

SURGEONS AND PHYSICIANS

Billings, Montana.....DR. E. M. FARR..... Surgeon and Examiner.
Billings, Montana.....DR. W. R. MORRISON..... Eye Specialist.
Hardin, Montana.....DR. L. H. LABBITT..... Surgeon.
Sheridan, Wyoming.....DR. E. G. DENISON..... Surgeon and Examiner.
Sheridan, Wyoming.....DR. R. E. CRANE..... Surgeon and Examiner.
Sheridan, Wyoming.....DR. P. SCHUNK..... Surgeon and Examiner.
Sheridan, Wyoming.....DR. J. E. CARR..... Surgeon and Examiner.
Sheridan, Wyoming.....DR. O. L. VEACH..... Eye Specialist.
Gillette, Wyoming.....DR. J. C. McHENRY..... Surgeon and Examiner.
Edgemont, So. Dak.....DR. J. R. BYRNE..... Surgeon and Examiner.

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

DR. R. B. KEPNER, Medical Director, Relief Dept., Chicago, Ill.

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

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

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

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

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE
42
SHERIDAN DIVISION
OF THE
WESTERN DISTRICT

No. 42

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

SUNDAY, MAY 26, 1946

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.

Chicago, Burlington & Quincy
 Railroad Company
 LINES WEST OF THE MISSOURI RIVER

TIME TABLE

SHERIDAN DIVISION

WESTERN DISTRICT

No. 42

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

SUNDAY, MAY 25, 1948

SEE ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guide of the employees concerned, who must keep in addition, always on hand a copy of the operating department.

PERSONS AND PHYSICIANS

DR. E. M. TAYLOR	DR. J. H. WATSON	DR. J. H. WATSON
DR. W. H. WATSON	DR. J. H. WATSON	DR. J. H. WATSON
DR. J. H. WATSON	DR. J. H. WATSON	DR. J. H. WATSON
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DR. J. H. WATSON	DR. J. H. WATSON	DR. J. H. WATSON

The following is a list of the persons and physicians who are entitled to travel free of charge on the lines of the Chicago, Burlington & Quincy Railroad Company. This list is subject to change without notice and is published for the information of the public.

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Edgemont and Gillette—Sub-division

SHERIDAN DIVISION.

TIME TABLE No. 42.

EFFECTIVE MAY 26, 1946.

WESTWARD				Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Sundays	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 Freight	Daily Freight
79	43									42	78	80		
P.M. L 3.15	A.M. L 11.00	Continuous.	B.C.K.O.R. T.W.Y.Yd.	476.14	.....	EDGEMONT	Yard	Yard	Continuous.	P.M. A 8.15	P.M. A 12.30	P.M. A 7.15		
3.30	11.12	No Office.	F.	484.32	.....	MARIETTA	88	15	No Office.	8.00	12.05	6.49		
3.40	f 11.21	No Office.	F.	490.02	.....	BURDOCK	82		No Office.	f 7.51	11.50	P.M. 6.37		
3.50	f 11.30	8:30 a.m. to 5:30 p.m.		495.79	.....	DEWEY	88	25	8:30 a.m. to 5:30 p.m.	f 7.42	11.30	6.25		
4.06	f 11.42	No Office.	F.W.	504.09	.....	CLIFTON	88	13	No Office.	f 7.29	11.10	6.10		
4.16	11.50	No Office.	F.	509.94	.....	OWENS	76		No Office.	7.21	11.00	6.00		
4.26	11.57	No Office.	F.	515.02	.....	SPENCER	76	11	No Office.	7.14	10.50	5.50		
5.00	P.M. s 12.15	8:00 a.m. to 12:00 m.n.	C.W.Yd.	520.66	.....	NEWCASTLE	94	185	8:00 a.m. to 12:00 m.n.	s 7.06	10.40	5.40		
5.20	12.27	No Office.	F.	528.69	.....	PEDRO	74		No Office.	6.52	10.20	5.20		
5.35	s 12.37	8:30 a.m. to 5:30 p.m.		535.35	.....	OSAGE	85	12	Closed	s 6.44	10.05	4.50		
5.50	12.47	No Office.	F.	542.85	.....	JEROME	82		No Office.	6.34	9.50	4.35		
6.23	s 1.01	8:00 a.m. to 12:00 m.n.	C.W.Yd.	548.92	.....	UPTON	82	41	8:00 a.m. to 12:00 m.n.	s 6.23	9.35	4.15		
6.45	1.15	No Office.	F.	556.11	.....	THORNTON	82	10	No Office.	6.11	9.05	3.40		
7.00	1.24	No Office.	F.	561.96	.....	KARA	88	14	No Office.	6.03	8.45	3.20		
7.15	s 1.32	8:30 a.m. to 5:30 p.m.	W.	569.18	.....	MOORCROFT	100	83	8:30 a.m. to 5:30 p.m.	s 5.51	8.15	2.50		
7.35	1.45	No Office.	F.	576.19	.....	WESSEX	67		No Office.	5.39	8.00	2.35		
7.50	f 1.53	No Office.	F.	581.93	.....	ROZET	88	11	No Office.	f 5.31	7.50	2.25		
8.15	2.05	No Office.	F.	590.30	.....	MINTURN	62	131	No Office.	5.19	7.30	2.05		
A 8.45	A 2.15	Continuous.	B.C.K.R. W.Y.Yd.	597.20	.....	GILLETTE	Yard	Yard	Continuous.	L 5.10	L 7.10	L 1.40		
Daily	Daily				.....	(121.06)				Daily	Daily	Daily		
5:30 22.0	3:15 37.2				.....	SCHEDULE TIME				3:05 38.7	5:20 22.6	5:30 21.6		
					.....	AVERAGE MILES AN HOUR								

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

Manual Block System. Rule 318-B in effect.

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

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

Trains have no time table superiority between passenger depot Edgemont and Deadwood Line Jct. All trains and engines must move at restricted speed between these points.

Local Extra leaves Edgemont 6:00 A. M. Mondays, Wednesdays and Fridays for Gillette.

Local Extra leaves Gillette 8:30 A. M. Tuesdays, Thursdays and Saturdays for Edgemont.

Deadwood Line Junction M. P. 476.70.

Dakoming Siding M. P. 500.85

Clay Siding M. P. 539.00.

Colloid Siding M. P. 550.52.

Bentley Siding M. P. 551.87.

Wyodak Siding M. P. 591.33.

Telephones east end Clay siding, east switch and stock yard Gillette and Dakoming.

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

When first class trains take siding at Newcastle to meet another train, they will use first track north of coal shed.

Spring Switches: East main track switch Edgemont yard. West main track switch to freight yard, Gillette.

Gillette and Sheridan—Sub-division

SHERIDAN DIVISION.

TIME TABLE No. 42.

EFFECTIVE MAY 26, 1946.

WESTWARD				Office Open Week Days	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Sundays	EASTWARD		
SECOND CLASS	FIRST CLASS		Siding					Other Tracks	FIRST CLASS		SECOND CLASS		
Daily Freight	Daily Passenger	Daily Passenger							Daily Passenger		Daily Freight	Daily Freight	
79	43									42	78	80	
P.M. L 9.10	P.M. L 2.20			Continuous.	B.C.K.R. W.Y.Yd.	597.20	..... GILLETTE	Yard	Yard	Continuous.	A 5.05	A.M. A 6.45	P.M. A 1.15
9.35	2.36			No Office.	F.	606.45	..... ORIVA	125	7	No Office.	4.50	6.15	12.45
9.55	2.48			No Office.	F.	613.97	..... FELIX	125		No Office.	4.34	5.45	12.20
10.15	f 3.00			8:30 a.m. to 5:30 p.m.	C.W.	621.40	..... ECHETA	101	25	Closed.	f 4.23	5.25	12.01
10.30	3.12			No Office.	F.	631.00	..... LARIAT	125		No Office.	4.08	5.00	11.35
10.45	s 3.27			12:00 m.n. to 8:00 a.m. 9:00 a.m. to 5:00 p.m.	Y.W.	641.04	..... ARVADA	E42 W63	42	12 m.n. to 8:00 a.m. 9:00 a.m. to 5:00 p.m.	s 3.54	4.40	11.15
11.05	3.42			No Office.	F.	648.04	..... KENDRICK	85	15	No Office.	3.42	4.20	10.55
11.15	f 3.48			No Office.	F.	651.86	..... CADIZ	75	10	No Office.	f 3.28	4.10	10.45
11.35	s 3.58			8:30 a.m. to 5:30 p.m.	C.W.Yd.	660.70	..... CLEARMONT	E66 W71	51	8:30 a.m. to 5:30 p.m.	s 3.13	3.45	10.20
11.50 A.M.	4.13			No Office.	F.	665.45	..... REGIS	61		No Office.	3.03	3.35	10.10
12.30	f 4.30			11:00 a.m. to 7:00 p.m. 12:00 m.n. to 8:00 a.m.	Y.	671.85	..... ULM	83	6	11:00 a.m. to 7:00 p.m. 12:00 m.n. to 8:00 a.m.	f 2.53	3.20	10.00
12.50	4.43			No Office.	F.W.	679.81	..... VERONA	76	7	No Office.	2.33	2.50	9.35
1.10	f 4.56			No Office.	F.	687.39	..... ARNO	81	14	No Office.	f 2.21	2.35	9.15
1.30	5.05			No Office.	F.	693.43	..... WAKELEY	81	6	No Office.	2.11	2.20	9.05
A 2.00 A.M.	A 5.15 P.M.			Continuous.	B.C.K.O. R.T.W.Yd.	698.57	..... SHERIDAN	Yard	Yard	Continuous.	L 2.00 P.M.	L 2.00 A.M.	L 8.45 A.M.
Daily	Daily						..... (101.37)				Daily	Daily	Daily
4:50 20.9	2:55 34.7						..... SCHEDULE TIME				3:05	4:45	4:30
							..... AVERAGE MILES AN HOUR				32.8	21.3	22.5

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

Rule 221a is in effect at all train order offices on this sub division and is modified to include both freight and passenger trains.

Manual Block System. Rule 318-B in effect.

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

Ulm—Engines turning on wye must head in on west leg.

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.

Big Corral Siding M. P. 654.07.

Telephones east switch and stock yard Gillette, Big Corral and First Street Sheridan

Spring Switches: west main track switch to freight yard Gillette.

Sheridan and Billings—Sub-division

SHERIDAN DIVISION.

TIME TABLE No. 42.

EFFECTIVE MAY 26, 1946.

WESTWARD														EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days *	Signs	Distance from Lincoln	STATIONS		Capacity of		Office Open Sundays	FIRST CLASS		SECOND CLASS			
Daily Freight		Daily Passenger							Sidings	Other Tracks		Daily Passenger		Daily Freight	Daily Freight		
79		43										42	80	78			
A.M. L 3.00		P.M. L 5.35		Continuous.	B.C.K.O. R.W.T.Yd	698.57	SHERIDAN	Yard	Yard	Continuous.		P.M. A 1.40	A.M. A 8.00	A.M. A 1.15			
3.25		s 5.50		8:30 a.m. to 5:30 p.m.	Yd.	708.11	KLEENBURN	70	145	Closed.		s 1.16	7.35	12.50			
3.40		s 6.03		8:30 a.m. to 5:30 p.m.	W.	714.86	RANCHESTER	125	30	Closed.		s 1.08	7.20	12.30			
4.10		s 6.27		8:30 a.m. to 5:30 p.m.	Y.	724.06	PARKMAN	120	69	Closed.		s 12.54	7.00	12.05			
4.20		6.36		No Office.	F.	730.98	ABERDEEN	120	30	No Office.		12.35	6.35	11.35			
4.35		s 6.45		12:00 m.n. to 4:00 p.m.	C.W.	737.04	WYOLA	125	27	12:00 m.n. to 4:00 p.m.		s 12.24	6.20	11.20			
4.45		6.51		No Office.	F.	741.73	SPEAR	58	28	No Office.		12.17	6.05	11.00			
5.00		s 7.04		8:30 a.m. to 5:30 p.m.		750.24	LODGE GRASS	125	40	Closed.		s 12.04	5.45	10.40			
5.35		7.11		No Office.	W.F.Y.	754.67	IONIA	62		No Office.		P.M. 11.59	5.35	10.30			
5.45		7.19		No Office.	F.	760.10	BENTEN	41	20	No Office.		11.51	5.20	10.15			
5.55		f 7.28		No Office.	F.	765.27	GARRYOWEN	68	17	No Office.		f 11.43	5.05	10.05			
6.15		s 7.38		8:30 a.m. to 5:30 p.m.	C.W.	770.95	CROW AGENCY	84	25	Closed.		s 11.28	4.50	9.50			
6.25		7.46		No Office.	F.	776.80	DUNMORE	62	17	No Office.		11.20	4.30	9.20			
6.35		s 8.01		Continuous.	Yd.W.	783.77	HARDIN	125	114	Continuous.		s 11.06	4.15	9.05			
6.50		8.13		No Office.	F.	792.68	ROWLEY	125	23	No Office.		10.56	4.00	8.35			
7.05		8.20		No Office.	F.	797.60	TOLUCA	57	4	No Office.		10.50	3.50	8.20			
7.25		f 8.34		No Office.	F.W.	807.23	CORINTH	63	26	No Office.		f 10.36	3.30	7.55			
7.35		8.43		No Office.	F.	813.86	ANITA	120	22	No Office.		10.27	3.15	7.40			
7.50		s 8.54		8:30 a.m. to 5:30 p.m.		820.25	BALLANTINE	61	25	Closed.		s 10.19	3.00	7.25			
8.10		s 9.06		Continuous.	R.W.Yd.	829.04	HUNTLEY	120	34	Continuous.		s 10.07	2.45	7.10			

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

12.31											
A 8.45	A 9.35	Continuous.	B.C.K.O. R.W.T.Y.	841.35	BILLINGS	Yard	Yard	Continuous.	L 9.45	L 2.10	L 6.25
A.M.	P.M.				(142.86)				A.M.	A.M.	P.M.
Daily	Daily								Daily	Daily	Daily
5:45	4:00				SCHEDULE TIME				3:55	5:50	6:50
24.8	35.7				AVERAGE MILES AN HOUR				36.4	24.5	20.9

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

Manual Block System Rule 318-B In effect.

Rule 221a is in effect at all trains order offices on this subdivision and is modified to include both freight and passenger trains.

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

Spring switch west main track switch to freight yard Sheridan.

Telephone Acme Mine Spur switch, Kiewit Siding, Ohlman, Littlehorn, Big Horn wye and freight house Hardin.

Acme mine spur M. P. 706.62
 Model Storage track M. P. 706.64
 Carney mine spur M. P. 707.60
 Kiewit Siding M. P. 710.86
 Ohlman M. P. 720.72
 Littlehorn M. P. 746.91
 Petzoldt beet spur M. P. 753.00
 Big Horn Wye M. P. 781.26

Trains taking siding at Wyola will use switch at depot.

No. 78 leaves Laurel
5:45 P. M. daily

No. 79 arrives Laurel
10:00 A. M. daily

No. 80 leaves Laurel
1:30 A. M. daily.

SPEED RESTRICTIONS

SPEED RESTRICTIONS

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

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

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

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

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

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

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

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

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

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

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

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

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

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

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

3. 5400 H. P. Diesel Engines may operate on any track where O1-A Engines operate.

SPEED OF TRAINS

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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
Engines under steam, disconnected on one side with main rod down.....	25	25
On sidings and through crossovers at end of double track.....	15	15
Through other turnouts, unless otherwise specified.....	10	10
B Engines on sharp turnouts and crossovers in sidings or business tracks.....	5	5
Pile drivers, steam derricks and similar equipment		
On main lines.....		30
On branch lines.....		15
Clamshells:		
On main lines.....		25
On branch lines.....		20
(See Special Instructions 13).		
Short scale test car must be handled just ahead of way car with air hose coupled.		
On main lines.....		25
On branch lines.....		20
B, S-4 or S-4-A engines on which drivers have been blocked up.....	40	
O-5-A or M engines on which drivers have been blocked up.....	30	30
M2-A engines not equipped with disc wheel centers.....	35	35
Loaded D. & R. G. coke racks, series 26750 to 26999.....		25
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....		25
30 yard air dump cars in 202800-202849 series, loaded or empty, in rear of train when possible.....		35
EDGEMONT AND GILLETTE SUB-DIVISION		
Maximum speed.....	50	40
Around curve between M. P. 520.75 and M. P. 521.....	35	25
Over public crossing 150 feet east of depot Upton.....	20	20
Engines running backward.....	20	20
GILLETTE—SHERIDAN SUB-DIVISION		
Maximum speed.....	50	40
Between M. P. 602.65 and M. P. 616.00.....	40	25
Between M. P. 638.00 and M. P. 646.00.....	45	
Between M. P. 649.50 and M. P. 651.50.....	45	
Between M. P. 667.00 and M. P. 698.57.....	45	
Engines running backward.....	20	20
SHERIDAN AND BILLINGS SUB-DIVISION		
Maximum speed.....	50	40
Trailing moves through spring switch west end Sheridan yard.....	15	15
Between M. P. 705.00 and M. P. 708.25.....	45	
Around curve between Bridge 705.47 and M. P. 706.20.....	35	25
Engines running backward.....	20	20
Over public crossing 200 feet west of Passenger Depot Hardin.....	15	15
M and O engines may use Hardin north line from junction switch to M. P. 2.38 and tracks at sugar factory Hardin.....		30
F and K engines on Hardin north line.....		15

SPECIAL INSTRUCTIONS

Master Mechanic, Wm. Schwartz, Casper, Wyo.
 Assistant Master Mechanic, C. A. Moody, Sheridan, Wyo.
 Trainmaster, W. E. Wagers, Sheridan, Wyo.
 Road Foreman, J. C. Giles, Sheridan, Wyo.
 Chief Dispatcher, M. E. Coleman, Sheridan, Wyo.
 Night Chief Dispatcher, L. R. Bentley, Sheridan, Wyo.
 Train Dispatchers:
 H. W. Lindeen B. S. Mothersead
 C. M. Miller C. E. Phillips

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

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

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal, at stations where sidings are located, on or near schedule of first class trains, will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and must not again enter the block without permission from signalman.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sand must not be used over spring switches.

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

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

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

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

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

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

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

13. Derricks, steam shovels, pile drivers, ditchers, drag lines, railloaders, and other similar equipment loaded on flat cars or other open top cars with boom connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks having specially designed idler cars, are excepted from requirements of this rule.

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS—Concluded

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

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order.

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

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

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

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

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

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

22. The night signals to be used under Rule 906 are modified as follows:
Hot journals—Stop signal followed by lamp swung in small verticle circle.
Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

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

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

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

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

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

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

29. EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the enginemen or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is clear.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of Rules 99 and 102.

EMERGENCY RED REAR END LIGHTS. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

The red rear end lights must be burning at all times between sunset and sunrise and when day signals cannot be plainly seen, except when train is standing in the initial or terminal station, when switching is to be performed from the rear and when train is on siding to be passed by another train.