SURGEONS AND PHYSICIANS

Billings, Mont.	DR. E. M. FARR	Surgeon and Examiner.
Billings, Mont.	DR. W. R. MORRISON	Eye Specialist.
Casper, Wyo.	DR. T. J. RIACH	Surgeon and Examiner.
Casper, Wyo.	DR. G. R. JAMES	Eye Specialist.
Casper, Wyo.	DR. R. H. REEVE	Surgeon.
Casper, Wyo.	DR. J. R. NELSON	Surgeon.
Cody, Wyo.	DR. V. R. DACKEN	Surgeon and Examiner.
Douglas, Wyo.	DR. F. C. SHAFFER	Surgeon.
Greybull, Wyo.	DR. S. L. MYRE	Surgeon and Examiner.
Laurel, Mont.	DR. E. C. HALL	Surgeon.
Lovell, Wyo.	DR. T. B. CROFT	Surgeon.
Lovell, Wyo.	DR. W. W. HORSLEY	Surgeon.
Thermopolis, Wyo.	DR. B. D. STACK	Surgeon.
Worland, Wyo.	DR. W. O. GRAY	Surgeon.

Whenever any person, other than a trespasser, sustains injuries on Company property requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emegency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he could not provide for his own care after emergency service has been rendered.

DR. O. H. HORRALL,
Chief Surgeon,
Chicago, Ill.

DR. R. B. KEPNER,
Chief Medical Officer,
Chicago, Ill.

F. R. MULLEN,
General Manager, Omaha, Nebr.

E. L. POTARF,
Superintendent, Casper, Wyo.

R. R. GAVIN,
Assistant Superintendent, Sheridan, Wyo.

F. E. SPERRY,
General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

CASPER DIVISION

OF THE

WESTERN DISTRICT

No. 69

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

SUNDAY, JUNE 15, 1947

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—Sub-division

CASPER DIVISION. **TIME TABLE No. 69.** **EFFECTIVE JUNE 15, 1947.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS						Capacity			FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Freight	Daily Passenger	Daily Passenger	Office Open Week Days	Signs	Distance from Northport	STATIONS	Sidings	Other Tracks	Office Open Sundays	Daily Passenger	Daily Passenger	Daily Freight	Daily Freight
75	77	31	29								32	30	76	78
P.M.	A.M.	A.M.									P.M.		P.M.	A.M.
L 4.20	L 2.45	L 11.59 P.M.		Continuous	B.C.K.O. R.T.W.Yd.	94.95	GUERNSEY	Yard	Yard	Continuous	A 6.50		A 2.30	A 4.45
4.40	3.00	12.07		No Office.	F.	100.05	5.10 STOKES 3.27	82	16	No Office.	6.37		2.00	4.30
5.30	**4.00**	s 12.15	L A.M. 5.00	Continuous	B.R. W.Y.Yd.	103.32	WENDOVER	84	Yard	Continuous	s 6.30	A P.M. 10.35	1.15	**4.00**
6.12	4.25	f **12.36**	5.15	No Office.	F.W.	111.67	8.35 CASSA	72	22	No Office.	f **6.12**	f 10.15	**12.36**	3.25
6.32	4.45	s 12.48	s 5.30	8:00 a.m. to 5:00 p.m.		119.60	7.93 GLENDO	104	49	12 noon to 2:00 p.m.	s 5.59	s 9.56	12.15 P.M.	2.55
6.50	4.55	12.56	5.38	No Office.	F.	125.12	5.52 ELKHORN		30	No Office.	5.52	9.46	11.55	2.30
7.01	5.00	1.01	5.44	No Office.	F.	128.65	3.53 BONA	83		No Office.	5.47	9.41	11.47	2.15
	5.05			No Office.		130.60	1.95 AMMON		20	No Office.			11.42	
		f 1.05	5.48	No Office.		131.22	0.62 McKINLEY			No Office.	f 5.42	9.37	11.38	
7.30	5.28	s 1.15	s 6.05	8:45 a.m. to 4:45 p.m. 9:00 p.m. to 5:00 a.m.	W.Yd.	134.44	3.22 ORIN	83	58	9:00 p.m. to 5:00 a.m.	s 5.37	s 9.31	11.31	2.00
7.45	5.43	1.26	6.15	No Office.	F.	141.80	7.36 FOSTER	82		No Office.	5.28	9.21	11.16	1.30
9.10	29 **6.00** **7.11**	s 1.38	s **6.30**	4:00 p.m. to 8:00 a.m.	W.	148.79	6.99 DOUGLAS	81	28	8:00 p.m. to 10:00 p.m. 6:00 a.m. to 8:00 a.m.	s 5.15	s **9.10**	11.03	1.10
9.45	7.20	f 1.46	6.37	No Office.	F.	153.85	5.06 MORTON	83	26	No Office.	f 5.05	f 9.00	10.53	12.56
10.05	7.35	f 1.54	f 6.43	No Office.	F.	158.90	5.05 ORPHA	85	35	No Office.	f 4.58	f 8.52	10.44	12.30
10.25	7.50	f 2.02	6.50	No Office.	F.	164.26	5.36 ALBERTA	82		No Office.	f 4.50	8.45	10.34	12.15
10.35	7.55	f 2.07	6.54	No Office.		167.24	2.98 CAREY		13	No Office.	f 4.46	f 8.40	10.29	12.05 A.M.
10.50	8.05	f 2.12	7.00	No Office.	F.	171.52	4.28 CLAYTON	82	18	No Office.	f 4.41	8.33	10.19	11.50
11.25	8.15	s 2.22	s 7.11	7:00 a.m. to 3:00 p.m. 5:30 p.m. to 1:30 a.m.	W.Yd.	178.18	6.66 GLENROCK	74	30	7:00 a.m. to 9.00 a.m. 7:30 p.m. to 9:30 p.m.	s 4.32	s 8.20	10.07	**11.25**
11.50 A.M.	8.32	f 2.31	7.20	No Office.	F.	185.37	7.19 LOCKETT	71	25	No Office.	f 4.23	8.10	9.52	10.55
12.08	8.47	f 2.41	7.28	No Office.	F.	191.78	6.41 FRY	76		No Office.	f 4.14	8.01	9.40	10.35
12.20	9.06	2.48	7.35	No Office.	F.	197.53	5.75 BROOKHURST	83		No Office.	4.07	7.52	9.28	10.20
A 12.30 A.M.	A **9.15** A.M.	A 2.55 P.M.	A 7.45 A.M.	Continuous.	B.C.K.O. R.T.W.Yd.	202.15	4.62 CASPER	Yard	Yard	Continuous.	L 4.00 P.M.	L 7.45 P.M.	L **9.15** A.M.	L 10.00 P.M.
Daily	Daily	Daily	Daily				(107.20)				Daily	Daily	Daily	Daily
8:10 13.1	6:30 16.3	2:56 36.5	2:45 36.0				SCHEDULE TIME AVERAGE MILES AN HOUR				2:50 37.8	2:50 34.9	5:15 20.4	6:45 15.8

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

Automatic Block System in effect between Guernsey and Wendover, and between automatic signal N-197.43 east of Brookhurst and Casper.

Manual Block System between Wendover and automatic signal N-197.43 east of Brookhurst. Rule 318-B in effect.

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

No train order signal at Casper and Guernsey. Conductors and Enginemen must have Clearance Form A.

Hauf Spur M. P. 116.07.

Fletcher Spur M. P. 169.07.

Telephone at east end Casper yard, transfer switch Glenrock, water tank and warm room freight house Douglas, crossover Wendover, east end siding Wendover, both ends siding Stokes, westward starting signal west end Platte River bridge Guernsey, and west end Guernsey yard.

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

Spring switch east end of freight yard Casper, and west end of freight yard Guernsey.

No. 31 will stop at Orpha and No. 32 at Evansville, 3 miles east of Casper, on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post.

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Casper and Bonneville—Sub-division

CASPER DIVISION. **TIME TABLE No. 69.** **EFFECTIVE JUNE 15, 1947.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Northport	STATIONS	Capacity		Office Open Sundays	FIRST CLASS		SECOND CLASS	
C & N W Mon. Wed. and Fri. Mixed	Daily Freight		Daily Passenger					Sidings	Other Tracks		Daily Passenger		C & N W Tue. Thur. and Sat. Mixed	Daily Freight
617	75		29								30		618	76
	A.M. L11.30		A.M. L 8.10	Continuous.	B.C.K.O. R.T.W.Yd.	202.15	CASPER	Yard	Yard	Continuous.	P.M. A 7.20			A.M. A 8.00
	11.50		8.19	No Office.	F.	207.29	5.14 SULLIVAN 5.69	82		No Office.	7.12			7.45
	P.M. 12.10		f 8.27	No Office.	F.	212.98	BISHOP 4.59	40	25	No Office.	f 7.02			7.30
A.M. L 7.45	12.25		8.35	7:30 a.m. to 4:30 p.m.		217.57	ILLCO. 6.33			Closed	6.54		P.M. A 2.20	7.20
f 7.57	12.45		8.44	No Office.	F.W.	223.90	BUCKNUM 5.94	81	27	No Office.	f 6.46		f 2.10	7.05
8.10	1.01		8.53	No Office.	F.	229.84	PETRIE 11.68	42		No Office.	f 6.35		2.00	6.50
s29 8.35 9.42	1.35		f 9.11	7:45 a.m. to 4:45 p.m.	W.	241.52	POWDER RIVER 11.01	72	25	Closed	f 6.18		s 1.35	6.25
f10.04	2.01		9.29	No Office.	F.	252.53	LOX 7.92	71	23	No Office.	f 5.57		f12.40	6.05
s10.20	2.20		s 9.42	8:15 a.m. to 4:15 p.m. 5:00 p.m. to 1:00 a.m.	W.Y.	260.45	ARMINTO 13.33	95	60	9:00 a.m.to 11:00 a.m. 5:00 p.m. to 7:00 p.m.	s 5.45		s12.25 P.M.	5.45
10.46	2.50		f10.04	No Office.	F.	273.78	MADDEN 10.29	72	16	No Office.	f 5.20		11.55	5.15
s11.07	3.10		s10.20	8:15 a.m. to 5:15 p.m.	W.	284.07	LYSITE 6.33	85	49	Closed	s 5.00		s11.35	4.50
11.20	3.30		10.29	No Office.	F.	290.40	GATE 13.50	78		No Office.	f 4.45		11.20	4.30
A11.45 A.M.				No Office.	Yd. F	303.90	SHOBON 0.11		36	No Office.			L10.55 A.M	
	A 4.05 P.M.		A10.48 A.M.	Continuous	B.C.K.R. T.W.Yd.	304.01	BONNEVILLE	Yard	Yard	Continuous	L 4.25 P.M.			L 4.00 A.M.
Mon. Wed. Fri.	Daily		Daily				(101.86)				Daily		Tue. Thu. Sat.	Daily
4:00 21.5	4:35 22.2		2:38 38.4				SCHEDULE TIME. AVERAGE MILES AN HOUR.				2:55 35.0		3:25 24.3	4:00 25.2

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

Manual Block System between Bonneville and automatic signal S-204.34 west of Casper. Rule 318-B in effect.

Automatic Block System in effect between Casper and automatic signal S-204.34 west of Casper.

Rule 221(a) is in effect at all train order offices and is modified to include both freight and passenger trains.

No train order signal at Casper. Conductors and Enginemen must have Clearance Form A.

Sodium Spur M. P. 235.31

Water tank 2 miles west of Powder River.

Telephone at Powder River water tank.

C. & N. W. trains will register at Illco and Shobon.

Bonneville and Greybull—Sub-division

CASPER DIVISION. **TIME TABLE No. 69.** **EFFECTIVE JUNE 15, 1947.**

WESTWARD									Capacity			EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Northport	STATIONS		Sidings	Other Tracks	Office Open Sundays	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger									Daily Passenger			Daily Freight
	75		29									30			76
	P.M. L 5.00		A.M. L10.53	Continuous.	B.C.K.R. T.W.Yd.	304.01	..... BONNEVILLE		Yard	Yard	Continuous.	P.M. A 4.20			A.M. A 3.30
								11.54							
	5.25		11.07	No Office.	F.	315.55	..... EMERY		78	8	No Office.	4.07			3.10
								4.17							
	5.45		f11.13	No Office.	F.W.	319.72	..... BOYSEN		68	19	No Office.	f 3.53			2.55
								6.38							
	6.05		11.24	No Office.	F.	326.10	..... DORNICK		71	13	No Office.	f 3.38			2.45
								5.60							
	6.25		11.35	No Office.	F.	331.70	..... MINNESELA		53	17	No Office.	3.23			2.30
								4.27							
	6.40		s11.41	8:00 a.m. to 5:00 p.m.	Yd.	335.97	..... THERMOPOLIS		65	70	8:00 a.m. to 5:00 p.m.	s 3.15			2.20
								7.10							
	7.00		f11.56 P.M.	No Office.	F.	343.07	..... LUCERNE		66	34	No Office.	f 2.55			2.00
								4.91							
	7.15		s12.06	8:30 a.m to 5:30 p.m.	W.Y.Yd.	347.98	..... KIRBY		73	Yard	11:00 a.m. to 1:00 p.m.	s 2.45			1.50
								5.62							
	7.30		f12.16	No Office.	F.	353.60	..... CHATHAM		43	25	No Office.	f 2.29			1.35
								6.31							
	7.45		f12.28	No Office.	F.	359.91	..... PULLIAM		82	19	No Office.	f 2.14			1.20
								3.60							
	8.00		f12.36	No Office.	F.	363.51	..... COLTER			17	No Office.	f 2.05			1.10
								4.93							
	8.20		s12.46	8:00 a.m. to 12.00 Mdt	W.Yd.	368.44	..... WORLAND		71	116	12:00 noon to 2:00 p.m.	s 1.55			12.55
								7.70							
	8.40		f 1.01	No Office.	F.	376.14	..... DURKEE			11	No Office.	f 1.41			12.37
								4.91							
	8.55		f 1.10	No Office.	F.	381.05	..... RAIRDEN		53	27	No Office.	f 1.32			12.25
								6.19							
	9.15		s 1.20	8:00 a.m. to 5:00 p.m.		387.24	..... MANDERSON		70	48	Closed.	s 1.20			12.10
								8.94							A.M.
	9.35		s 1.35	7:30 a.m. to 4:30 p.m.		396.18	..... BASIN		62	149	12:01 p.m. to 2:00 p.m.	s 1.05			11.50
								7.75							
	A10.00 P.M.		A 1.50 P.M.	Continuous.	B.C.K.O. R.T.W.Yd.	403.93	..... GREYBULL		Yard	Yard	8:00 a.m. to 4:00 p.m. 10:00 p.m. to 12 mid. 5:00 a.m. to 7:00 a.m.	L12.50 P.M.			L11.30 P.M.
	Daily		Daily				..... (99.92)					Daily			Daily
	5:00 19.9		2:57 33.9				.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....					3:30 28.2			4:00 24.9

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

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

Manual Block System. Rule 318-B in effect.

No train order signal at Greybull. Conductors and Enginemen must have Clearance Form A.

Siddons M. P. 306.69.

Geddes Spur M. P. 365.32.

Mott Spur M. P. 374.00.

At Manderson water is available in emergency for locomotives.

Telephone at west end Bonneville yard, M. P. 320.69, both ends siding Dornick, Freight House Office Thermopolis and Stock Yards Worland.

Nos. 29 and 30 will stop at Chatham and Lucerne on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post.

Local extra leaves Greybull 9 a. m. Monday, Wednesday and Friday for Bonneville.

Local extra leaves Bonneville 6 a. m. Tuesday, Thursday and Saturday for Greybull.

Greybull and Billings—Sub-division

CASPER DIVISION. **TIME TABLE No. 69.** **EFFECTIVE JUNE 15, 1947.**

WESTWARD											EASTWARD			
SECOND CLASS	FIRST CLASS						Capacity			SECOND CLASS	FIRST CLASS			
Daily Freight		Daily Passenger	Daily Passenger	Office Open Week Days	Signs	Distance from Northport	STATIONS	Sidings	Other Tracks	Office Open Sundays	Daily Passenger	Daily Passenger		Daily Freight
75		23	29								30	24		76
P.M. L 11 30 — A.M. —			P.M. L 2.00	Continuous.	B.C.K.O. R.T.W.Yd.	403.93	GREYBULL	Yard	Yard	8:00 a. m. to 4:00 p.m. 10:00 p.m. to 12 mid. 5:00 a.m. to 7:00 a.m.	P.M. A 12.45			P. M. A 11.00
							11.39							
12.01			f 2.19	No Office.	F.	415.32	SPENCE	86	25	No Office.	f 12.31			10.20
							6.69							
12.25			f 2.29	No Office.	F.	422.01	HIMES	74		No Office.	f 12.18			9.55
							9.61							
1.00			s 2.44	No Office.	F.	431.62	KANE	75	43	No Office.	f 12.03 — P.M. —			9.35
							10.04							
1.25			s 2.59	7:45 a.m. to 11:45 p.m.	O.Yd.W.	441.66	LOVELL	105	134	11:00 a.m. to 1:00 p.m.	s 11.45			9.15
							5.49							
1.45			s 3.13	8:00 a.m. to 5:00 p.m.		447.15	COWLEY	83	58	Closed.	s 11.28			8.55
							5.71							
2.05			s 3.20	No Office.	F.	452.86	DEAVER	83	22	No Office.	s 11.20			8.40
							6.06							
2.45		P.M. L 9.01	s 3.50	Continuous	B.C.K.R. Y.Yd.	458.92	FRANNIE	100	143	10:00 a.m. to 12 noon 3:30 p.m. to 5:30 p.m. 11.30 p.m. to 1:30 a.m.	s 10.55	A.M. A 9.15		8.25
							6.32							
3 15		9.11	f 4.00	No Office.	W.F.	465.24	WARREN	71	28	No Office.	f 10.36	9.05		8.05
							5.72							
3.45		9.19	4.13	No Office.	F.	470.96	DUFF		59	No Office.	10.27	8.53		7.45
							5.15							
4.05		9.26	4.25	No Office.	F.	476.11	WADE	82		No Office.	10.17	8.43		7.20
							10.72							
4.35		9.38	s 4.45	8:00 a.m. to 5:00 p.m.	W.Y.	486.83	EAST BRIDGER	47	80	9:00 a.m. to 11:00 a.m.	s 9.56	8.27		6.50
							6.90							
A 5.00 — A.M. —		A 9.48 — P.M. —	A 5.00 — P.M. —	Continous	R.Yd.	493.73	FROMBERG			Continous	L 9.45 — A.M. —	L 8.15 — A.M. —		L 6.30 — P.M. —

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

							22.00							
A 8.00 A.M.					C.K.O. R.T.W.Y.	515.73	LAUREL							L 5.45 P.M.
							15.24							
		A 11.00 P.M.	A 6.15 P.M.		B.C.K.O. R.T.W.Y.	530.97	BILLINGS				L 8.30 A.M.	L 7.05 A.M.		
Daily		Daily	Daily				(127.04)				Daily	Daily		Daily
8:30 14.8		1:59 36.3	4:15 29.9				SCHEDULE TIME				4:15 29.4	2:10 33.2		5:15 18.7
							AVERAGE MILES AN HOUR							

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

Manual block system, Rule 318-B in effect.

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

Nos. 29 and 30 must receive bus connection from Cody at Deaver.

No train order signal at Greybull. Conductors and Enginemen must have Clearance Form A.

Train order signal at Fromberg does not govern C. B. & Q. trains. Conductors and Enginemen must have Clearance Form A when operator is on duty.

Telephone at west end Greybull yard, sugar factory Lovell, at east switch siding, Frannie, and near Road Crossing Zube.

At Frannie water is available for Engine use in emergency.

AT FROMBERG: The tracks between yard limit board east of depot and the yard limit board west of the depot on the Northern Pacific and the C. B. & Q. will be operated as one yard. All trains will move within these limits at restricted speed.

Rock Spur M. P. 406.

Zube M. P. 444.26.

Overstreet Spur M. P. 489.75.

Local Extra leaves Frannie 7:15 a.m. daily except Sunday for Kane and return.

Frannie and Cody—Sub-division

CASPER DIVISION. **TIME TABLE No. 69.** **EFFECTIVE JUNE 15, 1947.**

WESTWARD										EASTWARD			
			FIRST CLASS				Capacity			FIRST CLASS			
			Daily Passenger	Office Open Week Days	Signs	Distance from Frannie	STATIONS	Sidings	Other Tracks	Office Open Sundays	Daily Passenger			
			27								28			
			A.M. L 9.30	Continnous	B.C.K.R. Y.Yd.	0.00	FRANNIE	100	143	Continuous	P.M. A 9.01			
							9.61							
			9.52	No Office.	F.	9.61	MANTUA		20	No Office.	8.42			
							4.88							
			10.02	No Office.	F.	14.49	GARLAND		32	No Office.	8.33			
							5.01							
			10.12	8:00 a.m. to 5:00 p.m.	W.	19.50	POWELL	36	90	Closed.	8.23			
							6.02							
			10.25	No Office.	F.	25.52	RALSTON	29	12	No Office.	8.14			
							5.48							
			10.37	No Office.	F.	31.0	VOCATION		35	No Office.	8.05			
							5.00							
			10.47	No Office.		36.00	TROTTER		12	No Office.	7.56			
							6.11							
			A1 1.00	8:00 a.m. to 5:00 p.m.	B.K.R. W.Y.Yd.	42.11	CODY	Yard	Yard	Closed.	L 7.45			
			A.M. Daily				(42.11)				P.M. Daily			
			1:30 28.0				SCHEDULE TIME AVERAGE MILES AN HOUR.				1:16 33.2			

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

Manual block system. Rule 318-B in effect.

Rule 907 in effect.

Rule 221 (a) is in effect at all train order offices and is modified to include both freight and passenger trains.

Train order signal at Frannie does not govern trains on Frannie and Cody Sub-division; Conductors and Enginemen must have Clearance Form A when Operator is on duty.

No train order signal at Cody Conductors and Enginemen must have Clearance Form A when Operator is on duty.

Telephone at Oil Rack Cody and Conductors room Cody Depot.

O'Donnell spur M. P. 22.03.

Local extra leaves Frannie 7 A.M. daily except Sunday, for Cody and return.

At Frannie water is available for locomotive use in emergency.

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	35	1	43
10	6	0	40	1	30
15	4	0	45	1	20
20	3	0	50	1	12
25	2	24	55	1	5
30	2	0	60	1	0

SPEED RESTRICTIONS

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where the view is obscured prepared to stop, and must run at restricted speed approaching, and on curves, and where view is obscured, between 6:30 A.M. and 6:30 P.M., and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Gas-Electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour.

Gas-Electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that sub-division.

On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Diesel electric power units running light must not exceed 60 miles an hour.

"Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors."

To prevent damage to traction motors, when handling electrically operated power units dead in train the maximum speed must not exceed:

Gas-electric motor cars.....60 M. P. H.
Diesel-electric power units.....75 M. P. H.
Diesel-electric switch engines.....40 M. P. H.

Where sub-division maximum speeds are less, they will govern.

D. & R. G. coke racks series 26475 to 26749 will not be handled.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
Engines under steam, disconnected on one side, with main rod down	25	25
On sidings	Restricted Speed	Restricted Speed
All crossovers and turnouts, not otherwise specified	10	10
B engines on sharp turnouts and crossovers in sidings or business tracks	5	5
Pile drivers, steam derricks and similar equipment		
On main lines	.....	30
On branch lines	.....	15
Clamshells:		
On main lines	.....	25
On branch lines	.....	20
(See Special Instructions 13.)		
20 yard air dump cars in 202650-202799 series loaded or empty in rear of train when possible	.....	25
Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible		
On main lines	.....	35
On branch lines	.....	25
Short scale test car must be handled just ahead of way car with air hose coupled.		
On main lines	.....	25
On branch lines	.....	20
Passenger trains handling freight equipment	45	.....
B, S-4 or S-4-A engines on which drivers have been blocked up	40	.....
O-5-A or M engines on which drivers have been blocked up	30	30
M2-A engines not equipped with disc wheel centers	35	35
Engine 2113 when on passenger train	45	.....

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
Loaded D. & R. G. W. coke rack series 26750 to 26999	.....	25
GUERNSEY AND CASPER SUB-DIVISION		
Maximum speed	50	35
Tunnels between Guernsey and Wendover	30	15
Guernsey Yard all trains move at restricted speed between switches.		
Between M. P. 107.30 and M. P. 109.60	20	15
Around curves between M. P. 112.28 and M. P. 112.34	20	15
Around curves between M. P. 114 and M. P. 115 and between M. P. 126.40 and M. P. 127.50	40	.....
R and O engines	40	.....
Trailing movements through spring switches Guernsey and Casper	15	15
Facing movements over spring switches Guernsey and Casper	25	25
Engines running backward	20	20
Through Douglas	25	25
CASPER AND BONNEVILLE SUB-DIVISION		
Maximum speed	50	35
R and O engines	40	.....
Engines running backward	20	20
Between Mile Post 217.00 and 218.00 and between Mile Post 303.25 and Bonneville all trains move at restricted speed.		
BONNEVILLE AND GREYBULL SUB-DIVISION		
Maximum speed	50	35
Between Boysen and Minnesela	30	20
Through cut between M. P. 336.70 and M. P. 337.30	25	25
Around reverse curve M. P. 327.30 and M. P. 327.40	10	10
Around bluff west end Dornick siding	20	20
R and O engines	40	.....
Engines running backward	20	20
GREYBULL AND BILLINGS SUB-DIVISION		
Maximum speed	50	35
Around bluffs in canyon between M. P. 413.60 and M. P. 414.20	20	10
Around sharp curve between M. P. 423.40 and M. P. 423.80 around curve between M. P. 424.75 and M. P. 424.90	20	20
R and O engines	40	.....
This applies to joint track also.		
Engines running backward	20	20
At Fromberg, within yard limits, all trains must move at restricted speed.		
FRANNIE AND CODY SUB-DIVISION		
Maximum speed	40	30
Frannie junction switch on eastward siding	10	.....
Powell: Over Main Street crosing just west of water tank	10	10
Loaded 30 yard air dump cars in 202800-202849 series	.....	20
Loaded tank cars	.....	25
Engines running backward	10	10

The following restrictions will govern when handling steam derricks	250 Ton Wrecking Derrick 204375	Other Steam Derricks
Guernsey - Casper	25	30
Casper - Bonneville	25	30
Bonneville - Greybull	25	30
Greybull - Fromberg	25	30
Frannie-Cody	Must not Operate	25

Maximum allowable speed for different classes of locomotives. Where sub-division maximum speeds are less, they will govern.

O-1, O-1-A	50 M. P. H.	M-4-A	60 M. P. H.
O-2, O-2-A, O-2-B	50 M. P. H.	S-1-A, S-2-A, S-3	75 M. P. H.
O-3	50 M. P. H.	S-3-A	75 M. P. H.
O-4	50 M. P. H.	S-4, S-4-A	95 M. P. H.
O-5-A	85 M. P. H.	B-1	75 M. P. H.
M-2, M-2-A	45 M. P. H.	B-1-A	80 M. P. H

SPECIAL INSTRUCTIONS

Master Mechanic, W. Schwartz, Casper, Wyo.
Assistant Master Mechanic, C. A. Moody, Sheridan, Wyo.
Train Master, V. H. Clark, Casper, Wyo.
Train Master, H. L. Roberts, Greybull, Wyo.
Road Foreman, M. R. Eckhardt, Casper, Wyo.
Road Foreman, W. W. Abernathy, Greybull, Wyo.
Chief Dispatcher, M. D. Walker, Casper, Wyo.
Night Chief Dispatcher, W. N. Northrup, Casper, Wyo.

Train Dispatchers:

W. A. Bryan
M. R. Agenstine
J. T. Borders
I. M. Jenkins
C. H. Spargar
E. L. Zube
G. E. Rillihan

1. Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

In manual block territory, permissive movements will be authorized by train dispatcher. Dispatcher will report block when clear.

Where Rules D-251, D-252 and D-254 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 signalman.

2. Rule 374 of Rules of the Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

4. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against current of traffic must approach all interlocking and centralized traffic control at restricted speed where distant signals are not provided for such movements.

5. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

Freight and Passenger Diesel engines may operate on any track where O-1-A engines operate.

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

6. Trains must be identified at meeting or waiting points.

7. ADVANCING TRAINS. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in Rule 14(b).

8. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

9. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should train or engineman observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the superintendent and chief dispatcher.

10. SPRING SWITCHES. Spring switches are designated by a round target bearing the letter "S."

Facing point movements over spring switches are protected by automatic home signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points are found to fit properly.

Trains trailing through switch may do so without opening or closing it.

When sand or snow is blowing, the switch points must be cleared before trailing move is made through switch.

When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand.

Sand must not be used over spring switches.

Drop switch will not be made over spring switches unless specifically authorized.

Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

11. Enginemen must not permit ash pans or front end of engine to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over moveable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over moveable parts or between route signals which govern the movements through an interlocking.

12. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the chief dispatcher from the first available point of communication as to the track on which the occupied outfit cars are left.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

13. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

14. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by operator to baggageman in addition to conductor and engineman.

15. Modifying the first paragraph of Rule 959: The standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees and torpedoes to be carried in a rack provided for that purpose.

On motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on locomotives, and that part of the tenth paragraph of Rule 920 reading—"Normal supply for engines, three fusees and six torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

SPECIAL INSTRUCTIONS—Concluded

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

16. Rule 916 of Rules of the Operating Department is abolished.

17. Rule 914 of the Book of Rules of the Operating Department is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one-mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

18. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

19. The use of cupola lights will be discontinued and that part of rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of caboose while on main track" is abolished.

20. Rule 1078 of Rules of the Operating Department is modified as follows: "Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

21. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

22. The night signals to be used under Rule 906 are modified as follows:

Hot Journals—Stop signal followed by lamp swung in small verticle circle.

Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

23. Rule 1314 in Book of Rules of Operating Department is modified as follows: "On Passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal."

24. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified enginemen will keep a sharp lookout for track cars and use the whistle freely.

25. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the subdivision.

26. Rule 1047 of the Book of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station remain at the steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

27. The headlight of Diesel and gas-electric engines must be burned dim during daylight hours when in road service.

28. Red fusees will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fusees will be used in giving signals as prescribed by Rules 12(a) to 12(g) inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

29. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.