Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

CASPER DIVISION

OF THE

WYOMING DISTRICT

No. 27

EFFECTIVE AT 12:01 A. M.

SUNDAY, SEPTEMBER 28, 1924

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

GUERNSEY AND CASPER SUBDIVISION

CASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD												EASTWARD					
SECOND CLASS						FIRST CLASS						FIRST CLASS		SECOND CLASS			
					77 Daily Freight	31 Daily Passenger	29 Daily Passenger	Distance from Northport	STATIONS	Signs	Office Closed	Capacity of Siding	32 Daily Passenger	30 Daily Passenger	76 Daily Freight		
					P. M. L 9.00	P. M. L 5.50	.....	94.95	**GUERNSEY**	B C F K R T W	.....	Yard	P. M. A 7.50	.....	A. M. A 6.00		
					9.22	6.02	.....	100.05	5.10 STOKES	F	No Office	96	7.36	.....	5.20		
					9.54	s 6.10 6.30	A. M. L 3.35	103.32	3.27 **WENDOVER**	B F K R W Y	.....	96	7.30 s 7.08	A. M. A 12.10	5.00		
					10.16	f **6.50**	f **3.55**	111.67	8.35 CASSA	F W	No Office	80	f **6.50**	f 11.46	**3.55**		
					10.41	s 7.05	s 4.10	119.60	7.93 GLENDO	F	.....	80	s 6.30	s 11.23	3.00		
					11.00	f 7.24	4.28	128.65	9.05 BONA	F	No Office	80	f 6.10	f **11.00**	2.25		
					11.45	s 7.36	s 4.40	134.44	5.79 **ORIN**	B C F W Y	.....	e 90 w 85	s 6.00	s 10.44	2.00		
					12.15AM	7.53	4.52	141.80	7.36 FOSTER	F	No Office	85	5.45	10.27	1.30		
					1.05	s 8.14	s 5.10	148.79	6.99 DOUGLAS	F W	6:00 A. M. to 7:00 A. M.	80	s 5.30	s 10.15	**1.05**		
					1.30	f 8.25	f 5.19	153.85	5.06 ARNOLD	F	No Office	80	f 5.15	f 9.57	12.50		
					1.45	f 8.36	f 5.28	158.90	5.05 ORPHA	F	No Office	80	f 5.07	f 9.47	12.37		
					2.03	f 8.47	f 5.37	164.26	5.36 ALBERTA	F	5:30 A. M. to 8:30 P. M.	85	f 4.58	f 9.37	12.22		
					2.15	f 8.52	f 5.42	167.24	2.98 CAREY		No Office	13	f 4.53	f 9.31	12.14		
					2.35	f 9.00	f 5.49	171.52	4.28 CLAYTON	F W	No Office	80	f 4.46	f 9.23	12.01 AM		
					3.00	s **9.11**	s 6.03	178.49	6.97 GLENROCK	F	3 P. M. to 6 A. M.	80	s 4.36	s **9.11**	11.38		
					3.30	f 9.23	f 6.16	185.37	6.88 LOCKETT	F W	5:30 A. M. to 8:30 P. M.	80	f 4.26	f 9.01	11.20		
					4.00	f 9.34	f 6.28	191.78	6.41 FRY	F	No Office	80	f 4.16	f 8.51	11.00		
					4.30	9.46	6.40	197.53	5.75 BROOKHURST	F	No Office	85	4.07	8.42	10.45		
					A 5.00 A. M.	A 9.55 P. M.	A 6.50 A. M.	202.15	4.62 **CASPER**	B C K O R T W	.....	Yard	L 4.00 P. M.	L 8.35 P. M.	L 10.30 P. M.		
					Daily	Daily	Daily		(107.20)				Daily	Daily	Daily		
					8:00 13.4	4:05 26.6	3:15 30.1		SCHEDULE TIME ... AVERAGE MILES AN HOUR				3:50 27.6	3:35 27.7	7:30 14.3		

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR; FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Automatic Block System Rules 502 to 512 in effect between Guernsey and Wendover, and between Brookhurst and Casper.

Manual Block System between Wendover and Brookhurst. Rule 318-B in effect.

Rule 20 special instructions not in effect.

No train order signal at Casper or Guernsey. Conductors and enginemen must have Clearance Card (Form A).

Hauf Spur 4.42 miles west of Cassa. Winters Spur 4.8 miles west of Glendo.

McKinley Spur 2.57 miles west of Bona. Nos. 29, 30, 31 and 32 will stop on flag.

Fletcher Spur 2.28 miles east of Clayton.

Telephone at east end Casper yard, west end Guernsey yard, crossover Wendover and east end siding Wendover and both ends siding Stokes.

Local Extra leaves Casper 8:00 A. M. Mondays, Wednesdays and Fridays for Guernsey.

Local Extra leaves Guernsey 6:00 A. M. Tuesdays, Thursdays and Saturdays for Casper.

Local Extras carry passengers.

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

Handling Parcel Post matter-No 31 will stop at Orpha and No. 32 at Evansville, 3 miles east of Casper, on request of mail clerk to Conductor or on flag by postmaster, to handle bulky or fragile parcel post matter which cannot be interchanged by moving train.

SPEED RESTRICTIONS:

Passenger trains 30 miles an hour, freight trains 15 miles an hour through all tunnels between Guernsey and Wendover.

Passenger trains 20 miles an hour between switches Guernsey Yard.

O-2 and O-4 Engines 15 miles an hour, all other engines 20 miles an hour, around curves of over 4 degrees 2 miles east Hauf Spur, 1 mile west Cassa and 6 curves between bridges 107.40 and 109.67 between Wendover and Cassa.

R-4, R-5, and D-4 engines 35 miles an hour when handling passenger trains.

Class O-2 and O-4 engines 25 miles an hour.

CASPER AND BONNEVILLE SUBDIVISION

ASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD			EASTWARD							
SECOND CLASS	FIRST CLASS	Distance from Northport	STATIONS	Signs	Office Closed	Capacity of Siding	FIRST CLASS	SECOND CLASS		
75 Daily Freight	29 Daily Passenger						30 Daily Passenger	76 Daily Freight		
P. M. L 7.30	A.M. L 7.10	202.15	CASPER	B C K O R T W		Yard	P. M. A 8.10	P. M. A 6.00		
			5.14							
7.57	7.19	207.29	SULLIVAN	F	No Office	85	**7.57**	5.40		
			5.69							
8.58	f 7.28	212.98	BISHOP	F	No Office	53	f 7.45	5.20		
			4.28							
9.12	s 7.36	217.26	ILLCO	F	4:00 P. M. to 7:00 A. M.	30	f 7.36	5.10		
			6.64							
9.35	f 7.47	223.90	BUCKNUM	F W	No Office	80	f 7.24	4.55		
			5.94							
10.05	f 7.56	229.84	PETRIE	F	No Office	53	f 7.13	4.20		
			5.56							
10.25	f 8.05	235.40	SODIUM	F	No Office	11	f 7.03	4.05		
			6.12							
10.45	f 8.15	241.52	POWDER RIVER	F W	5:00 P. M. to 8:00 A.M.	85	f 6.52	3.50		
			11.01							
11.30	f 8.32	252.53	LOX	F	No Office	80	f 6.29	3.10		
			7.92							
12.25AM	s 8.45	260.45	ARMINTO	F W Y	10.30 P. M. to 6.30 A. M.	E 80 W 80	s 6.14	2.45		
			6.00							
12.40	8.55	266.45	HOAGLAND	F	No Office	80	6.00	2.00		
			7.33							
1.10	f 9.07	273.78	MADDEN	F	No Office	80	f 5.46	1.20		
			10.29							
2.00	s 9.25	284.07	LYSITE	F W	5:30 P. M. to 8:30 A. M.	85	s 5.21	12.30PM		
			6.33							
2.45	f 9.40	290.40	SCHOENING	F	No Office	80	f 5.02	11.40		
			8.31							
3.05	9.55	298.71	GATE	F	No Office	85	4.51	11.25		
			5.30							
A 3.30 A. M.	A 10.10 A. M.	304.01	BONNEVILLE	B C K R T W		Yard	L 4.40 P. M.	L11.00 A. M.		
			(101.86)							
Daily	Daily						Daily	Daily		
8:00 12.7	3:00 33.9		SCHEDULE TIME. AVERAGE MILES PER HOUR				3:30 29.1	7:00 14.6		

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR; FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.
Rule 20 special instructions not in effect.
No train order signal at Casper. Conductors and enginemen must have Clearance Card (Form A).
Water tank 2 miles west of Powder River.
Indian Spur 1.25 miles west of Lox.
Telephone at Powder River water tank.
Telephone at west end Bonneville yard.
Local Extra leaves Casper 8.00 A. M. Mondays, Wednesdays and Fridays for Bonneville.
Local Extra leaves Bonneville 7.00 A. M. Tuesdays, Thursdays and Saturdays for Casper.
Local Extras carry passengers.

SPEED RESTRICTIONS

R-4, R-5, and D-4, engines 35 miles an hour when handling passenger trains.
Passenger trains 20 miles an hour over Center Street Casper.
Class O-2 and O-4 engines 25 miles an hour.

BONNEVILLE AND GREYBULL SUBDIVISION

CASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1**

WESTWARD			EASTWARD					
SECOND CLASS	FIRST CLASS	Distance from Northport	STATIONS	Signs	Office Closed	Capacity of Siding	FIRST CLASS	SECOND CLASS
75 Daily Freight	29 Daily Passenger						30 Daily Passenger	76 Daily Freight
A.M. L 7.00	A. M L 10.15	304.01	**BONNEVILLE**	B C K R T W		Yard	P. M. A 4.35	A. M. A10.00
			10.77					
7.30	f 10.30	314.78	EMERY	F	No Office	80	f 4.10	9.25
			4.94					
7.50	f 10.38	319.72	BOYSEN	F W	No Office	80	f 3.57	9.10
			6.38					
8.30	f 10.52	326.10	DORNICK	F	No Office	85	f 3.36	**8.30**
			5.60					
9.10	f 11.04	331.70	MINNESELA	F	No Office	66	f 3.19	7.55
			4.27					
9.25	s 11.10	335.97	THERMOPOLIS	F W	4:30P. M. to 7:30 A. M.	79	s 3.10	7.40
			7.10					
9.45	f 11.30	343.07	LUCERNE	F	No Office	79	f 2.48	7.20
			4.91					
10.05	s 11.40	347.98	KIRBY	B C F W Y		Yard	s 2.38	7.05
			5.62					
10.20	f 11.49	353.60	CHATHAM	F	No Office	52	f 2.16	6.30
			6.31					
10.40	f 11.59	359.91	NEIBER	F	No Office	85	f 2.02	6.10
			3.58					
10.55	f 12.05PM	363.51	COLTER	F	No Office	20	f 1.55	5.55
			4.95					
11.20	s 12.20	368.44	WORLAND	F W	8:00 P. M. to 8:00 A. M	85	s 1.45	5.40
			7.70					
11.50	f 12.33	376.14	DURKEE	F	No Office	16	f 1.30	5.15
			4.91					
12.10PM	f 12.43	381.05	RAIRDEN	F	No Office	62	f 1.20	5.00
			6.19					
12.30	**s 1.05**	387.24	MANDERSON	F W	5:00 P. M. to 8:00 A. M.	80	**s 1.05**	4.40
			8.94					
12.47	s 1.25	396.18	BASIN	F	8:00 P.M. to 7 A. M.	77	**s12.47**	4.20
			7.75					
A 1.20 P. M.	A 1.45 P.M.	403.93	**GREYBULL**	B C K O R T W Y	.....	Yard	L 12.30 P.M.	L 4.00 A. M.
Daily	Daily		(99.92)				Daily	Daily
6:20 15.6	3:30 28.6	.....	SCHEDULE TIME / AVERAGE MILES AN HOUR			.....	4:05 24.4	6:00 16.6

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR, FREIGHT TRAINS 35 MILES AN HOUR BETWEEN BONNEVILLE AND BOYSEN AND BETWEEN MINNESELA AND GREYBULL; PASSENGER TRAINS 30 MILES AN HOUR, FREIGHT TRAINS 15 MILES AN HOUR BETWEEN BOYSEN AND MINNESELA.

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

MOUNTAIN TIME.

Manual Block System. Rule 318-B in effect.
Rule 20 special instructions not in effect.
No train order signal at Greybull. Conductors and enginemen must have clearance card (Form A).
Geddes Spur 1.62 miles west of Colter.
Randall Spur 3.65 miles west of Worland.
Mott Spur 2.00 miles east of Durkee.
Eccles Spur 2.06 miles west of Durkee.
Adobe Spur 2.07 miles west of Manderson.
Pauley Spur 3.78 miles east of Basin.
Shale Spur 2.98 miles West of Basin.
Telephone at west end Bonneville yard, Thermopolis Freight House platform, Crosby Mine switch, Stock Yards Worland, and both ends siding at Dornick.
Local Extra leaves Bonneville 7:00 A. M., Tuesdays, Thursdays and Saturdays for Greybull.
Local Extra leaves Greybull 5:00 A. M., Mondays, Wednesdays and Fridays for Bonneville.
Local Extras carry passengers.

SPEED RESTRICTIONS:

25 miles an hour through cut 1 mile west of Thermopolis.
10 miles an hour around reverse curve 1¼ miles west of Dornick.
R-4, R-5, and D-4 engines 35 miles an hour, when handling passenger trains.
Class O-2 and O-4 engines 25 miles an hour.

HANDLING PARCEL POST MATTER—Nos. 29 and 30 will stop at Neiber and Lucerne on request of mail clerk to conductor, or on flag by postmaster, to handle bulky or fragile parcel post matter which cannot be interchanged by moving trains.

GREYBULL AND BILLINGS SUBDIVISION

CASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD										EASTWARD						
SECOND CLASS			FIRST CLASS				Distance from Northport	STATIONS	Signs	Office Closed	Capacity of Siding	FIRST CLASS				SECOND CLASS
		75 Daily Freight				29 Daily Passenger						30 Daily Passenger				76 Daily Freight
										.....	Yard	P.M. A 12.15				A. M. A 3.00
										Office	100	f 11.52				2.10
										Office	85	f 11.36				1.45
										to S A H	90	s 11.16				1.20
										P. M. 0A.M.	63	s 10.57				12.55
										P.M. 0A.M.	96	s 10.44				12.40
										.M.to A. M.	90	s 10.32				**12.25**
											e100 w 60	10.20 s 10.02				12.05A.M.
										P.M. A.M.	85	s 9.49				11.00
										ffice	60	f 9.35				10.22
										ffice	60	f 9.22				9.58
										ffice	20	f 9.08				9.40
										M. to .M.	57	s 8.57				9.25
										....	....	s 8.40				9.00
													SEE NORTHERN PACIFIC			TIME TABLE
																L 7.30 P. M.
												L 7.20 A.M.				
		Daily				Daily		(127.06)				Daily				Daily
		8:00 13.8				4:55 25.8		SCHEDULE TIME				4:55 25.8				7:30 14.9
								AVERAGE MILES AN HOUR								

COPYY

Traingram

Omaha May 23rd-1925.

Mr. W. L. Barn s - Chicago

Referring to my wire file X-138 dated 21st, regarding the change in terminals on the west end of the Sheridan Division:

Mr. Smart under date of May 22nd, advises that the new schedule of No. 109 will be 8:00 A.M. at Laurel and of No. 80 7:00 P.M. from Laurel.

E. Flynn

Cys - F Montmorency
O E Pearson
A G Smart

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Manual block system, Rule 318B in effect.

Rule 20 special instructions not in effect.

No train order signal at Greybull. Conductors and enginemen must have clearance card (Form A).

Train order signal Fromberg governs N. P. trains; C., B. & Q. Conductors and enginemen must have Clearance Card (Form A).

Telephone at west end Greybull yard, on pole at Kane pump house Sugar Factory Lovell, and at east switch east siding, Frannie.

Local Extra leaves Greybull 7:30 A. M. Mondays, Wednesdays and Fridays for Laurel.

Local Extra leaves Laurel 5:00 A. M. Tuesdays, Thursdays and Saturdays for Greybull.

Local Extras carry passengers.

HANDLING PARCEL POST MATTER—No. 30 will stop at Himes on request of mail clerk to conductor or on flag by postmaster, to handle bulky or fragile parcel post matter which cannot be interchanged by moving trains.

SPEED RESTRICTIONS.

Passenger Trains 30 miles an hour, freight trains 15 miles an hour, around bluffs in canyon 1 mile east of Spence; passenger trains 20 miles an hour, freight trains 10 miles an hour, around sharp curve 1½ miles west of Himes.

Passenger trains 25 miles an hour, freight trains 15 miles an hour, around curve 2½ miles west of Himes.

R-4, R-5, and D-4 engines 35 miles an hour when handling passenger trains.

Class O-2 and O-4 engines 25 miles an hour.

Stucco Spur 3.76 miles east of Spence.

Lime Spur 2.21 miles east of Spence.

Rock Quarry Spur 1.06 mile east of Spence.

Sunlight Spur 4.61 miles west of Kane.

Hooker Spur 2.60 miles east of Lovell.

Gupton Spur 1.11 miles west of Tyndell.

GREYBULL AND BILLINGS SUBDIVISION

CASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD										EASTWARD							
SECOND CLASS			FIRST CLASS				Distance from Northport	STATIONS	Signs	Office Closed	Capacity of Siding	FIRST CLASS				SECOND CLASS			
		75 Daily Freight				29 Daily Passenger						30 Daily Passenger				76 Daily Freight			
		P.M. L 9.30				P.M. L 2.00	403.93	GREYBULL		.....	Yard	P.M. A 12.15				A. M. A 3.00			
		9.58				f 2.24	415.32	SPENCE	F	Office	100	f 11.52				2.10			
		10.20				f 2.37	426.01	HIMES	F	Office	85	f 11.36				1.45			
275 C MA 431 P						s 3.53		KANE		to 8 A M	90	s 11.16				1.20			
		11.35				s 3.08	441.56	LOVELL		P.M. 0 A.M.	63	s 10.57				12.55			
		11.51		CHAHA MAY 21-25		s 3.23	447.39	COWLEY	F	P.M. 0 A.M.	96	s 10.44				12.40			
W L B		12.25 A.M.				s 3.35	452.96	DEAVER	F	P.M. to A. M.	90	s 10.32				12.25			
		1.05				s 3.50 4.05	458.03	FRANNIE			e100 w 60	s 10.20 s 10.02				12.05 A.M.			
CHGO		1.35				s 4.25	465.94	WARREN		P.M. A.M.	85	s 9.49				11.00			
EFFECTIVE MAY 19TH OUR THRU FREIGHT CREWS ON SHERIDAN DIVN COMMENCED								DUFF		Office	60	f 9.35				10.22			
RUNNING TO AND FROM LAUREL INSTEAD OF BILLINGS. AS A RESULT NO 109		2.20				f 4.59	476.96	TYNDELL		Office	60	f 9.22				9.58			
AND NO 60 ARE NOW RUNNING INTO AND OUT OF LAUREL. AGS ADVISE SCHEDULE										Office	20	f 9.08				9.40			
		3.30						FIRST BRIDGER		M. to . M.	57	s 8.57				9.25			
TIME OF THESE TRAINS AT THEIR NEW TERMINAL JT WLB AGS K-1-56								FROMBERG		...	....	s 8.40				9.00			
		A 5.30 A.M.				E FLYIN		EDGAR		...			SEE NORTHERN PACIFIC TIME TABLE						
								SILESIA		...									
								MASON		...									
								LAUREL		...						L 7.30 P. M.			
								MOSSMAIN		...									
								YEGEN		...									
								YARD		...									
						A 6.55 P.M.		BILLINGS		..		L 7.20 A.M.							
		Daily				Daily		(127.06)	TWY	.....		Daily				Daily			
		8:00 13.8				4:55 25.8		SCHEDULE TIME AVERAGE MILES AN HOUR				4:55 25.8				7:30 14.9			

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Manual block system, Rule 318B in effect.

Rule 20 special instructions not in effect.

No train order signal at Greybull. Conductors and enginemen must have clearance card (Form A).

Train order signal Fromberg governs N. P. trains; C., B. & Q. Conductors and enginemen must have Clearance Card (Form A).

Telephone at west end Greybull yard, on pole at Kane pump house Sugar Factory Lovell, and at east switch east siding, Frannie.

Local Extra leaves Greybull 7:30 A. M. Mondays, Wednesdays and Fridays for Laurel.

Local Extra leaves Laurel 5:00 A. M. Tuesdays, Thursdays and Saturdays for Greybull.

Local Extras carry passengers.

HANDLING PARCEL POST MATTER—No. 30 will stop at Himes on request of mail clerk to conductor or on flag by postmaster, to handle bulky or fragile parcel post matter which cannot be interchanged by moving trains.

SPEED RESTRICTIONS.

Passenger Trains 30 miles an hour, freight trains 15 miles an hour, around bluffs in canyon 1 mile east of Spence; passenger trains 20 miles an hour, freight trains 10 miles an hour, around sharp curve 1½ miles west of Himes.

Passenger trains 25 miles an hour, freight trains 15 miles an hour, around curve 2½ miles west of Himes.

R-4, R-5, and D-4 engines 35 miles an hour when handling passenger trains.

Class O-2 and O-4 engines 25 miles an hour.

Stucco Spur 3.76 miles east of Spence.

Lime Spur 2.21 miles east of Spence.

Rock Quarry Spur 1.06 mile east of Spence.

Sunlight Spur 4.61 miles west of Kane.

Hooker Spur 2.60 miles east of Lovell.

Gupton Spur 1.11 miles west of Tyndell.

COPY

GREYBULL AND BILLINGS SUBDIVISION

CASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD						EASTWARD									
SECOND CLASS		FIRST CLASS						FIRST CLASS				SECOND CLASS			
		75 Daily Freight				29 Daily Passenger	Distance from Northport	STATIONS	Signs	Office Closed	Capacity of Siding	30 Daily Passenger			76 Daily Freight
		P. M. L 9.30				P.M. L 2.00	403.93	GREYBULL	B C K O R T W Y		Yard	P.M. A 12.15			A. M. A 3.00
		9.58				f 2.24	415.32	11.39 SPENCE	F	No Office	100	f 11.52			2.10
		10.20				f 2.37	422.01	6.69 HIMES	F	No Office	85	f 11.36			1.45
		11.01				s 2.53	431.62	9.61 KANE	F W	5 P M to 8 A M	90	s 11.16			1.20
		11.35				s 3.08	441.66	10.04 LOVELL	F O	6:00 P. M. to 8:00 A. M.	63	s 10.57			12.55
		11.51				s 3.23	447.15	5.49 COWLEY	F	5:00 P. M. to 8:00 A. M.	96	s 10.44			12.40
		12.25 A.M				s 3.35	452.86	5.71 DEAVER	F	5:30 P. M. to 8:30 A. M.	90	s 10.32			**12.25**
		1.05				s 3.50 4.05	458.92	6.06 FRANNIE	B C R W Y		e 100 w 60	10.20 s 10.02			12.05 A.M.
		1.35				s 4.25	465.24	6.32 WARREN	W F	5:30 P. M. to 8:30 A. M.	85	s 9.49			11.00
		2.05				f 4.37	470.96	5.72 DUFF	F	No Office	60	f 9.35			10.22
		2.20				f 4.47	476.11	5.15 WADE	F	No Office	60	f 9.22			9.58
		2.35				f 4.59	482.07	5.96 TYNDELL	F	No Office	20	f 9.08			9.40
		3.05				s 5.10	486.83	4.76 EAST BRIDGER	F W Y	5:30 P. M. to 8:30 A. M.	57	s 8.57			9.25
		3.30				s 5.25	493.73	6.90 FROMBERG	R F			s 8.40			9.00
	SEE NORTHERN	PACIFIC	TIME TABLE				493.73	FROMBERG					SEE NORTHERN	PACIFIC	TIME TABLE
							499.62	5.89 EDGAR	F						
							506.20	6.58 SILESIA	F						
							511.25	5.06 MASON	F						
	A 5.30 A. M.						515.73	4.47 LAUREL	C F K O R T W Y						L 7.30 P. M.
							518.98	3.25 MOSSMAIN							
							523.34	4.36 YEGEN							
							527.75	4.41 YARD							
						A 6.55 P.M.	530.99	3.24 BILLINGS	BCKOR TWY			L 7.20 A.M.			
		Daily				Daily		(127.06)				Daily			Daily
		8:00 13.8				4:55 25.8		SCHEDULE TIME				4:55 25.8			7:30 14.9
								AVERAGE MILES AN HOUR							

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR FREIGHT TRAINS 35 MILES AN HOUR.

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

MOUNTAIN TIME.

Manual block system, Rule 318B in effect.

Rule 20 special instructions not in effect.

No train order signal at Greybull. Conductors and enginemen must have clearance card (Form A).

Train order signal Fromberg governs N. P. trains; C., B. & Q. Conductors and enginemen must have Clearance Card (Form A).

Telephone at west end Greybull yard, on pole at Kane pump house Sugar Factory Lovell, and at east switch east siding, Frannie.

Local Extra leaves Greybull 7:30 A. M. Mondays, Wednesdays and Fridays for Laurel.

Local Extra leaves Laurel 5:00 A. M. Tuesdays, Thursdays and Saturdays for Greybull.

Local Extras carry passengers.

HANDLING PARCEL POST MATTER—No. 30 will stop at Himes on request of mail clerk to conductor or on flag by postmaster, to handle bulky or fragile parcel post matter which cannot be interchanged by moving trains.

SPEED RESTRICTIONS.

Passenger Trains 30 miles an hour, freight trains 15 miles an hour, around bluffs in canyon 1 mile east of Spence; passenger trains 20 miles an hour, freight trains 10 miles an hour, around sharp curve 1½ miles west of Himes.

Passenger trains 25 miles an hour, freight trains 15 miles an hour, around curve 2½ miles west of Himes.

R-4, R-5, and D-4 engines 35 miles an hour when handling passenger trains.

Class O-2 and O-4 engines 25 miles an hour.

Stucco Spur 3.76 miles east of Spence.

Lime Spur 2.21 miles east of Spence.

Rock Quarry Spur 1.06 mile east of Spence.

Sunlight Spur 4.61 miles west of Kane.

Hooker Spur 2.60 miles east of Lovell.

Gupton Spur 1.11 miles west of Tyndell.

FRANNIE AND CODY SUBDIVISION

CASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD SECOND CLASS			Distance from Frannie	STATIONS	Signs	Office Closed	Capacity of Siding	EASTWARD SECOND CLASS			
		17 Daily Ex. Sunday Mixed	15 Daily Ex. Sunday Mixed					14 Daily Ex. Sunday Mixed	16 Daily Ex. Sunday Mixed		
		P. M. L 4.30	A. M. L10.50	0.00	FRANNIE	B C R W Y		Yard	A.M. A 9.35	P. M. A 3.35	
				9.91							
		f 4.54	f11.14	9.91	MANTUA		No Office	27	f 9.10	f 3.05	
				4.88							
		s 5.10	s11.30	14.79	GARLAND		5:30 P M to 8:30 A. M.	39	s 8.55	s 2.50	
				5.01							
		s 5.50	s 12.01PM	19.80	POWELL	W	6:00 P. M. to 7 A. M.	20	s 8.40	s 2.15	
				2 53							
		6.01	12.10	22.33	O'DONNELL		No Office	27	8.04	1.26	
				3.49							
		s 6.10	s12.20	25.82	RALSTON		No Office	36	s 7.57	s 1.17	
				3.52							
		6.20	12.30	29.34	EAGLE		No Office	10	7.50	1.08	
				6.49							
		f 6.40	f **12.50**	35.83	CORBETT		No Office	36	f 7.35	f **12.50**	
				6.58							
		A 7.00 P. M.	A 1.20 P. M.	42.41	**CODY**	B K R W Y	3:45 P.M. to 6:45 AM	Yard	L 7.20 A.M.	L12.30 P.M.	
		Daily Ex. Sunday	Daily Ex. Sunday		(42.41)				Daily Ex. Sunday	Daily Ex. Sunday	
		2:30 17.0	2.30 17:0		SCHEDULE TIME				2:15 18.5	3:05 13.6	
					AVERAGE MILES AN HOUR						

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR; FREIGHT AND MIXED TRAINS 25 MILES AN HOUR.

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

MOUNTAIN TIME.

Manual block system. Rule 318B in effect.

Rule 20 special instructions in effect.

Train order signal at Frannie governs main line trains; Conductors and enginemen on Cody line trains must have clearance card (Form A).

No train order signal at Cody; conductors and enginemen must have clearance card (Form A).

Telephone at east switch east siding Frannie.

Starr Spur 2.19 miles west of Garland.

Ridge Spur 4.82 miles west of Powell.

SPEED RESTRICTIONS.

20 miles an hour over Idaho Creek Bridge 38.47, 2.6 miles west of Corbett.

10 miles an hour over Main street crossing just west of water tank, Powell.

SPECIAL INSTRUCTIONS

CASPER DIVISION — **TIME TABLE No. 27** — **EFFECTIVE SEPTEMBER 28, 1924**

Train Master, H. E. Hinshaw, Casper, Wyo.
Night Train Master, L. D. Perry, Casper, Wyo.

Chief Dispatcher, A. W. Parker, Casper, Wyo.

Night Chief Dispatcher, J. F. Mills, Casper, Wyo.

Train Dispatchers, C. L. Carr, W. A. Bryan, W. L. Bass, C. H. Beam, J. T. Borders, C. M. Miller, C. W. Mackey.

Rule 1. Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed" while orders are in effect for trains in that direction, clearing preceding train as per Rule 906.

Light engines, mail and express trains will be handled the same as passenger trains.

Trains may pass train order signal indicating "stop" when convenient to do station work or take siding, but the proper clearance must be obtained before train may proceed from station. A proceed signal indication must not be displayed for or accepted by a train entering a siding.

When weather conditions obscure the view, operators will promptly report to the Dispatcher, who will decide if an absolute block of all trains must be maintained.

Where Rules D251, D252 and D254 are in effect, freight trains stopped by train order signal, at stations where sidings are located, on or near schedule of first class trains, will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and must not again enter the block without permission from the signalman.

Rule 2. Train order signal must indicate "stop" in both directions at end of reverse movement, and clearance card Form "A," with copy of train order delivered to train completing reverse movement.

Rule 3. Trains Approaching Stations. Except in automatic block signal territory, freight and extra trains must pass through stations with caution, unless the way is seen to be clear.

Rule 4. Where automatic block system rules are in effect, normal indication of train order must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to "stop" and remain so until orders have been delivered to trains, or cleared as per Rule 906.

Rule 5. Grade Signals. The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication yellow above, purple below, when blade is in horizontal position.

Color light signal type indicated by a purple marker light on right side of pole below head. Restrictive indication for two light signals one yellow light above and one purple light below.

For three light signals two yellow lights above and one purple light below.

Restrictive Indication of Signal: (A) Light passenger, mail, express or freight trains and light engines stop, then proceed as per Rule 509 A or B.

(B) Heavy passenger, mail or express and freight trains may pass signal at slow speed, then proceed as per Rule 509 A or B.

Rule 6. With Caution. Moving a train with caution, or under control, means that the speed must be such that the enginemen shall be able to stop within the range of their vision.

Rule 7. A train, which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal, may pass such signal at "stop" to enter siding, when under control, provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

Rule 8. Restricting Order. On single track where the middle order is used, a train order restricting the superiority of a passenger, mail or express train, may be given in "19 Form." At division, terminal and junction stations, where the "31 Form" is used and the signature of the conductor of a passenger, mail or express train cannot be obtained, previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders, before commencement of his run on that division or subdivision.

Rule 9. Delivering Orders. Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

Rule 10. Advancing Trains. When a train dispatcher desires to advance a train from a station where, by the rule, it should enter the siding before passing a train order office, he may instruct the operator to use a green signal, as prescribed by Rule 12-(C), or clear the calling-on signal. The engineman may then continue to move his train on the main track to the signal with caution, and there be governed by train orders that are addressed to his train.

Rule 11. Safety of Trains at Terminals. At terminal stations the conductor will be responsible for the safety of his train, while on the main track, until relieved.

Rule 12. Protection of Trains on Grade. When necessary to leave a train, or a portion of a train, on a grade, air brakes must be set, then hand brakes set tight, and air brakes released before engine is uncoupled.

Rule 13. Protection of Oil Cars. Oil cars connected with a loading or unloading device must be protected with signs reading "Stop, tank car connected." The signs may be placed on ends of cars or on the track and must be placed or removed by party loading or unloading.

Rule 14. Backward Movement of Passenger Trains. The conductor must control with the extension hose the backward movement of loaded passenger trains at terminals and at other points where necessary.

Rule 15. Standard Time. Rules 2 and 3 (Book of Rules) will also apply to train baggagemen, brakemen, flagmen, firemen and switchmen.

Rule 16. Recall Signal. The recall signal D-14 (D & E) against the current should be followed by one short sound of the whistle

Whistle signal 14-L consists of nine seconds duration.

Rule 17. Inspection of Special Equipment. Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

Rule 18. Conductors of work extras and foremen of bridge and track gangs must furnish flagman written instructions to be handed enginemen of trains flagged, detailing clearly what they are to do.

Where changes in the instructions are necessary, they may be written by the conductor or foreman, or by the flagman under instructions of the conductor or foreman.

Rule 19. Where check of register is not received by train order, conductors will check Register as per rule 83 and furnish register check, Form 1648, to engineman.

When register check is received by train order, conductor will hand register ticket to operator who will register.

Rule 20. Freight trains will be notified of following extras by the train dispatcher, who will issue train orders to all concerned as follows:

"C. & E. (trains)

After (time) protect against Extra....."

Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains may occupy the main track between station switch limits protecting against scheduled trains only, and following extra trains must approach all stations prepared to stop at the first switch, and thereafter proceed as the way is seen or known to be clear.

Rule 21. Use of Track. Where there are two sidings for meeting or passing trains, the right hand track should be used; if necessary to use left hand track, train must protect against opposing train.

Rule 22. General Speed Restrictions. Engines under steam, disconnected on one side, with main rod down, must not exceed 25 miles an hour.

Trains must not exceed 15 miles an hour on sidings and through crossovers at end of double track, and 10 miles an hour through other turn outs, unless otherwise specified.

Trains handling pile drivers, steam derricks, and similar equipment must not exceed the speed limit of freight trains over the same track except trains handling derricks on branch lines must not exceed 15 miles an hour.

Trains handling short scale test cars must not exceed 25 miles an hour on main line nor 20 miles an hour on branches.

Trains handling clam shells must not exceed 25 miles an hour on main line, nor 20 miles an hour on branches. The boom must be taken down and the boom towards the rear.

Rule 23. The Following Signs Indicate,
"F" Telephone Siding without Operator.
"C" Fuel.
"W" Water.
"Y" Wye.
"T" Turntable.
"R" Registering Station.
"K" Standard Clock.
"O" Track Scales.
"B" Bulletin Board.

Rule 24. In manual block territory permissive movement will be authorized by train dispatcher.

Dispatcher will report block when clear.

MEDICAL AND SURGICAL DEPARTMENTS.

LOCATION OF COMPANY MEDICAL EXAMINERS SURGEONS AND OCULISTS

Basin, Wyo.,	Dr. Chester E. Harris	Surgeon	Guernsey, Wyo.,	Dr. E. L. Hallinan	Surgeon
Billings, Mont.,	Dr. C. F. Watkins	Surgeon	Kirby, Wyo., (Crosby),	Dr. A. M. Giddings	Surgeon
Bonneville, Wyo.,	Dr. E. L. Jewell	Surgeon	Kirby, Wyo., (Gebo),	Dr. J. R. Pierce	Surgeon
Casper, Wyo.,	Dr. R. A. Seibel	Medical Examiner	Laurel, Mont.,	Dr. Roscoe Broughton	Surgeon
Casper, Wyo.,	Dr. H R. Lathrop	Surgeon	Lovell, Wyo.,	Dr. E. W. Croft	Surgeon
Casper, Wyo.,	Dr. Geo. Smith	Oculist	Powell, Wyo.,	Dr. J. D. Lewellen	Surgeon
Cody, Wyo.,	Dr. Louis Howe	Surgeon	Powell, Wyo.,	Dr. J. R. A. Whitlock	Surgeon
Douglas, Wyo.,	Dr. L. W. Storey	Surgeon	Thermopolis, Wyo.,	Dr. R. W. Hale	Surgeon
Greybull, Wyo.,	Dr. Stanley L. Myre	Surgeon	Thermopolis, Wyo.,	Dr. C. Dana Carter	Surgeon
			Worland, Wyo.,	Dr. W. O. Gray	Surgeon

When anyone is injured on Company property (whether the Company is liable or not), the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present.
In cases of emergency, when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives.
Company Surgeon upon arrival shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned.
No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient.
The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire they can select, at their own expense, other surgical attendance.
This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company's Surgeon, and then only for such attendance as it appears is CLEARLY and IMMEDIATELY demanded.

J. N. REDFERN, Manager, Chicago.

D. B. MOSS, M. D., Chief Medical and Surgical Officer, Chicago.

E. FLYNN,
General Manager, Omaha, Nebraska.

J. C. GRISINGER,
Superintendent, Casper, Wyoming.

W. L. BARNES,
General Superintendent Transportation, Chicago, Illinois.

A. G. SMART,
General Superintendent, Alliance, Nebraska.

D. J. NELSON,
Assistant Superintendent, Greybull, Wyoming.

O. E. PEARSON,
Assistant Superintendent Transportation, Omaha, Nebraska

MAP OF BURLINGTON ROUTE AND CONNECTING LINES.