

SURGEONS AND PHYSICIANS

Billings, Mont.....DR. E. M. FARR.....Surgeon and Examiner.
 Billings, Mont.....DR. J. D. MORRISON.....Eye Specialist.
 Casper, Wyo.....DR. A. McLELLAN.....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.
 Casper, Wyo.....DR. G. WHISTON.....Consultant.
 Cody, Wyo.....DR. V. R. DACKEN.....Surgeon and Examiner.
 Douglas, Wyo.....DR. E. S. GARDNER.....Surgeon.
 Edgemont, So. Dak.....DR. J. R. BYRNE.....Surgeon and Examiner.
 Gillette, Wyo.....DR. J. E. HOADLEY.....Surgeon.
 Greybull, Wyo.....DR. A. S. ROGERS.....Surgeon and Examiner.
 Greybull, Wyo.....DR. F. R. LEMON.....Surgeon.
 Guernsey, Wyo.....DR. A. E. CARRIER.....Surgeon and Examiner.
 Hardin, Mont.....DR. M. O. ANDERSON.....Surgeon.
 Laurel, Mont.....DR. E. C. HALL.....Surgeon.
 Lovell, Wyo.....DR. T. B. CROFT.....Surgeon.
 Lovell, Wyo.....DR. W. W. HORSLEY.....Surgeon.
 Newcastle, Wyo.....DR. E. J. GUILFOYLE.....Surgeon and Examiner.
 Sheridan, Wyo.....DR. R. D. ARNOLD.....Surgeon and Examiner.
 Sheridan, Wyo.....DR. P. SCHUNK.....Surgeon and Examiner.
 Sheridan, Wyo.....DR. J. E. CARR.....Surgeon and Examiner.
 Sheridan, Wyo.....DR. O. L. VEACH.....Eye Specialist.
 Thermopolls, Wyo.....DR. B. GITLITZ.....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 cannot 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.

E. P. STINE,
 General Manager, Omaha, Nebr.

P. F. THOMAS,
 Superintendent, Casper, Wyo.

F. W. YOUNG,
 Assistant Superintendent, Sheridan, Wyo.

W. B. SIMMONS,
 General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

CASPER AND SHERIDAN DIVISIONS

OF THE

WESTERN DISTRICT

No. 2

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

SUNDAY, APRIL 25, 1954

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.

Guernsey and Casper—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS		Capacity		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS					Siding	Other Tracks	FIRST CLASS			SECOND CLASS			
Daily Freight		Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger		Daily Passenger	Daily Freight		
75		31	29									32	30		78
P.M. L 9.35		A.M. L 10.25		Continuous.	B.C.K.O. R.T.W.Yd.	94.95	..... GUERNSEY	Yard	Yard	Continuous.		P.M. A 7.05			A.M. A 7.45
9.50		10.33		No Office.	F.	100.05	..... STOKES	82	16	No Office.		6.50			7.20
10.40		s 10.40	L A.M. 5.27	Continuous.	B. W.Y.Yd.	103.32	..... WENDOVER	84	Yard	Continuous.		s 6.44	A.M. 12.30		6.50
11.05		f 10.56	78 5.42	No Office.	F.	111.67	..... CASSA	72	22	No Office.		f 6.29	f 12.11		29 5.42
11.20		s 11.07	s 5.54	See Footnote.		119.60	..... GLENDO	104	49	See Footnote.		s 6.17	s 11.59		5.22
30 11.45		11.18	6.07	No Office.	F.	128.65	..... BONA	83		No Office.		6.05	75 11.45		5.05
A.M. 12.05		s 11.26	s 6.15	See Footnote.		134.44	..... ORIN	110	58	See Footnote.		s 5.58	s 11.38		4.55
12.18		11.35	6.24	No Office.	F.	141.80	..... FOSTER	82		No Office.		5.50	11.29		4.40
12.30		s 11.48	s 6.45	1:00 a.m. to 9:00 a.m. 4:00 p.m. to 12:00 Mid.	Yd.	148.79	..... DOUGLAS	123	144	1:00 a.m. to 9:00 a.m. 4:00 p.m. to 12:00 Mid.		s 5.40	s 11.20		4.25
12.48		f 12.02	f 6.58	No Office.	F.	158.90	..... ORPHA	110	35	No Office.		f 5.24	f 11.04		4.05
1.11		f 12.16	7.12	No Office.	F.	171.52	..... CLAYTON	82	18	No Office.		f 5.09	10.49		3.39
1.24		s 12.26	s 7.23	See Footnote.	Yd.	178.18	..... GLENROCK	110	30	See Footnote.		s 5.01	s 10.40		3.25
1.45		12.44	7.41	No Office.	F.	191.78	..... FRY	110	4	No Office.		4.44	10.22		2.55
1.55		12.52	7.48	No Office.	F. Yd.	197.53	..... BROOKHURST	83		No Office.		4.37	10.15		2.42
A 2.05 A.M.		A 1.00 P.M.	A 7.59 A.M.	Continuous.	B.C.K.O. R.T.Yd.	202.15	..... CASPER	Yard	Yard	Continuous.		L 4.30 P.M.	L 10.10 P.M.		L 2.30 A.M.
4:30 23.8		2:35 41.4	2:20 39.0				..... SCHEDULE TIME					2:35 41.4	2:20 42.9		5:15 21.2
							..... AVERAGE MILES PER 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. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

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

Spring Switches:

Guernsey, west end of freight yard.
Casper, east end of freight yard.

Train register at Wendover for No. 29 and No. 30 and these trains will register by register ticket when operator on duty.

No. 31 and No. 32 stop on flag at McKinley, M. P. 131.22, to pick up and discharge passengers and U. S. mail.

No. 31 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.

Hauf Spur M. P. 116.07—16 cars.
Ammon M. P. 130.60—20 cars.
Morton M. P. 153.85—35 cars.
Carey M. P. 167.24—13 cars.

Telephones:

Guernsey, west end of yard and west end Platte river bridge at westward starting signal.
Tunnels No. 1, M. P. 96.85; No. 2, M. P. 98.14 and No. 3, M. P. 101.47, each end of tunnel.
Stokes, both ends of siding.
Wendover, east end of siding and at crossover.
Douglas, east end wool house track and warm room in freight house.
Morton.
Carey.
Glenrock, transfer switch.
Casper, east end of yard.

OFFICE OPEN:

Gleno 7:30 a.m. to 4:30 p.m. daily, except closed Sunday and Monday.
Orin 5:30 p.m. to 2:30 a.m. daily, except closed from 2:30 a.m. Saturday until 5:30 p.m. Monday.
Glenrock 12:01 a.m. to 4:00 p.m. daily, except closed Sunday and open 12:01 a.m. to 8:00 a.m. Saturday, 8:00 a.m. to 4:00 pm Monday.

Casper and Bonneville—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	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									30		618	78
	A.M. L 4.25		A.M. L 8.25	Continuous.	B.C.K.O. R.T.Yd.	202.15	..... CASPER	Yard	Yard	Continuous.	P.M. A 9.40			A.M. A 12.01
	4.45		f 8.41	No Office.	F.	212.98	..... BISHOP	110	25	No Office.	f 9.23			A.M. 11.40
- A.M. - L 7.45	4.53		8.46	No Office.	F.	217.57	..... ILLCO			No Office.	9.18		- P.M. - A 2.20	11.30
f 7.57	5.03		f 8.54	No Office.	F.	223.90	..... BUCKNUM	81	27	No Office.	f 9.10		f 2.10	11.20
	8.10		9.01	No Office.	F.	229.84	..... PETRIE	42		No Office.	9.02		2.00	11.10
f 29 8.35 9.46	5.35		f 9.17	7:30 a.m. to 4:30 p.m.		241.52	..... POWDER RIVER	110	90	Closed.	f 8.48		f 1.35	10.50
f 10.05	5.55		9.31	No Office.	F.	252.53	..... LOX	71	23	No Office.	f 8.34		f 12.50	10.32
f 10.30	6.10		s 9.42	7:30 a.m. to 4:30 p.m.	Y.	260.45	..... ARMINTO	95	60	Closed.	s 8.23		f 12.35	10.20
	10.50		f 9.58	No Office.	F.	273.78	..... MADDEN	72	16	No Office.	f 8.03		12.10	9.45
f 11.10	6.49		s 10.11	7:30 a.m. to 4:30 p.m.		284.07	..... LYSITE	85	49	Closed.	s 7.48		- P.M. - f 11.50	9.20
	11.25		10.19	No Office.	F.	290.40	..... GATE	78		No Office.	7.38		11.35	9.00
A 11.45 A.M. -				No Office.	Yd. F	303.90	..... SHOBON		36	No Office.			L 11.05 - A.M. -	
	A 7.25 A.M.		A 10.40 A.M.	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	B.C.K.R. T.Yd.	304.01	..... BONNEVILLE	Yard	Yard	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	L 7.15 P.M.			L 8.30 P.M.
4:00 21.5	3:00 33.7		2:15 45.2				..... (101.86)							
							..... SCHEDULE TIME				2:25 42.2		3:15 26.5	3:31 28.6
							..... AVERAGE MILES PER 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 of Casper, and Bonneville. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

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 train dispatcher.

Sodium Spur M. P. 235.31—23 cars.

Bonneville and Greybull—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Neighboring	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siddings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger									Daily Passenger		Daily Freight	
75		29									30		78	
A.M. L 8.10		A.M. L 10.50		7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	B.C.K.R. T.Yd.	304.01	..... BONNEVILLE	Yard	Yard	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	P.M. A 7.15		P.M. A 7.45
8.33		11.04		No Office.	F.	314.74	..... PIPER	114	3	No Office.	7.02		7.10
8.51		11.18		No Office.	F.	323.17	..... DORNICK	90	11	No Office.	78 6.46		30 6.56 6.30
9.17		11.35		No Office.	F.	331.70	..... MINNESELA	53	17	No Office.	6.31		6.10
9.25		s 11.50 P.M.		7:00 a.m. to 11:00 p.m.	Yd.	335.97	..... THERMOPOLIS	95	147	7:00 a.m. to 11:00 p.m.	s 6.25		6.00
9.37		f 12.01		No Office.	F.	343.07	..... LUCERNE	66	34	No Office.	f 6.10		5.50
9.45		s 12.08		No Office.	Y.F.	347.98	..... KIRBY	73	238	No Office.	s 6.03		5.40
9.55		f 12.16		No Office.	F.	353.60	..... CHATHAM	43	25	No Office.	f 5.54		5.30
10.04		12.23		No Office.	F.	359.91	..... PULLIAM	82	19	No Office.	5.46		5.20
10.11		12.27		No Office.	F.	363.51	..... COLTER		17	No Office.	5.41		5.10
10.20		s 12.42		7:00 a.m. to 11:00 p.m.	Yd.	368.44	..... WORLAND	71	134	7:00 a.m. to 11:00 p.m.	s 5.32		5.00
10.34		12.52		No Office.	F.	376.14	..... DURKEE		184	No Office.	5.22		4.45
10.45		12.58		No Office.	F.	381.05	..... RAIDEN	53	27	No Office.	5.16		4.35
10.56		s 1.06		No Office.	F.	387.24	..... MANDERSON	70	48	No Office.	s 5.08		4.25
11.11		s 1.20		See Footnote.		396.18	..... BASIN	62	149	See Footnote.	s 4.55		4.15
A 11.25 A.M.		A 1.35 P.M.		Continuous.	B.C.K.O. R.T.Yd.	403.93	..... GREYBULL	Yard	Yard	8:00 a.m. to 11:59 p.m.	L 4.40 P.M.		L 4.00 P.M.
3:15 30.8		2:45 38.3					..... (99.78)						
							..... SCHEDULE TIME				2:35		3:45
							..... AVERAGE MILES PER HOUR				38.0		26.3

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

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

Automatic block signals between M.P. 316.36 and M.P. 317.88, through Boysen tunnel. Rule 509 in effect.

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

Spring Switch:
Dornick, east end of siding.

No. 29 and No. 30 stop on flag at M. P. 319.78 for transportation destined Boysen, Wyo., which will be handled to this point, and stop at Lucerne and Chatham on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post.

Local extra leaves Bonneville daily except Sunday for Greybull.

Local extra leaves Greybull daily except Sunday for Bonneville.

Siddons M. P. 306.69—42 cars.
Geddes Spur M. P. 365.32—20 cars.
Mott Spur M. P. 374.00—16 cars.

Telephones:
Bonneville, west end yard.
Boysen Tunnel, just inside each end of tunnel.
Dornick, both ends of siding.
Thermopolis, freight house.
Worland, stock yards.

OFFICE OPEN:

Basin 7:45 a.m. to 4:45 p.m. daily, except closed Sunday.

Greybull and Fromberg—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger								Daily Passenger	Daily Ex. Monday Freight	Daily Freight	
75	97		29					Yard	Yard	8:00 a.m. to 12:00 Mid.	30	98	78	
P.M. L 12.55	A.M. L 6.00		P.M. L 1.45	Continuous.	B.C.K.O. R.T.Yd.	403.93	..... GREYBULL				A P.M. 4.30	P.M. A 12.30	P.M. A 3.25
1.10	6.30		f 2.02	No Office.	F.	415.32	..... SPENCE	86	25	No Office.	f 4.14	12.10 P.M.	2.32
1.25	7.00		f ⁷⁸ 2.12	No Office.	F.	422.01	..... HIMES	74		No Office.	f 4.06	11.40	²⁹ 2.12
⁷⁸ 1.40	7.30		s 2.27	No Office.	F.	431.62	..... KANE	75	43	No Office.	s 3.53	11.20	⁷⁵ 1.40
1.56	9.00		s ^{2.40} 2.55	7:45 a.m. to 5:30 p.m.	O.Yd.	441.66	..... LOVELL	105	439	9:30 a.m. to 5:30 p.m.	s 3.40	11.00	1.25
2.04	⁹⁸ 9.40		s 3.04	7:45 a.m. to 4:45 p.m.		447.15	..... COWLEY	83	58	Closed.	s 3.22	⁹⁷ 9.40	1.15
2.13	10.20		s ³⁰ 3.12	No Office.	F.	452.86	..... DEAVER	83	22	No Office.	s ²⁹ 3.12	9.20	1.05
2.23	A 11.00 A.M.		s 3.25	7:45 a.m. to 4:45 p.m.	Y.Yd.	458.92	..... FRANNIE	100	219	7:45 a.m. to 4:45 p.m.	s 2.55	L 9.00 A.M.	12.55
³⁰ 2.40			3.35	No Office.	F.	465.24	..... WARREN	35	62	No Office.	⁷⁵ 2.40		12.40
3.25			3.51	No Office.	F.	476.11	..... WADE	110	4	No Office.	2.25		12.19 P.M.
3.50			s 4.06	No Office.	F.	486.83	..... EAST BRIDGER	47	31	No Office.	s 2.11		11.59
A 4.05 P.M.			A 4.20 P.M.	8:00 a.m. to 12:00 Mid.	R.Yd.	493.73	..... FROMBERG			8:00 a.m. to 12:00 Mid.	L 2.00 P.M.		L 11.45 A.M.

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

				22.00							
6.00 P.M.				B.K.O. R.T.W.Y.	515.73	..... LAUREL				11.00 A.M.
		5.25 P.M.		B.K.O. R.T.W.Y.	530.97	..... BILLINGS			1.00 P.M.	
						..... (127.04)				
5:05 24.9	5:00 09.3	3:40 34.7			 SCHEDULE TIME			3:30 36.3	3:30 13.3	4:25 24.8
					 AVERAGE MILES PER HOUR					

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

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

No train order signal at Greybull, and train order signal at Fromberg does not govern C.B.&Q. trains. Conductors and Enginemen must have clearance Form A.

Trains will register at Frannie depot or at east siding switch Frannie when instructed to do so by train dispatcher.

FROMBERG: The tracks between yard limit sign east of depot and the yard limit sign west of the depot on the Northern Pacific and the C. B. & Q. will be operated as one yard. All trains and engines must run at reduced speed between these points.

Fromberg, all trains will register by ticket when operator on duty.

Time shown at Laurel and Billings is for information only.

No. 29 and No. 30 must receive bus connection from Cody at Deaver.

Rock Spur M. P. 406.00—30 cars.
Magnet Cove M. P. 406.08—59 cars.
Stucco M. P. 411.65—11 cars.
Zube M. P. 444.26—71 cars.
Overstreet Spur M. P. 489.75—11 cars.

Telephones:

Greybull, west end of yard.
Lovell, sugar factory.
Frannie, east switch of siding.
Zube, near road crossing.

Frannie and Cody—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Frannie	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD				
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS		Daily Ex. Monday Freight
Daily Ex. Sunday Freight															
97														98	
A.M. 11.00				7:45 a.m. to 4:45 p.m.	Y.Yd.	0.00	..... FRANNIE	100	219	7:45 a.m. to 4:45 p.m.				A.M. A 9.00
11.30				No Office.	F.	9.61	..... MANTUA		20	No Office.				8.30
11.40				No Office.	F.	14.49	..... GARLAND		32	No Office.				8.20
P.M. 12.30				See Footnote.		19.50	..... POWELL	36	107	See Footnote.				7.50
12.50				No Office.	F.	25.52	..... RALSTON	29	19	No Office.				6.50
1.10				No Office.	F.	31.0	..... VOCATION		35	No Office.				6.35
1.30				No Office.		36.81	..... TROTTER		12	No Office.				6.20
A 2.00 P.M.				See Footnote.	B.K.R. Y.Yd.	42.11	..... CODY	Yard	Yard	See Footnote.				L 6.00 A.M.
							..... (42.11)							
3:00 14.4							..... SCHEDULE TIME							3:00 14.4
							..... AVERAGE MILES PER 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-Cody subdivision, and no train order signal at Cody. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains will register at Frannie depot or at east siding switch Frannie when instructed to do so by train dispatcher.

Normal position of switch at west leg of wye at Cody is for wye.

O'Donnell spur M. P. 22.03—19 cars.

Telephones:

Cody, Husky oil rack and conductors room in depot.

OFFICE OPEN:

Powell 7:45 a.m. to 4:45 p.m. daily, except closed Sunday and Monday.

Cody 7:45 a.m. to 4:45 p.m. daily, except closed Sunday.

Edgemont and Gillette—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS	FIRST CLASS		Siding					Other Tracks	FIRST CLASS		SECOND CLASS		Daily Passenger	Daily Freight
Daily Freight	Daily Passenger	Daily Passenger							Daily Passenger		Daily Freight			
79	43										42			80
A.M. L 7.15	A.M. L 9.45		Continuous.	B.C.K.O.R. T.W.Y.Yd.	476.14	..... EDGEMONT	Yard	Yard	Continuous.	P.M. A 8.05			A.M. A12.30
			No Office.	F.	476.70	... DEADWOOD LINE JCT. ...			No Office.					
7.35	9.55		No Office.	F.	484.32	..... MARIETTA	77	12	No Office.	7.50			12.01
7.44	f10.02		No Office.	F.	490.02	..... BURDOCK	71	4	No Office.	f 7.43			A.M. 11.53
7.54	f10.10		No Office.	F.	495.79	..... DEWEY	107	23	No Office.	f 7.35			11.44
8.06	10.19		No Office.	F.	504.09	..... CLIFTON	77	12	No Office.	7.26			11.32
8.15	10.25		No Office.	F.	509.94	..... OWENS	110		No Office.	7.20			11.24
8.35	s10.45		8:00 a.m. to 12:00 Mid.	Yd.	520.66	..... NEWCASTLE	83	207	8:00 a.m. to 12:00 Mid.	s 7.05			11.05
8.47	10.56		No Office.	F.	528.69	..... PEDRO	64		No Office.	6.48			10.50
8.58	s11.06		See Footnote.		535.35	..... OSAGE	74	75	See Footnote.	s 6.40			10.41
9.08	11.16		No Office.	F.	542.85	..... JEROME	71		No Office.	6.30			10.29
9.18	s11.26		8:00 a.m. to 5:00 p.m.	Yd.	548.92	..... UPTON	115	49	8:00 a.m. to 5:00 p.m.	s 6.22			10.20
9.30	11.35		No Office.	F.	556.11	..... THORNTON	71	10	No Office.	6.11			10.08
9.39	11.44		No Office.	F.	561.96	..... KARA	77	13	No Office.	6.04			10.00
9.51	s11.53		8:00 a.m. to 5:00 p.m.		569.18	..... MOORCROFT	110	62	8:00 a.m. to 5:00 p.m.	s 5.55			9.45
10.12	f12.10		No Office.	F.	581.93	..... ROZET	110	11	No Office.	f 5.35			9.25
10.24	12.23		No Office.	F.	590.30	..... MINTURN	55		No Office.	5.24			9.12
A10.35 A.M.	A12.40 P.M.		Continuous.	B.K.R. Y.Yd.	597.20	..... GILLETTE	Yard	Yard	Continuous.	L 5.15 P.M.			L 9.00 P.M.
3:20 36.3	2:55 41.5					..... (121.06)				2:50 42.1			3:30 34.6
						..... SCHEDULE TIME							
						..... AVERAGE MILES PER HOUR							

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN PASSENGER DEPOT EDGEMONT AND DEADWOOD LINE JCT. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

No train order signal Edgemont and Gillette. Conductors and Enginemen must have Clearance Form A.

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

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

Spring Switches:

Edgemont, east end of freight yard.
Gillette, west end of freight yard.

Local extra leaves Edgemont Monday, Wednesday and Friday for Gillette.

Local extra leaves Gillette Tuesday, Thursday and Saturday for Edgemont.

Spencer M. P. 515.02—21 cars.
Clay M. P. 539.00—69 cars.
Colloid M. P. 550.52—21 cars.
Bentley M. P. 551.87—44 cars.
Wyodak M. P. 591.33—97 cars.

Telephones:

Spencer.
Clay, east end.
Gillette, east siding switch and at stock yards.

OFFICE OPEN:

Osage 8:00 a.m. to 5:00 p.m. daily except Sunday.

Gillette and Sheridan—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD		
SECOND CLASS	FIRST CLASS		Siding					Other Tracks	FIRST CLASS		SECOND CLASS		
Daily Freight	Daily Passenger								Daily Passenger				Daily Freight
79	43										42	80	
A.M. 11.05	P.M. 12.45		Continuous.	B.K.R. Y.Yd.	597.20	..... GILLETTE	Yard	Yard	Continuous.		P.M. A 5.10	P.M. A 8.30	
11.20	12.57		No Office.	F.	606.45	..... ORIVA	118	7	No Office.		4.54	8.05	
11.35	1.06		No Office.	F.	613.97	..... FELIX	118		No Office.		4.45	7.45	
11.50 P.M. 12.05	1.15 1.27		No Office.	F.	621.40	..... ECHETA	100	33	No Office.		4.36	7.26	
			No Office.	F.	631.00	..... LARIAT	117		No Office.		4.23	7.11	
12.25	s 1.40		See Footnote.	Y.	641.04	..... ARVADA	E 36 W52	37	See Footnote.		s 4.09	6.56	
12.40	1.50		No Office.	F.	648.04	..... KENDRICK	101	13	No Office.		3.59	6.45	
1.00	s 2.08		8:00 a.m. to 5:00 p.m.		660.70	..... CLEARMONT	100	77	8:00 a.m. to 5:00 p.m.		s 3.42	6.25	
1.31	f 2.25		No Office.	F.Y.	671.85	..... ULM	98	3	No Office.		f 3.26	6.00	
1.45	2.35		No Office.	F.	679.81	..... VERONA	69	7	No Office.		3.15	5.42	
2.00	2.44		No Office.	F.	687.39	..... ARNO	110	13	No Office.		f 3.06	5.30	
2.10	42 2.57		No Office.	F.	693.43	..... WAKELEY	76	8	No Office.		43 2.57	5.20	
A 2.30 P.M.	A 3.10 P.M.		Continuous.	B.C.K.O. R.T.Yd.	698.57	..... SHERIDAN	Yard	Yard	Continuous.		L 2.50 P.M.	L 5.05 P.M.	
						..... (101.37)							
3:25 29.6	2:25 41.9					..... SCHEDULE TIME					2:20 43.5	3:25 29.6	
						..... AVERAGE MILES PER HOUR							

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

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

Ulm—Engines turning on wye must head in on west leg.

Normal position east switch, Sheridan, is for old main track. Passenger trains will use passenger main track through Sheridan yard and will approach east switch prepared to stop, expecting to find switch set against them.

Freight trains approaching Sheridan from east must stop at Mill track switch and if no advance notice of track to be used and absence of a signal from yardman will proceed to yard office where brakeman will receive necessary instructions. Light engines approaching from east must stop east of First Street and then proceed without signal, heading in on independent lead opposite unloading platform.

Leiter post office at M.P. 651.86, No. 42 stop on flag to pick up and discharge passengers and U.S.mail.

Spring Switches:
Gillette, west end of freight yard.
Sheridan, west end of freight yard.

Big Corral M. P. 654.07—20 cars.

Telephones:

Gillette, east siding switch and at stock yards.
M.P. 602.50.
M.P. 618.62.
M.P. 627.00.
Big Corral.
Sheridan, First Street.

OFFICE OPEN:

Arvada 8:00 a.m. to 5:00 p.m. daily except Sunday.

Sheridan and Huntley—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 2.

EFFECTIVE APRIL 25, 1954

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS		Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS							Stidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger										Daily Passenger		Daily Freight	
79		43						Yard	Yard	Continuous.	42		80		
P.M. L 3.45		P.M. L 3.30		Continuous.	B.C.K.O. R.T.Yd	698.57	..... SHERIDAN			Continuous.	P.M. A 2.20		P.M. A 4.20	
80 4.03		80 s 3.43		See Footnote.		708.11	..... KLEENBURN	68	132	See Footnote.	s 2.02		79 43 4.03 3.43	
4.14		s 3.53		See Footnote.		714.86	..... RANCHESTER	119	38	See Footnote.	s 1.54		3.25	
4.30		s 4.06		8:00 a.m. to 5:00 p.m.	Y.	724.06	..... PARKMAN	118	61	Closed.	s 1.42		3.10	
4.40		4.14		No Office.	F.	730.98	..... ABERDEEN	119	27	No Office.	1.32		2.43	
4.50		s 4.22		8:00 a.m. to 5:00 p.m.	Y.	737.04	..... WYOLA	135	46	8:00 a.m. to 5:00 p.m.	s 1.23		2.33	
4.57		4.28		No Office.	F.	741.73	..... SPEAR	69	28	No Office.	1.16		2.25	
5.10		s 4.39		See Footnote.		750.24	..... LODGE GRASS	117	40	See Footnote.	s 1.05		2.11	
5.25		4.52		No Office.	F.	760.10	..... BENTEN	110	18	No Office.	12.54		1.56	
5.45		s 5.09		8:00 a.m. to 5:00 p.m.		770.95	..... CROW AGENCY	106	40	Closed.	s 12.38		1.38	
6.05		s 5.30		Continuous.	Yd.	783.77	..... HARDIN	121	88	Continuous.	s 12.15		1.18	
6.19		5.42		No Office.	F.	792.68	..... ROWLEY	122	21	No Office.	12.05		1.03	
6.35		5.56		No Office.	F.	803.27	..... TOLUCA	110		No Office.	11.52		12.48	
6.53		6.10		No Office.	F.	813.86	..... ANITA	117	20	No Office.	11.39		12.28	
7.02		s 6.22		No Office.	F.	820.25	..... BALLANTINE	57	30	No Office.	s 11.30		12.18	
A 7.15 P.M.		s 6.35		Continuous.	R.Yd.	829.04	..... HUNTLEY	112	31	Continuous.	s 11.18		L 12.05 P.M.	

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

				-12.31-										
7.50 P.M.		A 6.55 P.M.		Continuous.	B.C.K.O. R.T.	841.35	..... BILLINGS	Yard	Yard	Continuous.	L 11.00 A.M.		11.40 A.M.	
							..... (142.86)							
4:05 35.0		3:25 41.8					..... SCHEDULE TIME				3:20 42.8		4:40 30.6	
							..... AVERAGE MILES PER HOUR							

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

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN HUNTLEY DEPOT AND INTERLOCKING HOME SIGNAL. TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B In effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

Spring Switch:

Sheridan, west end of freight yard.

No. 42 stop at Garryowen, M. P. 765.27, on flag to pick up and discharge passengers and U. S. mail.

Hardin North Line, spur track, between M.P. 783.55 (Hardin) and Kingley; 12.00 miles, within Yard Limits. Rule 908 in effect.

Trains will register at Huntley by register ticket.

Time shown at Billings is for information only.

Local extra leaves Sheridan Monday, Wednesday and Friday for Laurel.

Local extra leaves Laurel Tuesday, Thursday and Saturday for Sheridan.

Acme mine spur	M. P. 706.62— 82 cars.
Model storage track	M. P. 706.64— 20 cars.
Kiewit	M. P. 710.86—106 cars.
Garryowen	M. P. 765.27— 32 cars.
Dunmore	M. P. 776.20— 22 cars.
Big Horn Wye	M. P. 781.26— 31 cars.

Telephones:

Acme Mine Spur switch.
Kiewit.
Garryowen.
Dunmore.
Big Horn wye.
Hardin, freight house.

OFFICE OPEN:

Kleenburn 8:00 a.m. to 5:00 p.m. daily except Sunday.
Ranchester 8:00 a.m. to 5:00 p.m. daily except Sunday and Monday.
Lodge Grass 8:00 a.m. to 5:00 p.m. daily except Sunday and Monday.

No. 79 arrives Laurel
9:00 P. M. daily

No. 80 leaves Laurel
11:00 A. M. daily.

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only will be governed by speed authorized for Class B trains, except on subdivisions where speeds are not classified A, B and C, will be governed by speed authorized for passenger trains.

Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

2. Steam or Diesel engines running light must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

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

Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

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

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains but must not exceed 50 M.P.H. On branch lines where steam is substituted for motor service, speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or gas-diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

The maximum speed of diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H., either in service or when being handled dead in train.

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

Gas or diesel-electric engines.....60 M.P.H.
 Diesel-electric passenger engines.....75 M.P.H.
 Diesel-electric freight engines.....60 M.P.H.
 Diesel-electric switch engines.....40 M.P.H.

When subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings.....	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified.	10	10
Trailing movements through spring switches not otherwise provided.....	15	15
B engines on sharp turnouts and crossovers in sidings, or business tracks.....	5	5
M-2-A engines not equipped with disc wheel centers	35	35
Steam engines running backward.....	20	20
Clamshells, pile drivers, steam shovels, or similar equipment:		
Main Lines.....		30
Branch Lines.....		20
Except Pile Drivers 204617 and 204618 Branch Lines.....		15
Rotary Snow Plows:		
Main Lines.....		25
Branch Lines.....		15
Scale Test Cars:		
Main Lines.....		25
Branch Lines.....		20
Engines under steam, disconnected on one side with main rod down:		
Main Lines.....	25	25
Branch Lines.....	20	20
Wholly disconnected or dead steam engines.....		20
B, S-4, S-4-A or S-4-B engines with drivers blocked up	40	40
O-5-A, O-5-B or M engines with drivers blocked up..	30	30
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 202800-202884 series in rear of train when possible.		
Main Lines.....		35

The following speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Derricks
Guernsey-Fromberg.....	25	30
Frannie-Cody.....	Must not Operate	25
Edgemont-Huntley	25	30
Hardin North Line, spur track.....	Must not Operate	10

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GUERNSEY AND CASPER SUBDIVISION			EDGEMONT AND GILLETTE SUBDIVISION		
Maximum speed.....	50	.....	Maximum speed		
Steam engines.....		35	between M.P. 476.14 and 489.00.....	50	40
Diesel engines.....		40	between M.P. 489.00 and 528.00.....	59	49
All trains between switches Guernsey Yard.....	Reduced	Speed	between M.P. 528.00 and 597.20.....	50	40
Through main track turnout and over spring switch west end of Guernsey yard.....	15	15	Around curve between M. P. 520.75 and M. P. 521.00	35	25
Freight trains between Guernsey and Wendover:			Upton: Engine or leading car over Pine Street east of depot.....	20	20
Steam engines.....		30			
Diesel engines.....		35	GILLETTE AND SHERIDAN SUBDIVISION		
Tunnels between Guernsey and Wendover.....	30	25	Maximum speed.....	50	40
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	SHERIDAN AND HUNTLEY SUBDIVISION		
Around curves between M. P. 114.00 and M. P. 115.00 and between M. P. 126.40 and M. P. 127.50.	40	35	Maximum speed.....	50	40
Douglas: Engine or leading car over Center Street crossing.....	25	25	Between M. P. 705.00 and M.P. 708.25.....	45	.....
Westward freight trains between M. P. 196.80 and M. P. 197.00.....		25	Around curve between Bridge 705.47 and M. P. 706.20.....	35	25
			Hardin: Engine or leading car over Center Street west of passenger depot.....	15	15
CASPER AND BONNEVILLE SUBDIVISION			Hardin North Line from junction switch to M. P. 2.38 and tracks at sugar factory Hardin.....		30
Maximum speed.....	59	49	Hardin north Line M. P. 2.38 to end of track.....		10
Eastward freight trains between M. P. 205.00 and M. P. 204.80.....	50	25			
All trains between M. P. 303.25 and Bonneville....	Reduced	Speed			
BONNEVILLE AND GREYBULL SUBDIVISION					
Maximum speed.....	50	40			
Through Boysen Tunnel M. P. 317.13.....	30	20			
Between M. P. 319.80 and M. P. 330.00.....	30	25			
Between M. P. 326.60 and M. P. 326.80.....	20	20			
Around reverse curve M P. 327.30 and M. P. 327.42	20	20			
Through cut between M. P. 336.70 and M. P. 337.30	25	25			
GREYBULL AND FROMBERG SUBDIVISION					
Maximum speed.....	50	40			
Around bluffs in canyon between M. P. 413.60 and M. P. 414.20, engine or leading car.....	20	20			
Around curves, between M.P. 423.40 and M.P. 423.80, and M.P. 424.75 and M.P. 424.90.....	20	20			
All trains within yard limits at Fromberg.....	Reduced	Speed			
FRANNIE AND CODY SUBDIVISION					
Maximum speed.....	40	30			
Frannie junction switch on siding.....	10	.....		
Powell: Engine or leading car over Main Street crossing.....	10	10			
Cody: Engine or leading car of westward trains over road crossing opposite Husky Refinery....	15	10			
Loaded tank cars.....		25			
Between M.P. 10.00 and M.P. 13.00, including loaded tank cars.....		35			

SPECIAL INSTRUCTIONS

Master Mechanic, H. F. Roesch, Casper.
 Assistant Master Mechanic, O. W. Gibson, Sheridan
 Trainmaster, W. E. Wagers, Casper.
 Trainmaster, J. A. Beebe, Sheridan
 Road Foreman, D. D. Wade, Casper.
 Road Foreman, M. R. Eckhardt, Greybull.
 Road Foreman, A. R. McDonald, Sheridan
 Chief Dispatcher, J. T. Borders, Casper.
 Night Chief Dispatcher, W. H. Nortrup, Casper.
 Chief Dispatcher, M. E. Coleman, Sheridan.

Train Dispatchers Casper:

E. L. Zube	L. R. Bentley	W. S. Payne
M. R. Agenstine	C. H. Spargur	R. R. Campbell
		F. E. Putnam

Train Dispatchers Sheridan:

B. S. Mothersead	C. E. Phillips	E. D. Lamb
H. W. Lindeen	G. H. Fawcett	H. A. Coleman

1. In Manual Block Territory, permissive movement will be authorized by train dispatcher. Train dispatcher will report block when clear.

2. USE OF TRACK.

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 subdivision 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.

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 3/4 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 indicate 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.

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

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- Close throttle to idle.
- Move the reversing handle to reverse position.
- Open throttle to No. 1 position.

5. Rule 16 (k) is modified to one long sound of communicating signal to shut off train heat.

6. Where extra trains display classification signals, the display of white flags, as prescribed by Rule 21, will be discontinued, and white lights will be used as classification signals for both day and night operation.

7. Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop Indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

8. Rule 916 is modified to permit the deadheading of diesel engines, directly behind road diesel engines between:

Guernsey and Laurel.
 Edgemont and Laurel.

9. Modifying Rule 918, bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

10. Under Rule 1304, before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

11. Rule 1345 is modified as follows:—The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

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