

SURGEONS AND PHYSICIANS

Billings, Mont.....DR. F. W. FORD.....Surgeon and Examiner
 Billings, Mont.....DR. SAMUEL WERNER..Surgeon and Examiner.
 Billings, Mont.....DR. J. D. MORRISON.....Eye Specialist.
 Casper, Wyo.....DR. A. McLELLAN.....Surgeon and Examiner.
 Casper, Wyo.....DR. G. R. JAMES.....Eye Specialist.
 Casper, Wyo.....DR. R. H. REEVE.....Surgeon.
 Casper, Wyo.....DR. R. D. TEBBETT.....Eye Specialist
 Casper, Wyo.....DR. G. WHISTON.....Consultant.
 Casper, Wyo.....DR. G. W. HENDERSON..Surgeon and Examiner.
 Cody, Wyo.....DR. V. R. DACKEN.....Surgeon and Examiner.
 Douglas, Wyo.....DR. W. A. HINRICHS....Surgeon.
 Edgemont, So. Dak.....DR. J. R. BYRNE.....Surgeon and Examiner.
 Gillette, Wyo.....DR. J. E. HOADLEY.....Surgeon.
 Greybull, Wyo.....DR. A. S. ROGERS.....Surgeon and Examiner.
 Greybull, Wyo.....DR. D. W. GREGG.....Surgeon and Examiner.
 Guernsey, Wyo.....DR. A. E. CARRIER.....Surgeon and Examiner.
 Hardin, Mont.....DR. M. O. ANDERSON....Surgeon.
 Laurel, Mont.....DR. E. C. HALL.....Surgeon.
 Lovell, Wyo.....DR. T. B. GROFT.....Surgeon.
 Lovell, Wyo.....DR. W. W. HORSLEY.....Surgeon.
 Newcastle, Wyo.....DR. E. J. GUILFOYLE....Surgeon and Examiner.
 Sheridan, Wyo.....DR. R. D. ARNOLD.....Surgeon and Examiner.
 Sheridan, Wyo.....DR. P. SCHUNK.....Surgeon and Examiner.
 Thermopolls, Wyo.....DR. B. GITLITZ.....Surgeon.
 Worland, Wyo.....DR. J. H. FROYD.....Surgeon.

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

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

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

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

E. P. STINE,

General Manager, Omaha, Nebr.

J. C. STARBUCK,

Assistant General Manager, Omaha, Nebr.

A. E. WAY,

Superintendent, Casper, Wyo.

W. S. JOHNSTON,

Assistant Superintendent, Sheridan, Wyo.

W. B. SIMMONS,

General Superintendent Transportation, Chicago, Ill.

CHICAGO, BURLINGTON & QUINCY

RAILROAD COMPANY

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

CASPER AND SHERIDAN

DIVISIONS

No.

5

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

SUNDAY, OCTOBER 26, 1958

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 AND SHERIDAN DIVISIONS.

TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger	Daily Freight
75		31	29								32	30		78
P.M. L 9.35		A.M. L 10.35		Continuous.	B.C.K.O. R.T.W.Yd.	94.95	..... GUERNSEY			Continuous.	P.M. A 6.30			A.M. A 7.45
10.40		f 10.45	L 5.12	8:00 p.m. - 5:00 a.m.	B. W.Y.Yd.	103.32	..... WENDOVER	84		8:00 p.m. - 5:00 a.m.	f 6.09	A 12.45		6.50
11.05		f 10.59	5.27	No Office.	F.	111.67	..... CASSA	72		No Office.	f 5.54	f 12.21		5.55
11.25		s 11.07	s 5.37	See Footnote.		119.60	..... GLENDO	104	49	See Footnote.	s 5.42	s 12.09		s 5.37
³⁰ 11.54		11.18	5.50	No Office.	F.	122.65	..... BONA	83		No Office.	5.30	⁷⁵ 11.54		5.05
A.M. 12.05		s 11.26	s 5.57	See Footnote.		134.44	..... ORIN	110	58	See Footnote.	s 5.23	s 11.44		4.55
12.18		11.35	6.05	No Office.	F.	141.80	..... FOSTER	82		No Office.	5.15	11.36		4.40
12.30		s 11.48	s 6.25	See Footnote.	Yd.	148.79	..... DOUGLAS	123	144	See Footnote.	s 5.06	s 11.27		4.25
12.48		f 12.02	f 6.38	No Office.	F.	156.90	..... ORPHA	110	35	No Office.	f 4.51	f 11.07		4.05
1.11		12.16	6.51	No Office.	F.	171.52	..... CLAYTON	82		No Office.	4.38	10.52		3.39
1.24		s 12.26	s 7.00	6:00 a.m. to 3:00 p. m.		178.18	..... GLENROCK	110	30	Closed	s 4.30	s 10.42		3.25
1.45		12.44	7.14	No Office.	F.	191.78	..... FRY	110	4	No Office.	4.14	10.27		2.55
1.55		12.52	7.20	No Office.	F. Yd.	197.53	..... BROOKHURST	83		No Office.	4.07	10.20		2.42
A 2.05 A.M.		A 1.00 P.M.	A 7.30 A. M.	Continuous.	B.C.K.O. R.T.Yd.	202.15	..... CASPER			Continuous.	L 4.00 P.M.	L 10.15 P.M.		L 2.30 A.M.
4:30 23.8		2:25 44.2	2:18 42.9				..... SCHEDULE TIME				2:30 42.8	2:30 39.5		5:15 21.2
							..... AVERAGE MILES PER HOUR							

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

Centralized Traffic Control in effect between M.P. 95.75 and M.P. 102.25.

Automatic Block System in effect at Wendover between east switch Signal N-1023 and C&S Junction signal S-1036 and between automatic signal N-1975 east of Brookhurst and Casper.

Manual Block System between Wendover and automatic signal N-1975, east of Brookhurst. Rule 319-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN: GUERNSEY DEPOT M.P. 94.95 AND "BEGIN CTC" M.P. 95.75; AT WENDOVER BETWEEN C&S JUNCTION SWITCH M.P. 103.45 AND BEGIN CTC M.P. 102.25; AT CASPER BETWEEN SIGNAL N-2009 AND SIGNAL S-2024. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

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

When first class trains meet at Guernsey, train taking siding will use No. 1 track.

Train register at Wendover for No. 29 and No. 30. These trains will register by register ticket when operator on duty.

No. 31 and No. 32 stop on flag at McKinley, M.P. 131.22, to pick up and discharge passengers and U. S. mail. No. 31 stop at Orpha and No. 32 at Evansville, 3 miles east of Casper, on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post.

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

OFFICE OPEN:

Glendo: 6:00 a.m. to 3:00 p.m. Daily except closed Sunday and Monday.

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

Douglas: 1:00 a.m. to 9:00 a.m. and 4:00 p.m. to 12 Mid., daily, except open Friday 6 a.m. to 8 a.m. and 4 p.m. to 12 midnight.

Casper and Bonneville—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD				
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS		
C & N W Mon. Wed. and Fri. Mixed	Daily Freight	Daily Passenger	Daily Passenger								Daily Passenger	C & N W Tue. Thur. and Sat. Mixed	Daily Freight		
617	75	29									30		618	78	
	A.M. L 4.25		A.M. L 8.00	Continuous.	B.C.K.O. R.T.Yd.	202 15	..... CASPER			Continuous.		P.M. A 9.45		A.M. A12.01
	4.45		f 8.12	No Office.	F.	212 98	..... BISHOP	110	25	No Office.		f 9.33		A.M. 11.40
	A.M. L 7.45		8.17	No Office.	F.	217 57	..... ILLCO			No Office.		9.28	A P.M. A 2.20	11.30
	f 7.57		f 8.24	No Office.	F.	223 90	..... BUCKNUM	81	27	No Office.		f 9.21	f 2.10	11.20
	8.10		8.31	No Office.	F.	229 84	..... PETRIE	42		No Office.		9.15	2.00	11.10
	f 8.30 9.46		f 8.43	7:30 a.m. to 4:30 p.m.		241 52	..... POWDER RIVER	110	90	Closed.		f 9.03	f 1.35	10.50
	f 10.05		8.55	No Office.	F.	252 53	..... LOX	71	23	No Office.		f 8.52	f 12.50	10.32
	f 10.30		9.01	7:30 a.m. to 4:30 p.m.	Y.	260 45	..... ARMINTO	95	60	Closed.		s 8.43	f 12.35	10.20
	10.50		9.19	No Office.	F.	273 78	..... MADDEN	72		No Office.		8.24	12.10	9.45
	f 11.10		9.31	7:30 a.m. to 4:30 p.m.		284 07	..... LYSITE	85	49	Closed.		s 8.10	f 11.50	9.20
	11.25		9.40	No Office.	F.	290 40	..... GATE	78		No Office.		8.01	11.35	9.00
	A 11.45			No Office.	Yd. F	303 90	..... SHOBN			No Office.			L 11.05	
	A.M. A 7.25		A 10.00	7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.	B.C.K.R. T.Yd.	304 01	..... BONNEVILLE			7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.		L 7.40		L 8.30
	A.M.		A.M.				..... (101.86)					P.M.		P.M.
4:00 21.5	3:00 33.7		2:00 50.9			 SCHEDULE TIME					2:05 48.8		3:15 26.5	3:31 28.6
						 AVERAGE MILES PER HOUR								

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

Automatic Block System in effect between Casper and automatic signal S-2044, west of Casper.

Manual Block System between automatic signal S-2044, west of Casper, and Bonneville. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

Trains have no timetable superiority between signal N-2009 and signal S-2024, at Casper. All trains and engines must run at reduced speed between these points.

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

C. & N. W. trains will register at Illico and Shobon and C. B. & Q. trains will register at Illico when instructed to do so by train dispatcher.

Sodium Spur M. P. 235.31—23 cars.

Bonneville and Greybull—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Slidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger									Daily Passenger		Daily Freight	
75		29									30		78	
A.M. L 8.10		A.M. L 10.00		7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.	B.C.K.R. T.Yd.	304 01	..... BONNEVILLE			7:00 a.m. to 3:00 p.m. 4:00 p.m. to 12:00 Mid.	P.M. A 7.40		P.M. A 7.20
8.33		10.23		No Office.	F.	314 74	..... PIPER	110	3	No Office.	7.24		6.54
8.51		10.37		No Office.	F.	323.17	..... DORNICK	90	11	No Office.	7.09		6.26
9.17		10.54		No Office.	F.	331.70	..... MINNESELA	53	17	No Office.	6.54		6.10
9.25		11.10		7:00 a.m. to 11:00 p.m.	Yd.	335.97	..... THERMOPOLIS	95	147	7:00 a.m. to 11:00 p.m.	8 6.49		6.00
9.37		11.20		No Office.	F.	343 07	..... LUCERNE	66	34	No Office.	6.33		5.50
9.45		11.26		7:45 a.m. to 4:45 p.m.	Y.F.	347.98	..... KIRBY	73	238	Closed.	8 6.25		5.40
9.55		11.33		No Office.	F.	353.60	..... CHATHAM	43	25	No Office.	c 6.18		5.30
10.04		11.40		No Office.	F.	359.91	..... PULLIAM	82	19	No Office.	6.10		5.20
10.20		12.30		7:00 a.m. to 11:00 p.m.	Yd.	368.44	..... WORLAND	71	134	7:00 a.m. to 11:00 p.m.	8 5.30		5.00
10.34		12.40		No Office.	F.	376.67	..... DURKEE		213	No Office.	5.21		4.45
10.45		12.46		No Office.	F.	381.05	..... RAIRDEN	53	27	No Office.	5.15		4.35
10.56		12.54		No Office.	F.	387.24	..... MANDERSON	70	48	No Office.	8 5.07		4.25
11.11		1.08		See Footnote.		398.18	..... basin	62	149	See Footnote.	8 4.54		4.15
11.25 A.M.		1.23 P.M.		6:00 a.m. to 10:00 p.m.	B.C.K.O. R.T.Yd.	403.93	..... GREYBULL			6:00 a.m. to 10:00 p.m.	L 4.40 P.M.		L 4.00 P.M.
3:16 30.8		3:23 31.1					..... SCHEDULE TIME				3:00 33.3		3:20 30.0
							..... AVERAGE MILES PER HOUR						

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

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

Automatic block signals between M.P. 316.36 and M.P. 317.88, through Boysen tunnel. Rule 508 in effect.

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

Spring Switch:
Dornick, east end of sliding.

No. 29 and No. 30 stop on flag at M. P. 319.78 for transportation destined Boysen, Wyo., which will be handled to this point.

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

Siddons M. P. 306.78—40 cars.
Colter Spur M. P. 363.51—2 cars.
Geddes M. P. 365.32—17 cars.
Mott M. P. 374.14—14 cars.

OFFICE OPEN:

Basin 8:00 a.m. to 5:00 p.m. daily, except closed Sunday.

Greybull and Fromberg—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger								Daily Passenger	Daily Ex. Monday Freight	Daily Freight	Daily Freight
75	91		29								30		92	78
P.M. 12.55	A.M. 6.00		P.M. 1.35	8:00 a.m. to 10:00 p.m.	B.C.K.O. R.T.Yd.	403.93	GREYBULL			8:00 a.m. to 10:00 p.m.	A 4.30		P.M. 12.30	P.M. 3.25
1.10	6.30		1.52	No Office.	F.	415.32	SPENCE	86	17	No Office.	4.10		11.40	2.32
1.25	7.00		⁷⁸ 2.03	No Office.	F.	422.01	HIMES	74		No Office.	4.02		11.30	²⁸ 2.03
⁷⁸ 1.40	7.30		2.17	No Office.	F.	431.62	KANE	75	43	No Office.	3.48		11.15	⁷⁵ 1.40
1.56	9.00		2.45	7:45 a.m. to 5:30 p.m.	O.Yd.	441.66	LOVELL	105	439	9:30 a.m. to 5:30 p.m.	3.35		11.00	1.25
2.04	⁸² 9.40		2.55	7:45 a.m. to 4:45 p.m.		447.15	COWLEY	83	58	Closed.	3.17		⁸¹ 9.40	1.15
2.13	10.20		³⁰ 3.09	No Office.	F.	452.86	DEAVER	83	22	No Office.	²⁸ 3.09		9.20	1.05
2.23	A 1.00 A.M.		3.21	7:45 a.m. to 4:45 p.m.	Y.Yd.	458.92	FRANNIE	100	219	7:45 a.m. to 4:45 p.m.	3.00		L 9.00 A.M.	12.55
³⁰ 2.52			3.30	No Office.	F.	465.24	WARREN	35	62	No Office.	⁷⁵ 2.52			12.40
3.25			3.43	No Office.	F.	476.11	WADE	110	4	No Office.	2.38			12.19 P.M.
3.50			3.58	No Office.	F.	486.83	EAST BRIDGER	47	31	No Office.	2.25			11.59
A 4.05 P.M.			A 4.15 P.M.	7:30 a.m. to 11:30 p.m.	R.Yd.	493.73	FROMBERG			7:30 a.m. to 11:30 p.m.	L 2.15 P.M.			L 11.45 A.M.

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

6.00 P.M.				B.K.O. R.T.W.Y.	515.73	22.00 LAUREL							11.00 A.M.
		5.20 P.M.		B.K.O. R.T.W.Y.	530.97	15.24 BILLINGS				1.15 P.M.			
						(127.00)							
8:05 24.9	8:00 09.3		3:45 33.4			SCHEDULE TIME				3:15 39.4		3:30 13.3	4:25 24.8
						AVERAGE MILES PER HOUR							

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

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

No train order signal at Greybull, and train order signal at Fromberg does not govern C.B.&Q. trains. Conductors and Enginemen must have clearance Form A.

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

Other trains will register at east siding switch Frannie when instructed to do so by train dispatcher.

FROMBERG: The tracks between yard limit sign east of depot and the yard limit sign west of the depot on the Northern Pacific and the C. B. & Q. will be operated as one yard. All trains and engines must run at reduced speed between these points.

Fromberg, all trains will register by ticket when operator on duty.

Time shown at Laurel and Billings is for information only.

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

Edgemont and Gillette—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Sillings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger	Daily Passenger	Daily Freight								Daily Passenger	Daily Freight	Daily Passenger	Daily Freight
79		43									42			80
A.M. L 7.55		A.M. L 10.00		Continuous.	B.C.K.O.R. T.W.Y.Yd.	476 14	..... EDGEMONT			Continuous.	P.M. A 8.00			A.M. A 12.30
				No Office.	F.	476.70	... DEADWOOD LINE JCT. ...			No Office.				
8 07		10 10		No Office.	F.	484 32	..... MARIETTA	77	12	No Office.	7.48			12 01
8 16		10 17		No Office.	F.	490 02	..... BURDOCK			No Office.	7.41			A.M. 11.53
8 25		10 24		No Office.	F.	495 79	..... DEWEY	107	23	No Office.	7.35			11.44
8 35		10 33		No Office.	F.	504.09	..... CLIFTON	77	12	No Office.	7.26			11.32
8 42		10 40		No Office.	F.	509 94	..... OWENS	110		No Office.	7.20			11.24
8 55		11 00		8:00 a.m. to 12:00 Mi-	Yd.	520 66	..... NEWCASTLE	83	207	8:00 a.m. to 12:00 Mid	s 7.05			11.05
9 07		11 09		No Office.	F.	528 69	..... PEDRO	64		No Office.	6.53			10.50
9 15		11 18		8:00 a.m. to 5:00 p.m.		535.35	..... OSAGE	110	75	Closed	s 6.45			10.41
9 27		11 27		No Office.	F.	542 85	..... JEROME	71		No Office.	6.35			10.29
9 35		11 35		See Footnote		548 92	..... UPTON	115	49	See Footnote	s 6.28			10.20
9 47		11 43		No Office.	F.	556 11	..... THORNTON	71	10	No Office.	6.16			10.08
9 56		11 50		No Office.	F.	561 96	..... KARA	77	13	No Office.	6.10			10.00
10 07		12 01		See Footnote		569 18	..... MOORCROFT	110	62	See Footnote	s 6.01			9.45
10 27		12 14		No Office.	F.	581 93	..... ROZET	110	11	No Office.	5.43			9.25
10 37		12 23		No Office.	F.	590 30	..... WYODAK	55	97	No Office.	5.33			9.12
A 11.00 A.M.		A 12.35 P.M.		Continuous.	B.K.R. Y.Yd.	597 20	..... GILLETTE			7 00 a.m. to 11:00 p.m.	L 5.25 P.M.			L 9.00 P.M.
3:05 39.2		2:35 46.8					(121.06)							
							SCHEDULE TIME				2:35 46.8			3:30 34.8
							AVERAGE MILES PER HOUR.							

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

AT EDGEMONT TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN THE EAST YARD TRACK SWITCH AND DEADWOOD LINE JCT. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

AT GILLETTE TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN THE EAST AND WEST YARD TRACK SWITCHES. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

No train order signal Edgemont and Gillette. Conductors and Enginemen must have Clearance Form A.

No. 12 track Edgemont yard will be used as a run-around track. All switches leading off this track must be lined back after being used except will not apply to eastward or westward freight trains leaving yard.

When first class trains meet at Edgemont, train taking siding will use first track next to depot.

Spring Switches:

Edgemont, east end of freight yard.
Gillette, west end of freight yard.

Local extra leaves Edgemont Monday, Wednesday and Friday for Gillette.

Local extra leaves Gillette Tuesday, Thursday and Saturday for Edgemont.

Spencer M. P. 515.02—21 cars.

Clay M. P. 539.00—69 cars.

Colloid M. P. 550.52—48 cars.

Bentley M. P. 551.87—44 cars.

OFFICE OPEN:

Upton 8:00 a.m. to 5:00 p.m. daily except closed Sunday.

Moorcroft 8:00 a.m. to 5:00 p.m. daily except closed Sunday.

Gillette and Sheridan—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger	Daily Passenger	Daily Freight								Daily Passenger	Daily Freight	Daily Passenger	Daily Freight
79	43										42			80
A.M. 11.15	P.M. 12.42	Continuous.	B.K.R. Y.Yd.	597.20	.....	GILLETTE			8:00 a.m. to 12:00 mid.	P.M. A 5.18			P.M. A 8.30
11.29	12.55	No Office.	F.	606.45	.....	ORIVA	118	7	No Office.	5.00			8.05
11.41	1.05	No Office.	F.	614.43	.....	FELIX	118		No Office.	4.48			7.45
11.53 P.M.	1.15	No Office.	F.	621.40	.....	ECHETA	100	9	No Office.	4.38			7.26
12.08	1.28	No Office.	F.	631.00	.....	LARIAT	117		No Office.	4.27			7.11
12.23	1.42	8:00 a.m. to 5:00 p.m.	Y.	641.04	.....	ARVADA	52	37	Closed.	s 4.15			6.56
12.35	1.53	No Office.	F.	648.04	.....	KENDRICK	101	13	No Office.	4.00			6.45
12.55	2.12	8:00 a.m. to 5:00 p.m.		660.70	.....	CLEARMONT	100	77	Closed.	s 3.45			6.25
1.25	2.30	No Office.	F.Y.	671.85	.....	ULM	98	3	No Office.	c 3.28			6.00
1.37	2.40	No Office.	F.	679.81	.....	VERONA	69	7	No Office.	3.17			5.42
1.49	2.57	No Office.	F.	687.39	.....	ARNO	110	13	No Office.	f 2.57			5.30
1.58	3.07	No Office.	F.	693.43	.....	WAKELEY	76	8	No Office.	2.49			5.20
A 2.15 P.M.	A 3.20 P.M.	Continuous.	B.C.K.O. R.T.Yd.	698.57	.....	SHERIDAN			Continuous.	L 2.40 P.M.			L 5.05 P.M.
3:00 33.8	2:38 38.4				.....	(101.37)							
					.....	SCHEDULE TIME				2:38 38.4			3:25 28.6
					.....	AVERAGE MILES PER HOUR							

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

AT GILLETTE TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN THE EAST AND WEST YARD TRACK SWITCHES. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

Normal position east switch, Sheridan, is for old main track. Passenger trains will use passenger main track through Sheridan yard and will approach east switch prepared to stop, expecting to find switch set against them.

Freight trains approaching Sheridan from east must stop at Mill track switch and if no advance notice of track to be used and absence of a signal from yardman will proceed to yard office where brakeman will receive necessary instructions. Light engines approaching from east must stop east of First Street and then proceed without signal, heading in on independent lead opposite unloading platform.

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

Latter post office at M.P. 651.86, No. 42 stop on flag to pick up and discharge passengers and U.S. mail.

Spring Switches:

Gillette, west end of freight yard.
Sheridan, west end of freight yard.

Big Corral M. P. 654.07—20 cars.

Sheridan and Huntley—Subdivision

CASPER AND SHERIDAN DIVISIONS. TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger	Daily Passenger	Daily Freight								Daily Passenger	Daily Freight		
79		43								42		80		
P.M. L 3.05		P.M. L 3.40		Continuous.	B.C.K.O. R.T.Yd	698.57	..... SHERIDAN			Continuous.	P.M. A 2.20		P.M. A 4.15
3.23		80 s 3.53		No Office		708.11	..... KLEENBURN	68	102	No Office	s 2.00		43 s 3.53
80 3.32		s 4.03		See Footnote.		714.86	..... RANCHESTER	119	38	See Footnote.	s 1.49		79 s 3.32
3.52		s 4.20		See Footnote.		724.06	..... PARKMAN	118	61	See Footnote.	s 1.36		3.10
4.02		4.30		No Office.	F.	730.98	..... ABERDEEN	119	27	No Office.	1.26		2.43
4.10		s 4.39		8:00 a.m. to 5:00 p.m.	Y.	737.04	..... WYOLA	135	46	Closed.	s 1.18		2.33
4.16		4.45		No Office.	F.	741.73	..... SPEAR	69	28	No Office.	1.11		2.25
4.29		s 4.55		See Footnote.		750.24	..... LODGE GRASS	117	40	See Footnote.	s 1.00		2.11
4.44		5.06		No Office.	F.	760.10	..... BENTEN	110	18	No Office.	12.47		1.56
4.59		s 5.18		8:00 a.m. to 5:00 p.m.		770.95	..... CROW AGENCY	106	40	Closed.	s 12.34		1.38
5.20		s 5.45		7:00 a.m. to 11:00 p.m.	Yd.	783.77	..... HARDIN	121	88	See Footnote.	s 12.13		1.18
5.34		5.58		No Office.	F.	792.68	..... ROWLEY	122	21	No Office.	12.03		1.03
5.50		6.13		No Office.	P.	803.27	..... TOLUCA	110		No Office.	P.M. 11.50		12.48
6.06		6.28		No Office.	F.	813.86	..... ANITA	117	20	No Office.	11.37		12.28
6.15		s 6.40		No Office.	F.	820.25	..... BALLANTINE	57	30	No Office.	s 11.29		12.18
A 6.40 P.M.		A 6.53 P.M.		Continuous.	R.Yd.	829.04	..... HUNTLEY	112	31	Continuous.	L 11.18 A.M.		L 12.05 P.M.

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

WESTWARD		EASTWARD		STATIONS		CAPACITY	
7.30 P.M.		7.15 P.M.		..... BILLINGS	12.31		
				(142.86)			
4.25 31.9		3.35 38.8		SCHEDULE TIME		3:20 42.8	
				AVERAGE MILES PER HOUR		4:35 31.1	

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

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN HUNTLEY DEPOT AND INTERLOCKING HOME SIGNAL. TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Manual Block System. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

Spring Switch:
Sheridan, west end of freight yard.

No. 42 stop at Garryowen, M. P. 765.27, on flag to pick up and discharge passengers and U. S. mail.

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

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

Trains will register at Huntley by register ticket.

Time shown at Billings is for information only.

Local extra leaves Sheridan Monday, Wednesday and Friday for Laurel.

Local extra leaves Laurel Tuesday, Thursday and Saturday for Sheridan.

Kiewit M. P. 706.70—408 cars.
Garryowen M. P. 765.27—20 cars.
Dunmore M. P. 776.80—17 cars.
Big Horn Wye M. P. 781.26—31 cars.

OFFICE OPEN:

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

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

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

Frannie and Cody—Subdivision

CASPER AND SHERIDAN DIVISIONS.

TIME TABLE No. 5

EFFECTIVE OCT. 26, 1958

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD						
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS		Daily Ex Monday Freight		
Daily Ex Sunday Freight																	
91											92						
A.M. 11.00				7:45 a.m. to 4:45 p.m.	Y.Yd.	0.00	..... FRANNIE	100	219	7:45 a.m. to 4:45 p.m.			A.M. 9.00			
11.30				No Office.	F.	9.61	..... MANTUA		20	No Office.			8.30			
11.40				No Office.	F.	14.49	..... GARLAND		32	No Office.			8.20			
P.M. 12.30				See Footnote.		19.50	..... POWELL		143	See Footnote.			7.50			
12.50				No Office.	F.	25.52	..... RALSTON		48	No Office.			6.50			
1.10				No Office.	F.	31.0	..... VOCATION		35	No Office.			6.35			
1.30				No Office.		36.81	..... TROTTER		12	No Office.			6.20			
A 2.00 P.M.				See Footnote.	B.K.R. Y.Yd.	42.11	..... CODY	Yard	Yard	See Footnote.			L 6.00 A.M.			
3:00 14.4							..... (42.11)						3:00 14.4			
												SCHEDULE TIME					
												AVERAGE MILES PER HOUR					

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

Manual Block System. Rule 318-B in effect. Rule 907 in effect.

Train order signal at Frannie does not govern trains on Frannie-Cody subdivision, and no train order signal at Cody. Conductors and Engineers must have Clearance Form A when operator on duty.

Trains will register at east siding switch Frannie.

Normal position of switch at west leg of wye at Cody is for wye. O'Donnell spur M. P. 22.03—19 cars.

OFFICE OPEN:

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

SPECIAL INSTRUCTIONS

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

Trainmaster: W. E. Wagers, Casper.

Trainmasters and Road Foremen: D. D. Wade, Greybull.
G. V. Ives, Sheridan.

Chief Dispatchers: J. T. BORDERS, Casper (Casper Div'n)
A. E. Erixson, Alliance (Sheridan Div'n).

Night Chief Dispatchers: E. R. McGUIRE, Alliance (Sheridan Div'n).
M. R. Agenstine, Casper (Casper Div'n).

TRAIN DISPATCHERS:

Casper—(Casper Division)
W. H. Nortrup L. R. Bentley R. R. Campbell F. J. McConigly
E. L. Zube C. H. Spargur F. E. Putnam

Alliance—(Sheridan Division)
R. V. Cox F. H. Hall C. E. Phillips D. E. Chancellor
H. W. Lindeen J. A. Ross R. L. Shields H. M. Sayre
J. C. Hardy G. H. Fawcett L. J. Toohey

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

2. USE OF TRACK.

Bridge Derrick 204620 must not be moved over turntable at Greybull, Bonneville, Casper and Sheridan unless boiler hood is removed.
At Casper, yard engines or leading car, must stop before crossing West Yellowstone Highway.

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

Illico: The junction switch of C. B. & Q. R. R. and C. & N. W. Ry. is equipped with controlled electric switch lock and signals. C. & N. W. trains in both directions must stop clear of home signals and trainmen will:

Unlock and open door of case.

If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.
When finished using switch, proceed as follows:

Place the switch in its normal position and lock.

Turn the crank of electric lock to the right until it is against its stop block.

Close and lock door of case.

If the indicator shows the word "LOCKED", trainmen will call C. B. & Q. train dispatcher, and request release of the electric lock. If the electric lock fails to release for C. & N. W. movement, trainmen will notify C. B. & Q. train dispatcher and when so instructed, will break seal on hand release located in box opposite junction switch and turn the release handle to the right as far as it will go. After a time interval of 4 1/4 minutes, electric switch lock will release. After release of electric lock, trainmen will handle as outlined in preceding paragraph.

After movement through junction switch in either direction, trainmen will restore switch and electric lock to normal position, and if it has been necessary to operate the hand release, C. B. & Q. train dispatcher must be notified when the movement has been completed.

Westward C. & N. W. trains will be governed by home signal which will indicate proceed after switch has been lined for movement to C. B. & Q. If signal fails to clear, trainmen will communicate with C. B. & Q. train dispatcher and when so instructed may pass the signal, complying with rule 509-A within home signal limits.

Eastward C. & N. W. trains may pass home signal at stop under rule 513. If home signals on the C. B. & Q. fail to clear, trains may proceed, examining junction switch and complying with rule 509-A within home signal limits.

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

RULE H.

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

SPECIAL INSTRUCTIONS—(Continued)**RULE Q.**

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

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

RULE 7(a)

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15

The explosion of two torpedoes is a signal to proceed at Reduced Speed for one and one-quarter miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (k).

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

RULE 17

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

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

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

RULE 19 (e).

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

RULE 21.

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

RULE 30.

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

RULE 35.

The following signals will be used by flagmen:

Day Signals —A red flag, torpedoes and red fuses.

Night Signals—Torpedoes and red fuses.

RULE 99 (b) (Second paragraph).

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

RULE 102(a) (First Paragraph)

The red headlight is displayed automatically by an emergency application of the air brakes.

RULE 208. Second paragraph).

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

RULE 221 (a). (First paragraph).

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

CLEARANCE FORM F.

Proceed per Rule 509 A on _____ track.

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

RULE 318 (B). (Third paragraph).

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

RULE 374.

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

RULE 501-501-E.

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

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

RULE 509 C.

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

RULE 512. (Second paragraph).

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

RULE 514

When stopping at a signal, no part of train or engine should pass the signal.

RULE 672. (Third paragraph).

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

RULE 712.

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

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

RULE 901. (First Paragraph)

Roadway signs indicate maximum speeds for passenger trains.

RULE 908. (Second paragraph).

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

(Fourth paragraph).

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

RULE 913 (First paragraph).

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

RULE 914.

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

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

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

RULE 916.

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

RULE 918.

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

RULE 970 (Second Paragraph)

Instruct the fireman in his duties including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 1304.

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

SPECIAL INSTRUCTIONS--(Concluded)**RULE 1345.**

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to Idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

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

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

7. To insure against fire damage, do not permit engines to stand over or near any open flame.

SPEED RESTRICTIONS

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

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

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

Engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H., unless otherwise provided.

Diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains but must not exceed 50 M.P.H.

Diesel-electric motor cars running backward must not exceed a speed of 20 M.P.H.

The maximum speed of diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H., either in service or when being handled dead in train.

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

Diesel-electric motor cars	60 M.P.H.
Diesel-electric passenger engines.....	75 M.P.H.
Diesel-electric freight engines.....	60 M.P.H.
Diesel-electric switch engines.....	40 M.P.H.

When subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings.....	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified.	10	10
Trailing movements through spring switches not otherwise provided.....	15	15
Clamshells, pile drivers, steam shovels, or similar equipment:		
Main Lines.....		30
Branch Lines		20
Except Pile Drivers 204617 and 204618 Branch Lines		15
Rotary Snow Plows:		
Main Lines.....		25
Branch Lines		15
Scale Test Cars:		
Main Lines.....		25
Branch Lines		20
Loaded air dump cars in rear of train when possible		
Main Lines.....		35

The following speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick 204375 and Bridge Derrick 204620	Other Derricks
Guernsey-Fromberg.....	25	30
Fromberg-Laurel.....	15	30
Frannie-Cody.....	Must not Operate	25
Edgemont-Huntley	25	30
Huntley-Laurel.....	30	30
Hardin North Line, spur track.....	Must not Operate	10

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GUERNSEY AND CASPER SUBDIVISION			EDGEMONT AND GILLETTE SUBDIVISION		
Maximum Speed.....	59	49	Maximum speed.....	59	49
Between Guernsey and Wendover.....	45	35	Curves between M.P. 520.75 and M.P. 521.00.....	35	25
Between Wendover and Orin.....	50	40	M.P. 538.65 and M.P. 539.50.....	50	.....
Between Fry and Casper.....	50	40	M.P. 562.85 and M.P. 564.25.....	50	.....
All trains between "End CTC" and east switch Guernsey Yard.....	Reduced	Speed			
Through main track turnout and over spring switch west end Guernsey Yard.....	15	15			
Tunnels between Guernsey and Wendover.....	30	25	GILLETTE AND SHERIDAN SUBDIVISION		
All trains between east siding switch and C&S Jct., Wendover.....	Reduced	Speed	Maximum speed.....	50	40
Between M.P. 107.30 and M.P. 109.60.....	35	25	Between M. P. 705.00 and M.P. 708.25.....	45	.....
Curves between M.P. 112.37 and M.P. 112.53.....	30	15	Around curve between Bridge 705.47 and M. P. 706.20.....	35	25
Curves between M.P. 114.00 and M.P. 115.00 and between M.P. 126.40 and M.P. 127.50.....	40	35	Hardin: Engine or leading car over Center Street west of passenger depot.....	15	15
Engine or leading car over Center Street crossing, Douglas.....	25	25	Hardin North Line from junction switch to end of track.....	.....	10
Westward freight trains between M.P. 196.30 and M.P. 197.00.....	.....	25			
Casper, between signal N-2009 and signal S-2024.....	Reduced	Speed			
CASPER AND BONNEVILLE SUBDIVISION					
Maximum speed.....	59	49			
M.P. 260.45 and M.P. 303.25.....	50	40			
Eastward trains between M. P. 205.00 and M. P. 204.80.....	50	25			
All trains between M. P. 303.25 and Bonneville.....	Reduced	Speed			
BONNEVILLE AND GREYBULL SUBDIVISION					
Maximum speed.....	50	40			
Through Boysen Tunnel M. P. 317.13.....	30	20			
Between M.P. 319.80 and M.P. 326.60.....	30	25			
Between M.P. 326.60 and M.P. 327.42.....	20	20			
Between M.P. 327.42 and M.P. 330.00.....	30	25			
Through cut between M. P. 336.70 and M. P. 337.30	25	25			
GREYBULL AND FROMBERG SUBDIVISION					
Maximum speed.....	50	40			
Around bluffs in canyon between M. P. 413.60 and M. P. 414.20, engine or leading car.....	20	20			
Around curves, between M.P. 423.40 and M.P. 423.80, and M.P. 424.75 and M.P. 424.90.....	20	20			
Through junction switch at Fromberg.....	15	15			
All trains within yard limits at Fromberg.....	Reduced	Speed			
FRANNIE AND CODY SUBDIVISION					
Maximum speed.....	35				
Powell: Engine or leading car over Main Street crossing.....	10				
Cody: Engine or leading car of westward trains over road crossing opposite Husky Refinery.....	10				

All Trains
M.P.H.

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