Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

ALLIANCE DIVISION

OF THE

WYOMING DISTRICT

No. 19

EFFECTIVE AT 12:01 A. M.

SUNDAY, SEPTEMBER 28, 1924

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. 19** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD									EASTWARD							
SECOND CLASS		FIRST CLASS				Distance from Lincoln	STATIONS	Signs	Office Closed	Capacity Siding—Cars	FIRST CLASS				SECOND CLASS		
		109 Daily Freight		41 Daily Passenger	39 Daily Passenger	43 Daily Passenger					42 Daily Passenger	40 Daily Passenger	44 Daily Passenger		46 Daily Freight	80 Daily Freight	
		A. M. L 12.50		P. M. L 9.35	P. M. L 3.45	A. M. L 5.10	127.74	RAVENNA	B C K R T W			A. M. A 7.45	A. M. A 9.55	P. M. A 7.00		A. M. A 9.35	P. M. A 3.15	
		1.07		9.43	s 3.55	5.19	133.10	5.35 SWEETWATER		4:15 P.M. to 7:15 A. M.	84	7.33	s 9.42	6.46		9.10	2.58	
		1.22		9.50	s 4.05	5.27	137.91	4.81 HAZARD		4:15 P M to 7:15 A. M.	85	7.25	s 9.32	6.38		8.50	2.47	
		1.42		9.59	s 4.18	s 5.40	144.27	6.36 LITCHFIELD	W	2:30 P. M. to 5:30 A. M.	85	7.13	s 9.18	s 6.28		8.30	2.35	
		2.10		10.12	s 4.36	s 6.00	153.65	9.38 MASON		2:45 P. M. to 5:45 A. M.	85	6.56	s 8.58	s 6.08		8.07	2.10	
		2.32		10.21	s 4.50	s 6.15	160.00	6.35 ANSLEY	W		e85 w85	6.45	s 8.42	s 5.56		7.45	1.55	
		2.55		10.31	s 5.03	**6.30**	167.55	7.55 BERWYN		5:50 P. M. to 8:10 A. M.	74	**6.30**	s 8.25	5.43		7.20	1.35	
		3.35		s 10.50	A 5.20 P.M.	s **6.52**	176.13	8.58 BROKEN BOW	C T W K		e85 w84	s **6.10**	L 8.10 A.M.	s 5.29		**6.52 5.50**	1.15	
		3.55		10.56		f 6.59	180.92	4.79 ERNST	F	No Office	85	5.55		f 5.15		5.35	12.55	
		4.10		f 11.06		s 7.09	184.72	3.80 MERNA		5:30 P. M. to 8:30 A. M.	97	f 5.50		s 5.09		5.20	12.45	
		4.44		f 11.25		s 7.32	195.62	10.90 ANSELMO	W		w76 e85	f 5.33		s 4.51		**4.44**	12.14	
		4.57		11.32		f 7.42	200.82	5.20 GAVIN	F	No Office	86	5.26		f 4.40		4.09	12.01 PM	
		5.17		11.43		f 7.55	207.71	6.89 LINSCOTT	F	No Office	97	**5.17**		f 4.28		3.44	11.45	
		5.49		f 11.56		s 8.10	215.47	7.76 DUNNING	W	5:00 P. M. to 8:00 A. M.	84	f 5.02		s 4.14		3.09	11.15	
		6.10		12.04 AM		8.21	221.52	6.05 EDBELL	F	No Office	97	4.52		4.02		2.54	11.01	
		6.35		f 12.12		s 8.30	225.27	3.75 HALSEY	C W		85	f 4.47		s 3.56		2.44	10.55	
		7.12		12.28		f 8.48	235.18	9.91 NATICK	F	No Office	97	4.32		f 3.38		2.17	10.25	
		7.44		f 12.42		s 9.03	242.56	7.38 THEDFORD	W	5 P. M. to 8:00 A.M.	85	f 4.21		s 3.25		1.58	10.05	
		8.10		12.56		f 9.17	250.64	8.08 NORWAY	F	No Office	86	4.10		f 3.11		1.39	9.45	
		A 8.40 A. M.		A 1.10 A. M.		A **9.30** A. M.	257.61	6.97 SENECA	B C K R T W			L 3.59 A. M.		L 3.00 P. M.		L 1.25 A.M.	L **9.30** A. M	
		Daily		Daily	Daily	Daily		(129.87)				Daily	Daily	Daily		Daily	Daily	
		7:50 16.6		3:35 36:0	1:35 30.2	4:20 30.2		SCHEDULE TIME AVERAGE MILES AN HOUR				3:46 34:1	1:45 27.6	4:00 32.4		8:10 15.9	5:45 22.6	

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR; FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.
Manual Block System. Rule 318-B in effect.
Rule 20 special instruction not in effect.
No train order signal at Ravenna or Seneca. All trains must have Clearance Card (Form A).
Local Extra leaves Ravenna at 6:45 A. M. daily except Sunday for Broken Bow and return.
Local Extra leaves Seneca for Broken Bow at 6:10 A. M. Tuesdays, Thursdays and Saturdays.
Local Extra leaves Broken Bow for Seneca at 9:00 A. M. Mondays, Wednesdays and Fridays.
Local Extras carry passengers.
At Broken Bow: Track east of coal shed will be used as westward siding.
Track west of coal shed will be used as eastward siding.
When passenger trains meet at Ravenna the westward train will take siding at cut off from main line to No. 4 track.
No. 44 stop at Berwyn to receive passengers for Lincoln and beyond.
No. 43 stop at Berwyn to receive passengers for west of Seneca.
Eastward freight trains must be inspected at Thedford, and a second inspection at Broken Bow, Berwyn, or Ansley.

SPEED RESTRICTIONS.
M-2, D, O-2, T-1 and T-2 engines 35 miles an hour when handling passenger trains.
R-4, R-5, and O-1 engines 40 miles an hour when handling passenger trains.
Passenger trains 10 miles an hour between west switch and Station at Ravenna.
M engines 10 miles an hour over bridges, 134.26, 138.09, 155.54, 167.73, 169.42 and 177.24.
Telephone west end bridge 175.72 east end Broken Bow Yard.

SENECA AND ALLIANCE SUBDIVISION

ALLIANCE DIVISION — **TIME TABLE No. 19** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD										EASTWARD					
SECOND CLASS				FIRST CLASS						FIRST CLASS			SECOND CLASS		
				109 Daily Freight	43 Daily Passenger	41 Daily Passenger	Distance from Lincoln	STATIONS	Signs	Office Closed	Capacity Siding —Cars	42 Daily Passenger	44 Daily Passenger		80 Daily Freight	46 Daily Freight	
				A. M	A. M.	A. M.			B C K			A. M.	P. M.		A. M.	A. M.	
				L 10.00	L 9.35	L 1.15	257.61	SENECA	R T W			A 3.55	A 2.55		A 9.00	A12.01	
								5.54									
				10.30	9.46	1.25	263.15	KELSO	F	No Office	84	3.47	2.46		8.45	11.46	
								5.49									
				11.00	s 9.59	1.36	268.64	MULLEN	W	5:00 P. M. to 8:00 A. M.	85	3.39	s 2.38		8.35	11.33	
								10.18									
				11.35	s 10.19	1.54	278.82	HECLA	W	3:30 P. M. to 6:30 A. M.	86	3.24	s 2.19		8.15	11.08	
								6.91									
				11.59	f 10.31	2.05	285.73	WEIR	F	No Office	86	3.13	f 2.08		8.01	10.50	
								8.15									
				12.40PM	s 10.48	2.21	293.88	WHITMAN	C W		E97 W97	3.01	s 1.52		7.43	10.30	
								5.79									
				1.05	10.57	2.30	299.67	DULUTH	F	No Office	86	2.51	1.44		7.29	10.00	
								7.21									
				1.33	s 11.07	s **2.40**	306.88	HYANNIS	W	4:00 P. M. to 7:00 A. M.	85	s **2.40**	s **1.33**		7.15	9.40	
								8.59									
				2.03	s 11.30	2.58	315.47	ASHBY	W	4 P.M. to 9P.M. 5:A.M. to 8:A.M.	85	2.21	s 1.15		6.56	9.15	
								4.05									
				2.16	11.38	3.05	319.52	SAND CUT	F	No Office	68	2.14	1.06		6.45	9.03	
								4.50									
				2.36	s 11.47	3.12	324.02	BINGHAM		5 P. M. to 8 A. M.	85	2.07	s 1.00		6.36	8.50	
								10.39									
				3.16	s 12.09 PM	3.29	334.41	ELLSWORTH	C W	4:00 P. M. to Midnight	97	1.51	s 12.35		6.05	8.20	
								7.51									
				3.42	s **12.25**	3.41	341.92	LAKE SIDE		5:00 P. M. to 8:00 A. M.	88	1.38	s **12.25**		5.45	7.45	
								8.49									
				4.09	s 12.36	3.55	350.41	ANTIOCH	W F	Midnight to 8:00 A. M.	86	1.24	s 12.10		5.25	7.16	
								3.50									
				4.22	f 12.46	4.01	353.91	HOFFLAND	F	No Office	.....	1.18	f 12.01PM		5.10	7.00	
								5.24									
				4.38	12.56	4.09	359.15	BIRDSELL	F	No Office	81	1.10	11.52		4.58	6.48	
								6.35									
				A 5.00 P. M.	A 1.10 P. M.	A 4.25 A. M.	365.50	ALLIANCE	BCKOR T W Y			L 1.00 A. M.	L 11.40 A. M.		L 4.40 A M.	L 6.30 P. M.	
								(107.89)									
				Daily	Daily	Daily						Daily	Daily		Daily	Daily	
				7:00 15.4	3:35 29.1	3:10 33.7	....	SCHEDULE TIME ..... AVERAGE MILES AN HOUR	....	....	....	2:55 37.2	3:15 33.2		4:20 25.0	5:30 19.6	

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR; FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.

Rule 20 special instruction not in effect.

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

Local Extra leaves Alliance 7:00 A. M., Monday, Wednesday and Friday for Seneca.

Local Extra leaves Seneca 6:00 A. M., Tuesday, Thursday and Saturday for Alliance.

Local Extras carry passengers.

No. 41 stop at Mullen to discharge passengers from Grand Island and East.

No. 42 stop at Mullen to receive passengers for Grand Island and beyond.

No. 42 stop at Mullen to discharge passengers from Alliance and west.

Eastward freight trains must be inspected at Antioch, and a second inspection at Whitman, Weir, Hecla or Mullen.

SPEED RESTRICTIONS:

R-4, R-5, and O-1 engines 40 miles an hour when handling passenger trains.

M-2A, D, O-2, T-1 and T-2 engines 35 miles an hour when handling passenger trains.

Passenger trains 10 miles an hour between switches at Alliance.

All switches leading off runaround track Alliance must be lined back for the runaround track after being used.

ALLIANCE AND EDGEMONT SUBDIVISION

ALLIANCE DIVISION — **TIME TABLE No. 19** — **EFFECTIVE SEPTEMBER 2[illegible].924**

WESTWARD											EASTWARD							
SECOND CLASS				FIRST CLASS							FIRST CLASS			SECOND CLASS				
			109 Daily Freight		43 Daily Passenger	41 Daily Passenger	Distance from Lincoln	STATIONS	Signs	Office Closed	Capacity Siding—Cars	44 Daily Passenger	42 Daily Passenger		80 Daily Freight			
			P. M.		P. M.	A. M.						A. M.	A. M.		A. M.			
.....	.....	.....	L 7.00		L 1.35	L 4.50	365.50	**ALLIANCE**	B C K O R T W Y	.....	.....	A11.20	A12.20		A 2.40	.....	.....	.....
								5.15										
.....	.....	.....	7.20		1.45	5.00	370.65	YALE	F	No Office	97	11.09	12.08 AM		2.17	.....	.....	.....
								4.94										
.....	.....	.....	7.35		f 1.55	5.08	375.59	BEREA	F	No Office	88	f 11.00	11.58		2.05	.....	.....	.....
								9.00			w75							
.....	.....	.....	8.05		s 2.09	s 5.25	384.59	HEMINGFORD	W		e85	s 10.44	s 11.41		1.45	.....	.....	.....
								6.75										
.....	.....	.....	8.25		f 2.28	5.38	391.34	GIRARD	F Y	No Office	97	f 10.29	11.28		1.30	.....	.....	.....
								5.15										
.....	.....	.....	8.40		2.36	5.46	396.49	NYE	F	No Office	85	10.19	11.16		1.10	.....	.....	.....
								4.12										
.....	.....	.....	8.50		s 2.43	5.53	400.61	MARSLAND	W	5:00 P. M. to 8:00 A. M.	w85 e86	s 10.10	11.07		12.57	.....	.....	.....
								3.53										
.....	.....	.....	9.01		2.53	5.59	404.14	DOOLEY	F	No Office	77	10.02	10.59		12.43	.....	.....	.....
								6.20										
.....	.....	.....	9.30		s 3.05	6.13	410.34	BELMONT	W		e88 w82	s 9.53	10.48		12.30	.....	.....	.....
								5.41										
.....	.....	.....	9.50		3.17	6.24	415.75	RUTLAND	F	No Office	105	9.31	10.25		12.01AM	.....	.....	.....
								0.65										
.....	.....	.....	.....		.....	.....	416.40	EAST END OF DOUBLE TRACK	.....	No Office	.....	9.30	10.24		11.59	.....	.....	.....
								6.52										
.....	.....	.....	10.30		s 3.40	s 6.47	422.92	CRAWFORD	B C K W Y	No Office	w95 e97	s 9.08	s 10.02		11.30	.....	.....	.....
								0.20										
.....	.....	.....	10.32		3.41	6.48	423.12	C. & N. W. CROSSING	.....	.....	.....	8.59	9.51		11.12	.....	.....	.....
								5.23										
.....	.....	.....	**11.00**		f 3.51	6.57	428.35	HORN	F	No Office	86	f 8.50	9.42		**11.00**	.....	.....	.....
								8.61										
.....	.....	.....	11.30		4.03	7.11	436.96	JODER	F	No Office	76	8.37	9.27		10.35	.....	.....	.....
								3.14		3.30 PM to 6.30 AM								
.....	.....	.....	11.48		s 4.10	7.17	440.10	ORELLA			85	s 8.32	9.22		10.25	.....	.....	.....
								5.30										
.....	.....	.....	12.10AM		f 4.20	7.26	445.40	MANSFIELD	F	No Office	96	f 8.22	9.12		10.08	.....	.....	.....
								4.94										
.....	.....	.....	12.40		s 4.28	s 7.34	450.34	ARDMORE	W	.....	e90 w90	s 8.07	s 9.00		9.55	.....	.....	.....
								8.45										
.....	.....	.....	1.18		f 4.48	**7.52**	458.79	RUMFORD	F	No Office	81	f **7.52**	8.45		9.30	.....	.....	.....
								8.13										
.....	.....	.....	1.55		s 5.02	8.07	466.92	PROVO	.....	5:25 p to 6:30 a 3:30 p to 4:45 p	97	s 7.37	8.32		9.10	.....	.....	.....
								5.24										
.....	.....	.....	2.13		5.14	8.15	472.16	DENNIS	F	No Office	86	7.27	8.19		8.55	.....	.....	.....
								3.98										
.....	.....	.....	A 2.30 A. M.		A 5.25 P. M.	A 8.25 A. M.	476.14	**EDGEMONT**	B C K O R T W Y	.....	.....	L 7.20 A. M.	L 8.10 P. M.		L 8.40 P. M.	.....	.....	.....
			Daily		Daily	Daily		(110.64)				Daily	Daily		Daily			
			7:30 14.8		3.50 28.2	3:35 30.7	.....	SCHEDULE TIME ..... AVERAGE MILES AN HOUR	.....	.....	.....	4:00 27.6	4:10 26.0		6:00 18.3			

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR; FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.

DOUBLE TRACK BETWEEN CRAWFORD AND RUTLAND.

Manual Block System. Rule 318B in effect.

Rule 20 special instructions not in effect

No train order signal at Alliance. All trains must have Clearance Card (Form A).

Local Extra leaves Alliance 6:30 A. M. Mondays, Wednesdays and Fridays for Edgemont.

Local Extra leaves Edgemont 5:45 A. M. Tuesdays, Thursdays and Saturdays for Alliance.

Local Extras carry passengers.

No. 12 track in Edgemont yard will be used as engine lead or run-around track. Switches on the east lead when not in actual use must be kept lined for the lead permitting continuous movement to and from No. 12.

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

Eastward freight trains must be inspected at Marsland, Nye, Girard or Hemingford.

HANDLING PARCELS POST MATTER—No. 44 will stop at Rumford on request of mail clerks to conductors, or on flag by postmasters, to handle bulky or fragile parcel post matter which cannot be interchanged by moving trains.

SPEED RESTRICTIONS.

Passenger trains 30 miles an hour; freight trains 20 miles an hour around curves between Belmont and Rutland.

Passenger trains 20 miles an hour around 10 degree curves at Breezy Point and on the Horseshoe between Belmont and Rutland.

Passenger trains 10 miles an hour between switches at Alliance and Edgemont.

Passenger trains 35 miles an hour, and other trains 20 miles an hour, over C. & N. W. railroad crossing and through interlocking plant at Crawford.

Freight trains, except No. 80 and stock trains with 15 or more cars of stock, 30 miles an hour between Horn and Edgemont.

M-2-A, D, O-2, T-1 and T-2 engines 35 miles an hour when handling passenger trains.

R-4, R-5 and O-1 engines 40 miles an hour when handling passenger trains.

Freight trains ten miles an hour over the main line and switches of the west lead at Edgemont when heading in.

M engines 10 miles an hour over bridges 444.46 and 444.79

A 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
East switch westward siding Crawford.
East switch eastward siding Crawford.

All switches leading off runaround track Alliance must be lined back for the runaround track after being used.

DEADWOOD AND EDGEMONT SUBDIVISION

ALLIANCE DIVISION — **TIME TABLE No. 19** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD												EASTWARD							
SECOND CLASS						FIRST CLASS		Distance from Edgemont	STATIONS	Signs	Office Closed	Capacity Sidings—Cars	FIRST CLASS	SECOND CLASS					
					207 Daily Ex. Sunday Mixed		141 Daily Passenger						142 Daily Passenger		208 Daily Ex. Sunday Mixed				
							A. M. L 8.40	0.00	EDGEMONT	B C K O R T W Y			P. M. A 7.25						
								0.56	DEADWOOD LINE JC.		No Office								
							f 8.57	5.71 6.27	BUENA VISTA	F	No Office	16	f 7.06						
							f 9.02	2.07 8.34	CHILSON	F	No Office	30	f 7.02						
							s 9.25	7.63 15.97	MINNEKAHTA	R W Y	5:00 P. M. to 8:00 A. M.	32	s 6.42						
							f 9.34	3.98 19.95	IVANHOE	F	No Office	20	f 6.29						
							f 9.45	4.92 24.87	ARGYLE	F	No Office	34	f 6.19						
							f 9.51	2.63 27.50	LORING	F	No Office	20	f 6.12						
							s10.05	4.81 32.31	PRINGLE	W	6:25 p to 8:30 a 5:30 p to 5:45 p	19	s 6.02						
							f10.17	5.21 37.52	MAYO	F	No Office	35	f 5.47						
							s10.35	6.94 44.46	CUSTER	W	5:30 P. M. to 8:30 A. M.	31	s 5.30						
							f10.53	6.31 50.77	BERNE	F	No Office	29	f 5.12						
							f11.03	4.05 54.82	OREVILLE	F	No Office	20	f 4.57						
							s11.20	5.60 60.42	HILL CITY	W Y	5:30 P. M. to 8:30 A. M.	32	s 4.43						
							f11.40	7.55 67.97	REDFERN	F	No Office	21	f 4.24						
							s11.56	6.85 74.82	MYSTIC	K R	5:30 P. M. to 8:30 A. M.	20	s 4.00						
							11.59	1.25 76.07	R. C. B. H. & W. JUNCT.	F	No Office		3.55						
							s12.16PM	5.98 82.05	ROCHFORD	W	5:30 P. M. to 8:30 A. M.	18	s 3.41						
							f12.32	6.22 88.27	NAHANT	F	No Office	11	f 3.26						
							f12.48	5.39 93.66	DUMONT	F	No Office	29	f 3.11						
					P. M. L 3.05		s 1.02	4.89 98.55	ENGLEWOOD	B C K O R W Y	3:30 P. M. to 6:30 A. M.		s 2.50		A. M. A 9.00				
					f 3.20		1.12	4.37 102.92	KIRK	F	No Office		2.25		f 8.46				
					s 3.32		s 1.27	2.19 105.11	PLUMA	F	No Office	17	s 2.17		s 8.37				
					A 3.40 P. M.		A 1.35 P. M.	1.72 106.83	DEADWOOD	B K R T W	4:30 P. M. to 7:30 A. M.		L 2.10 P. M.		L 8.30 A. M.				
					Daily Ex. Sunday		Daily		(106.83)				Daily		Daily Ex. Sunday				
					0:35 13.8		4:55 21.7		SCHEDULE TIME AVERAGE MILES AN HOUR				5:15 20.3		0:30 16:5				

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR; 25 MILES AN HOUR ON 3 PER CENT GRADES; FREIGHT TRAINS 25 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 15 MILES AN HOUR ON GRADES OF 3 PER CENT.

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

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.

Rule 20 special instructions not in effect.

No train order signal at Deadwood. All trains must have Clearance Card, (Form A).

No. 12 track in Edgemont yard will be used as engine lead or run-around track. Switches on the east lead when not in actual use must be kept lined for the lead permitting continuous movement to and from No. 12.

Nos. 141 and 142 stop at Sanatorium and Harney Canon to receive or discharge passengers.

Nos. 142 and 208 must receive connection at Pluma from Lead and Deadwood Transit Company.

Local Extra leaves Edgemont at 7:00 A. M., Monday, Wednesday and Friday for Englewood.

Local Extra leaves Englewood at 9:15 A. M., Tuesday, Thursday and Saturday for Edgemont.

[illegible] percent grades. 1½ miles west Argyle to Loring. Berne to Oreville. Pitts Spur to one mile east Mystic. ¾ mile West Dumont to Pluma.

SPEED RESTRICTIONS.

D-4, T-1 and T-2 engines 25 miles an hour when handling passenger trains.

Freight trains 10 miles an hour over the main line and switches of the west lead at Edgemont when heading in.

Passenger trains ten miles an hour from the clearance west of junction switch Edgemont to the passenger station.

Trains handling loaded tank cars 20 miles an hour.

Nihart Spur	2.97 miles west Pringle	Smith Spur	5.31 miles west Hill City
Sanatorium Spur	1.50 miles west Mayo	Pitts Spur	1.78 miles west Redfern
Harney Canon Depot	2.48 miles west Oreville	Seals Spur	3.75 miles west Mystic
Tin Spur	4.79 miles west Oreville	OD Spur	1.25 miles west Rochford
		Bulldog Spur	2.30 miles west Nahant
		Wasp No. 2 Spur	2.22 miles west Englewood

ENGLEWOOD AND SPEARFISH SUBDIVISION

ALLIANCE DIVISION TIME TABLE No. 19 EFFECTIVE SEPT. 28, 1924

WESTWARD SECOND CLASS 209 Daily Ex. Sunday Mixed	Distance from Englewood	STATIONS	Signs	Office Closed	Capacity Siding — Cars	EASTWARD SECOND CLASS 206 Daily Ex. Sunday Mixed
A.M.						P.M.
L 9.25	0.00	ENGLEWOOD	B C K O R W Y	3:30 P. M. to 6:30 A. M.	....	A 2.45
		4.60				
f 9.45	4.60	TERRY	F	No Office	7	f 2.25
		1.80				
s 9.55	6.40	TROJAN	F	No Office	13	s 2.16
		1.93				
f 10.05	8.33	CROWN HILL		No Office	6	f 2.04
		5.57				
f 10.29	13.90	ELMORE	F W	No Office	20	f 1.35
		3.67				
s 10.42	17.57	SAVOY		No Office	6	s 1.20
		1.68				
f 10.49	19.25	IRON CREEK		No Office	5	f 1.12
		3.38				
s 11.01	22.63	MAURICE	F	No Office	15	s 1.00
		8.62				
A11.35 A.M.	31.25	SPEARFISH	R W Y	4:45 P. M. to 7.45 A. M.	13	L12.30 P.M.
Daily Ex. Sunday		(31.25)				Daily Ex. Sunday
2:10		SCHEDULE TIME				2:15
14.2		AVERAGE MILES AN HOUR				14.5

TRAINS MUST NOT EXCEED 20 MILES AN HOUR. WESTWARD TRAINS MUST NOT EXCEED 15 MILES AN HOUR TROJAN TO ELMORE AND EASTWARD TRAINS MUST NOT EXCEED 15 MILES AN HOUR TROJAN TO ENGLEWOOD.

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

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect. Rule 20 special instructions not in effect.
No train order signal at Spearfish. All trains must have Clearance Card (Form A).
No. 209 and No. 206 will stop on flag at Aztec between Englewood and Terry.
Trains handling loaded tank cars 15 miles an hour.

MINNEKAHTA AND HOT SPRINGS SUBDIVISION

ALLIANCE DIVISION TIME TABLE No. 19 EFFECTIVE SEPT. 28, 1924

WESTWARD SECOND CLASS 213 Daily Mixed	211 Daily Mixed	Distance from Minnekahta	STATIONS	Signs	Office Closed	Capacity Siding — Cars	EASTWARD SECOND CLASS 212 Daily Mixed	214 Daily Mixed
P.M.	A. M.						A.M.	P.M.
L 6.42	L 9.35	0.00	MINNEKAHTA	R W Y	5:00 P. M. to 8:00 A. M.	32	A 9.15	A 6.30
		6.87						
f 7.02	f 9.55	6.87	ERSKINE		No Office	....	f 8.49	f 6.07
		6.28						
A 7.27 P.M.	A10.20 A. M.	13.15	HOT SPRINGS	B C K R T W	5:45 P. M. to 8:05 A. M.	....	L 8.25 A.M.	L 5.45 P.M.
Daily	Daily		(13.15)				Daily	Daily
0:45	0:45		SCHEDULE TIME				0:50	0:45
17.6	17.6		AVERAGE MILES AN HOUR				15.8	17.6

TRAINS MUST NOT EXCEED 20 MILES AN HOUR.

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

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.
Rule 20 special instructions not in effect.
No train order signal at Hot Springs. All trains must have Clearance Card (Form A).
Trains handling loaded tank cars 15 miles an hour.

HOT SPRINGS—Joint Tracks: Yard limit boards 1000 feet east of the most easterly switch of the C. & N. W. yard, and 1000 feet east of the most easterly switch in C., B. & Q. yard. All trains both C. & N. W. and C., B. & Q. operating within these limits will be governed by rule 93. Train and enginemen must provide themselves with current C. & N. W. and C., B. & Q. time tables. Registers are located at C. & N. W. freight station and at joint passenger station. C., B. & Q. trains must register at both points.

NEMO AND LEAD SUBDIVISION

ALLIANCE DIVISION TIME TABLE No. 19 EFFECTIVE SEPT. 28, 1924

WESTWARD	Distance from Lead	STATIONS	Signs	Office Closed	Capacity Siding — Cars	EASTWARD
	28.00	NEMO	C R Y	4 P. M. to 7 A. M.	....	
		1.37				
	26.63	SPRUCE		No Office	....	
		2.93				
	23.70	NOVAK		No Office	....	
		1.10				
	22.60	BENCH MARK	F W Y	No Office	....	
		4.73				
	17.87	APEX		No Office	....	
		1.33				
	16.54	BUCKS		No Office	....	
		1.72				
	14.82	ROUBAIX	F	No Office	....	
		1.47				
	13.35	AVALON	W	No Office	....	
		1.36				
	11.99	GALENA JUNCTION	F	No Office	....	
		3.64				
	8.35	WOODVILLE	Y	No Office	....	
		2.31				
	6.04	ENGLEWOOD	C B K O R W Y	3:30 P. M. to 6:30 A. M.	....	
		3.16				
	2.88	WHITETAIL SUMMIT		No Office	....	
		1.44				
	1.44	FANTAIL	F	No Office	....	
		1.44				
	0.00	LEAD	O R T W	5 P. M. to 8 A. M.	....	
		(28.00)				
		SCHEDULE TIME				
		AVERAGE MILES AN HOUR				

TRAINS MUST NOT EXCEED 20 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 15 MILES AN HOUR DOWN GRADES OF 3 PER CENT OR MORE.

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

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.
Rule 20 special instructions not in effect.
No train order signal at Lead. All trains must have Clearance Card (Form A).
Trains handling loaded tank cars 15 miles an hour.

SPECIAL INSTRUCTIONS

Train Masters: L. B. Denton, Alliance, Nebr., J. T. Gilmore, Deadwood, S. Dak.
Chief Dispatcher: A. V. Gavin, Alliance, Nebr.
Night Chief Dispatcher: H. H. Giles, Alliance, Nebr.
Train Dispatchers: R. V. Cox, G. Eckhardt, F. T. Helpbringer, H. E. Hillyer, C. J. Hitt, L. H. Kilgore, H. E. Marvin, H. B. Miller.

Rule 1. Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed" while orders are in effect for trains in that direction, clearing preceding train as per Rule 906.

Light engines, mail and express trains will be handled the same as passenger trains.

Trains may pass train order signal indicating "stop" when convenient to do station work or take siding, but the proper clearance must be obtained before train may proceed from station. A "proceed" signal indication must not be displayed for or accepted by a train entering a siding.

When weather conditions obscure the view, operators will promptly report to the Dispatcher, who will decide if an absolute block of all trains must be maintained.

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.

Rule 2. Train order signal must indicate "stop" in both directions at end of reverse movement, and clearance card Form "A," with copy of train order delivered to train completing reverse movement.

Rule 3. Trains Approaching Stations. Except in automatic block signal territory, freight and extra trains must pass through stations with caution, unless the way is seen to be clear.

Rule 4. Where automatic block system rules are in effect, normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to "stop" and remain so until orders have been delivered to trains, or cleared as per Rule 906.

Rule 5. Grade Signals. The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication yellow above, purple below, when blade is in horizontal position.

Color light signal type indicated by a purple marker light on right side of pole below head. Restrictive indication for two light signals one yellow light above and one purple light below.

For three light signals two yellow lights above and one purple light below.

Restrictive Indication of Signal: (A) Light passenger, mail, express or freight trains and light engines stop, then proceed as per Rule 509A or B.

(B) Heavy passenger, mail or express and freight trains may pass signal at slow speed, then proceed as per Rule 509A or B.

Rule 6. With Caution. Moving a train with caution, or under control, means that the speed must be such that the enginemen shall be able to stop within the range of their vision.

Rule 7. A train, which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal, may pass such signal at "stop" to enter siding, when under control, provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

Rule 8. Restricting Order. On single track where the middle order is used, a train order restricting the superiority of a passenger, mail or express train, may be given in "19 Form." At division, terminal and junction stations, where the "31 Form" is used and the signature of the conductor of a passenger, mail or express train cannot be obtained, previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders, before commencement of his run on that division or subdivision.

Rule 9. Delivering Orders. Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

Rule 10. Advancing Trains. When a train dispatcher desires to advance a train from a station where, by the rule, it should enter the siding before passing a train order office, he may instruct the operator to use a green signal, as prescribed by Rule 12-(C), or clear the calling-on signal. The engineman may then continue to move his train on the main track to the signal with caution, and there be governed by train orders that are addressed to his train.

Rule 11. Safety of Trains at Terminals. At terminal stations the conductor will be responsible for the safety of his train, while on the main track, until relieved.

Rule 12. Protection of Trains on Grade. When necessary to leave a train, or a portion of a train, on a grade, air brakes must be set, then hand brakes set tight, and air brakes released before engine is uncoupled.

Rule 13. Protection of Oil Cars. Oil cars connected with a loading or unloading device must be protected with signs reading "Stop, tank car connected." The signs may be placed on ends of cars or on the track and must be placed or removed by party loading or unloading.

Rule 14. Backward Movement of Passenger Trains. The conductor must control with the extension hose the backward movement of loaded passenger trains at terminals and at other points where necessary.

Rule 15. Standard Time. Rules 2 and 3 (Book of Rules) will also apply to train baggagemen, brakemen, flagmen, firemen and switchmen.

Rule 16. Recall Signal. The recall signal D-14 (D & E) against the current should be followed by one short sound of the whistle.

Whistle signal 14-L consists of nine seconds duration.

Rule 17. Inspection of Special Equipment. Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

Rule 18. Conductors of work extras and foremen of bridge and track gangs must furnish flagman written instructions to be handed enginemen of trains flagged, detailing clearly what they are to do.

Where changes in the instructions are necessary, they may be written by the conductor or foreman, or by the flagman under instructions of the conductor or foreman.

Rule 19. Where check of register is not received by train order, conductors will check register as per Rule 83 and furnish register check, Form 1648, to engineman.

When register check is received by train order, conductor will hand register ticket to operator who will register.

Rule 20. Freight trains will be notified of following extras by the train dispatcher, who will issue train orders to all concerned as follows:

"C. & E. (trains)

After (time) protect against Extra_____"

Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to rule 99.

In the absence of this order, freight trains may occupy the main track between station switch limits protecting against scheduled trains only, and following extra trains must approach all stations prepared to stop at the first switch, and thereafter proceed as the way is seen or known to be clear.

Rule 21. Use of Track. Where there are two sidings for meeting or passing trains, the right hand track should be used; if necessary to use left hand track, train must protect against opposing train.

Rule 22. General Speed Restrictions. Engines under steam, disconnected on one side, with main rod down, must not exceed 25 miles an hour.

Trains must not exceed 15 miles an hour on sidings and through crossovers at end of double track, and 10 miles an hour through other turn outs, unless otherwise specified.

Trains handling pile drivers, steam derricks, and similar equipment must not exceed the speed limit of freight trains over the same track, except trains handling derricks on branch lines must not exceed 15 miles an hour.

Trains handling short scale test cars must not exceed 25 miles an hour on main line nor 20 miles an hour on branches.

Trains handling clam shells must not exceed 25 miles an hour on main line, nor 20 miles an hour on branches. The boom must be taken down and the boom towards the rear.

Rule 23. The Following Signs Indicate,
"F" Telephone Siding without Operator.
"C" Fuel.
"W" Water.
"Y" Wye.
"T" Turntable.
"R" Registering Station.
"K" Standard Clock.
"O" Track Scales.
"B" Bulletin Board.

Rule 24. 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.

Rule 25. In manual block territory, permissive movement will be authorized by train dispatcher. Dispatcher will report block when clear.

Crawford interlocking plant with distant and home signal will govern all trains over C & N W crossing. High semaphores govern main line. Dwarf signals govern side tracks only. Following code of whistle signals will be used in calling for switches operated by this interlocking plant:
1 long for main line.
1 long, 1 short for siding.
1 long, 1 short, 1 long for Nos. 1, 2, and 3 track.
1 short, 1 long, 1 short for roundhouse.
2 short, 1 long for transfer track.

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners and Surgeons

Alliance, Nebr.,	Dr. A. L. Woolis,	Medical Examiner.
Alliance, Nebr.,	Dr. C. E. Slagle,	Surgeon.
Alliance, Nebr.,	Dr. J. P. Weyrens,	Surgeon.
Broken Bow, Nebr.,	Dr. C. L. Mullins,	Surgeon.
Crawford, Nebr.,	Dr. B. F.Richards,	Surgeon.
Deadwood, S. Dak.,	Dr. A. G. Allen,	Surgeon.
Deadwood, S. Dak.,	Dr. F. S. Howe,	Surgeon.
Edgemont, S. Dak.,	Dr. A. H. Thornton,	Surgeon.
Hot Springs, S. Dak.,	Dr. P. T. Geyerman,	Surgeon.
Lead, S. Dak.,	Dr. J. W. Freeman,	Consulting Surgeon.
Lead, S. Dak.	Dr. F. E. Clough,	Surgeon.
Ravenna, Nebr.,	Dr. L. E.Dickinson,	Surgeon.

When anyone is injured on Company property (whether Company is liable or not), the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present. In cases of emergency, when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. Company Surgeon upon arrival shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned. No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient. 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's Surgeon, and then only such attendance as it appears is CLEARLY and IMMEDIATELY demanded.

J. N. REDFERN, MANAGER, CHICAGO. D. B. MOSS, M. D., CHIEF MEDICAL AND SURGICAL OFFICER, CHICAGO.

E. FLYNN,
General Manager, Omaha, Nebraska.

F. G. GURLEY,
Superintendent, Alliance, Nebraska.

W. L. BARNES,
General Superintendent Transportation, Chicago, Illinois.

A. G. SMART
General Superintendent, Alliance, Nebraska.

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

MAP OF BURLINGTON ROUTE AND CONNECTING LINES.