

DIVISION OFFICERS

D. B. CARLISLE.....	Superintendent.....	Chadron
L. H. HASKINS.....	Master Mechanic.....	Huron
J. A. FUHS.....	General Foreman.....	Chadron
R. H. BYERLY.....	Trainmaster.....	Rapid City
R. L. HAMPTON.....	Trainmaster-Trav. Engr.....	Chadron
R. W. GEIGEL.....	Trainmaster.....	Huron
B. W. COGIL.....	Chief Train Dispatcher.....	Chadron
L. H. BILYEU.....	Train Dispatcher.....	Chadron
J. C. DAGEN.....	Train Dispatcher.....	Chadron
C. J. LOGHRY.....	Train Dispatcher.....	Chadron
R. B. BLAIR.....	Train Dispatcher.....	Chadron
R. E. HAND.....	Train Dispatcher.....	Chadron
R. L. PETERSON.....	Asst. Div. Engineer.....	Chadron
C. H. SINCLAIR.....	B&B Supvr.....	Huron
A. R. HELDER.....	B&B Supvr.....	Chadron
C. E. GREENWALT.....	Roadmaster.....	Chadron
E. J. ROOT.....	Roadmaster.....	Casper
M. W. NELSON.....	Roadmaster.....	Rapid City
R. J. WALKER.....	Roadmaster.....	Huron
W. H. VANDERLEEST.....	Roadmaster.....	Norfolk
R. W. VOGTMAN.....	Roadmaster.....	Norfolk
A. F. CHERVENY.....	Signal Supervisor.....	Boone
H. L. TOMKINS.....	Signal Supervisor.....	Madison
W. A. BOWLDS.....	District General Car Foreman.....	Chadron

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
1	..	60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2	..	30.0
1	06	54.5	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	30	24.0
1	14	48.6	1	42	35.3	2	45	21.8
1	16	47.4	1	44	34.6	3	..	20.0
1	18	46.1	1	46	34.0	3	30	17.1
1	20	45.0	1	48	33.3	4	..	15.0
1	22	43.9	1	50	32.7	4	30	13.3
1	24	42.9	1	52	32.1	5	..	12.0
1	26	41.9	1	54	31.6	6	..	10.0

CHICAGO & NORTH WESTERN RAILWAY

WESTERN DIVISION

TIMETABLE

No. 1

Effective February 1, 1970

AT 2:01 A. M.

CENTRAL STANDARD TIME

AND 1:01 A. M.

MOUNTAIN STANDARD TIME

For the information and government of employes only.

H. L. GASTLER, Vice President—Operations

J. W. ALSOP, Asst. Vice President—Operations
and General Manager

W. G. KRANZ, Asst. General Manager

E. A. BURKHARDT, Gen. Supt.—Transportation

R. C. CONLEY, Supt.—Transportation

D. B. CARLISLE, Superintendent

STAY ALERT—STAY ALIVE

SAFETY FIRST

1 Norfolk Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts	Distance from Norfolk	Timetable No. 1 February 1, 1970 STATIONS	Distance from Long Pine	Capacity of Sidings	SECOND CLASS
355						358
Daily except Monday A. M. 8.30	80.9	0.0	DQ..... NORFOLK..... Y	132.7		Daily except Monday P. M. 5.05
8.55	91.2	10.3	..... BATTLE CREEK.....	122.4	72	4.39
9.07	98.4	17.5	..... MEADOW GROVE.....	115.2		4.26
9.17	103.7	22.8	D..... TILDEN.....	109.9	40	4.16
9.29	110.6	29.7	..... OAKDALE.....	103.0	40	4.04
9.39	116.0	35.1	D..... NELIGH.....	97.6		3.54
9.55	124.9	44.0	..... CLEARWATER.....	88.7	87	3.38
10.13	135.1	54.2	..... EWING.....	78.5		3.20
10.35	147.8	66.9	..... INMAN.....	65.8		2.58
10.49	155.6	74.7	DQ..... O'NEILL.....	58.0	66	2.44
11.06	163.8	82.9	..... EMMET.....	49.8		2.27
11.23	173.6	92.7	..... ATKINSON.....	40.0	73	2.08
11.40	183.2	102.3	..... STUART.....	30.4	42	1.55
11.58	193.3	112.4	..... NEWPORT.....	20.3	40	1.35
12.18	204.5	123.6	..... BASSETT.....	9.1	75	1.15
A 12.35 P. M.	213.6	132.7	DQ..... LONG PINE..... Y	0.0		12.45 P. M.

WESTWARD Long Pine Subdivision EASTWARD

SECOND CLASS	Mile Posts	Distance from Long Pine	Timetable No. 1 February 1, 1970 STATIONS	Distance from Chadron	Capacity of Sidings	SECOND CLASS
355						358
Daily except Monday P. M. 3.00	213.6	0.0	DQ..... LONG PINE..... Y	190.5		Daily except Monday A. M. 10.55
3.20	223.0	8.4	..... AINSWORTH..... Y	182.1	25	10.36
3.30	228.0	13.3	..... SANDRIDGE.....	177.2		10.26
3.40	233.0	18.5	..... JOHNSTOWN.....	172.0	32	10.16
4.00	243.7	29.2	..... WOOD LAKE.....	161.3	67	9.56
4.20	253.2	38.7	..... ARABIA.....	151.8		9.37
4.40	262.0	47.4	..... THACHER.....	143.1	36	9.21
4.55	269.0	54.2	DQ..... VALENTINE..... Y	136.3	88	9.01
5.17	280.6	65.4	..... CROOKSTON.....	125.1		8.39
5.40	291.8	76.3	..... KILGORE.....	114.2	25	8.17
5.56	299.8	84.3	..... NENZEL.....	106.2		8.01
6.11	307.5	91.9	..... CODY.....	98.6	80	7.45
6.37	320.8	105.3	..... ELI.....	85.2		7.18
7.00	332.0	116.6	DQ..... MERRIMAN..... Y	73.9	76	6.56
7.28	346.0	130.6	..... IRWIN.....	59.9		6.26
7.56	359.9	144.4	DQ..... GORDON..... Y	46.1		5.58
8.12	368.0	152.4	..... CLINTON.....	38.1		5.42
8.25	374.7	159.0	D..... RUSHVILLE.....	31.5	66	5.29
8.49	386.5	170.9	..... HAY SPRINGS..... Y	19.6	67	5.05
9.07	395.6	179.8	..... BORDEAUX.....	10.7	29	4.30
A 9.30 P. M.	406.3	190.5	CQ..... CHADRON..... Y	0.0		4.00 A. M.

Casper Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts	Distance from Dakota Jct.	Timetable No. 1 February 1, 1970 STATIONS	Distance from Lander	Capacity of Sidings	THIRD CLASS
617						620
619						618
Sunday Tuesday Thursday						Daily except Sunday
Daily except Saturday						Monday Wednesday Friday
P. M. 10.00	406.3		CQ... CHADRON... } Y			P. M. 5.45
P. M. 10.15	411.5	0.0	..... DAKOTA JCT.	338.3	74	A P. M. 5.30
10.36	421.8	10.3	..... WHITNEY.....	328.0		5.07
10.59	432.5	21.0	..... CRAWFORD... Y	317.3	69	4.45
11.05	435.5	24.0	..... FT. ROBINSON...	314.3		4.00
11.22	443.0	31.6	..... GLEN.....	306.7	35	3.43
12.05	460.3	48.9	..... HARRISON.....	289.4	20	2.56
12.38	471.3	60.0	..... VAN TASSELL...	278.3		2.26
1.35	491.2	79.9	D..... LUSK.....	258.4		1.45
2.05	500.0	88.6	..... MANVILLE...	249.7		1.05
2.25	507.4	96.0	..... KEELINE.....	242.3		12.40
2.49	516.1	104.7	..... LOST SPRINGS...	233.6		12.14
2.58	520.6	109.2	..... SHAWNEE.....	223.1		12.01
3.35	532.0	120.7	..... ORIN.....	217.6		11.35
4.04	546.0	134.7	DQ... DOUGLAS...	203.6		10.55
4.39	563.4	151.9	..... CAREYHURST...	186.4		10.10
5.12	574.7	163.2	..... GLENROCK...	175.1	28	9.45
5.23	581.4	168.7	..... PARKERTON...	168.4		9.20
5.31	584.0	172.5	..... BIG MUDDY...	165.8		9.10
5.55	595.0	183.4	..... STROUDS... } Y	154.9	42	8.45
A. M. 10.00	600.0	187.7	DQ... CASPER...	150.6		A P. M. 8.30
10.40	615.0	203.5	..... ILLCO.....	134.8		A. M. 4.20
1.10	699.0	289.8	..... SHOBBON... Y	48.5		12.50
1.40	702.4	293.2	..... SHOSHONI...	45.1	52	12.40
3.20	724.7	315.5	DQ... RIVERTON...	22.8	29	11.30
3.40	731.1	322.2	..... ARAPAHOE... } Y	16.1		10.25
3.55	737.4	328.5	..... HUDSON...	9.8		10.10
A 4.30 P. M.	747.2	338.3	..... LANDER... }	0.0		9.45 A. M.

Between Illco and Shobon trains operate over the tracks of the CB&Q and are governed by CB&Q rules and timetable.

Central Standard time is in effect on the Norfolk Subdivision. Mountain Standard time is in effect on the Long Pine and Casper Subdivisions.

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Pierre Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance from Huron	Timetable No. 1 February 1, 1970		Distance from Pierre	Capacity of Sidings	SECOND CLASS	
495	482								
Monday Wednesday Friday	Tuesday Thursday Saturday			STATIONS					
A. M. 9:40		363.0	0.0	DQ. HURON } 4.0	117.5			A. M. 9:15	
9:50		367.0	4.0	JAMES VALLEY JCT. } 9.1	113.5			9:05	
10:15		376.1	13.1	WOLSEY } 11.4	104.4	50		8:45	
10:40		387.5	24.5	WESSINGTON } 5.7	93.0	28		8:20	
10:55		393.2	30.2	VAYLAND } 7.2	87.3			8:05	
11:10		400.4	37.4	ST. LAWRENCE } 2.5	80.1			7:50	
11:45		402.9	39.9	DQ. MILLER } 10.5	77.6	68		7:40	
12:15		413.4	50.4	REE HEIGHTS } 11.8	67.1			7:15	
12:55		425.2	62.2	HIGHMORE } 7.8	55.3	45		6:55	
1:15		433.0	70.0	HOLABIRD } 7.0	47.5			6:15	
1:30		440.0	77.0	HARROLD } 12.3	40.5	49		6:00	
2:20		452.3	89.3	BLUNT } 8.8	28.2	63		5:30	
2:40		461.1	98.1	CANNING } 19.4	19.4			4:55	
A 3:15 P. M.		480.5	117.5	DQ. PIERRE } 0.0	0.0			4:00 A. M.	

There is no superiority of trains between Huron and James Valley Jct. All trains and engines must move at Reduced Speed between Huron and James Valley Jct.

PRC Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance from Pierre	Timetable No. 1 February 1, 1970		Distance from Rapid City	Capacity of Sidings	SECOND CLASS	
495	482								
Tuesday Thursday Saturday	Monday Wednesday Friday			STATIONS					
A. M. 11:30		482.0	0.0	DQ. PIERRE } 2.4	167.6	88		A. M. 2:25	
11:50		484.4	2.4	FORT PIERRE } 18.9	165.2			2:00	
12:30		503.3	21.3	WENDTE } 9.8	146.3			1:05	
12:50		512.9	31.1	VAN METRE } 10.5	136.5	48		12:28	
1:12		523.4	41.6	CAPA } 9.8	126.0			12:03	
1:42		533.2	51.4	MIDLAND } 7.6	116.2	49		11:30	
1:58		540.8	59.0	NOWLIN } 18.9	108.6			10:40	
2:51		559.7	77.9	D. PHILIP } 13.7	89.7	52		10:05	
3:18		573.4	91.6	COTTONWOOD } 11.1	76.0			9:25	
3:40		584.5	102.7	QUINN } 6.5	64.9			8:55	
3:53		591.0	109.2	WALL } 13.9	58.4	49		8:40	
4:35		604.9	123.1	WASTA } 10.4	44.5	51		7:45	
4:55		615.3	133.5	OWANKA } 13.7	34.1			7:10	
5:23		629.0	147.2	UNDERWOOD } 11.6	20.4			6:50	
6:00		640.6	158.8	BOX ELDER } 8.8	8.8	38		6:25	
A 6:30 P. M.		649.4	167.6	DQ. RAPID CITY } 0.0	0.0			6:00 P. M.	

Winner Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance from Norfolk	Timetable No. 1 February 1, 1970		Distance from Winner	Capacity of Sidings
495	482						
Monday Wednesday Friday	Tuesday Thursday Saturday			STATIONS			
80.9	0.0	DQ. NORFOLK } 1.5	175.0				
1.2	1.5	SEVENTH ST. } 5.5	173.5				
6.7	7.0	HADAR } 7.5	168.0				
14.2	14.5	PIERCE } 8.8	160.5				
23.0	23.3	FOSTER } 8.5	151.7				
31.5	31.8	PLAINVIEW } 10.3	143.2	28			
41.8	42.1	D. CREIGHTON } 4.6	132.9				
46.4	46.7	WINNETOON } 7.3	128.3				
53.7	54.0	VERDIGRE } 11.1	121.0				
64.8	65.1	NIORARA } 9.2	109.9	38			
74.0	74.3	VERDEL } 7.2	100.7				
81.2	81.5	MONOWI } 7.1	93.5				
88.3	88.6	LYNCH } 5.7	86.4				
94.0	94.3	BRISTOW } 6.5	80.7				
100.5	100.8	SPENCER } 8.7	74.2				
109.2	109.5	ANOKA } 6.9	65.5				
116.1	116.4	FAIRFAX } 4.8	58.6				
120.9	121.2	BONESTEEL } 7.6	53.8	63			
128.5	128.8	ST. CHARLES } 5.4	46.2				
133.9	134.2	HERRICK } 6.7	40.8				
140.6	140.9	BURKE } 8.1	34.1				
148.7	149.0	D. GREGORY } 4.6	26.0				
153.3	153.6	DALLAS } 10.5	21.4				
163.8	164.1	COLOME } 10.9	10.9				
174.7	175.0	D. WINNER } 0.0	0.0	50			

Albion Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance from Newman Grove	Timetable No. 1 February 1, 1970		Distance from Oakdale
495	482					
Monday Wednesday Friday	Tuesday Thursday Saturday			STATIONS		
67.4	0.0	NEWMAN GROVE } 14.9	47.9			
82.3	14.9	ALBION } 13.1	33.0			
95.4	28.0	PETERSBURG } 3.2	19.9			
98.6	31.2	RAEVILLE } 6.4	16.7			
105.0	37.6	D. ELGIN } 10.3	10.3			
115.3	47.9	OAKDALE } 0.0	0.0			

Central Standard time is in effect on the Pierre, Winner and Albion Subdivisions. Mountain Standard time is in effect on the PRC Subdivision.

Oakes Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from James Valley Jct.	Timetable No. 1 February 1, 1970 STATIONS	Distance from Oakes	Capacity of Sidings
4.0	0.0	JAMES VALLEY JCT. . Y	131.1	
12.1	8.1	BROADLAND	123.0	
22.0	18.0	HITCHCOCK	113.1	
40.2	36.2	DQ REDFIELD Y	94.9	
50.2	46.2	ATHOL	84.9	
60.6	56.6	NORTHVILLE	74.5	
66.7	62.7	MANSFIELD	68.4	
73.8	69.8	RUDOLPH	61.3	
82.4	78.4	DQ ABERDEEN Y	52.7	20
90.9	86.9	ORDWAY	44.2	
96.6	92.6	COLUMBIA	38.5	
108.4	104.4	HOUGHTON	26.7	
117.1	113.1	HECLA	18.0	
126.0	122.0	LUDDEN	9.1	
135.1	131.1	D OAKES Y	0.0	27

Gettysburg Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Frankfort	Timetable No. 1 February 1, 1970 STATIONS	Distance from Blunt	Capacity of Sidings
379.4	0.0	FRANKFORT	125.8	
390.1	10.7	DQ REDFIELD Y	115.1	
10.6	21.3	ZELL	104.5	
15.3	26.0	ROCKHAM	99.8	
23.6	34.3	MIRANDA	91.5	
32.5	43.2	FAULKTON	82.6	
42.1	52.8	BURKERE	73.0	
51.8	62.5	SENECA	63.3	
65.0	75.7	LEBANON	50.1	
74.8	85.5	GETTYSBURG	40.3	
83.6	94.3	GORMAN	31.5	
89.8	100.5	AGAR	25.3	
99.5	110.2	DQ ONIDA	15.6	
115.1	125.8	BLUNT	0.0	63

Central Standard time is in effect on the Gettysburg and Oakes Subdivisions.

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour All Trains	LOCATION	Restrictions Miles Per Hour All Trains
NORFOLK SUBDIVISION Maximum speed 35 MPH MP 80.5 to 82.3—Between east end of Norfolk yard and UP crossing 20		BETWEEN HARRISON AND CASPER Maximum speed 25 MPH MP 598.0 to 600.0—Casper 15	
LONG PINE SUBDIVISION Maximum speed 35 MPH MP 266.5—Over Niobrara River Bridge No. 478, 3.0 miles east of Valentine 30 MP 276.5 to 289.5—4.0 miles east of Crookston to 2.5 miles east of Kilgore 30 MP 341.0 to 341.8—Around curves 9.0 miles west of Merriman 30 MP 374.7—Rushville, over street crossings 25 MP 398.0 to 399.5—Around curves from 2.5 miles to 3.5 miles west of Bordeaux 30		BETWEEN CASPER AND LANDER Maximum speed 20 MPH MP 600.5 to 601.5—Casper 15 CB&Q Junction—Illico Stop CB&Q Junction—Shobon 15 MP 701.9—Around curve 0.5 mile east of Shoshoni 15 MP 724.7—Over Main Street crossing at Riverton 15	
CASPER SUBDIVISION BETWEEN DAKOTA JCT. AND HARRISON Maximum speed 35 MPH MP 411.4 to 411.9—Around curve from Dakota Junction switch to Bridge 664, 0.5 mile west of Dakota Junction 30 MP 432.3—CB&Q crossing—Crawford Stop MP 440.3 to 458.7—Between Bridge 719, 5.0 miles west of Fort Robinson and 2.0 miles east of Harrison 30 MP 458.7 to 460.5—Between 2.0 miles east of Harrison and Harrison 25		RAPID CITY SUBDIVISION BETWEEN CHADRON AND RAPID CITY Maximum speed 35 MPH Except Class AA engines 25 MPH MP 411.4—Dakota Junction—over spring switch: To and from Rapid City Subdivision 10 From Casper Subdivision 10 To Casper Subdivision Stop MP 0.0 to 11.0—Between Dakota Junction and Wayside 30 MP 85.5 to 87.5—Around curves 6.5 miles to 8.5 miles west of Hermosa 20 MP 97.6 to 100.9—Rapid City 10	
		BETWEEN RAPID CITY AND BELLE FOURCHE Maximum speed 25 MPH	

SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Miles per Hour			Miles Per Hour	
	All Trains			All Trains	
CLAY SUBDIVISION			OAKES SUBDIVISION		
Maximum speed	20 MPH		BETWEEN JAMES VALLEY JCT. AND ABERDEEN		
DEADWOOD SUBDIVISION			Maximum speed	40 MPH	
Maximum speed	10 MPH		MP 4.0—Junction with Pierre Subdivision, James Valley Jct.		Stop
MP 7.9—Bridge K-3, 1.2 miles east of Deadwood		5	MP 37.7—Within interlocking limits CMStP&P crossing 2.5 miles east of Redfield		20
PRC SUBDIVISION			MP 79.6—Within interlocking limits CMStP&P crossing 2.8 miles east of Aberdeen		20
Maximum speed:			MP 80.9—C&NW crossing, Aberdeen		Stop
Between Pierre and MP 527.5	30 MPH		MP 82.1—Over 6th Avenue crossing, Aberdeen		6
Between MP 527.5 and Wall	40 MPH		BETWEEN ABERDEEN AND OAKES		
Between Wall and Rapid City	25 MPH		Maximum speed	25 MPH	
MP 482.5 to 483.1—Around curve east of Missouri River drawbridge, and over Missouri River drawbridge		20	MP 82.6—Within interlocking limits GN and CMStP&P crossings, Aberdeen		20
MP 483.1—Oahe Dam Spur		5	MP 96.3 to 96.6—Between 0.3 mile east of Columbia and Columbia		20
MP 485.2—Around curve 0.8 mile west of Fort Pierre		20	MP 126.0—Center Street crossing, Ludden		20
MP 487.4—Around curve 3.0 miles west of Fort Pierre		20	MP 127.3—GN crossing 1.25 miles west of Ludden		Stop
MP 491.4 to 492.1—Around curves		20	MP 134.7—SooLine crossing, Oakes		Stop
MP 504.3—Around curve 1.0 mile west of Wendte		20	GETTYSBURG SUBDIVISION		
MP 540.1—Around curve 0.7 mile east of Nowlin		25	BETWEEN FRANKFORT AND REDFIELD		
MP 545.0—Around curve 4.0 miles west of Nowlin		30	Maximum speed	20 MPH	
MP 547.3—Around curve 6.3 miles west of Nowlin		30	MP 389.7—Within interlocking limits CMStP&P crossing, Redfield		20
MP 558.5 to 559.4—Around curves 0.8 mile and 0.4 mile east of Philip		30	MP 389.9—Over Main Street crossing, Redfield		10
MP 566.3—Around curve 6.5 miles west of Philip		30	BETWEEN REDFIELD AND BLUNT		
MP 590.5—Around curve 0.5 mile east of Wall		30	Maximum speed	15 MPH	
MP 591.6—Around curve 0.5 mile west of Wall		20	MP 0.5—Junction with Oakes Subdivision, Redfield		Stop
MP 592.0 to 596.0—Between Wall and 5.0 miles west of Wall		20	MP 32.2—CMStP&P crossing 0.5 mile east of Faulkton		Stop
MP 647.0 to 649.4—Rapid City		10	MP 115.0—Junction with Pierre Subdivision, Blunt		Stop
MP 649.4—CMStP&P crossing, Rapid City		Stop	TRAINS HANDLING LOADED TANK CARS MUST NOT EXCEED 25 MILES PER HOUR ON CURVES LISTED BELOW:		
MP 649.5—Junction with Rapid City Subdivision at Rapid City		Stop	LONG PINE SUBDIVISION—EASTWARD		
WINNER SUBDIVISION			MP 369.8 to 360.0—1.8 miles west of Clinton to Gordon.		
Maximum speed	25 MPH		MP 353.0 to 345.5—7.0 miles east of Gordon to 0.5 mile east of Irwin.		
MP 0.0—Junction with Norfolk Subdivision, Norfolk—Eastward		Stop	MP 297.8 to 281.0—6.2 miles west of Kilgore to Crookston.		
MP 1.3—UP crossing, Seventh Street		Stop	MP 224.5 to 219.0—1.5 miles west of Ainsworth to 4.0 miles east of Ainsworth.		
MP 31.3—CB&Q crossing 0.2 mile east of Plainview		Stop	CASPER SUBDIVISION—EASTWARD		
MP 32.0 to 47.0—Between 0.2 mile west of Plainview and 0.6 mile west of Winnetoon		20	MP 458.5 to 431.0—2.0 miles east of Harrison to 1.5 miles east of Crawford.		
ALBION SUBDIVISION			RAPID CITY SUBDIVISION—WESTWARD		
Maximum speed	15 MPH		MP 13.0 to 16.0—1.0 mile west of Wayside to 4.0 miles west of Wayside.		
MP 115.0—Junction with Norfolk Subdivision, Oakdale—Westward		Stop	MP 32.5 to 44.4—4.0 miles east of Smithwick to 0.7 mile west of Oral.		
PIERRE SUBDIVISION			MP 62.0 to 67.0—5.0 miles east of Fairburn to Fairburn.		
Maximum speed	40 MPH		MP 74.7 to 78.1—4.0 miles east of Hermosa to 0.7 mile east of Hermosa.		
Except Class "A" Engines	35 MPH		MP 82.9 to 91.2—4.1 miles west of Hermosa to 8.0 miles east of Rapid City.		
Except Class "AA" Engines	25 MPH		MP 94.5 to 96.5—2.7 miles east of Rapid City to 0.7 mile east of Rapid City.		
MP 363.4—Within interlocking limits GN crossing, Huron		15	PRC SUBDIVISION—EASTWARD		
MP 376.3—Within interlocking limits CMStP&P crossing, Wolsey		20	MP 583.3 to MP 590.6—1.3 miles east of Quinn to 0.6 mile east of Wall.		
MP 459.1—Around curve at Bridge 242—2.0 miles east of Canning		20			
MP 459.7—Around curve 1.25 miles east of Canning		20			
MP 463.1—Around curve 2.0 miles west of Canning		20			
MP 466.8—Around curve 5.4 miles west of Canning		20			
MP 480.9—Over Highway No. 34 crossing		20			
MP 481.7—Over Highland Ave., Pierre		25			
MP 482.5 to 483.1—Around curve east of Missouri River drawbridge, and over Missouri River drawbridge		20			

ADDITIONAL SPEED RESTRICTIONS

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(A) The speed of a train or engine moving through a crossover, turnout to or from main track or to diverging route at a junction, must not exceed 10 MPH unless otherwise provided.

(B) Trains handling wrecking derricks or scale test cars must not exceed speed indicated below:

SUBDIVISIONS	Wrecking Derricks MPH	Scale Test Cars MPH
Norfolk and Long Pine.....	25	20
Other Subdivisions.....	20	20

Wrecking derricks and scale test cars will be handled only upon specific instructions from Chief Train Dispatcher. Scale test cars are to be placed in train next ahead of cabooses. Exception: Scale test car CNWX 263627 is not restricted in speed, but must be handled next ahead of cabooses.

(C) Jordan ditchers or flangers moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 MPH.

(D) When any locomotive crane or derrick is moved on its own wheels in any train, the boom must be trailing.

When any pile driver is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured.

The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned above must be removed, when truck is so equipped; such machines must be hauled next ahead of cabooses and trains handling them must not exceed 25 MPH.

(E) Trains handling loaded "Magor" air dump cars 11715 to 11913 inc., odd numbers, must not exceed 45 MPH. Empty cars can be handled at timetable speed.

(F) Trains handling ore cars except C&NW Series 110500-110606 inc., must not exceed speed indicated below:

Loaded ore cars.....	30 MPH
Empty ore cars.....	40 MPH

(G) Trains handling the following yard engines in tow must not exceed a speed of 35 MPH:

11 to 15 inc., 90 to 93 inc., 1007 to 1015 inc., 1027 to 1035 inc., 1077 to 1079 inc., 1083 to 1099 inc., 1223 to 1236 inc., 1248 to 1267 inc.

SPECIAL INSTRUCTIONS

RULE M (Additions)

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes or 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. Employees 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.

Whip guard installations indicate one or more overhead obstructions ahead that are less than 22 feet above top of rail and will not clear a man riding the top of a car.

Employees in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employees must be seated in seats so equipped and safety seat belts must be securely fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

RULE 1 STANDARD TIME

Clocks showing Mountain Standard Time are located at:

Long Pine.....	Operator's office
Chadron.....	Dispatcher's office, Enginehouse
Rapid City.....	Operator's office, Enginehouse
Casper.....	Operator's office
Pierre.....	Operator's office
Belle Fourche.....	Operator's office

Clocks showing Central Standard Time are located at:

Norfolk.....	Yard office, Enginehouse
Long Pine.....	Operator's office
Winner.....	Operator's office
Huron.....	Operator's office, Enginehouse
Pierre.....	Operator's office
Aberdeen.....	Operator's office

RULE 6 (A) (Revised)

The following letters when placed in the station column indicate:

- C—Train order office open continuously
- D—Train order office open as specified by special instructions
- Q—Radio installations
- Y—Yard Limits

RULE 8 (k)

Conductors or trainmen giving lantern signals as prescribed by Rules 8 (a) through 8 (g) to direct the movement of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the engineer. Yellow lantern bulbs will be supplied by and returned to the wrecker foreman.

RULES 12, 14, 14 (A) AND TRAIN ORDER FORM Y

Flags and lights prescribed by Rules 12, 14, 14 (A) and Train Order Form Y will be displayed as follows:

- (a) **ON SINGLE TRACK.**—To the right of the track as viewed from an approaching train or engine in both directions.
- (b) **ON DOUBLE TRACK AND TWO MAIN TRACK CTC.**—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.
- (c) **ON THREE OR MORE TRACKS.**—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; For inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

RULE 14 (A) (Revised)

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track (to the left of the track where trains keep to the left) as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

RULE 15 (New Paragraph)

Regardless of any local ordinances restricting or prohibiting the sounding of the engine whistle or horn, the whistle or horn shall be sounded when vehicles or pedestrians are seen approaching the right-of-way; when two or more trains are meeting or passing in the vicinity of crossings at grade for train communication; when the view is restricted by weather, curvature of the track, or any other unusual conditions, or whenever a situation of danger or potential danger arises which danger may be lessened or eliminated by the sounding of the horn or whistle.

SPECIAL INSTRUCTIONS

RULE 19

In the application of Rule 19, where electric markers are provided they must be used.

RULE S-71 SUPERIOR DIRECTION

Unless otherwise provided EASTWARD trains are superior to WESTWARD trains of the same class.

RULE 83 (A) REGISTER STATIONS

Long Pine	Belle Fourche	Pierre
Chadron	Lander	Huron
Rapid City	Casper	Norfolk
Whitewood	Ilco	Winner
Jolly	Shobon	Oakes

Whitewood is a register station for No. 358 and for trains originating and terminating at Whitewood. Other trains need not register at Whitewood unless directed to do so by Train Dispatcher.

Jolly is a register station for No. 69 and No. 70 and for other trains when directed by Train Dispatcher.

RULE 83 (B) CLEARANCE

Rule 83 (B) does not apply when the initial station on a subdivision is not a train order office or the office is closed except as prescribed below:

All trains must obtain a clearance at Norfolk, Long Pine, Casper, Belle Fourche, Pierre and Huron.

All trains must obtain a clearance at Rapid City when train order office is open.

RULE 93 (Revised)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers or in case of failure to clear first class trains as required.

Second and Third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at reduced speed.

Note.—Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

RULE 97 TRAIN ORDERS

Rule 97 does not apply between:

Casper and Strouds	Whitewood and Deadwood
Riverton and Lander	Redfield and Frankfort
Belle Fourche and Bentonite Spur	Blunt and Gettysburg
Norfolk and Seventh St.	Chadron and Dakota Junction
Huron and James Valley Jct.	

RULES 98, 98 (A) AND 98 (B) CROSSINGS, JUNCTIONS AND DRAWBRIDGES (Not-Interlocked)

UP	Seventh St., Norfolk.
SooLine	Oakes.
Missouri River Drawbridge	Pierre.
CMS&P&P	Faulkton, Rapid City, East Wye and West Wye.
CB&Q	Crawford, Ilco, Shobon and 0.2 mile east of Plainview.
C&NW	Rapid City; Whitewood; Redfield; Blunt; Norfolk (east and west wye switches); James Valley Jct.; Oakdale; Aberdeen.
GN	1.25 mile west of Ludden.

RULE 99

THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAILWAY AND AFFILIATED LINES.

(1) Protection against following trains as required by Rule 99 is not necessary on the Norfolk, Long Pine, Casper, Rapid City, PRC, Albion, Winner, Oakes and Gettysburg Subdivisions.

If it becomes necessary to operate a following train when there is still a train in the territory, the train ahead must be instructed by Train Order to protect against the following train. If it is not practical to do so, the following train must be instructed to protect against the train ahead. The following forms of Train Orders will be used:

If it is not practical to contact the train ahead, the following train must be given a train order in this form: "Extra 1707 West protect against Extra 1709 West occupying Main Track between..... and..... without flag protection."

If it is practical for the train ahead to provide protection, both trains must be given a train order in the following form: "Extra 1709 West protects against Extra 1707 West between..... and..... after 10:15 A.M."

(2) On the Pierre Subdivision second and third class trains, extra trains and engines may occupy the main track at stations between station-one-mile signs protecting against scheduled trains only, and extra trains must approach and operate between station-one-mile signs prepared to stop expecting to find the main track occupied between the station-one-mile signs.

(3) Where there are Yard Limit signs or where the trackage has been designated as within Yard Limits, Rule 93 (Revised) is in effect.

When trackage is indicated by Yard Limit signs as being within Yard Limits and designated in Timetables, General Orders or Train Orders as being within Yard Limits, Rule 93 (Revised) will govern. To designate new or additional territory as being within Yard Limits by General Order or Train Order, the following form will be used: "Effective (time)..... (date)....., the territory between..... and..... (or including) is designated as Yard Limits and Rule 93 Revised will apply."

When Items 1, 2 and 3 are not applicable on certain portions of trackage over which an assignment operates, the crew can be relieved of providing protection by Train Orders in the following form:

- (A) "Eastward trains between H and F, except Extra 1709 East, wait at H until 11:01 P.M."
- (B) "Engine 1707 run extra C to A has right over all trains between B and A, 9:15 A.M. until 12:01 P.M."
- (C) "Extra 1730 West has right over all trains between A and C, 6:01 P.M. until 11:01 P.M."
- (D) "Engine 1730 run extra A to D and return to A has right over all trains between A and D, from...(time)...until...(time)..."
- (E) Run late or wait orders may be used for overdue or delayed regular trains.

Under the provisions of B, C and D, Extra trains have exclusive rights between the points designated between the times specified.

The above provisions do not apply to work extras. Work extras will be governed by Form H train orders and Rule 93 (Revised) where applicable.

RULE 101 (C) (Revised)

Unless otherwise authorized, diesel engines must not be moved through water more than 3 inches above top of lower rail. Diesel engines operating through water must not exceed 5 MPH.

RULE 103 (E)

Rule 103 (E) does not apply on C&NW Railway and affiliated lines.

SPECIAL INSTRUCTIONS

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RULE 103 (F) (New Rule)

Crossing protection controls are actuated by trains, engines or cars occupying the track for a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement or the device will be reactuated.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Some protected crossings are provided with manual control push buttons which are contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc. In two or more track territory the boxes are marked to correspond to the track which they control.

When train or engine movement has actuated the device and conditions require and warrant releasing highway traffic, the RED push button (for track involved) marked "RAISE" may be used to stop the devices from operating. Whenever the RED "RAISE" button has been used a crew member must remain at the control box until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

RULE 104 NORMAL POSITION OF JUNCTION SWITCHES

The normal position of junction switches at stations indicated below will be as follows:

Oakdale	For Norfolk Subdivision
Redfield	For Oakes Subdivision
Dakota Jct.	For Rapid City Subdivision

RULE 104 (G) (New Paragraph)

Engines must not be operated over live rails of track scales.

RULE 104 (H)

Spring Switch

Dakota Jct.

RULE 104 (J)

Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow posts will identify the location of fouling points.

RULE 109 (Additional) BULLETIN BOARDS

General Orders supersede any rules or special instructions with which they conflict.

General Orders and Special Orders will be numbered consecutively on each division beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

Trainmaster's notices, Master Mechanic's notices, bulletins, circulars, etc., containing other instructions or matters of information will also be posted on the same bulletin boards.

General Orders, Special Orders, bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

Bulletin boards are located as follows:

Long Pine	Operator's office
Chadron	Operator's office, Yardmen's room and Enginemen's Locker room
Rapid City	Operator's office, Yardmen's room and Enginehouse
Belle Fourche	Operator's office and Enginemen's Locker room
Casper	Operator's office and Yardmen's room
Lander	Operator's office
Pierre	Operator's office
Huron	Operator's office, Enginehouse and Yardmen's Locker room
Winner	Station
Norfolk	Yard office, Enginehouse and Enginemen's room

RULE 207 (A)

Train orders when copied on typewriter must be immediately removed therefrom and placed in clip-boards.

Train orders must be kept unconcealed at all times and each one kept in a clip-board.

RULE 213 (A)

Handing up train orders and messages to moving trains and engines by hand only is prohibited. Train order delivery forks must be used for this purpose. When a train order is to be handed up to a moving train or engine it must be done, when practicable, from the platform side and not from between tracks.

RULE 225

Upon the arrival of a train at a closed telephone station where a train is to be met or passed, if it is not in sight, the conductor must immediately communicate with the train dispatcher and report arrival of his train, giving his name, number of train or engine, and name of station or siding.

FORMS OF TRAIN ORDERS

FORM Y (Revised) MAINTENANCE OF WAY STOP

"Men and equipment on _____ track between MP _____ and MP _____ located between (Station) and (Station) from _____ M until _____ M All trains on _____ track proceed through these limits at reduced speed not exceeding _____ MPH unless a different speed is verbally authorized by employe in charge or entire train has passed a green flag"

When a train or engine finds a red flag displayed to the right of the track (to the left of the track where trains keep to the left) as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal.

A green flag displayed to the right of the track indicates the end of the restriction.

Station names will be those designated in timetable. Decimals will be used, when necessary, in stating MP locations. (Example—MP 80 to MP 80.5).

RULE 613 AUTOMATIC INTERLOCKINGS

GN	Huron
CMS&P&P	Wolsey
CMS&P&P	Redfield (Gettysburg Subdivision)
CMS&P&P	2.5 miles east of Redfield (Oakes Subdivision)
CMS&P&P	2.8 miles east of Aberdeen (Oakes Subdivision)
UP	1.5 miles west of Norfolk, Norfolk Subdivision
CMS&P&P-GN	Aberdeen

SPECIAL INSTRUCTIONS

RULE 614

The direction of a movement through an automatic interlocking must not be changed unless at least one unit or one car of the movement remains within the interlocking limits. If less than one unit or one car remains within the interlocking limits, the direction of the movement must be continued until rear of movement passes the absolute signal. A return movement into the interlocking limits must be made only on proper signal indication, except as provided by Rule 613.

RULE 713 (F)

BAD ORDER CARS

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employes can make repairs.

RULE 713 (G)

INSPECTION OF TRAINS

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

Hot journals	}	By Day	—Nose held with one hand and the other hand pointed toward passing train.
		By Night	—Lamp swung vertically in a small circle; lamp to be held by guard wire.
Brakes sticking	}	By Day	—Hands shoved in sliding motion out from body.
		By Night	—Same signal with lamp.

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible.

If nothing irregular is noted, proceed signal must be given to rear end of passing train.

Train dispatcher must be immediately notified of any instance in which a train crew fails to exchange signals.

RULE 714 (Revised)

HOT BOXES

When car with hot box is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

In the event a Hot Box of any kind develops on a passenger car, this car must be set out at the first available point, to avoid the possibility of an accident. When this is done, the train dispatcher must be notified promptly of all particulars, so that arrangements can be made for repairs.

RULE 714 (B)

When a car placarded "DANGEROUS" or "EXPLOSIVES" is found to have a warm or overheated journal, the car must be set out, regardless of whether the car is equipped with friction or roller-bearing trucks, or whether the warm journal is discovered by observation, inspection, or by operation of a hot box detector. When a car is inspected to determine if it has a warm journal, it must at that time be checked to ascertain if the car is placarded "DANGEROUS" or "EXPLOSIVES".

RULE 808 (G)

High-Cube cushion underframed cars, Tri-level cars, Bi-level cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks they must be shoved a sufficient distance from the turnout to permit coupling to them safely with another long car.

Single empty ore hoppers must not be handled between the cars listed above account danger of being lifted off center when moving through turnouts.

RULE 901

In the application of Rule 901, empty cars equipped with plug doors, refrigerator doors and hopper doors, picked up en route must have doors closed and properly secured.

RULE 957 (Addition)

Train location reports (line-ups) will not be issued on the following subdivisions:

Deadwood	Clay	Between Casper and Lander on
Albion	Gettysburg	the Casper Subdivision

Operators of track cars, on-track equipment, or hy-rail vehicles operating on the above subdivisions must ascertain the location of trains. If unable to obtain desired information from agent or operator, the train dispatcher must be contacted, if necessary.

ADDITIONAL SPECIAL INSTRUCTIONS

(A) MOVEMENTS ON OTHER RAILROADS

Train service employes of all trains using tracks of other railroad companies must provide themselves with timetables and rules of such companies and be governed by the rules and regulations of such companies.

Western Division trains operate over the following railroads:

Railroad	Between
CB&Q	Illco and Shobon

(B) SPUR TRACK AT JOLLY

The spur track from Jolly to Jolly Dump will be considered as a yard track.

(C) SWITCHING MOVEMENTS AT CASPER

At Casper, engines will come to stop before moving over the following crossings:

West Yellowstone Highway on CB&Q transfer.

West Yellowstone Highway leading from Standard Oil Company plant to Standard bridges over Platte River.

Engineer must keep bell ringing during switching movements at Standard Oil Company plant.

(D) RIVERTON

Tank cars at acid loading spot Uranium Plant must not be coupled to when red light by side of track is flashing.

(E) RAPID CITY

Engines must not be operated beyond the loading devices when switching the rock quarries.

(F) RAPID CITY

Crossing protection at Omaha Street, Rapid City on tracks serving Tri-State Milling Co., is manually operated with a switch key which must be held in "START" position for operation and held in this position while trains or engines with or without cars are fouling or crossing Omaha Street. Taking switch key out of switch key box will stop crossing protection. Switch key boxes for operating this crossing protection are located as follows:

Switch Key Box No. 1—South East Quadrant.

Switch Key Box No. 2—North East Quadrant on Crossing Protection Signal No. 2.

Switch Key Box No. 3—On Relay Case on south side of Omaha Street.

Switch Key Box No. 4—North West Quadrant.

(G) FREIGHT TRAIN INSPECTION

Freight train inspection will be made at the following points:

EASTWARD	WESTWARD
Shoshoni	Thacher
Harrison	
Valentine	

The above must not be construed as relieving train and engine crews from observing trains closely at other locations.

(H) SAFETY SWITCH DEADWOOD

A safety switch is located on main track at entrance to yard at Deadwood. Trains must come to a stop before reaching switch. Switch must be restored to derauling position after having been used.

(I) NORFOLK, NEBRASKA

Switch at the east end of Norfolk yard which governs the yard lead and old No. 1 track will have no normal position and train or yard movements must be made expecting to find this switch lined wrong for their movement.

NORFOLK, NEBRASKA

All train and switch movements over Norfolk Avenue and over Fourth Street crossings must be protected by a member of the train or yard crew.

(J) WINNER, S. D.

All eastward movements over Main Street Crossing must be protected by a member of the train crew.

SPECIAL INSTRUCTIONS

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(K) MILLER

The west switch of the siding is the west switch of the facing point crossover for eastward trains, located about 410 feet west of the station. The extension of the siding, west of this crossover, will be considered an auxiliary track.

(L) ENGINE RESTRICTIONS

GP-30 units 802-823 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 11 inches ATR at 10 feet wide.

GP-35 units 824-866 inc. and ALCO units 401-404 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 3 inches ATR at 10 feet wide.

SD-40 units 867-896, inc. and 921-929, inc.; SD-45 units 901-920, inc. and 937-977, inc.; and U-30-C units 930-936, inc., must not be operated on trackage approved for cars having gross weight of less than 263,000 lbs. or less than 15 feet 6 inches ATR at 10 feet wide.

CLEARANCE AND WEIGHT LIMITS

Maximum weight, width and height of loaded or empty cars that will pass in safety over the Western Division.

Maximum Gross Weight of Car and Lading	Routes	Height above Top of Rail			
	For Points Between	8' Width		9' Width	
		Ft.	In.	Ft.	In.
		10' Width	11' 6" Width		
		Ft.	In.	Ft.	In.
263,000	Long Pine and Dakota Jct.	22	021	521	020
251,000	Dakota Jct. and Shoshoni	21	121	121	121
220,000	Shoshoni and Lander	17	116	916	415
210,000	#Pierre and Rapid City	17	617	216	916
251,000	Dakota Jct. and Rapid City	19	419	018	718
251,000	Rapid City and Belle Fourche	18	017	617	016
251,000	Belle Fourche and Bentonite Spur	22	022	022	022
220,000	Jolly and Jolly Dump				
220,000	Whitewood and Deadwood	15	1015	615	114
178,000	Redfield and Blunt via Gettysburg	22	022	022	022
210,000	Frankfort and Redfield	20	219	919	318
251,000	James Valley Jct. and Pierre	22	022	022	022
263,000	Huron and Redfield	22	022	022	022
210,000	Redfield and Oakes	22	022	022	022
263,000	Norfolk and Long Pine	22	021	521	020
210,000	Oakdale and Newman Grove	21	821	821	821
210,000	Norfolk and Winner	20	920	319	618

#Movement of helium tank cars weighing 238,000 lbs. is authorized Rapid City to Box Elder.

Loads exceeding 220,000 lbs. gross weight, must have wheels of 36 inch diameter or be on cars with six or more axles.

The following cars must have written clearance authority from Chief Train Dispatcher before movement:

1. Loaded or empty cars exceeding 17 feet high above top of rail, except open cars loaded with automobiles.
2. Loaded or empty cars exceeding 11 feet 6 inches wide.
3. Cars of 35 feet or less in length, except ore cars.
4. Cars under 40 feet in length having a gross weight over 221,000 lbs.
5. Cars of greater weights and dimensions than shown for the line specified in the above table.

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 3 ft. 1 in. above top of rail on all lines.

Trainmen and yardmen must know and will be held responsible that cars do not exceed above weight, width and height shown before placing them in trains or hauling them over division.

TONNAGE RATINGS*

WESTWARD

HORSEPOWER	1600	1500	600	1500-1600 6 wheel
TERRITORY				
Huron to Wolsey	3200	2950		3450
Wolsey to Highmore	3400	3100		3600
Highmore to Pierre	7000	6480		7900
Frankfort to Redfield				5900
Redfield to Faulkton				3300
Faulkton to Onida				2800
Onida to Blunt				3700
Huron to Redfield				7500
Redfield to Oakes				8200
Norfolk to Long Pine		3250		4050
Newman Grove to Albion				1760
Albion to Oakdale				2240
Norfolk to Creighton				4390
Creighton to Verdigre				2815
Verdigre to Lynch				4390
Lynch to Anoka				2815
Anoka to Winner				1980
Crookston to Cody		1800		
Hay Springs to Chadron		1800		
Dakota Jct. to Rapid City		1350		
Rapid City to Whitewood		1450		
Crawford to Harrison		1250		

EASTWARD

Pierre to Blunt	3620	3330		3620
Blunt to Highmore	2600	2475		3025
Highmore to Huron	7100	6480		7920
Oakes to Redfield				8000
Redfield to Huron				7500
Blunt to Seneca				2400
Seneca to Frankfort				3700
Long Pine to Norfolk		6375		7920
Oakdale to Newman Grove		1760		
Winner to Colome		1980		
Colome to Bonesteel		3200		
Bonesteel to Fairfax		2725		
Fairfax to Niobrara		4800		
Niobrara to Verdigre		3330		
Verdigre to Winnetoon		1700		
Winnetoon to Plainview		3400		
Plainview to Norfolk		5450		
Lusk to Harrison		2050		
Orin to Lusk		1850		
Whitewood to Rapid City		1350		
Rapid City to Dakota Jct.		1250		
Chadron to Hay Springs		1900		
Valentine to Thatcher		2600		
Wasta to Wall				1650

*These ratings apply under ordinary conditions over maximum grades between the points named; additional tonnage will be handled whenever circumstances and grades will permit.

COMPANY DOCTORS

Location	Address	Name	Office Phone	Home Phone
CHICAGO	C&NW Dispensary, Psgr. Term.	Thomas A. Speer, Medical Director J. K. Stack, M.D., Chief Surgeon (6:30 A.M.—5:00 P.M., Daily except Saturday, Sunday & Holidays)	332-2121	
	Passavant Hospital, Emergency Room, 303 E. Superior St.		332-2121	944-0988
			944-4200	
ABERDEEN	423 So. Lincoln	C. Murphy, M. D.	225-7964	225-0358
AINSWORTH	636 So. Main St.	F. H. Shiffermiller, M. D.	387-1900	387-1344
	636 So. Main St.	Robert Anderson, M. D.	387-1900	387-2374
ALBION	436 Church St.	R. J. Smith, M. D.	395-2121	395-2122
ATKINSON		J. E. Ramsay, M. D.	925-2631	925-2186
BASSETT		H. J. Panzer, M. D.	2301	3601
BELLE FOURCHE	1301-8th St.	S. F. Sherrill, M. D.	892-2505	892-4582
	830 Kingsbury St.	J. H. Davis, M. D.	892-2671	892-4481
BURKE		E. P. Sweet, M. D.	775-2621	775-2631
CASPER	137 So. Wolcott St.	N. E. Morad, M. D.	234-5343	235-5279
	1657 E. 2nd St.	E. Lee Brubaker, M. D.	265-2772	265-4446
CHADRON	300 Shelton St.	L. H. Hoebet, M. D., Dist. Surgeon	432-5521	432-2120
		(May be called to any place between Cody and Dak. Jct.)		
	300 Shelton St.	A. J. Alderman, M. D.	432-5521	432-3151
	255 Chadron Ave.	R. M. Penor, M. D.	432-3388	432-3017
	255 Chadron Ave.	R. H. Rasmussen, M. D.	432-3388	432-2098
CREIGHTON		W. E. Wright, M. D.	152	12
DEADWOOD	653½ Main St.	James Mattox, M. D.	578-1411	578-1530
GORDON	815 Ash St.	Frank Wanek, M. D.	442	380
HOT SPRINGS	Butler Clinic	T. R. Jacobson, M. D.	745-3125	745-3096
	Butler Clinic	Charles E. Roper, M. D.	745-3125	745-3463
HURON	114—4th St. S. E.	H. P. Adams, M. D.	352-8691	352-2431
	114—4th St. S. E.	Wm. Kilpatrick, M. D.	352-8691	352-6884
	114—4th St. S. E.	W. H. Saxton, M. D.	352-8691	352-3412
	455 Kansas Ave. S. E.	Paul Hohm, M. D.	352-8767	352-3710
LANDER	550 Main St.	P. R. Holtz, M. D.	332-2941	332-2613
LUSK	312 So. Main St.	D. W. Rust, M. D.	334-3231	334-3890
MILLER	307 No. Broadway	J. C. Hagin, M. D.	853-2447	853-2206
NELIGH		D. J. Peetz, M. D.	TU 7-4193	TU 7-4357
NEWMAN GROVE		Emery Carlson, M. D.	2571	4091
NORFOLK	900 Norfolk Ave.	G. B. Salter, M. D., Dist. Surgeon	371-3160	371-3131
	1300 Nebraska Ave.	A. J. Schwedhelm, M. D.	371-3504	371-1552
	1300 Nebraska Ave.	R. E. Klaas, M. D.	371-3504	371-2103
	1300 Nebraska Ave.	O. J. Wullschlegel, M. D.	371-3504	371-4249
	719 Norfolk Ave.	G. J. Stewart, M. D., Ophthalmologist	371-5055	371-5854
	900 Norfolk Ave.	G. D. Adams, M. D.	371-3160	371-9576
OMAHA	317 Doctors Bldg.	E. K. Connors, M. D.	551-6064	558-5175
O'NEILL	128 W. Douglas St.	Rex Wilson, M. D.	336-2820	336-1184
PHILIP	Philip Clinic	G. J. Mangulis, M. D.	859-2566	859-2651
PIERRE	111 So. Huron St.	S. W. Fox, M. D.	224-7364	224-4614
	111 So. Huron St.	L. C. Askwig, M. D.	224-7364	224-2036
RAPID CITY	725 Meade St.	Francis Williams, M. D.	343-5130	342-3262
	725 Meade St.	Harold E. Fromm, M. D.	343-5130	342-3760
	1828 W. Kansas City St.	G. S. Owen, M. D.	342-3881	342-0637
REDFIELD	1613 N. Main	E. J. Perry, M. D.	472-1880	472-2204
RIVERTON	1202 E. Jackson Ave.	R. D. Ashbaugh, M. D.	856-2281	856-9877
TILDEN		C. C. Barr, M. D.	FO 8-5365	FO 8-5340
VALENTINE	111 East 3rd St.	Wilbur Johnson, M. D.	376-3770	376-2695
WINNER		R. L. Stiehl, M. D.	65	1173