

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
			1	19	45.6
			1	20	45.0
			1	21	44.4
			1	22	43.9
			1	23	43.4
0	45	80.0	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0

**Safety is authorized
on this division.**

PREVENT INJURY

**THE
ROCK**

SAFETY FIRST

ILLINOIS DIVISION

TIME TABLE NO. 9

FOR THE EXCLUSIVE USE AND
GUIDANCE OF EMPLOYEES

EFFECTIVE AT 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, AUG. 21, 1977

**CHICAGO, ROCK ISLAND
& PACIFIC RAILROAD**

WILLIAM M. GIBBONS, Trustee
W. C. HOENIG, Chief Operating Officer
J. E. HARE, Superintendent

**THE
ROCK**



HOW TO USE THIS CHART

- TO DETERMINE WHERE A PLACARDED CAR CAN BE PLACED IN A FREIGHT OR MIXED TRAIN FOLLOW THESE STEPS:
- DETERMINE THE TYPE OF PLACARD THAT IS APPLIED TO THE CAR.
 - REFER TO COLUMN 2 ON CHART AND LOCATE SAME PLACARD WORDING.
 - FOLLOW HORIZONTALLY ACROSS CHART AND NOTE WHICH VERTICAL COLUMNS APPLY.
 - THE SYMBOL "X" INDICATES WORDING AT TOP THAT APPLIES.
- SEE FOOTNOTES FOR EXPLANATION OF REFERENCE MARKS.

1	2	3
TYPE OF CAR	PLACARD APPLIED ON CAR	NO RESTRICTIONS
ANY CARS (Inc. flat cars carrying trailers or containers)	"EXPLOSIVES A"	
TANK CAR	ANY PLACARD (Except "COMBUSTIBLE" or Empty)	
ANY CAR	"POISON GAS"	
TANK CAR	EMPTY (Except "COMBUSTIBLE")	
ANY CAR	^④ RADIOACTIVE MATERIAL	
OTHER THAN TANK CAR	ANY PLACARD (Except "EXPLOSIVES A", POISON GAS, DANGEROUS RADIOACTIVE MATERIAL or COMBUSTIBLE)	
ANY CAR	COMBUSTIBLE	X

FOOTNOTES

- ^① Permanent end bulkhead flats, piggyback and container flats, tri-level and bi-level cars, and any other flat car specially equipped with tie-down devices for handling vehicles are considered the same as an open top car (see Column 16), except when loaded flat bed trucks and trailers are mounted thereon.

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

4	5	6	7	8	9	10	11	12	13	14	15	16	17
WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT		ENGINE	OCCUPIED CABOOSE	Occupied Passenger or Combination Car	Occupied Car with cargo attendant	CARD PLACARDED		Radioactive Material	Any car, Piggyback, Container, or other unit having automatic refrigeration or heating internal combustion engine operating; lighted heaters, stoves or lanterns	Any Loaded Flat Car	Open Top Car when lading protrudes beyond car ends or when lading above car ends is liable to shift	Any Placarded Car
Must not be nearer than 6th from Engine, Occupied Caboose or Passenger Car	Must be near middle of train	Must not be nearer than 2nd from Engine, Occupied Caboose or Passenger Car					EX P L O S I V E S "A"	P O I S O N G A S			^①		^⑤
X	X	X	X	X ^②	X ^②	X	X	X	X	X	X	X	X
X	X	X	X	X ^③	X ^③	X	X	X	X	X ^③	X	X	X
			X	X									
			X	X			X	X					X
							X	X					

MUST NOT BE PLACED NEXT TO:

- ^② Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".

- ^③ Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.

- ^④ Must not be placed next to car of undeveloped film.

- ^⑤ Except one with the same placard or one placarded "Combustible".

WESTWARD

MAIN LINE

EASTWARD

		FIRST CLASS		SUBDIVISION 1 STATIONS TIME TABLE NO. 9 AUG. 21, 1977	Miles From Chicago	Signs	FIRST CLASS			
		11	5				6	12		
		P.sgr.	P.sgr.				P.sgr.	P.sgr.		
		Daily	Daily				Daily	Daily		
		P.M. 6.15	P.M. 5.35	.....CHICAGO .....*TO(N)	0	RW BC	A.M. s11.15	A.M. s11.20		
				.....ICG Crossing *	1.1	TY				
		s6.28	s5.48	.....ENGLEWOOD.....	6.7		g10.48	g10.53		
				.....CR Crossing.....	6.7					
				.....HAMILTON PARK.....	7.8					
				.....AUBURN PARK.....	8.6					
				.....GRESHAM.....	9.8	Y				
				.....GRESHAM JCT.....	9.9					
				.....SO. CHICAGO LINE JCT.....	10.0					
				.....CRI&P Crossing.....	10.1					
				.....SO. CHICAGO LINE JCT.....	10.3					
				.... LONGWOOD MANOR-95th St.....	10.9					
				.... LONGWOOD MANOR-99th St.....	11.4					
				.....CR Crossing.....	12.0					
				.....WASHINGTON HEIGHTS.....	12.0					
				.....GIVINS.....	12.9					
		s6.43	s6.03	.....BLUE ISLAND.....*TO(N)	15.7	RFWY Yd BC	g10.32	g10.37		
				.....WESTERN AVENUE JCT.....	15.9					
				.....ROBBINS.....	17.2					
				.....MIDLOTHIAN.....	18.4					
				.....OAK FOREST.....P.	20.4					
				.....TINLEY PARK.....P.	23.5					
				.....MOKENA.....P.	29.6					
				.....NEW LENOX.....P.	34.0					
				.....EJ&E Crossing.....P.	38.9					
				.....MC TOWER.....*P.	39.2					
				.....ICG & AT&SF Crsg.....P.	40.2					
		s7.16 P.M.	s6.36 P.M.	.....JOLIET.....*TO(N)	40.2	RFWT Yd BC	g10.01 A.M.	g10.06 A.M.		

SEE SUBURBAN TIMETABLE — PAGE 2

Rules 400 to 406 MP 18-12 to MP 39-52

Automatic Block System Two or More Tracks

SEE SUBURBAN TIMETABLE — PAGE 2

FLAG PROTECTION DISTANCE 1 1/2 MILES. See Rule 99.

Train orders may be duplicated mechanically at Chicago and Blue Island.

MAXIMUM SPEEDS:

Suburban Trains Bi-Level Equipment 79 MPH

All other Passenger Trains 70 MPH

Freight Trains 60 MPH

(g) No. 6 and 12 Joliet, Blue Island and Englewood, discharge from regular and conditional stop points.

See pages 3-4-5-6 & 7 for Speed Restrictions and additional Special Instructions.

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:

Leave Chicago	Arrive Blue Island
6:15 A.M.	6:40 A.M.
7:07 A.M.	7:40 A.M.
7:25 A.M.	7:55 A.M.
7:45 A.M.	8:10 A.M.

This as a matter of information only — Trains may be operated over either Subdivision 1 or 1-A.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:

Leave Blue Island	Arrive Chicago
3:00 P.M.	3:25 P.M.
3:55 P.M.	4:20 P.M.
5:00 P.M.	5:25 P.M.
6:45 P.M.	7:10 P.M.
7:25 P.M.	7:50 P.M.

This as a matter of information only — Trains may be operated over either Subdivision 1 or 1-A.

EASTWARD

MAIN LINE

WESTWARD

FIRST CLASS
12

SUBDIVISION
STATIONS
TIME TABLE NO. 7
AUG. 1, 1971

FIRST CLASS
12

AFFIX SUBURBAN TIMETABLE HERE

Schedules for regular suburban passenger carrying trains Subdivisions 1 and 1-A are shown in Rock Island Lines' Suburban Service Passenger Timetable, operating as first class trains, and times shown therein in bold face type indicates a regular stop; times shown in italics are non-stop locations. Employees whose duties are in any way affected by suburban trains must have a copy of the current suburban timetable in their possession while on duty.

Suburban passes not honored on following trains: No. 421 and No. 610.

SPEED RESTRICTIONS

SUBDIVISION 1	Psgr.	Freight
—Tracks Nos. 3, 4 and 5		
MP 0 to MP 6 Pole 32		
(Except as shown below)	45	30
16th Street IC Crossing	10	10
22nd Street and Archer Ave. Curves	20	20
MP 3 Pole 40 to MP 4 Pole 0 Track 5	25	25
22nd Street to 61st Street Track 2	10	10
37th Street to 47th Street Track No. 3 only	30	30
CRI&P trains or engines through reverse		
curves at 61st Street	25	25
MP 6 Pole 32 to MP 16 (Except as shown		
below)	60	30
MP 6 Pole 32 to MP 6 Pole 35 (CR		
Crossing)	25	25
MP 6 Pole 32 to MP 9 Pole 40 Track 5	60	30
MP 9 Pole 40 to MP 10 Pole 8 ascending		
or descending incline	40	25
MP 9 Pole 40 to MP 14 Pole 35 Track 5 ..	25	25
MP 12 CR Crossing Tracks 3 and 4	50	30
MP 12 CR Crossing Track 5	20	20
BOTH TRACKS		
MP 16 Pole 0 to MP 40 Pole 47		
(Except as shown below)	79	60
MP 31 Pole 8 to MP 31 Pole 24	70	50
MP 33 Pole 40 to MP 34 Pole 20	45	45
MP 34 Pole 20 to MP 38 Pole 45	70	50
MP 38 Pole 45 to MP 40 Pole 8 (Except as		
shown below)	60	40
MP 38 Pole 48 EJ&E crossing	50	40
MP 39 Pole 10 MC Interlocking	40	30
MP 40 Pole 8 to MP 40 Pole 47	25	10

All trains and engines must not exceed 10 MPH when approaching 139th Street from the East on Interchange Track.

SPECIAL INSTRUCTIONS

SUBDIVISION 1	Station Numbers
LaSalle Street Station	02001
Chicago 12th Street	02003
Englewood	02007
Auburn Park-Gresham	02009
Gresham	02010
Chicago-Burr Oak	02015
Midlothian	02018
Oak Forest	02020
Tinley Park	02024
Mokena	02030
New Lenox	02034
Joliet	03040

⊕ Indicates interlocking limits

★ Holidays—New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas

Subdivision 1 Yard Limits MP 0 to MP 18

Engines cars or trains standing between the absolute signals of a manual (M) Interlocking do not require flag protection between MP 6.7 and MP 40.2.

SPECIAL INSTRUCTIONS—Continued

SUBDIVISION I

Between Chicago and Englewood trains and engines will be governed by Special Instructions. See pages 4 and 5.

Chicago is the initial station for first class trains originating.

Blue Island—12th Street Yard Office—South Chicago are initial and terminal stations for trains originating and terminating.

Trains originating at CRI&P Crossing, Gresham Junction, Brainerd Junction, Beverly Junction, Rock Island Junction, Eastward trains originating at Blue Island, and trains originating at Chicago which terminate at Blue Island, will not require clearance.

Westward trains originating at South Chicago and 12th Street Yard will not obtain clearance at those points but must obtain clearance at Blue Island.

Trains not originating at Joliet need not obtain clearance at Joliet.

Train order offices at Chicago, Blue Island and Joliet U.D. Tower are continuous.

Train controller at Gresham Tower has jurisdiction over all train and engine movements in territory shown below:

Subdivision 1—From Englewood Interlocking to Blue Island Interlocking.

Within these limits, no hand operated switches connected with a main track may be operated to enter these limits except on authority of Train Controller at Gresham. All trains and engines will advise Train Controller at Gresham Tower when clearing a main track at hand operated switches.

Authority for the movement against the current of traffic on Subdivision 1 on tracks No. 3 and 4 between the limits of Englewood Interlocking and Blue Island Interlocking will be either by signal indication leading onto these tracks or by verbal authority of Train Controller at Gresham Tower.

Between Englewood and Joliet, inclusive, Eastward passenger trains will have preference at stations between midnight and noon, and Westward passenger trains will have preference at stations between noon and midnight, except at Auburn Park and Gresham.

Trains and engines using track No. 5 making through movement between Englewood and Gresham may pass trains standing at stations on track 4 at Restricted Speed.

Trains and engines must not pass a train receiving or discharging passengers at stations between Center Street Subdivn. 2 and Gresham, unless move is properly protected.

Main running tracks are numbered 3, 4, 5 between Englewood and Blue Island, from South to North; track No. 3, Eastward trains; track No. 4, Westward trains; track No. 5 between Englewood and Gresham, either direction and will be governed by block signals; Gresham to Blue Island Yard as directed by Train Controller at Gresham tower.

Rules 400 to 406, inclusive, are in effect on track No. 5 between Englewood and Gresham.

White classification signals will not be displayed on Extra Trains on Subdivision 1, 1A and 1B.

The Westward signal indications displayed by the absolute signals at U.D. Interlocking and Eastward signal indications displayed by the absolute signals at MP 43 Pole 26 will be considered permission to move against the current of traffic

SPECIAL INSTRUCTIONS SUBDIVISION 1—Continued

on either Main Track.

Train Controller at M.C. Tower will authorize all movements made against the current of traffic between these points, not clearing signals for Eastward movements on Westward Main track at MP 43 Pole 26 until assurance is had that all opposing Westward signals at U.D. Interlocking display STOP and are properly blocked.

When making Westward movement over Eastward main track between these points Train Controller at M.C. Tower will advise Leverman at U.D. Tower of movement to be made and will display Stop signals for opposing trains at MP 43 Pole 26 before Westward movement is permitted.

All trains and engines moved against the current of traffic between these points will be moved on Absolute Block established by Train Controller at M.C. Tower.

Trains or engines entering Main Track at points between U.D. Tower and MP 43 Pole 26 will do so only on proper signal indication or Verbal authority of Train Controller at M.C. Tower.

When No. 414 is authorized to occupy a Main Track between Joliet U.D. (MP 40.2) and Center Street platform (MP 41.1) an absolute block must be established at U.D. Tower to protect movement to Joliet Station.

When No. 421 is moved to Center Street platform at MP 41.1 an absolute block must be established at U.D. Tower until train is reported clear of Main Track by member of the crew.

Dimensional loads which exceed the width of the car floor below 5 ft. 0-inches ATR will not be permitted to move from Gresham to Chicago except on authority of General Superintendent of Transportation.

Except when an accident or collision appears imminent, whistle signal 14 (I) is not required on Subdivision 1, 1-A, and 1-B within the City limits of Chicago for public crossings at grade which are protected by flashing light signals and/or gates. This includes the territory from LaSalle Street Station to 119th Street, Mile Post 14.0 Subdivision 1; Mile Post 14.8 Subdivision 1-A; and all of Subdivision 1-B.

Chicago 12th St. Viaduct MP 0.59—overhead clearance on tracks 2-3-4-5 is 16 ft. 7 in.

Switch moves handling TOFC under this viaduct on main tracks must stop before passing under viaduct to be sure there is proper clearance.

Overhead clearance on lead track Taylor Street west under this viaduct is 18 ft. 9 in. for 8 ft. wide trailer on flat car except 17 ft. 10 in. overhead clearance on following tracks:

Universal House Lead

Stub No. 1

Track No. 319 (Wells St. Freight House)

Hand operated switches West end of west siding Mokena, MP 30 Pole 35, and East End Shaw Track, MP 37 Pole 40. Necessary to secure permission from Train Controller M.C. Tower before using these switches. Be governed by signal indication for movement to main track.

Do not spot cars within 500 feet of either side of Hamilton Road Crossing MP 30 Pole 11 on the Westward siding. 500 foot mark painted yellow on rail.

Following manual (M) interlockings on Subdiv. 1:

Station	Miles from Chicago	Railroad Crossing
Polk Street	0.0	.....
ICG Crossing	1.1	ICG
Root Street	3.9	.....
63rd Street	6.64	CR
Gresham	10.12	CRI&P
Washington Heights	12.0	CR
Blue Island	15.6	.....
Joliet	38.9	EJ&E
Joliet (MC)	39.2	
Joliet (UD)	41.17	ICG-AT&SF

That part of Rule 17 reading "Winking or Blinking of headlights is prohibited" not in effect on subdivision 1-1A and 1B.

Engineers of trains originating at CRI&P crossing, Gresham Jct.; Beverly Jct.; Rock Island Jct.; Eastward trains originating at Blue Island and trains originating at Chicago which terminate at Blue Island; and Westward trains originating at So. Chicago and 12th St. Yards, are responsible to know they possess a copy of current temporary speed restrictions, Subdivs. 1, 1-A and 1-B issued by General Order, before commencing each trip or tour of duty. Copies of current temporary speed restrictions in General Order form are available where such engineers report for duty.

SPECIAL INSTRUCTIONS

Governing Movements Between CHICAGO AND ENGLEWOOD

DEFINITIONS

Medium Speed - A speed not exceeding 30 miles per hour.

DESIGNATION AND USE OF TRACKS

Between Polk Street and 61st Street main tracks are numbered from the east. No. 2, No. 3, No. 4, No. 5.

Switches connecting to tracks No. 2 and 5 must not be opened without permission of towermen. No movements shall be made in the reverse direction to that authorized by the entrance signal or towerman, without further permission from towerman.

Traffic locks are in service for operation of traffic in either direction on tracks No. 4 and 5 between 16th Street and Polk Street Interlocking.

MOVEMENT OF TRAINS BY BLOCK SIGNALS

On tracks listed below, trains and engines will be governed by Automatic Block Signals whose indication will supersede the superiority of trains.

Track	Between	And	Current Of Traffic
No. 2	61st Street	22nd Street	Either
No. 3	Englewood	37th Street	Either
No. 3	37th Street	Chicago	Northward
No. 4	Chicago	Englewood	Southward
No. 5	Chicago	Englewood	Either

SPECIAL INSTRUCTIONS — Chicago to Englewood — Continued

TORPEDO SIGNALS

Torpedoes will not be used.

SPEED RESTRICTIONS

Territory	Psgr.	Freight
Track No. 2	10	10
Track Nos. 3, 4 and 5 Except as shown below	45	30
Track No. 3 between 47th and 37th Streets	30	30
16th St. I.C.G. Crossing	15	15
22nd St. and Archer Ave Curves	20	20
Root St. CR&I Wyes	10	10
CRI&P trains or engines through reverse curves at 61st St.	25	25
Trains of mixed passenger and freight equipment	30	30
Light engines running backward	30	30
Switch engines without cars	30	30

TEMPORARY SPEED RESTRICTIONS

Whenever necessary to temporarily reduce speed of trains or engines over any structure or portion of track, Restricted Speed and Resume Speed signs will be placed as follows:

Yellow signs placed in both directions on engineers side of track, not less than 2000 feet from point where the restricted track begins.

RESTRICTIONS

Engines with less than 30 ft. wheel base must not be operated in automatic block signal territory except when coupled to another engine or car.

Before occupying industrial track No. 6 at hand operated switches, permission must be obtained from towerman at Root Street. When clear of this track towerman at Root Street must be notified.

CAR RESTRICTIONS

All passenger carrying equipment must not be moved through switch turnouts at the following points:

44th Street-Switch leading into track No. 1 from track No. 6 immediately north of 44th Street.

Root Street-Switch leading from track No. 6 to track No. 1 immediately south of Root Street.

NOTE: Movement of cars 85 ft. or longer will not exceed 5 (five) miles per hour through crossovers and switches mentioned above.

(Indicates Interlocking Limits. (R Indicates remotely controlled from. X Indicates in service continuously			
Interlocking	Interlocking Station	STATIONS	Miles from Chicago
		Chicago (LaSalle Street Station)	0.0
X	A.M. 6:00 10:00 P.M.	(Polk Street	0.3
		(12th Street	0.6
		(14th Street	0.9
X	X	(16th Street ICG-Crossing	1.1
		(Archer Ave.	1.5
		(22nd Street	1.6
		(37th Street	3.4
X	X	(Root Street	3.9
		(47th Street	4.6
		(59th Street)	6.1
X		(61st Street) R-Root Street	6.4
X	X	Englewood	6.7
		The direction from Englewood to Chicago is Northward	

POLK STREET INTERLOCKING (LASALLE STREET STATION)

Engineer or Pilot handling train or cars within the train shed and within Polk Street interlocking must control movements to be able to stop within range of vision.

All tracks LaSalle Street Station have yellow line perpendicular to the track approximately 100 feet from bumping post. All trains and engines must stop before passing yellow line. If necessary for train and/or engine to move beyond yellow line, movement must be made by hand signal only after stop has been made prior to passing yellow line.

Polk St. interlocking — while closed — Uniform Code of Operating Rules, Rule 343 governs, except the facts need not be reported to the train dispatcher from the first available point of communication. All signals will indicate STOP per Rule 292.

Before leaving LaSalle St. Sta. Westward, authority for movement leaving Polk St. interlocking at MP 0.6 must be obtained from train director at Root St. This authority will not supersede compliance with Rule 343 or compliance with signal indication at or West of MP 0.6.

SPECIAL INSTRUCTIONS — Chicago to Englewood — Continued

ELECTRIC LOCKED SWITCHES

Electrically locked switches controlled as follows:

14th Street to 25th Street - Towerman 16th St.

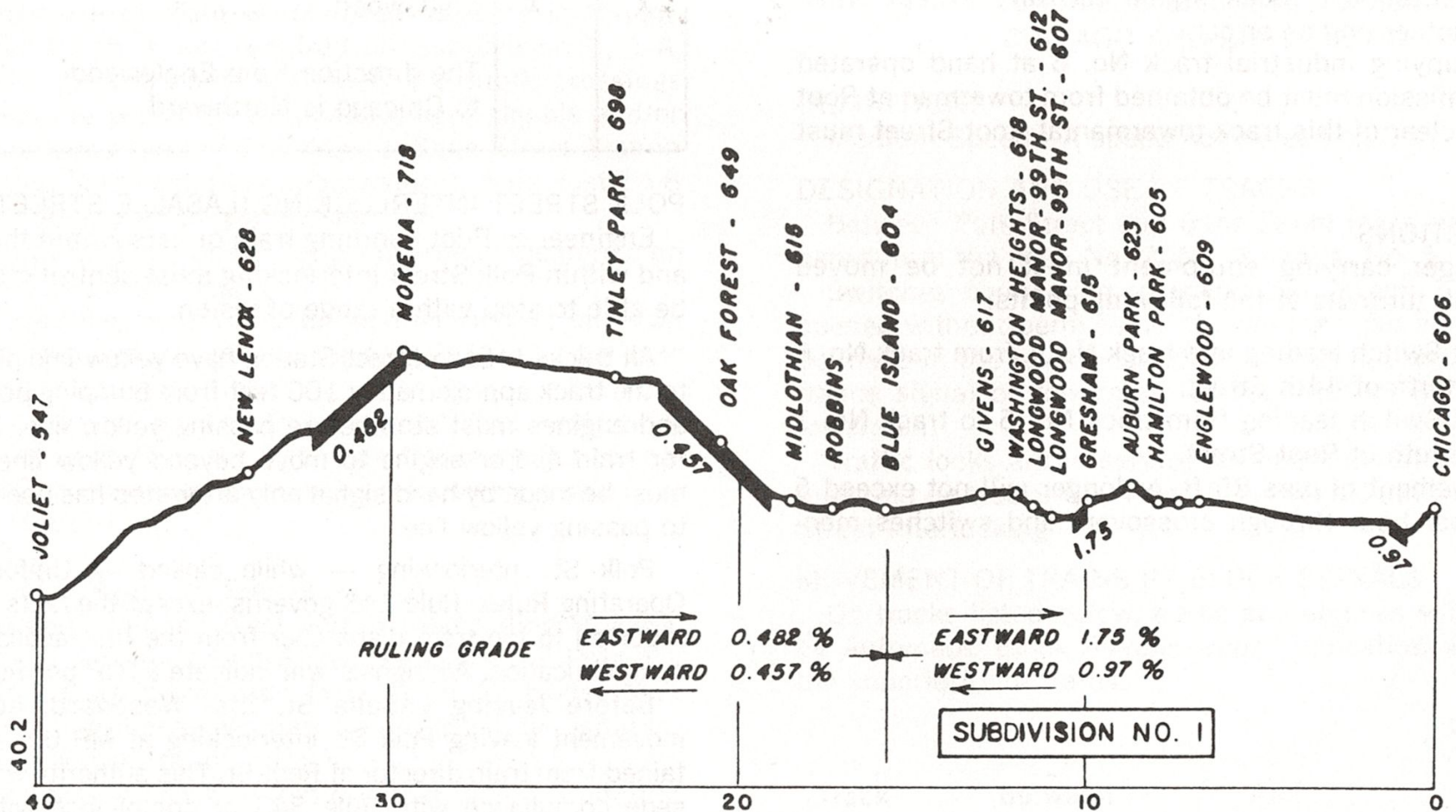
25th Street to 59th Street - Towerman Root St.

Authority to use these switches must be obtained from towerman. After using switch, it must be restored to normal position and towerman advised. In case of failure of electric lock, notify towerman and be governed by his instructions. The unlocking of electrically locked outlying switches does not relieve enginemen and trainmen from protecting their train.

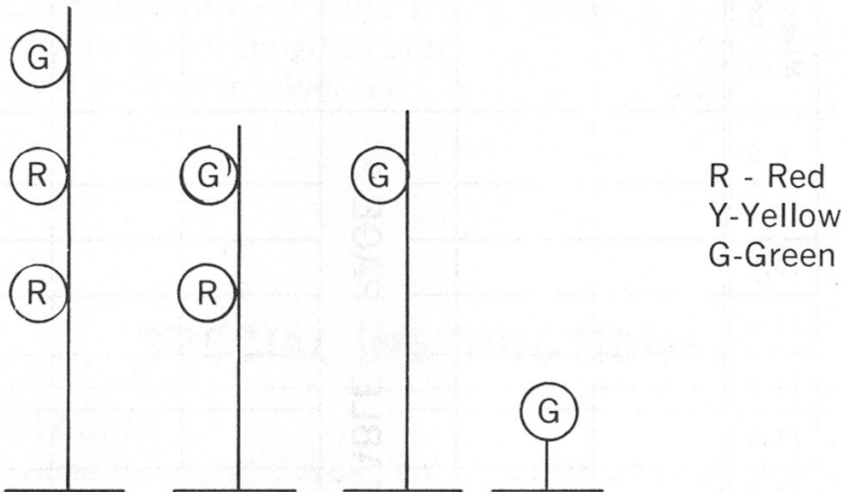
Authority for the movement against the current of traffic on Track No. 3 from Polk Street Interlocking, MP 0.6 to power crossover at 37th Street, MP 3.4, will be either by signal indication leading on to this track or by verbal authority from Towerman, Root Street. Track No. 4 (MP 6.4 to MP 0.6) authority for the movement against current of traffic will be either by signal indication leading onto this track or by verbal authority from Towerman, Root Street.

Movements made against the current of traffic on these two tracks must not exceed LOW SPEED.

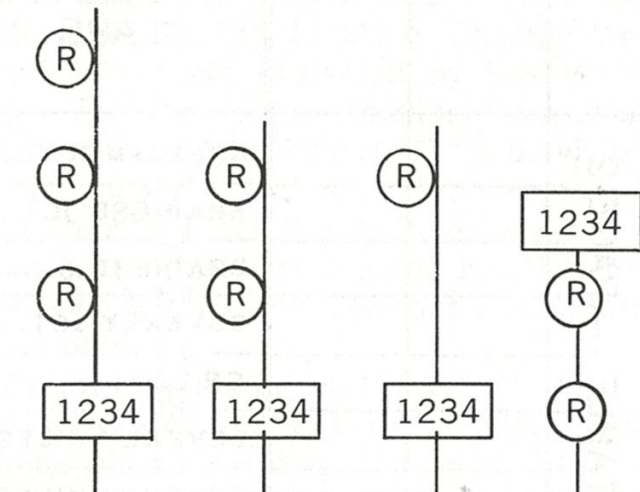
All engine storm windows, no-draft ventilators and awnings must be in closed position while engines are operating in LaSalle Street Station, Polk Street Interlocking and main tracks to and from LaSalle Street Station and 16th Street.



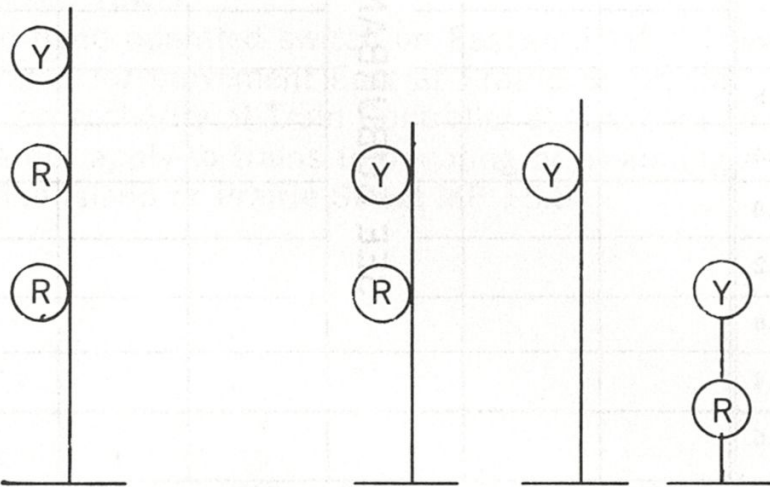
BLOCK SIGNAL AND INTERLOCKING SIGNAL INDICATIONS



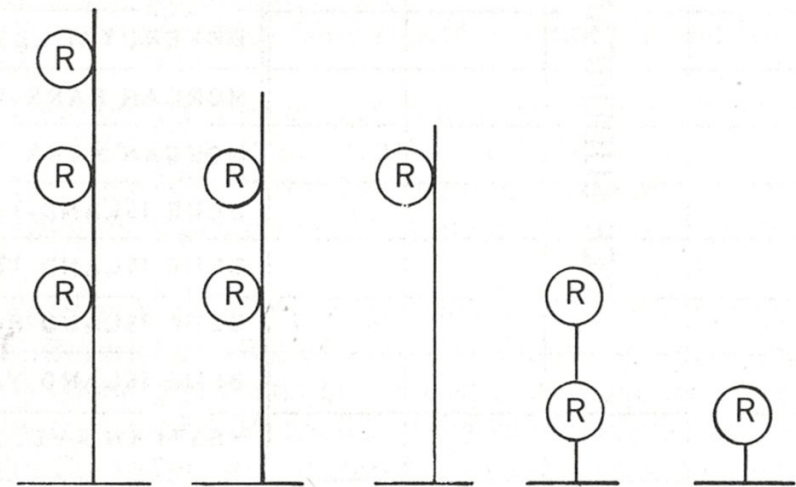
INDICATION — Proceed
NAME — Clear (Rule 281)



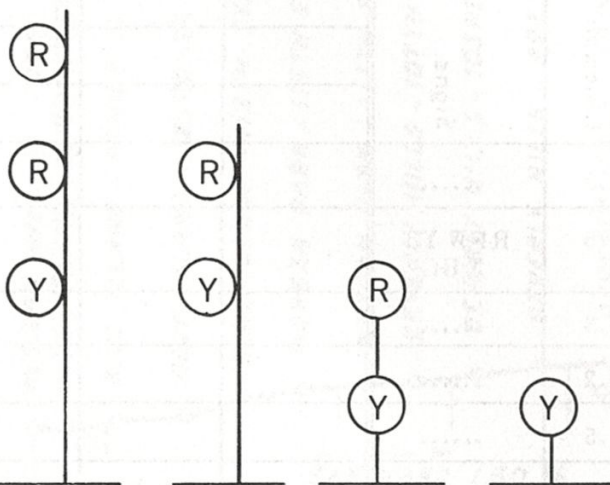
INDICATION — Stop; then proceed at restricted speed
NAME — Stop and proceed (Rule 291)



INDICATION — Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.
NAME — Approach (Rule 285)



INDICATION — Stop
NAME — Stop (Rule 292)



INDICATION — Proceed at Low Speed
NAME — Low (Rule 290)

When a train or engine is stopped by a stop indication displaying the letter 'E' and proceed indication is not immediately displayed by signal trainmen or enginemen must communicate with towerman controlling the section, and in case of failure of communication may proceed under flag protection to next signal governing in same direction.

Conductors of trains and engineers of light engines must report promptly delays caused by signals, giving number or location.

WESTWARD

SUBURBAN BRANCH

EASTWARD

**SUBDIVISION 1-A
STATIONS
TIME TABLE NO. 9
AUG. 21, 1977**

Miles from
Chicago

SEE SUBURBAN TIMETABLE — PAGE 2

SEE SUBURBAN TIMETABLE — PAGE 2

GRESHAM JCT.....	9.9
— 0.5 —	
BRAINERD JCT.....	10.4
— 0.2 —	
BRAINERD.....	10.6
— 0.4 —	
BEVERLY JCT.....	11.0
— 0.3 —	
CR Crossing .....M	11.3
— 0.0 —	
BEVERLY HILLS-91st St.....	11.3
— 0.4 —	
BEVERLY HILLS-95th St.....	11.7
— 0.6 —	
BEVERLY HILLS-99th St.....	12.3
— 0.5 —	
BEVERLY HILLS-103rd St.....	12.8
— 0.5 —	
BEVERLY HILLS-107th St.....	13.3
— 0.5 —	
MORGAN PARK-111th St.....	13.8
— 0.5 —	
MORGAN PARK-115th St.....	14.3
— 0.5 —	
BLUE ISLAND-119th St.....	14.8
— 0.4 —	
BLUE ISLAND-123rd St.....	15.2
— 0.6 —	
BLUE ISLAND-Prairie St.....	15.8
— 0.6 —	
BLUE ISLAND-Vermont St.....	16.4
— 0.2 —	
WESTERN AVE. JCT.	16.6
— 6.7 —	

Two Main Tracks

*TO
(N)

MAXIMUM SPEEDS: Passenger Trains 30 MPH
Freight Trains 10 MPH

FLAG PROTECTION DISTANCE 1/2 MILE. (See Rule 99)
See page 9 for Speed Restrictions and Special Instructions.

WESTWARD

SOUTH CHICAGO BRANCH

EASTWARD

**SUBDIVISION 1-B
STATIONS
TIME TABLE NO. 9
AUG. 21, 1977**

Miles From
Chicago

Signs

Rules 450-453
In Effect

ROCK ISLAND JCT. PM	15.3	.....
— 0.8 —		
SOUTH CHICAGO—Yates Ave. P*	14.5	RFW Yd YBC
— 1.2 —		
N&W Crossing PUX	13.3	.....
— 0.1 —		
C&WI Crossing PUX	13.2	.....
— 0.7 —		
COTTAGE GROVE P	12.5	.....
— 1.7 —		
C&WI Crossing M	10.8	.....
— 0.5 —		
MAIN LINE JCT.....	10.3	.....
— 0.2 —		
CRI&P Crossing P	10.1	.....
— 0.4 —		
BRAINERD JCT. P	10.4	.....
— 5.6 —		

Two Main Tracks
Automatic Block System

⊕MP 10.4
to
MP 10.3

MAXIMUM SPEED: 25 MPH;
All Trains 10 MPH Through Interlocking Gresham.

FLAG PROTECTION DISTANCE 1/2 MILE. (SEE Rule 99)

See page 10 for Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 1-A	Psgr.	Freight
Maximum Speed (Except as shown below)	30	10
Main line trains detouring	25	
Through interlockings	20	
MP 13 Westward track only, 103rd Street to 105th Street (Engines only)	17	10
MP 15.8 to Western Ave. Jct.	30	

SPECIAL INSTRUCTIONS

SUBDIVISION 1-A

Movement against the current of traffic on Subdivision 1-A between Brainerd Jct. (MP 10.4) and Blue Island, Vermont Street (MP 16.4) may be made by signal indication leading onto these tracks or by verbal Authority of Train Controller at Gresham Tower.

No hand operated switch on Eastward Main Track may be operated for movement East of Prairie Street (MP 15.8) except on authority of Train Controller at Gresham Tower. (This does not apply to trains terminating or assuming a schedule at Blue Island or Prairie Street MP 15.8).

SPECIAL INSTRUCTIONS—Continued

Train Controller at Gresham Tower has jurisdiction over all train and engine movements on Subdivision 1-A Gresham Junction to Blue Island Vermont Street.

Except when an accident or collision appears imminent, whistle signal 14 (I) is not required on Subdivision 1, 1-A, and 1-B within the City Limits of Chicago for public crossings at grade which are protected by flashing light signals and/or gates. This includes the territory from LaSalle Street Station to 119th Street, Mile Post 14.0, Subdivision 1; Mile Post 14.8 Subdivision 1-A; and all of Subdivision 1-B.

Automatic Block Signal Rules are in effect as follows: Subdivision 1-A, between Beverly Junction and Brainerd Junction. Between MP 16 and Vermont Street Blue Island, Westward track only.

Trains originating at CRI&P Crossing, Gresham Junction, Brainerd Junction, Beverly Junction, Rock Island Junction, Eastward trains originating at Blue Island, and trains originating at Chicago which terminate at Blue Island, will not require clearance.

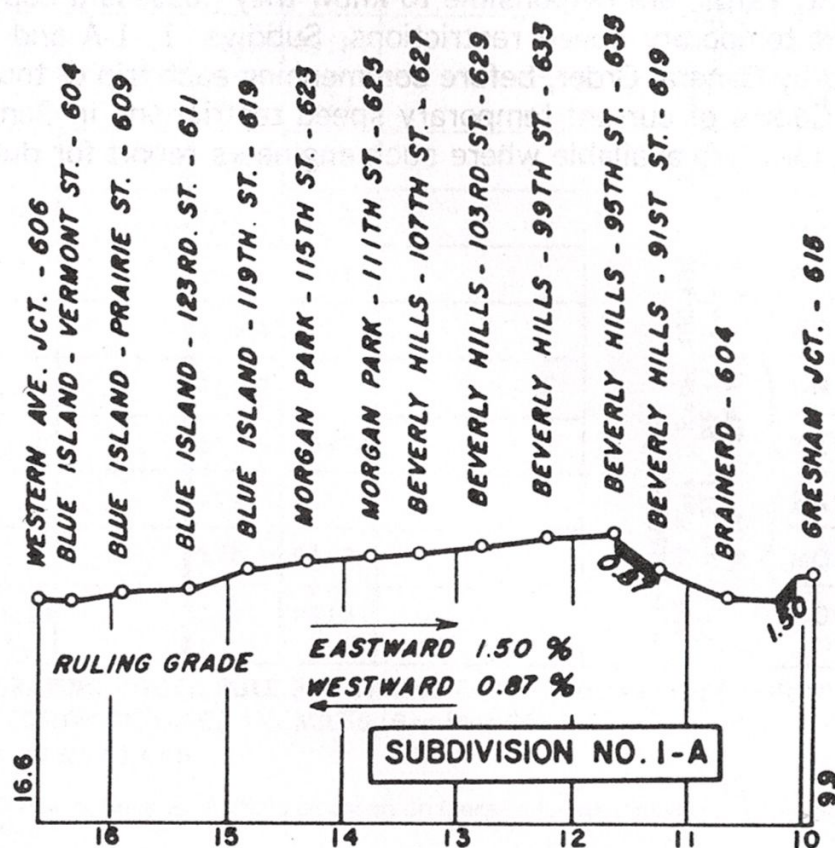
White classification signals will not be displayed on Extra Trains on Subdivision 1-A.

Train order office Blue Island, Vermont Street is continuous office.

Train orders may be duplicated mechanically at Blue Island. Yard limits in effect over entire Subdivision.

That part of Rule 17 reading "Winking or Blinking of headlights is prohibited" not in effect on subdivision 1-1A and 1B.

Engineers of trains originating at CRI&P crossing, Gresham Jct.; Beverly Jct.; Rock Island Jct.; Eastward trains originating at Blue Island and trains originating at Chicago which terminate at Blue Island; and Westward trains originating at So. Chicago and 12th St. Yards, are responsible to know they possess a copy of current temporary speed restrictions, Subdivs. 1, 1-A and 1-B issued by General Order, before commencing each trip or tour of duty. Copies of current temporary speed restrictions in General Order form are available where such engineers report for duty.



SPECIAL INSTRUCTIONS

SUBDIVISION 1-B

Train controller at Gresham Tower has jurisdiction over all train and engine movements.

Within these limits, no hand operated switches connected with a main track may be operated to enter these limits except on authority of Train Controller at Gresham. All trains and engines will advise Train Controller at Gresham Tower when clearing main track at hand operated switches.

Movement may be made against the current of traffic between Main Line Jct., MP 10.3 and Rock Island Jct., MP 15.3, on verbal authority of Train Controller at Gresham Tower or by signal indication leading on to these tracks.

Rule 83: South Chicago is initial and terminal station for trains originating and terminating.

Westward trains originating at South Chicago will not require clearance, but must obtain clearance at Blue Island.

Trains originating at CRI&P Crossing, Gresham Junction, Brainerd Junction, Beverly Junction, Rock Island Junction, Eastward trains originating at Blue Island and trains originating at Chicago which terminate at Blue Island, will not require clearance.

All railroad crossings at grade are protected by interlocking except as follows:

Sub-div.	Location	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
						Stop	Proceed
1-B	Pullman Jct.	C&WI	Gate and Lights	Flagman	CRI&P	Red	Yellow
	Stony Island So. Chicago	N&W	Gate	Flagman	N&W	Red Gate	Gate Open
	200 ft. east of Commercial Avenue (Westward, main track)	Belt Ry	Hand Signal	Train Director	.....	.....	.....

SPECIAL INSTRUCTIONS—Continued

The following signal system will govern at CRI&P Crossing-Pullman Junction.

Red, Green and Yellow lights are in service at the Operators' Shanty to be used in conjunction with the gates at this location.

An open gate on the C&WI tracks and a green indication on the Gyro Light will be authority for movement on the C&WI tracks over CRI&P crossing.

An open gate on the CRI&P tracks and a Yellow indication on the Gyro Light is authority for movement on the CRI&P tracks over the C&WI crossing.

A Red indication on the Gyro Light is a signal for all movements on the C&WI tracks and the CRI&P tracks to stop.

The overhead bridges at Rock Island Junction over the B&O Eastward and Westward main tracks have a height clearance of 17'-0" ATR. Shipments exceeding 17'-0" ATR must not be moved under these bridges without first obtaining permission and clearance from General Superintendent of Transportation Office, Chicago.

South Chicago Station Number: 01005

White classification signals will not be displayed on Extra Trains on Subdivisions 1B.

Except when an accident or collision appears imminent, whistle signal 14 (I) is not required on Subdivision 1, 1-A, and 1-B within the City limits of Chicago for public crossings at grade which are protected by flashing light signals and/or gates. This includes the territory from LaSalle Street Station to 119th Street, Mile Post 14.0 Subdivision 1; Mile Post 14.8 Subdivision 1-A; and all of Subdivision 1-B.

Yard limits in effect over entire Subdivision.

Engineers of trains originating at CRI&P crossing, Gresham Jct.; Beverly Jct.; Rock Island Jct.; Eastward trains originating at Blue Island and trains originating at Chicago which terminate at Blue Island; and Westward trains originating at So. Chicago and 12th St. Yards, are responsible to know they possess a copy of current temporary speed restrictions, Subdivs. 1, 1-A and 1-B issued by General Order, before commencing each trip or tour of duty. Copies of current temporary speed restrictions in General Order form are available where such engineers report for duty.

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS			Miles from Chicago	Station Numbers	SUBDIVISION 2 STATIONS TIME TABLE NO. 9 AUG. 21, 1977	Footage Capacity of			Signs	FIRST CLASS			
11	5	421				Westward Sidings	Eastward Sidings	Other Tracks		414	6	12	
Psgr.	Psgr.	Sub. Exp.								Sub-Exp.	Psgr.	Psgr.	
Daily	Daily	Daily Ex. Sat. Sun. & Holidays				Westward Sidings	Eastward Sidings	Other Tracks	Daily Ex. Sat. Sun. & Holidays	Daily	Daily		
P.M. s7.16	P.M. s6.36	P.M. 6.16	40.2	03040	Rules 450-453 MP 39 Pole 52 MP 43 Pole 18	JOLIET *TO(N)	.....	4800	Yard	BC RFWT Yd	A.M. s7.17	A.M. g10.01	A.M. g10.06
		s6.19 P.M.	41.1			CENTER STREET						7.08 A.M.	
			42.2	03042		ROCKDALE P	4800	8900	Yard	Yd			
			51.1	03051		MINOOKA .....	.....	4800				9.45	9.50
g7.42	g7.02		61.7	03062	Rules 400-406 MP 43 Pole 18 MP 63 Pole 20	MORRIS *TO			Yard	BW		9.33	s9.38
			65.5	03066		STOCKDALE P					E1000		
7.55	7.15		71.9	03072		SENECA *TO(N)		3700	Yard	CBY Yd		9.18	9.22
8.02	7.22		77.3	03077		MARSEILLES ... *TO(N)	.....	.....	Yard	BC Yd		9.10	9.14
s8.12	s7.32		84.5	03085	Rules 450-453 MP 63 Pole 20 MP 103 Pole 1	OTTAWA *TO	.....	6000	Yard	BC YdW		g9.01	s9.05
			84.8			BN Crossing A					
			89.0	03089		ARZNER P	.....	.....		Yd			
8.27	7.47		94.0	03094		UTICA TO(N)	.....	5200	Yard	Yd		8.45	8.48
s8.37	s7.57		99.0	03099		LA SALLE *TO	.....	.....	Yard	BC Yd		g8.57	s8.40
			101.0			BN Crossing A							
8.45	8.05		104.3	03104	Rules 400-406 MP 103 Pole 1 MP 115 Pole 32	SPRING VALLEY..... P	.....	.....	W1700			8.26	8.29
8.54	8.14		109.9	03110		DE PUE TO(N)	4800	5500	Yard	BC		8.17	8.20
g9.02	g8.22		114.2	03114		BUREAU *TO	7900	.....	Yard	CRWY		g8.10	g8.13
P.M.	8.31		122.4	03123		TISKILWA P	5600	.....	2000			8.01	A.M.
	g8.50		136.5	03137	Rules 450-453 MP 115 Pole 32 MP 148 Pole 33	SHEFFIELD *TO	5300	3100	2500			g7.44	
	8.56		141.9	03142		MINERAL P	750				7.38
	9.00		145.6	03146		ANNAWAN P	.....	.....	2250			7.34	
	9.06		151.5	03152		ATKINSON P	.....	.....	4000			7.28	
	g9.15		159.1	03159	Rules 400-406 MP 148 Pole 33 MP 172 Pole 42	GENESEO TO	6400	.....	7500			g7.19	
			169.6	03170		COLONA P	W250				
			169.7			BN Crossing M/A							
	9.34		173.7	05173		KELLY YARD ...*TO(N)	.....	.....	Yard	FBC WY Yd		7.01	
			175.1	05175		EAST MOLINE P	.....	.....	Yard	Yd			
			178.9	05179		MOLINE P	.....	.....	Yard	Yd			
	s10.10 P.M.		181.1	05181	Rules 450-453 MP 172 Pole 42 to MP 211 Pole 34	ROCK ISLAND *P	.....	.....	Yard	RFWT Yd BC		6.45 A.M.	

Two Main Tracks - Automatic Block System

WHEN OPERATING UNDER RULE 356 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
FLAG PROTECTION DISTANCE 1 1/2 MILES (See Rule 99)
MAXIMUM SPEED: 60 MPH

(g) No. 5 Morris, Bureau, Sheffield discharge and receive for scheduled and conditional stop points.
 (g) No. 5 Geneseo discharge from scheduled and conditional stop points.
 (g) No. 11 Morris discharge from scheduled stop points.
 (g) No. 11 Bureau receive and discharge from and to scheduled and conditional stop points.
 No. 5 will detain passengers at Rock Island from yard track adjacent to Westward Main Track.
 See Pages 12 and 13 for Speed Restrictions and additional Special Instructions.

Train Order Signal Geneseo governs Eastward trains only.
 No. 6 will receive passengers at Rock Island from yard track adjacent to Westward Main Track fifteen minutes prior to departure time. No. 6 will obtain clearance at Kelly Yard.
 (g) No. 6 Geneseo and Sheffield receive for scheduled or conditional stop points.
 (g) No. 6 Bureau, LaSalle and Ottawa receive and discharge from and to scheduled or conditional stop points.
 (g) No. 6 and No. 12 Joliet discharge from scheduled and conditional stop points.

SPEED RESTRICTIONS

SUBDIVISION 2	Psgr.	Freight
MP 40 Pole 8 to MP 40 Pole 47	25	10
MP 40 Pole 47 to MP 42 Pole 2	60	50
MP 49 Pole 12 to MP 50 Pole 30	60	55
MP 61 Pole 20 to MP 61 Pole 48	60	50
MP 73 Pole 0 to MP 73 Pole 34	60	55
MP 83 Pole 44 to MP 88 Pole 24 (Except as shown below)	60	50
MP 84 Pole 50 BN Crossing	50	50
MP 96 Pole 5 to MP 101 Pole 0	55	40
MP 101 Pole 0 to MP 101 Pole 15	50	35
MP 101 Pole 15 to MP 102 Pole 27	60	45
MP 102 Pole 27 to MP 106 Pole 0	60	50
MP 112 Pole 22 to MP 113 Pole 42	60	50
MP 113 Pole 42 to MP 114 Pole 38	40	40
MP 127 Pole 35 to MP 130 Pole 14	60	50
MP 169 Pole 35 BN Crossing	50	50
MP 169 Pole 46 to MP 178 Pole 12 (Except as shown below)	50	30
MP 171 Pole 32 (Switch) North Track (Eng. only)	20	20
MP 174 Pole 30 to MP 174 Pole 38 Westward trains and engines heading out west end Kelly Yard	10	10
MP 178 Pole 12 to MP 181 Pole 5	30	20

Do not exceed 5 MPH on other than main tracks Bureau, DePue, LaSalle, Utica, Ottawa, Marseilles, Seneca and Morris.

SPECIAL INSTRUCTIONS

SUBDIVISION 2

Rock Island to MP 174.7 all trains and engines run at Restricted Speed. Second class, extra trains and engines may occupy main track on the time of First Class trains but must avoid delay thereto.

Kelly Yard is the initial and terminal station for Second Class and Extra trains.

Rock Island is the initial and terminal station for First Class trains.

First Class trains will not require clearance at Rock Island.

Unless annulled, Train Orders Forms Q, T, U, X and Z will be retained by crew of No. 5 arriving Rock Island and observed on return trip by No. 6 between Rock Island and Kelly Yard.

Rule 83: Bureau

Bureau is register station for trains originating and terminating only and may register by Form 1339 when operator on duty.

Joliet passenger station.

Joliet Yard Office for trains originating or terminating.

Trains not originating at Joliet need not obtain clearance at Joliet.

Rock Island—only trains originating or terminating will register.

White classification signals will not be displayed on Extra Trains Subdivision 2.

Train or engine in clear on west siding Morris entering Westward main track at west end west siding will operate as follows:

Illinois Division

SPECIAL INSTRUCTIONS—Continued

Contact Train Controller at MC Tower, Joliet, for permission to enter Westward main track.

After receiving permission from Train Controller, member of crew will line switch to move from west siding to Westward main track on signal indication.

The Westward signal indications displayed by the absolute signals at U.D. Interlocking and Eastward signal indications displayed by the absolute signals at MP 43 Pole 26 will be considered permission to move against the current of traffic on either Main Track between these points.

Train Controller at M.C. Tower will authorize all movements made against the current of traffic between these points, not clearing signals for Eastward movements on Westward Main track at MP 43 Pole 26 until assurance is had that all opposing Westward signals at U.D. interlocking display STOP and are properly blocked.

When making Westward movement over Eastward main track between these points Train Controller at M.C. Tower will advise Leverman at U.D. Tower of movement to be made and will display Stop signals for opposing trains at MP 43 Pole 26 before Westward movement is permitted.

All trains and engines moved against the current of traffic between these points will be moved on Absolute Block established by Train Controller at M.C. Tower.

Trains or engines entering Main Track at points between U.D. Tower and MP 43 Pole 26 will do so only on proper signal indication or Verbal authority of Train Controller at M.C. Tower.

When No. 414 is authorized to occupy Main Track between Joliet U.D. (MP 40.2) and Center Street platform (MP 41.1) an absolute block must be established at U.D. Tower to protect movement to Joliet Station.

When No. 421 is moved to Center Street platform at MP 41.1 an absolute block must be established at U.D. Tower until train is reported clear of Main Track by member of the crew.

Drawbridge 407 over Des Plaines River at Joliet protected by manual interlocking.

Hot Box and Dragging Equipment Detectors are in service at the following locations:

LOCATION	TRACK	CONTROLLED BY
MP 41 Pole 3	North	MC Tower
MP 108 Pole 36	Both Tracks	Bureau
MP 140 Pole 14	Both Tracks	Kelly Relay

When actuated, these detectors will display a rotating or flashing blue light.

Crews must be alert to observe indications of detectors when passing above locations on tracks specified. When a rotating or flashing blue light is displayed, train must make a normal stop for inspection. When communication with control station is available, crew will be governed by information received. If defect is not found at the exact location expected, three cars on both sides of reported defect must be inspected.

When communication with control station is not available, entire train must be inspected.

When Hot Box or Dragging Equipment Detectors are out of service for any reason, train dispatcher may issue a train order to this effect. During time the detector is out of service by train order, the indications displayed will not be respected.

SPECIAL INSTRUCTIONS—Continued

SUBDIVISION 2

When pulling or spotting Comet Feed, Geneseo, cars in excess of 50 feet in length must be handled with engine only.

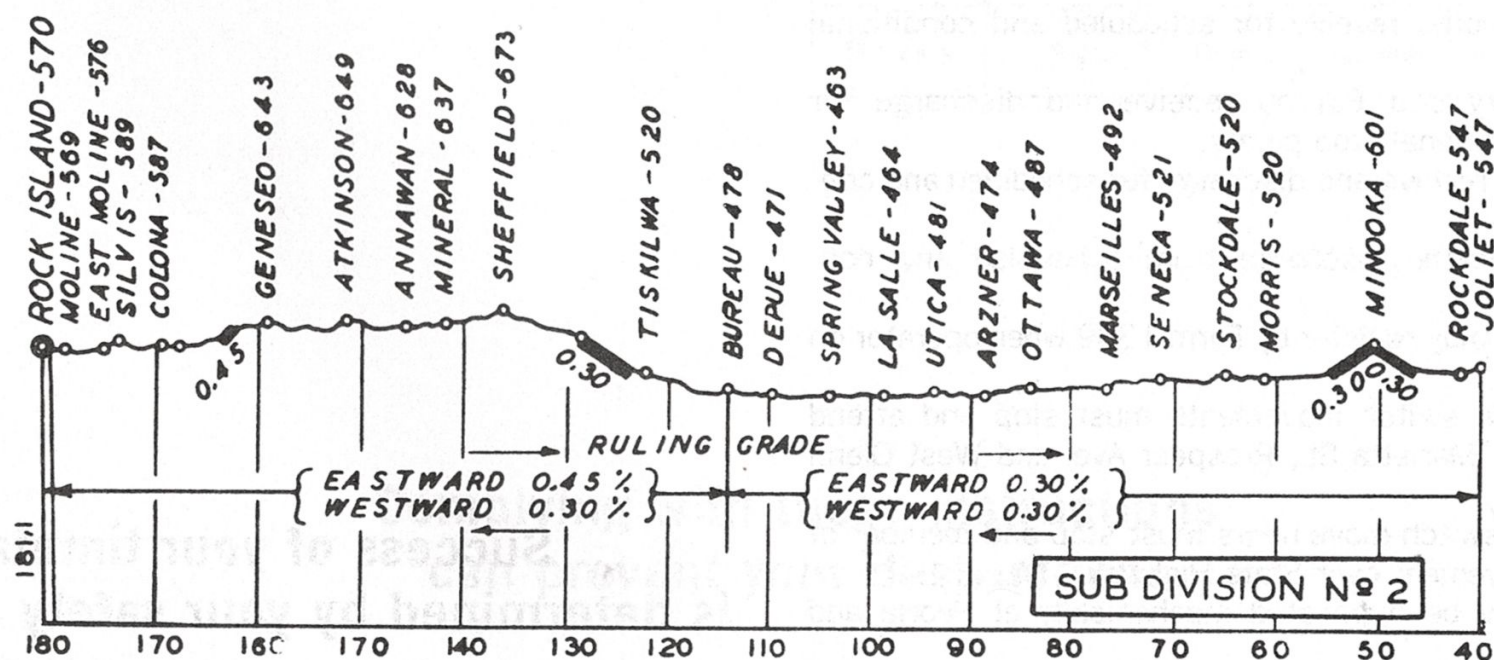
At Kelly Yard, mast-type signal located directly north of X-1 switch coming out of the bowl will govern movements of engine using X-1 switch to or from the 1 to 5 group of tracks. Signal has light indication displayed on east and west side of signal giving red indication to stay in the clear or green indication for movement in or out of the 1 to 5 group. This signal is independent of the trimmer light and will govern all movements in or out of the 1 to 5 group only. Signal No. 72697. Signal at the crest of the incline is a combination switch and trimmer signal, manually controlled. The signal displays the following aspects: Red—Stop; Yellow—Proceed at 3 MPH; Green—Proceed at 12 MPH; Flashing Red—Back up. When car is approaching crest of incline and reaches a point 300 feet west of crest, green signals automatically change to yellow aspect. Repeater signals are located west of crest approximately 1600 feet apart and are 3 unit signals displaying the same aspect in both directions. Trimmer signal located at crest is 2 unit signal displaying, Red—Stop; Green—Trim. Trimmer repeater signals located 500 feet east of crest. Retarder yard signal will govern movement of any engine engaged in moving cars to crest of hump after permission has been received from humpmaster. No road engine or other engine will foul a lead into or off the lead to crest of hump until permission has first been received from humpmaster, who will govern all movements. Hump-master must know that the man who is ahead of the cut has the route properly lined and by conversation with this man will then instruct him and engineer to operate on the retarder yard signal. All movements westward out of bowl track will require a green trimmer signal. All movements in classification tracks will require permission of the yardmaster who must require retarder switchmen to plug the switch track to be occupied before track can be entered from the east end of retarder classification yard. All switches in retarder area are equipped with switch lights displaying green for north tracks and yellow for south tracks. When switch light is out on any switch, points must be examined before movement is made into track.

When moving on track known as the "old third main" MP 180 Pole 0 to MP 180 Pole 40 all crossings protected by automatic gates and flashers. It must be known that the devices are in operation or the crossing must be protected by member of crew on the ground at the crossing before crossing is occupied.

Westward movements on eastward main track over BN crossing MP 181 Pole 8 are governed by dwarf signal located between main tracks east of cross-over just east of BN crossing. Single lunar light displayed by this signal will govern westward movement through cross-over to westward main track across BN crossing. All other moves will be made on hand signals given by switch-tender with yellow light or yellow flag.

Yard Limits between opposing Yard Limit Signs as follows:

- Seneca** — MP 72 Pole 40 to MP 73 Pole 30
- Marseilles** — MP 74 Pole 40 to MP 81 Pole 0.
- Ottawa** — MP 82 Pole 24 to MP 87 Pole 40
- Utica** — MP 92 Pole 35 to MP 94 Pole 40
- LaSalle** — MP 98 Pole 0 to MP 101 Pole 0
- Silvis** — MP 174 Pole 30 to MP 181 Pole 2 (Rock Island)



WESTWARD

BUREAU-PEORIA MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS	Footage Capacity Of			STATION NUMBERS	SUBDIVISION 3 STATIONS TIME TABLE NO. 9 AUG. 21, 1977	Miles from Chicago	Signs	FIRST CLASS	SECOND CLASS			
93	95	11	Sidings	Other Tracks	12					92	90			
Freight	Freight	Psgr.			Psgr.					Freight	Freight			
Daily Except Sun.	Daily Except Sun.	Daily				Daily	Daily Except Sun.	Daily Except Sun.						
A.M. 3.01	A.M. 2.01	P.M. 9.02	3900	Yard	03114	Automatic Block System	BUREAU	*TO(N)	114.2	CRWY	A.M. 8.13	P.M. 10.45	P.M. 11.34	
3.17	2.17	9.13	.....	W350	04008		PUTNAM	P	122.1	.....	7.53	10.32	11.14
			.....	W2600	.....		GOODRICH	P	126.5	.....			
3.25	2.25	g9.25	4000	2310	04014		HENRY	TO(N)	127.7	.....	g7.46	10.24	11.05
3.35	2.35	9.38		W750	04021		SPARLAND		134.7	.....	7.35	10.14	10.55
3.45	2.45	g9.52	3700	4383	04029		CHILlicothe	TO	142.6	W	g7.22	10.04	10.44	
3.49	2.49	10.00 92	5200	.....	04030		COUGHLIN	P	144.1	.....		11 10.00	10.40
			1150	04037		MOSSVILLE	P	151.1	7.15			
4.05	3.05	10.20 90	5000	W250	04041		SANKOTY	P	155.0	Yd		9.45	11 10.20	
4.30 A.M.	3.30 A.M.	s 10.40 P.M.	.....	Yard	04047		PEORIA	*TO(N)	160.0	RFWT BC Yd	6.45 A.M.	9.35 P.M.	10.00 P.M.

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
FLAG PROTECTION DISTANCE 1 1/2 MILES (See Rule 99)**

MAXIMUM SPEED: Passenger Trains 60 MPH
Freight Trains 50 MPH

SPEED RESTRICTIONS:	Psgr.	Freight
MP 114 Pole 5 to MP 115	40	40
MP 126 Pole 39 to MP 127 Pole 35.....	40	40
MP 142 Pole 10 to MP 143 Pole 10.....	30	30
MP 156 Pole 15 to MP 157 Pole 30.....	50	40
MP 157 Pole 30 to MP 160 Pole 0.....	30	15
First Class Trains run at restricted speed MP 159 to MP 160.		

SPECIAL INSTRUCTIONS:

- (g) No. 12 Chillicothe receive for scheduled and conditional stop points.
- (g) No. 12 Henry and Bureau receive and discharge for scheduled and conditional stop points.
- (g) No. 11 Henry receive and discharge for scheduled and conditional stop points.
- (g) No. 11 Chillicothe discharge from scheduled and conditional stop points.
- Bureau — Trains may register by Form 1339 when operator on duty.
- At Peoria Heights switch movements must stop and attend derail and flag over Marietta St., Prospect Ave. and West Glenn Ave.
- At Pioneer Park switch movements must stop and member of crew must flag movement over State Highway 174.
- Train orders may be duplicated mechanically at Peoria and Bureau.

SPECIAL INSTRUCTIONS (Continued)

RULE 93, Yard Limits between opposing Yard Limit Signs for trains —

STATION	EASTWARD	WESTWARD
Peoria	MP 160 Pole 0	MP 153 Pole 19

Industrial or spur tracks between stations are located as follows:

Mile Post	Name	Footage Capacity
198.9	Caterpillar	E 2000

**Success of your timetable
is determined by your safety awareness.**

WESTWARD

BRANCH

EASTWARD

				Signs	Station Numbers	SUBDIVISION 3-A STATIONS TIME TABLE NO. 9 AUG. 21, 1977	Miles from Peoria	Footage Capacity Of			
								Sidings	Other Tracks		
				R Yd	05042	....LAFAYETTE..... *TO 5.8	42.3	.....	Yard		
				Yd	05048	....GALVA..... 0.6	48.1	.....	3349		
				.....	.....	....BN Crossing..... M 0.2	48.7	.....	....
				.....	.....	....BN Crossing..... UX 3.2	48.9	.....	....
				.....	05052	....BISHOP HILL..... 5.7	52.1	.....	1000		
				.....	05057	....ULAH..... 3.7	57.8	.....	E750		
				.....	05061	....CAMBRIDGE..... *TO 6.0	61.5	.....	4666		
				.....	05067	....OSCO..... 4.9	67.5	.....	W600		
				.....	05072	....ORION..... 1.3	72.4	.....	600		
				.....	.....	... ORION JCT..... 9.6	73.7	.....	....
				.....	03170	....COLONA..... 44.8	82.3	.....		

FLAG PROTECTION DISTANCE 1 MILE (See Rule 99)

MAXIMUM SPEED: 40 MPH

SPEED RESTRICTIONS:	MPH
MP 42 Pole 12 to MP 43 Pole 8	10
MP 47 Pole 20 to MP 48 Pole 20	20
MP 48 Pole 20 to MP 57 Pole 30	30
MP 72 Pole 4 to MP 73 Pole 12	20

All railroad crossings at grade are protected by interlocking except as follows:

SPECIAL INSTRUCTIONS:

Yard Limits extend from MP 41 to MP 50.
Between Colona and Orion Jct. trains and engines will be governed by BN Timetable and Operating Rules.

Location	Crossing	Remarks	Operated By	Normal Position Gate Against	Sign Arrangement For	
					Stop	Proceed
MP 48.9	BN	Gate	Trainmen	BN	Red	.....

**Complying with these instructions
can prevent your destruction.**

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS		Footage Capacity Of		Station Numbers	SUBDIVISION 14 STATIONS	Miles from Chicago	Signs	FIRST CLASS	
5	Psg.	Sidings	Other Tracks					6	Psg.
Daily	Daily							Daily	Daily
P.M. 9.34		Yard	05173	....	173.7	FWY BC Yd	A.M. 7.01	
10.10 P.M.		Yard	05181	....	181.1	RFW BC T Yd	6.45 A.M.	
		181.3			
		Yard	05183	....	182.8	Yd		
			05184	....	183.7	Yd		
		Yard	05185	....	184.9	CBRYd		
		Yard	06187	....	186.5	BCYdT		
		Yard	06191	....	190.9	Yd		
			W500	06192	....	192.0	Yd		
				06197	....	198.0			
				06203	....	203.8			
			Yard	06210	....	211.3	BCYdC		
		6860	Yard	06212	....	211.6	CRYd		
			E1000	06217	....	216.6			
		6233	914	06224	....	223.4	.....	
		6230	584	06230	....	229.7			
		Yard	06231	....	230.8	WY		
		236.2	.....	
		6145	W414	06236	....	240.9	.....	
		750	06241	....	244.7	.....	
		6170	150	06245	....	245.4	.....	
		261.4			
		6065	2036	06261	....	263.7			
			W500	06264	....	272.5	.....	
		6051	.....	06273	....	274.8	.....	
		275.1	W		
		3000	06275	....	280.2			
		6068	984	06280	....	290.7	BC RY		
		Yard	07292	....	291.5	FWT		
		Yard	07292	....			

Automatic Block System

Two Main Tracks Rules 450-453
MP 172 Pole 42 to MP 211 Pole 34

Rule 425
MP 211 Pole 34 to MP 213 Pole 34

Rules 400-406
MP 213 Pole 34 to MP 291 Pole 20

..KELLY YARD.....*TO(N)	173.7	FWY BC Yd	A.M. 7.01
7.4			
..ROCK ISLAND, ILL.... *P	181.1	RFW BC T Yd	6.45 A.M.
0.2			
..BN Crossing.....UX	181.3		
1.5			
..DAVENPORT, IOWA.....P	182.8	Yd	
0.9			
..MO. DIV. JCT.....MP	183.7	Yd	
1.2			
..WEST DAVENPORT M*TO	184.9	CBRYd	
1.6			
..NAHANT..... P	186.5	BCYdT	
4.4			
..LINWOOD.....P	190.9	Yd	
1.1			
..BUFFALO.....P	192.0	Yd	
6.0			
..MONTPELIER.....P	198.0		
5.8			
..FAIRPORT.....P	203.8		
7.5			
..MUSCATINE..... *P	211.3	BCYdC	
0.3			
..CULVER..... M *TO(N)	211.6	CRYd	
5.0			
..FRUITLAND.....P	216.6		
6.8			
..LETTTS.....P	223.4	.....
6.3			
..FREDONIA.....P	229.7		
1.1			
..COLUMBUS JCT....*TO(N)	230.8	WY	
0.0			
..CRI&P Crossing.....M/A			
5.4			
..COTTER.....P	236.2	.....
4.7			
..AINSWORTH.....P	240.9	.....
3.8			
..KAY.....P	244.7	.....
0.7			
..BN Crossing.....M/A	245.4	.....
12.3			
..BRIGHTON.....P	261.4		
3.3			
..E. PLEASANT PLAIN...P	263.7		
8.8			
..OTERO.....P	272.5	.....
2.3			
..BN Crossing..... A	274.8	.....
0.3			
..FAIRFIELD.....P	275.1	W	
5.1			
..LIBERTYVILLE.....P	280.2		
10.5			
..ELDON.....*TO(N)	290.7	BC RY	
0.8			
..ELDON YARD.....P	291.5	FWT	
114.1			

MAXIMUM SPEED: 60 MPH

FLAG PROTECTION DISTANCE 1 1/2 MILES (See Rule 99)

Yard limits between Kelly Yard and MP 196 Pole 0 for All Trains. Extra Trains and Engines may occupy main track on the time of First Class Trains but must avoid delay thereto.

Eastward trains must obtain clearance at Culver.
Trains will register by Form 1339 at West Davenport and Culver.
Trains No. 5 and No. 6 discharge and receive passengers at Rock Island from Yard Track adjacent to Westward Main Track. No. 6 receive passengers fifteen minutes prior to departure time.

Dispatchers Phones located at:

MP 213 Pole 34	MP 253 Pole 38	MP 273 Pole 33
MP 215 Pole 7	MP 254	MP 278 Pole 9
MP 220 Pole 11	MP 268 Pole 22.	MP 288 Pole 32
MP 248 Pole 9	MP 273 Pole 21	MP 195 Pole 3

Train Orders may be duplicated mechanically at Kelly Yard, Nahant and Eldon. See Page 17 for Speed Restrictions and additional Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 14	Psgr.	Freight
MP 169 Pole 46 to MP 178 Pole 12 (Except as shown below)	50	30
MP 171 Pole 32 Switch North track (Eng. only)	20	20
MP 174 Pole 30 to MP 174 Pole 38 Westward trains and engines heading out west end Kelly Yard	10	10
MP 178 Pole 12 to MP 181 Pole 5	30	20
MP 181 Pole 8 (BN Crossing)		20
MP 182 Pole 0 to MP 185 Pole 3		10
MP 199 Pole 35 to MP 200 Pole 3		45
MP 201 Pole 39 to MP 209 Pole 16		50
MP 209 Pole 16 to MP 212 Pole 0 (Except as shown below)		35
MP 210 Pole 2 to MP 210 Pole 28		30
MP 211 Pole 24 (Thru Crossover to or from CMStP&P Main Track)		10
MP 220 Pole 0 to MP 221 Pole 0		50
MP 230 Pole 8 to MP 233 Pole 40		50
MP 240 Pole 0 to MP 290 Pole 31 (Except as shown below)		50
MP 274 Pole 34 (BN Crossing)		35
MP 290 Pole 31 to MP 291 Pole 20 (Eng. only)		20

SPECIAL INSTRUCTIONS

SUBDIVISION 14

Kelly Yard is the initial and terminal station for Second Class and Extra Trains.

Rock Island is the initial and terminal station for First Class Trains.

First Class Trains will not require clearance at Rock Island. White classification signals need not be displayed on Extra Trains.

Rule 83:

Rock Island for trains originating or terminating.

Eastward trains will obtain clearance at Culver.

Eastward trains Eldon Yard will obtain clearance at Eldon.

Nahant — Register station and Train Order Station, no train order signal — CMStP&P trains only.

SPECIAL INSTRUCTIONS (Continued)

Westward movements on eastward main track over BN crossing MP 181 Pole 8 are governed by dwarf signal located between main tracks east of cross-over just east of BN crossing. Lunar light displayed by this signal will govern westward movement through cross-over to westward main track across BN crossing. All other moves will be made on hand signals given by switch-tender with yellow light or yellow flag.

Drawbridge 1822 over Mississippi River at Davenport protected by manual interlocking.

Crews using River Drive and Marquette Street, crossing, Davenport will move equipment into activating circuit approximately one car length from crossing and stop. Traffic light will flash amber 15 to 20 seconds then turn red. After traffic has been stopped — movement may be made over crossing.

West Davenport, the lower eastward arm on train order signal governs only the movement of trains to CMStP&P tracks.

Account close clearance, at the following locations at Muscatine, trains, engines or switching movements must be stopped when through trains are passing on the main track:

Middle Yard Track 53 running parallel to Eastward main track.

Crook Track running parallel to Westward main track.

One East and One West running parallel to main track on south side.

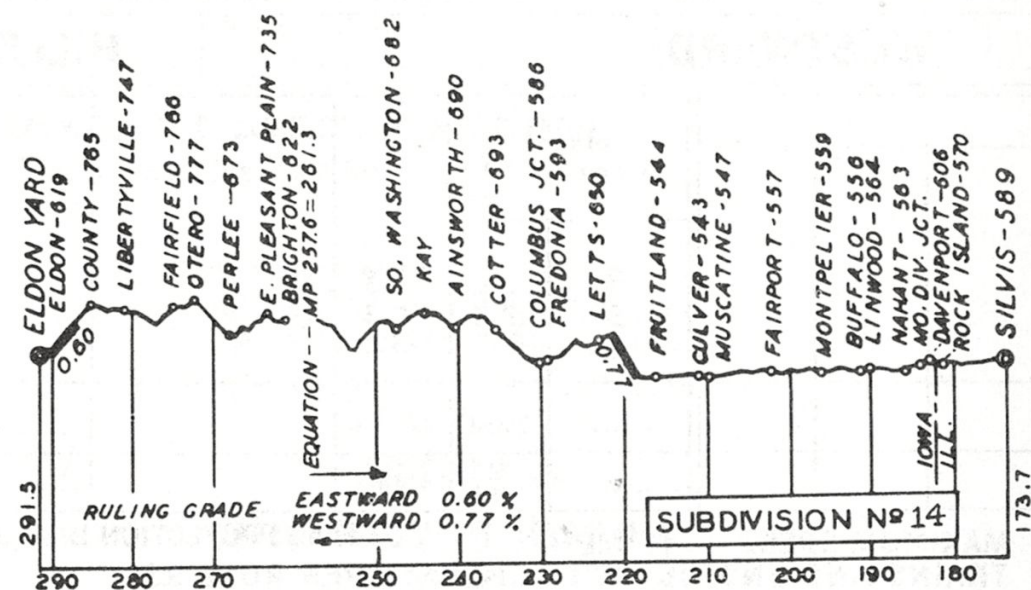
Yard Limits between Opposing Yard Limit Signs as follows:

Kelly Yard — MP 174 Pole 30 to MP 196 Pole 0 (Buffalo)

Muscatine — MP 207 Pole 0 to MP 213 Pole 34

All railroad crossings at grade are protected by interlocking except as follows:

Location	Crossing	Remarks	Operated By	Normal Position of Gates Against	Light Arrangement For	
					Stop	Proceed
MP 181 Pole 8	BN	Controlled Signal	Switch-tender			



WESTWARD			CLINTON BRANCH					EASTWARD				
			Footage Capacity Of			SUBDIVISION 14-A STATIONS TIME TABLE NO. 9 AUG. 21, 1977		Miles from Kelly Yard	Signs			
			Sidings	Other Tracks								
			.....	Yard	05035		.....CLINTON.....	TO	46.5	RFW Yd		
			.....	Yard	05185		..... 35.3 WEST DAVENPORT.. M *TO 35.3		11.2	BR Yd		

Trains between West Davenport and Clinton will be governed by DRI&NW RR Timetable and Operating Rules.
Trains will register by form 1339 at West Davenport.

WESTWARD			WASHINGTON BRANCH					EASTWARD				
			Footage Capacity Of			SUBDIVISION 14-B STATIONS TIME TABLE NO. 9 AUG. 21, 1977		Miles from Chicago	Signs			
			Sidings	Other Tracks	Station Numbers							
			.....	750	06241		.....AINSWORTH.....P		240.9	Yd		
			.....	Yard	06007		..... 7.3 WASHINGTON.....TO(N)		248.2	RFWY BC Yd		
			.....	.....	.....		..... 0.5 CMS&P Crossing.....M		248.7	.....	
			.....	1000	07015		..... 6.9 WEST CHESTER.....		255.6	.....	
			.....	1750	07022		..... 7.3 KEOTA..... 22.0		262.9	.....	

FLAG PROTECTION DISTANCE 1/2 MILE (See Rule 99)
TRAINS AND ENGINES WILL OPERATE PER RULE 93
RULE 10(i) (2) AUTHORIZED

MAXIMUM SPEED: 30 MPH

Trains and engines may operate between Washington and Keota without clearance.
Train orders may be duplicated mechanically at Washington.

Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
242 Pole 12	Sinclair Products	400
256 Pole 7	Sinclair Products	300

WESTWARD			HILLS BRANCH					EASTWARD				
			Footage Capacity Of			SUBDIVISION 4-A STATIONS TIME TABLE NO. 9 AUG. 21, 1977		Miles from Iowa City	Signs			
			Sidings	Other Tracks	Station Numbers							
			.....	Yard	40053		.....IOWA CITY..... *TO(N)		0.0	RFWY BC Yd		
			.....	1550	40007		..... 7.2 HILLS..... 7.2		7.2	.....	

MAXIMUM SPEED — 10 MPH

TRAINS AND ENGINES WILL OPERATE PER RULE 93

FLAG PROTECTION DISTANCE 1/2 MILES (See Rule 99)

RULE 10(i)(2) AUTHORIZED

WESTWARD				MAIN LINE				EASTWARD						
SECOND CLASS				Footage Capacity Of		Station Numbers	SUBDIVISION 4 STATIONS TIME TABLE NO. 9 AUG. 21, 1977				Miles From Chicago	Signs	SECOND CLASS	
	57	59	Sidings	Other Tracks	56		44							
	Freight	Freight			Freight		Freight							
	Daily	Daily			Daily	Daily								
			.....	.....	05184					183.7	Yd		
			.....	2500	40011					194.9	.....		
			.....	E500	40016					199.2			
			.....	2000	40018					202.0	.....		
			.....	6326	40024					207.6	.....		
			.....	1500	40032					215.9	.....	A.M.	P.M.
	P.M.	A.M.	3432	Yard	40038					221.3	RWY Yd C	2.33	2.33	
	6.08	6.33	11961	Yard	40053					236.8	BC Yd RFWY	2.15	2.15	
			.....	Yard	41057					241.0	Yd		
			.....	W750	41061					244.7			
	6.25	6.50	4598	W1509	41068					251.5	.....	1.58	1.58
	6.31	6.56	3057	2001	41073					256.6	.....	1.52	1.52
	6.43	7.08	5384	Yard	41084					267.3	W	1.39	1.39	
	6.50	7.15	4556	1445	41090					273.9	.....	1.32	1.32
	6.56	7.21	4068E	1395	41096					279.9	.....	1.26	1.26
	7.04	7.29	7814	1343	41104					287.7	.....	1.18	1.18
			.....	2000	41110					293.7			
	7.14	7.39	4133	.....	41114					297.3	.....	1.07	1.07
	7.20	7.45	7922	2000	41119					302.7	.....	1.01	1.01
	7.33	7.58	4092	2537	41130					313.8	.....	12.47	12.47
	7.43	8.08	6165	Yard	41139					322.5	BCRW	12.37	12.37	
			5932	3083	41151					334.7	.....		
			3875	1650	41157					340.6	.....		
			.....	2300	41163					346.9			
	8.14	8.39	.....	.....	.....					351.7	Yd	12.04	12.04
	8.30	8.55	.....	Yard	50172					355.6	RFWY BC Yd	12.01	12.01
	P.M.	A.M.										A.M.	P.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
FLAG PROTECTION DISTANCE 1 1/2 MILES (See Rule 99)

MAXIMUM SPEED: 60 MPH

Trains will register by Form 1339 at West Liberty and Newton.
Rule 425 in effect between East Des Moines, MP 351 Pole 30
and Short Line Jct., MP 355 Pole 20.
Train Orders may be duplicated mechanically at Short Line
Jct., Newton and West Liberty.
See Page 20 for Speed Restrictions and Special Instructions.

Dispatchers phones located at:

MP 190 Pole 8 MP 220 Pole 15
MP 237 Pole 0 MP 243 Pole 20
MP 309 Pole 0 MP 328 Pole 36

**Safety is
efficiency in disguise.**

SPEED RESTRICTIONS

SUBDIVISION 4	All Trains
MP 183 Pole 33 to MP 185 Pole 35	40
MP 210 Pole 38 to MP 211 Pole 16	45
MP 221 Pole 15 to CRI&P Crossing	50
MP 235 Pole 30 to MP 237 Pole 6	20
MP 237 Pole 6 to MP 237 Pole 28	30
MP 239 Pole 0 to MP 241 Pole 0	25
MP 267 Pole 0 to MP 267 Pole 30	50
MP 302 Pole 26 to MP 303 Pole 14	35
MP 303 Pole 14 to MP 310 Pole 0	50
MP 315 Pole 32 to MP 316 Pole 8	50
MP 318 Pole 37 to MP 319 Pole 20	50
MP 322 Pole 0 to MP 327 Pole 30	50
MP 340 Pole 20 to MP 341 Pole 30	50
MP 346 Pole 31 to MP 348 Pole 34	50
MP 352 Pole 31 to MP 353 Pole 16	35
MP 353 Pole 16 to MP 355 Pole 31	50
MP 355 Pole 31 to MP 359 Pole 10	20

SPECIAL INSTRUCTIONS

SUBDIVISION 4

Westward extra trains enroute to Subdivision 4 will receive clearance at Kelly Yard which will authorize movement from Kelly Yard and Missouri Division Junction. Eastward extra trains arriving Missouri Division Junction from Subdivision 4 are authorized to move to Kelly Yard under Rules 450-453.

White classification signals need not be displayed on extra trains between Kelly Yard and West Liberty.

Kelly Yard is the initial and terminal station for Extra Trains.

Iowa City is initial and terminal station for trains originating and terminating.

Rule 83:

West Liberty, Newton and Short Line Junction

All trains and engines operating against the current of traffic reduce speed to 30 MPH, both main tracks, MP 207 Pole 14 to MP 207 Pole 34, Wilton, Iowa.

All trains and engines operating against the current of traffic reduce speed to 30 MPH, both main tracks, MP 216 Pole 10 to MP 215 Pole 35, Atalissa, Iowa.

All trains and engines operating against the current of traffic reduce speed to 40 MPH, both main tracks, MP 201 Pole 39 to MP 201 Pole 17, Durant, Iowa.

SPECIAL INSTRUCTIONS—Continued

Wilton — North Star Steel Co.; cars exceeding fifty (50) feet in length must not be handled through turnouts to tracks 2 and 5 while coupled to shorter cars. Long cars must be handled in separate move.

Cars that are 80 feet long or longer must not be moved over Hill Track, Iowa City, Iowa when coupled to a short car account curvature of track.

Grinnell — New Industry Track MP 300 Pole 33 will not handle equipment exceeding fifty (50) feet in length.

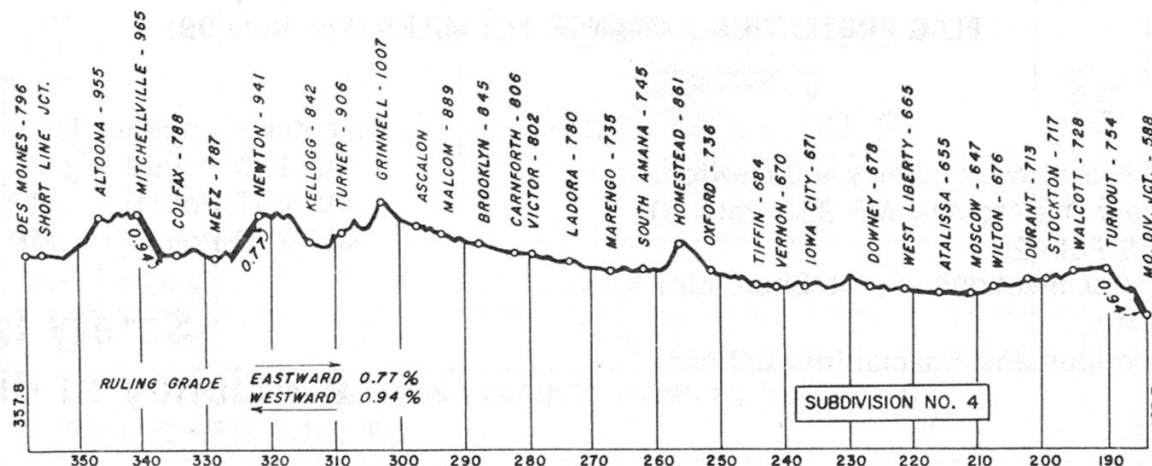
All railroad crossing at grade are protected by interlocking except as follows:

Location	Crossing	Remarks	Operated By	Normal Position of Gates Against	Light Arrangement For	
					Stop	Proceed
MP 181 Pole 8	BN	Controlled Signal	Switch-tender			

Yard Limits between opposing Yard Limit Signs as follows:
 Mo. Div. Jct. — MP 183 Pole 28 to MP 188 Pole 10
 West Liberty — MP 219 Pole 0 to MP 221 Pole 1
 Iowa City — MP 237 Pole 0 to MP 239 Pole 39

Industrial or spur tracks between stations are located as follows:

MP 186 Pole 12	Geifmans	400 eastward
MP 186 Pole 18	Farnum	2650 westward
MP 186 Pole 32	84 Lumber	500 westward
MP 190 Pole 11	Ia-III. Elec.	570 westward
MP 203 Pole 7	Twin States	1896 eastward
MP 208 Pole 30	Johns Manville	2100 westward
MP 209 Pole 16	North Star Steel	7200 westward
MP 232 Pole 36	Cedar Johnson	350 west
MP 242 Pole 31	Hawkeye Grocery	240 east
	Allied Mills	400 east
	(Runaround 1245)	
MP 243 Pole 22	Farm Service	1900 west
MP 300 Pole 31	Berman	200 east



WESTWARD

KEOKUK AND ALTOONA BRANCH

EASTWARD

		Footage Capacity Of		Station Numbers	SUBDIVISION 4-B STATIONS TIME TABLE NO. 9 AUG. 21, 1977	M.P. from Keokuk	Signs		
		Sidings	Other Tracks						
		.....	Yard	07151	KEOKUK TO(N)	.....	RFWT Yd BC		
		.....	.....	.....	0.7 BN Crossing UX	0.7	.....	
		.....	800	07137	14.1 SAND PRAIRIE	14.8	.....	
		.....	500	07122	15.3 FARMINGTON	30.1	.....	
		.....	500	07116	5.4 BONAPARTE	35.5	.....	
		.....	500	07106	10.1 MT. ZION	45.6	.....	
		.....	1400	07097	9.2 DOUDS	54.8	.....	
		.....	Yard	07292	9.1 ELDON *TO(N)	63.9	RYBCYd		
					10.6 OTTUMWA JCT	74.5	R		
		.....	Yard	07077	1.3 OTTUMWA TO(N)	75.8	BYd		
		.....	.....	.....	1.4 CMStP&P Crossing M	77.2	.....	
		.....	950	07055	14.4 EDDYVILLE	91.6	.....	
		.....	.....	.....	1.4 CRI&P JCT.	93.0	.....	
		.....	.....	.....	6.6 CNW JCT.	99.6	.....	
		.....	1600	07051	0.7 BEACON	100.3	.....	
		.....	2250	07048	1.9 EVANS JCT.	102.2	Yd		
		.....	1050	07044	5.2 LEIGHTON	107.4	.....	
		1199	Yard	07035	8.2 PELLA TO(N)	115.6	.....	
		.....	1350	07028	8.0 OTLEY	123.6	.....	
		.....	2450	07017	5.5 MONROE	129.1	.....	
		.....	2250	07013	9.2 PRAIRIE CITY	138.3	.....	
		.....	2300	41163	13.2 ALTOONA TO(N)	151.5			

**RULE 99(d) AUTHORIZED
FLAG PROTECTION DISTANCE 1/2 MILE
EXCEPT OTTUMWA TO ELDON 1 MILE (See Rule 99)
MAXIMUM SPEED: 25 MPH**

SPEED RESTRICTIONS:	MPH
MP 8 Pole 20 to MP 11 Pole 20	10
MP 14 Pole 17 Road Crossing	Restricted Speed
MP 18 Pole 10 to MP 19 Pole 20	10
Ottumwa — BN Overhead Crossing	10
MP 77 Pole 6 CMStP&P Crossing	20
MP 149 to Altoona, Iowa	Restricted Speed

SPECIAL INSTRUCTIONS:
Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
54.0	Douds Stone Company	W-12
94.9	Atlas Coal Company	W-12

Stop sign 280 feet East of Market St., Ottumwa.

Trains may leave Keokuk without clearance.

Junction switch at Altoona with Subdivision 4 equipped with electrically-locked hand operated switch. Train and engine crews must secure permission of train dispatcher to operate this switch Pole phone at MP 346 Pole 41 Subdivision 4. Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position of Gates Against	Light Arrangement For	
					Stop	Proceed
0.7	BN	Stop Sign	—	—	—	—

Between CRI&P Jct. and C&NW Jct. trains will be governed by Special instructions in current Timetable of Iowa Division of C&NW Ry. and C&NW Superintendent's Bulletins; currently reading as follows:

The C&NW main track between C&NW Jct. and CRI&P Jct. will be used jointly by C&NW and CRI&P trains and engines. Movements will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements between C&NW Jct. and CRI&P Jct.

SPECIAL INSTRUCTIONS — KEOKUK AND ALTOONA — Continued

Crews of trains and engines must communicate with C&NW train dispatcher prior to entering and immediately after clearing the joint track. Dispatcher's telephones are located at C&NW Jct. and CRI&P Jct. If unable to communicate with train dispatcher, and governing signal indicates PROCEED, train or engine may proceed and must communicate with train dispatcher from the next point of communication. Reverse movements must not be made except on signal indication or permission from the train dispatcher.

Maximum authorized speed for all trains and engines is 25 MPH, except speed must not exceed 10 MPH over all switches. Where a lower speed is prescribed, it will govern.

Except as modified hereby, the Consolidated Code of Operating Rules, Edition of 1967, governs the movement of C&NW trains and engines.

Except as modified hereby, the Uniform Code of Operating Rules, effective June 2, 1968, governs the movement of CRI&P trains and engines.

(a) Temporary speed restriction sign prescribed in Rule 10(g) — yellow reflectorized sign by day and by night — will be displayed to the right of the track as viewed from an approaching train or engine, two miles in advance of the point of restriction, and train must proceed at a speed of not more than 10 MPH. Speed must not be increased until entire train has passed a green flag displayed to the right of the track indicating the end of the restriction.

(b) Conditional stop sign prescribed by Rule 10(i) — yellow-red reflectorized sign by day and by night — will be displayed to the right of the track as viewed from an approaching train or engine. Train or engine finding a yellow-red flag thus displayed must be prepared to stop before any part of the train or engine passes a red flag two miles beyond the yellow-red flag. In the absence of a red flag at that location, train or engine may proceed at a speed of not more than 10 MPH. Speed must not be increased until entire train has passed a green flag displayed to the right of the track.

(c) A train or engine finding a red flag or red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received. Speed must not be increased until train has passed a green signal displayed to the right of the track. Red signal must be replaced when found between the rails.

C&NW Signal located at C&NW MP 310 governs entrance of C&NW trains and engines to joint track at CRI&P Jct. Normal indication of this signal is STOP. The normal position of the switch at CRI&P Jct. is when lined for the CRI&P main track.

CRI&P signal located at CRI&P MP 99.7 governs entrance of CRI&P trains and engines to joint track at C&NW Jct. Normal indication of this signal is STOP. The normal position of the switch at C&NW Jct. is when lined for the C&NW main track.

At C&NW Jct. and CRI&P Jct. a letter "S" is located on the mast of the signal. When the letter "S" is illuminated the switch may be operated and the signal should clear. If the signal fails to clear after the switch is operated, conductor or engineer must communicate with the train dispatcher and will be governed by his instructions. When the letter "S" is not illuminated, the switch must not be operated; conductor or engineer must communicate with the train dispatcher and will be governed by his instructions. When C&NW or CRI&P trains or engines are unable to communicate with train dispatcher, or train dispatcher is unable to give permission to proceed, train or engine must wait fifteen minutes, and if no conflicting movement is seen, will then proceed under flag protection to the next signal and will be governed by its indication.

Train Register at Ottumwa Jct. located in Phone box.

Yard Limits For Subdivision 4-B:

Keokuk — Between MP 0 Pole 0 and yard limit sign MP 3 Pole 0 for Eastward trains.

Eldon — Between opposing yard limit signs MP 63 Pole 1 for Westward trains and MP 64 Pole 25 for Eastward trains.

Ottumwa — Between opposing yard limit signs MP 74 Pole 0 for Westward trains and MP 78 Pole 0 for Eastward trains.

Evans Jct. — Between opposing yard limit signs MP 102 Pole 0 for Westward trains and MP 104 Pole 0 for Eastward trains.

Altoona — Between yard limit sign MP 150 Pole 2 for Westward trains and MP 346 Pole 41 Subdiv. 4.

WESTWARD			OSKALOOSA BRANCH				EASTWARD																			
			SUBDIVISION 4-D STATIONS TIME TABLE NO. 9 AUG. 21, 1977																							
			Footage Capacity Of		Station Numbers		M.P. from Chicago	Signs																		
			Sidings	Other Tracks																						
			5000	07060		OSKALOOSA	TO(N)	301.3																	
				C&NW Crossing	UX	301.4																
			2250	07048		EVANS JCT.		304.6	Yd																
<p>FLAG PROTECTION DISTANCE 1/2 MILE (See Rule 99) TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED MAXIMUM SPEED: 10 MPH</p>																										
<p>SPECIAL INSTRUCTIONS: SUBDIVISION 4-D: Overhead or side restricted clearances as follows: Oskaloosa — C&NW overhead bridge 3018 all shipments over 16 ft. 9 in. or high cube cars 17 ft. ATR restricted to special clearance instructions and authority.</p>																										
<p>Safety is your responsibility.</p>																										
<p>Railroad crossings at grade are protected by interlocking except:</p>																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">MP</th> <th rowspan="2" style="text-align: center;">Crossing</th> <th rowspan="2" style="text-align: center;">Remarks</th> <th rowspan="2" style="text-align: center;">Operated By</th> <th rowspan="2" style="text-align: center;">Normal Position Gates Against</th> <th colspan="2" style="text-align: center;">Light Arrangement For</th> </tr> <tr> <th style="text-align: center;">Stop</th> <th style="text-align: center;">Proceed</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">301.4</td> <td style="text-align: center;">C&NW</td> <td style="text-align: center;">Stop Sign</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> </tr> </tbody> </table>											MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For		Stop	Proceed	301.4	C&NW	Stop Sign	—	—	—	—
MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For																					
					Stop	Proceed																				
301.4	C&NW	Stop Sign	—	—	—	—																				

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				Footage Capacity of			STATION NUMBERS	SUBDIVISION 10 STATIONS TIME TABLE NO. 9 AUG. 21, 1977	Miles from Burlington	Signs	SECOND CLASS			
61				Sidings	Other Tracks	Station Numbers					62			
Freight											Freight			
Daily Except Sun.				Daily										
			P.M. 12.45	.....	Yard	52097	CEDAR RAPIDS YARD *TO(N)	98.1	RFWT BCYd	A.M. 11.30			
			12.55	.....	.....	53102	— 3.6 — LINN JCT.....P	101.7	Yd	11.20			
			1.05	3615	763	53108	— 5.6 — PALO.....P	107.3	.....	11.10			
				.....	W1100	53112	— 4.1 — SHELLSBURG..... P	111.4	.....				
			1.30	3130	4922	53121	— 9.6 — VINTON.....TO	121.0	R	10.45				
				.....	.....	.....	— 0.2 — VINTON JCT.....P	121.2	Yd				
				.....	800	53129	— 7.7 — MOUNT AUBURN P	128.9	.....				
			1.55	3095	3165	53135	— 6.4 — LA PORTE CITY..... P	135.3	.....	10.10			
					1600	53143	— 8.0 — WASHBURN P	143.3	.....				
			2.15	4634	Yard	53149	— 4.9 — BRYANT.....P	148.2	Yd	9.50				
				.....	.....	.....	— 2.0 — CNW Crossing .....A	150.2	.....				
				.....	Yard	53151	— 0.2 — WATERLOO .....TO	150.4	CBYd				
				.....	.....	.....	— 0.6 — ICG Crossing A	151.0	.....				
				.....	.....	.....	— 4.1 — CNW Crossing .....UX	156.2	.....				
			2.40	1272	1233	53156	— 0.3 — CEDAR FALLS P	156.5	W	9.25				
				.....	.....	.....	— 1.0 — ICG Crossing AP	157.5	.....				
			3.10	3411	2583	53172	— 14.6 — SHELL ROCK P	172.1	.....	8.55			
				.....	.....	.....	— 6.8 — CNW Crossing .....A	178.9	.....				
			3.30	5279	1621	53179	— 0.1 — CLARKSVILLE P	179.0	.....	8.35			
				.....	W1300	53186	— 6.1 — PACKARD.....P	185.1	.....				
				.....	2500	53190	— 4.9 — GREENE.....TO	190.0	.....				
			4.05	3965	1695	53196	— 5.7 — MARBLE ROCK P	195.7	.....	8.00			
				.....	3250	53204	— 8.0 — ROCKFORD .....TO	203.7	.....				
				.....	.....	.....	— 7.2 — CMS+P&P Crossing .....A	210.7	.....				
			4.35	3204	237	53211	— 0.2 — NORA SPRINGS.....P	211.0	.....	7.30			
				.....	W500	53217	— 5.4 — ROCK FALLS .....P	216.4	.....				
				.....	.....	.....	— 3.1 — CMS+P&P Crossing .....UX	219.5	.....				
				.....	E250	53220	— 0.0 — PLYMOUTH.....P	219.5	.....				
				.....	.....	.....	— 5.3 — CNW Crossing .....M	224.8	.....				
			5.05 P.M.	.....	Yard	57225	— 0.3 — MANLY *TO(N)	225.1	RFWT BCYd	7.00 A.M.			

Automatic Block System - MP 98.1 to 225.1

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

MAXIMUM SPEED: 50 MPH

FLAG PROTECTION DISTANCE 1 1/2 MILES (See Rule 99)

Trains and engines from Subdivision 10-B must obtain permission from Train Dispatcher before entering main track at Vinton Jct.

See Pages 25 and 26 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 9	MPH
MP 61 Pole 4 CRI&P Crossing Westward	20
MP 61 Pole 4 CRI&P Crossing Eastward	30
MP 75 Pole 20 to MP 80 Pole 0	45
MP 83 Pole 11 to MP 83 Pole 24	45
MP 95 Pole 37 to MP 98 Pole 5	20
SUBDIVISION 10	
MP 98 Pole 5 to MP 99 Pole 6	20
MP 99 Pole 6 to MP 103 Pole 18	35
MP 111 Pole 29 to MP 112 Pole 0	40
MP 120 Pole 2 to MP 121 Pole 37	35
MP 128 Pole 32 to MP 130 Pole 39	45
MP 138 Pole 24 to MP 138 Pole 31	45
MP 148 Pole 36 to MP 150 Pole 24	20
MP 150 Pole 24 to MP 152 Pole 20	30
MP 154 Pole 29 to MP 157 Pole 9	30
MP 157 Pole 9 to MP 159 Pole 22	40
MP 165 Pole 0 to MP 166 Pole 17	40
MP 177 Pole 15 to MP 177 Pole 25	45
MP 178 Pole 29 to MP 178 Pole 39	25
MP 202 Pole 23 to MP 203 Pole 25	35
MP 209 Pole 30 to MP 210 Pole 31	30
MP 219 Pole 20 to MP 219 Pole 30	40
MP 224 Pole 21 to MP 225 Pole 4 (Except as shown below)	35
MP 224 Pole 32 (C&NW Crossing)	10

SPECIAL INSTRUCTIONS

SUBDIVISION 9 AND 10

Train orders may be duplicated mechanically at Cedar Rapids Yard.

Burlington is the initial station for BN No. 23.

Rule 83:

Burlington Freight Station

Mediapolis — trains originating or terminating

West Liberty

Cedar Rapids Yard

Manly

At Mediapolis the normal position of switches connecting the BN main track to the CRI&P main track will be left set for CRI&P track. Eastward BN trains must approach these switches at restricted speed. Normal position of switch connecting BN main track to CRI&P park track lined for CRI&P west crossover switch.

Cedar Rapids, between C&NW crossing, Ninth Ave., junction switch east of Seventh Ave. and B Ave. all train and engine movements will be made on signal indication given by Towerman, Ninth Ave. Tower.

The eastward signal at Seventh Ave. governs movements over CMStP&P junction switch: indications; Lunar over Red for CRI&P main track; Lunar under Red for CMStP&P line to west side.

The lower unit on mast of automatic block signal 965 is a two aspect signal. Red for "Stop" and Lunar for "Proceed." Westward trains must not pass this signal while it indicates stop except by permission of Towerman. When this signal indicates Lunar or "Proceed," it does not supersede the indication given by automatic block signal 965.

When westward train or engine is held at holding signal No.

SPECIAL INSTRUCTIONS (Continued)

965, a train employee will go immediately to Ninth Ave. Tower and will be governed by instructions of Towerman.

Spring switch indicator per Rule 36(3) protecting facing point movement westward over spring switch located at "B" Avenue.

Movements to the Rock Island main track in the area of "B" Avenue will be made by contacting the 9th Avenue Tower Operator over one of the yard communicating speakers located on the East side of the Rock Island main track at "A" Avenue and "B" Avenue Operator at 9th Avenue Tower will authorize all movements to the Rock Island main track on authority of Rock Island Yardmaster. All movements through or over spring switch will be made in accordance with Rule 36(3) Rock Island Uniform Code of Operating Rules. All requests for movements will be made in accordance with Rule 80 of the Rock Island Uniform Code of Operating Rules.

Switch engines approaching 16th Avenue crossing on West Side Belt at Cedar Rapids must stop before reaching crossing and flagman must be sent to protect crossing before cars or engines are moved over it.

When two engines are working on the North and South Lead tracks at the East end of Cedar Rapids Yard, engines displaying classification and number lights may extinguish the standard white headlight while on these leads.

Multi-Level cars measuring between 19 ft. 3 in. ATR to 19 ft. 5 in. ATR through Bridges 1605, 1650 and 1777 ARE RESTRICTED to 15 MPH.

The following instructions govern the Open The Switch indicator at Manly, Iowa:

Manly, between Signal 225, MP 224 Pole 36 and West Yard, MP 226 Pole 19, movements of trains on main track are governed by signal indication. Signal 2250 is a two unit signal, lower unit is an "open the switch indicator" controlled by operator, Manly train order office, under direction of the train dispatcher. Rule 93 is in effect in this territory.

If Signal 2250 indicates STOP then proceed at low speed per Rule 291 and the Open The Switch Indicator is not illuminated, a member of the crew stopped by Signal 2250 must contact operator, Manly, before proceeding and be governed by verbal instructions.

When Open The Switch Indicator is illuminated be governed by Rule 36(2) regardless of the indication given by Signal 2250.

Within these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it except by authority of Operator and then be governed by Rules 104(15) and 353.

SPECIAL INSTRUCTIONS (Continued)

All railroad crossings at grade are protected by interlocking except as follows:

SUBDIVISION 9

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
97.0	C&NW	Gate	Towerman	C&NW	Red	....

SUBDIVISION 10

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
156.2	C&NW	Electric Lock Gate	Trainmen	C&NW	Red	Clear
219.5	CMStP&P	Electric Lock Gate	Trainmen	CMStP&P	Red	Clear

SPECIAL INSTRUCTIONS (Continued)

Yard Limits For Subdivision 9 and 10:

Burlington — Between MP 0.0 and yard limit sign for Eastward trains MP 2 Pole 22.

Mediapolis — Between opposing yard limit signs MP 14 Pole 5 for Westward Trains and MP 15 Pole 32 for Eastward Trains.

Columbus Jct. — Between opposing yard limit signs MP 39 Pole 10 for Westward Trains and MP 42 Pole 0 for Eastward Trains.

West Liberty — Between opposing yard limit signs MP 60 Pole 15 for Westward Trains and MP 63 Pole 7 for Eastward Trains.

Cedar Rapids — Between opposing yard limit signs MP 95 Pole 30 Subdiv. 9 for Westward Trains and MP 102 Pole 0 Subdiv. 10 for Eastward Trains.

Vinton — Between opposing yard limit signs MP 118 Pole 20 for Westward Trains and MP 123 Pole 10 for Eastward Trains.

Bryant — Between opposing yard limit signs MP 147 Pole 4 for Westward Trains and MP 152 Pole 36 for Eastward Trains.

Manly — Between yard limit sign MP 224 Pole 13 for Westward Trains and MP 224 Pole 36.

WESTWARD

IOWA FALLS BRANCH

EASTWARD

			Footage Capacity of		Station Numbers	SUBDIVISION 10B STATIONS TIME TABLE NO. 9 AUG. 21, 1977	Miles from Cedar Rapids	Signs			
			Sidings	Other Tracks							
			.....	Yard	.....	VINTON JCT.	23.4	Yd			
			.....	1000	54007	6.2 GARRISON	29.6	.....		
			.....	2500	54016	9.2 DYSART	38.8	.....		
			.....	1000	54024	8.4 TRAER	47.2	.....		
			.....	1250	54031	6.6 DINSDALE	53.8	.....		
			2411	2400	54036	5.7 REINBECK	59.5	.....		
			.....	.....	.....	0.3 C&NW Crossing	59.8	.....		
			.....	1250	54040	3.6 MORRISON	63.4	.....		
			.....	2500	54046	5.4 GRUNDY CENTER	68.8	W			
			.....	2200	54048	2.6 HOLLAND	71.4	.....		
			.....	1000	54056	7.1 WELLSBURG	78.5	.....		
			.....	1250	54062	6.5 CLEVES	85.0	.....		
			.....	.....	.....	1.9 C&NW Crossing .....A	86.9	.....		
			.....	.....	.....	9.8 CRI&P Crossing .....M	96.7	.....		
			.....	.....	.....	0.1 MILLS *TO (ICG Crossing) .....M	96.8	C			
			.....	Yard	55074	0.6 IOWA FALLS YARD * 73.7	97.4	BCFR TWY Yd			

**FLAG PROTECTION DISTANCE 1/2 MILE (See Rule 99)
TRAINS AND ENGINES WILL OPERATE PER RULE 93
RULE 10(i) (2) AUTHORIZED**

MAXIMUM SPEED: 10 MPH

At Vinton Jct. permission must be received from Dispatcher before entering main track Subdivision 10.

Eastward trains may leave Iowa Falls Yard without clearance but must obtain clearance at Mills.

Rule 83:

Iowa Falls Yard.

Hi-rail equipment may be operated with one man only.

RULES CHANGES

UNIFORM CODE OF OPERATING RULES

Rule K In case of danger of, loss of, or damage to railroad property by fire, theft, or other causes, employes must unite to protect it. They must exercise care in the use of railroad property and, when leaving the service, must return property entrusted to their care.

Property of the railroad, including freight and articles of value, found in or on cars or on right of way, must be reported immediately to a Special Agent, Station Agent or Officer of the railroad, and not disposed of or removed from company premises or right of way without proper authority.

Employes are forbidden to make charge for services performed in line of duty, or to permit discrimination.

Unless specifically authorized, employes must not use the credit of the railroad and must neither receive nor pay out money on the railroad's account.

Rule L (Addition)—Enginemen and trainmen whose vision requires the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employees must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Employees whose duties require them to work on or about moving equipment of any type, or machinery having moving parts or around open fires or sparks must keep their hair at a length which will avoid the danger of its becoming ignited, entangled or enmeshed in said equipment or machinery.

Hair must be of a suitable length that will not interfere with the employee's normal vision.

Hair of a length not meeting the above requirements, must be completely confined at all times when on duty with a suitable net, or other headgear that will provide for the safety of employees.

Rule Q (Addition)—The carrying or possession of firearms or other weapons while on duty, or while on company property, is prohibited; except where authorized by the Chief Special Agent or the Division Superintendent.

Rule 1 (Rev) — Standard time will be obtained by designated employee at least once every twenty-four (24) hour period for the purpose of determining the correct time of each standard clock.

Each standard clock must be checked and set, if necessary, to the correct time daily. The point from which to obtain the correct time will be posted near each standard clock. A record of comparison will be maintained on prescribed form.

Rule 10(g) (Addition)—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

Rule 10(j), Rule 10(k), and Train Order Form X Example (3) effective only where authorized by Special Instructions.

RULES CHANGES (Continued)

Rule 12(m)—Trainmen and Enginemen must not use foreign line radio frequencies while on Rock Island Lines property.

Rule 14 (Addition to Note)—Radio communication may be used in lieu of engine whistle signal 14(a); that part of 14(b) Release brakes; that part of 14(b) acknowledgement of "calling-on" indication; 14(k); 14(n); 14(o). When so used, a complete understanding of the conditions must be reached.

Rule 17 (Addition)—That part of Rule 17 of the Uniform Code of Operating Rules, Paragraph four, reading: "and (Headlight) must be extinguished when train has stopped entirely clear of main track" is amended to read:

"and must be extinguished when train has stopped entirely clear of main track until head end of train to be met has passed and then may be used to inspect passing train but must be extinguished before rear of train passes."

Rule 17-A (Addition)—On engines equipped with dual alternating flashing lights, the rules governing the use of white oscillating headlight will apply.

Rule 26 (Rev) — A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to or moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

Rule 26-A — When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided:

(a) Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each such switch; and each remotely-controlled switch providing access to

Rule 26-A (Continued)

the track must be lined against movement to the track and a locking device applied to the control for the switch.

(b) The employee in charge of the workmen must ask for and receive from the operator of remotely-controlled switches the required protection before the work is begun.

(c) The operator of the remotely-controlled switches will provide the protection before informing the employee in charge of the workmen that it has been provided. He will not remove the locking device until notified by the employee in charge of the workmen that the work is completed.

(d) The operator will record on a prescribed form and retain for 30 days information as to the date and time he received request for track protection; name and craft of employee in charge who requested the protection; the number or other designation of the track involved; the date and time he notified the employee in charge that the protection had been provided; the date and time he was informed the work had been completed and the name and craft of the employee in charge who provided this information.

Rule D-81 Revised — Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided. Where three or more tracks are in service, their use will be indicated by special instructions.

Within yard limits, trains and engines may move against the current of traffic upon authority of the train dispatcher. Train dispatchers will not grant such authority until it is known that the track to be used is clear of opposing trains and engines and the movement protected. (Where specified, train dispatcher will include control operators and/or train directors.)

Trains and engines granted authority to run against the current of traffic under this rule will not exceed LOW SPEED and will notify train dispatcher when movement has been completed. When such authority is given under this rule, it will supersede the superiority of trains.

Rule 83(a), paragraph 2, Item (4) — (Addition) Radio, telephone or other equally effective communicating media may be used in connection with Item 4 (by proper identification) when such communication is directly between the two crews involved.

Rule S-88 Meeting Points Extra Train — Unless otherwise provided by train order Form S-C, at meeting points prescribed by Form S-A Train Order between Extra Trains, the train order must specify which train will hold the main track.

Rule 93. Yard Limit Rule — Within yard limits, the main track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the main track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not

Rule 93 (Continued)

properly lined, not exceeding 20 miles per hour unless the main track is known to be clear by block signal indication, per Rule 281.

Rule D-93. Within yard limits, movements against the current of traffic must not be made unless authorized by train order, train dispatcher, yardmaster, or designated supervisor.

Within yard limits, when moving against the current of traffic, all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined, not exceeding 20 miles per hour.

Note to Rule 93. The provisions of this rule does not relieve a train from clearing an opposing superior train as required by Rule S-89.

Rule 98 (Addition) — Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossing at grade, drawbridges and junctions prepared to stop.

Rules 99, 99(a), 99(b), 99(c), 99(i), 99(j) and 99(k) are cancelled.

Rule 99 — When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track, flag protection against following trains on the same track must be provided. A crew member with flagman's signals must immediately go back at least the distance prescribed by time table or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart on the engineer's side, and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved.

When recalled and safety to train will permit, he may return to his train. He must leave torpedoes and one lighted fusee, and while returning, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by time table or other instructions for that territory, placing two tor-

Rule 99 (Continued)

pedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection, the engineer must immediately sound signal 14(c). Inability to hear this signal does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals, except will not apply:
 1. To single unit light engine.
 2. To work extras.
 3. To any unit of equipment which will not actuate the block.
 4. When making back-up movement.
- (b) When rear of train is protected by an absolute block (absolute block means a block in which no train is permitted to enter while it is occupied by another train).
- (c) When rear of train is within interlocking limits.
- (d) When a train order or special instructions provides that flag protection is not required.

New Rule 99(a) — When safety to the train will permit, the engineer will recall the flagman.

New Rule 99(b) — When head end protection is required, the engineer will require such protection ahead immediately.

New Rule 99(c) — When flagged, the engineer must answer stop signals promptly. Flagman must continue to give stop signals until such signals are answered and acted upon. When a train is flagged, the engineer must not receive information from the flagman until the train is stopped, unless the flagman gets on the engine. Engineer must obtain a thorough explanation before proceeding.

Rule 100. Leaving Trains, Engines, or Cars. — When an engine leaves a portion of its train on a main track between stations, two torpedoes must be placed not less than 20 car lengths in advance of the head end of rear portion to serve as a warning. When conditions require, a trainman must protect the returning portion. When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set, when necessary, to keep the train from moving.

The automatic air brake must not be depended upon to hold an engine, cars or train, when standing on a grade, whether engine is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, cars, or engine, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

Crews cutting off engines or setting out cars from a train must leave the angle cock open on the standing portion of the train and also on cars set out. At terminals where crew is instructed to close angle cock on the standing portion of the train, the angle cock must not be closed until brake pipe pressure is depleted.

Rule 103(a)(7) (Revised) — Before coupling to or moving cars on tracks where cars are being loaded or unloaded, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors and swinging doors on cars are closed and secured; and persons in, on or about cars are warned and requested to vacate cars while being switched.

Rule 103(a) (13)—Before making a movement of engines or cars through gates, doorways and similar openings, stop must be made and it must be ascertained that gates, doors or openings are completely open and secured. Where overhead or side clearances are doubtful, adequate protection must be provided.

Rule 103(a)(14). Bulkhead flat cars with center "A" frame dividers when loaded on one side only must not be coupled to or moved until loading or unloading is completed. This also applies to other types of cars when it is known that an unbalanced condition exists that is sufficient to cause derailment.

Rule 103(a)(15). Enginemen handling long and/or heavy cuts of cars without air must know that such cuts can be handled safely and stopped within required distance.

When, in judgment of engineer, such cuts cannot be handled safely, sufficient number of cars must have air coupled and charged to control movement.

Note to Rule 104(5) — Automatic switches as defined Page 12 and Rule 104(5) must not be trailed through when lined against movement.

Rule 104(11)(Revised)—When a train or engine is clear of main track to meet or to be passed by a train, employees must not unlock any main track switch. They must not take a position in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

Rule 104(15) (Revised) — At main track switches in ABS Territory, train and yard men will operate switch and wait 5 minutes at the switch before giving signal for train or engine movement to main track, except:

Rule 104(15) (Revised) (Continued)

- (a) Where switch is equipped with an electric lock.
- (b) Where block signals governing movement to main track indicate proceed, or block indicator indicates block clear.
- (c) At meeting points where switch is operated before the train met has passed its next signal.
- (d) When entering the main track between signals to hostile engine or switch train standing between such signals.
- (e) When entering main track under Rule 402.

The 5 minute wait does not relieve employees from protecting the movement, when required.

Rule 104(a) (Addition)—When there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates “Stop” or “Stop, Then Proceed at Low Speed,” and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked “Clear” if so equipped and, signal should clear after expiration of time. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

Rule 104(d) (Instructions for operation of electrically-locked hand-operated switches) —

(1) To occupy main track, obtain authority from control operator before operating switch.

(2) If movement is to be made from the main track, occupy track in advance of switch within 150 feet to obtain quick release of lock.

(3) To operate switch, remove padlock from Latch Pedal, step on Foot Pedal, and raise switch throw lever. If Foot Pedal cannot be fully depressed within 15 seconds, allow time relay to run for 5 minutes. At expiration of time, depress Foot Pedal and throw switch. (Leave Latch Pedal — “Depress to apply padlock” in unlocked position).

(4) When movement is completed, restore switch to normal, depress Latch and Padlock Switch.

Rule 105 (Revised.) — Unless otherwise specified by train order, general order, or special instructions in timetable, trains and engines using a siding, or any track other than main track, must proceed at Restricted Speed but not exceeding 10 MPH.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the train dispatcher, or in an emergency under flag protection. Cars must not be left on sidings when possible to avoid it.

When a siding is obstructed, the train dispatcher must be notified at once. When there is a possibility of fouling main track, trains must not take slack on sidings or other tracks adjacent to main track, nor make reverse movement, without proper protection, when necessary.

Rule 110 (Revised) — That part of Rule 110 reading: “A member of head end crew of trains standing at meeting or passing points will go to opposite side of main track or siding for purpose of train inspection of passing trains, when practicable” is

Rule 110 (Revised) (Continued)

changed to read: “A member of head end crew of trains standing at meeting or passing points will go to opposite side of main track or siding for purpose of train inspection of passing trains, when practicable. If the expected train is closely approaching on main track, when time permits, the train entering siding will stop when rear of train is clear of main track to permit member of head end crew to go to opposite side of main track for the purpose of inspecting the passing train.”

Rule 110(a) High-Wide Load—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11’0” wide or 15’6” above top of rail, or; contained on a car longer than 54’6” so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors are responsible to see that waybills are checked for high-wide loads and excessive weight shipments for which they do not have instructions. They must notify the train dispatcher immediately, when such conditions exist. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmasters must notify the train dispatchers.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below:

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track; trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track.

RULES CHANGES (continued)

Rule 110(a) (continued)

Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment, if on other than main track when being met or passed by train on adjacent track, must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks; trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.

3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed _____ mph at (or between) _____.
10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the items 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example:

"Extra 300 West has (car number) in train measuring _____ in width and _____ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 mph at Bridge _____."

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

CMStP&P Trains between Nahant and Eldon may handle loads measuring up to 11 ft 6 ins in width or 15 ft 6 ins above top of rail with special permission from train dispatcher. A load in excess of these dimensions must be handled in accordance with instructions previously stated in this rule.

Rule 111(c)—Mirrors of any type must not be used in making inspection as required by Rule 111.

Rule 209. Writing and Recopying.—Operators receiving train orders must write or typewrite them in manifold during transmission. Train dispatcher's signature (initials) must be

RULES CHANGES (continued)

placed directly under the last word of the order. They must retain a copy of each train order.

Train order operators using printed form train orders are required to copy only that portion of the order transmitted by the train dispatcher.

If the requisite number of copies cannot be made at one writing, operators must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. The name of the original receiving operator will be shown with the initials of the operator who recopies the order.

The train dispatcher will place notation in train order book of the repetition, but the original date of issue and time complete will not be changed.

When authorized by special instructions, train order forms Q, T and X may be duplicated mechanically.

When an error is made in transmitting a train order and before it has been repeated, all copies must be immediately destroyed, the order marked "Void" in train order book, and if reissued, given another number. If an order in which an error has been made has been repeated, that order must be annulled by train order Form L.

Rule 218. Issued at Meeting or Waiting Point.—When a train order is sent to a train at its meeting or waiting point (except initial station), the fact must be stated in the order in the words:

"Order to (train) at (station)."

The train must be brought to a stop by the operator, using flagman's signals, before the train dispatcher OK's the clearance.

When time at that station in wait order expires before arrival of train restricted, or the train being advanced to the meeting or waiting point has arrived, is clear of main track and train dispatcher so notified; train dispatcher may OK clearance and order may be delivered without stopping train. If the train order has been fulfilled by the inferior train, it may be annulled.

A train that is advanced to a meeting or waiting point where the opposing train receives the order must approach such station at Restricted Speed, and, in addition, stop back a sufficient distance and send flagman ahead, when necessary.

Rule 219 Revised.—Operators must make the requisite number of copies of clearance at one writing and preserve a copy unless destroyed per Rule 216 or 216(b).

New indication Rule 282: Proceed, reducing to 40 MPH before reaching next signal.

Rule 329 — changed to read as follows:

When a train or engine, having passed a proceed indication of an absolute signal, stops less than one car length beyond such signal, it must not again proceed without complying with the most restrictive indication that can be displayed by that signal unless such signal can be seen to be displaying a proceed indication.

Rule 343(a) — Effective only where authorized by Special Instruction or General Order.

At manual interlockings when unable to communicate with control operator should a signal for route to be used indicate STOP, the following will govern:

After STOP has been made, and no conflicting movement is closely approaching, movement may be made by moving train or engine at least one car length into the interlocking limits, stopping before fouling any conflicting route or track. After the interlocking limits have been occupied, a member of the crew must observe signals on conflicting route, or routes, and know that they indicate STOP. All switches and derails in the route to be used must be examined. After waiting ten (10) minutes with the interlocking limits occupied, train or engine may proceed at Low Speed to the next signal within interlocking or if there is no other signal, thru interlocking limits.

Rule 345 is changed to read:
Interlockings within CTC Territory —

At interlockings within CTC Territory when a train or engine has moved within interlocking limits either on hand signals, verbal permission, or when preceded by a flagman, it must not move beyond the interlocking limits unless there is a leaving signal governing movement beyond interlocking limits displaying other than — Low, Stop and Proceed, or Stop, except as provided by Rule 350.

New Rule 346 — Engines or cars must not be left standing between the absolute signals of an interlocking without permission.

Uniform Code of Operating Rule 350 is Cancelled and the Following New Rule 350 in Effect.

New Rule 350. — Stop Indication Per Rule 292 — When a train or engine is stopped by a Stop indication and such indication does not change promptly to a more favorable indication:

(1) Communicate with train dispatcher or control operator if means of communication is available.

(2) Upon verbal advice from train dispatcher or control operator in words: "There is no opposing train in the block," train or engine may proceed at Low Speed to the next signal.

(3) Train or engine may proceed only under flag protection to the next signal displaying other than Low, Stop and Proceed, or Stop, when there is lack of communication, or upon verbal advice from train dispatcher or control operator in words: "Proceed under flag protection." These words must be used when train dispatcher or control operator does not know there is no opposing train involved.

The procedure under (1), (2) and (3) must be repeated at each Stop indication.

Within territory where CTC Rules are in effect, trains or engines having proceeded under the provisions of Item 3 (Flag Protection), due to lack of communication, must not exceed Low Speed until it has reached the next controlled absolute signal unless communication has been established with the control operator.

When the signal in advance can be seen to display other than Low, Stop and Proceed, or Stop, and track can be seen to be clear

to such signal, train or engine may pick up flagman and proceed at Low Speed to such signal.

Exception to Rule 350: Communication with train dispatcher is not required:

1. When excepted in Rules 345 and 402.
2. In making switch moves within yard limits under the provisions of Rule 93 outside CTC territory; the exception to Rule 351 will apply.

Outside territory where CTC Rules are in effect, flagging instructions of work extra flagman will govern in proceeding from a Stop indication after receiving verbal advice from train dispatcher: "There is no opposing train other than work extra . . . in the block." In no case will train exceed Low Speed.

Exception to Rule 351 — On single track within yard limits, train or engine, after stopping, may proceed at low speed under one of the following conditions:

- (a) When a train moving in the same direction is seen in the block to be occupied and intervening track is seen to be clear.
- (b) When no movement is seen or heard approaching, train or engine must move 100 feet past signal and wait 5 minutes before proceeding.

Addition to Rule 508(5) — When Diesel engines equipped with 26-L brake equipment are set out or cut-off from a controlling consist, the MU 2-A valve must be properly positioned to "Lead" or "Dead" position before the unit is uncoupled from consist.

Rule 510(2) (Revised) — Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

Rule 606 (Revised) — In every case of personal injury in any branch of the service, a full and complete report must be made at once on prescribed form by the injured party, when physically able to do so, answering every question as fully as possible. If not physically able to do so, such report to be made by the injured party's immediate supervisor.

Train order Form P — superseding an order or part of an order.
Example (7) — Extra 272 West may run 40 MPH instead of 30 MPH from A to Z (or A to W, as the case may be).

Train orders issued under Forms S-A, B, S-C, D, and Form F (Example (6) only), may be superseded. Other forms must not be superseded, except as specified herein, such as Example 5, 6, and 7.

Example (3) must be used only to extend the right conferred. Example (7) must be used only to raise or increase maximum speed for train or trains addressed, over entire subdivision or between the points specified.

Form X Train Orders, example 1, page 102, may be modified by adding "NSD." This supersedes present instructions

RULES CHANGES (Continued)

reading, "May be modified by adding: 'Temporary speed restriction signs not displayed'."

Train orders, except Form X, Example 2, must not be issued in the form of a General Order.

Maximum speed may be increased as well as decreased by train order.

On Subdivisions where mile posts are located every two miles, the following examples of Form X Train Orders must be used:

Example 1. Do not exceed _____ MPH between the two resume speed signs governing in opposing directions located between MP _____ and MP _____.

Example 2. Do not exceed 20 MPH between the two resume speed signs governing in opposing directions located between MP _____ and MP _____.

30 MPH located between MP _____ and MP _____.

15 MPH located between MP _____ and MP _____.

Rubber stamp and printed train order Form CT 110E covering broken rails and/or open joints inaugurated reading: "Broken Rail at MP _____ Pole _____ between _____ and _____ Stop and inspect unless orally instructed by foreman in charge or a proceed signal with a green flag or light is received if safe to proceed do not exceed 10 MPH unless a higher speed is authorized by foreman in charge." Be governed by Rule 206(a), 209 and 210. A broken rail found in main tracks must be protected immediately by flagman or by reporting to dispatcher who will protect by train order and no trains allowed to pass over it until it has been determined that the rail is in such condition as will permit safe passage of trains. If it is decided trains may pass over the rail safely, all trains must be stopped before reaching the break, unless verbal communication is established with the trains involved and the foreman in charge of the work orally authorizes the train to proceed without stopping or a proceed signal is given with a green light or flag authorizing the train to proceed without stopping. Train must not exceed 10 MPH unless a higher speed is orally authorized by the foreman in charge of the work.

RULES AND INSTRUCTIONS FOR TRAIN DISPATCHERS AND OPERATORS

Rule 29. Checking Repetition.—Train Dispatchers and Operators must use particular care in repeating and checking the repetition of train orders as they are jointly responsible for the correct repetition.

Operators receiving an order must observe whether the others repeat correctly, and must call train dispatcher's attention to any errors in repetition.

Frequent checks or tests should be made by train dispatcher to know that the operators are checking repetition, by stopping

Illinois Division

RULES CHANGES (Continued)

the operator who is repeating and telling another to go ahead from there, and report violations.

Operators should not be excused from checking repetition when it can be avoided.

Checking the repetition of train orders could have prevented many accidents.

Rule 37. Writing as Transmitted and Re-copying.—Except when revising or re-copying Form X Train Orders authorized by Train Dispatchers, operators must not write or typewrite a train order or part of a train order in advance of its transmission, except in making additional copies per Rule 209.

Operators must not write or typewrite any train order, (except for Form X Train Orders only when authorized by Train Dispatcher) before it has been transmitted, then ask Train Dispatcher for a number and repeat it.

Operators are not permitted to deliver train orders that have been re-copied until they have been repeated from the new copies.

If an operator re-copies an order on account of an error in writing, train dispatcher must instruct him, and, operator will destroy the original copy before repeating the re-copy.

UNIFORM CODE OF SAFETY RULES

Rule 44. Except in unusual or emergency situations, when working on bridges not equipped with footwalk or handrail, employees must not walk, work or stand along side of moving or standing engines, cars, or other equipment.

Rule 137.—Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through curved switch leads of turnouts as follows:

	MPH	Loaded 85 ft. and Longer Cars
No. 20	40	35 MPH
No. 15	25	20 MPH
Others	10	

MPH

TOFC Trailers loaded with swinging meat thru curved switch leads of No. 15 and No. 20 turnouts 10

SPEED RESTRICTIONS (Continued)

LOCATION No. 15 TURNOUTS

Subdivision 1	MP 9 Pole 42	
	MP 9 Pole 50	
	MP 10 Pole 18	
	MP 10 Pole 22	
	MP 10 Pole 25	
	MP 15 Pole 40	
	MP 15 Pole 45	
	MP 16 Pole 2	
	MP 16 Pole 40	
	MP 17 Pole 10	
	MP 17 Pole 14	
	MP 17 Pole 17	
	MP 29 Pole 32	
	MP 29 Pole 37	
	MP 39 Pole 8	
	MP 39 Pole 16	
Subdivision 2	MP 171 Pole 2 Crossover	
	MP 171 Pole 4	—
	MP 172 Pole 31	
	MP 172 Pole 32	
	MP 174 Pole 19	
Subdivision 3	MP 159 Pole 10	
Subdivision 4	MP 236 Pole 36	
	MP 335 Pole 33	
	MP 351 Pole 28	
Subdivision 14	MP 183 Pole 15 Westward Track	
	MP 211 Pole 25 Westward Track	
	MP 211 Pole 26 End of two main tracks	
	MP 213 Pole 1	
	MP 222 Pole 19	
	MP 223 Pole 30	
	MP 228 Pole 19	
	MP 229 Pole 20	
	MP 235 Pole 10	
	MP 236 Pole 22	
	MP 244 Pole 3	
	MP 245 Pole 14	
	MP 257 Pole 14	
	MP 262 Pole 14	
	MP 271 Pole 36	
	MP 273 Pole 7	
	MP 280 Pole 10	
	MP 281 Pole 22	

LOCATION No. 20 TURNOUTS

Subdivision 1	MP 35 Pole 16 Crossover
	MP 35 Pole 20 Crossover
	MP 43 Pole 20 Crossover
	MP 43 Pole 24 Crossover

SPEED RESTRICTIONS —Continued

Subdivision 2	MP 63 Pole 15 Crossover
	MP 63 Pole 20 Crossover
	MP 102 Pole 46 Crossover
	MP 103 Pole 1 Crossover
	MP 112 Pole 47 Crossover
	MP 114 Pole 1 Crossover
	MP 114 Pole 3 Crossover
	MP 115 Pole 28 Crossover
	MP 115 Pole 37 Crossover
	MP 148 Pole 28 Crossover
	MP 148 Pole 39 Crossover
	MP 157 Pole 42 Crossover
	MP 172 Pole 26 Crossover
	MP 174 Pole 27 Crossover
Subdivision 4	MP 221 Pole 6 End of two main tracks
	MP 221 Pole 13
	MP 222 Pole 38
	MP 234 Pole 20 1/2

MAXIMUM ENGINE SPEEDS	MPH
610, 630, 639, 641-646, 649, 650-655, 657-665, 675-677	95
190-199, 200-299, 415-424, 451-456, 4582-4599	70
300-396, 4700-4719, 4790-4799, 430- 441, 529-563, 765-780, 795-797, 811- 840, 900-949, 1200-1299, 1300, 1302- 1353, 4421-4493, 4500-4555, 4800- 4804, 4900-4909, 4300-4356	65

	All Trains MPH
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Sub- division 1-A and 1-B	49
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators ..	30 Eng. Only
Single unit engines running forward light, or with only one car (except suburban service)	35
Road freight or passenger diesels, other than road switchers, backing up	25
When this is being done, except in swit- ching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve	

SPEED RESTRICTIONS—Continued

Short Wheel base ore hoppers.....	30
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer.....	25
Pile Driver 95230, 95231, 95232 and Crane 95260:	
Main Line.....	35
Branch Line (except as shown below).....	25
Subdivision 3-A, 10-B, 14-B.....	20
Subdivision 1-A,.....	10
Subdivision 4-A; must not be handled unless authorized by officers.	
These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.	
These machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where it can be done unless otherwise authorized.	
These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In	

SPEED RESTRICTIONS—Continued

such case speed restrictions will be as follows:.....	
Subdivisions 9 and 10.....	35
Subdivision 1-B.....	25
Subdivision 3-A, 4-B, 14-B.....	20
Subdivisions 1-A,.....	15
All other Subdivisions.....	40
Spreader 95319 and 95320 when being moved in train with wings in trailing position and coupled to loaded cars on both ends.....	40
Suburban cars series 2500 and 2600 are conventional equipment restricted to...	70
Trains handling welded rail of any length will not exceed 35 MPH; 5 MPH through turn-outs. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.	
Air dump cars under load (R.I. SERIES 97000).....	40
Trains and engines having six-axle locomotive in engine consist, where present curves are posted 45 or 50 MPH, except E-7, E-8 and E-9 passenger units	
When gross tonnage of freight trains exceeds 80 tons per operative brake (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train).	40
Where speeds on any subdivision or part thereof are lower than the above. THE LOWER SPEED WILL GOVERN.	40

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

	Maximum height of water above rail
Diesel engines.....	3 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

1. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

2. Scale test cars moving in trains will be handled next ahead of cabooses. RI 95381 may be positioned at any location in the train.

All work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of cabooses. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of cabooses.

3. Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.

4. When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by verbal communication when authorized by an officer.

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings, motor car set-offs, or at any place marked by flanger signs.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

- B—General order boards and Books
- C—Standard clock
- F—Fuel station
- P—Telephone
- R—Train register station
- T—Turntable
- W—Water station

Y—Wye

TO—Train order station per Rule 221

TO(N)—Train order station, no train order signal

UX—Railroad crossing not protected by interlocking

Yd—Station where yard limit signs are maintained

☐—Base Radio

* Wayside Radio

M—Manual Interlocking

A—Automatic Interlocking

M/A—1. Communicate with Control Operator if interlocking signal indicates STOP.

2. If means of communication is not available or when instructed by control operator, be governed by Rule 344.

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

8. In case of emergency, whenever a suburban train cannot be fully operated from cab or car end, in push-pull service, operation must be transferred to the engine end. When so operated from the engine end, in a back-up movement, rules pertaining to back-up movements of passenger trains will apply and speed must not exceed 25 MPH. A complete stop must be made before entering train shed at LaSalle Street then proceed at a speed not to exceed 5 MPH until train is stopped for unloading.

9. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

10. HIGHWAY CROSSING SIGNALS—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved extreme care should be taken to see the correct controller is used.

11. Account snow and ice conditions, crews must know that switch points and flangeways are sufficiently free of snow and ice to insure safety.

SPECIAL INSTRUCTIONS—Continued

Where visibility is restricted by blowing snow, crews must know that train has been inspected each 50 miles, or more often when deemed necessary. When there are no other employees on duty to assist with train inspection, a walking or pull-by inspection must be made. Reduce speed of train when passing maintenance gangs and open stations to permit a thorough train inspection.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

Drawbridges are located as follows:

Joliet — Des Plaines River

Seneca (Dupont Spur) — Illinois River Normal position open.

Rock Island — Mississippi River. Trains and engines must approach Absolute Signal at Low Speed and when Low aspect is displayed, proceed at 15 MPH over bridge. If train or engine is stopped or delayed between Absolute Signal and draw-span of bridge, train or engine must be backed clear of Absolute Signal and receive signal indication to proceed, or a member of crew must receive verbal assurance from towerman that it is safe to proceed.

14. In CTC territory, where maximum speed is in excess of 20 MPH, trains or engines using a hand operated main track switch not equipped with electric lock must have a portion of its train occupying main track or leave main track switch open while using such track. Trains or engines must not clear main track at such switches.

Switch locations Subdivisions 1 & 2 subject to these restrictions are as follows: (1) MP 28 Pole 10; (2) MP 46 Pole 0; (3) MP 150 Pole 30; (4) MP 156 Pole 19; all South track.

15. Dead engines will be handled immediately behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

16. Engine consists of two or more units making a reverse movement from mechanical facility to their train or from train to mechanical facility, the controls will be handled from lead unit in the direction of travel when possible to do so. This must be done any time relatively long moves are made or for shorter distances when necessary for safe movement.

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no

SPECIAL INSTRUCTIONS—Continued

other damage to wheel or running gear exists, they may be operated at speeds as follows:

(1) Less than two and one-half inches—Normal Speed.

(2) Two and one-half inches or more—Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication.

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. TRAIN LOCATION LINE-UP RULES—Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations of Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew:

1. Before placing track car on main track.
2. Before operating track cars foul of main track.
3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul of main track by providing flag protection as prescribed by Rule 99.

The Line-up shall list all trains on the road, ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible.

Line-up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear

within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 A.M.; or No. 74 leave (Station) not before 2:01 P.M., etc.

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely." On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely."

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" Train Order (Wait Order).

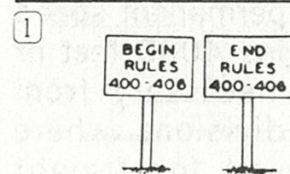
Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

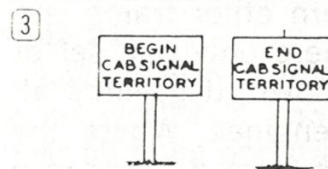
Rule 21



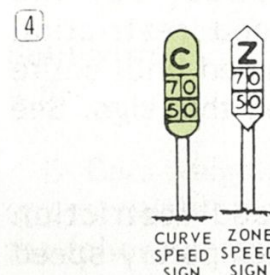
1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.



2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.



3. Indicates location of beginning and end of cab signal territory.



4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown it governs all trains and engines. See Rule 10(h).

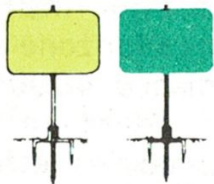
5



PERMANENT SLOW SPEED SIGN

5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10(h).

6



TEMPORARY SLOW AND RELEASE SIGNS

6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10(g).

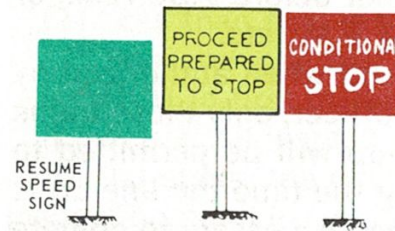
7



STOP SIGN

7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

8



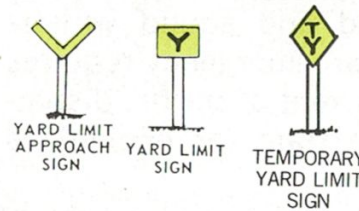
RESUME SPEED SIGN

PROCEED PREPARED TO STOP

CONDITIONAL STOP

8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10(i)(1) and 10(i)(2).

9



YARD LIMIT APPROACH SIGN

YARD LIMIT SIGN

TEMPORARY YARD LIMIT SIGN

9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits. Temporary Yard Limit sign indicates beginning of yard limits authorized by and during effective time of form T train order.

10



R.R. JUNCTION SIGN

10. R.R. Jct. sign indicates R.R. jct. located 1 mile ahead.

11



R.R. CROSSING SIGN

11. R.R. Crossing sign indicates R.R. Crossing located 1 mile ahead.

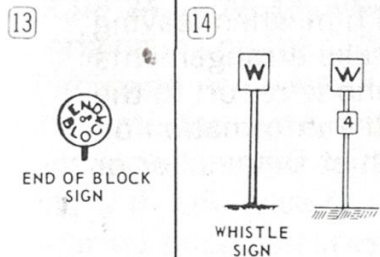
12



OVERLAP SIGN

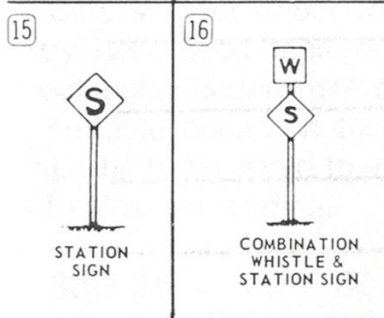
12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.

SPECIAL INSTRUCTIONS—Continued



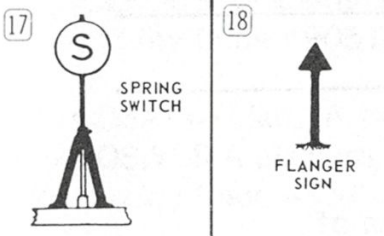
13. End of block sign indicates the point where block signal section ends.
14. Whistle sign indicates point where Rule 14 (I) whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on subdivisions where maximum speed is:
- | | | |
|----------------|-------|----------|
| 40 MPH or less | ..... | 1320 Ft. |
| 40-60 MPH | ..... | 2000 Ft. |
| 60-80 MPH | ..... | 2600 Ft. |
| 80-90 MPH | ..... | 3000 Ft. |

When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14 (I) is to be sounded. Whistle signal Rule 14 (I) must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.



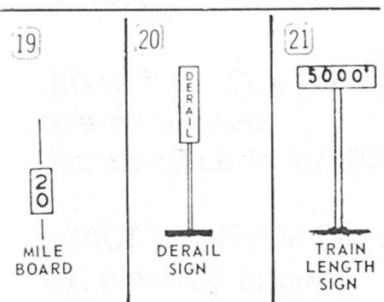
15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.

16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.



17. Indicates location of spring switches.

18. Flanger sign indicates location where flangers are to be raised over motor car set-offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.

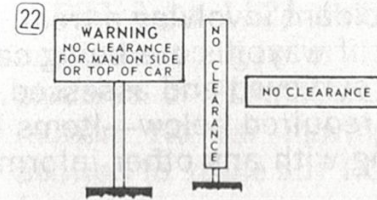


19. Mile board indicates mile post location.

20. Derail sign indicates location of derails.

21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.

SPECIAL INSTRUCTIONS—Continued



22. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.

Roadway signs facing direction of approaching trains, except temporary speed restriction signs, will be respected regardless of which side of the track signs are located. These instructions will not apply to "PROCEED PREPARED TO STOP" and "CONDITIONAL STOP" signs when displayed beyond both rails of an adjoining main track.

Rule 22

Loads (gross weight of car and lading) with a maximum gross weight of 263,000 pounds can be moved unrestricted over all main and branch lines except those shown below:

Subdivision	Description of Line	Gross Wgt.
4-A	Iowa City to Hills	190,000
4-B	Keokuk to Eldon	190,000 D

D. Cars weighing from 190,000 pounds to 263,000 pounds (gross weight) may be handled between Keokuk and Eldon with the following restrictions:

Br. No.	Town	Speed
317	Farmington	10 MPH
336	Boneparte	10 MPH
360	Boneparte	10 MPH
477	Mt. Zion	10 MPH

Industrial and Yard Trackage (Restriction account of Bridges)

Subdivision	Gross Wgt.
2 Morris Terminal Industrial Tracks	212,000
2 Marseilles Manufacturers Spur	200,000
2 Utica Cement Spur	200,000
14 East Yard (Davenport)	200,000
14 Block Cement & Gravel Siding (Davenport)	220,000

Loads (gross weight of car and lading) with a maximum gross weight exceeding that shown above must not be moved except on authority of Chief Train Dispatcher. The Chief Train Dispatcher, before authorizing movement must obtain authority from the General Superintendent of Transportation.

Covered hopper cars, loaded or empty, and other loaded open-top cars or open-top TOFC with lading extending above top of car or trailer must not be trained next to caboose in trains.

Rule 23

In the event of a derailment or accident involving a train, Conductor will take train list and waybills with him when leaving caboose to survey the damage, or if waybills are being carried on head end of train, Conductor must make arrangements to secure. After damage has been surveyed and assessed, he must, as soon as practicable, make a telephone report to the Train Dispatcher the information required below—Items 1 through 11. The Train Dispatcher will enter the information on the proper form in his office along with any other information deemed necessary and furnish to the Chief Dispatcher or Asst. Chief Dispatcher on duty.

1. Train or Engine Number _____
2. Location _____ Nearest Mile Post _____
 Brief description of physical layout such as curves, cut, fill, ascending or descending grade. _____

3. Time of Derailment or Accident _____
4. Loads, empties and tons (in train) _____
5. Location in train of derailed cars _____
6. Estimate of Track, Bridge or Signal damage _____

7. Personal injuries _____
8. Cause of Derailment or Accident (if known) _____
9. Weather conditions _____
10. If Hazardous Material involved: _____
 - A. How close to residential or commercial establishments _____

 - B. Are any cars broken open or leaking (if yes, describe) _____

 - C. Is any car or equipment on fire _____

11. Details of cars involved as follows: (List each car involved in accident or derailment) _____

Car Initial & Number	Waybill Name of Commodity	Shipper	Origin	Consignee	Destn	Placarded	Position of Derailed car

SPECIAL INSTRUCTIONS—Continued

Rule 24 — All shipments of Class A Explosives moving to, via or originating on the CRI&P Railroad must not be moved from an interchange point with another railroad or from a local loading point until the car has been inspected by a mechanical department representative to determine that car meets certain restrictions with reference to structural and brake shoe requirements. Under no circumstances may cars be moved that are equipped with standard cast iron brake shoes. Other brake shoes which are permitted must meet certain AAR wear limit requirements. Cars should be stencilled "Equipped with high friction composition brake shoes," letters to be at least one and one-half inches high.

Cars containing Class A Explosives must be equipped with:

- (1) a continuous steel sub-floor or,
- (2) metal spark shield, located on each side of the center sill, extending continuously from the center sill to the side sill, and continuously from the end sill to a point not less than 1 foot beyond the tread of the inside wheel of the car truck and which does not have an accumulation of oil, grease, or debris, constituting a fire hazard.

While being transported, if there is evidence of brakes sticking on any of these cars, measures must be taken to assure that air brakes and hand brakes are fully released.

If there is evidence of overheating of any component of a car, or the suspension system or draft gear assembly of a car is found to be in an unsuitable condition for service, each defective car must be set out from the train, or the train may proceed at a speed of not more than 10 MPH to the nearest point where it can be set out.

Cars set out under these conditions may not be moved until they have been repaired, inspected and certified as safe by a mechanical department officer. If car cannot be made safe and in a suitable condition for service, the Class A Explosives lading must be transferred to a car which meets requirements for Class A Explosives loading.

Rule 25. — Form CT 231 (Notification to Crew of Hazardous Materials in Train) must be furnished to conductor and engineer of trains handling cars containing hazardous materials identified by new Standard Transportation Commodity Code as follows:

DAGNFCG — Flammable compressed gas or flammable gas with DANGEROUS placards or FLAMMABLE GAS placards applied; Commodity Code 4905100 to 4905867

EXPLOSA — Class A explosives with EXPLOSIVES placards or EXPLOSIVES A placards applied; Commodity Code 4901100 to 4901710

FPOIGAS — Class A flammable poison gas or liquids with FLAMMABLE POISON GAS placards or POISON GAS placards applied; Commodity Code 4920100 to 4920130

POIGASA — Class A poison gas or liquids with POISON GAS placards applied; Commodity Code 4920300 to 4920920

RADACT3 — Fissile Class III radio-active material with RADIO ACTIVE placards applied; Commodity Code 4927000 to 4927480

SPECIAL INSTRUCTIONS—Continued

DOT Type 112A and 114A tank cars transporting flammable compressed gas or flammable gas requiring DANGEROUS placards or FLAMMABLE GAS placards shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT Type 112A car or 114A car containing flammable compressed gas or flammable gas placarded DANGEROUS or FLAMMABLE GAS, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

The shipping papers required for loaded DOT Type 112A or 114A cars containing flammable compressed gas or flammable gas placarded DANGEROUS or FLAMMABLE GAS must carry the notations "DOT 112A" or "DOT 114A" and either "Flammable Compressed Gas Placarded Dangerous" or "Flammable Gas Placarded Flammable Gas." Papers must also carry the notation "must be handled in accordance with FRA E. O. No. 5."

Loaded tank cars other than flammable compressed gas or flammable gas placarded DANGEROUS, FLAMMABLE, OXIDIZER, CORROSIVE, NON-FLAMMABLE GAS, POISON, ORGANIC PEROXIDE, CHLORINE, or OXYGEN-Gravity Retarded (Hump) Rules:

(1) These cars being handled in switching operations, when not shoved to rest, must be cut off one car at a time and retarded to the slowest possible speed to prevent overspeed impact.

(2) No car or cars shall be released until the loaded tank car placarded as above is stopped in the clear on the designated track. Following car or cars for the same track must be single car movements retarded to the slowest possible speed to prevent overspeed impact until the loaded tank car placarded as above is covered by one (1) car.

Flat Switching Rules:

(1) All loaded tank cars placarded DANGEROUS, FLAMMABLE, FLAMMABLE GAS, OXIDIZER, CORROSIVE, NON-FLAMMABLE GAS, POISON, ORGANIC PEROXIDE, CHLORINE, or OXYGEN handled in other switching operations must be shoved to rest or to a coupling.

(2) Following car or cars for the same track must be shoved to a coupling until the loaded tank car placarded as above is covered by one (1) car.

(3) These instructions do not modify any of Bureau of Explosives Poster No. 1, regarding "switching cars containing explosives, poison gas or flammable poison gas or placarded trailers on flat cars."

Rule 26. — At interchange locations where no mechanical forces are available, conductors are to make a visual inspection of cars interchanged from other roads for the purpose of detecting any mechanical defect.

Conductors are also responsible to see that a visual inspection of lading on open top cars is made and when any damage, shifting of lading or improper securement is noted, the party making the inspection will make a note to that effect and pin it on the waybill. At the next terminal, this information should be typed or written on the waybill so that this will become a permanent record and relieve our company from participating in claims paid for that damage.

SPECIAL INSTRUCTIONS (Continued)

Rule 27. The following will govern the handling of Relief Derricks:

Prior to moving a relief derrick from terminal a Car Department Officer or Supervisor must make a thorough inspection to determine that boom, outriggers and tie downs are secured, journal boxes inspected and other servicing requirements have been completed.

Unless otherwise authorized by Division Superintendent an Officer and a Car Department Supervisor must ride the train to and from the work site, also when making movements at the Work site an Officer or a Car Department Supervisor must accompany at all times. While in movement to and from the work site, Car Department Supervisor will consult with Officer in charge, or train crew, as to locations where train will be stopped for a standing inspection of the equipment.

During the time derrick is engaged in work at the work site, the Wrecker Foreman is in charge of any moves made and all signals to Wrecker Engineer will be given by him. An Operating Officer will be present to supervise handling of the movement of the derrick and cars in the derrick consist but any such moves will be only on the direction of the Wrecker Foreman in charge, after he has ascertained that the move(s) can be made safely.

Rule 28. Standard Watches. All railroad grade pocket watches entering into service for the first time must be size 16, lever set, 21 or more jewels, and of construction and in a condition that they will run within a gain or loss of 30 seconds per week, in use.

The dial must be plain, with Arabic numerals of the "box car" type. It may have marginal minute numerals. It must have heavy hands.

SPECIAL INSTRUCTIONS (Continued)

The following watches meet these requirements:

Make	Size	Jewels	Model
Waltham	16	23	Double Roller Vanguard
Elgin	16	23	D. R. B. W. Raymond
Elgin	16	21	D. R. B. W. Raymond
Hamilton	16	23	D. R. No. 950
Hamilton	16	21	D. R. No. 992 Ry Spl
Illinois	16	23	D. R. Bunn Special
Illinois	16	21	D. R. Bunn Special
Ball	16	23	D. R. Official RR Std.
Ball	16	21	D. R. Official RR Std.

The following wrist watches are authorized:

B. W. Raymond (Elgin)
 Ball TRAINMASTER Model 1604B
 Ball TRAINMASTER Automatic
 Hamilton 505 Electric Railway Special
 Bulova Accutron 226 — Stainless Steel
 Bulova Accutron 427 — Gold filled
 Bulova Accutron CC — Stainless — with calendar
 Bulova Accutron CD — Gold filled — with calendar
 Eterna Sonic No. 133TRA1550 Electric
 Wyler Incaflex Dynawind No. 4125RA All Steel self-winding

Wyler Incaflex stem wind No. 1370RA

(The latter two must have a sweep stop device.

All 3 are made by Wyler Watch Corporation).

Longine UTL 6312 SFG Electric 24 hour dial calendar watch

Wrist watches (with the exception of the Bulova Accutron) must be cleaned and oiled each 18 months, and watch card (Form CT-90-B) must be marked to indicate last cleaning date. The energy cell in the Bulova Accutron and other electric wrist watches must be renewed each 12 months and watch card (CT-90-B) marked to indicate date last renewed.

Standard Pocket Watches must be cleaned and oiled each 24 months and watch card (CT-90-B) marked to indicate last cleaning date.

CMStP&P watch standards authorized for CMStP&P employees operating on CRI&P trackage.

CAB SIGNALS

Cab signal territory extends from MP 14 Pole 20 Sub-division 1 to MP 181 Pole 2 Subdivision 2. All equipped engines operating in this territory must keep cab signal apparatus power switch in "on" position and air supply valve to warning whistle open at all times. The above mentioned power switch must be placed in "off" position and air supply valve must be closed when leaving this territory.

Cut-in sections for the purpose of informing enginemen when cab signal territory is being entered are located at the following points:

Eastward—

Rock Island—On eastward main track MP 181 Pole 2 to MP 180 Pole 37.

Kelly Yard—On east lead of east yard track at MP 172 Pole 48.

Bureau — On main track Subdivision 3, MP 114 Pole 17 to MP 114 Pole 8

Westward—Chicago

On westward main track MP 11 Pole 3 to MP 12 Pole 0.

On eastward main track MP 15 Pole 37 to MP 15 Pole 41.

On crossover, track 5 to westward main track at MP 15 Pole 30.

On crossover, track 5 to westward main track at MP 15 Pole 43.

At west end of track 5 MP 15 Pole 48 to MP 16 Pole 11.

DePue, Illinois—West end of eastward siding.

Eastward and westward—

Joliet—On roundhouse lead.

Bureau-Engine Tie-up Track.

Running test section for eastward trains is located at MP 183 Pole 12 to MP 183 Pole 38, eastward main track, Davenport. Enginemen on all equipped engines, both passenger and freight, must cut in cab signal apparatus approximately 2 minutes before reaching test section to allow time for equipment to heat up properly. A speed of not to exceed 12 MPH must be maintained while passing through the test section. Cab signal should display, Clear (green) Approach Medium (yellow over green), Approach (yellow), and low (red over yellow), signals in the order named, and proper acknowledgment should silence the cab signal whistle, while passing through test circuit. Improper operation of indications must be reported to the Chief Dispatcher at Des Moines immediately by wire or phone.

Operation of cab signal apparatus must be noted on the work report.

Non-equipped engines must not be operated in cab-signal territory except:

Yard engines or other engines with or without cars, speed not to exceed 20 MPH, at the following general switching limits:

- Kelly Yard—MP 168 Pole 0 to MP 181 Pole 2.
- LaSalle-Peru—MP 97 Pole 10 to MP 101 Pole 20.
- Utica—MP 91 Pole 20 to MP 95 Pole 3.
- Ottawa—MP 82 Pole 21 to MP 88 Pole 3.
- Marseilles—MP 75 Pole 33 to MP 79 Pole 3.
- New Lenox Rockdale—MP 33 Pole 0 to MP 43 Pole 30.
- Blue Island—MP 14 Pole 2 to MP 18 Pole 25.

Work trains between Blue Island (MP 15 Pole 37) and Rock Island (MP 181 Pole 2) proceed at LOW SPEED.

Engines for repairs, or to relieve an engine to be repaired, or to fill a new assignment, or to perform switching service, proceed at LOW SPEED, unless otherwise restricted, at and between the following points:

Blue Island	MP 15.7	Utica	MP 94.0
Joliet	MP 40.2	DePue	MP 109.9
Morris	MP 61.7	Bureau	MP 114.2
Marseilles	MP 77.3	Geneseo	MP 151.5
Ottawa	MP 84.5	Kelly Yd.	MP 173.7

If after passing a fixed signal, the cab signal indication changes from LOW SPEED to a more favorable indication, speed must not be increased until train has moved its length.

If the cab signal warning whistle sounds longer than 10 seconds, the employee nearest the operating compartment of the engine, will go to the engineer immediately.

When cab signal indication does not correspond with block signal indication, for two consecutive blocks, cab signal may be considered inoperative. If previous advice has been received from train dispatcher or by bulletin of inoperative cab signal within designated limits, train must proceed within those limits in accordance with the following two paragraphs, and must report the facts to the train dispatcher from the next available point of communication.

When a cab signal device becomes inoperative, train may proceed in accordance with block signal indications but not exceeding 40 miles per hour and report to the train dispatcher who will instruct as to cutting out cab signal devices and further movement of train.

When cab signal devices have been cut out, trains may proceed in accordance with block signal indications but not exceeding maximum speed and as much slower as rules and/or conditions require.

When cab signal warning signal fails to sound when cab signal changes to a more restrictive indication, it constitutes a failure.

Cab signal apparatus shall be cut out as follows:

- (1) On all engines except lead engine when doubleheading.
- (2) When leaving cab signal territory as indicated by roadway signs.
- (3) When defect is apparent.

Cab Signal aspect per Rule 287 changed to display yellow over green instead of yellow.

Oral conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

in charge of work at MP _____ calling (Train No.) _____
(after train answers giving his identification): _____

This is RI _____ in charge of
OCCUPATION
work between MP _____ and MP _____ Train Order No. _____
_____. We are in the clear and you may proceed
past the red conditional stop sign and through the limits of order
at _____ MPH.

Where Rule 10(i)(2) is authorized, Foreman will omit the
words, "Train Order No. _____."

ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train _____

I may proceed past the red conditional stop sign and
through the limits of Order No. _____ between MP _____
and MP _____ at _____ repeat _____ MPH.
SPEED SPEED

Where Rule 10(i)(2) is authorized, Engineer will omit the
words, "of Order No. _____."

**What have you done
for safety today?**

Oral conversation between foreman in charge of work and engineer to be used to authorize one additional restriction between "Conditional Stop" signs.

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

in charge of work at MP _____, calling (Train No.) _____
(after train answers giving his identification): _____

This is RI _____ in charge of work
OCCUPATION
between MP _____ and MP _____ Train Order No. _____
_____. We are in the clear and you may proceed past the red con-
ditional stop sign and through the limits of order at _____
MPH except _____ MPH between MP _____ and
MP _____.

Where Rule 10(i)(2) is authorized, Foreman will omit the
words, "Train Order No. _____."

ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train _____. I may proceed
past the red conditional stop sign and through the limits of
Order No. _____ between MP _____ and MP _____
at _____ MPH except _____ MPH between MP _____
and MP _____ ; repeat, at _____ MPH except _____
MPH between MP _____ and MP _____.

Where Rule 10(i)(2) is authorized, Engineer will omit the
words, "of Order No. _____."