

SURGEONS AND PHYSICIANS

Billings, Montana....DR. E. M. FARR.....Surgeon and Examiner
Billings, Montana....DR. JAMES D. MORRISON..Eye Specialist
Hardin, Montana....DR. L. H. LABBITT.....Surgeon
Sheridan, Wyoming..DR. RALPH D. ARNOLD..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,
Chief Medical Officer,
Chicago, Ill.

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

R. L. SIMS,
Superintendent, Casper, Wyo.

W. A. STEGALL,
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

SHERIDAN DIVISION

OF THE

WESTERN DISTRICT

No. 44

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

SUNDAY, APRIL 29, 1951

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.

Edgemont and Gillette—Subdivision

SHERIDAN DIVISION.

TIME TABLE No. 44.

EFFECTIVE APRIL 29, 1951.

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Saturday and/ Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger									Daily Passenger		Daily Freight	
79		43									42			80
P.M. L 3.15		A.M. L 10.30		Continuous.	B.C.K.O.R. T.W.Y.Yd.	476.14	..... EDGEMONT	Yard	Yard	Continuous.	P.M. A 6.45			P.M. A 4.25
				No Office	F.	476.70	..... DEADWOOD LINE JCT.			No Office				
3.30		10.40		No Office.	F.	484.32	..... MARIETTA	77	12	No Office.	6.25			4.00
3.40		f 10.48		No Office.	F.	490.02	..... BURDOCK	71	a	No Office.	f 6.18			3.40
3.50		f 10.57		8:30 a.m. to 5:30 p.m.		495.79	..... DEWEY	76	23	Closed	f 6.08			3.30
4.02		11.08		No Office.	F.W.	504.09	..... CLIFTON	77	12	No Office.	5.58			3.17
4.11		11.14		No Office.	F.	509.94	..... OWENS	66		No Office.	5.51			3.08
4.20		11.20		No Office.	F.	515.02	..... SPENCER	66	10	No Office.	5.44			3.00
4.35		s 11.35		8:00 a.m. to 12:00 Mid.	C.W.Yd.	520.66	..... NEWCASTLE	83	207	8:00 a.m. to 12:00 Mid.	s 5.35			2.50
5.15		11.49		No Office.	F.	528.69	..... PEDRO	64		No Office.	5.15			2.37
5.40		s 11.59		See Foot Note.		535.35	..... OSAGE	74	75	See Foot Note.	s 5.07			2.27
5.52		P.M. 12.09		No Office.	F.	542.85	..... JEROME	71		No Office.	4.57			2.15
6.01		s 12.19		8:30 a.m. to 5:30 p.m.	C.W.Yd.	548.92	..... UPTON	70	49	8:30 a.m. to 5:30 p.m.	s 4.48			2.06
6.12		12.29		No Office.	F.	556.11	..... THORNTON	71	10	No Office.	4.37			1.55
6.21		12.37		No Office.	F.	561.96	..... KARA	77	13	No Office.	4.29			1.46
6.31		s 12.46		8:30 a.m. to 5:30 p.m.	W.	569.18	..... MOORCROFT	88	62	8:30 a.m. to 5:30 p.m.	s 4.18			1.29
6.43		12.56		No Office.	F.	576.19	..... WESSEX	57		No Office.	4.03			1.18
6.52		f 1.08		No Office.	F.	581.93	..... ROZET	77	11	No Office.	f 3.56			1.08
7.05		1.18		No Office.	F.	590.30	..... MINTURN	55	102	No Office.	3.45			12.40
A 7.20 P.M.		A 1.38 P.M.		Continuous.	B.C.K.R. W.Y.Yd.	597.20	..... GILLETTE	Yard	Yard	Continuous.	L 3.35 P.M.			L 12.25 P.M.
							..... (121.06)							
4:05 29.6		3:08 38.6					..... SCHEDULE TIME				3:10 38.2			4:00 30.3
							..... AVERAGE MILES AN HOUR							

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 move at restricted speed between these points.

Manual Block System. Rule 318-B in effect.

Rule 221(a) 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.

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

Local Extra leaves Gillette 6:00 A. M. Tuesdays, Thursdays and Saturdays for Edgemont.

Dakoming M. P. 500.85 34 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 east end Clay, 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.

OFFICE OPEN:

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

Gillette and Sheridan—Subdivision

SHERIDAN DIVISION.

TIME TABLE No. 44.

EFFECTIVE APRIL 29, 1951.

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Passenger	Daily Passenger	Daily Freight								Daily Passenger	Daily Freight	Daily Passenger	Daily Freight
79		43									42			80
P.M. L 7.50		P.M. L 1.45		Continuous.	B.C.K.R. W.Y.Yd.	597.20	..... GILLETTE	Yard	Yard	Continuous.	P.M. A 3.25			A.M. A 11.59
8.15		2.00		No Office.	F.	606.45	..... ORIVA	118	7	No Office.	3.10			11.30
8.35		2.11		No Office.	F.	613.97	..... FELIX	118		No Office.	2.56			10.57
8.50		f 2.21		See Foot>Note.	C.W.	621.40	..... ECHETA	100	33	See Foot Note.	f 2.46			10.42
9.05		2.32		No Office.	F.	631.00	..... LARIAT	117		No Office.	2.32			10.27
9.20		s 2.45		See Foot Note.	Y.W.	641.04	..... ARVADA	E36 W52	37	See Foot>Note.	s 2.17			10.12
9.40		2.57		No Office.	F.	648.04	..... KENDRICK	77	13	No Office.	2.06			9.58
9.50		f 3.02		No Office.	F.	651.86	..... CADIZ	67	10	No Office.	f 2.01			9.51
10.05		s 3.13		8:30 a.m. to 5:30 p.m.	C.W.Yd.	660.70	..... CLEARMONT	E59 W65	57	8:30 a.m. to 5:30 p.m.	s 1.47			9.36
10.15		3.23		No Office.	F.	665.45	..... REGIS	58		No Office.	1.38			9.26
10.35		f 3.35		No Office.	F.Y.	671.85	..... ULM	77	3	No Office.	f 1.30			9.15
10.50		3.45		No Office.	F.W.	679.81	..... VERONA	69	7	No Office.	1.19			8.48
11.05		f 3.55		No Office.	F.	687.39	..... ARNO	77	13	No Office.	f 1.09			8.36
11.15		4.02		No Office.	F.	693.43	..... WAKELEY	76	8	No Office.	1.00			8.27
A 11.30 P.M.		A 4.15 P.M.		Continuous.	B.C.K.O. R.T.W.Yd.	698.57	..... SHERIDAN	Yard	Yard	Continuous.	L 12.50 P.M.			L 8.15 A.M.
3:40 27.6		2:30 40.5					..... SCHEDULE TIME				2:35			3:44 27.1
							..... AVERAGE MILES AN HOUR				38.6			

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

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

Manual Block System. Rule 318-B in effect.

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.

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 M. P. 654.07. 20 Cars.

Telephones east switch and stock yard Gillette, M. P. 602.50, M. P. 627, Big Corral and First Street Sheridan.

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

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 Billings—Subdivision

SHERIDAN DIVISION.

TIME TABLE No. 44.

EFFECTIVE APRIL 29, 1951.

WESTWARD				Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS		FIRST CLASS						Sidings	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily Freight		Daily Passenger									Daily Passenger		Daily Freight	
79		43									42		80	
A.M. 12.45		P.M. L 4.35		Continuous.	B.C.K.O. R.W.T.Y.	698.57	..... SHERIDAN	Yard	Yard	Continuous.	P.M. A12.25		A.M. A 7.30	
1.15		s 4.50		See Foot Note.	Yd.	708.11	..... KLEENBURN	68	132	See Foot Note.	s12.05		7.00	
1.35		s 5.00		See Foot Note.	W.	714.86	..... RANCHESTER	119	38	See Foot Note.	P.M. s11.56		6.40	
2.05		s 5.15		8:30 a.m. to 5:30 p.m.	Y.	724.06	..... PARKMAN	118	61	Closed.	s11.44		6.20	
2.15		5.24		No Office.	F.	730.98	..... ABERDEEN	119	27	No Office.	11.34		5.50	
2.25		s 5.31		10:00 a.m. to 6:00 p.m. 12:00 m.n. to 8:00 a.m.	C.W.	737.04	..... WYOLA	135	46	10:00 a.m. to 6:00 p.m. 12:00 m.n. to 8:00 a.m.	s11.25		5.30	
2.32		5.37		No Office.	F.	741.73	..... SPEAR	69	28	No Office.	11.18		5.20	
2.47		s 5.48		See Foot Note		750.24	..... LODGE GRASS	117	40	See Foot Note.	s11.04		5.05	
2.55		5.55		No Office.	W.F.Y.	754.67	..... IONIA	58		No Office.	10.58		4.55	
3.05		6.01		No Office.	F.	760.10	..... BENTEN	34	18	No Office.	10.51		4.45	
3.15		f 6.08		No Office.	F.	765.27	..... GARRYOWEN	58	15	No Office.	f10.44		4.35	
3.25		s 6.16		8:30 a.m. to 5:30 p.m.	C.W.	770.95	..... CROW AGENCY	85	40	Closed.	s10.35		4.25	
3.35		6.24		No Office.	F.	776.80	..... DUNMORE	58	15	No Office.	10.28		4.13	
4.02		s 6.39		Continuous.	Yd.W.	783.77	..... HARDIN	121	88	Continuous.	s10.14		4.02	
4.20		6.52		No Office.	F.	792.68	..... ROWLEY	122	21	No Office.	10.04		3.48	
4.30		6.58		No Office.	F.	797.60	..... TOLUCA	56	4	No Office.	9.58		3.40	
4.50		f 7.10		No Office.	F.W.	807.23	..... CORINTH	58	28	No Office.	f 9.46		3.20	
5.05		7.18		No Office.	F.	813.86	..... ANITA	117	20	No Office.	9.38		3.10	
5.20		s 7.26		No Office.	F.	820.25	..... BALLANTINE	57	30	No Office.	s 9.30		3.00	
5.45		s 7.40		Continuous.	R.W.Yd.	829.04	..... HUNTLEY	112	31	Continuous.	s 9.20		2.45	

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

A 6.45 A.M.	A 8.00 P.M.	Office Open Week Days Except Saturday	Signs	Distance from Lincoln	STATIONS	Capacity of Sidings	Other Tracks	Office Open Saturday and Sunday	L 9.00 A.M.	L 2.10 A.M.
6:00 23.6	3:25 41.7								SCHEDULE TIME	3:25 41.7	5:20 26.8
		Continuous.	B.C.K.O. R.W.T.Y.	841.35	..... BILLINGS	Yard	Yard	Continuous.		
					(142.86)					
					..... SCHEDULE TIME					
					..... AVERAGE MILES AN HOUR					

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

Manual Block System Rule 318-B in effect.

Rule 221(a) is in effect at all train 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.

Trains will register at Huntley by register ticket.

Spring switch west main track switch to freight yard Sheridan.

Telephone Acme Mine Spur switch, Kiewit, Ohlman, Big Horn wye, freight house Hardin and Freight House Ballantine.

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.

Ohlman M. P. 720.72—10 cars.

Big Horn Wye M. P. 781.26—31 cars.

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
8:00 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.

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

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

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

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 miles an hour unless otherwise provided.

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 miles per hour.

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.

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

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

Gas or diesel-electric motor cars must not exceed a speed of 10 miles an hour above the speed authorized for steam engines running backward on that subdivision.

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.

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 subdivision maximum speeds are less, they will govern.

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

SPEED OF TRAINS

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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings	Restricted Speed	Restricted Speed
All crossovers and turnouts, not otherwise specified	10	10
Handling clamshells, pile drivers, steam shovels.		
Main Lines .....	..	30
Branch Lines.....	..	15
Except Pile Drivers 204617 and 204618 Branch Lines .....	..	15
(See Special Instruction 13)		
Handling scale test cars (must be handled next to waycar with air coupled).		
Main Lines .....	..	25
Branch Lines.....	..	20
Rotary Snow Plows:		
Main Lines .....	..	25
Branch Lines.....	..	15
Trailing movements through spring switches.....	15	15
Engines under steam, disconnected on one side with main rod down.....	25	25
Wholly disconnected or dead steam engines.....	..	20
B Engines on sharp turnouts and crossovers in sidings or busness tracks.....	5	5
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
M-2-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
Loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible.....	..	35
EDGEMONT AND GILLETTE SUBDIVISION		
Maximum speed.....	50	40
Around curve between M. P. 520.75 and M. P. 521.	35	25
Public crossing 150 feet east of depot Upton.....	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. 645.37.....	45	..
Between M. P. 649.75 and M. P. 651.35.....	45	..
Between M. P. 667.00 and M. P. 698.57.....	45	..
Steam engines running backward.....	20	20
SHERIDAN AND BILLINGS SUBDIVISION		
Maximum speed [between Sheridan and Huntley]...	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
Steam 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
R and K engines on Hardin north line M. P. 2.38 to stub end of line.....	..	10

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Steam Derricks
Edgemont-Huntley	25	30
Hardin North Branch Line.....	Must not Operate	10

SPECIAL INSTRUCTIONS

Master Mechanic,
Assistant Master Mechanic,
Trainmaster,
Road Foreman,
Chief Dispatcher,
Train Dispatchers:
H. W. Lindeen
G. H. Fawcett
E. D. Lamb

H. F. Roesch, Casper, Wyo.
J. L. Shafer, Sheridan, Wyo.
W. E. Wagers, Sheridan, Wyo.
J. J. White, Sheridan, Wyo.
M. E. Coleman, Sheridan, Wyo.

B. S. Mothersead
C. E. Phillips

1. Where 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. Train 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 is modified 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.

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.

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

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

7. 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 cleaned before trailing movement 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.

For trailing moves through spring switches the speed designated in time table speed restrictions must not be exceeded.

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 lever 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 movable 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 movable parts or between route signals which govern the movements through an interlocking.

Trains of three cars or less and light engines must not use excessive sand nor stand on sanded rails within the limits of Automatic Block, Centralized Traffic Control, and Interlocking nor within the control limits of Automatic Highway Crossing protection.

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, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in 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 position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

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 fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of diesel electric motors.

On gas-electric 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 engines or motors, and that part of the tenth paragraph of Rule 920 reading—"Normal supply for engines, three fuses and six torpedoes."

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

Rule 919 is modified to permit the use of electric lanterns.

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

SPECIAL INSTRUCTIONS—Concluded

17. Rule 914 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. Where the one-mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

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 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 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 vertical circle. Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

23. 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.

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

25. Manual Block System Rule 318-B In effect for trains moving against the current of traffic.

26. 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.

27. Rule 1047 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 the 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.

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

29. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses 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.

30. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is opened or main track fouled. This applies to both hand operated and spring switches.

31. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights 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 engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function the engineman must

display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that the track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

32. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH.

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test. When this change is made, Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

33. Rule 922 is modified as follows: Cars containing explosives must be placed near the middle of the train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine.

34. Trains and engines performing switching or other work at locations where automatic highway crossing gates are installed must approach such crossings at restricted speed and not occupy crossing until gates have lowered unless movement is protected by a member of crew.