Chicago, Burlington & Quincy Railroad Co.

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

SHERIDAN DIVISION

OF THE

WYOMING DISTRICT

No. 14

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.

EDGEMONT AND GILLETTE SUBDIVISION

SHERIDAN DIVISION — **TIME TABLE No. 14** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD										EASTWARD				
SECOND CLASS			FIRST CLASS		Distance from Lincoln	STATIONS	Signs	Office Closed	Capacity Siding—Cars	FIRST CLASS			SECOND CLASS	
		109 Daily Freight	43 Daily Passenger	41 Daily Passenger						44 Daily Passenger	42 Daily Passenger		46 Daily Freight	80 Daily Freight
		A.M. L 3.30	P.M. L 5.40	A.M. L 8.50	476.14	EDGEMONT	BCKOR TWY			A.M. A 7.10	P.M. A 7.40		A.M. A 6.10	P. M. A 8.10
		4.00	f 5.55	9.05	484.32	8.18 MARIETTA	F	No office	85	f 6.55	**7.26**		5.40	**7.40** **7.16**
		4.20	f 6.05	9.14	490.02	5.70 BURDOCK	F W	No office	81	f 6.44	7.16		5.25	6.45
		4.40	s **6.15**	9.23	495.79	5.77 DEWEY		5:01 P. to 6:01 P. 7:01 P. to 8:01 A.	85	s 6.33	7.07		5.10	**6.15**
		4.55	6.25	9.31	500.85	5.06 DAKOMING	F	No office	85	6.23	6.59		**4.55**	5.47
		5.10	f 6.31	9.36	504.09	3.24 CLIFTON	C W	2:30 A. M. to 5:30 P. M.	E85 W90	f 6.17	6.54		4.45	5.39
		5.30	f **6.45**	9.45	509.94	5.85 OWENS	F	No office	86	f 6.05	**6.45**		4.30	5.27
		5.55	6.55	9.54	515.02	5.08 SPENCER	F	No office	80	**5.55**	6.35		4.05	5.17
		6.15	7.03	10.00	518.97	3.95 JOHNSON	F	No office	50	5.47	6.27		3.55	5.09
		6.40	s 7.20	s 10.15	520.66	1.69 NEWCASTLE	C B K W Y		E45 W85	s 5.44	s 6.25		3.50	5.05
		7.05	7.35	10.28	528.67	8.01 PEDRO	F	No office	84	5.24	5.59		3.20	4.45
		7.25	s 7.48	s 10.43	535.12	6.45 OSAGE		9 P. M. to 7 A. M.	85	s 5.14	s 5.49		3.05	4.30
		7.45	8.00	10.55	542.85	7.73 JEROME	F	No office	90	4.59	5.36		2.40	4.10
		8.15	s 8.13	s 11.11	548.92	6.07 UPTON	C W		90	s 4.49	s 5.27		2.25	3.55
		8.35	f 8.25	11.23	556.11	7.19 THORNTON	F	No office	85	f 4.34	5.13		2.05	3.30
		8.50	8.35	11.33	561.96	5.85 KARA	F	No office	85	4.24	5.04		1.50	3.15
		9.25	s 8.48	s 11.48	569.18	7.22 MOORCROFT	W		105	s 4.09	s 4.46		1.20	2.45
		9.50	9.01	12.03PM	576.19	7.01 WESSEX	F	No office	77	3.55	4.31		1.00	2.25
		10.10	s 9.12	12.13	581.93	5.74 ROZET		5:30 P. M. to 8.30 A.M.	76	s 3.46	4.23		12.45	2.10
		10.35	f 9.27	12.27	590.30	8.37 MINTURN	F	No office	71	f 3.34	4.11		12.25	1.50
		A11.00 A.M.	A 9.43 P.M.	A 12.40 P. M.	597.20	6.90 GILLETTE	BCKR TWY			L 3.22 A.M.	L 3.59 P.M.		L 12.10 A.M.	L 1.30 P. M.
		Daily	Daily	Daily		(121.06)				Daily	Daily		Daily	Daily
		7:30 16.1	4:03 29.8	3:50 31.6		SCHEDULE TIME AVERAGE MILES AN HOUR				3:48 31.9	3:41 32.8		6:00 20.2	6:40 18.1

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.
Local Extra leaves Edgemont 6:00 A. M. Tuesdays, Thursdays and Saturdays for Gillette.
Local Extra leaves Gillette 6:00 A. M. Mondays, Wednesdays and Fridays for Edgemont.
Local Extras carry passengers.

HANDLING PARCELS POST MATTER—No. 44 stop at Burdock and Nos. 43 and 44 at Clifton and Thornton on request of mail clerks to conductors, or on flag by postmasters, to handle bulky or fragile parcel post matter which cannot be interchanged by moving trains.
Clay Siding 4.43 miles west of Osage.
Peerless Mine Spur 1.25 miles west of Minturn.
Wyodak Spur .75 mile west of Minturn.
No. 12 track in Edgemont yard will be used as engine lead or run-around track. Switches on east lead when not in actual use must be kept lined for the lead, permitting continuous movement to and from No. 12.
Deadwood Line Junction .56 mile west of Edgemont.
Eastward freight trains filling out at Newcastle and Johnson must stop at Clifton and inspect train.
At Newcastle No. 1 track is siding for westward freight trains, No. 2 track for eastward freight trains.
When passenger trains meet at Newcastle, the train taking siding will use first track north of coal shed.

SPEED RESTRICTIONS.

Freight trains with T-2, D-4, R-4 and 5 engines 30 miles an hour. O-2 and M-2 engines 25 miles an hour.
Freight trains with 10 or more cars stock, No. 80 and Fruit Specials all classes engines, 35 miles an hour.
H, R, D, O-2, T-1, and T-2 engines 35 miles an hour when handling passenger trains.
O-1 engines 40 miles an hour when handling passenger trains.
Freight trains except stock trains No. 80 and Fruit Specials will consume 1 hour running time between Newcastle an Clifton and 1 hour running time between Clifton and west switch Edgemont.
Freight trains 10 miles an hour over the main line and switches of the west lead at Edgemont when heading in.
Passenger trains 10 miles an hour between switches at Edgemont.

GILLETTE AND SHERIDAN SUBDIVISION

SHERIDAN DIVISION — **TIME TABLE No. 14** — **EFFECTIVE SEPTEMBER 28, 1924**

WESTWARD									EASTWARD					
SECOND CLASS			FIRST CLASS			Distance from Lincoln	STATIONS	Signs	Office Closed	Capacity Siding—Cars	FIRST CLASS		SECOND CLASS	
		109 Daily Freight	43 Daily Passenger	41 Daily Passenger							42 Daily Passenger	44 Daily Passenger	80 Daily Freight	46 Daily Freight
		A. M. L 11.30	P. M. L 9.50	P. M. L **12.45**		597.20	**GILLETTE**	B C K R T W Y			P. M. A 3.54	A. M. A 3.17	P. M. A **12.45**	P. M. A 11.40
		12.05 PM	10.05	1.00		602.64	5.44 SPARTA	F	No office	80	3.44	3.07	12.30	11.25
		12.20	f 10.13	1.06		606.45	3.81 ORIVA	F	5:30 P. M. to 8:30 A. M.	65	3.36	f 3.00	**12.20** PM	11.10
		12.40	f 10.21	1.15		611.39	4.94 KIER	F	No office	81	3.22	2.49	11.50	10.50
		12.55	f **10.30**	1.23		615.72	4.33 FELIX	W	No office	75	3.08	f 2.39	11.23	**10.30**
		1.23 **1.45**	f 10.42	**1.34**		621.40	5.68 ECHETA	C W	5:30 P.M. to 8:30 A.M.	e 85 w76	2.56	f 2.29	11.08	9.45
		2.05	f 10.52	1.45		627.40	6.00 CROTON	F W	No office	76	2.45	f 2.19	10.43	9.15
		2.33	f 11.02	1.57		633.66	6.26 LARIAT	F	No office	77	**2.33**	f 2.09	10.23	9.00
		3.00	s 11.18	s **2.15**		641.04	7.38 ARVADA	W Y		e 51 w 85	s **2.15**	s 1.54	9.58	8.35
		3.35	f 11.35	2.32		648.04	7.00 KENDRICK	F	No office	76	1.57	f 1.39	9.38	8.10
		3.50	f 11.42	2.39		651.86	3.82 CADIZ	F	No office	80	1.50	f 1.32	9.28	8.00
		4.20	s 11.54	s 2.52		660.70	8.84 CLEARMONT	C W		e 76 w 82	s 1.30	s 1.17	9.05	7.30
		4.45	12.08 AM	3.07		665.45	4.75 REGIS	F	No office	76	1.19	1.06	8.48	7.05
		5.25	f 12.28	f 3.27		671.85	6.40 ULM	Y	5:30 P.M. to 8:30 A.M.	e 49 w 85	f 1.10	f 12.57	8.33	6.45
		5.40	**12.37**	3.35		676.53	4.68 ALKI	F	No office	63	12.50	**12.37**	8.08	6.10
		5.55	f 12.47	3.40		679.81	3.28 VERONA	W	No office	62	12.42	f 12.31	7.58	**5.55**
		6.20	f 1.02	3.54		687.39	7.58 ARNO	F	No office	75	12.36	f 12.16	7.35	5.30
		6.35	f 1.15	4.05		693.43	6.04 WAKELEY	F	No office	79	12.15	f 12.05 AM	7.15	5.10
		A 7.00 P. M.	A 1.30 A. M.	A 4.20 P. M.		698.57	5.14 **SHERIDAN**	B C K O R T W			L 12.01 P. M.	L 11.50 P. M.	L 7.00 A. M.	L 4.55 P. M.
		Daily	Daily	Daily			(101.37)				Daily	Daily	Daily	Daily
		7:30 12.6	3:40 27.1	3:35 27.6			SCHEDULE TIME AVERAGE MILES AN HOUR				3:53 26.6	3:27 29.3	5:45 17.6	6:45 15.0

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 Sheridan. Conductors and Enginemen must have Clearance Card (Form A).

Local Extra leaves Sheridan 7:30 A. M. Mondays, Wednesdays and Fridays for Gillette.

Local Extra leaves Gillette 6:00 A. M. Tuesdays, Thursdays and Saturdays for Sheridan.

Local Extras carry passengers.

Ulm—The first track south of main line will be used as eastward siding; second track south of main line will be used as westward siding.

Clearmont—Westward local extra will use eastward siding.

Echeta—Train taking siding will use switch at depot.

Eastward freight trains must stop at Arno and inspect train.

Normal position east switch, Sheridan, is for old main line. Passenger trains will use passenger main line 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 will proceed on hand signal from yardman. Light engines approaching from East must stop east of First Street, and then proceed without signal, heading in on independent lead at east ice house switch.

HANDLING PARCELS POST MATTER—No. 43 and 44 must stop at Echeta, Ulm and Verona on request of mail clerks to conductors, or on flag by postmasters to handle bulky or fragile parcel post matter which cannot be interchanged by moving trains.

Big Corral Siding 2.21 miles west of Cadiz—Capacity 10 cars. Nos. 43 and 44 stop on flag for passengers.

Liggett Beet Spur 4.81 miles west of Cadiz.

SPEED RESTRICTIONS.

Freight trains with T-2, D-4, R-4 and 5 engines 30 miles an hour. O-2 and M-2 engines 25 miles an hour.

Freight trains with 10 or more cars stock, No. 80 and Fruit Specials, all classes engines, 35 miles an hour.

Passenger trains 40 miles and freight trains 30 miles an hour between Sparta and Felix.

H, R, D, O-2, T-1 and T-2 engines 35 miles an hour when handling passenger trains.

O-1 engines 40 miles an hour when handling passenger trains.

SHERIDAN AND BILLINGS SUBDIVISION

SHERIDAN DIVISION

TIME TABLE No. 14

EFFECTIVE SEPTEMBER 28, 1924

WESTWARD SECOND CLASS				WESTWARD FIRST CLASS		Distance from Lincoln	STATIONS	Signs	Office Closed	Capacity Siding—Cars	EASTWARD FIRST CLASS		EASTWARD SECOND CLASS				
				109 Daily Freight	41 Daily Passenger	43 Daily Passenger					42 Daily Passenger	44 Daily Passenger	46 Daily Freight	80 Daily Freight			
				P. M. L 9.00	P. M. L 4.35	A. M. L 1.45	698.57	SHERIDAN	B C K O R W T		A. M. A 11.45	P. M. A 11.40	P. M. A 4.00	A. M. A 5.00			
				9.20	4.44	1.54	703.07	4.50 DIETZ	R	5:30 P. M. to 8:30 A. M.	88	11.33	11.28	3.45	4.45			
							703.17	0.10 SHERIDAN RY. & LIGHT CO. XING.		No office							
				9.40	4.53	s 2.04	708.11	4.94 KLEENBURN		5:00 P.M. to 8:00 A. M.	87	11.24	s 11.20	3.30	4.30			
				10.00	s 5.09	s 2.18	714.86	6.75 RANCHESTER	W	5:30 P. M. to 8:30 A. M.	72	s 11.12	s 11.10	3.10	4.12			
				10.25	5.25	2.32	720.72	5.86 OHLMAN	F	No office	76	11.01	10.59	2.55	4.00			
				10.53	s 5.39	s 2.46	724.06	3.34 PARKMAN	Y	5:30 A to 10:01 A 6.01 P. to 9.30 P.	76	s 10.55	s **10.53**	2.40	3.50			
				11.15	5.49	2.56	730.98	6.92 ABERDEEN	F	No office	71	10.32	10.36	2.05	3.20			
				11.45	s 5.59	f **3.06**	737.04	6.06 WYOLA	C W	5:01 A. to 9:50 A. 5:50 P to 9.01 P.	e74 w81	s 10.16	s 10.23	1.35	**3.06**			
				11.55	6.05	3.13	741.73	4.69 SPEAR	F	No office	65	10.05	10.13	1.05	2.35			
				12.10 AM	6.14	3.21	746.91	5.18 LITTLEHORN	F	No office	73	9.55	10.06	12.55	2.25			
				12.20	s 6.22	s 3.27	750.24	3.33 LODGE GRASS		11:00 P.M. to 7:00 A. M.	76	s 9.47	s 9.56	12.40	2.10			
				12.40	6.31	f 3.37	754.67	4.43 IONIA	F T W	No office	76	9.40	f 9.48	12.25	1.55			
				12.55	6.39	3.48	760.10	5.43 BENTEEN	F	No office	49	9.30	9.40	12.10 PM	1.40			
				1.25	6.47	f 4.00	765.27	5.17 GARRYOWEN	F	No office	76	9.20	f 9.32	11.55	**1.25**			
				2.10	s 7.05	s 4.18	770.95	5.68 CROW AGENCY	C W	2.01 A to 7.01 A. 3:01 P to 6:01 P.	80	s 9.04	s 9.17	11.35	1.05			
				2.30	7.15	f 4.30	776.80	5.85 DUNMORE	F	No office	76	8.55	f 9.07	11.10	12.40			
				3.00	s 7.31	s 4.48	783.84	7.04 HARDIN	W		80	s 8.42	s 8.50	10.55	12.25			
				3.15	7.40	4.57	788.41	4.26 PERITSA	F	No office	76	8.36	8.43	10.45	12.15			
				3.35	7.49	5.06	792.67	4.27 ROWLEY	F	No office	29	8.29	8.37	10.35	12.05 AM			
				4.00	f 7.58	f 5.17	797.60	4.93 TOLUCA	C F Y	No office	52	f 8.21	f 8.30	10.25	11.55			
				4.20	f **8.15**	f 5.35	807.23	9.63 CORINTH	W	4.45 P.M. to 7.45 A.M.	76	f 8.06	s **8.15**	10.00	11.30			
				4.45	8.25	f 5.46	813.86	6.63 ANITA	F	No Office	78	7.55	f 8.00	9.45	11.15			
				5.05	f 8.37	s 6.00	820.25	6.39 BALLANTINE	W	4:30 P. M. to 7:30 A. M.	73	f 7.45	s 7.50	9.30	11.00			
				5.40	s 9.00	s 6.25	829.04	8.79 HUNTLEY	R W		77	s 7.30	s 7.35	9.10	10.40			
				A 7.00 A. M.	A 9.30 P. M.	A 6.55 A. M.	841.43	12.39 NORTHERN PACIFIC R. R. BILLINGS	B C K O R W T Y			L 7.00 A. M.	L 7.10 P. M.	L 8.30 A. M.	L 10.00 P. M.			
				Daily	Daily	Daily		(142.86)				Daily	Daily	Daily	Daily			
				10:00 14.3	4:55 29.1	5:10 28.0		SCHEDULE TIME AVERAGE MILES AN HOUR				4:45 30.1	4:30 31.7	7:30 19.0	7:00 20.4			

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.

TRAINS BETWEEN HUNTLEY AND BILLINGS WILL BE GOVERNED BY NORTHERN PACIFIC RAILWAY RULES AND TIME TABLE.

MOUNTAIN TIME.

DOUBLE TRACK BETWEEN DIETZ AND JUNCTION SWITCH 300 FEET EAST FORT LINE TRACK SHERIDAN YARD

Automatic Block System Rules 502 to 512 in effect, between Dietz and Ranchester.

Manual Block System between Sheridan and Dietz, and between Ranchester and Huntley. Rule 318B in effect.

Rule 20 special instructions not in effect.

No train order signal at Sheridan. Conductors and Enginemen must have Clearance Card (Form A).

SEMAPHORE AT HUNTLEY—Semaphore on C. B. & Q. side of depot governs eastward C. B. & Q. trains only. Westward C. B. & Q. trains will be governed by signal on N. P. side of depot. Conductors of Eastward trains must have Clearance Card (Form A).

Local Extra leaves Billings 600 A. M. Tuesdays, Thursdays and Saturdays for Sheridan.

Local Extra leaves Sheridan 6:00 A. M. Mondays, Wednesdays and Fridays for Billings. Local Extras carry passengers.

SPEED RESTRICTIONS.

Freight trains with T-2, D-4, R-4 and 5 engines 30 miles an hour. O-2 and M-2 engines 25 miles an hour.

Freight trains with 10 or more cars stock, No. 80 and Fruit Specials all classes engines, 35 miles an hour.

H, R, D, O-2, T-1 and T-2 engines 35 miles an hour when handling passenger trains.

O-1 engines 40 miles an hour when handling passenger trains.

Passenger trains 35 miles an hour, and other trains 20 miles an hour, over Sheridan Railway & Light Company's crossing at Dietz.

15 miles an hour over public crossing at Hardin Depot.

Westward freight trains must stop at Wyola and inspect train.

Paragon Mine spur 2.30 miles west of Dietz.

No. 8 mine Spur 2.04 miles west of Dietz.

Acme mine spur 3.55 miles west of Dietz.

Kooi mine spur 2.14 miles west of Kleenburn.

Model mine spur 3.55 miles west of Dietz.

Big Horn Wye 2.00 miles east of Hardin.

Wyola. Train taking siding will use switch at depot.

SPECIAL INSTRUCTIONS

SHERIDAN DIVISION

TIME TABLE No. 14

EFFECTIVE SEPTEMBER 28, 1924

[illegible]inmaster, J. F. Phelan, Sheridan, Wyo.

Chief Dispatcher, M. E. Coleman, Sheridan, Wyo.

Train Dispatchers, V. J. Smith, W. H. Johnston, H. L. Fehliman, H. N. Gurley, B. S. Mothersead.

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 signal 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 509A 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 "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 shovel, 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

Billings, Montana,	Dr. C. F. Watkins,	Surgeon
Edgemont, S. D.	Dr. A. H. Thornton,	Surgeon
Hardin, Montana,	Dr. L. H. Labbitt,	Surgeon
Gillette, Wyo.,	Dr. J. S. Hunter,	Surgeon
Newcastle, Wyo.,	Dr. F. Horton,	Surgeon
Newcastle, Wyo.,	Dr. Fred L. Horton,	Surgeon
Sheridan, Wyo.,	Dr. O. H. Horrall,	Medical Examiner
Sheridan, Wyo.,	Dr. C. E. Stevenson,	Surgeon
Sheridan, Wyo.,	Dr. O. L. Veach,	Oculist

When any one 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 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 the 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.

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

F. CONE,
Superintendent, Sheridan, Wyoming.

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

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

MAP OF

BURLINGTON ROUTE

AND

CONNECTING LINES