

SURGEONS AND PHYSICIANS

Alliance, Nebr.....	DR. A. G. BURNHAM.....	Surgeon and Examiner.
Alliance, Nebr.....	DR. J. H. GARDNER.....	Surgeon and Examiner.
Alliance, Nebr.....	DR. F. P. SUGGANG.....	Eye Specialist.
Alliance, Nebr.....	DR. O. L. SENG.....	Surgeon and Examiner.
Ansley, Nebr.....	DR. C. W. WILCOX.....	Surgeon.
Basin, Wyo.....	DR. W. W. FALLON.....	Surgeon and Examiner.
Billings, Mont.....	DR. F. W. FORD.....	Surgeon and Examiner.
Billings, Mont.....	DR. J. D. MORRISON.....	Eye Specialist.
Bridgeport, Nebr.....	DR. H. A. BLACKSTONE.....	Surgeon and Examiner.
Broken Bow, Nebr.....	DR. R. L. BLAIR.....	Surgeon and Examiner.
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.
Crawford, Nebr.....	DR. B. C. BISHOP.....	Surgeon and Examiner.
Crawford, Nebr.....	DR. R. G. BROWN.....	Surgeon.
Custer, S.D.....	DR. F. E. MANNING.....	Surgeon.
Deadwood, S.D.....	DR. A. M. JATOI.....	Surgeon and Examiner.
Douglas, Wyo.....	DR. W. A. HINRICHS.....	Surgeon.
Edgemont, S.D.....	DR. R. J. LYNN.....	Surgeon and Examiner.
Gillette, Wyo.....	DR. J. E. HOADLEY.....	Surgeon and Examiner.
Gillette, Wyo.....	DR. J. G. HALLER.....	Surgeon.
Greybull, Wyo.....	DR. A. S. ROGERS.....	Surgeon and Examiner.
Hardin, Mont.....	DR. M. O. ANDERSON.....	Surgeon.
Hot Springs, S.D.....	DR. ROBT. K. PHILLIPS.....	Surgeon and Examiner.
Hyannis, Nebr.....	DR. W. L. HOWELL.....	Surgeon.
Laurel, Mont.....	DR. E. C. HALL.....	Surgeon.
Lovell, Wyo.....	DR. W. W. HORSLEY.....	Surgeon.
Powell, Wyo.....	DR. A. J. BALKINS.....	Surgeon.
Ravenna, Nebr.....	DR. C. B. CARIGNAN, JR.....	Surgeon and Examiner.
Scottsbluff, Nebr.....	DR. T. E. RIDDELL.....	Surgeon and Examiner.
Scottsbluff, Nebr.....	DR. J. A. ROSENAU.....	Eye Specialist.
Sidney, Nebr.....	DR. C. B. DORWART.....	Surgeon.
Sterling, Colo.....	DR. J. E. NAUGLE, JR.....	Surgeon and Examiner.
Sheridan, Wyo.....	DR. J. J. BATTY.....	Surgeon and Examiner.
Sheridan, Wyo.....	DR. P. SCHUNK.....	Surgeon and Examiner.
Thermopolis, Wyo.....	DR. B. GITLITZ.....	Surgeon.
Torrington, Wyo.....	DR. O. C. REED.....	Surgeon and Examiner.
Worland, Wyo.....	DR. A. A. ENGELMAN.....	Surgeon and Examiner.
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. H. W. HAMMATT, Chief Medical Officer, Chicago, Illinois

J. E. HAMER
General Manager, Omaha, Nebr.

H. E. PIERCE
Assistant to General Manager, Omaha, Nebr.

E. PHILLIPS
Superintendent, Alliance, Nebr.

J. E. BOWMAN
Assistant Superintendent, Casper, Wyo.

D. E. HAIN
Assistant Superintendent, Sheridan, Wyo.

E. R. CRAVEN
General Supt. Transportation, Chicago, Ill.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE ALLIANCE DIVISION

No.

11

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

SUNDAY, OCTOBER 31, 1965

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.

Ravenna and Alliance—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

WESTWARD				Signe	Mile Post Location	STATIONS	Capacity of		Office Open	EASTWARD			
FIRST CLASS							Daily Passenger	Controlled Sidings		Other Tracks	Daily Passenger	FIRST CLASS	
43									42				
A.M. 2.25							A.M. 2.25						
				B.C.K.R. Y.Z.	127.74	RAVENNA 5.67			Continuous.				
				F.	133.41	SWEETWATER 4.50	10		No Office.				
			2.36	F.	137.91	HAZARD 6.36	122	18	No Office.			2.13	
				F.	144.27	LITCHFIELD 5.73	34		No Office.				
			2.47	F.	150.00	GAVIN 3.65	122		No Office.			2.02	
				F.	153.65	MASON 6.35		23	No Office.				
			3.04	F.	160.00	ANSLEY 7.55	122	49	No Office.			c 1.53	
				F.	167.55	BERWYN 8.58		30	No Office.				
			3.38	F.	176.13	BROKEN BOW 8.59	141	134	No Office.			s 1.37	
				F.	184.72	MERNA 10.90	124	42	No Office.				
			3.56	F.	195.62	ANSELMO 12.09	123	44	No Office.			c 1.12	
				F.	207.71	LINSCOTT 7.76	122	11	No Office.				
			4.15	F.	215.47	DUNNING 9.80		50	No Office.				
			4.25	F.	225.27	HALSEY 9.91	135	37	No Office.			12.46	
				F.	235.18	NATICK 7.38		34	No Office.				
			4.54	F.	242.56	THEDFORD 8.08	121	65	No Office.			s 12.30	
				F.	250.64	NORWAY 6.97	124		No Office.				
			5.09	B.C.R.T. F.	257.61	SENECA 11.03			No Office.			s 12.10	
			5.24	F.	268.64	MULLEN 10.18	124	74	No Office.			s 11.54	
				F.	278.82	HECLA 15.06	130	21	No Office.				
			5.47	F.	293.88	WHITMAN 13.00	134	51	No Office.			11.29	
			6.02	F.	306.88	HYANNIS 8.59	138	51	No Office.			s 11.17	
				F.	315.47	ASHBY 8.55	121	42	No Office.				
				F.	324.02	BINGHAM 10.39	148	20	No Office.				
			6.26	F.	334.41	ELLSWORTH 7.51	122	34	No Office.			10.48	
				F.	341.92	LAKESIDE 8.61		52	No Office.				
				F.	350.53	ANTIOCH 8.62	124	39	No Office.				
			6.48	F.	359.15	BIRSELL 6.35	121		No Office.				
			7.05 A.M.	B.C.K.O.R. T.Y.Z.	365.50	ALLIANCE			Continuous.			L 10.20 P.M.	
			4:40 50.9			(237.78)							
						SCHEDULE TIME							
						AVERAGE MILES PER HOUR							

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M.P. 125.00 EAST OF RAVENNA AND ALLIANCE M.P. 365.50.

DUAL CONTROLLED SWITCHES:

Both ends yard track Ravenna, Broken Bow, Seneca and Alliance; East end sidings Hazard, Gavin, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Mullen, Hecla, Whitman, Hyannis, Ashby, Bingham, Birdsell. West end of sidings Norway, Ellsworth and Antioch.

Spring switches: West end of siding Hazard, Gavin, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Mullen, Hecla, Whitman, Hyannis, Ashby, Bingham and Birdsell, east end of siding Norway, Ellsworth and Antioch.

Controlled electric switch locks on all main track switches through Ravenna and Alliance yard.

No train order signal at Ravenna, Seneca and Alliance, Conductors and Enginemen must have Clearance Form A.

Unless otherwise provided, conductor or engineman, or both, arriving at Seneca on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineman, or both, in accordance with Rule 220.

At Seneca, first class trains will register only when instructed to do so by train dispatcher.

Footnotes Concluded on Page 3

FOOTNOTES—Concluded

No. 42 Monday only make regular stop at Ansley.

No. 42 will stop daily at Dunning, Anselmo, Ansley and Litchfield to discharge revenue passengers from Alliance and beyond. No. 42 and No. 43 on Monday only, flag stop at Dunning, Anselmo and Litchfield to receive or discharge revenue passengers.

ALLIANCE:

Trains arriving from east and entering yard will call yard office on telephone unless given a track before arrival, or receiving track switch is lined and proceed signal given by yardman.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

All switches leading off runaround track must be lined back for run-around track after being used.

On Ravenna and Alliance Subdivision at points where stop signals may be encountered in CTC territory, an emergency means of communicating over code line is provided. Instructions are posted in telephone housing stating how connections are to be made.

At Broken Bow, hand operated switch to spur tracks at M.P. 175.31 and M.P. 176.44, not equipped with electric lock. Modified Rule 533 in effect.

At Broken Bow, westward freight trains stopping on main track to set out or pick up cars or to make any other switching movements, must stop so head end of train will be east of Highway Circuit sign located at M.P. 175.85.

At Seneca, hand operated switch to spur track at M.P. 257.41 not equipped with electric lock. Modified Rule 533 in effect.

Koester M.P. 363.66, spud track 23 cars.
beet track 27 cars.

FREIGHT TRAINS (Information Only)					
WESTWARD		STATIONS	EASTWARD		
Daily Freight			Daily Freight		
75	79		78	80	
L 6:30 A. M.	L 8:20 P. M.	RAVENNA	A 10:45 P. M.	A 2:30 P. M.	
A 9:15 A. M.	A 11:25 P. M.	SENECA	L 6:40 P. M.	L 10:15 A. M.	
L 9:45 A. M.	L 11:40 P. M.		A 6:30 P. M.	A 9:45 A. M.	
A 1:45 P. M.	A 2:30 A. M.	ALLIANCE	L 3:45 P. M.	L 7:00 A. M.	

Master Mechanic:..... A. Baker, Alliance.
Trainmasters:..... W. D. Williamson, Alliance.
W. E. Wagers, Casper.
Assistant Trainmasters:..... F. H. Hall, Alliance.
L. D. Sims, Alliance.
Trainmaster-Road Foremen:..... R. J. Utterback, Greybull.
Road Foremen:..... F. K. Tomlin, Alliance.
J. W. Craig, Alliance.
J. B. MacLiver, Sheridan.

Chief Dispatcher:..... A. E. Erixson, Alliance.
Night Chief Dispatcher:..... J. C. Grisinger, Alliance.

Train Dispatchers:

M. R. Agenstine	E. D. Lamb	J. A. Ross
L. R. Bentley	W. H. Nortrup	J. E. Roten
J. C. Hardy	C. E. Phillips	E. B. Savage

Alliance and Edgemont—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

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	
79	43									42	80	
A.M. L 3.40	L A.M. 7.45		Continuous.	B.C.K.O.R. T.Y.Yd.Z.	365.50	ALLIANCE 10.9			Continuous.	A P.M. 9.45	A A.M. 5.00	
3.58	7.58		No Office.	F.	375.59	BEREA 9.00	108	21	No Office.	9.26	4.27	
⁸⁰ 4.15	8.10		7:00 a.m. to 4:00 p.m.		384.59	HEMINGFORD 6.75	108	120	Closed.	S 9.14	⁷⁹ 4.15	
4.30	8.18		No Office.	F.	391.34	NONPAREIL 9.27	76	22	No Office.	9.07	4.05	
4.50	8.30		No Office.	F.	400.61	MARSLAND 9.73	108	17	No Office.	S 8.56	3.45	
5.20	8.43		No Office.	F.	410.34	BELMONT 12.58	68	51	No Office.	8.44	3.25	
6.01	9.14		8:00 a.m. to 4:00 p.m. 7:45 p.m. to 3:45 a.m.	Y.Yd.	422.92	CRAWFORD 0.20	162		8:00 a.m. to 4:00 p.m. 7:45 p.m. to 3:45 a.m.	S 8.20	2.30	
			No Office.		423.12	C. & N.W. Crossing (Grade) 13.84			No Office.			
6.28	9.30		No Office.	F.	436.96	JODER 13.38	108	4	No Office.	7.57	2.03	
6.53	9.45		No Office.	F.	450.34	ARDMORE 8.45	118	14	No Office.	C 7.43	1.44	
7.06	9.55		No Office.	F.	458.79	RUMFORD 8.13	62	10	No Office.	7.32	1.32	
7.18	10.04		8:00 a.m. to 5:00 p.m.		466.92	PROVO 1.20	85	16	Closed.	S 7.23	1.20	
7.21	10.06		No Office.	F.	468.12	AREA WYE 8.02		67	No Office.	7.20		
A 7.40 A.M.	A 10.20 A.M.		Continuous.	B.C.K.O.R. T.Yd.	476.14	EDGEMONT (110.64)			Continuous.	L 7.10 P.M.	L 1.00 A.M.	
4:00 27.8	2:35 42.8		SCHEDULE TIME AVERAGE MILES PER HOUR							2:35 42.8	4:00 27.8	

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN ALLIANCE M.P. 365.50 AND M.P. 366.26.

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

Manual Block System. Rule 318-B in effect between Alliance and Belmont and between Crawford and Edgemont. 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 system in effect between Belmont and Crawford.

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

ALLIANCE:

Dual controlled switches both ends yard.

Controlled electric switch locks on all main track switches through yard. All switches leading off runaround track must be lined back for run-around track after being used.

Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

CRAWFORD:

Inside guard rail on east end of track No. 23 (House Track) M.P. 422.92, is one and one-fourth inch higher than the running rail. Trains handling snow plows, spreaders and similar equipment must see that equipment is raised sufficiently to clear the guard rail before passing over it.

C. & N. W. TRAINS HAVE RIGHT TO CROSS AHEAD OF C. B. & Q. TRAINS AT CROSSING M.P. 423.12.

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

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

Ginn M.P. 370.41—42 cars.

Nida M.P. 381.28—43 cars.

Spring switches: Marsland, West End Siding.
Crawford, East End Siding.
Edgemont, East End Freight Yard.

No. 43 will stop at Ardmore to receive or discharge revenue passengers when notified at Crawford.

No. 42 will stop at Ardmore to receive or discharge revenue passengers when notified at Edgemont.

Edgemont and Sheridan—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

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. L 7.55	A.M. L 10.33			Continuous.	B.C.K.O. R.T.Yd.	476.14	EDGEMONT 0.56			Continuous.	P.M. A 7.00		A.M. A 12.30	
				No Office.	F.	476.70	DEADWOOD JCT. 7.62			No Office.				
8.07	10.42			No Office.	F.	484.32	MARIETTA 11.47	76	12	No Office.	6.47		12.01 A.M.	
8.25	10.55			No Office.	F.	495.79	DEWEY 8.30	104	23	No Office.	6.35		11.44	
8.35	11.04			No Office.	F.	504.09	CLIFTON 5.58	76	12	No Office.	6.26		11.32	
8.42	11.10			No Office.	F.	509.67	OWENS 10.99	107		No Office.	6.20		11.24	
8.55	11.30			7:30 a.m. to 4:30 p.m.		520.66	NEWCASTLE 8.04	82	207	Closed.	6.07		11.05	
9.07	11.39			No Office.	F.	528.70	PEDRO 6.65	64		No Office.	5.52		10.50	
9.15	11.48			8:00 a.m. to 5:00 p.m.		535.35	OSAGE 7.66	108	76	Closed.	5.45		10.41	
9.27	11.57			No Office.	F.	543.01	JEROME 5.81	70		No Office.	5.35		10.29	
9.35	12.05			7:00 a.m. to 4:00 p.m.		548.92	UPTON 7.19	107	49	Closed.	5.28		10.20	
9.47	12.13			No Office.	F.	556.11	THORNTON 5.44	70	10	No Office.	5.18		10.08	
9.56	12.19			No Office.	F.	561.55	KARA 7.63	75		No Office.	5.12		10.00	
10.07	12.27			8:00 a.m. to 5:00 p.m.		569.18	MOORCROFT 12.75	107	62	Closed.	5.04		9.45	
10.27	12.42			No Office.	F.	581.93	ROZET 8.77	108	11	No Office.	4.49		9.25	
10.37	12.51			No Office.	F.	590.70	WYODAK 6.50		161	No Office.	4.39		9.12	
11.15	1.28			8:00 a.m. 5:00 p.m.	B.K.R. Y.Yd.	597.20	GILLETTE 9.25			8:00 a.m. to 5:00 p.m.	4.32		9.00	
11.29	1.38			No Office.	F.	606.45	ORIVA 7.98	115		No Office.	3.42		8.05	
11.41	1.47			No Office.	F.	614.43	FELIX 6.97	115		No Office.	3.33		7.45	
11.53	1.54			No Office.	F.	621.40	ECHETA 9.83	98	9	No Office.	3.26		7.26	
12.08	2.04			No Office.	F.	631.23	LARIAT 9.81	114		No Office.	3.15		7.11	
12.23	2.15			No Office.	F.	641.04	ARVADA 7.12	52	37	No Office.	3.03		6.56	
12.35	2.23			No Office.	F.	648.18	KENDRICK 12.54	98	13	No Office.	2.53		6.45	
12.50	2.38			8:00 a.m. to 5:00 p.m.		660.70	CLEARMONT 11.15	96	77	Closed.	2.38		6.25	
1.10	2.50			No Office.	F.	671.85	ULM 7.98	95	3	No Office.	2.17		6.00	
1.22	3.02			No Office.	F.	679.81	VERONA 7.49	68	7	No Office.	2.07		5.42	
1.35	3.12			No Office.	F.	687.30	ARNO 6.13	107	13	No Office.	1.58		5.30	
1.51	3.20			No Office.	F.	693.43	WAKELEY 5.14	75		No Office.	1.51		5.20	
A 2.00 P.M.	A 3.45 P.M.			7:00 a.m. to 11:00 p.m.	B.C.K.O. R.T.Yd.Z.	698.57	SHERIDAN (222.43)			7:00 a.m. to 11:00 p.m.	L 1.45 P.M.		L 5.05 P.M.	
8:05 36.6	6:12 42.8						SCHEDULE TIME AVERAGE MILES PER HOUR				5:15 42.4		7:25 30.0	

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

TRAINS HAVE NO TIMETABLE SUPERIORITY: AT EDGEMONT BETWEEN EAST YARD TRACK SWITCH AND DEADWOOD JCT. AT GILLETTE BETWEEN 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, Gillette and Sheridan. Conductors and Enginemen must have Clearance Form A.

Unless otherwise provided, conductor or engineman, or both, arriving at Gillette on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineman, or both, in accordance with Rule 220.

At Gillette, when operator on duty, conductor and engineman must receive Clearance Form A in addition to receiving all clearance forms, train orders, and messages held by conductor and engineman relieved, as provided for by Rule 220.

Footnotes Concluded on Page 6

Edgemont and Sheridan—Subdivision

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

FOOTNOTES—Concluded

No. 12 track Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for runaround track 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.

Sheridan, west end of freight yard.

Spencer M. P. 515.02—21 cars.

Clay M. P. 539.61—63 cars.

Colloid M. P. 550.52—48 cars.

Bentley M. P. 551.87—38 cars.

Homestake M. P. 571.80—15 cars.

Big Corral M. P. 654.07—20 cars.

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 stop at the following stations to exchange U.S. mail:

Arno—daily except Sunday and holidays.

Ulm—daily except Sunday and holidays.

Leiter—(M.P. 651.86) daily except Sunday and holidays.

Rozet—daily except Sunday and holidays.

No. 43 stop at the following stations to exchange U.S. mail:

Rozet—daily except Sunday and holidays.

Leiter—(M.P. 651.86) daily except Sunday and holidays.

Ulm—daily except Sunday and holidays.

SPUR TRACKS ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Conductors and Enginemen must have Clearance Form A before making trip on spur track.

Keystone Spur

Mile Post Location	STATIONS	Capacity of	
		Siding	Other Tracks
0.00	HILL CITY		47
	4.36		
4.36	OBLIVION		2
	5.09		
9.45	KEYSTONE		12
	(9.46)		

Hot Springs Spur

Mile Post Location	STATIONS	Capacity of	
		Siding	Other Tracks
0.00	MINNEKAHTA		16
	12.90		
12.90	HOT SPRINGS		35
	(12.90)		

Rotary snow plows must not operate between Minnekahta and Hot Springs. SD-24 and U25C engines must not operate. Other class of diesel engines may operate when not more than two units are coupled together.

Engines must not operate on Battle Mountain coal trestle at Hot Springs. Clearance Form A received at Edgemont will confer authority on Hot Springs Spur.

Track car operator's lineup will not be issued to cover train No. 167 which will not leave Minnekahta before 7:00 a.m. on Sundays, Tuesdays and Thursdays for Hot Springs and return.

Lead Spur

Mile Post Location	STATIONS	Capacity of	
		Siding	Other Tracks
0.00	LEAD		
	1.24		
1.24	FANTAIL		18
	2.04		
3.28	KIRK		20
	(3.28)		

Rotary snow plows 205098 and 205099 close clearance M. P. 1.0 to Rock Cut and proceed at Reduced Speed.

Diesel engines, except diesel switch engines, must not operate.

Clearance Form A received by yard engine at Deadwood will confer authority on Lead Spur.

Reno Spur

Mile Post Location	STATIONS	Capacity of	
		Siding	Other Tracks
0.00	ENGLEWOOD		40
	1.85		
1.85	RENO		83
	(1.85)		

Diesel engines, except diesel switch engines, must not operate.

Clearance Form A received by yard engine at Deadwood will confer authority on Reno Spur.

Sheridan and Huntley—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD				
SECOND CLASS	FIRST CLASS		Daily Freight					Daily Passenger	Siding		Other Tracks	FIRST CLASS		SECOND CLASS	
	79		43								42		80		
	P.M. L 3.00		P.M. L 4.10	7:00 a.m. to 11:00 p.m.	B.C.K.O. R.T.Yd Z.	698.57	SHERIDAN 9.54			7:00 a.m. to 11:00 p.m.	P.M. A 1.20		P.M. A 4.00		
	3.15		4.23	No Office.	F.	708.11	KLEENBURN 6.75	65	102	No Office.	1.05		3.43		
	80 3.30		4.32	9:30 a.m. to 4:40 p.m.		714.86	RANCHEDER 9.20	116	37	Closed.	12.57		79 3.30		
	3.52		4.45	No Office.	F.	724.06	PARKMAN 6.78	115	61	No Office.	12.45		3.10		
	4.02		4.55	No Office.	F.	730.84	ABERDEEN 6.20	117	27	No Office.	12.35		2.43		
	4.10		5.05	No Office.	F.	737.04	WYOLA 4.85	131	46	No Office.	12.27		2.33		
	4.16		5.11	No Office.	F.	741.09	SPEAR 3.75	53	28	No Office.	12.19		2.25		
	4.29		5.22	See Footnote.		750.24	LODGE GRASS 9.85	114	40	See Footnote.		12.07 P.M.	2.11		
	4.44		5.34	No Office.	F.	760.10	BENTEN 10.85	108	18	No Office.	11.56		1.56		
	4.59		5.46	No Office.	F.	770.95	CROW AGENCY 12.82	104	23	No Office.	11.44		1.38		
	5.20		6.10	7:00 a.m. to 8:00 p.m.	Yd.	783.77	HARDIN 6.81	74		7:00 a.m. to 8:00 p.m.	11.21		1.18		
	5.34		6.23	No Office.	F.	792.68	ROWLEY 10.59	115	21	No Office.	11.11		1.03		
	5.50		6.35	No Office.	F.	803.27	TOLUCA 10.72	106		No Office.	10.58		12.48		
	6.06		6.50	No Office.	F.	813.99	ANITA 6.26	114		No Office.	10.45		12.28		
	6.15		6.59	No Office.	F.	820.25	BALLANTINE 3.79	57	30	No Office.	10.37		12.18		
	A 6.40 P.M.		A 7.12 P.M.	No Office.	F. Yd.	829.04	HUNTLEY	110		No Office.	110.26 A.M.		112.05 P.M.		

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

7.30 P.M.	7.45 P.M.	Continuous.	B.C.K.O. R.T.Y.	841.35	-12.31 BILLINGS	Continuous.	10.10 A.M.	11.40 A.M.
					(142.78)			
4:30 31.7	3:30 39.8				SCHEDULE TIME AVERAGE MILES PER HOUR		3:10 45.1	4:20 32.9

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

TRAINS HAVE NO TIMETABLE SUPERIORITY AT HUNTLEY BETWEEN M.P. 828.90 AND CTC SIGNAL 829.15. 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. Conductors and Enginemen must have Clearance Form A.

Spring Switch:

Sheridan, west end of freight yard.

Hardin North Line between M.P. 783.65 (Hardin) and Kingley, 12 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 when instructed to do so by train dispatcher.

Time shown at Billings is for information only.

SHERIDAN:

In addition to CB&Q Clearance Form A authorizing movement on CB&Q Sheridan and Huntley Subdivision, Conductors and Enginemen must receive NP Clearance Form A.

BILLINGS:

Conductors and Enginemen must receive CB&Q Clearance Form A which will confer authority on CB&Q Sheridan and Huntley Subdivision. CB&Q Second Class and Extra Trains will register by Form 1643.

Klewit M. P. 706.70—408 cars.
Garryowen M. P. 766.27—20 cars.
Big Horn Wye M. P. 781.28—31 cars.

No. 43 stop at Garryowen daily except Sunday to exchange U.S. mail.

No. 42 stop at Garryowen daily except Monday to exchange U.S. mail.

OFFICE OPEN:

Lodge Grass 8:00 a.m. to 5:00 p.m. daily except closed Sunday and Monday.

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

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

Edgemont and Deadwood—Subdivision—BRANCH LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

WESTWARD				EASTWARD				
SECOND CLASS				SECOND CLASS				
	Sunday Tue., Thur. Mixed	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Office Open Saturday and Sunday	Capacity of Other Tracks	Monday Wed. Fri. Mixed
	167							166
	A.M. L 9.45	Continuous.	B.C.K.O.R. T.Yd.	0.00	EDGEMONT 0.56	Continuous.		P.M. A 2.10
		No Office.	F.	0.56	DEADWOOD JCT. 15.41	No Office.		
	f 10.33	No Office.	F.Y.	15.97	MINNEKAHTA 6.08	No Office.	16	f 1.08
	10.55	No Office.	F.	22.05	LIEN 10.26	No Office.	20	12.45
	f 11.23	No Office.	F.	32.31	FRINGLE 12.15	No Office.	17	f 12.16
	P.M. s 12.31	7:00 a.m. to 4:00 p.m.		44.46	CUSTER 15.96	Closed.	79	s 1.35
	s 1.18	7:00 a.m. to 4:00 p.m.	Y.	60.42	HILL CITY 14.40	Closed.	47	s 10.15
	f 2.01	No Office.	F.	74.82	MYSTIC 7.23	No Office.	18	f 8.44
	f 2.23	No Office.	F.	82.05	ROCHFORD 15.50	No Office.	16	f 8.22
	f 3.13	No Office.	F Yd.	98.55	ENGLEWOOD 4.37	No Office.	11	f 7.33
	f 3.40	No Office.	F.Yd.O.	102.92	KIRK 2.19	No Office.	20	f 7.17
	f 3.50	No Office.		105.11	PLUMA 1.72	No Office.	13	f 7.10
	A 3.55 P.M.	6:30 a.m. to 3:30 p.m.	B.K.R.T. C.Yd.	106.83	DEADWOOD (106.83)	Closed.		L 7.05 A.M.
	8:10 17.3				SCHEDULE TIME AVERAGE MILES PER HOUR			7:05 15.0

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

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

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Edgemont and Deadwood. Conductors and Engineers must have Clearance Form A.

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

Trains will register at Minnekahta, Hill City, Englewood and Kirk when instructed to do so by train dispatcher.

When trains meet at Kirk, eastward train will take siding on Kirk-Fantail line.

KIRK AND ENGLEWOOD:

Clearance Form A received by yard engine at Deadwood will confer authority on Lead Spur and Reno Spur.

MINNEKAHTA:

Clearance Form A received at Edgemont will confer authority on Hot Springs Spur.

Tunnels M.P. 72.35, 73.05, 76.98 and 85.32 will not clear man on top or side of car. Employees must not ride on top or side of car when moving through these tunnels.

Diesel engines, except diesel switch engines, must not operate on following tracks:

Yates: from gate at east end of power plant trestle to end of track.

Orohondo.

Deadwood: Standard Oil track, Slime Plant track, west 340 feet of stock track, Pioneer Fruit Co. track from west end of platform at fruit house to east switch, Armour spur, Transfer track, Continental Oil track.

Loring (F) M.P. 27.42—70 cars.
(2 tracks)

Nihart M.P. 35.53—3 cars.

Sanator M.P. 38.97—4 cars.

Berne M.P. 50.46—17 cars.

Redfern M.P. 67.97—9 cars.

Dumont (F) M.P. 93.66—10 cars.

Yates (F) M.P. 102.32—17 cars.

(2 tracks)

Orohondo M.P. 103.40—9 cars.

Cinder M.P. 105.66—2 cars.

Bridgeport and Sterling—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD				
FIRST CLASS								Siding	Other Tracks		FIRST CLASS				
Daily Passenger											Daily Passenger				
			33												
			P.M. L 11.50 A.M. 12.01	7:45 a.m. to 4:45 p.m.	B.K.R. Y.Yd.	36.54	BRIDGEPORT 8.09	65		See Footnote.				A.M. A 4.22	
			s 12.19	No Office.	F.	44.63	ALDEN 11.77	66	14	No Office.				s 3.58	
			s 12.27	7:30 a.m. to 4:30 p.m.	F.	56.40	DALTON 5.85	66	94	No Office.				s 3.50	
			12.36	No Office.	Y.F.	69.21	GURLEY 6.96 HUNTSMAN 6.19	98	25	Closed.				s 3.40	
			s 12.51	7:15 a.m. to 4:15 p.m.		75.40	SIDNEY 8.37	32	130	Closed.				s 3.14	
			1.03	No Office.	F.	83.77	LORENZO 6.22	29	28	No Office.				s 3.04	
			s 1.12	No Office.	F.	89.99	PEETZ 10.36	35	32	No Office.				s 2.54	
			1.25	No Office.	F.	100.35	BUCHANAN 3.98		20	No Office.				s 2.39	
			s 1.31	No Office.	F.	104.33	PADRONI 7.10	66	25	No Office.				s 2.34	
			1.41	No Office.	F.	111.43	ACKERMAN 3.89		48	No Office.				s 2.25	
			A 1.50 A.M.	Continuous.	B.C.K.O. R.Y.Yd.	115.12	STERLING (78.58)			Continuous.				L 2.20 A.M.	
			2:00 39.3				SCHEDULE TIME AVERAGE MILES PER HOUR							2:02 38.5	

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

Jessica
Ginther

M.P. 105.41—35 cars.
M.P. 106.18—7 cars.

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN EAST YARD LIMIT SIGN NORTHPORT AT M.P. 32.26, WEST YARD LIMIT SIGN NORTHPORT AT M.P. 2.29 AND WEST SWITCH OF SIDING BRIDGEPORT AT M.P. 37.43, AND AT STERLING BETWEEN YARD LIMIT SIGN AT M.P. 113.26 AND JUNCTION SWITCH WITH UNION PACIFIC AT M.P. 115.27. 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 Bridgeport. Conductors and Enginemen must have Clearance Form A when operator on duty.

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

Clearance Form A received at Alliance will confer authority on Bridgeport and Sterling Subdivision and such trains are not required to receive Clearance Form A at Bridgeport when operator not on duty.

Clearance Form A received at Sterling will confer authority on Alliance and Guernsey Subdivision and such trains are not required to receive Clearance Form A at Bridgeport when operator not on duty.

BRIDGEPORT:

When first class trains meet, train taking siding will use pocket track opposite depot.

Office Open:

Bridgeport 7:45 a.m. to 4:45 p.m. Saturday.
Closed Sunday.

Freight Trains (Information only)

Westward Daily Freight	Stations	Eastward Daily Freight
71		72
L 1:00 p.m.	Alliance	A 2:30 p.m.
A 2:30 p.m.	Bridgeport	L 12:30 p.m.
L 3:45 p.m.		A 11:15 a.m.
A 8:30 p.m.	Sterling	L 7:15 a.m.

Alliance and Guernsey—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

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 Passenger	Daily Passenger	Daily Freight
75	33	31							34	32	78	
P.M. L 3.45	P.M. L 11.00	A.M. L 7.55	Continuous.	B.C.K.O.R. T.Y.Z.	0.00	ALLIANCE 6.77			Continuous.	A.M. A 5.40	P.M. A 9.45	P.M. A 1.45
3.55	11.09	8.03	No Office.	F.	6.77	LETAN 6.82	58	9	No Office.	5.00	9.17	1.30
4.10	11.17	8.10	No Office.	F.	13.59	BONNER 8.22	66	15	No Office.	4.52	9.10	1.15
4.25	11.27	8.19	No Office.	F.	21.81	ANGORA 6.04	86	16	No Office.	4.43	9.00	12.55
4.35	11.34	8.26	No Office.	F.	27.85	VANCE 5.96	66		No Office.	4.35	8.50	12.35
4.45	11.41	8.32	No Office.	F.Y.Yd.	33.81	NORTHPORT 0.60			No Office.	4.28	8.41	12.16
			No Office.	F.Yd.	34.41	U. P. Crossing (Auto Interlocked) 2.13			No Office.			
	A 11.46 P.M.	8.36 8.46	7:45a. m. to 4:45p. m.	B.K.R. Y.Yd.	36.54	BRIDGEPORT 2.68	65		See Footnote.	L 4.24 A.M.	8.35 8.25	
4.48		8.54	No Office.	F.Y.Yd.	0.44	WEST WYE SWITCH NORTHPORT 2.51			No Office.		8.17	12.15
			No Office.	F.	2.51	DE GRAY 3.31		30	No Office.			12.04 P.M.
4.59		9.00	No Office.	F.	5.82	ATKINS 2.48		22	No Office.		8.11	11.58
5.04		9.03	No Office.	F.	8.30	PRINZ 3.48		27	No Office.		8.08	11.53
5.10		9.07	8:00a. m. to 6:00p. m.	Y.Yd.O.	11.78	BAYARD 10.05	E 74 W 93		Closed.		8.59	11.47
5.25		9.20	7:00a. m. to 4:00p. m.		21.83	MINATARE 8.99	122	147	Closed.		8.48	11.30
6.05		9.50	6:00a. m. to 10:00p. m.	B.K.O. Y.Yd.Z.	30.82	SCOTTSBLUFF 3.01	155		6:00a. m. to 10:00p. m.		8.35	11.15
		9.54	No Office.	F.	33.83	HELDT 6.37		38	No Office.		7.16	
6.20		10.02	7:00a. m. to 4:00p. m.	Y.Yd.	40.20	MITCHELL 6.25	115		Closed.		8.09	10.45
6.30		10.12	8:00a. m. to 5:00p. m.		46.45	MORRILL 7.23	83	140	Closed.		8.01	10.32
32 6.52		78 10.20	No Office.	F.	53.74	HENRY 8.29	76	40	No Office.		75 6.52	31 10.20
7.06		10.35	7:00a. m. to 8:00p. m.	Yd.	62.03	TORRINGTON 9.63	69		Closed.		8.43	10.00
7.35		10.47	See Footnote.		71.72	LINGLE 5.74	114	38	See Footnote.		8.33	9.45
		10.53	No Office.	F.	77.46	BARNES 4.55		23	No Office.		6.27	9.33
7.50		10.59	No Office.	F.	82.01	FORT LARAMIE 11.03	78	41	No Office.		8.22	9.25
		11.11	No Office.	F.	93.04	QUARRY SPUR 1.91		21	No Office.			
A 8.15 P.M.		A 11.15 A.M.	Continuous.	B.C.K.O. R.T.Yd.Z.	94.95	GUERNSEY			Continuous.	L 6.07 P.M.	L 9.00 A.M.	
4:30 28.7	8:46 48.6	3:20 38.6				SCHEDULE TIME AVERAGE MILES PER HOUR				1:16 28.8	3:38 35.4	4:45 27.4

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

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN EAST YARD LIMIT SIGN NORTHPORT AT M.P. 32.26, WEST YARD LIMIT SIGN NORTHPORT AT M.P. 2.29 AND WEST SWITCH OF SIDING BRIDGEPORT AT M.P. 37.43, AND AT GUERNSEY BETWEEN EAST SWITCH M.P. 93.85 AND BEGIN CTC M.P. 95.75. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN ALLIANCE AND M.P. 0.78.

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.

Signals must not be ordered displayed to, nor taken down at Bridgeport on Trains No. 31 and No. 32.

No train order signal at Bridgeport. Conductors and Enginemen must have Clearance Form A when operator on duty.

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

Kemp	M.P. 32.76 west of Vance	— 20 cars.
Covert	M.P. 34.48 west of Heldt	— 12 cars.
Jane	M.P. 38.09 west of Heldt	— 5 cars.
Chemical	M.P. 45.25 west of Mitchell	— 5 cars.

Footnotes Concluded on Page 11

Alliance and Guernsey—Subdivision

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

FOOTNOTES—Concluded

THE FOLLOWING SPUR TRACKS ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT:

- Between Prinz and Perrin; 6.37 miles.
- Between Bayard and Baxter; 12.75 miles.
- Between Scottsbluff and Mintie; 13.76 miles.
- Between Mitchell and Roach; 9.43 miles.

ALLIANCE:

Dual controlled switches both ends yard.

Controlled electric switch locks on all main track switches through yard.

All inside switches of crossovers from main track through yard must be lined and locked for straight track movement when not in use.

Trains and engines entering west end yard will be governed by CTC signal indication to opposing signal and governed from that point by hand signal from yardman or on instructions of yardmaster for movement to receiving track.

All trains leaving yard must arrange for proper route before fouling lead.

All trains departing passenger station will move at Restricted Speed until passing first CTC proceed signal.

All switches leading off runaround track must be lined back for runaround track after being used.

NORTHPORT:

Trains will register when instructed to do so by train dispatcher.

Spring switches North and West Wye.

BRIDGEPORT:

When first class trains meet, train taking siding will use pocket track opposite depot.

SCOTTSBLUFF:

Automatic highway grade crossing gates at Broadway crossing will operate on approach of trains on main track; for other tracks, gates will operate only when train or engine is within 40 feet of crossing.

Eastward trains, after having stopped at station, must approach crossing in accordance with Rule 103 (b).

GUERNSEY:

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

Spring Switches East and West end freight yard.

OFFICE OPEN:

Bridgeport 7:45 a.m. to 4:45 p.m. Saturday. Closed Sunday.

Lingle 8:00 a.m. to 5:00 p.m. daily except closed Sunday and Monday.

Frannie and Cody—Subdivision—BRANCH LINE

WESTWARD				EASTWARD						
SECOND CLASS		Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	SECOND CLASS	
Daily Ex. Sunday Freight	91					Siding	Other Tracks		Daily Ex. Monday Freight	92
A.M. 11.00		7:45 a.m. to 4:45 p.m.	Y.Yd.	0.00	FRANNIE 9.61	90		Closed.	A.M. 9.00	
11.30		No Office.	F.	9.61	MANTUA 4.88		20	No Office.	8.30	
11.40		No Office.	F.	14.49	GARLAND 5.01		33	No Office.	8.20	
P.M. 12.30		See Footnote.		19.50	POWELL 6.02		161	See Footnote.	7.50	
12.50		No Office.	F.	25.52	RALSTON 5.48		38	No Office.	6.50	
1.10		No Office.	F.	31.0	VOCAION 5.81		54	No Office.	6.35	
1.30		No Office.		36.31	TROTTER 5.30		10	No Office.	6.20	
A 2.00 P.M.		6:45 a.m. to 3:45 p.m.	B.K.R. Y.Yd.	42.11	CODY			Closed.	L 6.00 A.M.	
					(42.11)					
3.00 14.4					SCHEDULE TIME AVERAGE MILES PER HOUR				3.00 14.4	

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 and Cody Subdivision. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains will register at east siding switch Frannie.

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

Normal position of switch at west leg of wye at Cody is for wye.

O'Donnell M.P. 22.03—27 cars.

OFFICE OPEN:

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

Guernsey and Casper—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

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 11.18		Continuous.	B.C.K.O. R.T.Yd.Z.	94.95	GUERNSEY 8.37			Continuous.	P.M. A 6.06		A.M. A 8.35	
10.30		f 11.29	L 4.02	8:00 p.m. to 5:00 a.m.	B. Y.Yd.	103.32	WENDOVER 8.35	73		8:00 p.m. to 5:00 a.m.	f 5.55	A.M. A 1.00	8.00	
10.55		f 11.40	4.16	No Office.	F.	111.67	CASSA 7.93	66		No Office.	f 5.43	f 12.37	7.25	
11.20		s 11.49	s 4.25	No Office.	F.	119.60	GLENDO 9.05	98	39	No Office.	s 5.34	s 12.28	7.05	
11.30		11.59	4.37	No Office.	F.	122.05	BONA 5.79	76		No Office.	5.24	12.16	6.50	
11.45		f 12.05	f 4.44	No Office.	F.	134.44	ORIN 7.36	105	58	No Office.	f 5.18	f 12.09	6.40	
A.M. 30 12.01		12.13	4.52	No Office.	F.	141.80	FOSTER 6.99	75		No Office.	5.10	75 12.01 A.M.	6.25	
12.30		s 12.23	s 4.59	8:00 p.m. to 5:00 a.m.		148.79	DOUGLAS 10.11	119	144	8:00 p.m. to 5:00 a.m.	s 5.02	s 11.54	6.15	
12.48		f 12.35	5.14	No Office.	F.	158.90	ORPHA 12.62	105	35	No Office.	f 4.47	11.34	5.45	
1.11		12.48	5.27	No Office.	F.	171.52	CLAYTON 6.66	76		No Office.	4.34	11.21	28 5.27	
1.24		s 12.55	s 5.36	No Office.	F.	178.18	GLENROCK 13.60	103	30	No Office.	s 4.27	s 11.13	5.15	
1.45		1.09	5.50	No Office.	F.	191.78	FRY 5.75	107	4	No Office.	4.13	10.57	4.55	
1.55		1.15	5.56	No Office.	F. Yd.	197.53	BROOKHURST 4.62	76		No Office.	4.07	10.50	4.45	
A 2.30 A.M.		A 1.30 P.M.	A 6.20 A.M.	7:30 a.m. to 3:30 p.m. 10:30 p.m. to 6:30 a.m.	B.C.K.O. R.T.Yd.Z.	202.15	CASPER (107.20)			7:30 a.m. to 3:30 p.m. 10:30 p.m. to 6:30 a.m.	L 4.00 P.M.	L 10.45 P.M.	L 4.30 A.M.	
4:55 21.4		2:12 48.7	2:18 43.0				SCHEDULE TIME AVERAGE MILES PER HOUR				2:06 51.0	2:15 43.9	4:05 25.2	

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.

TRAINS HAVE NO TIMETABLE SUPERIORITY: AT GUERNSEY BETWEEN EAST SWITCH M.P. 93.85 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.

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 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.

Spring Switch: Casper, east end freight yard.
Guernsey, east and west end freight yard.

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 stop on flag at McKinley, M.P. 131.22, to receive or discharge passengers and U.S. mail, and stop at Evansville, M.P. 199.12, daily except Sunday and holidays, to exchange U.S. mail.

No. 32 stop at Evansville, M.P. 199.12, daily except Sunday and holidays, and McKinley, M.P. 131.22, daily, to exchange U.S. mail.

Stokes	M. P. 100.05— 5 cars.
Ammon	M. P. 130.60— 13 cars.
Morton	M. P. 153.85— 31 cars.
Carey	M. P. 167.24— 8 cars.
Dave	M. P. 173.13—174 cars.

Casper and Greybull—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity		Office Open Saturday and Sunday	EASTWARD	
SECOND CLASS	FIRST CLASS		Stings					Other Trucks	FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger								Daily Passenger		Daily Freight	
75	29		30	78								
A.M. L 5.30	A.M. L 7.00	7:30 a.m. to 3:30 p.m. 10:30p.m. to 6:30 a.m.	B.C.K.O. R.T.Yd.Z.	202.15	CASPER 10.83		7:30 a.m. to 3:30 p.m. 10:30p.m. to 6:30a.m.	P.M. A 9.55	A.M. A 2.00			
5.50	f 7.11	No Office.	F.	212.98	BISHOP 4.59	107	No Office.	f 9.33	1.40			
6.01	7.16	No Office.	F.	217.57	ILLCO 6.33		No Office.	9.28	1.30			
6.15	f 7.23	No Office.	F.	223.90	BUCKNUM 5.94	76	No Office.	f 9.21	1.20			
6.25	7.29	No Office.	F.	229.84	PETRIE 11.68	39	No Office.	9.15	1.10			
6.40	f 7.41	7:30 a.m. to 4:30 p.m.		241.52	POWDER RIVER 11.01	108	Closed.	f 9.03	12.50			
7.00	7.53	No Office.	F.	252.53	LOX 7.92	65	No Office.	f 8.50	12.30			
7.20	s 8.02	7:30 a.m. to 4:30 p.m.	Y.	280.45	ARMINTO 13.33	87	Closed.	s 8.41	12.20			
7.40	8.17	No Office.	F.	273.78	MADDEN 10.29	66	No Office.	8.23	11.40			
7.55	s 8.29	7:30 a.m. to 4:30 p.m.		284.07	LYSITE 6.33	78	Closed.	s 8.10	11.15			
8.10	8.37	No Office.	F.	290.40	GATE 13.50	71	No Office.	8.01	10.55			
		No Office.	Yd. F.	303.90	SHOBON 0.11		No Office.					
29 9.10	s 75 8.58	7:00 a.m. to 4:00 p.m.	B.K.R. Y.Yd.	304.01	BONNEVILLE 10.73		Closed.	s 7.40	10.25			
9.40	9.09	No Office.	F.	314.74	PIPER 8.43	95	No Office.	7.29	9.45			
10.01	9.22	No Office.	F.	323.17	DORNICK 8.53	82	No Office.	7.14	9.25			
10.20	9.38	No Office.	F.	331.70	MINNEOLA 4.27	49	No Office.	6.58	8.55			
10.35	s 10.00	7:00 a.m. to 11:00 p.m.	Yd.	335.97	THERMOPOLIS 7.10	89	See Footnote.	s 6.52	8.45			
10.50	10.08	No Office.	F.	343.07	LUCERNE 4.91	81	No Office.	6.37	8.24			
11.05	s 10.14	No Office.	Y.F.	347.98	KIRBY 5.62	67	No Office.	s 6.30	8.15			
11.20	10.20	No Office.	F.	353.60	CHATHAM 8.31	37	No Office.	6.24	8.05			
11.30	10.27	No Office.	F.	359.91	PULLIAM 8.53	75	No Office.	6.17	7.50			
11.45	s 11.20	7:00 a.m. to 10:00 p.m.	Yd.	368.44	WORLAND 8.23	65	Closed.	s 5.25	7.15			
11.59 P.M.	11.29	No Office.	F.	376.67	DURKEE 4.38		No Office.	5.17	6.56			
12.10	11.34	No Office.	F.	381.05	RAIDEN 8.19	46	No Office.	5.11	6.47			
12.25	s 11.41	No Office.	F.	387.24	MANDERSON 8.94	64	No Office.	s 5.03	6.35			
12.40	s 11.50 P.M.	8:00 a.m. to 5:00 p.m.		395.18	BASIN 7.75	56	Closed.	s 4.51	6.20			
A 1.00 P.M.	A 12.05 P.M.	6:00 a.m. to 10:00 p.m.	B.C.K.O. R.T.Yd.Z.	403.93	GREYBULL (201.78)		6:00 a.m. to 10:00 p.m.	L 4.35 P.M.	L 6.00 P.M.			
7:30 26.9	8:05 39.7				SCHEDULE TIME AVERAGE MILES PER HOUR			5:20 37.8	8:00 25.0			

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

AT CASPER TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN SIGNAL N-2009 AND SIGNAL S-2024. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

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 Greybull. 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 509 in effect.

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

Unless otherwise provided, conductor or engineman, or both, arriving at Bonneville on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineman, or both, in accordance with Rule 220.

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

Chicago & North Western Railway trains will operate on Casper and Greybull 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.

Spring Switch: Casper, east end of freight yard.

No. 29 and No. 30 stop on flag at Boysen, M.P. 319.78, to receive or discharge passengers.

Sodium	M. P. 235.31—20 cars.	Mott	M. P. 374.14—6 cars.
Siddons	M. P. 306.79—39 cars.	Eccles	M. P. 377.34—30 cars.
Geddes	M. P. 365.32—17 cars.		

OFFICE OPEN:

Thermopolis 7:00 a.m. to 3:00 p.m. Saturday. Closed Sunday.

Greybull and Fromberg—Subdivision—MAIN LINE

ALLIANCE DIVISION.

TIME TABLE NO. 11

EFFECTIVE OCT. 31, 1965

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									Passenger	Daily Ex. Monday Freight	Daily Freight	
75	91	29								30	92	78		
P.M. L 2.40	A.M. L 6.00	P.M. L 12.15		6:00 a.m. to 10:00 p.m.	B.C.K.O. R.T.Z. Yd.	403.93	GREYBULL 11.39		6:00 a.m. to 10:00 p.m.	A 4.30	P.M. A 12.10	P.M. A 5.25		
3.01	6.30	12.28		No Office.	F.	415.32	SPENCE 6.63	79	17	No Office.	4.14	P.M. 11.30	5.05	
3.15	7.00	12.36		No Office.	F.	422.01	HIMES 9.73	68	30	No Office.	4.06	11.20	4.45	
3.30	7.30	12.48		No Office.	F.	431.74	KANE 9.92	68	35	No Office.	3.54	11.05	4.30	
30 78 3.42 4.10	9.00	1.19		See Footnote.	O.Yd.	441.66	LOVELL 5.43	93		See Footnote.	75 3.42	10.50	75 4.10	
4.30	92 9.40	1.26		No Office.	F.	447.15	COWLEY 5.71	84	58	No Office.	3.25	91 9.40	3.50	
4.50	10.20	1.32		No Office.	F.	452.86	DEAVER 6.06	76	22	No Office.	3.19	9.20	3.35	
5.30	A 11.00 A.M.	1.41		7:45 a.m. to 4:45 p.m.	Y.Yd.	458.92	FRANNIE 6.32	90		Closed.	78 3.12	L 9.00 A.M.	30 3.23 2.58	
6.01		1.52		No Office.	F.	465.24	WARREN 10.87	36	68	No Office.	3.02		2.35	
6.40		2.08		No Office.	F.	476.11	WADE 10.72	107	4	No Office.	2.51		29 2.08	
7.01		2.19		No Office.	F.	486.83	EAST BRIDGER 6.90	41	31	No Office.	2.39		1.54	
A 7.30 P.M.		30 A 2.30 P.M.		8:00 a.m. to 6:00 p.m.	B.Yd.	493.73	FROMBERG			Closed.	L 2.30 P.M.		L 1.45 P.M.	

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

9.00 P.M.			22.00							1.00 P.M.	
		4.00 P.M.	B.C.K.O. R.T.Y.	515.78	LAUREL 15.24					1.30 P.M.	
			B.C.K.O. R.T.Y.	530.97	BILLINGS						
					(127.00)						
8:20 17.7	6:00 11.0	3:45 33.9			SCHEDULE TIME AVERAGE MILES PER HOUR				3:00 42.3	3:10 17.4	4:25 24.8

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.

Movement of CB&Q trains in either direction beyond Fromberg will be authorized as follows:

LAUREL DEPOT: In addition to NP Clearance Form A authorizing movement on NP Twelfth Subdivision, Conductors and Enginemen must receive CB&Q Clearance Form A which will confer authority on CB&Q Greybull and Fromberg Subdivision.

GREYBULL: In addition to CB&Q Clearance Form A authorizing movement on CB&Q Greybull and Fromberg Subdivision, Conductors and Enginemen must receive NP Clearance Form A which will confer authority on NP Twelfth Subdivision.

Train order signal at Fromberg does not govern trains enroute to CB&Q Greybull and Fromberg Subdivision. Conductors and Enginemen must have Clearance Form A when operator on duty.

At Fromberg, trains will register by ticket when operator on duty, and when operator not on duty will register only when instructed to do so by train dispatcher.

No train order signal at Greybull. 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: Tracks between yard limit sign east of depot and yard limit sign west of depot on Northern Pacific and C. B. & Q. will be operated as one yard. All trains and engines must run at Reduced Speed between these points.

When trains meet at Fromberg, trains taking siding will use NP main track between NP Jct. switch and crossover East of depot at M.P. 492.60.

Time shown at Laurel and Billings is for information only.

Magnet Cove M. P. 406.08—112 cars.
Stucco M. P. 411.65—50 cars.
Quality M. P. 438.73—24 cars.
Zube M. P. 444.26—9 cars.

OFFICE OPEN:

Lovell 8:00 a.m. to 6:00 p.m. Daily except 10:00 a.m. to 6:00 p.m. Saturday and Sunday and 8:00 a.m. to 4:00 p.m. Monday and Tuesday.

SPECIAL INSTRUCTIONS

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

2. USE OF TRACK.

AT BAYARD, cars must not be moved beyond engine limit sign on sugar track serving Great Western Sugar Company.

AT AREA WYE, the first track south of the main track, known as No. 1 track, will be the delivery track. The second track, known as No. 2 track, will be the receiving track. Capacity of No. 1 track is 38 cars, No. 2 track 34 cars. No. 3 track just inside the Area, connecting the two legs of the wye, may be used as an overflow track for cars going to or coming from the Area in the event No. 1 or No. 2 tracks are blocked. Crews of the Black Hills Ordinance Depot will come in over the East and West legs of the wye, moving down the leads far enough to leave or take cars from these tracks. Derails have been installed on east wye track 100 feet west of the main track switch and on west wye track 100 feet east of the main track switch and must be kept locked.

AT HILL CITY, South Dakota between M.P. 60.40 and M.P. 60.71 and on both legs of the wye, also between Hill City and M.P. 4.36 on the Keystone Spur, a third rail is installed for the operation of narrow gauge trains of the Black Hills Central Railroad Company. A narrow gauge spur track is located south of main track and east of the depot at Hill City. A narrow gauge wye is located at M.P. 4.36 on the Keystone Spur. Name of this station is Oblivion. All switches of the wye at Hill City are dual gauge. All switches whether standard, narrow or dual gauge must be lined and locked for normal position after each use.

AT DAVE, Wyoming following Pacific Power tracks are not to be used without authority of Chief Dispatcher: Track No. 1, East leg of Wye, Crossover track from Track No. 2 to Track No. 1.

AT CASPER, yard engines or leading car, must stop before crossing West Yellowstone Highway.

AT CASPER, cars must not be left on track serving Black Hills Bentonite Company, M.P. 203.70, between main track switch and derail located 529 feet West of main track clearance point.

ILLCO, 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 train 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. 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. 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. 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. dispatcher and when so instructed may pass the signals, 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 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 employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

RULE M.

Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition. If defective equipment or tools cannot be put in safe condition, they must be taken out of service, so marked, and defects reported to the proper authority.

Employes are prohibited from riding or walking on the roof of any moving car.

They must inform themselves as to location of structures or obstructions where clearances are close. Some bridges, tunnels, freight houses, stock yard platforms and other structures will not clear a man on side of cars. Employes will be governed accordingly and must not occupy a position that will endanger themselves when passing such structures or other locations where clearances are close.

Employes must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

Employes must expect the movement of trains, engines or cars at any time, on any track, in either direction.

RULE N (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, enginemen, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

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

Employes 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 3 (Third paragraph).

When there is no standard clock available, conductors, enginemen, yardmasters and yard foremen must compare their watches daily with each other and with conductors or enginemen, who have Standard Time and have registered their watches or with the train dispatcher, operator or clerk at office where standard clock is maintained and make a record of such comparison on back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or enginemen.

RULE 7(a) (Third paragraph).

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 (First paragraph).

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (New paragraphs).

When so equipped, each passenger train car must be connected with the communicating signal system on the engine. If not so equipped or the system becomes inoperative, radio or hand signals will be used. Before leaving initial terminal the communicating signal must be tested and known to be in suitable condition. Engineman failing to receive communicating signal 16(m) will immediately sound engine whistle signal 14(j) and look back for signal indicating running air brake test completed or slow track passed.

Approaching conditional or flag stops, if signal 16(d) or other instructions from conductor have not been received, engineman will be governed by hand signal from conductor. If no signal or instructions received, train will make station stop.

To operate the communicating signal on a passenger train, the discharge valve must be held open 1 second for each 6 cars in the train; the valve must remain closed 1 second between sounds for each 2 cars in the train.

RULE 16(e).

One long sound of communicating signal, when standing, to apply or release air brakes.

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 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

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.

SPECIAL INSTRUCTIONS—Continued**RULE 35.**

The following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and red fuseses.
Night Signals—Torpedoes and red fuseses.

RULE S-90.

The engineman of each train will give signal 14 (n) not less than one mile before reaching a meeting or waiting point.

The conductor of each train equipped with communicating signal will give signal 16(1) not less than one mile before reaching a meeting or waiting point.

On trains so equipped, the conductor will use radio communication to obtain acknowledgment from engineman immediately after passing the last station preceding a meeting or waiting point.

The conductor must know that train is being handled in a manner that will insure compliance with all requirements at the meeting or waiting point, stopping the train if necessary.

RULE 99(b) (Second paragraph).

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

RULE 99 (c).

On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, conductor will signal engineman to recall flagman and will not give signal to proceed until flagman has returned. Engineman will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

RULE 102 (a) (Second sentence of first paragraph).

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

RULE 109 (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1, January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

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 209 (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response 'Complete', and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

RULE 220 (Third paragraph).

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable.

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. Except in C.T.C. territory, operator will 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.

RULE 223 (a).**Z—Radio Station.****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 402.

Failed Equipment Signal—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

Indications: When flashing, no failed equipment has been detected.

When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

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 (First paragraph).

When a train is stopped by a stop indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a stop indication.

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 515.

A train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 516.

Engine or engine with cars, stopped by a Stop Indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

RULE 530.

Controlled sidings are not protected by signals between clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

RULE 533.

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, trains or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 MPH, or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to reenter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

A train or engine entering a block between signals on authority of train dispatcher must be protected as required by the rules and must proceed at Restricted Speed to the next governing signal.

SPECIAL INSTRUCTIONS—Concluded**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 fuseses 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 674.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 711.

(m)—Comparison of time required under Rule 3.

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 713.

When a train is stopped by a Stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

RULE 901 (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 906 (b) (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

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 obstructed, 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 stripe 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 stripe displayed on the right of track signifies that the slow track has been passed and authorized speed may be resumed. Engineman 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 black stripe displayed on the right of track will indicate the beginning of slow track.

On trains equipped with communicating signal system, signal will be given as prescribed by Rule 16.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between:

Ravenna and Laurel via Sheridan
Edgemont and Deadwood
Alliance and Sterling
Northport and Laurel via Casper
Frannie and Cody

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 judgement 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 974.

Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

RULE 1068.

The proper position for rear passenger trainman or flagman while train is in motion, is in the car as near to rear of train as it is practicable and consist will permit and will detrain from opening of such car.

RULE 1077.

The proper position for forward trainman is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

RULE 1302. Cancelled.**RULE 1304 (First sentence).**

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

RULE 1304(a).

Transfer train and yard train movements not exceeding 20 miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

RULE 1306(a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake test.

RULE 1308.

When making a terminal test of brakes on a passenger train, the trainman or carman must advise the engineman to set brakes. On a train equipped with communicating signal system, signal to release must be given as prescribed by Rule 16.

RULE 1309.

The conductor of a passenger train must know that the engineman makes a running test of the brakes after leaving initial station, after engine, engineman or conductor is changed, or after an angle cock has been turned for any reason except cutting off one or more cars from rear of train.

Trainman stationed on rear of train must note that brakes apply and release properly, then give engineman signal as prescribed by Rule 16.

If brakes fail to apply and release properly, train must be stopped, cause ascertained and remedied.

RULE 1311 (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

RULE 1314.

On a passenger train at points where engineman or conductor is changed on the road, the incoming engineman must apply the train brakes immediately after stopping, without waiting for a signal. Trainman must see that the brakes are applied on the rear car, signal the engineman to release and after the brakes on the rear car are seen to be released signal will be given engineman as prescribed by Rule 16.

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 a diesel engine 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. Extra trains will not display classification signals between Ravenna and Alliance.

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

7. Within CTC limits, trains finding a Stop and Proceed indication displayed by a signal which governs facing point movement over a spring switch will comply with Rule 104 (b). In addition, a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In CTC territory, whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over the spring switch Rule 538 will apply as to permission, time and working limits, and notification to engineer.

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

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

SPEED RESTRICTIONS

1. Passengers, mail, express, and troop trains consisting of passenger cars only (including cabooses equipped with ride-control trucks, series 13525 to 13639 inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including cabooses not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

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

Trains making back-up movement must not exceed 20 M.P.H. unless otherwise provided.

On subdivisions where maximum speed restrictions for steam engines are not shown, movement of steam engines will be governed by train order.

Diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.; 500, 900 series and U25B, series 100, must not exceed 75 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed 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, the 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.

Where subdivision maximum speeds are less, they will govern.

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. except diesel electric motor cars 9768 and 9769 must not exceed 38 M.P.H. When running backward must not exceed 20 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	55.....	1	5
10.....	6	0	60.....	1	0
15.....	4	0	65.....	0	55
20.....	3	0	70.....	0	51
25.....	2	24	75.....	0	48
30.....	2	0	80.....	0	45
35.....	1	43	85.....	0	42
40.....	1	30	90.....	0	40
45.....	1	20	95.....	0	38
50.....	1	12	100.....	0	36

SD-24 and U25C engines, series 500, may be operated with not more than 5 units coupled, at authorized speed restrictions on the following Subdivisions only:

- Ravenna and Alliance
- Alliance and Edgemont
- Alliance and Guernsey
- Bridgeport and Sterling
- Guernsey and Casper
- Casper and Greybull
- Greybull and Fromberg
- Frannie and Cody
- Edgemont and Sheridan
- Sheridan and Huntley.

These engines must not operate on the following tracks:
 Cody, Main track West of M.P. 42.50 and Pullman track.
 Vocation, Industry track.
 O'Donnell, Industry track.

LOCATION	All Trains M. P. H.
ALL SUBDIVISIONS	
On sidings.....	Reduced Speed
Through crossovers and turnouts, not otherwise specified	10
Trailing movements through spring switches not otherwise provided.....	15
Clamshells, pile drivers, 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

TERRITORY	250 Ton Wrecking Derrick 204375 and Bridge Derrick 204620	Other Derricks
	MPH	MPH
Ravenna-Belmont.....	30	30
Belmont-Edgemont.....	25	25
Edgemont-Englewood.....	20	20
Englewood-Deadwood.....	Must not operate	15
Minnekahta-Hot Springs.....	"	15
Hill City-Keystone.....	"	10
Alliance-Guernsey.....	30	30
Bridgeport-Sterling.....	30	30
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
Bridge Derrick 204620 must not be moved over turntable at Greybull, Casper and Sheridan unless boiler hood is removed.		

Maximum gross weight of cars handled must not exceed 263,000 pounds except between following points, must not exceed 220,000 pounds:

- Custer and Deadwood on the Edgemont and Deadwood Subdivision
- Minnekahta-Hot Springs Spur
- Hill City-Keystone Spur
- Englewood-Reno Spur
- Lead-Kirk Spur
- Fort Mackenzie Spur
- Hardin North Line Spur
- Mitchell Spur

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
RAVENNA AND ALLIANCE SUBDIVISION			EDGEMONT AND SHERIDAN SUBDIVISION		
Maximum Speed.....	70	55	Maximum Speed.....	59	49
Through turnouts, both controlled and spring switches, of controlled sidings in C. T. C. limits..	30	30	Edgemont, between east yard track switch and Deadwood Jct.....	Reduced	Speed
No. 42 passing Ansley to dispatch U. S. Mall.....	35		Curves between M.P. 520.75 and M.P. 521.00.....	35	30
Head end westward freight trains at M.P. 175.10.....		55	M.P. 538.65 and M.P. 539.50.....	50	
Head end of train over highway crossings from Fifth street at stock yards, to Fourteenth street, first crossing West of depot Broken Bow.....	30	30	M.P. 562.85 and M.P. 564.25.....	50	
Between M.P. 364.54 and M.P. 366.10, except not exceed 10 M.P.H. through turnouts.....	25	25	M.P. 609.90 and M.P. 613.90.....	50	45
SD-24 and U25C engines on controlled sidings at Hazard, Ansley, Merna, Anselmo, Linscott, Halsey, Thedford, Norway, Mullen, Hecla, Whitman, Ashby, Bingham, Antioch, Birdsell.....	25	25	M.P. 675.20 and M.P. 676.25.....	50	45
No. 79 and No. 80, authorized by message over signature of Superintendent may observe maximum speed of 60 MPH. (observing all other speed restrictions).....			Gillette, between east and west yard track switches	Reduced	Speed
ALLIANCE AND EDGEMONT SUBDIVISION			SHERIDAN AND HUNTLEY SUBDIVISION		
Maximum Speed.....	59	49	Maximum Speed:		
Through turnouts, both controlled and spring switches, of controlled sidings in C. T. C. limits..	30	30	Between Sheridan and M.P. 743.....	50	45
Between M.P. 364.54 and M.P. 366.10, except not exceed 10 M.P.H. through turnouts.....	25	25	Between M.P. 743 and M.P. 757.....	59	49
Between M. P. 405.00 and M. P. 406.00.....	50	40	Between M.P. 757 and Anita.....	50	45
Between M. P. 409.40 and M. P. 410.30.....	40	40	Between Anita and Huntley.....	59	49
Between M. P. 411.00 and M. P. 413.25.....	30	20	Curves between M.P. 705.00 and M.P. 706.20.....	35	30
Between M. P. 413.25 and M. P. 414.75.....	20	20	SD-24 and U25C engines between Sheridan and Spear.....	40	40
Between M. P. 414.75 and M. P. 415.25.....	30	20	SD-24 and U25C engines between M.P. 757 and Anita ..	30	30
Between M. P. 417.00 and M. P. 417.75.....	50	40	Hardin: Engine or leading car over Center Street west of passenger depot.....	15	15
Main track movement through turnout west end Crawford yard M.P. 423.10.....	30	30	Hardin North Line—Maximum Speed.....		20
Edgemont, between east yard track switch and Deadwood Jct.....	Reduced	Speed	Curves between M.P. 5.80 and M.P. 6.15.....		10
			Huntley, between M.P. 828.90 and CTC Signal 829.15	Reduced	Speed
			HOT SPRINGS SPUR		
			Maximum Speed		30
			Between M.P. 5.75 and Hot Springs.....		15
			RENO SPUR		
			Maximum Speed		10
			KEYSTONE SPUR		
			Maximum Speed		15
			Steam engines running backwards		10
			LEAD SPUR		
			Maximum Speed		15
EDGEMONT AND DEADWOOD SUBDIVISION					
Maximum Speed.....	25				
Edgemont, between east yard track switch and Deadwood Jct.	Reduced Speed				
On 3 percent descending grade.....	15				
Over bridge 76.68.....	15				
Between Yates Spur M.P. 102.32 and Deadwood....	15				
Loaded tank cars and loaded air dump cars, (in rear of train when possible).....	20				
Between Hill City and Englewood Bridge Derrick 204620 boiler hood must be removed before derrick is moved through tunnels No. 1, No. 2, No. 3 and No. 4					

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.
ALLIANCE AND GUERNSEY SUBDIVISION			GUERNSEY AND CASPER SUBDIVISION		
Maximum Speed.....	59	49	Maximum Speed:		
Between Alliance and M.P. 0.78 and through hand operated crossover from Sterling main track to Billings main track, except must not exceed 10 MPH through all turnouts.....	25	25	Between Guernsey and M.P. 115.00.....	50	40
M.P. 1.00; Engine or leading car over highway crossing	30	30	Between M.P. 115.00 and M.P. 195.00.....	59	49
Northport:			Between M.P. 195.00 and Casper.....	50	40
Engine or leading car of train between home signals at U.P. crossing.....	20	20	Guernsey, between east switch M.P. 93.85 and Begin CTC, M.P. 95.75.....	Reduced	Speed
Eastward freight trains at approach signal to interlocking U.P. crossing.....		25	Tunnels between Guernsey and Wendover.....	30	25
Facing point movements over North and West Wye spring switches.....	15	15	Wendover, between east siding switch and C&S Jct.	Reduced	Speed
Between Northport and west switch of siding Bridgeport	Reduced	Speed	Curves between M.P. 107.30 and M.P. 109.60.....	35	25
Bridgeport:			M.P. 112.37 and M.P. 112.53.....	30	15
Through main track turnouts west of depot and at east end of yard.....	15	15	M.P. 114.00 and M.P. 115.00.....	40	35
Scottsbluff: Engine or leading car over Broadway crossing	10	10	M.P. 126.40 and M.P. 127.50.....	40	35
On Prinz, Bayard, Scottsbluff and Mitchell Spurs.....		15	Douglas, engine or leading car over Center Street	25	25
Guernsey:			Westward freight trains between M.P. 196.80 and M.P. 197.00.....		25
Main track movement through turnout west end of yard, M.P. 95.30.....	15	15	Casper, between signal N-2009 and signal S-2024..	Reduced	Speed
Between east switch M.P. 93.85 and Begin CTC M.P. 95.75.....	Reduced	Speed	CASPER AND GREYBULL SUBDIVISION		
BRIDGEPORT AND STERLING SUBDIVISION			Maximum Speed.....	59	49
Maximum Speed.....	50	45	Casper, between signal N-2009 and signal S-2024. SD-24 and U25C engines.....	Reduced	Speed
SD-24 and U25C engines.....	40	40	Head end of eastward trains M.P. 204.85.....	40	40
Bridgeport:			Between M.P. 303.25 and Bonneville.....	50	25
Between Northport and west switch of siding Bridgeport	Reduced	Speed	Between M.P. 303.25 and Bonneville.....	Reduced	Speed
Through main track turnouts west of depot and at east end of yard.....	15	15	Through Boysen Tunnel.....	30	30
Lyman Richey Sand track.....		10	Between M.P. 319.80 and M.P. 331.00.....	30	30
Huntsman: Within Ordnance Plant.....		15	Between M.P. 336.70 and M.P. 337.30.....	30	30
Sterling, between yard limit sign at M.P. 113.25 and Jct. switch with Union Pacific at M.P. 115.27....	Reduced	Speed	World: Engine or leading car between M.P. 368.00 and M.P. 368.50.....	35	35
			Between M.P. 399.60 and M.P. 400.05.....	50	45
			GREYBULL AND FROMBERG SUBDIVISION		
			Maximum Speed.....	59	49
			SD-24 and U25C engines.....	40	40
			Between M.P. 413.60 and M.P. 414.20.....	20	20
			Between M.P. 423.40 and M.P. 423.80.....	20	20
			Between M.P. 424.75 and M.P. 425.35.....	20	20
			Between M.P. 465.20 and M.P. 466.15.....	50	40
			Fromberg, within yard limits.....	Reduced	Speed
			Fromberg, through junction switch.....	15	15
			FRANNIE AND CODY SUBDIVISION		
			Maximum Speed.....		All Trains M.P.H.
			SD-24 and U25C engines.....		35
			Powell: Engine or leading car over Main Street crossing.		30
			Cody: Engine or leading car over road crossings, opposite Husky Refinery.....		10
					10