

AVOID ACCIDENTS

THINK

SAFETY

ACT

SAFELY

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

ALLIANCE DIVISION

Special Instructions

No. 1

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

THURSDAY, JUNE 1, 1967

DESTROY ALL SPECIAL INSTRUCTIONS OF PREVIOUS DATE

Employees whose duties are in any way affected thereby,
must have a copy of Current Special Instructions
and Current Time Table

J. E. HAMER
GENERAL MANAGER

E. R. CRAVEN
GENERAL SUPERINTENDENT
OF TRANSPORTATION

E. L. PHILLIPS
SUPERINTENDENT

GENERAL INSTRUCTIONS

1. Lights on train order signals will be burning continuously, unless otherwise provided.
2. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.
3. Diesel engines may be deadheaded directly behind road diesel engines between:

Ravenna and Laurel via Sheridan	Northport and Laurel via Casper
Edgemont and Deadwood	Frannie and Cody
Alliance and Sterling	
4. SD-24, U25C and U28C engines, series 500, may be operated with not more than 5 units coupled, at authorized speed restrictions on the following Subdivisions only:

Ravenna and Alliance	Casper and Greybull
Alliance and Edgemont	Greybull and Fromberg
Alliance and Guernsey	Frannie and Cody
Bridgeport and Sterling	Edgemont and Sheridan
Guernsey and Casper	Sheridan and Huntley

These engines must not operate on the following tracks:

Location	Track No.	Local Name of Track	
Bayard Factory Yd.	16	Pulp track	
Scottsbluff Factory Yd.	2	Seed track beyond switch to No. 9 track	
Cody	4	Factory No. 1 track	
	5	Rock and syrup track	
	6	Factory No. 6 track	
	8	Roundhouse No. 2 track	
			Main track west of M.P. 42.50
		15	Pullman track
Vocation	1	Industry track	
O'Donnell	1	Industry track	
Sheridan	36	L-3 track beyond switch to No. 109 track	
	20	M tracks beyond Grinnell Street	
	79	City 4 track	
	92	City 2 track	
	93	City 3 track	
	1	Sugar factory spur	
Fort McKenzie Spur	11	Bridge 0.48 to end of track	
Kiewit	1	Power house lead, beyond R.R. Xing	
Big Horn Wye	3	Tail track beyond middle chute of stockyards	
Hardin North Line		Main track beyond Bridge 2.09	

5. Maximum gross weight of cars handled must not exceed 263,000 pounds except between following points, must not exceed 220,000 pounds:

Custer and Deadwood on the Edgemont and Deadwood Subdivision	
Minnekahta-Hot Springs Spur	Fort Mackenzie Spur
Hill City-Keystone Spur	Hardin North Line Spur beyond MP 1.60
Lead-Kirk Spur	Mitchell Spur

6. Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

7. Within Centralized Traffic Control limits, trains finding a permissive indication displayed by a signal which governs facing point movement over a spring switch will comply with Rule 104(H), in addition, a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In Centralized Traffic Control territory, whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over the spring switch Rule 276 will apply as to permission, time and working limits, and notification to engineer.

GENERAL SPEED RESTRICTIONS

Passengers, mail, express, and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks, series 13525 to 13639 inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including caboose not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

Trains making back-up movement must not exceed 20 M.P.H. unless otherwise provided.

Diesel engines in 200, 300 and 400 series, and GP-20 - 900-935 series, must not exceed 65 M.P.H.; 940-999 series, 500 and U25B series 100, must not exceed 75 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed 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, the maximum speed must not exceed:

Diesel-electric motor cars	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.

Where subdivision maximum speeds are less, they will govern.

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. except diesel electric motor cars 9768 and 9769 must not exceed 38 M.P.H. When running backward must not exceed 20 M.P.H.

LOCATION	M.P.H.
ALL SUBDIVISIONS	
On sidings	Reduced Speed
Through crossovers and turnouts, not otherwise specified	10
Trailing movements through spring switches not otherwise provided	15
Clamshells, pile drivers, 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: Must be handled next ahead of caboose with air hose coupled.	
Main Lines	35
Branch Lines	20
Loaded air dump cars in rear of train when possible.	
Main Lines	35

The following maximum speed restrictions will govern when handling derricks:	250 Ton Wrecking Derrick 204375 and Bridge Derrick 204620	Other Derricks
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TERRITORY	M.P.H.	M.P.H.
Ravenna-Belmont	30	30
Belmont-Edgemont	25	25
Edgemont-Englewood	20	20
Englewood-Deadwood	Must not operate	15
Minnekahta-Hot Springs	"	15
Hill City-Keystone	"	10
Alliance-Guernsey	30	30
Bridgeport-Sterling	30	30
Guernsey-Fromberg	25	30
Fromberg-Laurel	15	30
Frannie-Cody	Must not operate	25
Edgemont-Huntley	25	30
Huntley-Laurel	30	30
Hardin North Line, spur track	Must not operate	10
Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.		

RAVENNA AND ALLIANCE SUBDIVISION – FOOTNOTES

1. Centralized Traffic Control in effect between M.P. 125.99 East of Ravenna and Alliance M.P. 365.50.
2. SENECA:
Trains must receive Clearance Form A. Unless otherwise provided, conductor or engineer or both, arriving at Seneca on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.
First class trains will register only when instructed to do so.
3. Extra trains will not display classification signals between Ravenna and Alliance.
4. ALLIANCE:
Trains arriving from east and entering yard will call yard office on telephone unless given a track before arrival, or receiving track switch is lined and proceed signal given by yardman.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

All switches leading off runaround track must be lined back for run-around track after being used.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	70	55
Between M.P. 127.74 and M.P. 127.95	20	20
Through turnouts of controlled sidings in CTC limits	30	30
No. 42 passing Ansley to dispatch U.S. Mail.	35	
Head end westward freight trains at M.P. 175.10		55
Head end of train over highway crossings from Fifth street at stock yards, to Fourteenth street, first crossing West of depot Broken Bow	30	30
Between M.P. 364.54 and M.P. 365.25	25	25
Between M.P. 365.25 and M.P. 365.50, except not exceed 10 M.P.H. through turnouts	20	20
SD-24, U25C and U28C engines on controlled sidings at Hazard, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Norway, Mullen, Hecla, Whitman, Ashby, Bingham, Antioch, Birdsell	25	25
No. 79 and No. 80, authorized by message over signature of Superintendent may observe maximum speed of 60 M.P.H. (observing all other speed restrictions).		

ALLIANCE AND EDGEMONT SUBDIVISION—FOOTNOTES

SPEED RESTRICTIONS

1. Trains Eastward are superior to trains of the same class Westward.
2. Centralized Traffic Control in effect between Alliance M.P. 365.50 and M.P. 366.26.
3. Rule 91 in effect between M.P. 366.26 and Belmont and between Crawford and Edgemont. Automatic Block system in effect between Belmont and Crawford.

4. ALLIANCE:

All switches leading off runaround track must be lined back for run-around track after being used.

Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

5. CRAWFORD:

Inside guard rail on east end of track No. 23 (House Track) M.P. 422.92, is one and one-fourth inch higher than the running rail. Trains handling snow plows, spreaders and similar equipment must see that equipment is raised sufficiently to clear the guard rail before passing over it.

C. & N.W. trains have right to cross ahead of C. B. & Q. trains at crossing M.P. 432.12.

6. AT AREA WYE, the first track south of the main track, known as No. 1 track, will be the delivery track. The second track, known as No. 2 track, will be the receiving track. Capacity of No. 1 track is 38 cars, No. 2 track 34 cars. No. 3 track just inside the Area, connecting the two legs of the wye, may be used as an overflow track for cars going to or coming from the area in the event No. 1 or No. 2 tracks are blocked. Crews of the Black Hills Ordinance Depot will come in over the East and West legs of the wye, moving down the leads far enough to leave or take cars from these tracks. Derails have been installed on east wye track 100 feet west of the main track switch and on west wye track 100 feet east of the main track switch and must be kept locked.

7. At Edgemont trains have no timetable superiority between east yard limit sign at M.P. 474.33 and Deadwood Jct. at M.P. 476.70. All trains and engines must run at reduced speed between these points.

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

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

	Passenger Trains M.P.H.	Freight Trains M.P.H.
ALLIANCE AND EDGEMONT SUBDIVISION		
Maximum Speed	59	49
Between M.P. 365.50 and M.P. 366.10, except not exceed 10 M.P.H. through turnouts	20	20
Between M.P. 405.00 and M.P. 406.00	50	40
Between M.P. 409.40 and M.P. 410.30	40	40
Between M.P. 411.00 and M.P. 413.25	30	20
Between M.P. 413.25 and M.P. 414.75	20	20
Between M.P. 414.75 and M.P. 415.25	30	20
Between M.P. 417.00 and M.P. 417.75	50	40
Main track movement through turnout west end Crawford yard M.P. 423.10	30	30
Edgemont, between east yard limit sign and Deadwood Jct.	Reduced	Speed

EDGEMONT AND SHERIDAN SUBDIVISION—FOOTNOTES

1. Trains Eastward are superior to trains of the same class Westward.
2. Rule 91 in effect.

3. Trains have no timetable superiority: At Edgemont between east yard limit sign at M.P. 474.33 and Deadwood Jct. at M.P. 476.70. At Gillette between east and west yard track switches, all trains and engines must run at reduced speed between these points.

No. 12 track Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for runaround track 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.

4. Gillette:

Operator on duty 8:00 A.M. to 5:00 P.M. daily except Tuesday and Wednesday. Tuesday and Wednesday operator on duty 8:00 A.M. to 11:59 P.M.

Unless otherwise provided, conductor or engineer or both, arriving at Gillette on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both. When operator on duty, trains must receive clearance Form A in addition to receiving all clearance forms, train orders and messages held by conductor and engineer relieved.

5. 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.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	59	49
Edgemont between east yard limit sign and Deadwood Jct.	Reduced	Speed
Curves between M.P. 520.75 and M.P. 521.00	35	30
M.P. 538.65 and M.P. 539.50	50	
M.P. 562.85 and M.P. 564.25	50	
M.P. 609.90 and M.P. 613.90	50	45
M.P. 675.20 and M.P. 676.25	50	45
Gillette, between east and west yard track switches	Reduced	Speed

EDGEMONT AND DEADWOOD SUBDIVISION – FOOTNOTES

1. Trains Eastward are superior to trains of the same class Westward.
2. Rule 91 in effect.
3. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Edgemont and Deadwood Subdivision between Edgemont and Englewood.
4. At Edgemont trains have no timetable superiority between east yard limit sign at M.P. 474.33 and Deadwood Jct. at M.P. 0.56. All trains and engines must run at reduced speed between these points.

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

SHERIDAN AND HUNTLEY SUBDIVISION – FOOTNOTES

1. Eastward Trains are superior to trains of the same class Westward.
2. Rule 91 in effect.
3. Trains have no timetable superiority at Huntley between M.P. 828.90 and CTC signal 829.15. Trains and engines must run at reduced speed between these points.
4. Hardin North Line between M.P. 783.55 (Hardin) and Kingley, 12 miles within yard limits. Trains and engines must receive Clearance Form A before occupying Hardin North Line beyond M.P. 3.00.
5. Sheridan – In addition to CB&Q Clearance Form A, trains must receive N.P. Clearance Form A.
6. Billings – Trains must receive CB&Q Clearance Form A. CB&Q Second Class and Extra Trains will register by ticket.
7. Huntley – Trains will register when instructed to do so.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
SHERIDAN AND HUNTLEY SUBDIVISION		
Maximum Speed:		
Between Sheridan and M.P. 723	50	45
Between M.P. 723 and M.P. 757	59	49
Between M.P. 757 and Anita	50	45
Between Anita and Huntley	59	49
Curves between M.P. 705.00 and M.P. 706.20	35	30
SD-24, U25C and U28C engines:		
Between Sheridan and M.P. 723	40	40
Between M.P. 757 and Anita	30	30
Hardin: Engine or leading car over Center Street west of passenger depot	15	15
Hardin North Line—Maximum Speed		20
Curves between M.P. 5.80 and M.P. 6.15 . .		10
Huntley, between M.P. 828.90 and CTC Signal M.P. 829.15	Reduced	Speed

5. AT HILL CITY, South Dakota between M.P. 60.40 and M.P. 60.71 and on both legs of the wye, also between Hill City and M.P. 4.36 on the Keystone Spur, a third rail is installed for the operation of narrow gauge spur track is located north of main track, connecting to east leg of wye at Hill City. A narrow gauge wye is located at M.P. 4.36 on the Keystone Spur. Name of this station is Oblivion. All switches of the wye at Hill City are dual gauge. All switches whether standard, narrow or dual gauge must be lined and locked for normal position after each use.
6. Tunnels M.P. 72.35, 73.05, 76.98 and 85.32 will not clear man on top or side of car. Employees must not ride on top or side of car when moving through these tunnels.
7. When trains meet at Kirk, eastward train will take siding on Kirk-Fantall line.
8. Diesel engines, except diesel switch engines, must not operate on following tracks:

Yates: from gate at east end of power plant trestle to end of track. Orohondo.
Deadwood: Standard Oil Track, Slime Plant track, west 340 feet of stock track, Pioneer Fruit Co. track from west end of platform at fruit house to east switch, Armour spur, Transfer track, Continental Oil track.
9. Trains will register at Minnekahta, Hill City and Kirk when instructed to do so.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	25
Edgemont, between east yard limit sign and Deadwood Jct.	Reduced Speed
On 3 percent descending grade	15
Over bridge 76.63	15

	M.P.H.
Between Yates Spur M.P. 102.32 and Deadwood	15
Loaded tank cars and loaded air dump cars, (in rear of train when possible)	20
Between Hill City and Englewood Bridge Derrick 204.620 boiler hood must be removed before derrick is moved through tunnels No. 1, No. 2, No. 3 and No. 4. SD-24, U25C and U28C engines, series 500, may be operated with not more than two units coupled, at authorized speed restrictions between Edgemont and Custer.	

BRIDGEPORT AND STERLING SUBDIVISION – FOOTNOTES

1. Trains Eastward are superior to trains of the same Class Westward.
2. Rule 91 in effect.
3. Trains have no timetable superiority between east yard limit sign Northport at M.P. 32.26, west yard limit sign Northport at M.P. 2.29 and west switch of siding Bridgeport at M.P. 37.43, and at Sterling between yard limit sign at M.P. 113.26 and junction switch with Union Pacific at M.P. 115.27. All trains and engines must run at reduced speed between these points.
4. BRIDGEPORT:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Sunday. Trains must receive Clearance Form A when operator on duty.
Clearance Form A received at Alliance will confer authority on Bridgeport and Sterling Subdivision and such trains are not required to receive Clearance Form A at Bridgeport when operator not on duty.
Clearance Form A received at Sterling will confer authority on Alliance and Guernsey Subdivision and such trains are not required to receive Clearance Form A at Bridgeport when operator not on duty.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	50	45
SD-24, U25C and U28C engines	40	40
Bridgeport: Between east yard limit sign Northport M.P. 32.26, west yard limit sign Northport M.P. 2.29 and west switch of siding Bridgeport M.P. 37.43	Reduced	Speed
Through main track turnouts west of depot and at east end of yard	15	15
Lyman Richey Sand track		10
Huntsman: Within Ordnance Plant		15
Sterling, between yard limit sign at M.P. 113.26 and Jct. switch with Union Pacific at M.P. 115.27	Reduced	Speed

ALLIANCE AND GUERNSEY SUBDIVISION – FOOTNOTES

1. Trains Eastward are superior to trains of the same class Westward.
2. Centralized Traffic Control in effect between Alliance and M.P. 0.78.
3. Rule 91 in effect between M.P. 0.78 and Guernsey.
4. Trains have no timetable superiority between east yard limit sign Northport at M.P. 32.26. West yard limit sign Northport at M.P. 2.29 and west switch of siding Bridgeport at M.P. 37.43. All trains and engines must run at reduced speed between these points.

5. ALLIANCE:

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All switches leading off runaround track must be lined back for run-around track after being used.

6. BRIDGEPORT:

Operator on duty 8:00 a.m. to 5:00 p.m. daily except Sunday. Trains must receive Clearance Form A when operator on duty.

7. Northport – Trains will register when instructed to do so.

8. AT BAYARD cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Company.

9. SCOTTSBLUFF:

Automatic highway grade crossing gates at Broadway crossing will operate on approach of trains on main track; for other tracks, gates will operate only when train or engine is within 40 feet of crossing.

10. THE FOLLOWING SPUR TRACKS ARE WITHIN YARD LIMITS:

- Between Prinz and Perrin; 6.37 miles.
- Between Bayard and Baxter; 12.75 miles.
- Between Scottsbluff and Mintle; 13.76 miles.
- Between Mitchell and Roach; 9.43 miles.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	59	49

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Between Alliance and M.P. 0.78 and through hand operated crossover from Guernsey main track to Edgemont main track, except not exceed 10 M.P.H. through all turnouts .	20	20
M.P. 1.00; Engine or leading car over highway crossing	30	30
Northport:		
Engine or leading car of train between home signals at U.P. crossing	20	20
Eastward freight trains at approach signal to interlocking U.P. crossing		25
Facing point movements over North and West Wye spring switches	15	15
Between east yard limit sign Northport M.P. 32.26, west yard limit sign Northport M.P. 2.29 and west switch of siding Bridgeport M.P. 37.43	Reduced	Speed
Bridgeport:		
Through main track turnouts west of depot and at east end of yard	15	15
Scottsbluff: Engine or leading car over Broadway crossing	10	10
On Prinz, Bayard, Scottsbluff and Mitchell Spurs		15
Guernsey:		
Main track movement through turnout west end of yard, M.P. 95.80	15	15

GUERNSEY AND CASPER SUBDIVISION – FOOTNOTES

- Trains Eastward are superior to trains of the same class Westward.
- Centralized Traffic Control in effect between M.P. 95.75 and M.P. 102.25.
- Automatic Block System in effect at Wendover between east switch signal N-1023 and C&S Junction signal S-1036 and between automatic signal N-1975 east of Brookhurst and Casper.
- Rule 91 in effect between Wendover and Signal N-1975, east of Brookhurst.
- At Casper trains have no timetable superiority between signal N-2009 and signal S-2024. All trains and engines must run at reduced speed between these points.
- WHEATLAND:
Trains enroute CB&Q westward from Wendover on Guernsey and Casper Subdivision must receive Clearance Form A authorized by Alliance Division Superintendent.
- WENDOVER:
Unless otherwise provided, conductor or engineer, or both, arriving at Wendover on all trains operating in either direction between Cheyenne and Casper must deliver all clearance forms, train orders and messages to relieving conductor or engineer or both.

8. AT DAVE, Wyoming following Pacific Power tracks are not to be used without authority of Chief Dispatcher; Track No. 1, East leg of Wye, Crossover track from Track No. 2 to Track No. 1.

9. CASPER:

In addition to CB&Q Clearance Form A trains enroute C&S, Cheyenne and Wendover Subdivision must receive Clearance Form A authorized by C&S Denver Division Superintendent.

Yard engines or leading car, must stop before crossing West Yellowstone Highway.

Cars must not be left on track serving Black Hills Bentonite Company, M.P. 203.70, between main track switch and derail located 529 feet of main track clearance point.

10. WENDOVER: – No. 29 and No. 30 will register. Other trains will register when instructed to do so.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:		
Between Guernsey and M.P. 115.00	50	40
Between M.P. 115.00 and M.P. 195.00	59	49
Between M.P. 195.00 and Casper	50	40
Tunnels between Guernsey and Wendover	30	25
Curves between M.P. 107.30 and M.P. 109.60	35	25
M.P. 112.37 and M.P. 112.53	30	15
M.P. 114.00 and M.P. 115.00	40	35
M.P. 126.40 and M.P. 127.50	40	35
Douglas, engine or leading car over Center Street	49	
Westward freight trains between M.P. 196.80 and M.P. 197.00		25
Casper, between signal N-2009 and Signal S-2024	Reduced	Speed

CASPER AND GREYBULL SUBDIVISION – FOOTNOTES

- Trains Eastward are superior to trains of the same class Westward.
- Automatic Block System in effect between Casper and automatic signal S-2044, west of Casper.
- Rule 91 in effect between automatic signal S-2044, west of Casper and Greybull. Automatic block signals between M.P. 316.36 and M.P. 317.88.

4. CASPER:

Casper trains have no timetable superiority between signal N-2009 and signal S-2024. All trains and engines must run at reduced speed between these points.

Yard engines or leading car, must stop before crossing West Yellowstone Highway. Cars must not be left on track serving Black Hills Bentonite Company, M.P. 203.70, between main track switch and derail located 529 feet west of main track clearance point.

Chicago & North Western Railway trains will operate on Casper and Greybull Subdivision between Illco and Shobon. Chicago and North Western Railway trains must receive clearance Form A with train order check of overdue trains before occupying main track at Illco and Shobon.

5. Illco – C&NW trains will register. CB&Q trains will register when instructed to do so.

The Junction switch of CB&Q R.R. and C&NW Ry. is equipped with controlled electric switch lock and signals. C&NW trains in both directions must stop clear of home signals and trainmen will:

Unlock and open door of case.

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:
Place the switch in its normal position and lock.

Turn the crank of electric lock to the right until it is against its stop block. Close and lock door of case.

If the indicator shows the word "LOCKED" trainmen will call CB&Q dispatcher, and request release of the electric lock. If the electric lock fails to release for C&NW movement, trainmen will notify CB&Q 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, CB&Q dispatcher must be notified when the movement has been completed.

Westward C&NW trains will be governed by home signal which will indicate proceed after switch has been lined for movement to CB&Q. If signal fails to clear, trainmen will communicate with CB&Q dispatcher and when so instructed may pass the signals complying with Rule 509 within home signal limits.

Eastward C&NW trains may pass home signal at stop under Rule 516.

If home signals on CB&Q fail to clear, trains may proceed, examining Junction switch and complying with Rule 509 within home signal limits.

6. BONNEVILLE:

Trains must receive Clearance Form A. Unless otherwise provided, conductor or engineer or both, arriving at Bonneville on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.

7. Shobon – C&NW trains will register. CB&Q trains will register when instructed to do so.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed:	59	49
Casper, between signal N-2009 and signal S-2024.	Reduced	Speed
SD-24, U25C and U28C engines:		
Between Bucknum and M.P. 370.00	40	40
Between M.P. 391.00 and Greybull	40	40
Head end of eastward trains M.P. 204.85	50	25
Between M.P. 303.25 and Bonneville	Reduced	Speed
Through Boysen Tunnel	30	30
Between M.P. 319.80 and M.P. 331.00	30	30
Between M.P. 336.70 and M.P. 337.30	30	30
Worland: Engine or leading car between M.P. 368.00 and M.P. 368.50	35	35
Between M.P. 399.60 and M.P. 400.05	50	45

GREYBULL AND FROMBERG SUBDIVISION – FOOTNOTES

1. Trains Eastward are superior to trains of the same class Westward.
2. Rule 91 in effect.
3. FROMBERG:
Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday.
Train order signal does not govern trains enroute CB&Q Greybull – Fromberg Subdivision.
Trains must receive Clearance Form A when operator is on duty. Unless instructed to do so, trainmen will not be required to register except will register by ticket when operator is on duty.

Tracks between yard limit sign east of depot and yard limit sign west of depot on Northern Pacific and C.B.&Q. will be operated as one yard. All trains and engines must run at Reduced Speed between these points.

When trains meet at Fromberg, trains taking siding will use NP main track between NP Jct. switch and crossover East of depot at M.P. 492.60.
4. Greybull – In addition to CB&Q Clearance Form A trains enroute N.P. Twelfth Subdivision must receive N.P. Clearance Form A.
5. Laurel Depot – In addition to N.P. Clearance form A trains must receive CB&Q Clearance Form A.
6. Frannie – No. 91 and No. 92 will register at east siding switch. Other trains will register at east siding switch when instructed to do so.

SPEED RESTRICTIONS

	Passenger Trains M.P.H.	Freight Trains M.P.H.
Maximum Speed	59	49
SD-24, U25C and U28C engines between Greybull and M.P. 428.00	40	40
SD-24, U25C and U28C engines between M.P. 433.00 and Fromberg	40	40
Between M.P. 413.60 and M.P. 414.20	20	20
Between M.P. 423.40 and M.P. 423.80	20	20
Between M.P. 424.75 and M.P. 425.35	20	20
Between M.P. 465.20 and M.P. 466.15	50	40
Fromberg, within yard limits	Reduced	Speed
Fromberg, through junction switch	15	15

FRANNIE AND CODY SUBDIVISION – FOOTNOTES

1. Trains Eastward are superior to trains of the same class Westward.
2. Rule 91 in effect.
3. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Frannie and Cody Subdivision.
4. FRANNIE:
Operator on duty 7:45 a.m. to 4:45 p.m. daily except Saturday and Sunday.
Train order signal does not govern trains on Frannie-Cody Subdivision. Trains must receive Clearance Form A when operator is on duty. Trains will register at East siding switch.
5. CODY:
Normal position of switch at west leg of wye is for wye. Normal position of west storage track switch is for storage track.

SPEED RESTRICTIONS

	M.P.H.
Maximum Speed	25
SD-24, U25C and U28C engines	30
Powell: Engine or leading car over Main Street crossing..	10
Cody: Engine or leading car over road crossings, opposite Husky Refinery	10

RULES OF THE CONSOLIDATED CODE ARE MODIFIED AS FOLLOWS:

RULE 6 (New) c.—conditional stop as provided in footnotes.

RULE 16(k) – One long sound – shut off train heat.

RULE 107 will not apply on Burlington Lines. The following rule governs:

When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

RULE 816 will not apply on Burlington Lines.

RULE 901 will not apply on Burlington Lines.

AIR BRAKE RULES AND INSTRUCTIONS

The following rules and instructions are for trainmen and engineers whose duties are connected with the operation of the air brake equipment.

1. Conductors and trainmen must familiarize themselves with the operation of the brakes on all cars in their charge and with the rules pertaining to the handling of trains with air brakes.

2. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85% of the total.

3. All trains must be given an initial terminal road train air brake inspection and test at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and the train brake system remains charged; (3) Where train is received in interchange.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

5(a). Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.

5(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe

reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

6. When the engine used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.

7. Brake pipe leakage must not exceed 5 pounds per minute.

PISTON TRAVEL

8(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

8(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

8(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

9. During standing test, brakes must not be applied or released until proper signal is given.

10. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

11(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive in automatic brake operation.

11(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by paragraph (a).

12. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after

train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

13. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.

14. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.

At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.

15. Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

16. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

RUNNING TEST

17. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

BACK UP MOVEMENTS

18. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position.

Movement must not be started until proper signal is given. A running test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

19. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

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

The emergency air brake valve located in all passenger, baggage and express cars and brake valve 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.

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

22. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

23. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger	110 pounds
Freight	80 pounds

