

## SURGEONS AND PHYSICIANS

Alliance, Nebr.....DR. G. F. JOHNSTON.....Surgeon and Examiner.  
Alliance, Nebr.....DR. J. S. BROZ.....Surgeon and Examiner.  
Alliance, Nebr.....DR. F. P. SUGANG.....Eye Specialist.  
Ansley, Nebr.....DR. C. W. WILCOX.....Surgeon.  
Broken Bow, Nebr.....DR. P. H. J. CAROTHERS.....Surgeon.  
Broken Bow, Nebr.....DR. J. E. BOWMAN.....Surgeon.  
Crawford, Nebr.....DR. B. F. RICHARDS.....Surgeon.  
Custer, S. Dak.....DR. F. E. MANNING.....Surgeon.  
Deadwood, S. Dak.....DR. F. S. HOWE.....Surgeon and Examiner.  
Edgemont, S. Dak.....DR. J. R. BYRNE.....Surgeon and Examiner  
Hill City, S. D.....DR. E. B. HULTZ.....Surgeon.  
Hot Springs, S. Dak...DR. S. G. BAILEY.....Surgeon.  
Hyannis, Nebr.....DR. W. L. HOWELL.....Surgeon.  
Mullen, Nebr.....DR. D. A. WALKER.....Surgeon.  
Ravenna, Nebr.....DR. L. E. DICKINSON.....Surgeon and Examiner.  
Rapid City, S. D.....DR. F. W. MINTY.....Surgeon.

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.

Dr. O. H. HORRALL, Chief Surgeon, Chicago, Ill.

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

C. C. HOLTORF,  
Superintendent, Alliance, Nebr.

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

F. E. SPERRY,  
General Supt. Transportation, Chicago, Ill.

# Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

# TIME TABLE OF THE ALLIANCE DIVISION OF THE WESTERN DISTRICT No. 51

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

SUNDAY, JANUARY 14, 1945

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—Sub-division

ALLIANCE DIVISION.

TIME TABLE No. 51.

EFFECTIVE JANUARY 14, 1945.

WESTWARD				Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Sundays	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Freight	Daily Freight
<b>79</b>	<b>41</b>	<b>43</b>									<b>44</b>	<b>42</b>	<b>80</b>	<b>78</b>
A.M. L 2.45	P.M. L 9.35	A.M. L 2.57		Continuous.	B.C.K.R. T.W.Yd.	127.74	..... RAVENNA .....	Yard	Yard	Continuous.	P.M. A 7.05	A.M. A 3.25	A.M. A 7.00	A.M. A 12.45
2.59	9.45	3.04		No Office.		133.41	..... SWEETWATER .....		9	No Office.	f 6.55	3.17	6.43	12.28
3.11	9.55	3.11		No Office.	F.	137.91	..... HAZARD .....	76	34	No Office.	f 6.46	3.11	6.30	12.15 A.M.
3.40	10.08	3.20		7:00 a.m. to 3:00 p.m. 9:00 p.m. to 5:00 a.m.	W.	144.27	..... LITCHFIELD .....	138	35	7:00 a.m. to 3:00 p.m. 9:00 p.m. to 5:00 a.m.	s 6.35	3.01	6.15	11.55
4.03	10.22	3.32		7:00 a.m. to 4:00 p.m.		153.65	..... MASON .....	76	34	Closed.	s 6.20	2.44	6.00	11.35
4.25	10.39	3.42		7:00 a.m. to 4:00 p.m.		160.00	..... ANSLEY .....	125	42	Closed.	s 6.05	2.35	5.45	11.15
4.50	10.52	3.52		7:00 a.m. to 4:00 p.m.		167.55	..... BERWYN .....	104	32	Closed.	f 5.50	2.23	5.30	10.52
5.15	11.13	4.08		Continuous	C.W.Yd.	176.13	..... BROKEN BOW .....	E88 W76	Yard	Continuous.	s 5.35	2.06	5.15	10.35
5.35	11.29	4.21		7:00 a.m. to 4:00 p.m.		184.72	..... MIERNA .....	128	44	Closed.	s 5.20	1.45	4.55	10.14
5.55	11.45	4.36		7:00 a.m. to 3:00 p.m. 4:30 p.m. to 12:30 a.m.	W.	195.62	..... ANSELMO .....	138	44	7:00 a.m. to 3:00 p.m. 4:30 p.m. to 12:30 a.m.	s 4.52	1.30	4.36	9.54
6.30	12.03	4.54		No Office.	F.	207.71	..... LINSOTT .....	125	10	No Office.	4.34	1.13	3.50	9.30
6.50	12.14	5.05		7:00 a.m. to 4:00 p.m.	W.	215.47	..... DUNNING .....	76	43	Closed.	s 4.22	1.03	3.25	9.15
7.15	12.27	5.19		Continuous	C.W.	225.27	..... HALSEY .....	125	45	Continuons	s 4.11	12.52	3.05	8.55
7.40	12.39	5.34		No Office.	F.	235.18	..... NATICK .....	88	26	No Office.	3.55	12.39	2.35	8.30
8.00	12.53	5.46		6:00 a.m. to 3:00 p.m.		242.56	..... THEDFORD .....	126	20	6:00 a.m. to 8:00 a.m.	s 3.45	12.27	2.20	8.15
8.20	1.08	5.57		No Office.	F.	250.64	..... NORWAY .....	77		No Office.	3.31	12.16	2.00	8.00
A 8.45 A.M.	A 1.21 A.M.	A 6.08 A.M.		Continuous.	B.C.K.R. T.W.Yd.	257.61	..... SENECA .....	Yard	Yard	Continuous.	L 3.22 P.M.	L 12.05 A.M.	L 1.40 A.M.	L 7.45 P.M.
Daily	Daily	Daily					..... (129.87) .....				Daily	Daily	Daily	Daily
8:10 21.6	3:46 34.4	3:11 40.8					..... SCHEDULE TIME .....				3:43	3:20	5:20	5:00
							..... AVERAGE MILES AN HOUR .....				34.9	36.4	24.3	26.0

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

Manual Block System. Rule 318-B In effect.

Rule 221 (a) in effect for all trains at all stations.

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

Local Extra leaves Ravenna for Seneca at 5:30 A. M., Monday, Wednesday and Friday.

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 eastward train will take siding at west switch.

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

When passenger trains meet at Seneca, the train taking siding will use X-1 track south of depot.

Telephones Located: Conductors room in freight house and at west end of bridge 175.72 Broken Bow. East switch Seneca yard.

Spring switches: West main track switch Ravenna.  
East and west end of Seneca yard.

No. 42 stops at stations Thedford to Litchfield inclusive to discharge revenue passengers from points north and west of Edgemont and Casper to Alliance.

Nos. 41 and 44 stop at Sweetwater on flag or at request of mail clerks to handle parcel post.

B, O-5-A and M-4-A engines must not be operated on following tracks:

Litchfield: West of stock yards on stock track.

Mason: 300 feet west end of business track.

Ansley: Business track.

Broken Bow: Mill track.

Dunning: Business track and stock track from west end to stock yards.

Halsey: Coal shed track west of coal shed. Business track from west end to the crossing west of stock yards.

Natick: Stock track.

Seneca: Coal shed track.



# Seneca and Alliance—Sub-division

**ALLIANCE DIVISION.**

**TIME TABLE No. 51.**

**EFFECTIVE JANUARY 14, 1945.**

WESTWARD				Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Sundays	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Freight	Daily Freight
79	43	41	41					44	42		78	80		
L 9.20	L 6.13	L 1.26	L 1.26	Continuous.	B.C.K.R. T.W.Yd.	257.61	..... SENECA .....	Yard	Yard	Continuous.	P.M. A 3.17	P.M. A 1.59	P.M. A 7.15	A.M. A 1.00
9.40	6.22	1.35	1.35	No Office.	F.	263.15	..... KELSO .....	75		No Office.	3.09	11.51	6.57	12.45
10.01	s 6.32	s 1.47	s 1.47	Continuous.		268.64	..... MULLEN .....	127	73	Continuous.	s 3.02	s 11.43	6.44	12.30
10.30	6.46	f 2.00	f 2.00	No Office.	F.W.	278.82	..... HECLA .....	77	23	No Office.	f 2.47	11.27	6.20	12.10
10.50	6.56	2.09	2.09	No Office.	F.	285.73	..... WEIR .....	77		No Office.	2.38	11.17	6.07	11.55
11.15	7.07	s 2.23	s 2.23	Continuous.	C.W.	293.88	..... WHITMAN .....	150	75	Continuous.	s 2.28	11.05	5.53	11.40
11.35	7.15	2.33	2.33	No Office.	F.	299.67	..... DULUTH .....	77		No Office.	2.20	10.54	5.38	11.20
11.55	s 7.26	s 2.45	s 2.45	7:00 a.m. to 3:00 p.m. 9:00 p.m. to 5:00 a.m.	W.	306.88	..... HYANNIS .....	125	50	7:00 a.m. to 3:00 p.m. 9:00 p.m. to 5:00 a.m.	s 2.11	s 10.43	5.26	11.05
12.22	P.M. 7.40	s 3.04	s 3.04	8:00 a.m. to 5:00 p.m.	W.	315.47	..... ASHBY .....	76	46	1:00 p.m. to 3:00 p.m.	s 1.59	10.29	5.11	10.45
12.38	7.52	s 3.18	s 3.18	8:00 a.m. to 5:00 p.m.		324.02	..... BINGHAM .....	125	22	1:00 p.m. to 3:00 p.m.	s 1.47	10.17	4.57	10.32
12.59	8.06	s 3.43	s 3.43	7:00 a.m. to 4:00 p.m.		334.41	..... ELLSWORTH .....	88	37	7:00 a.m. to 4:00 p.m.	s 1.27	10.05	4.41	10.15
1.19	8.15	s 3.54	s 3.54	Continuous.		341.92	..... LAKE SIDE .....	79	50	Continuous.	s 1.19	9.55	4.27	9.55
1.35	8.25	f 4.05	f 4.05	No Office.	F.W.	350.53	..... ANTIOCH .....	124	45	No Office.	f 1.06	9.45	4.10	9.35
1.55	8.35	4.20	4.20	No Office.	F.	359.15	..... BIRDSSELL .....	125		No Office.	12.55	9.34	3.50	9.20
A 2.20	A 8.45	A 4.30	A 4.30	Continuous.	B.C.K.O.R. T.W.Y.Yd.	365.50	..... ALLIANCE .....	Yard	Yard	Continuous.	L 12.45	L 9.25	L 3.30	L 9.00
Daily	Daily	Daily	Daily				..... (107.89) .....				Daily	Daily	Daily	Daily
5:00 21.5	2:32 42.6	3.04 35.1	3.04 35.1				..... SCHEDULE TIME .....				2:32 42.8	2:34 42.0	3:45 28.7	4:00 28.9
							..... AVERAGE MILES AN HOUR .....							

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

Manual Block System. Rule 318-B in effect.

Rule 221 (a) in effect for all trains at all stations.

No train order signal at Alliance and 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.

When passenger trains meet at Seneca, train taking siding will use X-1 track south of depot.

Local extra leaves Seneca 8 A. M. Tuesday, Thursday and Saturday 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.

East and west end Seneca 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.

No. 41 stops Antloch to exchange mail.

Hand deraill on track serving Alliance Air Base is located 75 feet from frog of main track switch.

Telephones located: East Switch Seneca yard. Stock yards Antloch.

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

B, O-5-A and M-4-A engines must not be operated on following tracks:

Seneca: Coal shed track.

Mullen: Business track north of main track..

Whitman: Coal shed track, west of coal shed.

Lakeside: Potash plant track.

Antloch: 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.

Koester side track M. P. 363.66.

# Alliance and Edgemont—Sub-division

**ALLIANCE DIVISION.**

**TIME TABLE No. 51.**

**EFFECTIVE JANUARY 14, 1945.**

WESTWARD													EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Sundays	FIRST CLASS		SECOND CLASS			
Daily Freight	Daily Passenger	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger	Daily Freight	Daily Freight		
<b>79</b>	<b>43</b>	<b>41</b>									<b>44</b>	<b>42</b>	<b>78</b>	<b>80</b>		
P.M. L 4.00	A.M. L 9.00	A.M. L 4.55	Continuous.	B.C.K.O.R. T.W.Y.Yd.	365.50	..... ALLIANCE .....	Yard	Yard	Continuous.	P.M. A 12.25	P.M. A 9.05	P.M. A 2.00	P.M. A 7.45			
4.20	9.08	5.04	No Office.	F.	370.65	..... YALE .....	88		No Office.	12.14	8.55	1.45	7.30			
4.35	9.15	f 5.11	No Office.	F.	375.59	..... BEREA .....	79	20	No Office.	f 12.07 P.M.	8.48	1.35	7.20			
4.59	9.28	s 5.25	Continuous	W.Yd.	384.59	..... HEMINGFORD .....	E67 W77	60	Continuous	s 11.55	s 8.33	1.20	7.05			
5.20	9.38	f 5.39	No Office.	F.	391.34	..... NONPAREIL .....	88	15	No Office.	s 11.43	8.22	1.05	6.50			
5.30	9.45	5.46	No Office.	F.	396.49	..... NYE .....	66		No Office.	11.36	8.14	12.50	6.40			
5.40	9.50	s 5.52	7:30 a.m. to 4:30 p.m.		400.61	..... MARSLAND .....	76	163	Closed.	s 11.29	8.07	12.35	6.32			
5.55	9.57	6.02	No Office.	F.	404.14	..... DOOLEY .....	68		No Office.	11.21	8.00	12.20	6.25			
6.10	10.07	s 6.15	Continuous	W.	410.34	..... BELMONT .....	73	88	Continuous	s 11.12	7.50	12.05	6.10			
6.25	10.19	6.27	No Office.	F.	416.41	..... RUTLAND .....			No Office.	10.59	7.32	11.25	5.40			
7.14	s 10.43	s 6.55	Continuous.	B.C.K. W.Y.Yd.	422.92	..... CRAWFORD .....	W88 E88	Yard	Continuous.	s 10.43	s 7.14	10.30	5.15			
			No Office.		423.12	..... C. & N. W. Crossing (Grade) ..			No Office.							
7.30	10.51	7.07	No Office.	F.	428.35	..... HORN .....	77	11	No Office.	10.33	6.58	9.20	4.45			
7.50	11.01	7.20	No Office.	F.	436.96	..... JODER .....	67	5	No Office.	10.23	6.48	9.10	4.30			
7.59	11.06	f 7.26	No Office.	F.	440.10	..... ORELLA .....	76		No Office.	s 10.18	6.44	8.59	4.20			
8.15	11.12	7.34	No Office.	F.	445.40	..... MANSFIELD .....	87	9	No Office.	10.11	6.37	8.35	4.00			
8.30	11.19	s 7.43	7:00 a.m. to 4:00 p.m.	W.	450.34	..... ARDMORE .....	130	55	7:00 a.m. to 4:00 p.m.	s 10.05	6.31	8.20	3.50			
8.50	11.30	f 7.58	No Office.	F.	458.79	..... RUMFORD .....	72	11	No Office.	f 9.54	6.20	7.58	3.35			
9.15	s 11.40	s 8.09	Continuous	F. Yd.	466.92	..... PROVO .....	95	Yard	Continuous	s 9.44	s 6.09	7.35	3.20			
9.20	11.42	8.11	No Office.	Yd.	468.12	..... AREA WYE .....	85	Yard	No Office.	9.41	6.07	7.32	3.17			
9.30	11.47	8.21	No Office.	F.	472.16	..... DENNIS .....	77		No Office.	9.36	6.02	7.15	3.00			
A 9.45 P.M.	A 11.55 A.M.	A 8.30 A.M.	Continuous.	B.C.K.O.R. T.W.Y.Yd.	476.14	..... EDMONT .....	Yard	Yard	Continuous.	L 9.30 A.M.	L 5.55 P.M.	L 7.00 A.M.	L 2.45 P.M.			
Daily	Daily	Daily				..... (110.64) .....				Daily	Daily	Daily	Daily			
5:45 19.2	2:55 37.8	3:35 30.9				..... SCHEDULE TIME .....				2:55 37.8	3:10 34.9	7:00 15.8	5:00 22.1			
						..... AVERAGE MILES AN HOUR .....										

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

Manual Block System. Rule 318-B in effect.

Rule 221 (a) in effect for all trains at all stations.

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

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

No. 12 track in Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for the runaround track after being used except will not apply to eastward or westward freight trains leaving yard.

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

At Crawford, westward advance siding is the first track north of coal shed.

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 M. P. 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 Billings Lead crossing 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. daily except Sunday for Edgemont.

Local extra leaves Edgemont 6:00 A. M. daily except Monday for Alliance.

B, O-5-A and M-4-A 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 passenger depot at Alliance.

Sheridan Division trains use Alliance Division tracks between M. P. 477 and the passenger depot at Edgemont.

Spring switches: East end advance track Rutland.  
East and west lead Alliance yard.  
East main track switch Edgemont yard.

# Edgemont and Deadwood—Sub-division

ALLIANCE DIVISION.

TIME TABLE No. 51.

EFFECTIVE JANUARY 14, 1945.

NORTHWARD								SOUTHWARD						
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Edgemont	STATIONS	Office Open Sundays	Capacity of		FIRST CLASS		SECOND CLASS	
		Daily Passenger							Siding	Other Tracks	Daily Passenger		Daily Ex. Sunday Freight	
		<b>141</b>				0.00	..... EDGEMONT .....	Continuous.	Yard	Yard	<b>142</b>		<b>208</b>	
	A.M.	L 9.00		Continuous.	B.C.K.O.R. T.W.Y.Yd.	0.00	..... EDGEMONT .....	Continuous.			P.M.			
				No Office.	F.	0.56	..... DEADWOOD LINE Jct. ....	No Office.			A 5.30			
	f	9.24		No Office.	F.	8.34	..... CHILSON .....	No Office.		28	f 5.09			
	s	9.40		No Office.	F.W.Y.Yd.	15.97	..... MINNEKAHTA .....	No Office.	25	16	s 4.55			
	f	9.49		No Office.	F.	19.95	..... IVANHOE .....	No Office.		18	f 4.40			
	f	9.59		No Office.	F.	24.87	..... ARGYLE .....	No Office.		31	f 4.30			
	f	10.05		No Office.	F.	27.50	..... LORING .....	No Office.		18	f 4.24			
	s	10.15		No Office.	F.W.	32.31	..... PRINGLE .....	No Office.	12	13	s 4.14			
	f	10.25		No Office.	F.	37.52	..... MAYO .....	No Office.		30	f 4.01			
	s	10.28		No Office.		38.97	..... SANATOR .....	No Office.		4	s 3.58			
	s	10.41		7:30 a.m. to 4:30 p.m.	W.	44.46	..... CUSTER .....	7:30 a.m. to 4:30 p.m.	24	60	s 3.47			
	f	10.55		No Office.	F.	50.77	..... BERNE .....	No Office.	21	6	f 3.31			
	f	11.06		No Office.	F.	54.82	..... OREVILLE .....	No Office.		17	f 3.19			
	s	11.20		7:30 a.m. to 4:30 p.m.	W.Y.Yd.	60.42	..... HILL CITY .....	7:30 a.m. to 4:30 p.m.	24	54	s 3.06			
				No Office.		65.69	..... SMITH SPUR .....	No Office.		4				
	f	11.41		No Office.	F.	67.97	..... REDFERN .....	No Office.	13	14	f 2.50			
	s	11.59		6:30 a.m. to 3:30 p.m.	B.K.R.Yd.	74.82	..... MYSTIC .....	6:30 a.m. to 3:30 p.m.	13	26	s 2.31			
	P.M.	12.02		No Office.	F.	76.07	..... CANYON Jct. ....	No Office.			2.26			
	s	12.21		No Office.	F.W.	82.05	..... ROCHFORD .....	No Office.	11	12	s 2.13			
	f	12.35		No Office.	F.	88.27	..... NAHANT .....	No Office.	7	9	f 1.59			
	f	12.50		No Office.	F.	93.66	..... DUMONT .....	No Office.	25	24	f 1.46			
	f	1.05		No Office.	F. W.Y.Yd.	98.55	..... ENGLEWOOD .....	No Office.	Yard	Yard	f 1.33			
	s	1.19		No Office.	F.Yd. O.	102.92	..... KIRK .....	No Office.		20	s 1.19		A 7.30	
	s	1.29		No Office.	F.	105.11	..... PLUMA .....	No Office.		24	s 1.08		7.10	
	A	1.45		7:00 a.m. to 4:00 p.m.	B.K.R.T. W.Yd.	106.83	..... DEADWOOD .....	11:30 a.m. to 2:00 p.m.	Yard	Yard	L 1.00 P.M.		L 7.00 A.M.	
	Daily						..... (106.83) .....				Daily		Daily Ex. Sunday	
	4:45						..... SCHEDULE TIME .....				4:30		0:30	
	22.4						..... AVERAGE MILES AN HOUR .....				23.7		7.8	

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.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Edgemont and Deadwood. Conductors and Enginemen 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 a runaround track. All switches leading off this track must be lined back for the runaround track after being used, except will not apply to eastward or westward freight trains leaving yard.

No. 142 must receive connection at Pluma from Lead and Deadwood Transit Company.

Nos. 141, 142 and 208 will register at Kirk.

Trains will register Englewood, Minnekahta, Hill City and Canyon Jct. when instructed by dispatcher.

When passenger trains meet at Deadwood, train taking siding will use track between Sherman Street and passenger depot.

When passenger trains meet at Pluma, the northbound train will, unless otherwise instructed, take siding on Electric Light spur and will come to a full stop before entering the switch.

Local extra leaves Edgemont at 9 P. M., Sundays, Tuesdays and Thursdays for Deadwood.

Local extra leaves Deadwood at 10 P. M., Mondays, Wednesdays and Fridays for Edgemont.

Local extra leaves Edgemont 6 A. M., Mondays, Wednesdays and Fridays for Hot Springs and return.

Sheridan Division trains use Alliance Division tracks between M. P. 477 and Edgemont passenger depot.

Northward 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: M. P. 51.09 to M. P. 53.49.

M. P. 70.00 to M. P. 73.92.

M. P. 94.41 to M. P. 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. Continental Oil track.

Lime Spur, M. P. 30.66

Nihart Spur, M. P. 35.53

Seals Spur, M. P. 78.57

OD Spur, M. P. 83.30

Wasp No. 2 Spur (F), M. P. 100.77

Yates Spur (F), M. P. 102.32

Orohondo Spur, M. P. 103.40

Powder Spur, M. P. 105.65

Cinder Spur, M. P. 105.66

### Minnekahta and Hot Springs Sub-division

WESTWARD	Distance from Minnekahta	Office Open Week Days	STATIONS	Signs	Capacity of		EASTWARD
					Sidings	Other Tracks	
	0.00	No Office.	..... MINNEKAHTA .....	F.W.Y.Yd.	24	15	
			6.87				
	6.87	No Office.	..... ERSKINE .....			10	
			6.03				
	12.90	7:30 a.m. to 4:30 p.m.	..... HOT SPRINGS .....	R.W.Yd.		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 6:00 A. M., Mondays, Wednesdays and Fridays for Hot Springs and return.

Hot Springs Quarry M. P. 7.80.

Rule 907 in effect.

No train order signal at Hot Springs. Conductors and Enginemen must have Clearance Form A.

Sundays: Hot Springs open 8:00 A. M. to 10:00 A. M. and 2:30 P. M. to 4:30 P. M.

### Lead and Kirk—Sub-division

WESTWARD	Distance from Lead	Office Open Week Days	STATIONS	Signs	Capacity of		EASTWARD
					Sidings	Other Tracks	
	0.00	8:00 a.m. to 5:00 p.m.	..... LEAD .....	R.W.Yd.	Yard	Yard	
			1.24				
	1.24	No Office.	..... FANTAIL .....	F.		10	
			2.04				
	3.28	No Office.	..... KIRK .....	F.Yd.		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.

Sundays: Lead open 12:01 P. M. to 2:00 P. M.

### Keystone and Hill City—Sub-division

WESTWARD	Distance from Hill City	Office Open Week Days	STATIONS	Signs	Capacity of		EASTWARD
					Sidings	Other Tracks	
	9.45	No Office.	..... KEYSTONE .....	F.		10	
			5.38				
	4.07	No Office.	..... NELSON SPUR .....			2	
			2.66				
	1.65	No Office.	..... TIN MILL SPUR .....			3	
			1.65				
	0.00	7:30 a.m. to 4:30 p.m.	..... HILL CITY .....	W.Y.Yd.	24	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 sub-division. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Pine Camp Spur M. P. 7.85.

Four percent grades: M. P. 0.46 to M. P. 1.31.

M. P. 1.63 to M. P. 2.59.

M. P. 4.50 to M. P. 5.00.

M. P. 6.34 to M. P. 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.

Sundays: Hill City open 7:30 A. M. to 4:30 P. M.

### Englewood and Reno—Sub-division

WESTWARD	Distance from Englewood	Office Open Week Days	STATIONS	Signs	Capacity of		EASTWARD
					Sidings	Other Tracks	
	0.00	No Office.	..... ENGLEWOOD .....	F.O.W. Y.Yd.	Yard	Yard	
			1.86				
	1.86	No Office.	..... RENO .....			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 OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	35.....	1	43
10.....	6	0	40.....	1	30
15.....	4	0	45.....	1	20
20.....	3	0	50.....	1	12
25.....	2	24	55.....	1	5
30.....	2	0	60.....	1	0



SPEED RESTRICTIONS

SPEED RESTRICTIONS

1. 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.

Clear indication of block signals does not modify the requirements of Rule 93.

2. Enginemen handling light engines must approach all hazardous road crossings, where view is obscured prepared to stop; and when advised by Train Dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

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

5400 H-P diesel engines may operate on any track where 0-1-A engines operate.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

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

Gas-Electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour.

Gas-Electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that subdivision.

On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Diesel electric power units running light must not exceed 60 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units dead in trains the maximum speed must not exceed:

Gas-electric motor cars ..... 60 M. P. H.

Diesel-electric power units ..... 75 M. P. H.

Diesel-electric switch engines ..... 40 M. P. H.

Where sub-division maximum speeds are less, they will govern.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUB-DIVISIONS</b>		
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... B engines on sharp turnouts and crossovers in sidings or business tracks.....	10	10
Pile drivers, steam derricks and similar equipment	5	5
On main lines.....		30
On branch lines.....		15
Clamshells: booms must be taken down and disconnected and boom trailing.		25
On main lines.....		20
On branch lines.....		25
(See Special Instructions 13.)		
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
B, S-4 or S-4-A engines on which drivers are blocked up	40	40
O-5-A or M engines on which drivers are blocked up	35	35
M-2 engines.....	40	40
M-2-A engines.....	40	40
Loaded D. & R. G. coke racks, series 26750 to 26999.....		25
<b>RAVENNA AND SENECA SUB-DIVISION</b>		
Maximum speed.....	55	45
With freight equipment.....	50	
Nos. 78, 79 and 80.....		50
M-4-A Engines.....	50	50
D and T engines.....	35	
Engines running backward.....	20	20
Trailing movements through spring switches at Ravenna and east and west end Seneca yard.....	15	15
Facing movements over spring switch at Ravenna.....	25	25
All trains restricted speed between west switch and depot at Ravenna and between switches Seneca.....		

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>SENECA AND ALLIANCE SUB-DIVISION</b>		
Maximum speed.....	55	45
With freight equipment.....	50	
Nos. 78, 79 and 80.....		50
M-4-A Engines.....	50	50
D and T engines.....	35	
Engines running backward.....	20	20
Trailing movements through spring switches east end		
Alliance yard, and east and west end Seneca yard.....	15	15
All trains restricted speed between switches at Alliance and Seneca.....		
<b>ALLIANCE AND EDMONT SUB-DIVISION</b>		
Maximum speed.....		
With freight equipment.....	45	
Between Alliance and Nonpareil.....	55	40
Between Nonpareil and Edgemont.....	50	40
Between M. P. 409.4 and M. P. 410.3.....	40	
Between M. P. 411 and M. P. 413.25.....	30	20
Between M. P. 413.25 and M. P. 414.75.....	20	20
Between M. P. 414.75 and M. P. 415.25.....	30	20
M-4-A Engines on curve, M. P. 409.4 to M. P. 416.....	20	20
Eastward advance track, between Crawford and Rutland.....	30	20
M-4-A Engines.....	40	40
D and T engines.....	35	
Engines running backward.....	20	20
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 movements through spring switches Alliance, Rutland and Edgemont.....	15	15
Facing movements over spring switch west end Alliance yard.....	25	25
All trains restricted speed between switches at Alliance and between Deadwood Line Junction and east switch at Edgemont.....		
<b>EDGEMONT AND DEADWOOD SUB-DIVISION</b>		
Maximum speed.....	35	25
On 3 percent grades.....	25	15
Around curves between M. P. 6 and Dumont.....	25	
Over bridge 76.68.....	15	15
Around 16 degree curves between Englewood and Deadwood.....	15	15
Loaded tank cars.....		20
Engines running backward between Edgemont and Englewood.....	20	20
Engines running backward between Englewood and Deadwood.....	10	10
All trains restricted speed between Deadwood Line Junction and east switch at Edgemont and between M. P. 106 and passenger depot at Deadwood.....		
<b>MINNEKAHTA AND HOT SPRINGS SUB-DIVISION</b>		
Maximum speed.....	20	20
Engines running backward.....	10	10
Between M. P. 8 and M. P. 9 and between M. P. 11 and Hot Springs.....	15	15
Loaded tank cars.....	15	15
<b>ENGLEWOOD AND TROJAN SUB-DIVISION</b>		
Maximum Speed.....	15	15
Switch Engines.....	10	10
<b>ENGLEWOOD AND RENO SUB-DIVISION</b>		
Maximum Speed.....	10	10
<b>KEYSTONE AND HILL CITY SUB-DIVISION</b>		
Maximum Speed.....	10	10
<b>LEAD AND KIRK SUB-DIVISION</b>		
Maximum Speed.....	15	15
Engines Running backward.....	10	10



## SPECIAL INSTRUCTIONS

Master Mechanic: D. Nott, Alliance, Nebr.  
 Trainmasters: J. T. Gilmore, Deadwood, S. D.  
                   G. B. Adress, Alliance, Nebr.  
                   R. O'Keefe, Alliance, Nebr.  
 Asst. Trainmaster: W. E. Wagers, Alliance, Nebr.  
 Road Foremen: P. F. Chryst, Alliance, Nebr.  
                   J. J. Pattalochi, Alliance Nebr.  
                   J. E. Mullanix, Alliance, Nebr.  
 Chief Dispatcher: B. H. Martin, Alliance, Nebr.  
 Asst. Chief Dispatcher: P. S. Allen, Alliance, Nebr.  
 Night Chief Dispatcher: H. E. Hillyer, Alliance, Nebr.

## Train Dispatchers:

R. W. Chambers,	C. W. Mackey,
R. V. Cox,	E. R. McGuire,
A. E. Erixson,	L. J. Toohey,
C. J. Hitt,	J. T. Coldwell,
D. F. Jorgenson,	R. R. Mercer,
G. L. King,	H. M. Sayre,
C. M. Maekey,	R. L. Shields,

1. Where manual or controlled manual block system rules are in effect, light engines, 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 D-251, D-252 and D-254 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 unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

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

6. Trains must be identified at meeting or waiting points.

7. 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).

8. 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.

9. 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.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the superintendent and chief dispatcher.

10. 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.

11. Enginemen must not permit ash pans or front end of engine to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over moveable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over moveable parts or between route signals which govern the movements through an interlocking.

12. 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.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

13. 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.

14. 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 engineman.

15. Modifying the first paragraph of Rule 959: The standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-Electric motors.

On Gas-Electric 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 engines or motors, and that part of the tenth paragraph of Rule, 920 reading—"Normal supply for engines, three fuses and six torpedoes."

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

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

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

17. Rule 914 of Rules of the Operating Department is modified to read one mile instead of 3,000 feet.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

18. 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.

19. The use of cupola lights will be discontinued and that part of rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of caboose while on main track," is abolished.

20. Rule 1078 of Rules of the Operating Department is modified as follows: "Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

21. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

22. The night signals to be used under Rule 906 are modified as follows: Hot Journals - Stop signal followed by lamp swung in small verticle circle. Brakes sticking-Stop signal followed by lamp in sliding movement out from body.

23. Rule 1314 in Book of Rules of Operating Department is modified as follows: "On Passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal."

24. "When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely."

25. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the subdivision.

26. Rule 1047 in Book of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

## RAILROAD CROSSINGS.

## CRAWFORD:

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