

# CHICAGO & NORTH WESTERN RAILWAY



## WYOMING DIVISION



### No. 10

### TIME TABLE

### No. 10

### Takes Effect Sunday, June 21st, 1925

### At 12:01 o'Clock A. M.

### Mountain Time

### FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

**H. E. DICKINSON,**  
GENERAL SUPERINTENDENT

**C. H. REYNOLDS,**  
ASS'T GENERAL SUPERINTENDENT

**W. F. CARROLL,**  
SUPERINTENDENT

SECOND CLASS				FIRST CLASS				Station Numbers	Fuel, Water, Turn Tables and Wyes	Distance from Dakota Jct.	Sub-Division 1 STATIONS Time Table 10 June 21, 1925	Communicating Stations	Capacity of Passing Tracks in Cars	Telegraph Calls	FIRST CLASS				SECOND CLASS			
619	639	685	687	603											622				612	686	688	614
Through Freight E. H. 119	Casper Time Freight E. H. 39	Way Freight	Way Freight				Wyoming Express							Omaha Chicago Passenger	Through Freight	Way Freight	Way Freight	Through Freight	Through Freight			
DAILY	DAILY	Daily Except Sunday	Daily Except Sunday				DAILY							DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	DAILY			
							A. M. 12.15							A. M. 7.25								
							P. M. 4.10							P. M. 5.35								
							A. M. 6.55	6202	FWTT	5.0	.....	.....	.....	A. M. 1.00				A. M. 11.00	P. M. 4.50	A. M. 2.30	A. M. 8.30	
	P. M. 5.15	A. M. 9.30	A. M. 8.00				A. M. 7.05	6205	Y		L. .... DAKOTA JUNCTION ..... A	CS	100	XA	12.50			A. M. 10.45	P. M. 4.35	A. M. 2.15	A. M. 8.15	
	5.30	9.45	8.15				7.25	6209		10.3	10.3	CS	59	NY	12.28			10.20	4.05	1.50	7.50	
	6.05	10.20	8.45				7.33	6211		15.8	15.8	CS	90		12.16			10.05	3.45	1.35	7.33	
	6.20	10.35	9.00				7.55	6213	W	21.0	21.0	CS	99	CF	12.06			9.50	3.30	1.20	7.20	
	6.40	10.55	9.15				8.02	6215		24.0	24.0	CS	52	FR	11.51			9.30	2.25	1.05	7.00	
	6.50	11.10	10.35				8.18	6218		31.6	31.6	CS	36 SN 39		11.37			9.10	2.00	12.45	6.40	
	7.15	11.40	11.05				8.36	6221	FW	39.9	39.9	CS	66	AD	11.23			8.36	1.35	12.20	6.15	
	7.45	12.15	11.40				9.00	6224	Y	48.9	48.9	CS	38 SN 50	HI	11.03			8.10	1.05 11.45	11.50	6.45	
	8.25	1.05	12.30				9.05	6225		51.9	51.9		45		10.54			7.55	11.35	11.40	5.30	
	8.40	1.15	12.40				9.13	6227		57.0	57.0		15		10.45			7.35	11.15	11.20	5.10	
	8.55	1.30	1.00				9.22	6229	W	60.0	60.0	CS	49	VS	10.39			7.25	11.05	11.10	5.00	
	9.05	1.40	1.25				9.40	6234		71.3	71.3		49		10.17			6.55	10.25	10.40	4.30	
	9.35	2.10	1.55				10.00	6233	FWTTY	79.9	79.9	CS	42	KU	10.00			6.30	10.00	10.15 9.25	4.05	
	10.00	3.15	3.00				10.19	6242	W	88.6	88.6		46	VE	9.40			5.35	9.00	9.05	3.05	
	11.40	3.50	3.30				10.29	6243	Y	93.8	93.8		10		9.26			5.12	8.45	8.42	2.42	
	11.55	4.10	3.45				10.34	6245		96.0	96.0		48	KN	9.21			5.05	8.35	8.35	2.35	
	12.05	4.20	4.00				10.52	6248	W	104.7	104.7	CS	78	DI	8.59			4.35	7.55	8.05	2.05	
	12.25	4.55	4.35				11.02	6250		109.2	109.2	CS	55	Q	8.48			4.20	7.35	7.50	1.50	
	12.45	5.20	5.00				11.14	6253		116.5	116.5		61		8.30			3.55	7.10	7.25	1.25	
	1.25	5.45	5.20		A.M.		11.24	6255	FWY	120.7	120.7	CS	63	ON	8.19			3.40	7.00 A.M.	1.45	7.10	1.10
	1.50	6.10	5.30 P.M.	5.30			11.34	6258		126.6	126.6		88		8.04			3.05	1.00	6.35	12.35	
	2.10	6.35		5.50			11.53	6262	FWY	134.7	134.7	CS	69	DU	7.49			2.40	12.35 11.53	6.10	12.10	
	2.40	7.00		7.15			12.01	6263		138.8	138.8		60		7.37			2.27	11.35	5.57	11.57	
	2.55	7.10		7.35			12.12	6264		140.1	140.1		60		7.25			2.10	11.20	5.40	11.40	
	3.20	7.25		8.00			12.18	6269		149.1	149.1		14		7.18			1.59	11.08	5.29	11.29	
	3.30	7.40		8.15			12.22	6271		151.9	151.9	CS	46	RY	7.13			1.52	11.00	5.22	11.22	
	3.40	7.50		8.35			12.31	6273		157.2	157.2		83		7.02			1.39	10.45	5.08	11.08	
	3.55	8.05		9.05			12.46	6276	W	163.2	163.2	CS	78	RK	6.51			1.20	10.30 9.45	4.50	10.50	
	4.15	8.30		9.45			12.57	6278		168.7	168.7		38	PA	6.39			12.57	9.30	4.27	10.28	
	4.30	8.45		10.45			1.04	6280		172.5	172.5		60		6.30			12.45	9.10	4.15	10.17	
	4.40	8.57		11.00			1.20	6284		183.4	183.4		46		6.10			12.20	8.45	3.50	9.50	
	5.05	9.20		11.25			1.30	6287	FWTT	187.7	187.7	A. ....	CS	F D	6.00 P.M.			12.01 A.M.	8.30 A.M.	3.30 P.M.	9.30 P.M.	
	5.15 A.M.	9.30 P.M.		11.45 A.M.																		
	DAILY	DAILY	Daily Except Sunday	Daily Except Sunday			DAILY							DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	DAILY			
	619	639	685	687			603							622				612	686	688	614	618

Trains between Chadron and Dakota Junction will be governed by Black Hills Division Time Table

**WESTWARD**

**BETWEEN CASPER AND LANDER**

**EASTWARD**

SECOND CLASS					FIRST CLASS				Station Numbers.	Fuel, Water, Turn Tables and Wyes.	Distance from Dakota Jct.	Sub-Division 2 STATIONS			Communicating Stations	Capacity of Passing Tracks in Cars	Telegraph Calls	FIRST CLASS				SECOND CLASS									
			41					603										Time Table 10	June 21, 1925												
			Way Freight					Wyoming Express												Chicago Omaha Passenger	DAILY										
			Daily Except Sunday					DAILY														P.M.	DAILY								
			A.M. 7.00					P.M. 1.50	6287	FWTT	187.7	L.....	CASPER.....	A	CS		F	P.M. 5.45							62						
			f 7.35					f 2.16	6293		199.8		CADOMA.....		39			f 5.20													f 3.30
			s 7.50					s 2.22	6295		203.7		ILLCO.....	CS	30	CO		s 5.12													s 3.15
			f 8.10					f 2.35	6299	W	210.2		BUCKNUM.....		39			f 5.02													f 2.35
			f 8.35					f 2.52	6305		219.9		NATRONA.....		39			f 4.46													f 2.05
			s 9.05					s 3.09	6311		228.9		POWDER RIVER.....	CS	39	DE		s 4.30													s 1.35
			s 9.40					s 3.30	6317	F	241.0		WALTMAN.....	CS	39	KA		s 4.10													s 12.55
			f 10.15					f 3.50	6323	WY	250.6		HILAND.....		38			s 3.50													f 12.20
			f 10.40					f 4.07	6329		261.1		RICHARDS.....		39			f 3.26													f 11.40
			s 11.10					s 4.24	6335	WY	270.8		MONETA.....	CS	39	MN		s 3.09													s 11.10
			f 11.35					f 4.40	6341		280.8		OCLA.....		40			f 2.46													f 10.45
			s 12.30					s 5.00	6347	WYF	290.9		SHOSHONI.....	CS	39	S		s 2.24													s 10.15
			f 12.45					f 5.12	6349		297.0		MINFIELD.....		39			f 2.08													9.20
			f 1.03					f 5.26	6353		304.1		NEBLE.....		39			f 1.52													8.55
			1.18					5.37	6354		309.8		DELFELDERS SIDING.....					1.42													8.40
			s 1.34					s 5.53	6355	WY	313.2		RIVERTON.....	CS	33	VN		s 1.34													s 8.30
			2.40					6.07	6357		319.9		ARAPANOE.....		39			s 1.17													s 7.20
			s 3.00					s 6.20	6359	W	326.2		HUDSON.....	CS	39	HU		s 1.05													s 7.00
			s 3.40					6.40	6361		333.8		WYOPO SIDING.....																		
			4.15 P.M.					P.M.	6363	FWTT	336.0	A.....	LANDER.....	L	CS	46	JN	12.45 P.M.													6.00 A.M.
			Daily Except Sunday					DAILY									DAILY													Daily Except Sunday	
			41					603									622													42	

**General Rules governing employes of the operating department dated June 1, 1919, are issued in book form.**

**Every employe whose duties are in any way prescribed by these rules, must have a copy of them at hand when on duty.**

**SIGNS AND LETTERS**

The following signs when placed before the figures of the schedule indicate:

- "s"—Regular Stop.
- "f"—Flag Stop to receive or discharge passengers or freight.
- "L"—Leave.
- "A"—Arrive.

When placed before the figures of the schedules the following will indicate:

- "M"—Meals.
- "N"—Luncheon.
- Other letters will indicate flag stops as specified by time table.
- The following signs when placed elsewhere indicate:
  - "F"—Fuel.
  - "W"—Water.
  - "TT"—Turn Table.
  - "CS"—Communicating station.
- "Y"—Wye.

During fogs or bad storms, in congested districts, freight and switch engine movements should be kept off the main line entirely so far as practicable. When movements are absolutely necessary full protection must be given by flagman using fuses and other signals. Under the conditions above mentioned delays are expected and it should be understood by all that "SAFETY" is the first consideration.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employes must exercise great care in this respect.

**SPECIAL RULES**

**Standard Time, Rule 8.** 1. Clocks showing Mountain Standard Time are located at Chadron Train Dispatcher's office, Casper Train Dispatcher's office, and telegraph office Lander.

**Superior Direction, Rule 72.** 2. EASTWARD trains are superior to WESTWARD trains of the same class.

**Register Stations, Rule 88 c.** 3. Train registers are located at Dakota Junction Orin, Casper, Shoshoni and Lander.

First class trains may register at register stations where they are not scheduled to stop by delivering register BLANK "R" to operator who will enter same on register in proper form.

When first class trains are running in sections, the conductor of each section must personally register at all register stations.

**Bulletin Boards, Rule 83 a.** 4. Bulletin Boards are located as follows:

For Conductors, Trainmen Chadron.....Yard Office Lusk.....Telegraph Office Casper.....Dispatcher's Office Casper.....Yard Office Lander.....Telegraph Office	For Enginemen: Chadron.....Round House Lusk.....Round House Orin.....Round House Casper.....Round House Lander.....Round House
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And for Yardmen: Casper Yard Office.

**Time Spacing, Rule 91 a.** 5. Trains will be spaced fifteen minutes apart over the entire division, and in addition a positive block must be maintained between eastward trains, Harrison to Andrews.

**Harrison Grade, Rule 1102.** 6. In handling freight trains down the hill from Harrison to Crawford you will be governed by the following instructions:

All retainers will be turned up by trainmen after air is tested at Doubling Track or at Harrison. At Andrews train will stop and retainers will be turned down on cars on which wheels indicate heating. If stop is made at Glen balance of retainers will be turned down and otherwise all retainers will be turned down at Crawford.

**Use of Helper Engines**

In handling freight trains Harrison to Crawford with engine equipped with but one 9 1/2-inch air pump, trains will be limited to 40 cars when consisting of oil, coal or heavy loads.

This restriction will not apply to trains handling live stock, empty cars or mixed loads and empties.

7. Helper engines cut in on rear of train must be placed ahead of way cars and of cars with weak or wooden sills.

**Spacing Passenger Trains Running in Sections, Rule 880.**

8. When a passenger train is run in two or more sections the rear brakeman or flagman of all except the last section will light and drop a fusee between the rails at the outer switch leaving each station or siding where there is no operator on duty. Avoid dropping fusees into bridges, culverts or where there is danger of starting fire.

**Freight Train Inspection.**

9. All freight trains will stop and train crews will make an inspection of their train at the following points:

EASTWARD		WESTWARD	
Riverton	Orin	Crawford	Bucknum
Shoshoni	Lusk	Harrison	Hiland
Hiland	Harrison	Lusk	Shoshoni
Bucknum	Andrews	Douglas	Riverton
Glenrock	Crawford		

**Makeup of Passenger Trains, Wood and Steel Cars.**

10. Wooden passenger cars carrying passengers are not to be handled in any passenger train, placed between steel or steel underframed cars.

Passenger carrying cars equipped with standard steel underframes may be handled in trains with steel cars, but preferably placed on rear if practicable.

In case of emergency, when it is necessary to handle wooden passenger carrying cars in steel trains, they must positively be operated on rear of the train and every precaution taken in their handling.

**Freight Trains Carrying Passengers, Rule 732.**

11. The following freight trains only will be permitted to carry a limited number of passengers provided with proper transportation.

- Nos. 685 and 686 between Chadron and Orin.
- Nos. 687 and 688 between Orin and Casper.
- Nos. 41 and 42 between Casper and Lander.
- No. 619 between Chadron and Harrison.

**Poling Cars.**

12. Pushing of cars onto sidings or into clear by the use of poles is prohibited, except where the movement can not be handled in any other way.

**Whistle Signals, Rule 141**

13. Whistle signals as per rule 14 (1) will be sounded approaching street crossings. Whistling posts have been located at various points at highways and street crossings in the vicinity of yards and station grounds for which enginemen will be on the lookout and comply with rule as to sounding whistle and ringing bell.

**THE HIGHWAY CROSSING SIGNAL WILL BE GIVEN AS FOLLOWS:**

— 2 LONG BLASTS —				— 2 SHORT BLASTS —		
BLAST	SPACE	BLAST	SPACE	BLAST	SPACE	BLAST
3 SEC.	1 SEC.	3 SEC.	1 SEC.	2 SEC.	1 SEC.	2 SEC.

**Yard Limits, Rule 93 a.**

14. Lusk—East board 3005 feet east of east wye switch. West board 5783 feet west of Illinois Pipe Line Company track switch.

Orin—East board 1493 feet east of the east point of wye switch.

West board 1492 feet west of the west point of passing track switch.

Glenrock—East board 1500 feet east of east passing track switch.

West board 1500 feet west of west passing track switch.

**Handling Coal in Chutes**

Casper from 1500 feet east of east passing track switch at Strouds to 1500 feet west of west stock yard switch.

Shoshoni—East board 873 feet east of the east point of switch of stock yards track.

West board 3615 feet west of the west point of passing track switch.

Riverton—From 1380 feet west of west wye switch to 504 feet east of east Riverton beet dump.

Hudson—East board 2410 feet east of the mine track switch.

West board 1885 feet west of the west point passing track switch.

Lander—East board 1500 feet east of east switch coal shed track.

15. In placing coal in chutes, conductors will see that air is coupled up and test made before ascending incline.

**SPEED RESTRICTIONS**

**16. MAXIMUM SPEED OF TRAINS THAT MUST NOT BE EXCEEDED AT ANY POINT**

DISTRICT	Speed per Hour	
	Psg.	Frt.
Sub-division No. 1—Dakota Junction and Casper.....	50	30
Sub-division No. 2—Casper and Shoshoni.....	40	30
Sub-division No. 2—Shoshoni and Lander.....	30	25

**ADDITIONAL SPEED RESTRICTIONS**

LOCATION	LIMITS	Maximum Speed (miles per hour)	
		Psg.	Frt.
Between Dakota Junction and Lander.....	Trains handling loaded tanks of oil.....	—	25
Between Dakota Junction and Lander.....	Trains handling loaded oil tanks around curves at foot of heavy descending grades.....	—	20
Dakota Junction.....	Around curve just west of Junction Switch.....	—	25
Between Dakota Junction and Siding 12.....	Between three miles west of Dakota Junction and four miles west of Whitney.....	—	25
Node.....	Around curve between M. P. 477 and 478 five miles east of Node.....	40	25
Glenrock.....	Through City Limits.....	20	15
Casper.....	Over curves in main line between a point one-half mile west of Walnut Street and main line switch leading to Yards east of Walnut Street.....	15	15
Powder River.....	Between Powder River and M. P. 648 four miles east of Waltman.....	30	20
Waltman.....	East bound trains around curve one mile west of Waltman and curve one and one-half miles west of Ocla.....	25	20
Ocla.....	Around curve between M. P. 696 and M. P. 697 four miles west of Ocla.....	25	20
Riverton.....	Through City Limits.....	20	15
Hudson.....	Between Hudson and Hudson Mines. Speed will be regulated by hand brakes using air as an auxiliary to hand power.....	—	10
Between Dakota Junction and Lander.....	Through Stations.....	30	20
Between Dakota Junction and Casper.....	Full trains of live stock.....	—	35

The speed of a train moving over a crossover; turnout from main track to siding; or to diverging route at a junction must not exceed ten (10) miles per hour.

**Speed Over Interlocking Plants** The maximum speed of any train over an interlocking plant will be thirty (30) miles per hour.

**Class "J" Engines** All freight trains operated by Class "J" Engines must not exceed a speed of ten (10) miles per hour on any passing or industry track between Dakota Junction and Casper.

**Wrecking Outfits** Trains handling steam wrecking outfits between Dakota Junction and Casper, unless otherwise instructed, must not exceed a speed of twenty-five (25) miles per hour at any point and must not exceed a speed of twenty (20) miles per hour around curves, and between Casper and Lander must not exceed a speed of twenty (20) miles per hour at any point.

**Precautions to Prevent Highway Crossing Accidents.**

17. Enginemen, firemen, brakemen and yardmen who may be riding on road or yard engines approaching street or highway crossings are required to maintain a constant lookout to prevent accidents to pedestrians, or parties driving vehicles or automobiles over these crossings.

Approaching highway crossings where the view is obstructed, there are no restrictions as to the amount of whistling that may be done to insure that approaching pedestrians or drivers of automobiles or other vehicles may have ample warning of the approach of a train or engine.

At stations or in yards when making movements over crossings, adopt the safe course by considering that pedestrians or vehicles approaching have not observed your movement and are not going to stop, and regardless of what you think the pedestrian or driver of the vehicle or automobile is required to do for his own protection, sound additional alarm.

When a freight train, operating on the main track in multiple track district (two or more main tracks) or upon any track adjacent to main track in any district, breaks in two, or in the event of an emergency stop at night or when the view is obscured, immediate action must be taken to stop all trains that may be operating on adjacent main tracks and such trains must be held until it is ascertained that the track over which they are operating is not obstructed.

**Flagging of Highway and Street Crossings by Trainmen, Rule 956.**

18. Trainmen of trains standing at stations or passing tracks either on main track or siding with street or highway crossings cut, or view obscured, awaiting approach of trains of any class in either direction, will be required to protect such open crossings to insure against possible injury to pedestrians and vehicles from approaching trains as they pass.

**Switching Movements at Casper.**

All switching movements, where cars are first to pass over crossings indicated below, must be protected by flagman stationed on the crossing:

**Durbin Street** **Center Street**  
**East Second Street** **Wolcott Street**

All switching movements over crossings indicated below must be protected by flagman stationed on crossing. Engines will come to full stop before moving over.

West Yellowstone Highway on C. B. & Q. transfer.

West Yellowstone Highway leading from Standard Oil Company plant to Standard bridge over Platte River.

Enginemen must keep bell ringing in switching movements at Standard and Midwest Oil Company plants.

**Switching Movements at Riverton**

19. All switching movements, where cars are first to pass over crossings at Main and Broadway Streets, Riverton, Wyo., must be protected by flagman stationed on the crossing.

**Use of Derailing and Safety Switches, Rule 724.**

20. Derailing switches have been installed at various stations principally on industry tracks. Train and enginemen will be expected to know at what points such protection is provided and to make sure, after having used such switches, that they are left in normal position. The location of safety switches on industry tracks will not be indicated by sign boards.

**Sprinkling Hogs, Rule 729.**

21. Conductors will see that Rule 729 is observed and that record is kept in train book showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left.

**Cleaning Ash Pans, Rule 1047.**

22. Ash pans may be cleaned at the following places:

Crawford water tank	Casper cinder pit
Andrews water tank	Bucknum water tank
Harrison water tank	Hiland water tank
Lusk water tank	Moneta water tank
Lost Springs water tank	Shoshoni water tank
Douglas water tank	Riverton water tank
Glenrock water tank	

**Engine Sand.**

23. A supply of engine sand for emergency purposes is located at the following points.

Harrison.....Freight House      Orin .....Engine House  
 Shoshoni .....Water Tank

**Track Scales.**

24. Track scales are located as follows:

LOCATION	LENGTH	CAPACITY
Douglas .....	40 feet.....	160,000 pounds
Casper .....	40 feet.....	200,000 pounds
Hudson .....	40 feet.....	160,000 pounds

**Failure of Headlights.**

25. Enginemen of trains operating with headlights that are not burning properly, whether oil or electric, will, when approaching highway crossings, during other than daylight hours, sound the engine whistle continuously from the governing whistle post until the crossing indicated has been passed.

**Towing Dead Engines.**

26. When dead engines are hauled in trains such engines must be headed in direction train is moving. When Class J, Z, E-1 and E-2 engines are being handled dead in train, they must be handled near the head end of train. Engines of smaller classes must be handled at the rear end of train.

**Railroad Crossings, Rule 98.**

27. When trains approach a crossing simultaneously, the one on the senior road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and the signal indicates that track is clear.

In accordance with the foregoing, trains will have precedence as follows:

RAILROAD	LOCATION	TRAIN TAKING PRECEDENCE
C. B. & Q.	Crawford.....	C. & N. W.

**THE FOLLOWING CROSSINGS ARE INTERLOCKING AND RULES 601A TO 685 WILL BE OBSERVED**

RAILROAD	LOCATION
C. B. & Q.	Crawford.....
C. & N. W.	Dakota Junction.....

**RAILROAD CROSSINGS AND JUNCTIONS AT WHICH RULES 98 AND 98B WILL BE OBSERVED**

RAILROAD	LOCATION
C. B. & Q.	Orin.....
N. & S.	Illico.....
C. B. & Q.	Powder River.....

**LAW LIMITING THE HOURS EMPLOYES IN TRAIN, ENGINE, AND TELEGRAPH SERVICE ARE PERMITTED TO REMAIN ON DUTY.**

**Train and Enginemen.**

Train and enginemen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four (24) hour period.

After making sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after making of sixteen (16) hours in the aggregate in any twenty-four (24) hour period, they are required to have at least eight (8) consecutive hours off duty.

The term "on duty" includes all time from the time required to report for duty until the time actually relieved from duty.

**Agents, Telephone and Telegraph Operators.**

No operator, train dispatcher, or other employe who by the use of the telegraph, or telephone, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places, and stations continuously operated night and day nor for a longer period than thirteen hours in all towers, offices, places and stations operated only during the daytime, except in case of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days in any week.

**Emergencies.**

Emergencies consist of cases of casualties or unavoidable accidents or the act of God, or where the excess service was result of cause not known to carrier, its officers, or agents in charge of such employe at the time, and which could not have been foreseen.

When emergencies arise permission from the Chief Train Dispatcher, if possible, should be secured to work beyond the regular assigned hours or in excess of hours in service permitted by law, and in every case where such hours of service are exceeded each employe involved will make prompt and full report in writing direct to the superintendent.

Each employe who by the use of telephone or telegraph, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements, must register his name and other information called for on form 490 (revised); the original copy thereof must be kept on file in such office subject to inspection at all future times.

**FREIGHT TRAIN TONNAGE RATING**

DISTRICT	CLASS OF ENGINE				
	J	R-1	R	L	Q
Dak. Junction to Crawford..	1400	800	685	585	550
Crawford to Harrison.....	1000	550	500	405	405
Harrison to Casper.....	1200	750	675	600	550
Casper to Orin.....	3100	1580	1350	1215	1090
Orin to Lusk.....	1650	850	770	625	560
Lusk to Harrison.....	1940	1100	900	790	710
Harrison to Chadron.....	3100	1580	1250	1060	1000
Casper to Shoshoni.....		800		590	550
Shoshoni to Lander.....		1160		775	725
Lander to Shoshoni.....		1475		1180	1000
Shoshoni to Waltman.....		800		590	550
Waltman to Casper.....		1600		1200	1000

Cars loaded with merchandise will be rated at seven (7) tons per car, plus the actual weight of the car.

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars, use even ton weights for each car. When the odd weight is over 1000 pounds it will be counted as one ton; when the odd weight is less than 1000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

The above ratings are exclusive of cabooses and apply under ordinary conditions over maximum grade between the points named; additional tonnage, however, will be hauled whenever circumstances and grades will permit.

When engines are unable to haul their rating the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above the train dispatcher will determine the tonnage to be hauled.

Conductors will show actual gross tonnage, not equated tonnage, on their detail reports and on switch lists.

When double header engines are used, the larger one must be placed next to the train except when otherwise authorized.

In making out waybills, Agents will insert the **Gross Weight in Tons** (car and contents) of each carload shipment on the waybill. Do not show fractions of tons; less than 1000 pounds to be dropped; 1000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without waybills, Conductors and Agents will make careful estimates of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.

**ESTIMATED WEIGHT OF PASSENGER EQUIPMENT**

	Tons		Tons
Coaches, steel .....	51	Mail cars, wood.....	37
Coaches, broad vestibule, wood....	40	Mail cars, steel.....	55
Coaches, narrow gauge, wood.....	20	Chair cars, vestibule, wood.....	50
Coaches, non-vestibule, wood.....	32	Chair cars, non-vestibule, wood....	36
Smokers, vestibule, wood.....	37	Chair cars, steel.....	62
Smokers, non-vestibule, wood.....	31	Chair cars, steel, 6028 to 6042,	
Passenger, baggage, mail cars.....	30	inc. ....	70
Passenger-baggage cars, wood.....	31	Buffet cars .....	55
Passenger and baggage, narrow		Dining cars .....	52
gauge, wood .....	20	Dining cars, steel.....	73
Passenger and baggage cars, steel	49	Parlor cars .....	50
Baggage and mail cars, wood.....	33	Parlor cars, steel .....	63
Baggage and mail cars, steel.....	58	Milk cars .....	25
Dynamo-baggage cars .....	50	Business cars .....	50
Baggage cars, wood.....	33	Sleeping cars, wood.....	63
Baggage cars, steel.....	52	Sleeping cars, steel.....	70

**COMMUNICATING STATION OFFICE HOURS**

STATION	DAILY EXCEPT SUNDAY	SUNDAY ONLY
Dakota Junction	Continuous	Continuous.
Whitney	7:10 a. m. to 4:10 p. m.	7:10 a. m. to 9:10 a. m.
Crawford	Continuous Except closed 12:45 a. m. to 6:45 a. m. Mondays.	12:00 mn. to 8:45 a. m. 10:45 p. m. to 12:00 m. n.
Ft. Robinson	7:45 a. m. to 4:45 p. m.	None.
Andrews	7:30 a. m. to 11:30 p. m.	7:30 a. m. to 11:30 p. m.
Harrison	Continuous	Continuous.
Van Tassell	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.
Lusk	Continuous	Continuous.
Manville	8:00 a. m. to 5:00 p. m.	9:45 a. m. to 11:45 a. m.
Keeline	8:30 a. m. to 5:30 p. m.	10:00 a. m. to 12 noon.
Lost Springs	8:00 a. m. to 12:00 m. n.	10:15 a. m. to 12:15 p. m. 7:30 p. m. to 9:30 p. m.
Shawnee	8:45 a. m. to 5:45 p. m.	10:30 a. m. to 12:30 p. m.
Orin	Continuous	Continuous.
Douglas	7:00 a. m. to 11:00 p. m.	11:00 a. m. to 1:00 p. m. 7:15 p. m. to 9:15 p. m.
Careyhurst	8:45 a. m. to 5:45 p. m.	12:00 Noon to 2:00 p. m.
Glenrock	Continuous Except closed 12:01 a. m. to 6:45 a. m. Monday	12:00 mn. to 6:45 a. m. 12:15 p. m. to 2:15 p. m. 6:00 p. m. to 8:00 p. m.
Parkerton	8:00 a. m. to 7:00 p. m.	12:15 p. m. to 2:15 p. m. 5:45 p. m. to 7:45 p. m.
Casper	Continuous	Continuous.
Illco	7:45 a. m. to 5:15 p. m.	2:15 p. m. to 5:15 p. m.
Powder River	8:45 a. m. to 5:45 p. m.	2:50 p. m. to 4:50 p. m.
Waltman	8:45 a. m. to 5:45 p. m.	3:00 p. m. to 5:00 p. m.
Moneta	8:45 a. m. to 5:45 p. m.	2:45 p. m. to 4:45 p. m.
Shoshoni	8:00 a. m. to 6:00 p. m.	1:45 p. m. to 5:30 p. m.
Riverton	7:30 a. m. to 9:00 p. m.	12:30 p. m. to 2:30 p. m. 5:15 p. m. to 7:15 p. m.
Hudson	7:00 a. m. to 7:00 p. m.	12:00 Noon to 2:00 p. m. 5:00 p. m. to 7:00 p. m.
Lander	6:00 a. m. to 10:00 p. m.	11:00 a. m. to 1:00 p. m. 6:00 p. m. to 8:00 p. m.

**LOCATION OF TELEPHONES**

CIRCUIT	STATION	LOCATION	CALL
Chadron to Crawford	Chadron	Train Dispr. Office	— —
	Dakota Jct.	Depot	— — — —
	Dakota Jct.	West Section House	— — — —
	Whitney	Depot	— — — —
	Whitney	West Section House	— — — —
Crawford to Harrison	Crawford	Depot	— — — —
	Ft. Robinson	Section House	— — — —
	Glen	Section House	— — — —
	Sec. House 86	4 miles west of Glen	— — — —
	Andrews	Depot	— — — —
Harrison to Lusk	Andrews	Section House	— — — —
	Harrison	Section House	— — — —
	Harrison	Depot	— — — —
	Coffee Siding	Sec. House 1 m. west	— — — —
	Van Tassell	Depot	— — — —
Lusk to Lost Springs	Van Tassell	Section House	— — — —
	Vorhees	Section House	— — — —
	Node	Section House	— — — —
	Lusk	Depot	— — — —
	Wilson Spur	Section House	— — — —
Lost Springs to Douglas	Manville	Section House	— — — —
	Manville	Depot	— — — —
	Jireh	Depot	— — — —
	Keeline	Section House	— — — —
	Keeline	Depot	— — — —
Douglas to Glenrock	Lost Springs	Depot	— — — —
	Shawnee	Section House	— — — —
	Fisher	Section House	— — — —
	Orin	Round House	— — — —
	Orin	Depot	— — — —
Glenrock to Casper	Irvine	Section House	— — — —
	Douglas	Freight Office	— — — —
	Platte River	Section House	— — — —
	Fetterman	Section House	— — — —
	Careyhurst	Depot	— — — —
Casper to Moneta	Careyhurst	Section House	— — — —
	Siding 42	Section House	— — — —
	Glenrock	Depot	— — — —
	Parkerton	Depot	— — — —
	Big Muddy	Section House	— — — —
Moneta to Arapahoe	Strouds	Section House	— — — —
	Casper	Train Dispr. Office	— — — —
	Casper	Train Dispr. Office	— — — —
	Cadoma	Section House	— — — —
	Bucknum	Section House	— — — —
Casper to Moneta	Natrona	Section House	— — — —
	Powder River	Depot	— — — —
	Hiland	Section House	— — — —
	Richards	Section House	— — — —
	Moneta	Depot	— — — —
Moneta to Arapahoe	Ocla	Section House	— — — —
	Shoshoni	Depot	— — — —
	Neble	Section House	— — — —
	Riverton	Depot	— — — —
	Arapahoe	Depot	— — — —

**RULES FOR USE OF TELEPHONES**

**Call for Blind Sidings.**  
One long is an alarm and should be answered immediately by Trainmen at Blind Sidings where there are no agents.

**Instructions to Connect Portable Telephones.**  
Single wire circuit place both of the extension pole clamps over the telephone wire and attach both wires on the extension pole to the line post bracket marked (L) of the instrument connect the other post of the instrument (G) to the ground using a wire from this part to a guy wire, a pole ground wire track rail or an iron rod driven into the ground.

**Instructions for Use of Telephones at Blind Sidings and Waiting Rooms.**  
Metallic or two-wire circuit, connect one of the extension pole clamps to one wire and the other clamp to the other wire. Connect tip of one pole wire to instrument post (L) and the other to tip of instrument post (G). No ground wire required on metallic circuit.

**Location of Wires on Poles Dispatcher Telephone Circuit.**  
At Blind Sidings and closed offices between Dakota Junction and Casper, telephones may be connected to dispatcher's circuit by throwing switch handle protruding from box. In reverse position to connect to local telephone line using code rings as shown in this time table. When through with telephone leave switch on local line and lock box and booth.

**Message telephone circuit.** Both these circuits four wires on the track side second arm; first and second wires from the track is one circuit, and third and fourth wires the other. Account transpositions in the wires exact positions can not be given.

Try one circuit, ringing on it if necessary and if no response try the other circuit. Put the extension pole on wires as close to the pole as possible to avoid damage to wires.

**Grounded circuit single wire.**  
Casper to Douglas passenger depot — Second wire from track top arm.

Douglas passenger depot to Lusk passenger depot — third wire top arm.  
Lusk to Crawford — Present track wire top arm.

Crawford to Dakota Junction — Pole pin track side second arm.

Casper to Moneta, Moneta to Arapahoe — Second wire from track.

**SPECIAL TELEPHONE LOCATED AT THE FOLLOWING STATIONS TO PERMIT TRAINMEN TO COMMUNICATE WITH THE TRAIN DISPATCHER**

Whitney	Waiting Room
Siding 12	Booth
Ft. Robinson	Waiting Room
Glen	Box Car
Andrews	Waiting Room
Doubling Track	Booth
Coffee	Booth
Van Tassell	Waiting Room
Node	Box Car
Manville	Waiting Room
Jireh	Waiting Room
Keeline	Waiting Room
Lost Springs	Waiting Room
Shawnee	Waiting Room
Fisher	Booth
Irvine	Box Car
Siding 23	Booth
Fetterman	Booth
Careyhurst	Waiting Room
Siding 42	Booth
Parkerton	Waiting Room
Big Muddy	Box Car
Strouds	Box Car

**COMPANY SURGEONS**

C. W. Hopkins, Chief Surgeon, Chicago, Ill.

Telephone Nos.  
Res. Of.

- Crawford, Neb. ....B. F. Richards, M. D....Local Surgeon...152-1r 152-2r
- Lusk, Wyo. ....W. H. Hassed, M. D....Local Surgeon..... 4
- Douglas, Wyo. ....J. M. Wilson, M. D....Local Surgeon.....
- Douglas, Wyo. ....L. W. Story, M. D....Local Surgeon.....41W 41J
- Glenrock, Wyo. ....B. V. McDermott..... Local Surgeon.....Call Central
- Casper, Wyo. ....H. R. Lathrop, M. D....District Surgeon.....116 54
- Shoshoni, Wyo..... F. L. Jewell, M. D....Local Surgeon..... 50
- Riverton, Wyo. ....A. B. Tonkin, M. D....Local Surgeon.....15W 15J
- Hudson, Wyo. ....C. A. Wright, M. D....Local Surgeon..... 8 Short
- Lander, Wyo. ....W. F. Smith, M. D....Local Surgeon.....26J 26

Dr. Lathrop, District Surgeon, at Casper, may be called to any place between Dakota Junction and Lander.

First aid supplies consisting of cot, blankets attached and box containing bandages, etc., are required to be carried on combination cars of all passenger trains and to be kept on hand as follows:

- Crawford.....Telegraph Office Casper .....Baggage Room
- Harrison.....Telegraph Office Shoshoni.....Freight Office
- Lusk.....Freight Office Hudson .....Freight Office
- Douglas .....Baggage Room Lander .....Baggage Room

**WATCH INSPECTORS**

National Railway Time Service Company, Chief Watch Inspectors,  
58 East Washington St., Chicago, Ill.

- H. B. Kline, 120 East Second St. Daniels and Roberts, Douglas, Wyo.
- Casper, Wyoming. Mrs. J. T. Chisholm, Shoshoni, Wyo.
- H. Daniels, Lusk, Wyo. S. J. Brawley, Lander, Wyo.

**INSTRUCTIONS TO FREIGHT CONDUCTORS,  
AGENTS AND YARDMASTERS**

**Westward**

No. 639 will handle out of Chadron, time freight for Casper in preference, fill with through cars.

No. 619 will handle out of Chadron, time freight for Casper in preference, fill with through cars.

No. 685 will handle out of Chadron all merchandise for west, fill with other cars for same territory, do way work Dakota Junction to Orin, and station switching Dakota Junction to Orin inclusive.

No. 687 will handle out of Orin all merchandise for west, fill with other cars for the same territory, do way work Orin to Casper and put up coal at Douglas.

No. 41 will handle out of Casper all merchandise Cadoma to Lander inclusive, fill with other cars for the same territory, do station switching Cadoma to Riverton inclusive, do station switching at Lander including making up Train No. 42.

**Eastward**

Nos. 612, 614 and 618 out of Casper, to be made up as instructed by Chief Train Dispatcher.

No. 686 will handle out of Orin all merchandise for east, fill with other cars, do way work Orin to Dakota Junction and station switching Orin to Whitney, inclusive.

No. 688 will handle out of Casper all merchandise for Strouds and east, fill with other cars Strouds to Orin in preference, do way work Strouds to Orin and station switching Big Muddy to Orin, inclusive.

No. 42 will handle out of Lander all merchandise for Hudson to Casper and fill with other cars, do station switching Lander to Arapahoe inclusive.

Record of Cars When taking or leaving cars at stations where there is no one on duty conductor will leave a note in bill box showing what cars he has left or taken, number of train and time of arrival or departure.

Air Brakes, Rule 1074. The minimum number of cars in freight trains required by law to be equipped with air brakes and operated is eighty-five (85) per cent of the total.

**TABLE SHOWING MAXIMUM NUMBER OF CARS THAT CAN BE HAULED IN A TRAIN WITH AIR BRAKES NOT IN OPERATION**

Total number of cars in a train including caboose	Maximum number of cars with air brakes not in operation
1 to 6 inclusive.....	0
7 to 13 inclusive.....	1
14 to 19 inclusive.....	2
20 to 26 inclusive.....	3
27 to 33 inclusive.....	4
34 to 39 inclusive.....	5
40 to 46 inclusive.....	6
47 to 53 inclusive.....	7
54 to 59 inclusive.....	8
60 to 66 inclusive.....	9
67 to 73 inclusive.....	10
74 to 79 inclusive.....	11
80 to 86 inclusive.....	12
87 to 93 inclusive.....	13
94 to 99 inclusive.....	14

**INDUSTRIAL TRACKS LOCATED AS FOLLOWS:**

- Irvine gravel pit..... 0.93 miles east of Irvine.
- Glenrock gravel pit..... 1.9 miles east of Glenrock.
- Siding 77 ..... 2.33 miles east of Parkerton.
- Siding 79 ..... 0.72 miles west of Parkerton.
- Siding 81 ..... 0.99 miles west of Parkerton.
- Miller Spur ..... 4.39 miles west of Casper.
- Cadoma Gravel Pit..... 3.2 miles east of Cadoma.
- Bucknum Sand Pit Track..... 4.92 miles west of Bucknum.
- Clark's Spur ..... 7.64 miles west of Bucknum.
- Ocla Sand Pit..... 1.53 miles east of Ocla.
- Farmer's Spur ..... 6.05 miles east of Riverton.
- Riverton Beet Dump..... 0.09 miles east of Riverton.
- Beet Dump Track..... 3.88 miles west of Riverton.
- Wind River Refining Co..... 5.65 miles west of Hudson.
- Hudson Spur ..... 6.36 miles west of Hudson.
- Wyopo ..... 2.62 miles east of Lander.

**OVERHEAD OBSTRUCTIONS**

Maximum width and height of loaded cars that will pass in safety over Wyoming Division. Regardless of height, no load must exceed eleven (11) feet in width.

BETWEEN	HEIGHT ABOVE TOP OF RAIL			STRUCTURES LIMITING HEIGHT
	9 ft. wide	10 ft. wide	11 ft. wide	
	Ft. In.	Ft. In.	Ft. In.	
Dakota Jct. and Casper..	16-2	15-3	14-3	All tanks
Casper and Lander .....	18-8	18-0	17-4	All tanks

**DIVISIONAL STAFF**

F. W. SAXTON, Train Master  
CASPER

P. W. RAMER, Master Mechanic  
CHADRON

R. E. LANDES, Road Foreman of Engines  
CASPER

**DISPATCHERS**

B. H. CORBIN  
O. E. BERRY

J. L. ROONEY

E. M. HAYS  
C. W. NICHOLS

E. L. MEAD, Division Engineer  
CHADRON

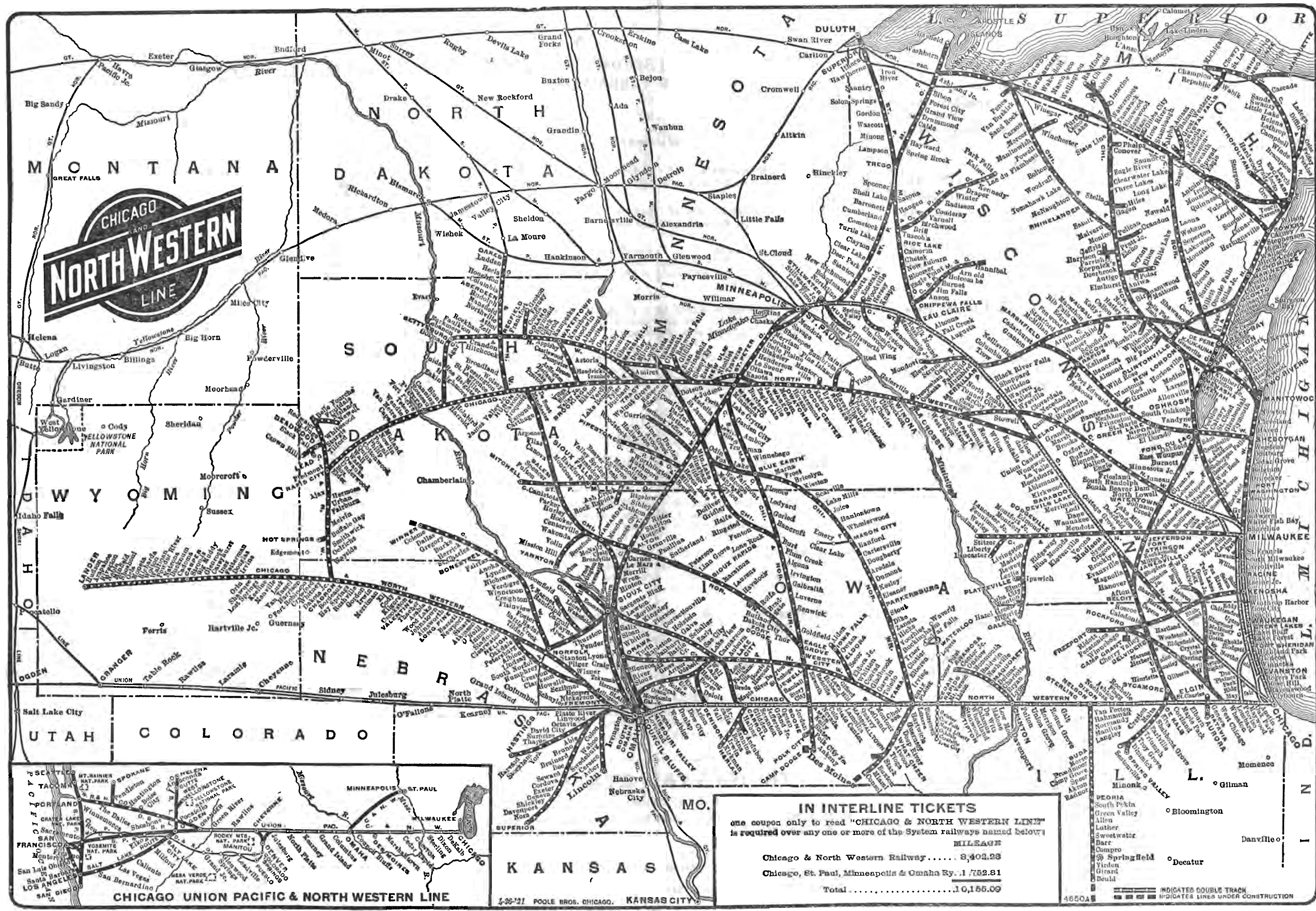
**ROADMASTERS**

D. V. O'CONNELL  
LUSK

J. A. SCHMITT  
CASPER

O. C. HAUPTLI, Chief Train Dispatcher  
CASPER

E. G. BLOUDEK, Division Accountant  
CASPER



**IN INTERLINE TICKETS**  
 one coupon only to read "CHICAGO & NORTH WESTERN LINE" is required over any one or more of the System railways named below:

	MILEAGE
Chicago & North Western Railway	8,403.23
Chicago, St. Paul, Minneapolis & Omaha Ry.	1,752.81
Total	10,156.09

INDICATES DOUBLE TRACK  
 INDICATES LINES UNDER CONSTRUCTION