CHICAGO & NORTH WESTERN RAILWAY

BLACK HILLS DIVISION

TIME TABLE

No. 109

Effective Sunday, October 22, 1950

AT 12:01 A. M.

MOUNTAIN TIME

For the government and information of employes only.

L. B. KENDALL, General Manager

W. L. MUELLER, General Superintendent

A. G. JOHNSON, Superintendent

THINK-PRACTICE-TALK SAFETY

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DIVISIONAL STAFF

ASSISTANT SUPERINTENDENT
V. D. FLYNN
CASPER

DIVISION ENGINEER
G. A. LINN
CHADRON

CHIEF TRAIN DISPATCHER
L. REMILLARD
CHADRON

ASSISTANT TRAINMASTER
P. W. NEVIUS
RAPID CITY

MASTER MECHANIC
J. H. WINFIELD
CHADRON

DISPATCHERS
G. O. POPE
B. H. CORBIN
L. H. BILYEU
E. M. HAYS
B. W. COGIL
P. D. MAGEE
C. P. THOMPSON
CHADRON

ROAD FOREMEN OF ENGINES
L. DITTON
CHADRON
M. P. BRACKEN
CHADRON

SUPERVISOR BRIDGES and BUILDINGS
L. R. PENNINGTON
CHADRON

DISTRICT CLAIM AGENT
R. W. SANDBOM
CHADRON

ROADMASTERS
W. D. REED
VALENTINE
P. J. SPELLMAN
CHADRON
A. EIXENBERGER
RAPID CITY
M. L. BRADBURY
CASPER

SUPERVISOR COMMUNICATIONS and SIGNALS
C. C. MANSFIELD
BOONE

COMPANY SURGEONS

		TELEPHONE NUMBER	
		Residence	Office
Chicago	J. K. STACK, M.D., Chief Surgeon		
	A. NYGOOD, M.D., Chief Medical Examiner		
Omaha	ALFRED J. BROWN, M.D., Division Surgeon	WAlnut 0913	ATlantic 6140
	May be called to any point on Black Hills Division.		
	R. R. BEST, M. D., Consulting Surgeon	WEbster 1828	HArney 4722
	E. E. SIMMONS, M. D., Consulting Internist	GLendale 2617	HArney 1141
	HAROLD GIFFORD, M.D., Eye, Ear, Nose and Throat	ATlantic 7644	Atlantic 5410
	W. A. CASSIDY, M. D., Nose and Throat Specialist	GLendale 2326	ATlantic 2327
Ainsworth, Nebr.	ROLLAND R. BRADY, M. D., Local Surgeon	26	182
	W. D. LEAR, M. D., Associate Local Surgeon	92	182
Valentine, Nebr.	WILBUR JOHNSON, M. D., Local Surgeon	354	96
Gordon, Nebr.	FRANK WANEK, M.D., Local Surgeon	214-W	7
Chadron, Nebr.	C. M. PIERCE, M. D., District Surgeon	110	21
	May be called to any point between Cody and Dakota Junction.		
	L. H. HOEVET, M. D., Associate Local Surgeon	20	21
	A. J. GRIOT, M.D., Eye Specialist	682-M	121
Hot Springs, S. D.	SIDNEY G. BAILEY, M. D., Associate District Surgeon	75-J	84
	May be called to any point between Rapid City and Wayside.		
Rapid City, S. D.	R. J. JACKSON, M. D., Local Surgeon	43-J-1	38
	N. T. OWEN, M. D., Associate Local Surgeon	770	38
	H. D. NEWBY, M. D., Oculist	1147	140
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. F. SHERRILL, M.D., Local Surgeon	302	65
Crawford, Nebr.	BEN C. BISHOP, M.D., Local Surgeon	286	23
	ROY G. BROWN, M.D., Local Surgeon	256	23
Lusk, Wyo.	W. E. RECKLING, M. D., Local Surgeon	144	8
Douglas, Wyo.	E. W. GARDNER, M. D., Local Surgeon	203	370
Casper, Wyo.	N E. MORAD, M. D., Local Surgeon	1003	2344
Riverton, Wyo.	R. A. ASHBAUGH, M. D., Local Surgeon	163	162
	R. D. ASHBAUGH, M. D., Local Surgeon	456-J	162
Lander, Wyo.	P. R. HOLTZ, M. D., Local Surgeon	130	89

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
Cody—Telegraph Office
Chadron—Baggage Room
Rapid City—Yardmen's Room
Belle Fourche—Baggage Room
Lusk—Freight Office
Douglas—Baggage Room
Casper—Baggage Room
Riverton—Baggage Room
Lander—Baggage Room

Westward—Between Long Pine and Chadron—Eastward

SECOND CLASS			FIRST CLASS				Subdivision 1 STATIONS Time Table 109 October 22, 1950			FIRST CLASS	SECOND CLASS			
117	83	81	13	Fuel, Water, Turn Table and Wye Stations	Distance from Long Pine	Communicating Office Open Week Days Except As Shown Below		Capacity of Sidings	Station Numbers	14	84	82	256	Communicating Office Open Sundays
Time Freight	Way Freight	Way Freight	Passenger							Passenger	Way Freight	Way Freight	Time Freight	
DAILY	Tuesday Thursday Saturday	Monday Wednesday Friday	DAILY							DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday	DAILY	
P. M. 10.00		A. M. 7.00	A. M. M 8.00	FWTT		Continuous	..... LONG PINE		6121	P. M. 9.15		P. M. 1.30	P. M. 7.15	12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.
							8.4							
10.20		7.40	s 8.20	.....	8.4	7:30 a.m. to 4:30 p.m.	..... AINSWORTH	30	6126	s 9.03		1.15	7.01	
							4.9							
10.30		7.50	8.27	.....	13.3		..... SANDRIDGE	74	6127	8.41		12.35	6.55	
							5.2							
10.40		8.01	s 8.35	.....	18.5		..... JOHNSTOWN	35	6131	s 8.34		12.20	6.45	
							10.7							
10.55		**8.30 9.05**	s **8.53**	W	29.2	7:30 a.m. to 4:30 p.m.	..... WOOD LAKE	70	6135	s 8.20		12.01	6.20	
							9.5							
11.10		9.30	9.04	.....	38.7		..... ARABIA	70	6138	8.03		11.35	6.05	
							8.7							
11.25		9.55	9.17	.....	47.4		..... THACHER	79	6143	7.52		11.15	5.50	
							6.8							
11.40		11.01	s 9.38	WY	54.2	7:00 a.m. to 11:00 p.m.	..... VALENTINE	71	6146	s 7.27		11.00	5.35	
							11.2							
12.01		11.30	s **9.58**	.....	65.4	7:00 a.m. to 4:00 p.m.	..... CROOKSTON	35	6151	s 7.13		**9.58**	5.10	
							10.9							
12.25		12.01	s10.18	W	76.3	8:00 a.m. to 5:00 p.m.	..... KILGORE	73	6155	s 6.59		9.01	4.50	
							8.0							
12.40		12.25	s10.32	.....	84.3		..... NENZEL	35	6159	s 6.47		8.35	4.30	
							7.6							
12.55	A. M. 7.00	12.50 P. M.	s10.50	FWY	91.9	12:01 a.m. to 2:15 a.m. (Except Monday) 7:00 a.m. to 3:00 p.m. 6:15 p.m. to 11:59 p.m.	..... CODY	84	6162	s 6.37	P. M. 1.30	8.15 A. M.	4.15	12:01 a.m. to 2:15 a.m.
							13.4							
1.20	7.35		f11.10	.....	105.3		..... ELI	70	6165	s 6.15	1.01		3.45	
							11.3							
1.45	8.20		s11.32	W	116.6	8:00 a.m. to 5:00 p.m.	..... MERRIMAN	70	6170	s 6.00	12.30		3.20	
							14.0							
2.10	8.50		f**11.53**	.....	130.6	8:00 a.m. to 5:00 p.m.	..... IRWIN	35	6176	s 5.39	**11.53**		2.55	
							5.6							
2.20	9.05		12.03	.....	136.2		..... CORRAL	29	6178	5.31	11.35		2.45	
							8.2							
2.35	10.15		s12.25	W	144.4	8:45 a.m. to 5:45 p.m.	..... GORDON	105	6181	s 5.20	11.15		2.30	
							8.0							
2.50	10.35		f12.38	.....	152.4		..... CLINTON	35	6185	s 5.00	9.58		2.05	
							6.6							
3.01	11.15		s12.58	.....	159.0	7:00 a.m. to 8:00 p.m.	..... RUSHVILLE	69	6188	s 4.50	9.40		1.50	
							11.9							
3.25	12.01		s **1.20**	W	170.9	8:45 a.m. to 5:45 p.m.	..... HAY SPRINGS	70	6193	s 4.30	8.30		**1.20**	
							8.9							
3.40	**12.25**		1.32	.....	179.8		..... BORDEAUX	31	6197	4.12	7.45		**12.25**	
							10.7							
4.05 A. M.	1.00 P. M.		M 1.50 P. M.	FWTT	190.5	Continuous	..... CHADRON		6202	3.55 P. M.	7.15 A. M.		11.30 A. M.	Continuous
DAILY	Tuesday Thursday Saturday	Monday Wednesday Friday	DAILY							DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday	DAILY	

EXCEPTIONS COMMUNICATING OFFICE OPEN WEEK DAYS

	MONDAYS	SATURDAYS
Ainsworth	8:00 a.m. to 10:00 a.m.	
Wood Lake	Closed	
Valentine	7:00p.m. to 9:00 p.m.	
Crookston		Closed
Kilgore		Closed
Cody	Closed	
Merriman	Closed	
Irwin	Closed	
Gordon	11:00 a.m. to 1:00 p.m.	
Rushville	7:00 a.m. to 3:00 p.m.	12:01 p.m. to 8:00 p.m.

Westward—Between Chadron and Newell—Eastward

SECOND CLASS				FIRST CLASS	Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance from Chadron	Subdivision 2 STATIONS Time Table 109 October 22, 1950	Capacity of Sidings	Communicating Office Open Week Days Except As Shown Below	FIRST CLASS	SECOND CLASS			
85	617	73	117	13							14	618	74	86	256
Way Freight	Time Freight	Way Freight	Time Freight	Passenger							Passenger	Freight	Way Freight	Way Freight	Freight
Daily Except Sunday	Daily Except Saturday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Monday
	A. M. 11.00		A. M. 9.00	P. M. 2.30	6202	FWTT	.....	CHADRON	.....	Continuous	P. M. M 3.30	A. M. 7.00			A. M. 2.30
	11.15 –A. M.–		9.15	2.40	6205	Y	5.1 5.1	DAKOTA JUNCTION	100		3.20	6.45 –A. M.–			2.10
			9.50	f 3.03	6400	.....	11.9 17.0	WAYSIDE	50		s 3.03				1.40
			10.20	s 3.28	6407	.....	14.8 31.8	OELRICHS	60	8:15 a.m. to 5:15 p.m.	s 2.42				1.10
			10.40	s 3.43	6411	W	9.5 41.3	SMITHWICK	24	7:30 a.m. to 4:30 p.m.	s 2.22				12.46
			11.25	s 3.57	6414	.....	7.3 48.6	ORAL	57	8:00 a.m. to 5:00 p.m.	s 2.08				12.31
			11.40	s 4.10	6417	.....	7.0 55.6	BUFFALO GAP	31	8:00 a.m. to 5:00 p.m.	s 1.55				12.01
			12.20	s 4.40	6423	.....	16.4 72.0	FAIRBURN	43		s 1.27				11.25
			1.05	s 5.01	6427	W	11.7 83.7	HERMOSA	35	8:45 a.m. to 5:45 p.m.	s 1.05				11.00
			1.30	5.23	6431	.....	12.6 96.3	WARBONNET	41		12.48				10.30
			1.45 2.30	5.45 –P. M.–	6433	FWY	8.4 104.7	RAPID CITY	.....	6:30 a.m. to 11:59 p.m.	12.30 –P. M.–				10.10 9.10
			2.35		.....	.....	2.2 106.9	LIME SPUR	.....						9.03
			2.40		.....	.....	1.9 108.8	N. W. QUARRY	.....						8.56
			2.50		6436	.....	2.7 111.5	BLACK HAWK	34						8.50
			3.05		6439	.....	7.0 118.5	PIEDMONT	34						8.36
			3.17		6441	W	5.2 123.7	TILFORD	25						8.25
			3.47		6447	.....	9.7 133.4	STURGIS		8:00 a.m. to 5:00 p.m.					8.10
P. M. 12.01			4.10		6451	Y	6.7 140.1	WHITEWOOD	44	8:45 a.m. to 5:45 p.m.				A. M. 9.45	7.50
12.20			4.25		6455	.....	7.4 147.5	ST. ONGE	30	8:15 a.m. to 4:15 p.m.				9.23	7.25
12.35			4.37		6457	.....	6.2 153.7	REDWATER	10					9.10	7.13
			4.40		.....	.....	1.5 155.2	JOLLY	.....						7.10
12.45 –P. M.–		–A. M.– 7.20	4.50 –P. M.–		6459	FWY	3.9 159.1	BELLE FOURCHE	21	8:00 a.m. to 9:00 p.m.			–A. M.– 10.05	9.00 –A. M.–	7.00 –P. M.–
		7.45			9698	.....	8.5 167.6	FRUITDALE	49	8:00 a.m. to 5:00 p.m.			9.40		
		8.10			9695	W	7.4 175.0	NISLAND	49	8:00 a.m. to 5:00 p.m.			9.20		
					.....	Y	1.8 176.8	BRADEN	.....						
		8.30 A. M.			9693	Y	5.4 182.2	NEWELL	48	7:30 a.m. to 4:30 p.m.			8.50 A. M.		
Daily Except Sunday	Daily Except Saturday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday

No. 73 is superior to No. 74 Belle Fourche to Newell.

No. 117 is superior to No. 256 Dakota Junction to Belle Fourche.

EXCEPTIONS COMMUNICATING OFFICE OPEN WEEK DAYS AND SUNDAYS

	MONDAYS	SATURDAYS	SUNDAYS
Oelrichs		Closed	Closed
Smithwick		Closed	Closed
Oral	Closed		Closed
Buffalo Gap		Closed	Closed
Hermosa		Closed	Closed
Rapid City			6:30 a.m. to 2:30 p.m. 5:30 p.m. to 7:30 p.m.
Sturgis		Closed	Closed
Whitewood		Closed	Closed
St. Onge		Closed	Closed
Belle Fourche		8:00 a.m. to 10:00 a.m. 1:00 p.m. to 9:00 p.m.	Closed
Fruitdale		Closed	Closed
Nisland		Closed	Closed
Newell		Closed	Closed

Westward—Between Whitewood and Deadwood—Eastward

SECOND CLASS	FIRST CLASS		Fuel, Water, Turn Table and Wye Stations	Distance from Whitewood	Communicating Office Open Week Days	Subdivision 2a STATIONS Time Table 109 October 22, 1950	Capacity of Sidings	Station Numbers	FIRST CLASS		THIRD CLASS	Communicating Office Open Sundays
87											88	
Way Freight											Way Freight	
Daily Except Sunday											Daily Except Sunday	
A. M. 9.57			Y	0.0	See Subdivision 2	.....WHITEWOOD.....	44	6451			A. M. 11.50	Closed
						8.8						
10.30			WTT	8.8		....DEADWOOD YARD....	.....	6500			11.20	
						0.5						
10.35 A. M.			.....	9.3		.....DEADWOOD.....	.....	.....			11.15 A. M.	
Daily Except Sunday											Daily Except Sunday	

Westward—Between Belle Fourche and Bentonite Spur—Eastward

SECOND CLASS	FIRST CLASS		Fuel, Water, Turn Table and Wye Stations	Distance from Belle Fourche	Communicating Office Open Week Days	Subdivision 2b STATIONS Time Table 109 October 22, 1950	Capacity of Sidings—Cars	Station Numbers	FIRST CLASS		THIRD CLASS		Communicating Office Open Sundays
			FWY	0.0	See Subdivision 2	.... BELLE FOURCHE	21	6459					
						19.5							
			Y	19.5		.... BENTONITE SPUR....	.....	6460					

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
38″	94.7	57″	63.1	1′30″	40.
39″	92.3	58″	62.	1′35″	37.9
40″	90.	59″	61.	1′40″	36.
41″	87.8	1′	60.	1′45″	34.3
42″	85.7	1′ 1″	59.	1′50″	32.7
43″	83.7	1′ 2″	58.	1′55″	31.3
44″	81.8	1′ 3″	57.1	2′	30.
45″	80.	1′ 4″	56.2	2′15″	26.6
46″	78.3	1′ 5″	55.3	2′30″	24.
47″	76.6	1′ 6″	54.5	2′45″	21.8
48″	75.	1′ 7″	53.7	3′	20.
49″	73.5	1′ 8″	52.9	3′30″	17.1
50″	72.	1′ 9″	52.1	4′	15.
51″	70.6	1′10″	51.4	5′	12.
52″	69.2	1′11″	50.7	6′	10.
53″	67.9	1′12″	50.	7′	8.6
54″	66.6	1′15″	48.	8′	7.5
55″	65.4	1′20″	45.	10′	6.
56″	64.2	1′25″	42.3		

OVERHEAD OBSTRUCTIONS

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

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

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

Westward—Between Dakota Junction and Casper—Eastward

Subdivision 3 STATIONS Time Table 109 October 22, 1950

SECOND CLASS	FIRST CLASS	Fuel, Water, Turn Table and Wye Stations	Distance from Dakota Jct.	Communicating Office Open Week Days Except As Shown Below		Capacity of Sidings	Station Numbers	FIRST CLASS	SECOND CLASS	Communicating Office Open Sundays
617 Time Freight Daily Except Saturday									618 Freight Daily Except Sunday	
A. M. 11.15		Y			... DAKOTA JUNCTION ...	100	6205		A. M. 6.45	
					10.3					
11.36		.....	10.3	7:30 a.m. to 4:30 p.m.	..... WHITNEY	59	6209		6.17	Closed
					10.7					
11.59		W	21.0	6:45 a.m. to 3:45 p.m.	..... CRAWFORD	76	6213		5.55	6:45 a.m. to 3:45 p.m.
					3.0					
12.05		.....	24.0		..... FT. ROBINSON		6215		5.26	
					7.6					
12.22		.....	31.6		..... GLEN	39	6218		5.10	
					8.3					
12.46		W	39.9		..... ANDREWS		6221		4.50	
					9.0					
1.05		Y	48.9	7:30 a.m. to 4:30 p.m.	..... HARRISON	50	6224		4.30	Closed
					8.1					
1.22		.....	57.0		..... COFFEE SIDING	15	6227		4.02	
					3.0					
1.28		W	60.0		..... VAN TASSELL	49	6229		3.56	
					11.3					
1.51		.....	71.3		..... NODE	49	6234		3.33	
					8.6					
2.45		FWY	79.9	12:01 a.m. to 8:00 a.m. (Except Monday) 8:00 a.m. to 4:00 p.m.	..... LUSK	111	6238		3.15	Closed
					8.7					
3.16		.....	88.6	8:00 a.m. to 5:00 p.m.	..... MANVILLE	46	6242		2.05	Closed
					7.4					
3.31		.....	96.0		..... KEELINE	48	6245		1.40	
					8.7					
3.49			104.7		..... LOST SPRINGS	78	6248		1.14	
					4.5					
3.58		.....	109.2		..... SHAWNEE	55	6250		1.00	
					11.5					
4.35		WY	120.7	12:01 a.m. to 5:00 a.m. 8:45 a.m. to 4:45 p.m. 9:00 p.m. to 11:59 p.m.	..... ORIN	79	6255		12.35	Closed
					5.9					
4.47		.....	126.6		..... IRVINE	88	6258		12.12	
					8.1					
5.04		W	134.7	8:00 a.m. to 5:00 p.m.	..... DOUGLAS	69	6262		11.55	Closed
					10.9					
5.26		.....	145.6		..... FETTERMAN	60	6267		11.23	
					6.3					
5.39		.....	151.9		..... CAREYHURST	46	6271		11.10	
					11.3					
6.12		W	163.2	7:00 a.m. to 4:00 p.m.	..... GLENROCK	78	6276		10.45	Closed
					5.5					
6.23		.....	168.7		..... PARKERTON		6278		10.20	
					3.8					
6.31		.....	172.5		..... BIG MUDDY	60	6280		10.10	
					10.9					
6.55		.....	183.4		..... STROUDS	46	6284		9.45	
					4.3					
7.05 P. M.		FWTT	187.7	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 11:59 p.m. 11:59 p.m. to 2:00 a.m.	..... CASPER	.....	6287		9.30 P. M.	7:30 a.m. to 9:30 a.m. 10:00 p.m. to 11:59 p.m.
Daily Except Saturday									Daily Except Saturday	

No. 617 is superior to No. 618, Dakota Junction to Casper.

EXCEPTIONS COMMUNICATING OFFICE OPEN WEEK DAYS

	MONDAYS	SATURDAYS
Whitney	Closed	
Harrison		Closed
Lusk	8:00 a.m. to 4:00 p.m.	12:01 a.m. to 8:00 a.m.
Manville		Closed
Orin	9:00 p.m. to 11:59 p.m.	8:45 a.m. to 4:45 p.m.
Douglas	Closed	
Glenrock		Closed
Casper		10:00 p.m. to 11:59 p.m.

Westward—Between Casper and Lander—Eastward

SECOND CLASS	Fuel, Water, Turn Table and Wye Stations	Distance from Casper	Communicating Office Open Monday thru Friday	Subdivision 4 STATIONS Time Table 109 October 22, 1950	Capacity of Sidings	Station Numbers	SECOND CLASS	Communicating Office Open Sundays
617 MIXED Monday Wednesday Friday							618 MIXED Tuesday Thursday Saturday	
A. M. 7.00	FWTT		See Subdivision 3	CASPER		6287	P. M. 2.55	See Subdivision 3
				12.1				
f 7.30	.....	12.1		CADOMA	39	6293	f 2.30	
				3.7				
s 7.40	.....	15.8		ILLCO	.....	6295	s 2.20	

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

s11.50	.....	102.1		SHOBON	6315	s10.50	
				3.4			
s12.20	WY	105.5	8:45 a.m. to 4:45 p.m.	SHOSHONI	39	6347	s10.40 Closed
				13.2			
f12.50	.....	118.7		NEBLE	39	6352	f 9.50
				9.1			
s 2.00	WY	127.8	7:30 a.m. to 4:30 p.m.	RIVERTON	33	6355	s 9.30 Closed
				6.7			
f 2.20	.....	134.5		ARAPAHOE	39	6357	f 8.25
				6.3			
s 2.35	.....	140.8		HUDSON	39	6359	s 8.10
				9.8			
3.00 P. M.	FWTT	150.6	7:30 a.m. to 4:30 p.m.	LANDER	46	6363	7.45 A. M. Closed
Monday Wednesday Friday							Tuesday Thursday Saturday

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

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

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

INTERMEDIATE INDUSTRIAL TRACKS ARE LOCATED AS FOLLOWS:

Siding 31	5.38 miles west of Douglas
Siding 81	1.25 miles west of Parkerton
Glenrock gravel pit	1.98 miles east of Glenrock
Pratts spur	1.00 mile east of Strouds
Miller spur	4.39 miles west of Casper
Casper Air Base	7.90 miles west of Casper
Farmer's spur	6.05 miles east of Riverton
Laird siding	2.46 miles east of Riverton
Riverton beet dump	.09 miles east of Riverton
Wind River Refining Co.	5.65 miles west of Hudson
Hudson spur	6.36 miles west of Hudson
Wyopo Siding	7.30 miles west of Hudson

WATCH INSPECTORS

National Railway Time Service Company

Chief Watch Inspectors, 55 East Washington St., Chicago, Ill.

Geo. Strelow, Long Pine, Neb.
Edward E. Morey, Chadron, Neb.
Adel Jewelers, Rapid City, S. D.
S. G. Smith Jewelry Company, Belle Fourche, S. D.
Frank A. Scott, Lusk, Wyo.
John Tripeny Drug Co., Casper, Wyo.
Mrs. J. T. Chisholm, Lander, Wyo.

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

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

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

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour	
	Pass. Trains	Freight Trains
BETWEEN LONG PINE AND CHADRON		
Maximum Speed, Miles Per Hour: Passenger trains 58, Freight trains 45.		
Maximum speed around curves	50	
M.P. 266.5—Over Niobrara River Bridge No. 478, three miles east of Valentine	30	30
M.P. 303 to M.P. 305—Around curves three to five miles west of Nenzel	40	30
M.P. 310.1 to M.P. 313.1—Around curves from two and one-half miles west of Cody to five and one-half miles west	40	30
M.P. 319.75 to M.P. 323.2—Around curves one mile east of Eli to two and one-half miles west of Eli	45	35
M.P. 341 to M.P. 341.8—Around curves nine miles west of Merriman	30	30
M.P. 353—Around reverse curves	45	35
M.P. 375 to M.P. 388—Rushville to one and one-half miles west of Hay Springs	40	25
M.P. 398 to M.P. 399—Around curves from two and one-half to three and one-half miles west of Bordeaux	30	30
BETWEEN CHADRON AND NEWELL		
Maximum Speed, Miles Per Hour: Passenger trains 45, Freight trains 35.		
M.P. 411.4—Dakota Junction—Over Dual Controlled Switch:		
To and from Subdivision No. 2	10	10
To and from Subdivision No. 3	25	25
Junction Switch, Dakota Junction to M.P. H-11, one mile east of Wayside	40	30
M.P. 41 to M.P. 42—Around curves four and one-half to five and one-half miles west of Smithwick	35	25
M.P. 85.5 to 87.5—Around curves six and one-half miles west of Hermosa to four miles east of Warbonnet	25	20
M.P. 98.5 to M.P. 100.9—Corporate Limits Rapid City	12	10

LOCATION	Restrictions Speed Per Hour	
	Pass. Trains	Freight Trains
BETWEEN CHADRON AND NEWELL Continued		
CMStP&P Crossing east wye Rapid City	Stop	Stop
CMStP&P Crossing west wye Rapid City	Stop	Stop
M.P. 105 over Bridge H 225—Class Z engines		25
Class J engines		15
M.P. 150—Over Bridge H-308—Class J engines		20
M.P. 100.9 to M.P. 154.1—Rapid City to Belle Fourche	40	35
M.P. 0 to M.P. 23.2—Belle Fourche to Newell	30	25
M.P. H-154 to M.P. H-175—Belle Fourche to end of Bentonite Spur		25
BETWEEN WHITEWOOD AND DEADWOOD		
Maximum Speed, Miles Per Hour: All trains 20.		All Trains
M.P. 5.6—Through tunnel, three and seven-tenths miles east of Deadwood		10
M.P. K-7.9—Bridge K-3		5
M.P. 9.4 and M.P. 9.5—All trains and movements over Lee Street, Deadwood, must be preceded by trainmen. All switching movements over Deadwood and Pine Streets must be preceded by trainmen when cars are handled ahead of the engine in direction of movement		Flag
BETWEEN DAKOTA JUNCTION AND CASPER		
Maximum Speed, Miles Per Hour: Freight trains 35, Freight trains handling loaded tank cars 30.		All Trains
M.P. 411.4 to M.P. 411.9—Around curve from Dakota Junction switch to Bridge 664 one-half mile west of Dakota Junction		30
M.P. 432.3, CB&Q Railroad Crossing—Crawford		Stop
M.P. 440.3 to M.P. 458.7—Between Bridge 719, five miles west of Fort Robinson and top of grade, two miles east of Harrison		30
M.P. 574.6 to M.P. 575.4—Through Corporate Limits—Glenrock		25
M.P. 597.9 to M.P. 599.2—Through Corporate Limits—Casper		15

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour All Trains
BETWEEN CASPER AND LANDER Maximum Speed, Miles Per Hour: All trains 30.	
M.P. 599.2 to M.P. 601.1—Through Corporate Limits—Casper	15
C.B.&Q. Junction-Illco	Stop
C.B.&Q. Junction-Shobon	Stop
M.P. 701.9—Around curve one-half mile east of Shoshoni	15
M.P. 702.4 to M.P. 724.7—Shoshoni to Riverton	25
M.P. 724.7—Over Main Street Crossing at Riverton	15
M.P. 724.7 to M.P. 747.8—Riverton to Lander	25
ADDITIONAL SPEED RESTRICTIONS Trains handling loaded tank cars on heavy descending grades around curves	20
Trains handling loaded tank cars, except between Long Pine and Chadron and between Dakota Junction and Casper	25

Diesel electric locomotives moving light will not exceed a speed of 50 miles per hour.

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

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

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

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

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

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

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.

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

Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks, if water is more than three inches above top of rail, and all trains, including streamliner trains, will be governed by Rules 101 and 708, and when operating through water, must not exceed a speed of five miles per hour.

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

Trains handling dead engines WITHOUT SIDE RODS will not exceed 15 miles per hour and WITH SIDE RODS, steam switch engines 20 miles per hour and steam road engines 30 miles per hour, 44 ton diesel switchers 25 miles per hour and diesel switchers larger than 44 ton 35 miles per hour. Road Freight diesels, time card speed for freight trains and road passenger diesels, time card speed for passenger trains.

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

LOCOMOTIVE RESTRICTIONS

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

When handled dead in train steam locomotives will be headed in direction of movement and at least 5 cars, other than empty flat cars, placed between them. Class Z or larger should be placed at head of train and smaller engines at the rear end. Diesel switchers should be placed at rear end and road type at head end of train.

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

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

CLASS J

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

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

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

At Belle Fourche may use the Newell line to east switch

Sugar Plant Yard. Cannot use the O'Neil siding and Alfalfa Mill track.

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

At Sturgis must not use the short stub track off the east end of the spur track serving the Tri-State Milling Co.

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

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

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

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

CLASS Z

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

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

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

GENERAL RULES GOVERNING EMPLOYES OF THE OPERATING DEPARTMENT DATED DECEMBER 1, 1929, AND SUPPLEMENT D DATED JUNE 15, 1935, IN CONNECTION THEREWITH, ARE ISSUED IN BOOK FORM. EVERY EMPLOYE WHOSE DUTIES ARE IN ANY WAY PRESCRIBED BY THESE RULES MUST ALWAYS HAVE A COPY OF THEM ON HAND WHEN ON DUTY.

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail-cranes, dividing or between line fences which are located between tracks, bridge girders, and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employes 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 employes must exercise great care in this respect.

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.

SPECIAL RULES

Standard Time. Rule 3. Clocks showing Mountain Standard Time are located at:

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

Superior Direction. Rule S-72. EASTWARD trains are superior to WESTWARD trains of the same class, except where otherwise specified.

Register Stations. Rule S-83. Register stations are:

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

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

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

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

All trains, to and from Subdivision 2a must obtain Clearance Card Form A at Whitewood. Train order signal at Whitewood governs trains on Subdivision 2.

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

Time Spacing. Rule 91. Trains will be spaced ten minutes apart over the entire division except as follows:

Eastward trains between Deadwood Yard and Whitewood will be spaced one hour apart unless otherwise directed by train dispatcher.

Centralized Control System. Between Chadron and Dakota Junction Rules 401 to 406 and amendments, 501AA to 501C and amendments, and 601A to 601F and amendments, govern.

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

Freight Train Inspection. Rule 952. All freight trains will stop and train crews will make inspection of their trains at the following points:

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

When freight trains stop at station next in advance of any of the inspection stations noted above, and inspection of train has been made, it will not be necessary to stop at the next indicated inspection station for this purpose.

Air Brakes. Rule 1073. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Use of Derailers. Rule 104b. Derailers have been installed at various stations principally on industry tracks; trainmen and enginemen will be expected to know at what points such protection is provided and to make sure, after having used such derailers, that they are left in normal position.

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

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

Hog showering devices are located as follows:

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

Use of Sand Interlockers and Centralized Control. The use of sand is prohibited on all interlocking plants anywhere between the home signals, also prohibited between the fouling point and switch points on any turn-out connected with the main track in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

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

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.

Retainers on Grades. Rule 1088. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen. When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

Switching Movements at Casper. 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

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.

Dual Control Switch. When a train or engine has been stopped by a stop signal at the following interlockings a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding. When given oral permission to pass a stop signal, a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

Dual control switch.....Dakota Junction

Rear Red Oscillating Light The red rear oscillating light is an emergency light and is not to be displayed while train is moving under normal speed and circumstances.

When Light Should Be Used When any train which is equipped with a red rear warning light comes to a stop, or is moving under circumstances in which it may be overtaken by another train, the rear warning light shall be turned on. The light is connected with the rear train line hose. It is equipped with a three position switch, the points of which are marked "On Manual," "Off," and "On Auto." The "On Manual" switch should be used only when the "On Auto," or automatic switch fails to function properly.

How Light Is Turned On The light will automatically start operating when a reduction of 15 pounds or more is made in brake pipe pressure. When a train is brought to a stop with less than a 15 pound reduction in train line pressure, the engineman will then promptly make further reduction to attain necessary 15 pound reduction. If for any reason the light does not operate automatically, the rear trainman will turn switch to "On Manual."

How Light Is Turned Off When switch is set "On Auto," the light can be turned off when normal brake pressure has been restored by pushing a small button on the right side of the light. When switch is set "On Manual," the light can be turned off by setting switch at "Off." The light should not be turned off until the train has again attained normal speed after slow-down or stop.

Rules of Operation When the red warning light is displayed on any train, enginemen on approaching train or trains will immediately reduce speed and be prepared to stop.

The operation and use of this device will not in any way relieve trainmen from compliance with Rules 99 and 102.

Emergency Red Head Lights Enginemen operating locomotives equipped with either oscillating or non-oscillating emergency headlights will be governed by the following instructions:

In every case where the air brakes are applied from any cause other in normal operation by the engineman, or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment thereby fouling the adjacent main track, engineman will immediately turn on the red emergency light, and when this is done, enginemen on approaching trains on adjacent tracks will take notice and immediately bring their train to a stop, and proceed only after finding track clear. These instructions are applicable at all times, both day and night. This emergency headlight must not be used for any other purpose.

Locomotives having Mars emergency red oscillating signal light equipped with an automatic air pressure switch will automatically turn the red light on and the standard white light off when the trainline air pressure is reduced below 40 pounds for any reason.

Whenever the red light is automatically turned on, due to a reduction of trainline pressure, and it is definitely known the track or tracks are not obstructed or that approaching trains have been stopped, enginemen may release train brakes in the usual manner, after which it will be necessary to pull the reset button on air pressure switch before the red light can be extinguished and the standard white headlight again used.

This automatic feature in no way interferes with the manual operation of the red headlight.

The operation and use of this device will not in any way relieve enginemen from complying with the last paragraph of Rule 102.

ACTUAL TONNAGE RATING

EASTWARD	CLASS OF ENGINE		
	JS	Z	R-1
Lander to Shoshoni	------	------	1475
Shoshoni to Shobon	2950	2510	1475
Shobon to Arminto via CB&Q	2400	2064	1200
Arminto to Illco via CB&Q	7200	6192	3600
Illco to Casper	7200	6192	3600
Casper to Orin	3160	2720	1580
Orin to Lusk	1750	1505	875
Lusk to Harrison	2200	1890	1100
Harrison to Dakota Junction	3160	2720	1580
Newell to Belle Fourche	------	------	835
Belle Fourche to Whitewood	1975	1500	860
Whitewood to Rapid City	1460	1075	625
Deadwood to Whitewood	------	2550	1500
Rapid City to Dakota Junction	1250	1075	625
Dakota Junction to Chadron	3160	2720	1580
Chadron to Hay Springs	2000	1720	1000
Hay Springs to Valentine	3800	3270	1900
Valentine to Thacher	2900	2495	1450
Thacher to Long Pine	3800	3270	1900
WESTWARD			
Long Pine to Crookston	2050	1765	1025
Crookston to Hay Springs	1700	1460	850
Hay Springs to Chadron	1800	1550	900
Chadron to Dakota Junction	3450	2965	1725
Dakota Junction to Rapid City	1250	1075	625
Rapid City to Whitewood	------	1075	625
Whitewood to Belle Fourche	------	1890	1100
Belle Fourche to Newell	------	------	760
Whitewood to Deadwood	------	510	300
Dakota Junction to Crawford	1600	1375	800
Crawford to Harrison	1400	1205	700
Harrison to Casper	1500	1290	750
Casper to Illco	2400	2064	1200
Illco to Arminto via CB&Q	2400	2064	1200
Arminto to Shobon via CB&Q	7200	6192	3600
Shobon to Shoshoni	2700	2322	1350
Shoshoni to Lander	------	------	1350

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

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

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

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

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

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

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

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

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

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

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

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