

SURGEONS AND PHYSICIANS

Billings, Mont.....DR. E. M. FARR.....Surgeon and Examiner.
Billings, Mont.....DR. W. R. MORRISON.....Eye Specialist.
Billings, Mont.....DR. JAMES D. MORRISON.....Eye Specialist
Casper, Wyo.....DR. T. J. RIACH.....Surgeon and Examiner.
Casper, Wyo.....DR. G. R. JAMES.....Eye Specialist.
Casper, Wyo.....DR. R. H. REEVE.....Surgeon.
Casper, Wyo.....DR. J. R. NELSON.....Surgeon.
Cody, Wyo.....DR. V. R. DACKEN.....Surgeon and Examiner.
Douglas, Wyo.....DR. E. S. GARDNER.....Surgeon.
Greybull, Wyo.....DR. S. L. MYRE.....Surgeon and Examiner.
Laurel, Mont.....DR. E. C. HALL.....Surgeon.
Lovell, Wyo.....DR. T. B. CROFT.....Surgeon.
Lovell, Wyo.....DR. W. W. HORSLEY.....Surgeon.
Thermopolls, Wyo.....DR. B. D. STACK.....Surgeon.
Worland, Wyo.....DR. W. O. GRAY.....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. 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.

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 could not provide for his own care after emergency service has been rendered.

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

DR. R. B. KEPNER,
Chief Medical Officer,
Chicago, Ill.

S. L. FEE,
General Manager, Omaha, Nebr.

E. L. POTARF,
Superintendent, Casper, Wyo.

J. M. TURNER,
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. 71

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

SUNDAY, JUNE 20, 1948

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.

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Guernsey and Casper—Sub-division

CASPER DIVISION.

TIME TABLE No. 71.

EFFECTIVE JUNE 20, 1948.

WESTWARD				Office Open Week Days	Signs	Distance from Northport	STATIONS	Capacity		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 Freight	Daily Freight
75		31	29								32	30	78	76
A.M. L 2.00		A.M. L 11.15		Continuous	B.C.K.O. R.T.W.Yd.	94.95	..... GUERNSEY	Yard	Yard	Continuous	P.M. A 5.30		A.M. A 7.45	A.M. A 4.45
2.15		11.23		No Office.	F.	100.05	..... STOKES	82	16	No Office.	5.17		7.25	4.30
3.10		s 11.31	L 5.15	Continuous	B.R. W.Y.Yd.	103.32	..... WENDOVER	84	Yard	Continuous	s 5.10	A 10.45	7.20	4.00
3.35		f 11.52	5.30	No Office.	F.W.	111.67	..... CASSA	72	22	No Office.	f 4.55	f 10.25	6.30	3.35
4.00		s 12.03	s 5.45	8:00 a.m. to 5:00 p.m.		119.60	..... GLENDO	104	49	8:00 a.m. to 5:00 p.m.	s 4.42	s 10.08	6.15	2.55
4.10		12.11	5.54	No Office.	F.	125.12	..... ELKHORN		30	No Office.	4.35	9.59	6.05	2.30
4.18		12.16	5.59	No Office.	F.	128.65	..... BONA		83	No Office.	4.30	9.54	5.59	2.15
				No Office.		130.60	..... AMMON		20	No Office.				
		f 12.20	6.03	No Office.		131.22	..... MCKINLEY			No Office.	f 4.26	9.50		
4.30		s 12.27	s 6.15	8:45 a.m. to 4:45 p.m. 9:00 p.m. to 5:00 a.m.	W.	134.44	..... ORIN	83	58	9:00 p.m. to 5:00 a.m.	s 4.21	s 9.41	5.43	2.00
4.44		12.36	6.26	No Office.	F.	141.80	..... FOSTER	82		No Office.	4.12	9.31	5.31	1.30
5.00		s 12.50	s 6.40	4:00 p.m. to 8:00 a.m.	W.Yd.	141.80	..... DOUGLAS	81	28	4:00 p.m. to 8:00 a.m.	s 4.00	s 9.20	5.18	1.10
5.08		f 12.58	6.47	No Office.	F.	153.85	..... MORTON	83	26	No Office.	f 3.49	f 9.10	5.08	12.56
5.20		f 1.05	f 6.53	No Office.	F.	158.90	..... ORPHA	85	35	No Office.	f 3.42	f 9.03	4.57	12.30
5.29		f 1.12	7.00	No Office.	F.	164.26	..... ALBERTA	82		No Office.	f 3.35	8.55	4.46	12.15
		f 1.17	7.04	No Office.	F.	167.24	..... CAREY		13	No Office.	f 3.31	f 8.51	4.41	12.05
5.39		f 1.24	7.10	No Office.	F.	171.52	..... CLAYTON	82	18	No Office.	f 3.26	8.45	4.33	11.50
5.48		s 1.35	s 7.21	7:00 a.m. to 3:00 p.m. 8:15 p.m. to 4:15 a.m.	W.Yd.	178.18	..... GLENROCK	74	30	12:01 a.m. to 4:15 a.m. 7:00 a.m. to 10:00 a.m. 8:15 p.m. to 11:15 p.m.	s 3.15	s 8.32	4.20	11.25
5.59		f 1.45	7.30	No Office.	F.	185.37	..... LOCKETT	71	25	No Office.	f 3.07	8.23	4.04	10.55
6.10		f 1.53	7.38	No Office.	F.	191.78	..... FRY	76		No Office.	f 2.59	8.15	3.53	10.35
6.20		2.01	7.45	No Office.	F.Yd.	197.53	..... BROOKHURST	83		No Office.	2.52	8.07	3.41	10.20
A 6.30 A.M.		A 2.10 P.M.	A 7.55 A.M.	Continuous.	B.C.K.O. R.T.W.Yd.	202.15	..... CASPER	Yard	Yard	Continuous.	L 2.45 P.M.	L 8.00 P.M.	L 3.30 A.M.	L 10.00 P.M.
Daily		Daily	Daily				..... (187.20)				Daily	Daily	Daily	Daily
4:30 23.8		2:55 38.0	2:10 38.2				..... SCHEDULE TIME				2:45 39.0	2:45 34.9	4:15 25.6	6:45 15.8
							..... 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) is in effect at all train order offices and is modified to include both freight and passenger trains.

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

Hauf Spur M. P. 116.07.

Fletcher Spur M. P. 169.07.

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

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

Spring switch West end of freight yard Guernsey and east end of freight yard Casper.

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.

Casper and Bonneville—Sub-division

TIME TABLE No. 71.

EFFECTIVE JUNE 20, 1948.

CASPER DIVISION.

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	
C & N W Mon. Wed. and Fri. Mixed	Daily Freight	Daily Passenger	Daily Passenger								Daily Passenger	C & N W Tue. Thur. and Sat. Mixed	Daily Freight	
617	75	29						Yard	Yard		30		618	78
	A.M. L 9.00		A.M. L 8.20	Continuous.	B.C.K.O. R.T.W.Yd.	202.15	..... CASPER			Continuous.	P.M. A 7.30			A.M. A 2.00
	9.10		8.29	No Office.	F.	207.29	..... SULLIVAN	82		No Office.	7.17			1.50
	9.20		f 8.37	No Office.	F.	212.98	..... BISHOP	40	25	No Office.	f 7.08		P.M. A 2.20	1.40
— A.M. — L 7.45	9.28		8.43	No Office.	F.	217.57	..... ILLCO			No Office.	7.00		f 2.10	1.31
f 7.57	9.38		f 8.52	No Office.	F.W.	223.90	..... BUCKNUM	81	27	No Office.	f 6.51		f 2.10	1.20
	8.10		8.59	No Office.	F.	229.84	..... PETRIE	42		No Office.	f 6.41		2.00	1.10
Sg 8.35 9.46	10.10		f 9.17	7:45 a.m. to 4:45 p.m.	W.	241.52	..... POWDER RIVER	72	25	Closed	f 6.23		s 1.35	12.50
f 10.05	10.30		9.33	No Office.	F.	252.53	..... LOX	71	23	No Office.	f 6.04		f 12.50	12.30
	s 10.30		s 9.46	8:30 a.m. to 5:30 p.m.	W.Y.	260.45	..... ARMINTO	95	60	8:30 a.m. to 5:30 p.m.	s 5.52		s 12.35	12.15
	10.50		f 10.04	No Office.	F.	273.78	..... MADDEN	72	16	No Office.	f 5.30		12.10	11.40
	s 11.10		s 10.19	8:15 a.m. to 5:15 p.m.	W.	284.07	..... LYSITE	85	49	Closed	s 5.12		s 11.50	11.15
	11.25		10.33	No Office.	F.	290.40	..... GATE	78		No Office.	4.55		11.35	10.55
A 11.45 — A.M. —				No Office.	Yd. F	303.90	..... SHOBN		36	No Office.			L 11.05 — A.M. —	
	A 12.01 P.M.		A 10.50 A.M.	Continuous	B.C.K.R. T.W.Yd.	304.01	..... BONNEVILLE	Yard	Yard	Continuous	L 4.25 P.M.			L 10.25 P.M.
Mon. Wed. Fri.	Daily		Daily				..... (101.86)				Daily		Tue. Thu. Sat.	Daily
4:00 21.5	3:01 33.7		2:30 39.9				..... SCHEDULE TIME				3:05 33.0		3:15 26.5	3:36 28.4
							..... AVERAGE MILES AN HOUR							

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

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

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

Rule 221(a) is in effect at all train order offices and is modified to include both freight and passenger trains.

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

Sodium Spur M. P. 235.31

Water tank 2 miles west of Powder River.

Telephone at Powder River water tank.

C & N. W. trains will register at Illco and Shobon and C B & Q trains will register at Illco when instructed to do so by dispatcher.

Bonneville and Greybull—Sub-division

CASPER DIVISION.

TIME TABLE No. 71.

EFFECTIVE JUNE 20, 1948.

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	
75		29									30		78	
P.M. 12.25		A.M. 11.05		Continuous.	B.C.K.R. T.W.Yd.	304.01	..... BONNEVILLE	Yard	Yard	Continuous.	P.M. A 4.25		P.M. A10.00	
12.49		11.21		No Office.	F.	315.55	..... EMERY	78	8	No Office.	4.06		9.35	
12.57		f 11.28		No Office.	F.W.	319.72	..... BOYSEN	68	19	No Office.	f 3.59		9.28	
1.22		11.38		No Office.	F.	326.10	..... DORNICK	71	13	No Office.	f 3.38		9.05	
1.34		11.52		No Office.	F.	331.70	..... MINNESELA	53	17	No Office.	3.22		8.50	
1.42		s 11.59		8:00 a.m. to 11:59 p.m.	Yd.	335.97	..... THERMOPOLIS	65	120	8:00 a.m. to 11:59 p.m.	s 3.15		8.40	
1.54		f 12.20		No Office.	F.	343.07	..... LUCERNE	66	34	No Office.	f 2.54		8.25	
2.02		s 12.30		8:30 a.m. to 5:30 p.m.	W.Y.Yd.	347.98	..... KIRBY	73	Yard	12:15 p.m. to 3:15 p.m.	s 2.45		8.15	
2.10		f 12.38		No Office.	F.	353.60	..... CHATHAM	43	25	No Office.	f 2.37		8.05	
2.28		f 12.46		No Office.	F.	359.91	..... PULLIAM	82	19	No Office.	f 2.28		7.50	
2.37		f 12.51		No Office.	F.	363.51	..... COLTER	17	17	No Office.	f 2.22		7.40	
2.44		s 1.05		8:00 a.m. to 12.00 Mdt	W.Yd.	368.44	..... WORLAND	71	134	12:00 noon to 3:00 p.m. 4:00 p.m. to 7:00 p.m.	s 2.05		7.30	
2.58		f 1.17		No Office.	F.	376.14	..... DURKEE	35	35	No Office.	f 1.52		7.12	
3.08		f 1.24		No Office.	F.	381.05	..... RAIRDEN	53	27	No Office.	f 1.45		7.01	
3.18		s 1.35		No Office.		387.24	..... MANDERSON	70	48	No Office.	s 1.35		6.50	
3.35		s 1.50		7:30 a.m. to 4:30 p.m.		396.18	..... BASIN	62	149	12:01 p.m. to 3:00 p.m.	s 1.18		6.35	
A 3.50 P.M.		A 2.05 P.M.		Continuous.	B.C.K.O. R.T.W.Yd.	403.93	..... GREYBULL	Yard	Yard	Continuous	L 1.05 P.M.		L 6.15 P.M.	
Daily		Daily					..... (99.92)				Daily		Daily	
3:25 30.0		3:00 35.3					..... SCHEDULE TIME				3:20 30.0		3:45 26.6	
							..... 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) is in effect at all train order offices and is modified to include both freight and passenger trains.

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.

At Manderson water is available in emergency for engines.

Telephone at west end Bonneville yard, M. P. 320.69, both ends siding Dornick, Freight House Office Thermopolis and Stock Yards Worland.

No. 29 and No. 30 will stop at Chatham and Lucerne on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post.

Local extra leaves Bonneville 5:00 a. m. Tuesday, Thursday and Saturday for Greybull.

Local extra leaves Greybull 6:00 a. m. Monday, Wednesday and Friday for Bonneville.

Greybull and Billings—Sub-division

CASPER DIVISION.

TIME TABLE No. 71.

EFFECTIVE JUNE 20, 1948.

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		Siding	Other Tracks	FIRST CLASS		SECOND CLASS
			75								24	30	78		
P.M. L 4.50						403.93	..... GREYBULL	Yard	Yard	Continuous		P.M. A 1.00	P.M. A 5.45	
						415.32	..... SPENCE	86	25	No Office.		f 12.45	5.15	
						422.01	..... HIMES	74		No Office.		f 12.35	4.50	
						431.62	..... KANE	75	43	No Office.		s 12.20	4.20	
						441.66	..... LOVELL	105	134	11:00 a.m. to 2:00 p.m. 3:00 p.m. to 6:00 p.m.		s 12.05	3.59	
						447.15	..... COWLEY	83	58	Closed.		s 11.42	3.45	
						452.86	..... DEAVER	83	22	No Office.		s 11.30	3.30	
						458.92	..... FRANNIE	100	143	Continuous		A.M. A 9.15	3.12	
						465.24	..... WARREN	71	28	No Office.		9.05	2.58	
						470.96	..... DUFF		59	No Office.		8.53	2.44	
						476.11	..... WADE		82	No Office.		8.43	2.30	
						486.83	..... EAST BRIDGER		47	Closed		8.27	2.05	
						493.73	..... FROMBERG			Continuous		L 8.15	L 1.50	
A 9.00 P.M.	A 9.48 P.M.	A 5.05 P.M.		Continuous	R.Yd.						L 9.55 A.M.		L 1.50 P.M.		

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

						515.73	..... LAUREL						L 1.00 P.M.
						530.97	..... BILLINGS					L 7.05 A.M.	L 8.45 A.M.
Daily	Daily	Daily					..... (127.04)				Daily	Daily	Daily
5:40 19.8	1:59 36.3	4:05 31.9					..... SCHEDULE TIME				2:10 33.2	4:15 29.4	4:45 23.6

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

AT FRANNIE: Trains have no time table superiority on siding between Cody Line junction switch and West siding switch, all trains and engines must move at restricted speed.

Manual block system, Rule 318-B in effect.

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

No 29 and No. 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, sugar factory Lovell, at east switch siding, Frannie, and near Road Crossing Zube.

At Frannie water is available for engine use in emergency.

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 M. P. 411.65

Zube M. P. 444.26.

Overstreet Spur M. P. 489.75.

Local Extra leaves Frannie 7:15 a.m. daily except Sunday for Kane and return.

CASPER DIVISION.

Frannie and Cody—Sub-division

TIME TABLE No. 71.

EFFECTIVE JUNE 20, 1948.

WESTWARD				Office Open Week Days	Signs	Distance from Frannie	STATIONS	Capacity		Office Open Sundays	EASTWARD											
	FIRST CLASS		Daily Passenger					Sidings	Other Tracks		FIRST CLASS		Daily Passenger									
					27																	
	A.M.	L	9.30	Continuous	B.C.K.R. Y.Yd.	0.00	..... FRANNIE	100	143	Continuous				P.M.								
			9.52	No Office.	F.	9.61	..... MANTUA		20	No Office.				A	9.01							
			10.02	No Office.	F.	14.49	..... GARLAND		32	No Office.					8.42							
			10.12	8:00 a.m. to 5:00 p.m.	W.	19.50	..... POWELL	36	90	Closed.					8.33							
			10.25	No Office.	F.	25.52	..... RALSTON	29	12	No Office.					8.23							
			10.37	No Office.	F.	31.0	..... VOCATION			No Office.					8.14							
			10.47	No Office.		36.81	..... TROTTER		12	No Office.					8.05							
	A	11.00	A.M.	8:00 a.m. to 5:00 p.m.	B.K.R. W.Y.Yd.	42.11	..... CODY	Yard	Yard	Closed.				L	7.45							
			Daily				..... (42.11)								P.M.							
			1:30				..... SCHEDULE TIME								Daily							
			28.0				..... AVERAGE MILES AN HOUR								1:16							
															33.2							

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

At Frannie--Trains have no time table superiority on siding between Cody line junction switch and west siding switch, all trains and engines must move at restricted speed.

Manual block system. Rule 318-B in effect.

Rule 907 in effect.

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

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.

O'Donnell spur M. P. 22.03.

Local extra leaves Frannie 7 A.M. daily except Sunday, for Cody and return.

At Frannie water is available for engine use in emergency.

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.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where the view is obscured prepared to stop, and must run at restricted speed approaching, and on curves, and where view is obscured, between 6:30 A.M. and 6:30 P.M., and use extreme care to avoid striking motor cars.

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

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.

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

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 sub-division.

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

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.

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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
On sidings.....	Restricted Speed	Restricted Speed
All crossovers and turnouts, not otherwise specified...	10	10
Handling clam shells, pile drivers, steam shovels.		
Main Lines.....		30
Branch Lines.....		20
(See Special Instructions 13)		
Handling scale test cars (must be handled next to way-car with air coupled).		
Main Lines.....		25
Branch Lines.....		20
B engines on sharp turnouts and crossovers in sidings or business tracks.....	5	5
Engines under steam, disconnected on one side, with main rod down.....	25	25
20 yard air dump cars in 202650-202799 series loaded or empty in rear of train when possible.....		25
Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible.....		
On main lines.....		35
On branch lines.....		25
Passenger trains handling freight equipment.....	45	
B, S-4 or S-4-A engines on which drivers have been blocked up.....	40	
O-5-A or M engines on which drivers have been blocked up.....	30	30
M-2-A engines not equipped with disc wheel centers.....	35	35
Engine 2113 when on passenger train.....	45	
Loaded D. & R. G. W. coke rack series 26750 to 26999.....		25
GUERNSEY AND CASPER SUB-DIVISION		
Maximum speed.....	50	
Steam engines.....		35
Diesel engines.....		40
Guernsey Yard all trains move at restricted speed between switches.		
Tunnels between Guernsey and Wendover.....	30	15

LOCATION

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

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	
Douglas: Engine or leading car over Center street crossing.....	25	25
R and O engines.....	40	
Trailing movements through spring switches Guernsey and Casper.....	15	15
Facing movements over spring switches Guernsey and Casper.....	25	25
Steam engines running backward.....	20	20
CASPER AND BONNEVILLE SUB-DIVISION		
Maximum speed.....	50	
Steam engines.....		35
Diesel engines.....		40
Between Mile Post 217.00 and 218.00 and between Mile Post 303.25 and Bonneville all trains move at restricted speed.		
R and O engines.....	40	
Steam engines running backward.....	20	20
BONNEVILLE AND GREYBULL SUB-DIVISION		
Maximum speed.....	50	
Steam engines.....		35
Diesel engines.....		40
Between Boysen and Minnesela.....	30	20
Around bluff west end Dornick siding.....	20	20
Around reverse curve M. P. 327.30 and M. P. 327.402	10	10
Through cut between M. P. 336.70 and M. P. 337.30 ...	25	25
R and O engines.....	40	
Steam engines running backward.....	20	20
GREYBULL AND BILLINGS SUB-DIVISION		
Maximum speed.....	50	
Steam engines.....		35
Diesel engines.....		40
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.....	40	
Steam engines running backward.....	20	20
At Fromberg, within yard limits, all trains must move at restricted speed.		
FRANNIE AND CODY SUB-DIVISION		
Maximum speed.....	40	30
Frannie junction switch on eastward siding.....	10	
Powell: Over Main Street crossing just west of water tank.....	10	10
Loaded 30 yard air dump cars in 202800-202849 series		20
Loaded tank cars.....		25
Steam engines running backward.....	10	10
The following restrictions will govern when handling steam derricks.....	250 Ton Wrecking Derrick 204375	Other Steam Derricks
Guernsey - Casper.....	25	30
Casper - Bonneville.....	25	30
Bonneville - Greybull.....	25	30
Greybull - Fromberg.....	25	30
Frannie-Cody.....	Must not Operate	25
Maximum allowable speed for different classes of locomotives. Where sub-division maximum speeds are less, they will govern.		
O-1, O-1-A.....	50 M. P. H.	M-4-A..... 60 M. P. H.
O-2, O-2-A, O-2-B.....	50 M. P. H.	S-1-A, S-2-A, S-3..... 75 M. P. H.
O-3.....	50 M. P. H.	S-3-A..... 75 M. P. H.
O-4.....	50 M. P. H.	S-4, S-4-A..... 95 M. P. H.
O-5-A.....	85 M. P. H.	B-1..... 75 M. P. H.
M-2, M-2-A.....	45 M. P. H.	B-1-A..... 80 M. P. H.

SPECIAL INSTRUCTIONS

Master Mechanic,	W. Schwartz, Casper, Wyo.
Assistant Master Mechanic,	B. F. Meligan, Sheridan, Wyo.
Train Master,	V. H. Clark, Casper, Wyo.
Train Master,	H. L. Roberts, Greybull, Wyo.
Road Foreman,	M. R. Eckhardt, Casper, Wyo.
Road Foreman,	D. D. Wade, Greybull, Wyo.
Chief Dispatcher,	J. T. Borders, Casper, Wyo.
Night Chief Dispatcher,	C. H. Spargur, Casper, Wyo.

Train Dispatchers:

W. A. Bryan	J. A. Ross
W. H. Nortrup	E. L. Zube
M. R. Agenstine	G. E. Rillihan
L. R. Bentley	

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 movements 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."

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

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 current of traffic must approach all interlocking and centralized traffic control at restricted speed where distant signals are not provided for such movements.

Manual block system rule 318-B in effect for trains moving against the current of traffic.

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

When interlocking signals operated by remote control are in stop position, train or engine men will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and derrails in route designated, assuring themselves they are in proper position.

Freight and Passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

Chicago & North Western Railway trains will operate on Casper and Bonneville Sub-division between Ilco and Shobon. Chicago & North Western Railway trains must receive Clearance Form A with train order check of overdue trains before occupying main track at Ilco and Shobon.

At Ilco the junction switch of C B & Q R R and C & N W Ry. is equipped with controlled electric switch lock and signals. C & N W trains in both directions must stop clear of home signals and trainmen will:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.
When finished using switch, proceed as follows:
 1. Place the switch in its normal position and lock.
 2. Turn the crank of electric lock to the right until it is against its stop block.
 3. Close and lock door of case.

If the indicator shows the word "LOCKED", trainmen will call C B & Q train dispatcher, and request release of the electric lock. If the electric lock fails to release for C & N W movement, trainmen will notify C B & Q train dispatcher and when so instructed, will break seal on hand release located in box opposite junction switch and turn the release handle to the right as far as it will go. After a time interval of 4 1/2 minutes, electric switch lock will release. After release of electric lock, trainmen will handle as outlined in preceding paragraph.

After movement through junction switch in either direction, trainmen will restore switch and electric lock to normal position, and if it has been necessary to operate the hand release, C B & Q train dispatcher must be notified when the movement has been completed.

Westward C & N W trains will be governed by home signal which will in-

dicade proceed after switch has been lined for movement to C B & Q. If signal fails to clear, trainmen will communicate with C B & Q train dispatcher and when so instructed may pass the signals, complying with rule 509-A within home signal limits.

Eastward C & N W trains may pass home signal at stop under rule 513. If home signals on the C B & Q fail to clear, trains may proceed, examining junction switch and complying with rule 509-A within home signal limits.

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

7. 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 engineman 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 signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points are found to fit properly.

Trains tralling 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 tralling 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.

For trailing moves through spring switches the speed designated in time table speed restrictions must not be exceeded.

Sand must not be used over spring switches.

Drop switch will not be made over spring switches unless specifically authorized.

Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

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 movable 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 movable 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, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in 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.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

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 in cab of steam engines and in a container in cab of diesel electric motor.

On gas electric 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."

SPECIAL INSTRUCTIONS—Concluded

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 the Rules of the Operating Department is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one-mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

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. 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.

24. 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.

25. Trains carrying U. S. mail, taking siding, will stop at depot to discharge mail.

26. Rule 1047 of the 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 steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

27. The headlight of Diesel and gas-electric engines must be burned dim during daylight hours when in road service.

28. Red fuseses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuseses will be used in giving signals as prescribed by Rules 12(a) to 12(g) inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

29. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

30. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic features fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 and 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.



