SURGEONS AND PHYSICIANS

Billings, Mont.	DR. SAMUEL WERNER	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. R. D. TEBBETT	Eye Specialist
Casper, Wyo.	DR. G. WHISTON	Consultant.
Casper, Wyo.	DR. G. W. HENDERSON	Surgeon and Examiner.
Cody, Wyo.	DR. V. R. DACKEN	Surgeon and Examiner.
Douglas, Wyo.	DR. W. A. HINRICHS	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. D. W. GREGG	Surgeon and Examiner.
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.
Thermopolis, Wyo.	DR. B. GITLITZ	Surgeon.
Worland, Wyo.	DR. J. H. FROYD	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. R. B. KEPNER,
Chief Medical Officer,
Chicago, Ill.

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

J. C. STARBUCK,
Assistant General Manager, Omaha, Nebr.

J. W. TERRILL,
Superintendent, Casper, Wyo.

W. S. JOHNSTON,
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

No. 4

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

SUNDAY, OCTOBER 27, 1957

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.

JOURNAL - STAR PRINTING CO., LINCOLN, NEBR.

Guernsey and Casper—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 4** **EFFECTIVE OCT. 27, 1957**

WESTWARD												EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger	Daily Passenger					Sidings	Other Tracks		Daily Passenger	Daily Passenger		Daily Freight
75		31	29								32	30		78
L P.M. 9.35		L A.M. 10.25		Continuous.	B.C.K.O. R.T.W.Yd.	94.95	..... GUERNSEY			Continuous.	A P.M. 6.30			A A.M. 7.45
							8.37							
10.40		f10.40	L A.M. 5.12	8:00 p.m. - 5:00 a.m.	B. W.Y.Yd.	103.32	..... WENDOVER	84		8:00 p.m. - 5:00 a.m.	f 6.09	A A.M. 12.35		6.50
							8.35							
11.05		f10.56	5.27	No Office.	F.	111.67	..... CASSA	72		No Office.	f 5.54	f12.11		5.55
							7.93					A.M.		
11.25		s11.07	s 78 5.39	See Footnote.		119.60	..... GLENDO	104	49	See Footnote.	s 5.42	s11.59		29 5.39
							9.05							
30 11.44		11.18	5.52	No Office.	F.	128.65	..... BONA	83		No Office.	5.30	75 11.44		5.05
							5.79							
A.M. 12.05		s11.26	s 6.00	See Footnote.		134.44	..... ORIN	110	58	See Footnote.	s 5.23	s11.34		4.55
							7.36							
12.18		11.35	6.09	No Office.	F.	141.80	..... FOSTER	82		No Office.	5.15	11.26		4.40
							6.99							
12.30		s11.48	s 6.30	See Footnote.	Yd.	148.79	..... DOUGLAS	123	144	See Footnote.	s 5.06	s11.17		4.25
		P.M.					10.11							
12.48		f12.02	f 6.42	No Office.	F.	158.90	..... ORPHA	110	35	No Office.	f 4.51	f10.57		4.05
							12.62							
1.11		12.16	6.56	No Office.	F.	171.52	..... CLAYTON	82		No Office.	4.38	10.42		3.39
							6.66							
1.24		s12.26	s 7.06	6:00 a.m. to 3:00 p. m.		178.18	..... GLENROCK	110	30	Closed	s 4.30	s10.32		3.25
							13.60							
1.45		12.44	7.20	No Office.	F.	191.78	..... FRY	110	4	No Office.	4.14	10.17		2.55
							5.75							
1.55		12.52	7.27	No Office.	F. Yd.	197.53	..... BROOKHURST	83		No Office.	4.07	10.10		2.42
							4.62							
A 2.05 A.M.		A 1.00 P.M.	A 7.45 A.M.	Continuous.	B.C.K.O. R.T.Yd.	202.15	..... CASPER			Continuous.	L 4.00 P.M.	L10.05 P.M.		L 2.30 A.M.
							..... (107.20)							
4:30 23.8		2:35 41.4	2:33 38.8				.....SCHEDULE TIME..... .AVERAGE MILES PER HOUR...				2:30 42.8	2:30 39.5		5:15 21.2

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-102.3 and C&S junction signal S-103.6 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.

Trains have no timetable superiority between: Guernsey depot M.P. 94.95 and "Begin CTC" M.P. 95.75; At Wendover between C&S junction M.P. 103.45 and "Begin CTC" M.P. 102.25; At Casper McKinley Street M.P. 201.50 and Platte River M.P. 202.50. All trains and engines must run at reduced speed between these points.

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.

Train register at Wendover for No. 29 and No. 30. 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.

After completing switching and before departure from Wendover for Guernsey, C&S crews must not occupy the main track between the east siding switch and "Begin CTC" sign, until permission to do so is received from the dispatcher at Casper.

Stokes Spur	M. P. 100.05—62 cars
Hauf Spur	M. P. 116.05—15 cars
Ammon	M. P. 130.60—20 cars
Morton	M. P. 153.85—35 cars
Carey	M. P. 167.24—12 cars
Dave	M. P. 173.13—154 cars

OFFICE OPEN:

Glendo: 7:30 a.m. to 4:30 p.m. except closed Sunday and Monday.

Orin: 5:30 p.m. to 1:30 a.m. daily, except closed from 1:30 a.m. Saturday until 5:30 p.m. Monday.

Douglas: 1:00 a.m. to 9:00 a.m. and 4:00 p.m. to 12 Mid., daily, except closed Friday from 1:00 a.m. to 6:00 a.m.

Casper and Bonneville—Subdivision

CASPER AND SHERIDAN DIVISIONS. TIME TABLE No. 4 EFFECTIVE OCT. 27, 1957

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS						Capacity			FIRST CLASS		SECOND CLASS	
C & N W Mon. Wed. and Fri. Mixed	Daily Freight		Daily Passenger	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	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 8.15	Continuous.	B.C.K.O. R.T.Yd.	202.15	CASPER (10.83)			Continuous.	P.M. A 9.35			A.M. A12.01
	4.45		f 8.27	No Office.	F.	212.98	BISHOP (4.59)	110	25	No Office.	f 9.18			A.M. 11.40
A.M. L 7.45	4.53		8.32	No Office.	F.	217.57	ILLCO (6.33)			No Office.	9.13		P.M. A 2.20	11.30
f 7.57	5.03		f 8.39	No Office.	F.	223.90	BUCKNUM (5.94)	81	27	No Office.	f 9.06		f 2.10	11.20
8.10	5.13		8.47	No Office.	F.	229.84	PETRIE (11.68)	42		No Office.	9.00		2.00	11.10
f29 8.35 9.46	5.35		617 f 8.59	7:30 a.m. to 4:30 p.m.		241.52	POWDER RIVER (11.01)	110	90	Closed.	f 8.48		f 1.35	10.50
f10.05	5.55		9.12	No Office.	F.	252.53	LOX (7.92)	71	23	No Office.	f 8.37		f12.50	10.32
f10.30	6.10		s 9.21	7:30 a.m. to 4:30 p.m.	Y.	260.45	ARMINTO (13.33)	95	60	Closed.	s 8.28		f12.35	10.20
10.50	6.30		9.37	No Office.	F.	273.78	MADDEN (10.29)	72	16	No Office.	8.09		12.10	9.45
f11.10	6.49		s 9.50	7:30 a.m. to 4:30 p.m.		284.07	LYSITE (6.33)	85	49	Closed.	s 7.55		P.M. f11.50	9.20
11.25	7.01		10.01	No Office.	F.	290.40	GATE (13.50)	78		No Office.	7.46		11.35	9.00
A11.45				No Office.	Yd. F	303.90	SHOBON (0.11)		36	No Office.			L11.05	
A.M.	A 7.25 A.M.		A10.20 A.M.	7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.	B.C.K.R. T.Yd.	304.01	BONNEVILLE			7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.	L 7.25 P.M.		A.M.	L 8.30 P.M.
							(101.86)							
4:00 21.5	3:00 33.7		2:05 48.8				SCHEDULE TIME ... AVERAGE MILES PER HOUR				2:10 47.0		3:15 26.5	3:31 28.6

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.

Trains have no timetable superiority between McKinley Street, M. P. 201.50, and Platte River, M. P. 202.50, at Casper. All trains and engines must run at reduced speed between these points.

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.

Atlantic Spur M. P. 241.03—6 cars.

Bonneville and Greybull—Subdivision

CASPER AND SHERIDAN DIVISIONS. TIME TABLE No. 4 EFFECTIVE OCT. 27, 1957

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS						Capacity			FIRST CLASS		SECOND CLASS	
Daily Freight			Daily Passenger	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	Daily Passenger			Daily Freight
75			29								30			78
A.M. L 8.10			A.M. L10.30	7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.	B.C.K.R. T.Yd.	304.01	BONNEVILLE			7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.	P.M. A 7.25			P.M. A 7.45
							10.73							
8.33			10.44	No Office.	F.	314 74	PIPER	110	3	No Office.	78 7.09			30 7.19 6.54
							8.29							
8.51			10.58	No Office.	F.	323.17	DORNICK	90	11	No Office.	6.54			6.26
							8.53							
9.17			11.15	No Office.	F.	331.70	MINNESELA	53	17	No Office.	6.39			6.10
							4.27							
9.25			s11.30	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 6.34			6.00
							7.10							
9.37			11.40	No Office.	F.	343.07	LUCERNE	66	34	No Office.	6.18			5.50
							4.91							
9.45			s11.47	7:45 a.m. to 4:45 p.m.	Y.F.	347.98	KIRBY	73	238	Closed.	s 6.10			5.40
							5.62							
9.55			11.54	No Office.	F.	353.60	CHATHAM	43	25	No Office.	c 6.03			5.30
			P.M.				6.31							
10.04			12.02	No Office.	F.	359.91	PULLIAM	82	19	No Office.	5.55			5.20
							8.53							
10.20			s12.30	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 5.25			5.00
							8.23							
10.34			12.40	No Office.	F.	376.67	DURKEE		213	No Office.	5.16			4.45
							4.38							
10.45			12.46	No Office.	F.	381.05	RAIRDEN	53	27	No Office.	5.10			4.35
							6.19							
10.56			s12.54	No Office.	F.	387.24	MANDERSON	70	48	No Office.	s 5.02			4.25
							8.94							
11.11			s 1.08	See Footnote.		396.18	BASIN	62	149	See Footnote.	s 4.49			4.15
							7.75							
A11.25 A.M.			A 1.23 P.M.	6:00 a.m. to 10:00 p.m.	B.C.K.O. R.T.Yd.	403.93	GREYBULL			6:00 a.m. to 10:00 p.m	L 4.35 P.M.			L 4.00 P.M.
							(99.78)							
3:15 30.8			2:53 34.6				SCHEDULE TIME AVERAGE MILES PER HOUR				2:50 35.2			3:45 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 Enginemen 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.

No. 30 will stop at Chatham to discharge revenue passengers.

Colter Spur M. P. 363.51—2 cars.
B. J. Spur M. P. 369.47—4 cars.

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. 4 EFFECTIVE OCT. 27, 1957

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Ex. Sunday Freight		Daily Passenger					Sidings	Other Tracks		Daily Passenger		Daily Ex. Monday Freight	Daily Freight
75	91		29								30		92	78
P.M. L12.55	A.M. L 6.00		P.M. L 1.35	Continuous.	B.C.K.O. R.T.Yd.	403.93	..... GREYBULL			See Footnote	P.M. A 4.30		P.M. A12.30	P.M. A 3.25
							11.39							
1.10	6.30		1.52	No Office.	F.	415.32	..... SPENCE	86	17	No Office.	4.10		11.40	2.32
							6.69							
1.25	7.00		78 2.03	No Office.	F.	422.01	..... HIMES	74		No Office.	4.02		11.30	29 2.03
							9.61							
78 1.40	7.30		s 2.17	No Office.	F.	431.62	..... KANE	75	43	No Office.	s 3.48		11.15	75 1.40
							10.04							
1.56	9.00		s 2.45	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 3.35		11.00	1.25
							5.49							
2.04	92 9.40		s 2.55	7:45 a.m. to 4:45 p.m.		447.15	..... COWLEY	83	58	Closed.	s 3.17		91 9.40	1.15
							5.71							
2.13	10.20		30 s 3.09	No Office.	F.	452.86	..... DEAVER	83	22	No Office.	29 s 3.09		9.20	1.05
							6.06							
2.23	A11.00 A.M.		s 3.21	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 3.00		L 9.00 A.M.	12.55
							6.32							
30 2.52			3.30	No Office.	F.	465.24	..... WARREN	35	62	No Office.	75 2.52			12.40
							10.87							
3.25			3.43	No Office.	F.	476.11	..... WADE	110	4	No Office.	2.38			12.19
							10.72							P.M.
3.50			s 3.58	No Office.	F.	486.83	..... EAST BRIDGER	47	31	No Office.	s 2.25			11.59
							6.90							
A 4.05 P.M.			A 4.15 P.M.	8:00 a.m. to 12:00 Mid.	R.Yd.	493.73	..... FROMBERG			8:00 a.m. to 12:00 Mid.	L 2.15 P.M.			L11.45 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.
							15.24							
			5.20 P.M.		B.K.O. R.T.W.Y.	530.97	..... BILLINGS				1.15 P.M.			
							..... (127.04)							
5:05 24.9	5:00 09.3		3:45 33.4				.....SCHEDULE TIME..... ...AVERAGE MILES PER HOUR...				3:15 39.4		3:30 13.3	4:25 24.8

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.

No. 91 and No. 92 will register at east siding switch Frannie.

Other trains will register 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.

Magnet Cove M. P. 406.08—59 cars.
Stucco M. P. 411.65—11 cars.
Zube M. P. 444.26—71 cars.

Edgemont and Gillette—Subdivision

CASPER AND SHERIDAN DIVISIONS. TIME TABLE No. 4 EFFECTIVE OCT. 27, 1957

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger			Daily Freight
	79		43								42			80
	A.M. L 7.55		A.M. L 9.40	Continuous.	B.C.K.O.R T.W.Y.Yd.	476.14	..... EDGEMONT			Continuous.	P.M. A 7.55			A.M. A12.30
							0.56							
				No Office.	F.	476.70	... DEADWOOD LINE JCT....			No Office.				
							7.62							
	8.07		9.50	No Office.	F.	484.32	..... MARIETTA	77	12	No Office.	7.40			12.01
							5.70							A.M.
	8.16		f 9.57	No Office.	F.	490.02	..... BURDOCK		4	No Office.	7.33			11.53
							5.77							
	8.25		f10.04	No Office.	F.	495.79	..... DEWEY	107	23	No Office.	7.26			11.44
							8.30							
	8.35		10.13	No Office.	F.	504.09	..... CLIFTON	77	12	No Office.	7.17			11.32
							5.85							
	8.42		10.20	No Office.	F.	509.94	..... OWENS	110		No Office.	7.10			11.24
							10.72							
	8.55		s10.40	8:00 a.m. to 12:00 Mid.	Yd.	520.66	..... NEWCASTLE	83	207	8:00 a.m. to 12:00 Mid.	s 6.55			11.05
							8.03							
	9.07		10.50	No Office.	F.	528.69	..... PEDRO	64		No Office.	6.40			10.50
							6.66							
	9.15		s11.00	See Footnote.		535.35	..... OSAGE	110	75	See Footnote.	s 6.32			10.41
							7.50							
	9.27		11.10	No Office.	F.	542.85	..... JEROME	71		No Office.	6.20			10.29
							6.07							
	9.35		s11.20	8:00 a.m. to 5:00 p.m.		548.92	..... UPTON	115	49	8:00 a.m. to 5:00 p.m.	s 6.13			10.20
							7.19							
	9.47		11.28	No Office.	F.	556.11	..... THORNTON	71	10	No Office.	6.01			10.08
							5.85							
	9.56		11.35	No Office.	F.	561.96	..... KARA	77	13	No Office.	5.55			10.00
							7.22							
	10.07		s11.45	8:00 a.m. to 5:00 p.m.		569.18	..... MOORCROFT	110	62	8:00 a.m. to 5:00 p.m.	s 5.46			9.45
							12.75							
	10.27		f11.59	No Office.	F.	581.93	..... ROZET	110	11	No Office.	5.28			9.25
			P.M.				8.37							
	10.37		12.08	No Office.	F.	590.30	..... MINTURN	55		No Office.	5.18			9.12
							6.90							
	11.00 A.M.		A12.25 P.M.	Continuous.	B.K.R. Y.Yd.	597.20	..... GILLETTE			8:00 a.m. to 12:00 mid.	L 5.10 P.M.			L 9.00 P.M.
							..... (121.06)							
	3:05 39.2		2:45 44.0				.....SCHEDULE TIME..... ... AVERAGE MILES PER HOUR...				2:45 44.0			3:30 34.6

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.

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. 4** **EFFECTIVE OCT. 27, 1957**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger			Daily Freight
	79		43								42			80
	A.M. L11.15		P.M. L12.30	Continuous.	B.K.R. Y.Yd.	597.20	..... GILLETTE			8:00 a.m. to 12:00 mid.	P.M. A 5.05			P.M. A 8.30
							9.25							
	11.29		12.43	No Office.	F.	606.45	..... ORIVA	118	7	No Office.	4.50			8.05
							7.98							
	11.41		12.53	No Office.	F.	614.43	..... FELIX	118		No Office.	4.39			7.45
							6.97							
	11.53		1.03	No Office.	F.	621.40	..... ECHETA	100	9	No Office.	4.30			7.26
	P.M.						9.60							
	12.08		1.16	No Office.	F.	631.00	..... LARIAT	117		No Office.	4.19			7.11
							10.04							
	12.23		s 1.30	8:00 a.m. to 5:00 p.m.	Y.	641.04	..... ARVADA	52	37	Closed.	s 4.07			6.56
							7.00							
	12.35		1.41	No Office.	F.	648.04	..... KENDRICK	101	13	No Office.	3.57			6.45
							12.66							
	12.55		s 2.00	8:00 a.m. to 5:00 p.m.		660.70	..... CLEARMONT	100	77	Closed.	s 3.40			6.25
							11.15							
	1.25		f 2.18	No Office.	F.Y.	671.85	..... ULM	98	3	No Office.	c 3.25			6.00
							7.96							
	1.37		2.30	No Office.	F.	679.81	..... VERONA	69	7	No Office.	3.14			5.42
							7.58							
	1.49		2.40	No Office.	F.	687.39	..... ARNO	110	13	No Office.	f 3.04			5.30
							6.04							
	1.58		42 2.55	No Office.	F.	693.43	..... WAKELEY	76	8	No Office.	43 2.55			5.20
							5.14							
	A 2.15 P.M.		A 3.15 P.M.	Continuous.	B.C.K.O. R.T.Yd.	698.57	..... SHERIDAN			Continuous.	L 2.40 P.M.			L 5.05 P.M.
							..... (101.37)							
	3:00 33.8		2:45 36.8				.....SCHEDULE TIME..... ...AVERAGE MILES PER HOUR...				2:25 42.0			3:25 29.6

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.

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.

No. 42 will stop at Ulm to discharge revenue passengers from stations west of Sheridan.

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.

Sheridan and Huntley—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 4** **EFFECTIVE OCT. 27, 1957**

WESTWARD												EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger		Daily Freight	
	79		43								42		80	
	P.M. L 3.05		P.M. L 3.35	Continuous.	B.C.K.O. R.T.Yd	698.57	..... SHERIDAN			Continuous.	P.M. A 2.20		P.M. A 4.15	
							9.54							
	3.23		80 s 3.48	8:00 a.m. to 5:00 p.m.		708.11	..... KLEENBURN	68	102	Closed.	s 2.00		43 3.48	
							6.75							
	80 3.32		s 3.58	See Footnote.		714.86	..... RANCHESTER	119	38	See Footnote.	s 1.49		79 3.32	
							9.20							
	3.52		s 4.15	See Footnote.		724.06	..... PARKMAN	118	61	See Footnote.	s 1.36		3.10	
							6.92							
	4.02		4.25	No Office.	F.	730.98	..... ABERDEEN	119	27	No Office.	1.26		2.43	
							6.06							
	4.10		s 4.34	8:00 a.m. to 5:00 p.m.	Y.	737.04	..... WYOLA	135	46	Closed.	s 1.18		2.33	
							4.69							
	4.16		4.40	No Office.	F.	741.73	..... SPEAR	59	28	No Office.	1.11		2.25	
							8.51							
	4.29		s 4.53	See Footnote.		750.24	.....LODGE GRASS.....	117	40	See Footnote.	s 1.00		2.11	
							9.86							
	4.44		5.06	No Office.	F.	760.10	..... BENTEEN	110	18	No Office.	12.47		1.56	
							10.85							
	4.59		s 5.18	8:00 a.m. to 5:00 p.m.		770.95	..... CROW AGENCY.....	106	40	Closed.	s12.34		1.38	
							12.89							
	5.20		s 5.45	7.00 a.m. to 11.00 p.m.	Yd.	783.77	..... HARDIN	121	88	See Footnote.	s12.13		1.18	
							8.91							
	5.34		5.58	No Office.	F.	792.68	..... ROWLEY	122	21	No Office.	12.03		1.03	
							10.59				P.M.			
	5.50		6.13	No Office.	F.	803.27	..... TOLUCA	110		No Office.	11.50		12.48	
							10.59							
	6.06		6.28	No Office.	F.	813.86	..... ANITA	117	20	No Office.	11.37		12.28	
							6.39							
	6.15		s 6.40	No Office.	F.	820.25	..... BALLANTINE	57	30	No Office.	s11.29		12.18	
							8.79							
	A 6.40 P.M.		A 6.53 P.M.	Continuous.	R.Yd.	829.04	..... HUNTLEY	112	31	Continuous.	L11.18 A.M.		L12.05 P.M.	

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

							12.31							
	7.30 P.M.		7.15 P.M.	Continuous.	B.C.K.O. R.T.	841.35	..... BILLINGS			Continuous.	11.00 A.M.		11.40 A.M.	
							..... (142.86)							
	4:25 31.9		3:40 39.0				.....SCHEDULE TIME..... ...AVERAGE MILES PER HOUR...				3:20 42.8		4:35 31.1	

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: 200, 300, 400 series diesels must not move beyond M.P. 3.00 on Hardin North Line.

Hardin North Line, spur track, between M.P. 783.55 (Hardin) and Kingley; 12.00 miles, within Yard Limits. Rule 908 in effect. Trains and engines must receive Clearance Form A before occupying Hardin North Line beyond M.P. 3.00.

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.

Kiewitt	M. P. 706.70—408 cars.
Garryowen	M. P. 765.27— 32 cars.
Dunmore	M. P. 776.80— 22 cars.
Big Horn Wye	M. P. 781.26— 31 cars.

OFFICE OPEN:

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.
Parkman 8:00 a.m. to 5:00 p.m. daily except closed Friday and Saturday.
Hardin Saturday 7:00 a.m. to 11:00 p.m. Sunday 8:00 a.m. to 11:00 p.m.

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

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

Frannie and Cody—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 4** **EFFECTIVE OCT. 27, 1957**

WESTWARD												EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Freight								Sidings	Other Tracks					Daily Ex. Monday Freight
91														92
A.M. L 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
							9.61							
11.30				No Office.	F.	9.61	MANTUA		20	No Office.				8.30
							4.88							
11.40				No Office.	F.	14.49	GARLAND		32	No Office.				8.20
							5.01							
P.M. 12.30				See Footnote.		19.50	POWELL		143	See Footnote.				7.50
							6.02							
12.50				No Office.	F.	25.52	RALSTON		48	No Office.				6.50
							5.48							
1.10				No Office.	F.	31.0	VOCATION		35	No Office.				6.35
							5.81							
1.30				No Office.		36.81	TROTTER		12	No Office.				6.20
							5.30							
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 / AVERAGE MILES PER HOUR							3:00 14.4

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 east siding switch Frannie.

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

O'Donnell spur M. P. 22.03—19 cars.

OFFICE OPEN:

Powell 7:00 a.m. to 4:00 p.m. daily, except closed Sunday and Monday.

Cody 7:00 a.m. to 4:00 p.m. daily, except closed Sunday.

SPECIAL INSTRUCTIONS

Master Mechanics: C. J. Harty, Alliance.
H. F. Roesch, Casper.

Trainmasters: W. E. Wagers, Casper.
J. T. Borders, Sheridan.

Road Foremen: D. D. Wade, Casper.
M. R. Eckhardt, Greybull.
G. V. Ives, Sheridan

Chief Dispatchers: W. H. Nortrup, Casper (Casper Div'n).
A. E. Erixson, Alliance (Sheridan Div'n).

Night Chief Dispatchers: F. H. Hall, Alliance (Sheridan Div'n).
M. R. Agenstine, Casper (Casper Div'n).

TRAIN DISPATCHERS:

Casper—(Casper Division)

E. L. Zube, C. H. Spargur, F. E. Putnam, F. J. McConigly
L. R. Bentley, R. R. Campbell

Alliance—(Sheridan Division)

R. V. Cox, G. L. King, C. E. Phillips, D. E. Chancellor
H. W. Lindeen, J. A. Ross, R. L. Shields, H. A. Coleman
J. C. Hardy, J. E. Roten, L. J. Toohey, H. M. Sayre
E. R. McGuire, G. H. Fawcett, E. D. Lamb

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

2. USE OF TRACK.

Bridge Derrick 204620 must not be moved over turntable at Greybull, Bonneville, Casper and Sheridan unless boiler hood is removed.

At Casper, yard engines or leading car, must stop before crossing West Yellowstone Highway.

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

Ilico: 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:

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 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 4¾ 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. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

SPECIAL INSTRUCTIONS—(Continued)

RULE Q.

"Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

"Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service."

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17. (Last paragraph).

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 21.

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

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:

Day Signals —A red flag, torpedoes and red fusees.
Night Signals—Torpedoes and red fusees.

RULE 99 (b) (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fusees.

RULE 208. Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

CLEARANCE FORM F.

Proceed per Rule 509 A on_____track.

Train dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordancewith Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 509 C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512. (Second paragraph).

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.

RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and stop clear of the crossing. Burning red fuses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety.

(Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913 (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn engineman returning, and at night a light must be placed on front end of rear portion of train.

RULE 914.

A rectangular yellow sign with diagonal black displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal stripe displayed on the right of the track will indicate the beginning of slow track.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between Guernsey and Laurel and Edgemont and Laurel.

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

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.

SPECIAL INSTRUCTIONS—(Concluded)

RULE 1315 (e).

When, for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

(1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 MPH. When this change is made conductor and engineman will reverse their Air Brake Clearance Form K and shown on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

RULE 1345.

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.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:
(a) Close throttle to idle.
(b) Move the reversing handle to reverse position.
(c) Open throttle to No. 1 position.

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

6. Air brakes must be used on occupied passenger carrying equipment when switching.

SPEED RESTRICTIONS

1. Passenger and Troop trains consisting of passenger cars only, (including caboose equipped with ride-control trucks numbered in series 13525 to 13559 inclusive) 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.

Passenger and Troop trains consisting of passenger cars only (including caboose not equipped with ride-control trucks) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

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

Steam or Diesel 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.

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.

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
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
Loaded air dump cars in rear of train when possible		
Main Lines	.....	35

The following speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick 204375 and Bridge Derrick 204620	Other Derricks
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

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
GUERNSEY AND CASPER SUBDIVISION		
Maximum Speed:		
Between Guernsey and Wendover	45	35
Between Wendover and Orin	50	40
Between Orin and Fry	59	49
Between Fry and Casper	50	40
All trains between "End CTC" and east switch Guernsey Yard	Reduced	Speed
Through main track turnout and over spring switch west end Guernsey Yard	15	15
Tunnels between Guernsey and Wendover	30	25
All trains between east siding switch and C&S Jct., Wendover	Reduced	Speed
Between M.P. 107.30 and M.P. 109.60	35	25
Curves between M.P. 112.37 and M.P. 112.53	30	15
Curves between M.P. 114.00 and M.P. 115.00 and between M.P. 126.40 and M.P. 127.50	40	35
Engine or leading car over Center Street crossing, Douglas	25	25
Westward freight trains between M.P. 196.80 and M.P. 197.00	.....	25
Between McKinley Street and Platte River, Casper	Reduced	Speed
CASPER AND BONNEVILLE SUBDIVISION		
Maximum speed:		
M.P. 202.50 and M.P. 260.45	59	49
M.P. 260.45 and M.P. 303.25	50	40
Eastward 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. 326.60	30	25
Between M.P. 326.60 and M.P. 327.42	20	20
Between M.P. 327.42 and M.P. 330.00	30	25
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
Through junction switch at Fromberg	15	15
All trains within yard limits at Fromberg	Reduced	Speed

FRANNIE AND CODY SUBDIVISION	All Trains M.P.H.
Maximum speed	35
Powell: Engine or leading car over Main Street crossing	10
Cody: Engine or leading car of westward trains over road crossing opposite Husky Refinery	10

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
EDGEMONT AND GILLETTE SUBDIVISION		
Maximum speed		
between M.P. 476.14 and M.P. 489.00	50	40
between M.P. 489.00 and M.P. 528.00	59	49
between M.P. 528.00 and M.P. 597.20	50	40
Around curve between M. P. 520.75 and M. P. 521.00	35	25
GILLETTE AND SHERIDAN SUBDIVISION		
Maximum speed	50	40
SHERIDAN AND HUNTLEY SUBDIVISION		
Maximum speed	50	40
Between M. P. 705.00 and M.P. 708.25	45	.....
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
Hardin North Line from junction switch to end of track	.....	10

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