1200-5-5, 1935

CHICAGO & NORTH WESTERN RAILWAY

WYOMING DIVISION

No. 21 TIME TABLE No. 21

C & N. W. Ry.
NOV 16 1935
NEW YORK

Takes Effect Sunday, May 5th, 1935

At 12:01 o'clock A. M.

Mountain Time

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

H. E. DICKINSON,
GENERAL SUPERINTENDENT

C. E. SAINSBURY,
ASS'T GENERAL SUPERINTENDENT

PRAIRIE PUBLISHING COMPANY, CASPER, WYOMING

2 Wyo. WESTWARD — BETWEEN DAKOTA JUNCTION AND CASPER — EASTWARD

Sub-Division 1

STATIONS

Time Table 21

May 5th, 1935

SECOND CLASS		FIRST CLASS								SECOND CLASS		FIRST CLASS								SECOND CLASS	
617	685				615	Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance from Dakota Jct.		Communicating Stations	Capacity of Sidings—Cars	Telegraph Calls	614							686	618
Casper Time Freight	Way Freight				Wyoming Express								Omaha Chicago Passenger							Way Freight	Freight
Daily Except Saturday	Monday Friday Only				Daily Except Sunday								Daily Except Sunday							Wednesday Saturday Only	Daily Except Monday
					P M 11.59				CHICAGO				P M 9.25								
					P M 4.45				OMAHA				A M 8.30								
P M 4.50	A M 4.30				A M 6.40	6202	FWTT	5.0	CHADRON	CS		FD Z	P M 4.10							P M 1.00	A M 7.55
P M 5.05	A M 4.42				A M 6.48	6205	Y		DAKOTA JUNCTION		100		P M 4.02							P M 12.45	A M 7.40
5.25	s 5.10				s 7.07	6209		10.3	WHITNEY	CS	59	NY	s 3.45							s12.15	7.07
5.40	5.25				7.17	6211		15.8	SIDING TWELVE		90		3.35							11.35	6.25
6.15	s 6.05				s 7.35	6213	W	21.0	CRAWFORD	CS	99	CF	s 3.25							s11.15	6.05
6.30	s 6.25				s 7.43	6215		24.0	FT. ROBINSON	CS	52	FR	s 3.10							s10.30	5.45
7.00	s 6.45				f 7.54	6218		31.6	GLEN		N 31 S 39		s 2.55							f10.05	5.24
7.80	s 7.05				s 8.08	6221	W	39.9	ANDREWS		66		s 2.40							s 9.35	5.00
8.00	s 8.00				s 8.28	6224	Y	48.9	HARRISON	CS	N 38 S 50	HI	s 2.24							s 9.00	4.30
8.10	8.05				8.33	6225		51.9	DOUBLING TRACK		45		2.18							8.33	4.20
8.20	8.25				8.41	6227		57.0	COFFEE SIDING		15		2.10							8.15	4.03
8.35	s 8.35 9.05				s 8.50	6229	W	60.0	VAN TASSELL	CS	49	VS	s 2.05							s 8.00	3.55
9.00	f 9.30				f 9.10	6234		71.3	NODE		49		f 1.45							f 7.15	3.20
9.50	s10.00				s 9.30	6238	FWTTY	79.9	LUSK	CS	42	KU	s 1.30							s 6.45	3.00
10.15	s10.50				s 9.46	6242		88.6	MANVILLE	CS	46	VE	s 1.15							s 6.10	2.05
10.30	f11.15				f 9.55	6243	Y	93.8	JIREH		10		f 1.05							f 5.50	1.35
10.35	s11.20				s 9.59	6245		96.0	KEELINE		48		s 1.00							s 5.45	1.20
10.55	s11.45				s10.20	6248	W	104.7	LOST SPRINGS		78		s12.45							s 5.27	12.56
11.10	s12.01				s10.27	6250		109.2	SHAWNEE		55		s12.35							s 5.15	12.45
11.25	f12.25				f10.38	6253		116.5	FISHER		61		f12.25							f 4.57	12.18
12.05	s12.45				s10.51	6255	FWY	120.7	ORIN	CS	63	ON	s12.15							s 4.45	12.05
12.20	f 1.00				f11.00	6258		126.6	IRVINE		88		f12.07							f 3.50	11.40
12.45	s 2.05				s11.16	6262	W	134.7	DOUGLAS	CS	69	DU	s11.55							s 3.30	11.15
1.00	2.15				11.23	6263		138.8	SIDING TWENTY-THREE		60		11.45							3.05	11.02
						6264		140.1	SIDING THIRTY-ONE												
1.20	f 2.30				f11.34	6267		145.6	FETTERMAN		60		f11.34							f 2.50	10.48
1.27	f 2.37				f11.39	6269		149.1	INEZ		14		f11.23							f 2.43	10.37
1.35	s 2.45				s11.44	6271		151.9	CAREYHURST		46		s11.18							s 2.38	10.30
1.50	3.00				11.53	6273		157.2	SIDING FORTY-TWO		83		11.10							2.25	10.15
2.10	s 3.20				s12.07	6276	W	163.2	GLENROCK	CS	78	RK	s11.00							s 2.10	9.55
2.25	s 3.35				s12.15	6278		168.7	PARKERTON		38		s10.50							s 1.47	9.25
2.35	f 3.50				f12.22	6280		172.5	BIG MUDDY		60		f10.42							s 1.37	9.15
3.00	f 4.15				12.40	6284		183.4	STROUDS		46		10.24							f 1.15	8.50
3.15 A M	4.30 P M				12.50 P M	6287	FWTT	187.7	CASPER	CS		F D	10.15 A M							1.00 A M	8.30 P M
Daily Except Sunday	Monday Friday Only				Daily Except Sunday								Daily Except Sunday							Wednesday Saturday Only	Daily Except Sunday
617	685				615								614							686	618

Trains between Chadron and Dakota Junction will be governed by Black Hills Division Time Table

WESTWARD — BETWEEN CASPER AND LANDER — EASTWARD Wyo. 3

Sub-Division 2 STATIONS Time Table 21 May 5th, 1935

SECOND CLASS 617 Way Freight Monday Thursday Only	FIRST CLASS 615 Motor Wyoming Express Daily Except Sunday	Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance from Dakota Jct.		Communicating Stations	Capacity of Sidings—Cars	Telegraph Calls	FIRST CLASS 614 Motor Omaha Chicago Passenger Daily Except Sunday	SECOND CLASS 618 Way Freight Wednesday Saturday Only
P M 9.00	P M 1.30	6287	FWTT	187.7	CASPER	CS		F D	A M 9.55	P M 4.30
					12.1					
f 9.40	f 1.50	6293		199.8	CADOMA		39		f 9.35	f 3.50
					3.9					
s 9.55	s 1.56	6295		203.7	ILLCO		30		s 9.27	s 3.34
					6.5					
f10.10	f 2.10	6299	W	210.2	BUCKNUM		39		f 9.16	f 3.09
					9.7					
f10.35	f 2.28	6305		219.9	NATRONA		39		f 8.58	f 2.28
					9.0					
s11.15	s 2.45	6311		228.9	POWDER RIVER	CS	39	DE	s 8.40	s 2.04
					12.1					
s11.50	s 3.10	6317		241.0	WALTMAN		39		s 8.18	s 1.29
					9.6					
f12.20	s 3.30	6323	WY	250.6	HILAND		38		s 7.58	f12.55
					10.5					
f12.55	f 3.50	6329		261.1	RICHARDS		39		f 7.38	f12.25
					9.2					
s 1.25	s 4.05	6335	WY	270.3	MONETA		39		s 7.26	s11.55
					10.5					
f 1.55	f 4.25	6341		280.8	OCLA		40		f 7.08	f11.25
					10.1					
s 2.40	s 4.45	6347	WY	290.9	SHOSHONI	CS	39	S	s 6.53	s10.45
					6.1					
f 3.00	f 4.58			297.0	MINFIELD				f 6.40	9.45
					7.1					
f 3.25	f 5.15	6352		304.1	NEBLE		39		f 6.25	9.25
					5.2					
3.40	5.26	6354		309.3	DELFELDERS SIDING				6.15	9.10
					3.9					
s 4.40	s 5.35	6355	WY	313.2	RIVERTON	CS	33	VN	s 6.07	s 9.00
					6.7					
s 5.00	s 5.49	6357		319.9	ARAPAHOE		39		s 5.53	s 8.35
					6.3					
s 5.40	s 6.02	6359	W	326.2	HUDSON	CS	39	HU	s 5.40	s 8.05
		6361		333.8	7.6 WYOPO SIDING					
6.40 A M	6.20 P M	6363	FWTT	336.0	2.2 LANDER	CS	46	JN	5.20 A M	7.00 A M
Tuesday Friday Only	Daily Except Sunday								Daily Except Sunday	Wednesday Saturday Only
617	615								614	618

TRAINS CANNOT MEET OR PASS AT MINFIELD

LOCATION OF BRIDGES THAT WILL NOT CLEAR MAN ON TOP OF CAR:

Bridge 1480 two and one-half miles west of Neble.
Bridge 1493 one mile west of Riverton.
Bridge 1523 one-half mile west of Arapahoe.
Bridge 1525 one and three-fourths miles west of Arapahoe.
Bridge 1535 one-half mile west of Hudson.

GENERAL RULES GOVERNING EMPLOYES OF THE OPERATING DEPARTMENT DATED DECEMBER 1, 1929, ARE ISSUED IN BOOK FORM. EVERY EMPLOYE WHOSE DUTIES ARE IN ANYWAY PRESCRIBED BY THESE RULES MUST HAVE A COPY OF THEM AT HAND WHEN ON DUTY.

SIGNS AND LETTERS

The following signs when placed before the figures of the schedule indicate:

s—Regular stop.
f—Flag stop to receive or discharge passengers or freight.

When placed before the figures of the schedule the following will indicate:

M—Meals.
N—Luncheon.

The following signs when placed elsewhere indicate:

F—Fuel.
W—Water.
TT—Turn Table.
Y—Wye.
CS—Communicating station.

During fogs or bad storms in congested districts, freight and switch engine movements should be kept off main track entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagman using fusees and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Enginemen, trainmen and other employes are warned that on the road, at stations, in yards and on industrial tracks, there are bridge girders, fences, buildings, structures and obstructions which, owing to local conditions or requirements do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed and must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom, while passing these obstructions. New employes must exercise great care in this respect.

SPECIAL RULES

Standard Time. Rule 3. 1. Clocks showing Mountain Standard Time are located at Chadron train dispatcher's office and Casper train dispatcher's office, and engine houses at Chadron and Casper.

Superior Direction. Rule S-72. 2. EASTWARD trains are superior to WESTWARD trains of the same class.

Register Stations. Rule S-83. 3. Register stations are: Casper, Shoshoni, Lander.
First class trains may register at register stations where they are not scheduled to stop by delivering register BLANK "R" to operator who will enter same on register in proper form.
When first class trains are running in sections, the conductor of each section must personally register at all register stations for his train.

Chadron—Considered The Initial Station. Rule 83a. Dakota Junction is the initial station on Wyoming Division for westward Wyoming Division trains but for the purpose of rule 83a Chadron will be considered the initial station for this purpose.

Bulletin Boards. Rule 83c. 4. Bulletin boards are located as follows:

For Conductors, Trainmen:		For Enginemen:	
Chadron	Office	Chadron	Engine House
Lusk	Station	Orin	Engine House
Casper	Office	Casper	Engine House
Casper	Yard Office	Lander	Engine House
Lander	Station		

For Yardmen: Casper.....Yard Office

Time Spacing. Rule 91. 5. Trains will be spaced fifteen minutes apart over the entire division except eastward trains between Signal 4582 located two miles east of Harrison and Signal 4522 located one mile west of Andrews where Rules 501 A to 501 C govern.

When signal 4582 indicates "stop," Rule 501 A train or engine crews will be governed by Rule 509 c. A telephone is located at the signal.

Spacing Passenger Trains Running in Sections. Rule 91. 6. When a passenger train is run in two or more sections, night or day, a trainman of all except the last section will light and drop a fusee between the rails at the outer switch leaving each station or siding where there is no operator on duty. Avoid dropping fusees into bridges, culverts or where there is danger of starting fire.

Freight Train Inspection. Rule 952. 7. All freight trains will stop and train crews will make an inspection of their trains at the following points:

EASTWARD		WESTWARD	
Riverton	Orin	Crawford	Bucknum
Shoshoni	Lusk	Lusk	Hiland
Hiland	Harrison	Orin	Shoshoni
Bucknum	Andrews		Riverton
Glenrock	Crawford		

When freight trains stop at stations next in advance of any of the inspection stations noted above, and inspection of train has been made, it will not be necessary to stop at the next indicated inspection station, for this purpose.

Whistle Signals. Rule 14-L. 8. Whistle signals as per rule 14-L, will be sounded approaching street crossings. Whistling posts have been located at various points at highway and street crossings in the vicinity of yards and station grounds for which enginemen will be on the lookout and comply with rule as to sounding whistle and ringing bell.

On trains approaching highway crossings at grade, the sounding of the standard crossing whistle signal (two long and two short) must commence at the whistling post, and if necessary, completely repeated, depending upon the speed of the train, so that the whistle will be sounding when the engine passes the crossing as well as approaches the crossing.

It must be understood that standard crossing whistle signal (two long and two short) must be maintained as standard, and when necessary, repeated in full instead of prolonged.

Exception is made to whistling for street crossings: one standard crossing whistle signal (two long and two short) will answer for one or more street crossings at grade and repeat in same city or town only to prevent injury or accident.

Additional whistle signals will be sounded whenever or wherever, in your judgment, an accident may be averted.

It is of the utmost importance that you carefully observe conditions at every crossing and be on the alert to properly warn the public, extreme care being necessary in two or more track territory when approaching a crossing where another train is also approaching the same crossing or is just about to clear the same crossing.

In addition to the above, your attention is directed to the necessity of ringing the engine bell, starting at the whistling post and continuing until the engine has passed the highway crossing.

Every possible precaution must be taken when approaching highway crossings, to prevent an accident.

Air Brakes. Rule 1073. 9. All cars in trains leaving terminals must be equipped with air brakes and in operation.

10. SPEED RESTRICTIONS BETWEEN DAKOTA JUNCTION AND CASPER

Location	Limits	Maximum speed per hour		
		Passenger Trains	Stock Trains	Other Freight Trains
Dakota Jct. and Whitney	Dakota Junction to 2 miles West of Dakota Junction	45	30	25
Dakota Jct. and Whitney	2 miles West of Dakota Jct. to 5 miles west of Dakota Jct.	30	30	25
Dakota Jct. and Crawford	Between a point 5 miles West of Dakota Jct. and CB&Q Railroad Crossing at Crawford	45	30	25
Crawford	Railroad crossing with CB&Q Railroad	Stop	Stop	Stop
Crawford and Ft. Robinson	Between CB&Q Crossing and and Fort Robinson	45	30	25
Fort Robinson and Harrison	Between Fort Robinson and Harrison	40	30	25
Harrison and Van Tassell	Between Harrison and Van Tassell	45	30	25
Van Tassell and Node	Between Van Tassell and 7 miles West of Van Tassell	35	30	25
Van Tassell and Node	Between a point 7 miles West of Van Tassell to Node	45	30	25
Node and Douglas	Between Node and Douglas	45	30	25
Douglas	Over Main Street Crossing	10	10	10
Douglas and Fetterman	Between Douglas and Fetterman	40	30	25
Fetterman and Careyhurst	Between Fetterman and Careyhurst	45	30	25
Careyhurst and Siding 42	Between Careyhurst and Siding 42	40	30	25
Siding 42 and Glenrock	Between Siding 42 and Glenrock	45	30	25
Glenrock	Through City Limits	15	15	15
Glenrock and Casper	Between Glenrock and Casper	45	30	25
Casper	Through City Limits	15	15	15

10. **SPEED RESTRICTIONS BETWEEN CASPER AND LANDER**

Location	Limits	Maximum speed per hour		
		Passenger Trains	Stock Trains	Other Freight Trains
Casper	Through City Limits	15	15	15
Casper and Powder River	Between Casper and Powder River	35	30	25
Powder River and Waltman	Between Powder River and a point 6 miles West of Powder River	30	20	20
Powder River and Waltman	Between a point 6 miles West of Powder River to Waltman	30	30	25
Waltman and Hiland	Between Waltman and 2 miles West of Waltman around curves	25	20	20
Waltman and Hiland	Between a point 2 miles West of Waltman around curves to Hiland	35	30	25
Hiland and Ocla	Between Hiland and Ocla	35	30	25
Ocla and Shoshoni	Between 3 miles West of Ocla and 4 miles West of Ocla around curves	25	20	20
Ocla and Shoshoni	Between a point 4 miles West of Ocla around curves to Shoshoni	35	30	25
Shoshoni and Riverton	Between Shoshoni and Riverton	30	25	25
Riverton	Over Main Street Crossing	20	15	15
Riverton and Hudson	Between Riverton and Hudson	30	25	25
Hudson and Hudson Mine	Between Hudson and Hudson Mine			10
Hudson and Lander	Between Hudson and Lander	30	25	25
TRAINS HANDLING LOADED TANK CARS ON HEAVY DESCENDING GRADES AROUND CURVES.				20

Switching Movements at Casper. etc. All switching movements, where cars are first to pass over crossings indicated below, must be protected by flagman stationed on the crossing:

DURBIN STREET **CENTER STREET**
EAST SECOND STREET **WOLCOTT STREET**

All switching movements over crossings indicated below must be protected by flagman stationed on crossing. Engines will come to full stop before moving over:

West Yellowstone Highway on C. B. & Q. transfer.

West Yellowstone Highway leading from Standard Oil Company plant to Standard bridges over Platte River.

Enginemen must keep bell ringing in switching movements at Standard and Midwest Oil Company plants.

ADDITIONAL SPEED RESTRICTIONS

MOTOR PASSENGER TRAINS MAY RUN 5 MILES PER HOUR FASTER THAN SPEED SHOWN ABOVE.

Rail Motor Cars Rail motor cars, gas or oil-electric, when operated without a trailer car attached, must come to a full stop at the home signal of an automatic interlocked railroad crossing, regardless of whether the signal is clear or not. If the signal indicates "Proceed", the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule 672.

Cross-overs and Turn-outs. The speed of a train moving over a cross-over, turn-out from main track to a siding or to diverging route at a junction must not exceed 10 miles per hour, except when moving over diverging main route at the following points at which the speed shown below will govern:

Dakota Jct. 20 miles per hour.

Interlocking Plants. Maximum speed of any train moving over an interlocking plant will be 30 miles per hour.

Class J Engines. Class J engines must not exceed 10 miles per hour on any siding or industry track between Dakota Junction and Casper.

Handling Wrecking Outfits. Trains handling steam wrecking outfits unless otherwise instructed, must not exceed 25 miles per hour at any point and must not exceed 20 miles per hour around curves and between Casper and Lander must not exceed 20 miles per hour at any point.

Handling Rotary Snow Plows. When handling rotary snow plows on rear of trains with the wheel towards the rear the speed must not exceed 18 miles per hour. When plow is being shoved, but not working in snow, the speed must not exceed 18 miles per hour and the wheel of the rotary must be kept revolving slowly. When track conditions do not justify speed of 18 miles per hour the speed must be further reduced to meet existing conditions.

Retainers on Grades. Rule 1088. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen. When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

Harrison Hill. In handling freight trains Harrison to Crawford with engines equipped with but one 9½ inch air pump, trains will be limited to 40 cars when consisting of oil, coal or heavy loads. This restriction will not apply to trains handling live stock, empty cars or mixed loads and empties.

Use of Derailers. Rule 104b. 11. Derailers have been installed at various stations principally on industry tracks; trainmen and enginemen will be expected to know at what points such protection is provided and to make sure, after having used such derailers, that they are left in normal position.

Showering Hogs. Rule 731. 12. Conductors will see that Rule 731 is observed and that record is kept in train book showing stations at which each car of hogs is showered and condition of hogs when taken and left.

Additional Supply Engine Sand. 13. A supply of engine sand for emergency purposes is located at the following points:

Harrison .....Station Orin.....Engine House
Lusk.....Water Penstock Shoshoni.....Water Tank

Use of Sand. Interlockers and Spring Switches. 14. The use of sand is prohibited on all interlocking plants anywhere between the home signals, also prohibited between the fouling point and switch points on any turn-out connected with the main track in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

Track Scales. 15. Track scales are located as follows:

Location	Length	Capacity
Casper	40 feet	100 tons
Hudson	40 feet	100 tons

Towing Dead Engines. Rule 731. 16. When class E, E-1, E-2, J, J-4, M-4 and Z engines are being handled dead in train they must be handled near the head end of train. Smaller engines must be handled near the rear end of the train.

Dual Control Switch. 17. When a train or engine has been stopped by a stop signal at the following interlockings a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding. When given oral permission to pass a stop signal, a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

Dual control switch .....Dakota Junction

Railroad Crossings. Rule 98. 18. The following Nebraska state law for the regulation of trains approaching railroad crossings must be complied with:

Section 1. All railroad trains and locomotives without trains shall come to a full stop at least two hundred feet and not more than eight hundred feet from the crossing of the other railroad and the engineman shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate with torpedo attachment, and when the signals indicate the crossing to be clear, no stop need be made.

Section 2. When trains or locomotives without trains approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

In accordance with the foregoing, trains will have precedence as follows:

RAILROAD	LOCATION OF CROSSING	TRAIN HAVING PRECEDENCE
C. B. & Q.	Crawford	C. & N. W.

RAILROAD GRADE CROSSINGS AT WHICH RULE 98 WILL BE OBSERVED:

RAILROAD	LOCATION
C. B. & Q.	Crawford

JUNCTIONS AT WHICH RULES 401 TO 407 AND 601 A TO 672 WILL BE OBSERVED

C. & N. W. .....Dakota Junction

Mail Cranes. 19. Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains and the clearance of the arm of the crane, when the mail sack is hung, varies in distance according to the size of the locomotive.

Enginemen and trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

ACTUAL TONNAGE RATING

DISTRICT	CLASS OF ENGINE			
	J	R-1	R	L
Chadron to Crawford	1400	800	685	585
Crawford to Harrison	1000	550	500	450
Harrison to Casper	1375	750	675	600
Casper to Orin	3100	1580	1350	1215
Orin to Lusk	1650	850	770	625
Lusk to Harrison	2015	1100	900	790
Harrison to Chadron	3100	1580	1250	1060
Casper to Shoshoni		800		650
Shoshoni to Lander		1160		775
Lander to Shoshoni		1475		1400
Shoshoni to Waltman		800		725
Waltman to Casper		1600		1200

Cars loaded with merchandise will be rated at 4 tons per car, plus the actual weight of the car.

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars. Use even ton weights for each car. When the odd weight is over 1000 pounds it will be counted as one ton; when the odd weight is less than 1000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grade between the points named; additional tonnage, however, will be hauled whenever circumstances and grades will permit.

When engines are unable to haul their rating the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Trains are not required to double hills except in compliance with instructions or in unforeseen circumstances.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above the train dispatcher will determine the tonnage to be hauled.

Conductors will show actual gross tonnage on their detail reports and on switch lists.

When double header engines are used, the larger one must be placed next to the train except when otherwise authorized.

In making out waybills, agents will insert the **Gross Weight in Tons** (car and contents) of each carload shipment on the waybill. Do not show fractions of tons; less than 1000 pounds to be dropped; 1000 pounds or over to be counted one ton.

When moving company material, such as bridge outfit, scrap, ties, etc., under special instructions without waybills, conductors and agents will make careful estimates of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.

COMMUNICATING STATION OFFICE HOURS

STATION	DAILY EXCEPT SUNDAY	SUNDAYS
Whitney	7:30am to 4:30pm	None
Crawford	6:30am to 9:00pm	None
Ft. Robinson	7:00am to 4:00pm	None
Harrison	8:00am to 5:00pm	None
Van Tassell	8:00am to 5:00pm	None
Lusk	2:30am to 4:45pm	None
Manville	8:00am to 5:00pm	None
Orin	Continuous	Continuous except closed 8:00am to 4:00pm.
Douglas	8:00am to 5:00pm	None
Glenrock	8:00am to 11:59pm	None
Casper	Continuous	Continuous
Powder River	8:00am to 5:00pm	None
Shoshoni	8:15am to 5:15pm	None
Riverton	8:45am to 5:45pm	None
Hudson	8:00am to 5:00pm	None
Lander	7:00am to 4:00pm	None

LOCATION OF TELEPHONES

CIRCUIT	STATION	LOCATION	CALL
Chadron to Lusk	Chadron	Train Dispr. Office	— —
	Whitney	West Section House	—— ——
	Whitney	Depot	— —— ——
	Crawford	Depot	— ——
	Crawford	Section House	— — —— ——
	Ft. Robinson	Depot	—— — ——
	Glen	Section House	— — —
	Andrews	Depot	— — ——
	Andrews	Section House	— — — ——
	Harrison	Section House	— — — — —
	Harrison	Depot	— — — —
	Van Tassell	Depot	—— —— ——
	Van Tassell	Section House	—— — —
	Lusk	Section House	—— —
	Lusk	Section House	— — — — —
Lusk to Orin	Manville	Depot	—— ——
	Jireh	Depot	— —— —— —
	Keeline	Section House	—— —— —
	Keeline	Depot	—— — —— —
	Lost Springs	Depot	— — —— —
	Shawnee	Depot	— — —
	Fisher	Section House	— — — —— —
	Orin	Engine House	——
	Orin	Depot	— —— — —
Orin to Glenrock	Irvine	Section House	— — — — ——
	Douglas	Depot	—— —— ——
	Fetterman	Section House	—— —— — —
	Careyhurst	Depot	— — — —
	Careyhurst	Section House	— — —— — —
	Glenrock	Depot	—— —— —
Glenrock to Casper	Glenrock	Section House	——
	Parkerton	Depot	—— —— ——
	Strouds	Section House	—— —— — —
	Casper	Train Dispr. Office	—— ——
Casper to Moneta	Casper	Train Dispr. Office	——
	Cadoma	Section House	—— ——
	Illco	Depot	—— —
	Bucknum	Section House	—— —— ——
	Natrona	Section House	— —
	Powder River	Depot	—— — ——
	Bridge 1286		
	Waltman	Depot	— — —
	Hiland	Section House	—— — —
	Richards	Section House	— ——
	Moneta	Depot	— — ——
Moneta to Arapahoe	Ocla	Section House	—— —
	Shoshoni	Depot	—— — —
	Neble	Section House	— —— —
	Riverton	Depot	—— —— —
	Arapahoe	Depot	——

RULES FOR USE OF TELEPHONES

Call for Blind Sidings. One long is an alarm and should be answered immediately by trainmen at blind sidings or where there are no telegraphers on duty.

Instructions to Connect Portable Telephones. Single wire circuit; place both of the extension pole clamps over the telephone wire and attach both wires on the extension pole to the line post bracket marked (L) of the instrument, connect the other post of the instrument (G) to the ground using a wire from this part to a guy wire, a pole ground wire, track rail or an iron rod driven into the ground.

Metallic or two wire circuit; connect one of the extension pole clamps to one wire and the other clamp to the other wire. Connect tip of one pole wire to instrument post (L) and the other to tip of instrument post (G). No ground wire is required on metallic circuit.

Instructions for Use of Telephones at Blind Sidings and Waiting Rooms. At blind sidings and closed offices between Dakota Junction and Casper, telephones may be connected to dispatcher's circuit by throwing switch handle protruding from box. In reverse position to connect to local telephone line using code rings as shown in time table. When through with telephone leave switch on local line and lock box and booth.

Location of Wires on Poles Telephone Circuit. Both circuits; four wires on the track side second arm; first and second wires from the track is one circuit, and third and fourth wires the other. Account transpositions in the wires exact positions can not be given.

Try one circuit, ringing on it if necessary and if no response try the other circuit. Put the extension pole on wires as close to the pole as possible to avoid damage to wires.

GROUNDED CIRCUIT SINGLE WIRE

Local Telephone Lines. Casper to Douglas passenger depot—Second wire from track top arm.

Douglas passenger depot to Lusk passenger depot—Third wire top arm.

Lusk to Crawford—Track wire top arm.

Crawford to Dakota Junction—Pole pin track side second arm.

COMPOSITE GROUNDED CIRCUIT, SINGLE WIRE

Casper to Moneta, Moneta to Arapahoe—Second wire from track.

SPECIAL TELEPHONE LOCATED AT THE FOLLOWING STATIONS TO PERMIT TRAINMEN TO COMMUNICATE WITH THE TRAIN DISPATCHER

Dakota Junction	Signal 4122
Whitney	Waiting Room
Siding 12	Booth
Ft. Robinson	Waiting Room
Glen	Section House
Andrews	Waiting Room
Doubling Track	Booth
Coffee Siding	Booth
Van Tassell	Waiting Room
Node	Car Body
Manville	Waiting Room
Jireh	Waiting Room
Keeline	Waiting Room
Lost Springs	Waiting Room
Shawnee	Waiting Room
Fisher	Booth
Irvine	Car Body
Douglas	Waiting Room
Siding 23	Booth
Fetterman	Booth
Careyhurst	Waiting Room
Siding 42	Booth
Parkerton	Waiting Room
Big Muddy	Car Body
Strouds	Booth

COMPANY SURGEONS

J. E. Pulver, Chief Surgeon, 127 North Clinton Street, Chicago, Ill.
W. A. Baker, M.D., Asst. Surgeon, Chicago, Ill.

Omaha—W. L. Shearer, M.D., Oral. Western Lines—Telephones, Res. Harney 2420; Office, Atlantic 1430.

				Telephone Nos. Res.	Of.
Crawford, Neb.	B. F. Richards,	M. D.	Local Surgeon	152-1r	152-2r
Harrison, Neb.	W. H. Priest,	M. D.	Local Surgeon	8R3	8R2
Lusk, Wyo.	W. E. Reckling,	M. D.	Local Surgeon	144	8-W
Douglas, Wyo.	F. C. Shaffer,	M. D.	Local Surgeon	41J	41J
Casper, Wyo.	J. C. Kamp	M. D.	District Surgeon	493	1650
	Dr. J. C. Kamp, District Surgeon, at Casper, may be called to any place between Dakota Junction and Lander.				
Casper, Wyo.	N. E. Morad	M. D.	Local Surgeon	1003	2344
Riverton, Wyo.	M. C. Henrich	M. D.	Local Surgeon	100	16
Hudson, Wyo.	J. F. Replogle,	M. D.	Local Surgeon		
Lander, Wyo.	W. F. Smith,	M. D.	Local Surgeon	26J	26W

First aid supplies consisting of cot, blankets attached and box containing bandages, etc., are required to be carried in combination cars of all passenger trains and to be kept on hand as follows:

Crawford	Telegraph Office	Casper	Baggage Room
Harrison	Telegraph Office	Shoshoni	Freight Office
Lusk	Freight Office	Hudson	Freight Office
Douglas	Baggage Room	Lander	Baggage Room

WATCH INSPECTORS

National Railway Time Service Company, Chief Watch Inspectors, 55 East Washington St., Chicago, Ill.

John Tripeny Drug Co., 241 So. Center Street, Casper, Wyoming.

H. R. Daniels, Douglas, Wyo.

Frank A. Scott, Lusk, Wyo. Mrs. J. T. Chisholm, Lander, Wyo.

INSTRUCTIONS TO FREIGHT CONDUCTORS AGENTS AND YARDMASTERS

WESTWARD

No. 617 will handle out of Chadron, time freight for Casper in preference, fill with through cars.

No. 685 will handle out of Chadron all merchandise for west, fill with other cars for same territory, do way work and station switching Dakota Junction to Strouds.

No. 617 will handle out of Casper all merchandise for Cadoma to Lander inclusive, fill with other cars for same territory, do way work and station switching Cadoma to Lander inclusive.

EASTWARD

No. 618 out of Casper, to be made up as instructed by chief train dispatcher.

No. 686 will handle out of Casper all merchandise for east, fill with other cars, do way work and station switching Big Muddy to Dakota Junction.

No. 618 will handle out of Lander all for the east, pick up enroute, do way work and station switching Lander to Cadoma inclusive.

Instructions regarding districts in which way freight trains will do switching will not relieve crews from doing switching at stations where necessity requires and agents direct.

Record of Cars. When taking or leaving cars at stations where there is no one on duty conductor will leave a note in bill box showing what cars he has left or taken, number of train and time of arrival or departure.

INTERMEDIATE INDUSTRIAL TRACKS ARE LOCATED AS FOLLOWS:

Siding 75	1.00 mile west of Siding 12
Irvine gravel pit	0.93 miles east of Irvine
Glenrock gravel pit	1.90 miles east of Glenrock
Siding 77	2.33 miles east of Parkerton
Siding 79	0.72 miles west of Parkerton
Siding 81	0.99 miles west of Parkerton
Pratts Spur	1.00 mile east of Strouds
Miller spur	4.39 miles west of Casper
Cadoma gravel pit	3.20 miles east of Cadoma
Bucknum sand pit	4.92 miles west of Bucknum
Transfer track	0.63 miles east of Powder River
Ocla sand pit	1.53 miles east of Ocla
Farmer's spur	6.05 miles east of Riverton
Riverton beet dump	0.09 miles east of Riverton
Wind River Refining Co.	5.65 miles west of Hudson
Hudson spur	6.36 miles west of Hudson

OVERHEAD OBSTRUCTIONS

Maximum width and height of loaded cars that will pass in safety over Wyoming Division.

BETWEEN	HEIGHT ABOVE TOP OF RAIL 9 ft. wide Ft. In.	10 ft. wide Ft. In.	11 Ft. wide Ft. In.	STRUCTURES LIMITING HEIGHT
Dakota Jct. and Casper..	18-3	17-5	16-7	O. R. Br. 848 9/10, W. of Orin and tanks at Lost Springs, and Douglas.
Casper and Shoshoni.....	18-6	17-7	16-9	Tanks at Bucknum and Hiland.
Shoshoni and Lander.....	16-9	16-3	15-5	Br. 1480, W. of Neble; 1493, W. of Riverton and tanks at Riverton and Hudson.

No load must exceed eleven feet in width, regardless of height. Trainmen and yardmen must know and will be held responsible, that cars do not exceed above width and height before placing them in trains or hauling them over the division.

DIVISIONAL STAFF

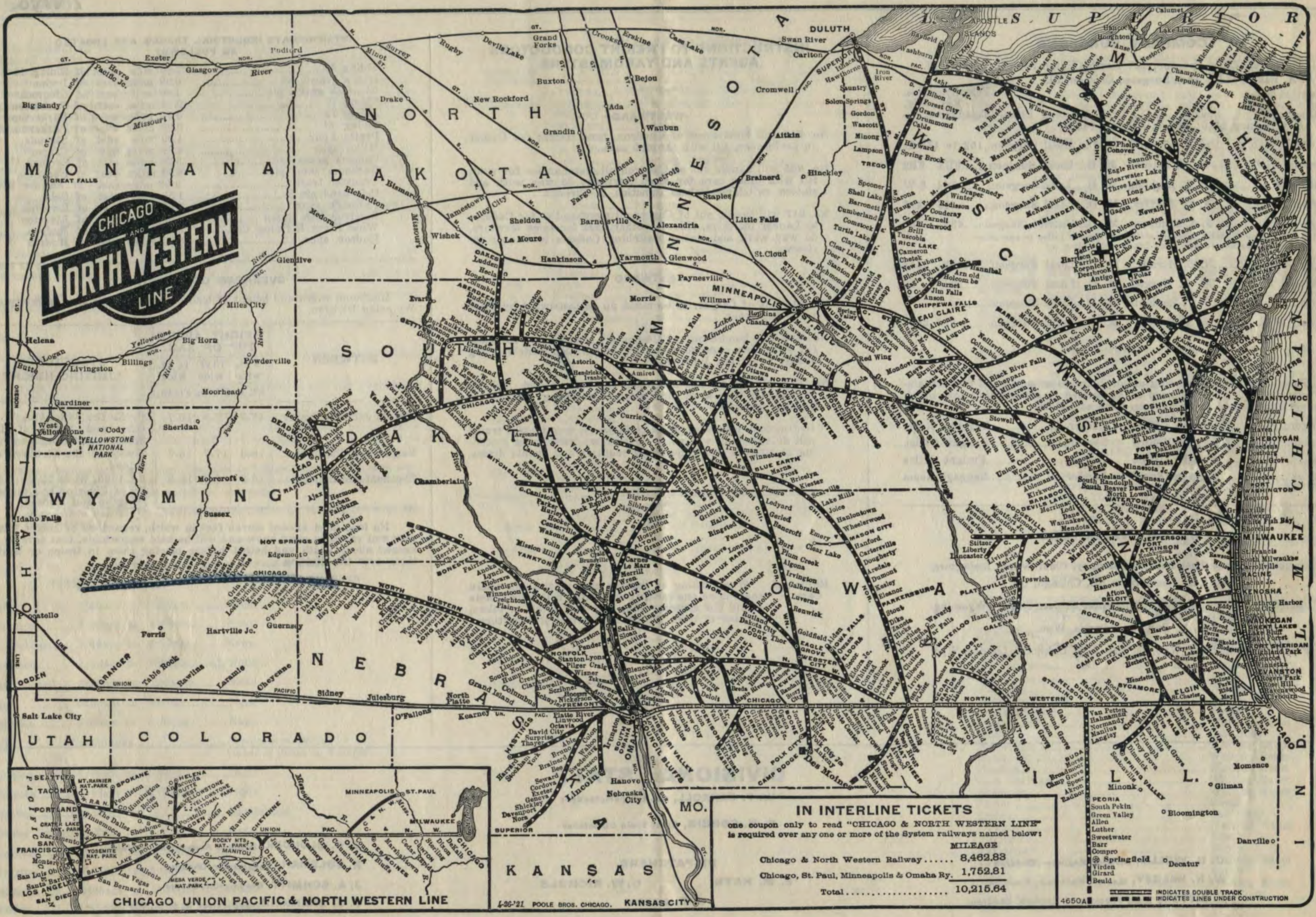
W. F. CARROLL, Ass't Superintendent

B. H. CORBIN, Chief Train Dispatcher

C. H. WELLS, Division Engineer, Chadron
W. H. HALSEY, Master Mechanic, Chadron
L. DITTON, Road Foreman of Engines, Chadron

DISPATCHERS
E. M. HAYS **C. W. NICHOLS**
O. E. BERRY

E. G. BLOUDEK, Division Accountant, Norfolk
R. COLEMAN, Roadmaster, Chadron
J. A. SCHMITT, Roadmaster, Casper
F. E. SHANKLIN, Supervisor B. & B., Chadron



CHICAGO AND NORTH WESTERN LINE
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
MICH.
WYOMING
IDAHO
UTAH
COLORADO
NEBRASKA
IOWA
ILL.
IND.
MO.
KANSAS
L. SUPERIOR
L. MICHIGAN
CHICAGO UNION PACIFIC & NORTH WESTERN LINE
IN INTERLINE TICKETS
one coupon only to read "CHICAGO & NORTH WESTERN LINE" is required over any one or more of the System railways named below:
MILEAGE
Chicago & North Western Railway 8,462.83
Chicago, St. Paul, Minneapolis & Omaha Ry. 1,752.81
Total 10,215.64
INDICATES DOUBLE TRACK
INDICATES LINES UNDER CONSTRUCTION
4-26-'21 POOLE BROS. CHICAGO.
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