

MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Billings, Mont.....DR. E. M. FARR.....Surgeon and Examiner.
Billings, Mont.....DR. W. R. MORRISON.....Oculist.
Casper, Wyo.....DR. T. J. RIACH.....Surgeon and Examiner.
Casper, Wyo.....DR. G. R. JAMES.....Oculist.
Cody, Wyo.....DR. VICTOR R. DACKEN.....Local Surgeon.
Douglas Wyo.....DR. F. C. SHAFFER.....Local Surgeon.
Greybull, Wyo.....DR. STANLEY L. MYRE.....Surgeon and Examiner.
Guernsey, Wyo.....DR. G. F. HAWLICK.....Surgeon and Examiner.
(P. O. Sunrise, Wyo.)
Laurel, Mont.....DR. E. C. HALL.....Local Surgeon.
Lovell, Wyo.....DR. THOMAS B. CROFT.....Local Surgeon.
Lovell, Wyo.....DR. W. W. HORSLEY.....Local Surgeon.
Thermopolis, Wyo.....DR. C. DANA CARTER.....Local Surgeon.
Worland, Wyo.....DR. W. O. GRAY.....Local 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 cases of emergency when the attendance of the Company surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

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

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

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

R. B. KEPNER, M. D.
Medical Director, Relief Dept., Chicago, Ill.
O. H. HORRALL, M. D.
Chief Surgeon, Chicago, Ill.

F. R. MULLEN,
General Manager, Omaha, Nebr.
J. S. MILLER,
Superintendent, Casper, Wyo.
L. B. DENTON
Assistant Superintendent, Sheridan, Wyo.
F. E. SPERRY,
General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE
CASPER DIVISION
OF THE
WESTERN DISTRICT

No. 63

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

SUNDAY, SEPTEMBER 14, 1941

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.

CASPER DIVISION.

Guernsey and Casper—Sub-division

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 14, 1941.

WESTWARD														EASTWARD			
SECOND CLASS	FIRST CLASS			Office Open Week Days	Signs	Distance from Northport	STATIONS	Capacity		Office Open Sundays	FIRST CLASS			SECOND CLASS			
	Daily Freight	Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger		Daily Freight			
75	31	29									32	30		78			
P.M. L 4.20	A.M. L 8.25		Continuous	B.C.K.O. R.T.W.Yd.	94.95	..... GUERNSEY	Yard	Yard	Continuous	P.M. A 3.30			A.M. A 4.45			
4.40	8.33		No Office.	F.	100.05	..... 5.10 STOKES	89	16	No Office.	3.17			4.30			
4.55 5.30	s 8.42	A.M. L 5.00	Continuous	B.R. W.Y.Yd.	103.32	..... WENDOVER	90	Yard	Continuous	s 3.10	A 10.35		4.00			
6.05	f 9.04	L 5.15	No Office.	F.W.	111.67	..... 8.35 CASSA	78	22	No Office.	f 2.50	f 10.15		3.25			
6.30	s 9.18	s 5.30	8:00 a.m. to 5:00 p.m.		119.60	..... 7.93 GLENDO	110	49	Closed	s 2.35	s 9.55		2.55			
6.45	9.26	5.38	No Office.	F.	125.12	..... 5.52 ELKHORN		30	No Office.	2.28	9.45		2.30			
6.55	9.31	5.44	No Office.	F.	128.65	..... 3.53 BONA	89		No Office.	2.23	9.39		2.15			
	f 9.35	5.48	No Office.		130.60	..... 1.95 AMMON		20	No Office.	f 2.19	9.35					
7.30	s 9.45	s 6.05	8:45 a.m. to 4:45 p.m. 8:00 p.m. to 4:00 a.m.	W.Yd.	134.44	..... 0.62 MCKINLEY	85	58	8:00 p.m. to 4:00 a.m.	s 2.12	s 9.25		2.00			
7.45	9.56	6.15	No Office.	F.	141.80	..... 7.36 ORIN	88		No Office.	2.03	9.15		1.30			
9.04	s 10.08	s 6.30	8:00 p.m. to 5:00 a.m.	W.	148.79	..... 6.99 FOSTER	87	28	8:00 p.m. to 10:00 p.m.	s 1.51	s 9.04		1.10			
9.45	f 10.16	6.37	No Office.	F.	153.85	..... 5.06 DOUGLAS	89	26	No Office.	f 1.38	f 8.53		12.56			
10.05	f 10.24	f 6.43	No Office.	F.	158.90	..... 5.05 MORTON	90	35	No Office.	f 1.31	f 8.45		12.30			
10.25	f 10.32	6.50	No Office.	F.	164.26	..... 5.36 ORPHA	88		No Office.	f 1.23	8.37		12.15			
10.35	f 10.37	6.54	No Office.		167.24	..... 2.98 ALBERTA		13	No Office.	f 1.19	f 8.32		12.05			
10.50	f 10.42	7.00	No Office.	F.	171.52	..... 4.28 CAREY	88	18	No Office.	f 1.13	8.25		11.50			
11.25	s 10.52	s 7.11	8:30 a.m. to 4:30 p.m. 6:30 p.m. to 2:30 a.m.	W.Yd.	178.18	..... 6.66 CLAYTON	80	30	Closed.	s 1.03	s 8.10		11.25			
11.50	f 11.01	7.20	No Office.	F.	185.37	..... 7.19 GLENROCK	76	25	No Office.	f 12.54	8.01		10.55			
12.08	f 11.10	7.28	No Office.	F.	191.78	..... 6.41 LOCKETT	81	27	No Office.	f 12.45	7.51		10.35			
12.20	11.17	7.35	No Office.	F.	197.53	..... 5.75 FRY	88		No Office.	12.37	7.42		10.20			
A 12.30	A 11.25	A 7.45	Continuous.	B.C.K.O. R.T.W.Yd.	202.15	..... 4.62 BROOKHURST			Continuous.	L 12.30	L 7.35		L 10.00			
Daily	Daily	Daily				..... CASPER	Yard	Yard		Daily	Daily		Daily			
8:10 13.1	3:00 35.7	2:45 36.0				..... (107.20)				3:00 35.7	3:00 32.9		6:45 15.8			
SCHEDULE TIME																	
..... AVERAGE MILES AN HOUR.....																	

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

Automatic Block System in effect between Guernsey and Wendover, and between automatic signal N-197.43 east of Brookhurst and Casper.

Manual Block System between Wendover and automatic signal N-197.43 east of Brookhurst. Rule 318-B in effect.

Rule 221-A in effect Guernsey and Casper, and for passenger trains originating at Wendover.

No train order signal at Casper and Guernsey. Conductors and Enginemen must have Clearance Form A.

Hauf Spur M. P. 116.07.

Fletcher Spur M. P. 169.07.

Telephone at east end Casper yard, transfer switch Glenrock, water tank and warm room freight house Douglas, crossover Wendover, east end siding Wendover, both ends siding Stokes, westward starting signal west end Platte River bridge Guernsey, and west end Guernsey yard.

When passenger trains meet at Guernsey, trains taking siding will use No. 1 track.

Spring switch east end of freight yard Casper, and west end of freight yard Guernsey.

No. 31 will stop at Orpha and No. 32 at Evansville, 3 miles east of Casper, on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post matter.

Casper and Bonneville—Sub-division

CASPER DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 14, 1941.

WESTWARD				Office Open Week Days	Signs	Distance from Northport	STATIONS	Capacity		Office Open Sundays	EASTWARD			
SECOND CLASS		FIRST CLASS						Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger	Daily Passenger	Daily Freight								Daily Passenger	Daily Freight	Daily Passenger	Daily Freight
75	29										30		76	
A.M. L 2.30		A.M. L 8.15		Continuous.	B.C.K.O. R.T.W.Yd.	202.15	..... CASPER	Yard	Yard	Continuous.	P.M. A 6.45		P.M. A 2.50	
2.45		8.23		No Office.	F.	207.29	..... SULLIVAN	88		No Office.	6.35		2.37	
3.04		8.31		No Office.	F.	212.98	..... BISHOP	44	25	No Office.	f 6.27		2.24	
3.45		f 8.47		No Office.	F.W.	223.90	..... BUCKNUM	87	27	No Office.	f 6.10		1.59	
4.05		8.55		No Office.	F.	229.84	..... PETRIE	47	27	No Office.	f 6.01		1.45	
4.24		9.03		No Office.	F.	235.40	..... SODIUM		11	No Office.	f 5.53		1.32	
4.45		f 9.12		7:45 a.m. to 4:45 p.m.	W.	241.52	..... POWDER RIVER	77	25	Closed.	f 5.44		1.18	
5.24		9.29		No Office.	F.	252.53	..... LOX	76	23	No Office.	f 5.27		12.53	
5.51		s 9.41		8:30 a.m. to 5:30 p.m.	W.Y.	260.45	..... ARMINTO	103	60	Closed.	s 5.15		12.35	
6.09		9.50		No Office.	F.	266.45	..... HOAGLAND	83		No Office.	5.00		12.02	
6.31		f 9.59		No Office.	F.	273.78	..... MADDEN	78	16	No Office.	f 4.46		11.44	
7.02		s 10.13		8:15 a.m. to 5:15 p.m.	W.	284.07	..... LYSITE	91	49	Closed.	s 4.27		11.15	
7.21		10.22		No Office.	F.	291.09	..... SCHOENING	83		No Office.	f 4.13		10.55	
7.46		10.33		No Office.	F.	299.34	..... GATE	11		No Office.	4.01		10.33	
A 8.00 A.M.		A 10.40 A.M.		7:30 a.m. to 4:30 p.m.	B.C.K.R. T.W.Yd.	305.02	..... BONNEVILLE	Yard	Yard	7:30 a.m. to 4:30 p.m.	L 3.50 P.M.		L 9.45 A.M.	
Daily		Daily					..... (102.87)				Daily		Daily	
5:30 18.7		2:25 42.5					..... SCHEDULE TIME				2:55 35.2		5:05 20.2	
							..... AVERAGE MILES AN HOUR							

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

Manual Block System between Bonneville and automatic signal S-204.34 west of Casper. Rule 318-B in effect.

Automatic Block System in effect between Casper and automatic signal S-204.34 west of Casper.

Rule 221A is in effect at Casper.

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

Water tank 2 miles west of Powder River.

Telephone at Powder River water tank.

Derail on west end siding Hoagland.

Derail on east end siding Sullivan.

CASPER DIVISION.

Bonneville and Greybull—Sub-division

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 14, 1941.

WESTWARD				Office Open Week Days	Signs	Distance from Northport	STATIONS	Capacity		Office Open Sundays	EASTWARD					
SECOND CLASS	Daily Freight	FIRST CLASS	Daily Passenger					Sidings	Other Tracks		FIRST CLASS	SECOND CLASS	Daily Passenger	Daily Freight	Daily Passenger	Daily Freight
	75		29										30			76
	A.M. L 8.15		A.M. L 10.40	7:30 a.m. to 4:30 p.m.	B.C.K.R. T.W.Yd.	305.02	..... BONNEVILLE	Yard	Yard	7:30 a.m. to 4:30 p.m.					
	8.42		10.54	No Office.	F.	315.79	..... EMERY	83	8	No Office.	P.M. A 3.50		A.M. A 9.15		
	8.57		f 11.01	No Office.	F.W.	320.73	..... BOYSEN	73	19	No Office.	3.35		8.42		
	9.17		f 11.14	No Office.	F.	327.11	..... DORNICK	76	13	No Office.	f 3.28		8.30		
	9.32		11.25	No Office.	F.	332.71	..... MINNESELA	58	17	No Office.	f 3.08		8.11		
	10.12		s 11.31	7:30 a.m. to 4:30 p.m.	Yd.	336.98	..... THERMOPOLIS	71	70	11:00 a.m. to 3:00 p.m.	s 2.53		7.55		
	10.37		f 11.43	No Office.	F.	344.08	..... LUCERNE	71	34	No Office.	f 2.45		7.42		
	11.02		s 11.51	8:30 a.m. to 5:30 p.m.	W.Y.Yd.	348.99	..... KIRBY	78	Yard	11:30 a.m. to 2:45 p.m.	f 2.31		7.21		
	11.17		f 11.59	No Office.	F.	354.61	..... CHATHAM	44	25	No Office.	s 2.22		7.07		
	11.37		f 12.08	No Office.	F.	360.92	..... PULLIAM	88	19	No Office.	f 2.11		6.50		
	11.48		f 12.13	No Office.	F.	364.50	..... COLTER		17	No Office.	f 2.01		6.31		
	29 12.01		s 12.20	8:00 a.m. to 4:00 p.m.	W.Yd.	369.45	..... WORLAND	77	116	11:45 a.m. to 2:00 p.m.	f 1.56		6.03		
	12.56		s 12.45	No Office.	F.	377.15	..... DURKEE		11	No Office.	s 1.48		5.49		
	1.10		f 12.56	No Office.	F.	377.15	..... RAIRDEN	55	27	No Office.	f 1.32		5.22		
	1.25		f 1.03	No Office.	F.	382.06	..... MANDERSON	76	48	Closed.	f 1.25		5.05		
	2.10		s 1.16	8:00 a.m. to 4:00 p.m.	W.	388.25	..... BASIN	67	149	12:00 Noon to 2:00 pm	s 1.16		4.43		
	2.50		s 1.32	7:30 a.m. to 4:30 p.m.		397.19	..... GREYBULL	Yard	Yard	Continuous.	s 12.51		4.12		
	A 3.15		A 1.45	Continuous.	B.C.K.O. R.T.W.Yd.	404.94	..... (99.92)				L 12.35		L 3.45		
	P.M.		P.M.				..... SCHEDULE TIME				P.M.		A.M.		
	Daily		Daily				..... AVERAGE MILES AN HOUR				Daily		Daily		
	7:00 14.3		3:05 32.4								3:15 30.7		5:30 18.1			

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

Manual Block System. Rule 318-B in effect.

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

Siddons M. P. 306.69.

Geddes Spur M. P. 365.32.

Mott Spur M. P. 374.00.

Telephone at west end Bonneville yard, M. P. 320.69 both ends siding Dornick, Freight House Office Thermopolis and Stock Yards Worland. Nos. 29 and 30 will stop at Chatham and Lucerne on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post.

Greybull and Billings—Sub-division

CASPER DIVISION.

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 14, 1941.

WESTWARD				Office Open Week Days	Signs	Distance from Northport	STATIONS	Capacity		Office Open Sundays	EASTWARD					
SECOND CLASS	FIRST CLASS		Daily Freight					Daily Passenger	Daily Passenger		Daily Freight	Siding	Other Tracks	Daily Passenger	Daily Freight	SECOND CLASS
75		29														30	76
P.M. L 6.30		P.M. L 1.50	Continuous.	B.C.K.O. R.T.W.Yd.	404.94	..... GREYBULL	Yard	Yard	Continuous.	P.M. A 12.15		A.M. A 2.45			
7.20		f 2.11	No Office.	F.	416.33	..... SPENCE	92	25	No Office.	f 11.58		2.15			
7.55		f 2.22	No Office.	F.	423.02	..... HIMES	79		No Office.	f 11.44		1.55			
8.40		s 2.39	No Office.	F.W.	432.63	..... KANE	80	43	No Office.	s 11.30		1.30			
9.26		s 2.56	9:00 a.m. to 1:00 a.m.	O.Yd.	442.67	..... LOVELL	59	134	10:45 a.m. to 3:15 p.m.	s 11.12		1.00			
10.00		s 3.10	8:00 a.m. to 5:00 p.m.		448.16	..... COWLEY	88	58	Closed.	s 11.00		12.40			
10.25 A.M.		s 3.23	No Office.	F.	453.87	..... DEAVER	88	22	No Office.	s 10.51		12.21			
12.01		s 3.36	8:00 a.m. to 4:00 p.m. 9:00 p.m. to 5:00 a.m.	B.C.K.R. W.Y.Yd.	459.93	..... FRANNIE	E100 W 58	85	10:15 a.m. to 3:45 p.m. 11:00 p.m. to 1:00 a.m.	s 10.34		12.01 A.M.			
12.45		s 3.52	No Office.	W.F.	466.25	..... WARREN	77	28	No Office.	s 10.24		11.35			
1.30		4.03	No Office.	F.	471.97	..... DUFF	50	9	No Office.	10.15		11.10			
1.50		4.12	No Office.	F.	477.12	..... WADE	88	20	No Office.	10.07		10.45			
2.30		s 4.31	8:00 a.m. to 5:00 p.m.	W.Y.	487.84	..... EAST BRIDGER	49	80	Closed.	s 9.51		10.10			
A 3.00 A.M.		A 4.44 P.M.	8:00 a.m. to 4:00 p.m. 8:30 p.m. to 4:30 a.m.	R.Yd.	494.74	..... FROMBERG			8:30 p.m. to 4:30 a.m.	L 9.40 A.M.		L 9.50 P.M.			

Trains between Fromberg and Billings are governed by rules and time table of N. P. Ry.

A 5.00 A.M.			22.00	C.K.O. R.T.W.Y.	516.74	..... LAUREL						L 8.00 P.M.
		A 5.50 P.M.		B.C.K.O. R.T.W.Y.	531.98	..... BILLINGS				L 8.30 A.M.		
Daily		Daily				..... (127.04)				Daily		Daily
10:30 10.6		4:00 31.4				..... SCHEDULE TIME				3:45 34.1		6:45 16.5
						..... 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 at Fromberg for eastward passenger trains and at Frannie for passenger trains originating there.

Nos. 29 and 30 must receive bus connection from Cody at Deaver.

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

Train order signal at Fromberg does not govern C. B. & Q. trains. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Telephone at west end Greybull yard, on pole at Kane pump house, sugar factory Lovell, and at east switch east siding, Frannie.

Derail on west end siding Duff.

AT FROMBERG: The tracks between yard limit board east of depot and the yard limit board west of the depot on the Northern Pacific and the C. B. & Q. will be operated as one yard. All trains will move within these limits at restricted speed.

Rock Spur M. P. 406.

Stucco Spur M. P. 411.56.

Spence Quarry Spur M. P. 414.26.

Zube M. P. 444.26.

Overstreet Spur M. P. 489.75.

Frannie and Cody—Sub-division

TIME TABLE No. 63.

EFFECTIVE SEPTEMBER 14, 1941.

CASPER DIVISION.

WESTWARD				Office Open Week Days	Signs	Distance from Frannie	STATIONS	Capacity		Office Open Sundays	EASTWARD			
FIRST CLASS								Sidings	Other Tracks		FIRST CLASS			
				8:00 a.m. to 4:00 p.m. 9:00 p.m. to 5:00 a.m.	B.C.K.R. W.Y.Yd.	0.00	..... FRANNIE	E100 W 58	85	10:15 a.m. to 3:45 p.m. 11:00 p.m. to 1:00 a.m.				
				No Office.	F.	9.61	..... MANTUA		20	No Office.				
				No Office.	F.	14.49	..... GARLAND		32	No Office.				
				8:00 a.m. to 5:00 p.m.	W.	19.50	..... POWELL		90	2:00 p.m. to 5:00 p.m.				
				No Office.	F.	25.52	..... RALSTON	29	12	No Office.				
				No Office.	F.	29.04	..... EAGLE		10	No Office.				
				No Office.	F.	35.53	..... CORBETT	29	12	No Office.				
				8:00 a.m. to 5:00 p.m.	B.K.R. W.Y.Yd.	42.11	..... CODY	Yard	Yard	Closed				
							..... (42.11)							
							..... SCHEDULE TIME							
							..... AVERAGE MILES AN HOUR							

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 at Frannie does not govern trains on Frannie and Cody Sub-division; Conductors and Enginemen must have Clearance Form A when Operator is on duty.

No train order signal at Cody; Conductors and Enginemen must have Clearance Form A when Operator is on duty.

Telephone at Oil Rack Cody and Conductors room Cody Depot.

Local extra leaves Frannie 8 A. M., daily except Sundays, for Cody, and return. O'Donnell spur M. P. 22.03.

Bus leaves Cody 9:10 A. M. arrive Deaver 10:35 A. M., daily.
 Bus leaves Deaver 11:00 A. M. arrive Cody 12:25 P. M., daily.
 Bus leaves Cody 1:00 P. M. arrive Deaver 2:35 P. M., daily.
 Bus leaves Deaver 3:35 P. M. arrive Cody 5:00 P. M., daily.

SPEED RESTRICTIONS.

SPEED RESTRICTIONS

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

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

Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

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.

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

To prevent damage to traction motors, when handling electrically operated power units dead in train 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.

Zephyr-type trains and gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water speed must not exceed six miles an hour.

LOCATION

Passenger
Trains
M. P. H.Freight
Trains
M. P. H.

Loaded D. & R. G. W. coke racks series 26750 to 26999..... 25
K and J cars..... 25

GUERNSEY AND CASPER SUB-DIVISION

Maximum speed..... 50 35
Around curves..... 45
Tunnels between Guernsey and Wendover..... 30 15
Guernsey Yard between switches..... 20 20
Between M. P. 107.30 and M. P. 109.60..... 20 15
Around curves between M. P. 112.28 and M. P. 112.34... 20 15
Around curves between M. P. 114 and M. P. 115 and between M. P. 126.40 and M. P. 127.50..... 40
R and O engines, except engines 1924 and 2113..... 40
Trailing moves through spring switches Guernsey and Casper..... 15 15
Facing moves over spring switches Guernsey and Casper..... 25 25
Engines running backward..... 20 20

CASPER AND BONNEVILLE SUB-DIVISION

Maximum speed..... 50 35
Around curves..... 45
R and O engines, except engines 1924 and 2113..... 40
Engines running backward..... 20 20

BONNEVILLE AND GREYBULL SUB-DIVISION

Maximum speed..... 50 35
Around curves..... 45
Between Boysen and Minnesela..... 30 20
Through cut between M.P. 336.70 and M. P. 337.30... 25 25
Around reverse curve M. P. 327.30 and M. P. 327.40... 10 10
Around bluff west end Dornick siding..... 20 20
R and O engines except engines 1924 and 2113..... 40
Engines running backward..... 20 20

GREYBULL AND BILLINGS SUB-DIVISION

Maximum speed..... 50 35
Around curves..... 45
Around bluffs in canyon between M. P. 413.60 and M. P. 414.20..... 20 10
Around sharp curve between M. P. 423.40 and M. P. 423.80 around curve between M. P. 424.75 and M. P. 424.90..... 20 20
R and O engines, except engines 1924 and 2113..... 40
This applies to joint track also.
Engines running backward..... 20 20

FRANNIE AND CODY SUB-DIVISION

Maximum speed..... 40 25
Frannie junction switch on eastward siding..... 10 10
Powell: Over Main Street crossing just west of water tank..... 10 10
Loaded tank cars..... 25
Engines running backward..... 10 10

LOCATION

Passenger
Trains
M. P. H.Freight
Trains
M. P. H.

ALL SUB-DIVISIONS

Engines under steam, disconnected on one side, with main rod down..... 25 25
On sidings and through crossovers at end double track. 15 15
Through other turnouts, unless otherwise specified. 10 10
B engines on sharp turnouts and crossovers in sidings or business tracks..... 5 5
Pile drivers, steam derricks and similar equipment must not exceed authorized speed for freight trains on main lines.
On branch lines..... 15 15
Clamshells:
On main lines..... 25
On branch lines..... 20
(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
Passenger trains handling freight equipment..... 45
B, S-4 or S-4-A engines on which drivers have been blocked up..... 40
O-5, O-5-A or M engines on which drivers have been blocked up..... 30 30
M2-A engines not equipped with disc wheel centers. 35 35

SPECIAL INSTRUCTIONS.

Master Mechanic, W. Schwartz, Casper, Wyo.

Train Master, W. S. Kerr, Casper, Wyo.

Chief Dispatcher, H. H. Giles, Casper, Wyo.

Train Dispatchers:

W. A. Bryan,

J. T. Borders,

I. M. Jenkins,

W. H. Northrup.

A. S. Johnson

E. L. Zube

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 must be delivered to the 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 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 locomotives 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 provided for that purpose.

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

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

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