45
Nos. 78, 79 and 80.		50
D and T engines.	35	
R and O engines.	45	
Trailing moves through spring switch east end Alliance yard.	15	15
Facing moves over spring switch at east end Alliance yard, maximum speed.		
All trains restricted speed between switches at Alliance.		
ALLIANCE AND EDGEMONT SUBDIVISION		
Maximum speed.		
Between Alliance and Nonpareil.	55	40
Between Nonpareil and Edgemont.	50	40
Between Mile Post 409.4 and Mile Post 410.3.	40	
Between Mile Post 411 and Mile Post 413.25.	30	20
Between Mile Post 413.25 and Mile Post 414.75.	20	20
Between Mile Post 414.75 and Mile Post 415.25.	30	20
Eastward advance track, between Crawford and Rutland.	30	20
D and T engines.	35	
O and R engines.	40	
Through No. 15 turnouts, located as follows: West end Edgemont yard, west end eastward advance track Crawford and from main track east of coal shed at Crawford.	25	25
Trailing moves through spring switches: Alliance, Rutland and Edgemont.	15	15
Facing moves over spring switches at Rutland and west end Alliance yard.	25	25
Facing moves over spring switch at east end Edgemont yard, maximum speed.		
All trains restricted speed between switches at Alliance and between Deadwood line Junction and east switch at Edgemont.		
DEADWOOD AND EDGEMONT SUBDIVISION		
Maximum speed.	35	25
On 3 percent grades.	25	15
Around curves between Mile Post 6 and Dumont.	25	
Over bridge 76.68.	15	15
Around 16 degree curves between Englewood and Deadwood.	15	15
Loaded tank cars.		20
D and T engines.	25	
T engines backing up between Deadwood and Englewood.	10	10
All trains restricted speed between Deadwood line junction and east switch at Edgemont and between Mile Post 106 and passenger station Deadwood.		
MINNEKAHTA AND HOT SPRINGS SUBDIVISION		
Maximum speed.	20	20
Between Mile Post 8 and Mile Post 9 and between Mile Post 11 and Hot Springs.	15	15
Loaded tank cars.	15	15
ENGLEWOOD AND TROJAN SUBDIVISION		
Maximum speed.	15	15
Switch engines.	10	10
ENGLEWOOD AND RENO SUBDIVISION		
Maximum speed.	10	10
KEYSTONE AND HILL CITY SUBDIVISION		
Maximum speed.	10	10
LEAD AND KIRK SUBDIVISION		
Maximum speed.	15	15

SPEED OF TRAINS.

MILES PER HOUR	TIME PER MILE	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0

SPECIAL INSTRUCTIONS

Master Mechanic: D. Nott, Alliance, Nebr.

Trainmasters: E. R. Shrader, Alliance, Nebr.
J. T. Gilmore, Deadwood, S. D.

Road Foreman: P. F. Chryst, Alliance, Nebr.

Chief Dispatcher: A. V. Gavin, Alliance, Nebr.

Asst. Chief Dispatcher: P. S. Allen, Alliance, Nebr.

Night Chief Dispatcher: B. H. Martin, Alliance, Nebr.

Train Dispatchers, Alliance, Nebr.: R. W. Chambers, J. T. Coldwell, R. V. Cox, R. R. Cutler, A. E. Erixson, F. T. Helpbringer, C. J. Hitt, H. E. Hillyer, C. M. Mackey, R. R. Mercer, L. J. Toohey.

1. Where manual or controlled manual block system rules are in effect, light engines, mail and express trains will be handled the same as passenger trains.

In manual block territory, permissive movement will be authorized by train dispatcher. Dispatcher will report block when clear.

Where rules D251, D252 and D254 are in effect, freight trains stopped by train order signal, at stations where sidings are located, on or near schedule of first class trains, will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and must not again enter the block without permission from signalman.

2. Rule 374 of Rules of the Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

3. When under rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

4. Train order signal must indicate "stop" in both directions at end of reverse movement, and clearance Form A, with copy of train order delivered to train completing reverse movement.

5. **USE OF TRACK.** Where there are two sidings for meeting or passing trains, the right hand track should be used unless otherwise provided.

6. **ADVANCING TRAINS.** When a train is to be advanced as prescribed by rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in rule 14 (b).

7. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

8. Under rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under rule 1012.

9. **SPRING SWITCHES.** Spring switches are designated by a round target bearing the letter S.

Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points are found to fit properly.

Trains trailing through switch may do so without opening or closing it.

When sand or snow is blowing the switch points must be cleared before trailing move is made through switch.

When trailing through switch and train is stopped before movement is complete backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand.

Sand must not be used over spring switches.

Drop switch will not be made over spring switches unless specifically authorized.

10. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the chief dispatcher from the first available point of communication as to the track on which the occupied outfit cars are left.

Under rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by rule 99.

11. Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open top cars with boom connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

12. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by operator to baggageman in addition to conductor and engineer.

13. Modifying the first paragraph of rule 959: The standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees and torpedoes to be carried in a rack provided for that purpose.

On motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of rule 919 so far as it applies to flagging equipment on locomotives, and that part of the tenth paragraph of rule 920, reading—"Normal supply for engines, three fusees and six torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

14. Rule 916 of Rules of the Operating Department is abolished.

15. Rule 914 of Rules of the Operating Department is modified to read 4,000 feet instead of 3,000 feet.

16. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by rules 509-A or 509-B.

RAILROAD CROSSINGS.

CRAWFORD.

C. & N. W. trains have right to cross ahead of C. B. & Q. trains.

SPECIAL INSTRUCTIONS

ALLIANCE DIVISION — **TIME TABLE No. 46** — **EFFECTIVE NOVEMBER 5, 1939**

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists.

Alliance, Nebr.,	Dr. C. E. Slagle	Medical Examiner
	Dr. G. F. Johnston	Medical Examiner
	Dr. J. S. Broz	Local Surgeon
Ansley, Nebr.,	Dr. Clyde W. Wilcox	Local Surgeon
Broken Bow, Nebr.,	Dr. P. H. J. Carothers	Local Surgeon
	Dr. J. E. Bowman	Local Surgeon
Crawford, Nebr.,	Dr. B. F. Richards	Local Surgeon
Custer, S. Dak.,	Dr. F. E. Manning	Local Surgeon
Deadwood, S. Dak.,	Dr. F. S. Howe	Surgeon and Examiner
Edgemont, S. Dak.,		
Hyannis, Nebr.,	Dr. W. L. Howell	Local Surgeon
Hill City, S. Dak.,	Dr. E. B. Hultz	Local Surgeon
Hot Springs, S. Dak.,	Dr. P. T. Geyerman	Local Surgeon
Mullen, Nebr.,	Dr. David A. Walker	Local Surgeon
Ravenna, Nebr.,	Dr. L. E. Dickinson	Surgeon and Examiner

Whenever any person, other than a trespasser, sustains injuries on company property requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the company is concerned.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with the injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M. D. Medical Director, Relief Dept. Chicago, Ill.

O. H. HORRALL, M. D., Chief Surgeon, Chicago, Ill.

F. R. MULLEN,
General Manager. Omaha, Nebraska.

C. C. HOLTORF,
Superintendent, Alliance, Nebraska.

E. L. POTARF,
Assistant Superintendent. Sterling. Colo.

F. E. SPERRY,
General Superintendent Transportation, Chicago, Illinois.

O. E. PEARSON,
Assistant Superintendent Transportation, Omaha, Nebraska.

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