SURGEONS AND PHYSICIANS

Billings, Mont.	DR. E. M. FARR	Surgeon and Examiner.
Billings, Mont.	DR. J. D. MORRISON	Eye Specialist.
Casper, Wyo.	DR. A. McLELLAN	Surgeon and Examiner.
Casper, Wyo.	DR. G. R. JAMES	Eye Specialist.
Casper, Wyo.	DR. R. H. REEVE	Surgeon.
Casper, Wyo.	DR. J. R. NELSON	Surgeon.
Cody, Wyo.	DR. V. R. DACKEN	Surgeon and Examiner.
Douglas, Wyo.	DR. E. S. GARDNER	Surgeon.
Edgemont, So. Dak.	DR. J. R. BYRNE	Surgeon and Examiner.
Greybull, Wyo.	DR. A. S. ROGERS	Surgeon and Examiner.
Guernsey, Wyo.	DR. A. E. CARRIER	Surgeon and Examiner.
Hardin, Mont.	DR. M. O. ANDERSON	Surgeon.
Laurel, Mont.	DR. E. C. HALL	Surgeon.
Lovell, Wyo.	DR. T. B. CROFT	Surgeon.
Lovell, Wyo.	DR. W. W. HORSLEY	Surgeon.
New Castle, Wyo.	DR. E. J. GUILFOYLE	Surgeon and Examiner.
Sheridan, Wyo.	DR. R. D. ARNOLD	Surgeon and Examiner.
Sheridan, Wyo.	DR. P. SCHUNK	Surgeon and Examiner.
Sheridan, Wyo.	DR. J. E. CARR	Surgeon and Examiner.
Sheridan, Wyo.	DR. O. L. VEACH	Eye Specialist.
Thermopolis, Wyo.	DR. B. GITLITZ	Surgeon.
Worland, Wyo.	DR. W. O. GRAY	Surgeon.

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

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

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in 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,
Chief Medical Officer,
Chicago, Ill.

E. L. POTARF,
General Manager, Omaha, Nebr.

P. F. THOMAS,
Superintendent, Casper, Wyo.

F. W. YOUNG,
Assistant Superintendent, Sheridan, Wyo.

W. B. SIMMONS,
General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE

OF THE

CASPER AND SHERIDAN DIVISIONS

OF THE

WESTERN DISTRICT

No. 1

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

SUNDAY, MAY 3, 1953

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.

JOURNAL – STAR PRINTING CO., LINCOLN, NEBR.

Guernsey and Casper—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 1.** **EFFECTIVE MAY 3, 1953.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS	Capacity: Sidings	Capacity: Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger		Daily Freight
75		31	29								32	30		78
P.M. L 9.35		A.M. L11.00		Continuous.	B.C.K.O. R.T.W.Yd.	94.95	GUERNSEY	Yard	Yard	Continuous.	P.M. A 6.05			A.M. A 7.45
							5.10							
9.50		11.08		No Office.	F.	100.05	STOKES	82	16	No Office.	5.50			7.25
							3.27							
10.40		s11.15	A.M. L 5.27	Continuous.	B. W.Y.Yd.	103.32	WENDOVER	84	Yard	Continuous.	s 5.44	A.M. A12.30		7.20
							8.35							
11.05		f11.31	5.42	No Office.	F.	111.67	CASSA	72	22	No Office.	f 5.29	f12.11		6.30
							7.93					A.M.		
11.20		s11.42	s 5.54	See Footnote.		119.60	GLENDO	104	49	See Footnote.	s 5.17	s11.59		6.18
							9.05							
30 11.45		11.53 P.M.	78 6.07	No Office.	F.	128.65	BONA	83		No Office.	5.05	75 11.45		29 6.07
							5.79							
A.M. 12.05		s12.01	s 6.15	See Footnote.		134.44	ORIN	110	58	See Footnote.	s 4.58	s11.38		5.41
							7.36							
12.18		12.10	6.24	No Office.	F.	141.80	FOSTER	82		No Office.	4.50	11.29		5.31
							6.99							
12.30		s12.23	s 6.45	1:00 a.m. to 9:00 a.m. 4:00 p.m. to 12:00 Mid.	W.Yd.	148.79	DOUGLAS	123	144	1:00 a.m. to 9:00 a.m. 4:00 p.m. to 12:00 Mid.	s 4.40	s11.20		5.18
							10.11							
12.48		f12.37	f 6.58	No Office.	F.	158.90	ORPHA	110	35	No Office.	f 4.24	f11.04		4.57
							12.62							
1.11		f12.51	7.12	No Office.	F.	171.52	CLAYTON	82	18	No Office.	f 4.09	10.49		4.33
							6.66							
1.24		s 1.01	s 7.23	See Footnote.	Yd.	178.18	GLENROCK	110	30	See Footnote.	s 4.01	s10.40		4.20
							7.19							
1.34		f 1.10	7.32	No Office.	F.	185.37	LOCKETT	71	25	No Office.	f 3.52	10.31		4.04
							6.41							
1.45		1.19	7.41	No Office.	F.	191.78	FRY	76		No Office.	3.44	10.22		3.53
							5.75							
1.55		1.27	7.48	No Office.	F. Yd.	197.53	BROOKHURST	83		No Office.	3.37	10.15		3.41
							4.62							
A 2.05 A.M.		A 1.40 P.M.	A 7.59 A.M.	Continuous.	B.C.K.O. R.T.W.Yd.	202.15	CASPER	Yard	Yard	Continuous.	L 3.30 P.M.	L10.10 P.M.		L 3.30 A.M.
							(107.20)							
4:30 23.8		2:40 40.2	2:29 39.0				SCHEDULE TIME AVERAGE MILES PER HOUR				2:35 41.4	2:20 42.9		4:15 25.6

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

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

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

Spring Switches:
Guernsey, west end of freight yard.
Casper, east end of freight yard.

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

No. 31 and No. 32 stop on flag at McKinley, M. P. 131.22, to pick up and discharge passengers and U. S. mail.

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

Hauf Spur M. P. 116.07—16 cars.
Ammon M. P. 130.60—20 cars.
Morton M. P. 153.85—35 cars.
Carey M. P. 167.24—23 cars.
Fletcher Spur M. P. 169.07— 9 cars.

Telephones:
Guernsey, west end of yard and west end Platte river bridge at westward starting signal.
Tunnels No. 1, No. 2 and No. 3, each end of tunnel.
Stokes, both ends of siding.
Wendover, east end of siding and at crossover.
Douglas, water tank and warm room in freight house.
Morton.
Carey.
Glenrock, transfer switch.
Casper, east end of yard.

OFFICE OPEN:

Glendo 8:30 a.m. to 5:30 p.m. daily, except closed Sunday and Monday.

Orin 5:30 p.m. to 2:30 a.m. daily, except closed from 2:30 a.m. Saturday until 5:30 p.m. Monday.

Glenrock 1:00 a.m. to 5:00 p.m. daily, except closed Sunday and open 1:00 a.m. to 9:00 a.m. Saturday, 9:00 a.m. to 5:00 p.m. Monday.

Casper and Bonneville—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 1.** **EFFECTIVE MAY 3, 1953.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS	Capacity		Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
C & N W Mon. Wed. and Fri. Mixed	Daily Freight		Daily Passenger					Sidings	Other Tracks		Daily Passenger		C & N W Tue. Thur. and Sat. Mixed	Daily Freight
617	75		29								30		618	78
	A.M. L 4.25		A.M. L 8.25	Continuous.	B.C.K.O. R.T.W.Yd.	202.15	CASPER	Yard	Yard	Continuous.	P.M. A 9.40			A.M. A 2.00
	4.35		8.34	No Office.	F.	207.29	5.14 SULLIVAN	82		No Office.	9.30			1.50
	4.45		f 8.41	No Office.	F.	212.98	5.69 BISHOP	40	25	No Office.	f 9.23			1.40
— A.M. — L 7.45	4.53		8.46	No Office.	F.	217.57	4.59 ILLCO			No Office.	9.18		— P.M. — A 2.20	1.31
f 7.57	5.03		f 8.54	No Office.	F.	223.90	6.33 BUCKNUM	81	27	No Office.	f 9.10		f 2.10	1.20
8.10	5.13		9.01	No Office.	F.	229.84	5.94 PETRIE	42		No Office.	9.02		2.00	1.10
f29 8.35 8.46	5.35		617 f 9.17	7:45 a.m. to 4:45 p.m.		241.52	11.68 POWDER RIVER	110	90	Closed.	f 8.48		f 1.35	12.50
f10.05	5.55		9.31	No Office.	F.	252.53	11.01 LOX	71	23	No Office.	f 8.34		f12.50	12.30
f10.30	6.10		s 9.42	7:45 a.m. to 4:45 p.m.	Y.	260.45	7.92 ARMINTO	95	60	Closed.	s 8.23		f12.35	12.15
10.50	6.30		f 9.58	No Office.	F.	273.78	13.33 MADDEN	72	16	No Office.	f 8.03		— P.M. — 12.10	— A.M. — 11.40
f11.10	6.49		s10.11	See Footnote.		284.07	10.29 LYSITE	85	49	See Footnote.	s 7.48		f11.50	11.15
11.25	7.01		10.19	No Office.	F.	290.40	6.33 GATE	78		No Office.	7.38		11.35	10.55
A11.45 — A.M. —				No Office.	Yd. F	303.90	13.50 SHOBON		36	No Office.			L11.05 — A.M. —	
	A 7.25 A.M.		A10.40 A.M.	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	B.C.K.R. T.Yd.	304.01	0.11 BONNEVILLE	Yard	Yard	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	L 7.15 P.M.			L10.25 P.M.
							(101.86)							
4:00 21.5	3:00 33.7		2:15 45.2				SCHEDULE TIME AVERAGE MILES PER HOUR				2:25 42.2		3:15 26.5	3:35 28.4

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

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

Manual Block System between automatic signal S-204.34, west of Casper, and Bonneville. Rule 318-B in effect. A train may be permitted to follow a freight train carrying passengers, caretakers, or occupied company service cars into a block with permissive Form C, on authority of train dispatcher.

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

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

Sodium Spur M. P. 235.31—23 cars.

OFFICE OPEN:

Lysite 7:45 a.m. to 4:45 p.m. daily, except closed Sunday and Monday.

Bonneville and Greybull—Subdivision

CASPER AND SHERIDAN DIVISIONS. TIME TABLE No. 1. EFFECTIVE MAY 3, 1953.

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS	Capacity		Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
Daily Freight			Daily Passenger					Sidings	Other Tracks		Daily Passenger			Daily Freight
75			29								30			78
A.M. L 8.10			A.M. L10.50	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	B.C.K.R. T.Yd.	304.01	BONNEVILLE	Yard	Yard	7:00 a.m. to 3:00 p.m. 6:00 p.m. to 2:00 a.m.	P.M. A 7.15			P.M. A10.00
							10.73							
8.33			11.04	No Office.	F.	314.74	PIPER	114	3	No Office.	7.02			9.40
							8.29							
8.51			11.18	No Office.	F.	323.17	DORNICK	84	11	No Office.	6.46			9.20
							8.53							
9.17			11.35	No Office.	F.	331.70	MINNESELA	53	17	No Office.	6.31			9.00
							4.27							
9.25			s11.50 P.M.	7:00 a.m. to 11:00 p.m.	Yd.	335.97	THERMOPOLIS	95	147	7:00 a.m. to 11:00 p.m.	s 6.25			8.50
							7.10							
9.37			f12.01	No Office.	F.	343.07	LUCERNE	66	34	No Office.	f 6.10			8.40
							4.91							
9.45			s12.08	No Office.	Y.F.	347.98	KIRBY	73	238	No Office.	s 6.03			8.30
							5.62							
9.55			f12.16	No Office.	F.	353.60	CHATHAM	43	25	No Office.	f 5.54			8.20
							6.31							
10.04			12.23	No Office.	F.	359.91	PULLIAM	82	19	No Office.	5.46			8.10
							3.60							
10.11			12.27	No Office.	F.	363.51	COLTER		17	No Office.	5.41			8.00
							4.93							
10.20			s12.42	7:00 a.m. to 11:00 p.m.	Yd.	368.44	WORLAND	71	134	7:00 a.m. to 11:00 p.m.	s 5.32			7.50
							7.70							
10.34			12.52	No Office.	F.	376.14	DURKEE		184	No Office.	5.22			7.35
							4.91							
10.45			12.58	No Office.	F.	381.05	RAIRDEN	53	27	No Office.	5.16			7.25
							6.19							
10.56			s 1.06	No Office.	F.	387.24	MANDERSON	70	48	No Office.	s 5.08			7.15
							8.94							
11.11			s 1.20	See Footnote.		396.18	BASIN	62	149	See Footnote.	s 4.55			7.00
							7.75							
A11.25 A.M.			A 1.35 P.M.	Continuous.	B.C.K.O. R.T.Yd.	403.93	GREYBULL	Yard	Yard	8:00 a.m. to 11:59 p.m.	L 4.40 P.M.			L 6.45 P.M.
							(99.78)							
3:15 30.8			2:45 36.3				SCHEDULE TIME AVERAGE MILES PER HOUR				2:35 38.0			3:15 30.8

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.

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 Greybull and Bonneville. Conductors and Enginemen must have Clearance Form A.

Spring Switch:
Dornick, east end of siding.

No. 29 and No. 30 stop on flag at M. P. 319.78 for transportation destined Boysen, Wyo., which will be handled to this point, and stop at Lucerne and Chatham on request of mail clerk, or on flag by postmaster, to receive or discharge parcel post.

Local extra leaves Bonneville daily except Sunday for Greybull.

Local extra leaves Greybull daily except Sunday for Bonneville.

Siddons M. P. 306.69—17 cars.
Geddes Spur M. P. 365.32—20 cars.
Mott Spur M. P. 374.00—16 cars.

Telephones:
Bonneville, west end yard.
Boysen Tunnel, just inside each end of tunnel.
Dornick, both ends of siding.
Thermopolis, freight house.
Worland, stock yards.

OFFICE OPEN:

Basin 8:30 a.m. to 5:30 p.m. daily, except closed Sunday.

Greybull and Fromberg—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 1.** **EFFECTIVE MAY 3, 1953.**

WESTWARD										EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Northport	STATIONS	Capacity: Sidings	Capacity: Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Ex. Monday Freight	Daily Freight
75	97	23	29								24	30	98	78
P.M. L12.55	A.M. L 6.00		P.M. L 1.45	Continuous.	B.C.K.O. R.T.Yd.	403.93	GREYBULL	Yard	Yard	8:00 a.m. to 11:59 p.m.		P.M. A 4.30	P.M. A12.30	P. M. A 6.15
							11.39							
1.10	6.30		f 2.02	No Office.	F.	415.32	SPENCE	86	25	No Office.		f 4.14	12.10 P.M.	5.50
							6.69							
1.25	7.00		f 2.12	No Office.	F.	422.01	HIMES	74		No Office.		f 4.06	11.40	5.35
							9.61							
1.40	7.30		s 2.27	No Office.	F.	431.62	KANE	75	43	No Office.		s 3.53	11.20	5.15
							10.04							
1.56	9.00		s 2.40 2.55	8:00 a.m. to 5:30 p.m.	O.Yd.	441.66	LOVELL	105	439	9:30 a.m. to 5:30 p.m.		s 3.40	11.00	4.55
							5.49							
2.04	98 **9.40**		s 3.04	8:00 a.m. to 5:00 p.m.		447.15	COWLEY	83	58	Closed.		s 3.22	97 **9.40**	4.45
							5.71							
2.13	10.20		s 30 **3.12**	No Office.	F.	452.86	DEAVER	83	22	No Office.		s 29 **3.12**	9.20	4.35
							6.06							
2.23	A11.00 A.M.	P.M. L 9.01	s 3.25	See Footnote.	Y.Yd.	458.92	FRANNIE	100	219	See Footnote.	A.M. A 9.55	s 2.55	L 9.00 A.M.	4.25
							6.32							
30 **2.40**		9.11	f 3.35	No Office.	F.	465.24	WARREN	71	62	No Office.	9.45	f 75 **2.40**		4.05
							5.72							
3.00		9.19	78 **3.43**	No Office.	F.	470.96	DUFF	59		No Office.	9.34	2.32		29 **3.43**
							5.15							
78 **3.25**		9.26	3.51	No Office.	F.	476.11	WADE	82		No Office.	9.25	2.25		75 **3.25**
							10.72							
3.50		9.39	s 4.06	No Office.	F.	486.83	EAST BRIDGER	47	31	No Office.	9.10	s 2.11		2.59
							6.90							
A 4.05 P.M.		A 9.48 P.M.	A 4.20 P.M.	Continuous.	R.Yd.	493.73	FROMBERG			Continuous.	L 9.00 A.M.	L 2.00 P.M.		L 2.40 P.M.

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

							22.00							
6.00 P.M.					B.K.O. R.T.W.Y.	515.73	LAUREL							1.00 P.M.
							15.24							
		11.00 P.M.	5.25 P.M.		B.K.O. R.T.W.Y.	530.97	BILLINGS				8.00 A.M.	1.00 P.M.		
							(127.04)							
5:05 24.9	5:00 09.3	1:59 36.3	3:40 34.7				SCHEDULE TIME AVERAGE MILES PER HOUR				1:55 37.5	3:30 36.3	3:30 13.3	5:15 21.3

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

FRANNIE: TRAINS HAVE NO TIME TABLE SUPERIORITY ON SIDING BETWEEN CODY LINE JUNCTION SWITCH AND WEST SIDING SWITCH. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

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

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

Train register at Frannie for No. 23 and No. 24 and these trains will register by register ticket when operator on duty.

Trains will register at Frannie depot or at east siding switch Frannie when instructed to do so by train dispatcher.

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

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

Time shown at Laurel and Billings is for information only.

No. 29 and No. 30 must receive bus connection from Cody at Deaver.

Rock Spur	M. P. 406.00—30 cars.
Magnet Cove	M. P. 406.08—59 cars.
Stucco	M. P. 411.65—11 cars.
Zube	M. P. 444.26—71 cars.
Overstreet Spur	M. P. 489.75—11 cars.

Telephones:
Greybull, west end of yard.
Lovell, sugar factory.
Frannie, east switch of siding.
Zube, near road crossing.

OFFICE OPEN:
Frannie 8:30 a.m. to 5:30 p.m. daily, except closed Sunday and Monday.

Frannie and Cody—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 1.** **EFFECTIVE MAY 3, 1953.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Frannie	STATIONS	Capacity		Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Freight			Daily Passenger					Sidings	Other Tracks		Daily Passenger			Daily Ex. Monday Freight
97			27								28			98
A.M. L11.00			A.M. L 9.55	See Footnote.	Y.Yd.	0.00	FRANNIE	100	219	See Footnote.	P.M. A 9.01			A.M. A 9.00
							9.61							
11.30			10.10	No Office.	F.	9.61	MANTUA		20	No Office.	8.41			8.30
							4.88							
11.40			10.18	No Office.	F.	14.49	GARLAND		32	No Office.	8.33			8.20
							5.01							
P.M. 12.30			10.27	See Footnote.		19.50	POWELL	36	107	See Footnote.	8.24			7.50
							6.02							
12.50			10.37	No Office.	F.	25.52	RALSTON	29	19	No Office.	8.14			6.50
							5.48							
1.10			10.48	No Office.	F.	31.0	VOCATION		35	No Office.	8.05			6.35
							5.81							
1.30			11.00	No Office.		36.81	TROTTER		12	No Office.	7.56			6.20
							5.30							
A 2.00 P.M.			A11.15 A.M.	See Footnote.	B.K.R. Y.Yd.	42.11	CODY	Yard	Yard	See Footnote.	L 7.45 P.M.			L 6.00 A.M.
							(42.11)							
3:00 14.4			1:20 31.5				SCHEDULE TIME AVERAGE MILES PER HOUR				1:16 33.2			3:00 14.4

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

FRANNIE: TRAINS HAVE NO TIME TABLE SUPERIORITY ON SIDING BETWEEN CODY LINE JUNCTION SWITCH AND WEST SIDING SWITCH. ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED.

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

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

Train register at Frannie for No. 27 and No. 28 and these trains will register by register ticket when operator on duty.

Trains will register at Frannie depot or at east siding switch Frannie when instructed to do so by train dispatcher.

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

O'Donnell spur M. P. 22.03—19 cars.

Telephones:
Cody, Husky oil rack and conductors room in depot.

OFFICE OPEN:

Frannie 8:30 a.m. to 5:30 p.m. daily, except closed Sunday and Monday.

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

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

Edgemont and Gillette—Subdivision

CASPER AND SHERIDAN DIVISIONS. TIME TABLE No. 1. EFFECTIVE MAY 3, 1953.

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger			Daily Freight
	79		43								42			80
	A.M. L 7.15		A.M. L10.30	Continuous.	B.C.K.O.R T.W.Y.Yd.	476.14	..... EDGEMONT	Yard	Yard	Continuous.	P.M. A 6.35			A.M. A12.30
				No Office.	F.	476.70	0.56 ... DEADWOOD LINE JCT. ...			No Office.				
	7.35		10.40	No Office.	F.	484.32	7.62 ..... MARIETTA	77	12	No Office.	6.21			12.01 A.M.
	7.44		f10.48	No Office.	F.	490.02	5.70 ..... BURDOCK	71		No Office.	f 6.12			11.53
	7.54		f10.57	8:30 a.m. to 5:30 p.m.		495.79	5.77 ..... DEWEY	107	23	Closed.	f 6.04			11.44
	8.06		11.08	No Office.	F.	504.09	8.30 ..... CLIFTON	77	12	No Office.	5.52			11.32
	8.15		11.14	No Office.	F.	509.94	5.85 ..... OWENS	110		No Office.	5.45			11.24
	8.35		s11.35	8:00 a.m. to 12:00 Mid.	C.W.Yd.	520.66	10.72 ..... NEWCASTLE	83	207	8:00 a.m. to 12:00 Mid.	s 5.30			11.05
	8.47		11.49	No Office.	F.	528.69	8.03 ..... PEDRO	64		No Office.	5.11			10.50
	8.58		s11.59 P.M.	See Footnote.		535.35	6.66 ..... OSAGE	74	75	See Footnote.	s 5.02			10.41
	9.08		12.09	No Office.	F.	542.85	7.50 ..... JEROME	71		No Office.	4.52			10.29
	9.18		s12.19	8:30 a.m. to 5:30 p.m.	C.W.Yd.	548.92	6.07 ..... UPTON	115	49	8:30 a.m. to 5:30 p.m.	s 4.45			10.20
	9.30		12.29	No Office.	F.	556.11	7.19 ..... THORNTON	71	10	No Office.	4.34			10.08
	9.39		12.37	No Office.	F.	561.96	5.85 ..... KARA	77	13	No Office.	4.27			10.00
	9.51		s12.46	8:30 a.m. to 5:30 p.m.	W.	569.18	7.22 ..... MOORCROFT	88	62	8:30 a.m. to 5:30 p.m.	s 4.15			9.45
	10.03		12.56	No Office.	F.	576.19	7.01 ..... WESSEX	57		No Office.	4.00			9.33
	10.12		f 1.05	No Office.	F.	581.93	5.74 ..... ROZET	77	11	No Office.	f 3.52			9.25
	10.24		1.16	No Office.	F.	590.30	8.37 ..... MINTURN	55		No Office.	3.40			9.12
	A10.35 A.M.		A 1.33 P.M.	Continuous.	B.C.K.R. W.Y.Yd.	597.20	6.90 ..... GILLETTE	Yard	Yard	Continuous.	L 3.30 P.M.			L 9.00 P.M.
							..... (121.06)							
	3:20 36.3		3:03 39.6				.....SCHEDULE TIME..... ... AVERAGE MILES PER HOUR...				3:05 39.2			3:30 34.6

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

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN PASSENGER DEPOT EDGEMONT AND DEADWOOD LINE JCT. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

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

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

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

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

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

Spring Switches:
Edgemont, east end of freight yard.
Gillette, west end of freight yard.

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

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

Spencer M. P. 515.02—21 cars.
Clay M. P. 539.00—69 cars.
Colloid M. P. 550.52—21 cars.
Bentley M. P. 551.87—44 cars.
Wyodak M. P. 591.33—97 cars.

Telephones:
Spencer.
Clay, east end.
Gillette, east siding switch and at stock yards.

OFFICE OPEN:
Osage 8:30 a. m. to 5:30 p. m. daily except Sunday.

Gillette and Sheridan—Subdivision

CASPER AND SHERIDAN DIVISIONS. TIME TABLE No. 1. EFFECTIVE MAY 3, 1953.

WESTWARD								Capacity of			EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Sidings	Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger			Daily Freight
	79		43								42			80
	A.M. L11.05		P.M. L 1.40	Continuous.	B.C.K.R. W.Y.Yd.	597.20	GILLETTE	Yard	Yard	Continuous.	P.M. A 3.25			P.M. A 8.30
							9.25							
	11.20		1.55	No Office.	F.	606.45	ORIVA	118	7	No Office.	3.08			8.05
							7.52							
	11.35		2.06	No Office.	F.	613.97	FELIX	118		No Office.	2.56			7.45
							7.43							
	11.50		f 2.16	See Footnote.	C.W	621.40	ECHETA	100	33	See Footnote.	f 2.46			7.26
	P.M.						9.60							
	12.05		42 2.32	No Office.	F.	631.00	LARIAT	117		No Office.	43 2.32			7.11
							10.04							
	12.25		s 2.45	See Footnote.	Y.W.	641.04	ARVADA	E 36 W52	37	See Footnote.	s 2.17			6.56
							7.00							
	12.40		2.57	No Office.	F.	648.04	KENDRICK	101	13	No Office.	2.05			6.45
							12.66							
	1.00		s 3.13	8:30 a.m. to 5:30 p.m.	C.W.Yd.	660.70	CLEARMONT	100	77	8:30 a.m. to 5:30 p.m.	s 1.47			6.25
							11.15							
	42 1.31		f 3.35	No Office.	F.Y.	671.85	ULM	98	3	No Office.	79 f 1.31			6.00
							7.96							
	1.45		3.45	No Office.	F.W.	679.81	VERONA	69	7	No Office.	1.20			5.37
							7.58							
	2.00		f 3.55	No Office.	F.	687.39	ARNO	77	13	No Office.	f 1.11			5.25
							6.04							
	2.10		4.02	No Office.	F.	693.43	WAKELEY	76	8	No Office.	1.03			5.15
							5.14							
	A 2.30 P.M.		A 4.15 P.M.	Continuous.	B.C.K.O. R.T.W.Yd.	698.57	SHERIDAN	Yard	Yard	Continuous.	L12.55 P.M.			L 5.00 P.M.
							(101.37)							
	3:25 29.6		2:35 39.2				SCHEDULE TIME AVERAGE MILES PER HOUR				2:30 40.5			3:30 28.9

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

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

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

Ulm—Engines turning on wye must head in on west leg; B engines must not operate on wye.

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.

Leiter post office at M.P. 651.86, No. 42 and No. 43 stop on flag to pick up and discharge passengers and U. S. mail.

Spring Switches:
Gillette, west end of freight yard.
Sheridan, west end of freight yard.

Big Corral M. P. 654.07—20 cars.

Telephones:
Gillette, east siding switch and at stock yards.
M.P. 602.50.
M.P. 627.
Big Corral.
Sheridan, First Street.

OFFICE OPEN:

Echeta 8:30 a. m. to 5:30 p. m. daily except Sunday and Monday.
Arvada 8:30 a. m. to 5:30 p. m. daily except Sunday.

Sheridan and Huntley—Subdivision

CASPER AND SHERIDAN DIVISIONS. **TIME TABLE No. 1.** **EFFECTIVE MAY 3, 1953.**

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS		SECOND CLASS	
	Daily Freight		Daily Passenger								Daily Passenger		Daily Freight	
	79		43								42		80	
	P.M. L 3.30		P.M. L 4.35	Continuous.	B.C.K.O. R.W.T.Yd	698.57	SHERIDAN	Yard	Yard	Continuous.	P.M. A12.25		P.M. A 4.15	
							9.54							
	80 3.50		s 4.50	See Footnote.	Yd.	708.11	KLEENBURN	68	132	See Footnote.	s12.05 P.M.		79 3.50	
							6.75							
	4.01		s 5.00	See Footnote.	W.	714.86	RANCHESTER	119	38	See Footnote.	s11.57		3.25	
							9.20							
	4.20		s 5.15	8:30 a.m. to 5:30 p.m.	Y.	724.06	PARKMAN	118	61	Closed.	s11.45		3.10	
							6.92							
	4.30		5.24	No Office.	F.	730.98	ABERDEEN	119	27	No Office.	11.32		2.43	
							6.06							
	4.40		s 5.31	8:30 a.m. to 5:30 p.m.	C.W.Y.	737.04	WYOLA	135	46	8:30 a.m. to 5:30 p.m.	s11.25		2.33	
							4.69							
	4.47		5.37	No Office.	F.	741.73	SPEAR	59	28	No Office.	11.18		2.25	
							8.51							
	5.00		s 5.48	See Footnote.		750.24	LODGE GRASS	117	40	See Footnote.	s11.07		2.11	
							9.86							
	5.15		6.01	No Office.	F.	760.10	BENTEEN	110	18	No Office.	10.55		1.56	
							10.85							
	5.40		s 6.18	8:30 a.m. to 5:30 p.m.	C.W.	770.95	CROW AGENCY	85	40	Closed.	s10.38		1.38	
							5.85							
	5.50		6.26	No Office.	F.	776.80	DUNMORE	58	15	No Office.	10.27		1.29	
							7.04							
	6.00		s 6.39	Continuous.	Yd.W.	783.77	HARDIN	121	88	Continuous.	s10.17		1.18	
							8.91							
	6.14		6.50	No Office.	F.	792.68	ROWLEY	122	21	No Office.	10.06		1.03	
							10.59							
	6.30		7.04	No Office.	F.	803.27	TOLUCA	110		No Office.	9.54		12.48	
							10.59							
	6.48		7.18	No Office.	F.	813.86	ANITA	117	20	No Office.	9.41		12.28	
							6.39							
	6.57		s 7.26	No Office.	F.	820.25	BALLANTINE	57	30	No Office.	s 9.32		12.18	
							8.79							
	A 7.10 P.M.		A 7.40 P.M.	Continuous.	R.W.Yd.	829.04	HUNTLEY	112	31	Continuous.	L 9.20 A.M.		L12.05 P.M.	

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

							12.31							
	7.50 P.M.		8.00 P.M.	Continuous.	B.C.K.O. R.W.T.Y.	841.35	BILLINGS	Yard	Yard	Continuous.	9.00 A.M.		11.40 A.M.	
							(142.86)							
	4:20 32.9		3:25 41.7				SCHEDULE TIME. AVERAGE MILES PER HOUR				3:25 41.7		4:35 31.2	

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

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

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

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

Spring Switch:
Sheridan, west end of freight yard.

Parkman—B engines must not operate on wye.

No. 42 and No. 43 stop at Garryowen, M. P. 765.27, and Corinth, M. P. 807.23, on flag to pick up and discharge passengers and U. S. mail.

Hardin North Line, spur track, between M.P. 783.55 (Hardin) and Kingley; 12.00 miles, within Yard Limits. Rule 908 in effect.

Trains will register at Huntley by register ticket.

Time shown at Billings is for information only.

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

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

Water tank	M. P. 754.67
Water tank, Corinth	M. P. 807.23.
Acme mine spur	M. P. 706.62— 82 cars.
Model storage track	M. P. 706.64— 20 cars.
Carney mine spur	M. P. 707.60— 29 cars.
Kiewit	M. P. 710.86—106 cars.
Garryowen	M. P. 765.27— 32 cars.
Big Horn Wye	M. P. 781.26— 31 cars.

Telephones:
Acme Mine Spur switch.
Kiewit.
Garryowen.
Big Horn wye.
Hardin, freight house.

OFFICE OPEN:
Kleenburn 8:30 a. m. to 5:30 p. m. daily except Sunday.
Ranchester 8:30 a. m. to 5:30 p. m. daily except Sunday and Monday.
Lodge Grass 8:30 a. m. to 5:30 p. m. daily except Sunday and Monday.

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

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

SPEED RESTRICTIONS

1. Troop trains consisting of passenger cars only (including caboose) will be governed by speed limits designated for steam trains handling conventional equipment, except must not exceed maximum speed of 65 M.P.H.

Troop trains handling freight cars will be governed by speed limits designated for freight trains, except must not exceed maximum speed of 50 M.P.H.

2. Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 M.P.H.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M.P.H. unless otherwise provided.

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

Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

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

Gas or diesel-electric engines may operate on the various subdivisions at maximum speed authorized for passenger trains but must not exceed 50 M.P.H. On branch lines where steam is substituted for motor service, speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or diesel-electric engines running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

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

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

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

Gas or diesel-electric engines.....60 M.P.H.
Diesel-electric passenger engines.....75 M.P.H.
Diesel-electric freight engines.....60 M.P.H.
Diesel-electric switch engines.....40 M.P.H.

When subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified.	10	10
Trailing movements through spring switches not otherwise provided	15	15
B engines on sharp turnouts and crossovers in sidings, or business tracks	5	5
M-2-A engines not equipped with disc wheel centers	35	35
Clamshells, pile drivers, steam shovels, or similar equipment:		
Main Lines	.....	30
Branch Lines	.....	20
Except Pile Drivers 204617 and 204618 Branch Lines	.....	15
Rotary Snow Plows:		
Main Lines	.....	25
Branch Lines	.....	15
Scale Test Cars:		
Main Lines	.....	25
Branch Lines	.....	20
Engines under steam, disconnected on one side with main rod down:		
Main Lines	25	25
Branch Lines	20	20
Wholly disconnected or dead steam engines	.....	20
B, S-4, S-4-A or S-4-B engines with drivers blocked up	40	40
O-5-A, O-5-B or M engines with drivers blocked up	30	30
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible	.....	25
Loaded 30 yard air dump cars in 202800-202884 series in rear of train when possible.		
Main Lines	.....	35

The following speed restrictions will govern when handling derricks:

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

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GUERNSEY AND CASPER SUBDIVISION		
Maximum speed	50	.....
Steam engines	.....	35
Diesel engines	.....	40
All trains between switches Guernsey Yard	Reduced	Speed
Through main track turnout and over spring switch west end of Guernsey yard	15	15
Freight trains between Guernsey and Wendover:		
Steam engines	.....	30
Diesel engines	.....	35
Tunnels between Guernsey and Wendover	30	25
Between M. P. 107.30 and M. P. 109.60	20	15
Around curves between M. P. 112.28 and M. P. 112.34	20	15
Around curves between M. P. 114.00 and M. P. 115.00 and between M. P. 126.40 and M. P. 127.50.	40	35
Douglas: Engine or leading car over Center Street crossing	25	25
Westward freight trains between M. P. 196.80 and M. P. 197.00	.....	25
R and O engines	40	.....
Facing movements over spring switch Casper	25	25
Steam engines running backward	20	20
CASPER AND BONNEVILLE SUBDIVISION		
Maximum speed	50	40
Eastward freight trains between M. P. 205.00 and M. P. 204.80	.....	25
All trains between M. P. 303.25 and Bonneville	Reduced	Speed
BONNEVILLE AND GREYBULL SUBDIVISION		
Maximum speed	50	40
Through Boysen Tunnel M. P. 317.13	30	20
Between M. P. 319.80 and M. P. 330.00	30	20
Between M. P. 326.60 and M. P. 326.80	20	20
Around reverse curve M P. 327.30 and M. P. 327.42	20	20
Through cut between M. P. 336.70 and M. P. 337.30	25	25
GREYBULL AND FROMBERG SUBDIVISION		
Maximum speed	50	40
Around bluffs in canyon between M. P. 413.60 and M. P. 414.20	20	10
Around curves, between M.P. 423.40 and M.P. 423.80, and M.P. 424.75 and M.P. 424.90	20	20
All trains within yard limits at Fromberg	Reduced	Speed
FRANNIE AND CODY SUBDIVISION		
Maximum speed	40	30
Frannie junction switch on siding	10	.....
Powell: Engine or leading car over Main Street crossing	10	10
Cody: Engine or leading car of westward trains over road crossing opposite Husky Refinery	15	10
Loaded tank cars	.....	25

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
EDGEMONT AND GILLETTE SUBDIVISION		
Maximum speed	50	40
Around curve between M. P. 520.75 and M. P. 521.00	35	25
Upton: Engine or leading car over Pine Street east of depot	20	20
Steam engines running backward	20	20
GILLETTE AND SHERIDAN SUBDIVISION		
Maximum speed	50	40
Between M. P. 602.75 and M. P. 615.40	40	25
Diesel engines between M. P. 602.75 and M. P. 615.40	.....	35
Between M. P. 638.20 and M. P. 645.87	45	.....
Steam engines running backward	20	20
SHERIDAN AND HUNTLEY SUBDIVISION		
Maximum speed	50	40
Between M. P. 705.00 and M.P. 708.25	45	.....
Around curve between Bridge 705.47 and M. P. 706.20	35	25
Wyola—B engines on wye	5	5
Hardin: Engine or leading car over Center Street west of passenger depot	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
R and K engines on Hardin North Line M. P. 2.38 to end of track	.....	10
Steam engines running backward	20	20

SPECIAL INSTRUCTIONS

Master Mechanic,	H. F. Roesch, Casper.
Assistant Master Mechanic,	O. W. Gibson, Sheridan
Trainmaster,	M. L. Zadnichek, Casper.
Trainmaster,	W. E. Wagers, Sheridan.
Road Foreman,	M. R. Eckhardt, Casper.
Road Foreman,	D. D. Wade, Greybull.
Road Foreman,	J. J. White, Sheridan.
Chief Dispatcher,	J. T. Borders, Casper.
Night Chief Dispatcher,	W. H. Nortrup, Casper.
Chief Dispatcher,	M. E. Coleman, Sheridan.

Train Dispatchers Casper:

E. L. Zube	L. R. Bentley	W. S. Payne
M. R. Agenstine	C. H. Spargur	F. E. Putnam

Train Dispatchers Sheridan:

B. S. Mothersead	C. E. Phillips	E. D. Lamb
H. W. Lindeen	G. H. Fawcett	R. R. Campbell

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

2. USE OF TRACK.

Freight and passenger diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

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

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

1. Unlock and open door of case.

2. 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:

1. Place the switch in its normal position and lock.

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

3. Close and lock door of case.

If the indicator shows the word "LOCKED", trainmen will call C. B. & Q. train dispatcher, and request release of the electric lock. If the electric lock fails to release for C. & N. W. movement, trainmen will notify C. B. & Q. train dispatcher and when so instructed, will break seal on hand release located in box opposite junction switch and turn the release handle to the right as far as it will go. After a time interval of 4¾ minutes, electric switch lock will release. After release of electric lock, trainmen will handle as outlined in preceding paragraph.

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

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

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

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

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

5. 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.

6. Where extra trains display classification signals, the display of white flags, as prescribed by Rule 21, will be discontinued, and white lights will be used as classification signals for both day and night operation.

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