

These "Speed Restrictions and Special Instructions" are for the exclusive use and guidance of employees.

UNIFORM CODE OF OPERATING RULES:

4(b) Employees whose duties are in any way affected by the timetable must have a copy of the current timetable and these special instructions with them while on duty.

TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	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

Chicago, Rock Island & Pacific Railroad



SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS

**ILLINOIS - CENTRAL - DES MOINES
DIVISIONS**

No. S-7

**EFFECTIVE AT 12:01 A.M. STANDARD TIME
CENTRAL TIME - Goodland and EAST
MOUNTAIN TIME - Goodland and WEST**

SUNDAY, OCTOBER 30, 1966

F. J. GARNER Superintendent	D. E. VISNEY Superintendent	G. H. VOSS Superintendent
A. E. ANDERSON Asst. General Manager	B. L. SCHOECH Asst. General Manager	
J. B. BUFFALO General Manager	W. F. THOMPSON Senior Asst. General Manager	

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

		Loaded 85 Ft. & Longer Cars
No. 20	40	35
No. 15	25	20
No. 10	15	
Others	10	

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 20 Pole 32
MP 29 Pole 37
MP 39 Pole 8
MP 39 Pole 16
- Subdivision 2 East end westward siding Geneseo
MP 171 Pole 2 crossover
MP 171 Pole 4 East end Yard Silvis
MP 172 Pole 31 West end departure yard Silvis
MP 172 Pole 32 Freight lead to receiving Yard Silvis
MP 174 Pole 19 West end receiving yard, Silvis
- Subdivision 2A MP 159 Pole 10 East end ice house No. 1 track
Peoria Yard
- Subdivision 4 MP 236 Pole 36 West end siding Iowa City
MP 335 Pole 33 West end siding Colfax
MP 346 Pole 32 End of two main tracks Altoona
- Subdivision 5 MP 473 Pole 25 East end siding Peter
MP 475 Pole 0 West end siding Peter
MP 487 Pole 4 East end Bluffs
MP 489 Pole 4 End of two main tracks Co. Bluffs
- Subdivision 7 MP 329 Pole 11 East end siding Robertson
MP 330 Pole 30 West end siding Robertson
MP 315 Pole 37 East end siding Norton
MP 317 Pole 13 West end siding Norton
- Subdivision 17 MP 244 Pole 37 South end siding Glenville
MP 251 Pole 27 Junction switch Curtis
MP 268 Pole 15 South end siding Ellendale
MP 269 Pole 22 North end siding Ellendale
MP 284 Pole 5 South end siding Owattonna
MP 285 Pole 11 North end siding Owattonna
MP 295 Pole 4 South end siding Kasper
MP 296 Pole 9 North end siding Kasper
MP 306 Pole 14 Junction switch Comus
MP 333 Pole 13 Junction switch Rosemount
- Subdivision 18 MP 191 Pole 3 Junction switch Clear Lake Junction
- Subdivision 27 MP 211 Pole 26 End of two main tracks, Culver
West end of siding, Culver
Both ends of siding, Letts
Both ends of siding, Fredonia
Both ends of siding, Cotter
Both ends siding, Kay
Both ends siding, Brighton
(continued)

SPEED RESTRICTIONS - CONTINUED

- Subdivision 27 (Continued)
Both ends siding, Otero
Both ends siding, Libertyville
Both ends siding, County
- Subdivision 28 MP 306-37 East end siding Belknap
MP 308-8 West end siding Belknap
MP 316-27 East end siding Paris
MP 317-34 West end siding Paris
MP 323-34 East end siding Sharon
MP 325-1 West end siding Sharon
MP 334-33 East end siding Centerville
MP 340-8 West end siding Centerville
MP 350-35 East end siding Seymour
MP 363-14 East end siding Allerton
MP 364-26 End of two main tracks Allerton
MP 381-32 East end siding Mercer
MP 383-5 West end siding Mercer
MP 391-36 East end siding Princeton
MP 392-38 West end siding Princeton
MP 399-26 East end siding Mill Grove
MP 401-6 West end siding Mill Grove
- Subdivision 29 MP 425-0 Junction switch Coburn
MP 427-36 End of two main tracks Shearwood
MP 433-21 East end siding Lock Springs
MP 434-34 West end siding Lock Springs
MP 443-17 East end siding Nettleton
MP 444-29 West end siding Nettleton
MP 449-22 East end siding Shoal
MP 450-33 West end siding Shoal
MP 458-34 East end siding Polo
MP 460-4 Crossover Polo
MP 471-25 Crossover Lawson Jct.
MP 274-8 East end siding Lawson
MP 287-16 Crossover Moseby Jct.
- Subdivision 31 MP 64-4 South end siding Carlisle
MP 30-32 North end siding Williamson
MP 29-19 South end siding Williamson
- ### 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
- 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 End of two main tracks
West Liberty, MP 221 Pole 3
East end of siding West Liberty
West end of siding West Liberty
East end of siding Iowa City
- Subdivision 5 MP 362 Pole 24 end of two main tracks West Des Moines
MP 362 Pole 28 C&NW connection West Des Moines
MP 454 Pole 4 East end siding Hillis
(continued)

SPEED RESTRICTIONS - CONTINUED

Subdivision 5 (Continued)	MP 457 Pole 0 West end siding Hillis
	MP 474 Pole 26 CGW Connection Peter
	MP 486 Pole 16 CGW Connection Rigg
Subdivision 28	MP 364-30 Junction switch to Subdivision 31 Allerton
	MP 364-35 Both ends main track crossover Allerton
	MP 372-21 End of two main tracks Clio
Subdivision 29	MP 417-17 End of two main tracks Lake
	MP 420-10 End of two main tracks Scott
	MP 460-9 End of two main tracks Polo
	MP 471-28 Crossover Lawson Jct.
	MP 294-8 East end siding Liberty
	MP 295-8 West end siding Liberty
	MP 302-32 West end two main tracks Mo River Drawbridge
	MP 303-12 East end two main tracks Mo River Drawbridge
	MP 304-12 Crossover Freight Line Junction

MAXIMUM ENGINE SPEEDS

402-403, 409, 603-612, 625-655, 750-751	95
244-281, 415-424, 1700-1709, 1860-1869	83
485-499, 621	80
300-381	77
10-23, 28-35, 42-49, 100-143, 200-243, 404-406, 408, 410-411, 430-441, 450-475, 615, 617, 675-677, 920-936, 940-949, 1200-1353	70
537-546, 765-779, 795-797, 811-840	65
717-745	60
529-536, 1001-1015	45
550-563, 700-707, 900-914	40

	Psg.	Freight
Trains and engines moving against current of traffic on two main tracks not signaled both directions	60	50
Passenger trains handling TOFC cars are restricted to 70 MPH and will not exceed freight train speed on curves		
Loaded cars in excess of 240,000 lbs. gr. wt. must not be moved over following Subdivisions without authority: 4-A, 5-B, 6-A, 6-B, 16-A, 20-B (Belmond to Lakota) 20-C, 21-A, 22, 22-A, and 23.		
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals	30	
Railroad crossing not protected by interlocking except where higher speed authorized in this rule (engine only)	10	
Engines running forward light, or with only one car (except suburban service)	Frt. train speed	Frt. train speed
Passenger trains handling cabooses		
Road freight or passenger diesels, other than road switchers, backing up	40	
When this being done, except in switching 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.		
Trains Handling Scale Test Car R1 95384	40	
Scale test cars moving in trains will be handled next ahead of caboose.		
Short Wheel base ore hoppers	30	
Weed Spray WS-9, WS-10 running light or towed in train	40	
When being towed in train cab end must be to the rear, and coupled next ahead of rear car or caboose.		

(continued)

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
Except as shown below:		
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer		25
Pile Driver 95231, 95232		
Crane 95260		
Main Line		35
Branch Line		25
Subdivisions 19 Bridge 286, 20, 21		25
Subdivision 1B		30
Subdivisions 1A, 4D, 4E, 5A, 5B, 5C, 5E, 17A, 20B, 20C, 21A, 22, 22A, 23, 31A		20
Subdivision 16A Bridge 818		15
Subdivision 6A, 6B, except bridge 818 on 6A		10
Subdivision 4A 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 can be done unless otherwise authorized.		
Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.		
These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:		
Subdivision 15, 16		35
Subdivision 19, 20, 21		30
Subdivision 1B, 20A, 37, 8 Limon to Colo. Spgs.		25
Subdivision 3, 17A, 20B, 22, 4C, 4D, 4E, 31A, 5A, 5B, 5C, 5E, 23, 30, 30A		20
Subdivision 1A, 6A, 6B, 16A, 21A		15
All other Subdivisions		40
Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends		40
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains, booms must be disconnected, taken down and securely fastened to the floor of the car.		
Trains handling continuous welded rail will not exceed 35 MPH on tangent track or 5 MPH through turn outs. Buffer cars must be placed on both ends of continuous welded rail and must be handled on head end of train.		
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.		
SUBDIVISION 1 (Except as shown below)	79	60
MP 0 to MP 6.65 - Tracks Nos. 1 and 6	20	20
Tracks Nos. 2, 3, 4 and 5	45	30
16th Street, I.C. Crossing	15	15
22nd Street and Archer Avenue curves	20	20
22nd Street and Archer Avenue crossovers	10	10

(continued)

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 1 (Continued)		
C.R.I. & P. trains or engines through reverse curves at 61st Street	25	25
MP 6.65 Englewood (63rd St.) to MP 16.0 Blue Island (Except as shown below)	60	30
MP 6.65 to MP 6.70 PRR crossing	25	25
MP 6.65 to MP 9.8 Track 5 - Between Englewood and Gresham	45	30
MP 9.92 to MP 10-8 - Gresham, ascending or descending incline	40	25
MP 9.8 to MP 14-35 Track 5 - Between Gresham and Burr Oak	25	25
MP 12-0 - Washington Heights - Pennsylvania RR Crossing, Tracks 3 and 4	50	30
MP 12-0 - Washington Heights - Pennsylvania RR Crossing, Track 5	20	20
MP 31-8 to MP 31-24	70	50
MP 33-44 to MP 38-45	70	50
MP 38-45 to MP 40-8 (Except as shown below)	60	40
MP 38-48 EJ&E Crossing	50	25
MP 39-10 MC Interlocking	40	30
MP 40-8 to MP 40-47 - GM&O and AT&SF RR Crossing Joliet UD Station, Bridge 407	25	15
MP 40-47 to MP 42-2	60	50
Suburban Trains	70	
SUBDIVISION 1-A (Except as shown below)		
Main line trains detouring	25	20
Through Interlocking	20	20
Union Street to Grove Street	30	20
SUBDIVISION 1-B (Except as shown below)		
Through Interlocking, Gresham	15	15
SUBDIVISION 2 (Except as shown below)		
MP 49-12 to MP 50-30	70	55
MP 61-20 to MP 61-48	60	50
MP 73-0 to MP 73-34	75	60
MP 83-44 to MP 88-24 (Except as shown below)	60	50
MP 84-50 CB&Q Crossing	50	50
MP 88-24 to MP 96-5	79	50
MP 96-5 to MP 101-0	55	40
MP 101-0 to MP 101-15	50	35
MP 101-15 to MP 102-27	65	45
MP 102-27 to MP 106-0	70	50
MP 112-22 to MP 113-42	60	50
MP 113-42 to MP 114-38	40	40
MP 114-38 to MP 117-13 (North track only)	75	---
MP 127-35 to MP 130-14	60	50
MP 169-35 CB&Q Crossing	70	50
MP 169-46 to MP 170-10	70	50
MP 171-32 Crossover Switch North track Eng only	20	20
MP 172-25 to MP 173-38 (North track only)	60	40
MP 173-38 to MP 178-12 (North track only)	50	30
MP 172-25 to MP 174-16 (South track only)	60	40
MP 173-43 Crossover Switch North track Eng only	20	20
MP 174-16 to MP 178-12 (South track only)	50	30
MP 178-12 to MP 181-5	30	20
(East Moline) - Westward trains and engines heading out of west end Silvis Yard will not exceed speed of fifteen (15) miles per hour on either north or south tracks from west end power crossover, MP 174 pole 30, to 13th Street, East Moline, MP 174 pole 38.		

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 2-A (Except as shown below)		
MP 114-5 to MP 114-25	79	60
MP 117-35 to MP 119-11	40	40
MP 126-39 to MP 127-35 Through Henry	75	40
MP 142-2 to MP 143-9 Through Chillicothe	40	40
MP 156-15 to MP 157-30	30	30
MP 157-30 to MP 161-0 (Except as shown below)	50	40
Peoria - First Class trains between Peoria Junction and Bridge Street restricted speed.	30	15
SUBDIVISION 3 (Except as shown below)		
MP 47-27 CB&Q Crossing		25
MP 72-4 to MP 72-30		20
SUBDIVISION 4 (Except as shown below)		
MP 183-33 to MP 185-35	79	60
MP 186-22 to MP 187-5 (Eastward Main Track)	50	40
MP 210-38 to MP 211-18	70	60
MP 221-15 CRI&P Crossing Eastward	50	45
MP 221-15 CRI&P Crossing Westward	40	40
MP 236-10 to MP 237-28	50	50
MP 254-30 to MP 255-5	30	30
MP 267-0 to MP 267-30	70	60
MP 267-30 to MP 273-10	70	50
MP 280-30 to MP 287-0	---	50
MP 293-35 to MP 297-0	---	55
MP 302-26 to MP 303-14	---	50
MP 303-14 to MP 311-5	40	40
MP 305-16 to MP 305-29	70	50
MP 311-5 to MP 314-0	60	50
MP 314-0 to MP 319-21 (Except as shown below)	---	55
MP 316-33 to MP 317-7	70	50
MP 319-21 to MP 323-30	60	50
MP 323-30 to MP 327-30	---	50
MP 327-30 to MP 346-31	60	50
MP 334-23 to MP 334-27	70	60
MP 340-22 to MP 341-31	70	60
MP 346-31 to MP 348-34 (Westward track)	70	50
MP 348-34 to MP 348-39 (Westward track)	70	50
MP 348-39 to MP 352-14 (Westward track)	60	50
MP 352-14 to MP 353-15 (Westward track)	70	50
MP 353-36 to MP 354-07 (Eastward track)	45	35
MP 354-07 to MP 354-19 (Eastward track)	65	45
MP 354-19 to MP 359-07 (Eastward track)	50	40
MP 359-07 to MP 360-21 (Eastward track)	65	45
MP 353-15 to MP 355-19	50	40
MP 355-19 to MP 357-31	50	50
SUBDIVISION 4A (Except as shown below)		
Bridge 397 - Fully loaded 100,000 capacity grain cars and 140,000 capacity coal cars and steam derricks must be separated from the engine and each other by at least one car of lighter capacity		20
SUBDIVISION 4C (Except as shown below)		
MP 14-17 Road Crossing		5
MP 18-16 to MP 19-13	40	Restricted Speed
MP 42-10 to Altoona (except as shown below)		10
MP 43 to MP 46-18		35
Ottumwa-CB&Q Overhead Crossing		30
Ottumwa-May St. to Wapello St. incl.		10
MP 77-5 - CMS&P&P Crossing		5
Pella - Clark St. Crossing		20
Monroe - Over two str. crossing just west of depot		5
Bridge 909 trains handling derricks & pile driv.		5
SUBDIVISION 4D (Except as shown below)		
MP 240-36 to MP 248-8		15
MP 248-21 CMS&P&P Crossing		30
		35
		20

(Continued)

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 4D (Continued)		
Oskaloosa - All street crossings	5	
SUBDIVISION 4E	25	
SUBDIVISION 5 (Except as shown below)	79	60
MP 357-11 to MP 358-33	30	30
MP 358-33 to MP 363-3 (Except as shown below)	60	50
MP 362-28 to MP 363-3	35	35
MP 365-11 to MP 366-12	55	40
MP 377-11 to MP 377-38	45	35
MP 377-38 to MP 384-36 (Except as shown below)	60	50
MP 377-39 to MP 378-13	45	40
MP 378-21 to MP 378-35	55	50
MP 380-5 to MP 380-31	50	45
MP 381-1 to MP 381-30	55	50
MP 395-0 to MP 406-34 (Except as shown below)	75	---
MP 406-0 to MP 406-14	65	50
MP 406-34 to MP 410-0	55	50
MP 421-31 to MP 423-34 (Except as shown below)	75	55
MP 423-20 to MP 423-34	60	50
MP 426-8 to MP 426-17	75	---
MP 435-34 to MP 437-24	60	50
MP 454-0 to MP 457-0 Hillis Siding	35	35
MP 474-24 to MP 474-28	40	40
MP 477-34 to MP 481-8	75	55
MP 484-16 to MP 484-21	50	40
MP 486-6 to MP 487-12	40	30
MP 487-12 to MP 488-36	20	20
MP 488-36 to MP 489-39 (Except as shown below)	30	30
MP 488-36 (Wabash-CB&Q-CMStP&P Crossings)	20	20
MP 489-39 to MP 490-1	20	20
SUBDIVISION 5A (Except as shown below)	30	
MP 403-1 to MP 411-0	20	
MP 413-2 to MP 413-9	20	
MP 415-14 to MP 415-26	20	
SUBDIVISION 5B (Except as shown below)	25	
MP 453-0 to MP 465-5	15	
SUBDIVISION 5C (Except as shown below)	30	
MP 6-8 to MP 12-3	15	
MP 7 to MP 12-12	10	
Bridge 23	10	
Bridge 78	15	
SUBDIVISION 5E	30	
SUBDIVISION 6 (Except as shown below)	79	60
MP 486-6 to MP 488-26	40	30
MP 488-26 to MP 489-39 (Except as shown below)	30	30
MP 488-36 (N&W - CB&Q-CMStP&P Crossings)	20	20
MP 489-39 to MP 490-1	20	20
MP 507-21 to MP 508-12	25	25
MP 508-12 to MP 511-19 (Except as shown below)	60	---
MP 509-23 to MP 509-36	60	45
MP 511-19 to MP 521-33 (Except as shown below)	70	---
MP 514-3 to MP 514-12	65	---
MP 515-28 to MP 515-41	60	---
MP 518-25 to MP 519-7	60	---
MP 521-33 to MP 522-5	65	---
MP 525-8 Missouri Pacific Crossing (Engine only)	45	30
MP 526-39 to MP 527-7	70	---
MP 530-0 to MP 531-17	45	30
MP 530-5 CB&Q Crossing	45	30
MP 531-17 to MP 535-40	70	---
MP 543-21 to MP 543-33	75	---
MP 545-4 to MP 546-39	60	---
MP 551-30 to MP 552-9	60	---

(continued)

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 6 (Continued)		
MP 557-27 to MP 557-41	65	---
MP 560-18 to MP 561-32	25	25
MP 561-32 to MP 562-36	30	30
MP 562-36 to MP 564-27	65	---
MP 569-26 to MP 569-37	70	---
MP 574-39 to MP 575-14	65	---
MP 576-17 to MP 576-24	70	---
MP 579-8 to MP 579-22	75	---
MP 585-2 to MP 585-23	70	---
MP 593-22 to MP 593-34	75	---
MP 151-12 to MP 153-35	65	---
MP 153-35 to MP 155-20	50	---
MP 155-20 to MP 156-10	50	50
MP 155-8 Union Pacific Crossing	30	30
MP 156-10 to MP 158-29	65	50
MP 163-7 CB&Q Crossing	60	---
MP 164-17 to MP 166-0	55	50
MP 166-0 to MP 169-12	65	50
MP 188-16 to MP 189-20	40	40
SUBDIVISION 6A (Except as shown below)		30
MP 42-25 to MP 121-19		15
SUBDIVISION 6B (Except as shown below)		15
MP 174-10 to MP 174-20		10
SUBDIVISION 7 (Except as shown below)	79	60
MP 196-13 to MP 199-20 (Except as shown below)	60	50
MP 198-8 Missouri Pacific Crossing	30	20
MP 204-9 AT&SF Crossing (Engine only)	40	35
MP 209-6 to MP 209-17	75	---
MP 211-19 to MP 211-29	75	---
MP 213-24 to MP 213-34	75	---
MP 215-23 to MP 218-27	60	50
MP 222-0 to MP 223-11	65	55
MP 225-6 to MP 225-18	60	50
MP 226-3 to MP 226-37	75	---
MP 229-30 to MP 230-16	75	---
MP 230-32 to MP 231-2	60	50
MP 237-18 to MP 239-38	70	---
MP 243-32 to MP 244-4	75	---
MP 254-9 to MP 254-21	75	---
MP 257-7 to MP 257-19	60	50
MP 258-21 to MP 260-23	75	---
MP 276-7 to MP 276-19	65	55
MP 283-11 to MP 283-37	60	50
MP 283-37 to MP 284-29	60	50
MP 284-29 to MP 292-37	75	---
MP 292-37 to MP 293-35	60	50
MP 297-9 to MP 298-26	65	55
MP 298-26 to MP 311-35 (Except as shown below)	75	---
MP 302-19 to MP 302-37	60	50
MP 303-37 to MP 304-10	60	50
MP 306-17 to MP 306-37	60	50
MP 316-10 to MP 318-26	60	50
MP 343-25 to MP 344-4	65	55
MP 382-23 to MP 382-33	75	---
MP 387-10 to MP 387-22	65	55
MP 423-20 to MP 423-32	60	50
SUBDIVISION 8 (Except as shown below)	79	60
MP 423-32 to MP 424-20	60	50
MP 427-37 to MP 428-27	75	---
MP 440-39 to MP 441-21	60	60
MP 463-29 to MP 464-4	75	---
MP 488-37 to MP 489-8	75	---
MP 492-30 to MP 494-12	65	55
MP 530-11 to MP 530-32	30	30

(continued)

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 8 (Continued)		
MP 530-32 to MP 609-9 (Except as shown below)	59	40
MP 530-32 to MP 531-0	30	30
MP 564-24 to MP 580-17	55	---
MP 593-36 to MP 602-16	55	---
MP 602-16 to MP 606-38	30	30
MP 606-38 to MP 609-9	45	40
SUBDIVISION 8A		
	20	
SUBDIVISION 15 (Except as shown below)		
MP 0 to MP 62 (Except as shown below)	59	---
MP 0 to MP 1-20	25	25
MP 3-24 to MP 7-4	50	40
MP 15-7 to MP 15-19	50	40
MP 22-16 C&NW Crossing	20	20
MP 28-31 to MP 29-23	50	40
MP 35-32 to MP 36-23	50	40
MP 40-8 to MP 41-4	45	35
MP 46-29 CMStP&P Crossing	50	35
MP 61-4 CRI&P Crossing Westward	20	20
MP 61-4 CRI&P Crossing Eastward	30	30
MP 75-14 to MP 79-37	55	---
MP 83-11 to MP 83-24	55	---
MP 93-34 to MP 94-1	55	---
MP 95-37 to MP 98-5	20	20
SUBDIVISION 16 (Except as shown below)		
MP 98-5 to MP 99-6	30	20
MP 99-6 to MP 100-34	50	35
MP 100-34 to MP 103-18	35	35
MP 111-29 to MP 112-0	50	40
MP 120-2 to MP 121-27	40	35
MP 124-32 to MP 125-14	65	---
MP 128-32 to MP 130-29	60	45
MP 138-24 to MP 138-31	50	40
MP 145-12 to MP 148-36	60	---
MP 148-36 to MP 150-24	20	20
MP 150-24 to MP 152-10	30	30
MP 152-10 to MP 154-29	60	---
MP 154-29 to MP 157-9	30	30
MP 156-8 CGW Crossing	20	20
MP 157-9 to MP 159-22	45	40
MP 157-20 IC Crossing	20	20
MP 165-0 to MP 166-17	45	40
MP 177-15 to MP 177-25	65	45
MP 178-29 to MP 178-39	40	30
MP 178-37 CGW Crossing	25	25
MP 202-23 to MP 203-25	45	35
MP 209-30 to MP 210-32	45	35
MP 210-28 Milwaukee Crossing	40	30
MP 219-20 Milwaukee Crossing	50	40
MP 219-21 to MP 219-30	50	40
MP 224-21 to MP 225-4	40	35
MP 224-32 CGW Crossing	10	10
SUBDIVISION 16A (Except as shown below)		
MP 9-22 to MP 9-28	15	20
Independence Main Street	5	
MP 52-27 CGW Crossing	15	
SUBDIVISION 17 (Except as shown below)		
MP 236-12 to MP 236-20	70	---
MP 241-24 to MP 241-34	70	---
MP 243-6 to MP 243-24	70	---
MP 245-30 to MP 246-26	70	---
MP 249-4 to MP 253-36 (Except as shown below)	60	---
Curtis and C&NW Albert Lea Station	20	20
MP 252-16 CMStP&P Crossing	29	29

(continued)

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 17 (Continued)		
MP 253-12 to MP 253-22	60	45
MP 281-11 to MP 283-3	75	---
MP 283-16 to MP 283-27	55	45
MP 284-16 to MP 284-21	55	45
MP 287-16 to MP 284-21	50	45
MP 287-20 to MP 288-6	50	45
MP 295-18 to MP 306-12 (Except as shown below)	75	---
MP 300-4 to MP 300-9	60	50
MP 303 CGW Crossing	60	45
MP 303 to MP 303-10	60	45
West Crossover switch MN&S Yards	8	8
MP 333-15 to MP 334	30	25
MP 334 to MP 342-3 (Except as shown below)	70	50
MP 342-16 to MP 344-6	60	50
MP 344-6 to MP 346-4	30	30
Bridge 3450 Mississippi River	20	20
SUBDIVISION 17A		
	10	
SUBDIVISION 18 (Except as shown below)		
MP 73-24 to MP 74-24	40	30
MP 74-24 to MP 82-23 (Except as shown below)	70	---
MP 77-4 to MP 77-14	50	40
MP 106-19 to MP 107-2	60	---
MP 109-24 to MP 110-15	50	40
MP 145-29 to MP 147-10	60	---
MP 147-10 to MP 147-35	25	25
MP 154-32 to MP 156-11	60	---
MP 156-11 to MP 163-2	70	---
MP 163-2 to MP 165-15	60	---
MP 190-0 to MP 190-30	60	---
MP 190-30 to MP 191-4	30	30
Manly - CGW, C&NW connecting track	10	10
SUBDIVISION 19 (Except as shown below)		
MP 23-21 to MP 24-0	30	25
MP 47-17 to MP 47-24	25	25
MP 60-0 CGW Crossing	20	20
MP 87-14 C&NW Crossing	20	20
MP 96-24 to MP 97-4	20	20
SUBDIVISION 20 (Except as shown below)		
MP 99-0 to MP 145-0	40	35
MP 126-28 CGW Crossing	20	20
MP 135-28 C&NW Crossing	20	20
Bridge 1364	25	25
Trains handling derrick & pile drivers BR 1364	15	15
MP 151-2 to MP 151-12	25	25
MP 154-26 to MP 155	30	30
MP 184-4 to MP 184-21	10	10
MP 185 to MP 185-10	30	30
MP 193-31 to MP 194-5	30	30
MP 198-27 to MP 199-8	25	25
SUBDIVISION 20A (Except as shown below)		
MP 82-27 CMStP&P Crossing	40	20
MP 82-9 CRI&P Crossing	20	20
MP 81-25 to MP 80-0	25	25
MP 61-16 to MP 62-0	25	25
MP 57-21 C&NW Crossing	20	20
MP 188-20 to MP 189-7	25	25
MP 205-6 to 207	25	25
MP 209-3 C&NW Crossing	20	20
SUBDIVISION 20B (Except as shown below)		
MP 113-15 to MP 122-9	35	25
MP 119-18 CGW Crossing	20	20
MP 126-4 to MP 126-12	25	25
MP 150 to MP 165-6	25	25

(continued)

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 20B (Continued)		
MP 165-6 to MP 184	20	
SUBDIVISION 20C (Except as shown below)	25	
MP 148-3 to MP 151-12	20	
MP 154-12 to C&NW Crossing	20	
MP 160 to MP 161-16	20	
MP 165-5 to MP 173	20	
SUBDIVISION 21 (Except as shown below)	35	
MP 207-4 to MP 209-3	15	
MP 221-29 to MP 222-14	25	
MP 223-16 to MP 223-25	30	
MP 248-27 to MP 250-3	30	
MP 257-6 C&NW Crossing	20	
MP 263-15 to MP 268-10	30	
MP 282-22 to MP 283-22	30	
MP 288-25 to MP 289-10	30	
MP 292-7 GN Crossing	20	
MP 292-25 to MP 293-14	30	
MP 299-36 to MP 302-15	30	
MP 306 to MP 308-35	30	
MP 314-20 CMS&P&P Crossing	10	
Sioux Falls - Cliff Ave.	10	
Bismark Spur trains handling derricks & pile drivers	15	
SUBDIVISION 21A	15	
SUBDIVISION 22 (Except as shown below)	35	
MP 235-17 to MP 235-26	30	
MP 237-18 to MP 238-5	25	
MP 244-0 to MP 253-17	20	
MP 253-17 to MP 253-21	10	
MP 264-9 to MP 288-25	20	
MP 313-38 to MP 314-10	15	
MP 319-21 to MP 333-0	25	
MP 333-0 to MP 375-20	15	
SUBDIVISION 22A (Except as shown below)	20	
MP 463 to MP 475	15	
SUBDIVISION 23 (Except as shown below)	35	
MP 425-8 to MP 443-21	25	
MP 446-24 IC Crossing	20	
MP 447-10 to MP 475	25	
MP 475-6 C&NW Crossing	10	
MP 484-9 CMS&P&P Crossing	20	
MP 514-12 CMS&P&P Crossing	20	
MP 490 to MP 532	25	
SUBDIVISION 27 (Except as shown below)	79	60
MP 181-8 CB&Q Crossing	20	20
MP 182-0 to MP 185-3 (Except as shown below)	12	12
MP 182-0 to MP 182-20 Mississippi River Bridge	10	10
MP 188-38 to MP 189-12	70	50
MP 198-33 to MP 199-0	70	50
MP 199-35 to MP 200-3	55	45
MP 201-39 to MP 209-16	60	50
MP 209-16 to MP 211-9 (Except as shown below)	45	35
MP 210-2 to MP 210-28	30	30
MP 220-10 to MP 220-34	60	50
MP 230-17 to MP 230-40	55	50
MP 230-40 to MP 233-32	65	50
MP 230-40 CRI&P Crossing	45	40
MP 249-0 to MP 262-0	70	50
MP 273-34 to MP 276-4 (Except as shown below)	60	50
MP 274-34 CB&Q Crossing	45	35
MP 288-8 to MP 290-29	70	55
MP 290-28 to MP 291-24	20	20

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 28 (Except as shown below)	79	60
MP 291-29 to MP 299-93	50	40
MP 341-20 to MP 344-13	60	50
MP 349-15 to MP 349-32	75	60
MP 351-34 to MP 352-3	40	30
MP 352-4 CMS&P&P Crossing	30	25
MP 356-8 to MP 356-18	60	50
MP 358-38 to MP 359-6	60	50
MP 359-39 to MP 360-15	70	---
MP 364 to MP 365-35	50	40
MP 365-35 to MP 380-21 (Except as shown below)	70	---
MP 369-19 to MP 369-30	60	50
MP 371-28 to MP 372-17 (North track)	50	45
MP 371-28 to MP 372-17 (South track)	50	45
MP 375-17 to MP 375-33	60	50
MP 379-33 to MP 380-21	60	50
MP 399-20 to MP 404-10 (Except as shown below)	60	50
MP 399-20 to MP 399-26	50	45
MP 401-25 to MP 401-32	50	45
MP 413-25 to MP 413-31	50	50
MP 415-12 to MP 416	50	40
SUBDIVISION 29 (Except as shown below)	79	60
MP 414-4 to MP 416-18	50	40
MP 418-15 to MP 418-34	70	50
MP 419-20 to MP 419-33	50	45
MP 420-10 to MP 421-2	70	50
MP 423-13 to MP 424-13 (South track)	70	50
MP 423-15 to MP 424-13 (North track)	55	40
MP 427-30 to MP 427-35	70	50
Shoal West Siding Switch Entering or Leaving	10	10
Excelsior Springs, across Dunbar Avenue	15	15
Lawson Jct. to Moseby Jct. (South track)	70	50
Curve MP 471-28 to MP 472-16	60	50
Moseby Jct. West Crossover	25	25
Moseby Jct. East Crossover	40	40
Moseby Jct. to Birmingham	70	50
Birmingham to Air Line Jct.	50	35
SUBDIVISION 30 (Except as shown below)		35
MP 427-14 to MP 428-18		20
MP 439-8 Wabash Crossing		20
MP 484-15 to MP 496-27		30
MP 496-27 to MP 497		6
Bridge 4575 - trains handling derricks & pile drivers		15
Bridges 4614, 4645 & 4763 - trains handling derricks and pile drivers		20
SUBDIVISION 30A (Except as shown below)		35
South St. Joseph - Illinois Ave.		10
MP 513-36 CB&Q Crossing		20
MP 516-22 to 516-29		20
MP 517-2 to 517-9		20
Atchison - Missouri River Bridge		15
SUBDIVISION 31 (Except as shown below)	79	50
Allerton to MP 0-20	30	30
MP 4-30 to MP 5-7	60	---
MP 6-7 to MP 9-7 (Except as shown below)	70	---
MP 7-21 to MP 7-28	60	---
MP 8-1 to MP 8-11	60	---
MP 18-5 to MP 18-23	60	---
MP 22-34 to MP 25-6	60	---
MP 27-22 to MP 27-35	60	---
MP 36-32 to MP 37-0	60	---
MP 43-0 to MP 43-22	50	40
MP 57-24 to MP 60-12	60	---
MP 64-8 to MP 64-28	60	---
MP 65-12 to MP 65-22	60	---

SPEED RESTRICTIONS - CONTINUED

	Psg.	Freight
SUBDIVISION 31 (Continued)		
MP 67-36 to MP 72-3	60	---
MP 72-3 to MP 73-24 (Except as shown below)	35	35
MP 72-31 CB&Q Crossing	25	25
MP 73-14 DMU Crossing	25	25
SUBDIVISION 31A (Except as shown below)		25
MP 373-15 to MP 378-15		15

SPECIAL INSTRUCTIONS

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

NOTE: Rule numbers without a prefix apply to all Divisions.
 The prefix "I" applies to the Illinois Division.
 The prefix "C" applies to the Central Division.
 The prefix "M" applies to the Des Moines Division.

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. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

- 3. f - Flag stop to receive or discharge traffic.
- g - Conditional stop for revenue passengers only.
- s - Regular Stop.

4. "Precautions, unusual conditions." When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

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

Snow plows, and Diesel Units with pilot plows, when plowing snow will stop when meeting or being passed by a passenger train.

When operating snow plows 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.

Not more than two GP-type engines shall be coupled to wedge snow plows to avoid buckling.

When operating snow plows, Journal Boxes will be inspected at least once every 50 miles.

When temperature is 10 degrees or more below zero passenger trains and freight trains must not exceed a speed of 10 MPH less than maximum authorized speed.

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

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

- F - Fuel station
- P - Train dispatcher's telephone
- R - Train register station

(continued)

SPECIAL INSTRUCTIONS - CONTINUED

6. (Continued)

- T - Turntable
- W - Water station
- Y - Wye
- UX - Railroad crossing not protected by interlocking
- TO - Train order station
- Yd - Station where yard limit signs are maintained
- ★ - Radio Installation

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

8. Conductors, in checking waybills or trains having a load wider than the equipment upon which it is loaded, will immediately notify the Chief Dispatcher in the event that they do not have appropriate instructions covering the handling of the car.

Yard foremen, in making up trains, must call the attention of the Yardmaster to any load wider than the equipment upon which it is loaded that is being lined up for outbound movement.

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, and before any such movement is made over the crossing it must be protected by a member of the crew on the ground at crossing unless it is known that the signal or gate is operating for the movement involved.

Trains or engines standing in start circuits at crossings 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 to right 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 to right 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.

Trains and engines moving on other than Main tracks and crossing streets and highways protected by crossing signals must be protected by a member of crew on the ground at crossing unless it is known that the signal is operating for the movement involved or it can be seen there are no vehicles closely approaching from either direction.

11. HOLIDAYS: New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas.

14. Following rule in effect on Subdivision where so specified in footnotes of time table. Freight trains and mixed trains will be notified of following Extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

- "C & E... after (time) protect against Extra..." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN and thereafter proceed as the way is seen or known to be clear.

15. Following engine whistle signals will be used at interlocking to designate route desired:

- Short Line Jct. for trains and engines:
To Subdivision 18 - One long and one short.

(continued)

SPECIAL INSTRUCTIONS - CONTINUED

15. (Continued)

- To Subdivision 31 - One long and four short.
- To Westward Main Track - Two long and two short.
- To Eastward Main Track - Two long.
- From Short Line Jct. Yard to Des Moines - One short, two long and one short.
- To enter Short Line Jct. Yard from Des Moines - One short, one long and one short.

Iowa Falls:

- To or from Main Track - One long.
- To or from "Old Main Track" - One long, four short, one long.
- To or from "SL" Transfer - Two long, one short.
- To or from IC Transfer - Four short.

Manly:

- CRI&P Main Track - One long.
- To C&NW Main Track - Four short.
- To CGW Main Track - One long, one short.

Cedar Rapids -- Eastward Trains:

- CRI&P Main Track - One short.
- CMStP&P Track to West Side - Two short.
- Culver - Westward for siding - Four short, one long.
- Fairfield - Westward -- For long siding - four short. For short siding - four short, one long.

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

17. Draw bridges are located as follows:

- Joliet - Des Plaines River.
- Seneca Yard - Dupont Spur - Illinois River. Normal position open.
- ROCK ISLAND - MISSISSIPPI RIVER.** Trains and engines must approach Absolute signal at Low Speed and when signal is Lunar may proceed without stopping at speed of 10 MPH over bridge. If for any cause train or engine, in either direction, is stopped or delayed between SIGNAL and DRAW SPAN OF BRIDGE train or engine MUST EITHER BE BACKED CLEAR OF SIGNAL and receive proceed indication, or a member of train crew must receive VERBAL assurance from towerman that it is SAFE TO PROCEED.

INVER GROVE - MISSISSIPPI RIVER

- Atchison - Missouri River
- Subdivision 29 MP 303 - Missouri River

18. In signal indication territory where Rules 400-406 are in effect, at locations where main track switches are not electrically locked, these tracks will not be used for the meeting or passing of trains, cars must be left on main track or switch left open until switching operations are completed.

19. Dead diesels will be handled behind the shorts but not more than twenty-five (25) or less than five (5) cars from the operating units.

If more than twenty-five (25) shorts, dead diesels will be handled as above except will not be placed in middle of a set out, unless necessary to comply with paragraph (1).

When moving two or more road switcher type units in same train, separate each unit by at least one (1) car.

SPECIAL INSTRUCTIONS

Illinois Division

1-1. Between Chicago and Englewood trains will be governed by CRI&P and NYC Special Instructions No. 3.

1-2. Chicago is the initial station for first class trains originating.

1-2a. Blue Island - 12th Street Yard Office - South Chicago are initial and terminal stations for trains originating and terminating.

1-2b. Silvis is the initial and terminal station for Second Class and Extra trains.

1-2c. Rock Island is the initial and terminal station for first class trains.

SPECIAL INSTRUCTIONS - CONTINUED

Illinois Division

1-3. 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 be required to secure clearance. Westward trains originating at Blue Island, South Chicago and 12th Street Yard Office must obtain Clearance at Blue Island. Trains not originating at Joliet need not obtain Clearance at Joliet. Trains may leave Toulon without clearance when train order office is closed and train order signal indicates proceed.

1-4. Rule 83:

South Chicago Yard Office - For freight trains originating or terminating.

Burr Oak Yard Office - For freight trains originating or terminating.

Joliet passenger station, Joliet yard office, Bureau, Peoria, Silvis, Rock Island, only trains originating or terminating will register.

1-5. General Order Books or Boards are located at:

Chicago Stationmaster Office	Morris
12th Street Yard Office	Seneca
47th Street Engine House	Marseilles
51st Street Yard Office	Ottawa - Yard Office
Port Yard Office	LaSalle - Yard Office
97th Street Yard Office	Bureau
South Chicago Yard Office	Peoria - Passenger Station
Blue Island - Engine House	Yard Office
In Freight Yd. Office	Engine House
Out Freight Yd. Office	Silvis - Engine House
Blue Island Passenger Station	Yard Office
Joliet - Union Station	Rock Island - Register Room
Yard Office	Yard Office
Engine House	West Davenport - Yard Office

1-6. Standard clocks are located at:

Chicago Stationmaster Office	Joliet Yard Office
Chicago Towers	LaSalle - Passenger Station
47th Street Enginemens Room	Bureau
51st Street Yard Office	Peoria
Blue Island - Engine House	Peoria Yard
In Freight Yd. Office	Silvis - Yard Office
Out Freight Yd. Office	Engine House
Blue Island Passenger Station	Rock Island - Telegraph Office
South Chicago Yard Office	Register Room
Joliet Union Station	

1-7. All railroad crossings at grade are protected by interlocking except as follows:

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

(continued)

SPECIAL INSTRUCTIONS - CONTINUED
Illinois Division

1-7. (Continued)

Sub. Div.	Location	Crossing	Remarks	Operated By	Normal Position Gates		Light Arrangement For	
					AGAINST	Stop	Proceed	Proceed
1-B	South Chicago 675 feet east of Rock Island Jct.	B&O	Cross Arm on signal mast: Horizontal-CRI&P Trains may proceed Diagonal-B&O Trains may proceed	B&O Trainmen	-----	-----	-----	-----
27	181.15	CB&Q	Controlled Signal	Switch Tender	-----	-----	-----	-----

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 at a speed not to exceed low speed.

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.

Train Director is on duty at Gresham Tower and is in charge of territory between Brainerd Junction and Rock Island Junction, inclusive, Sub-Division 1-B. Hand thrown switches while within these limits must not be opened to enter or leave this territory without permission of the Train Director.

All trains and engines will advise Train Director at Gresham when clear of main track when entering South Chicago Yard at Cottage Grove Avenue.

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.

This signal system does not alter the present requirement of receiving a hand signal from the Switchtender at Pullman Junction while operating over C&WI tracks.

A Red indication on the Gyro light is a signal for all movements whether on the C&WI Tracks or the CRI&P tracks to stop at once.

1-8. Eastward main track between Vermont St. and Prairie St., Blue Island Subdivision 1A, may be used in either direction. All movements must be made at Restricted Speed.

1-9. Inferior trains and yard engines may occupy main tracks between Peoria Jct. and Bridge St. on time of first class trains but must avoid delay thereto. Normal position of switch at Peoria Jct. is for Subdiv. 2A.

1-9a. At Peoria Heights switch movements must stop and attend derail and flag over Marietta St., Prospect Ave. and West Glenn Ave.

1-9b. Trains operating over CB&Q, between Colona and Orion Jct., will be governed by CB&Q Time Table and Operating Rules.

SPECIAL INSTRUCTIONS - CONTINUED
Illinois Division

1-9c. Trains between West Davenport and Clinton will be governed by DRI&NWRy. Time Table and Operating Rules.

1-9d. Between Silvis and Nahant inferior trains and engines may occupy main track on time of First Class Trains but must avoid delay thereto.

1-10. 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 using track No. 5 making through movement between Englewood and Gresham, may pass trains standing at stations on tracks 3 or 4 at a speed not to exceed 25 MPH.

Trains must not pass a train receiving or discharging passengers between Joliet and Gresham, and must keep entirely clear until the train at the station has received and discharged its passengers and cleared station platform. In case where train at station is disabled or held, trains may pass when preceded by a flagman.

1-11. 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 as directed by Gresham tower.

1-12. Automatic block signals rules are in effect as follows:

Subdivision 1, between Englewood and Gresham on tracks 3, 4 and 5.

Between Gresham and Blue Island on tracks 3 and 4.

Subdivision 1-A, between Beverly Jct. and Brainerd Jct.

Between Prairie St. and Vermont St. Blue Island, Westward track only.

Subdivision 1-B, between Brainerd Jct. and Rock Island Jct.

On track 5, between Chicago and Blue Island, hand thrown switches must not be opened to occupy or leave this track without permission of employee in charge of section occupied, or to be accepted.

1-12a. Rules 400 to 406, inclusive, are in effect on Track No. 5 between Englewood and Gresham and on both tracks between Blue Island and U.D. Joliet.

White classification signals will not be displayed on Extra Freight or Work Train Extras on Subdivisions 1, 1A, 1B and 2.

CAB SIGNALS

1-13. Cab signal territory extends from MP 13 Pole 49, Blue Island to MP 181 Pole 2, Rock Island. All equipped engines, both passenger and freight, 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.

Silvis - On east lead of east yard track at MP 172 pole 45.

Bureau - On main track Subdivision 2A, MP 115 pole 7 to MP 114 pole 38.

Westward -- Blue Island

On westward main track MP 13 pole 37 to MP 13 pole 49.

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 3, eastward main track, Davenport. Enginemen on all equipped engines, both passenger and freight, must cut in cab signal

SPECIAL INSTRUCTIONS - CONTINUED
Illinois Division

I-13. (Continued)

apparatus approximately 2 minutes before reaching this 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:

- Silvis - MP 170 pole 30 to MP 181 pole 2.
- Bureau - MP 111 pole 30 to MP 116 pole 10.
- 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.
- Joliet - Rockdale - MP 37 pole 25 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, 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	Silvis.....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, train may proceed in accordance with block signal indications but not exceeding 79 miles per hour 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 double heading.
- (2) When leaving cab signal territory as indicated by roadside signs.
- (3) When defect is apparent.

I-14. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Subdivision	Mile Post	Kind of Structure
1	0.59	12th St. Viaduct, Concrete Span
	12th St.	Signal Bridge
	15th St.	Signal Bridge

(continued)

SPECIAL INSTRUCTIONS - CONTINUED
Illinois Division

I-14. (Continued)

Subdivision	Mile Post	Kind of Structure
1	18th St.	Signal Bridge
	Archer Ave.	Signal Bridge
	23rd St.	Signal Bridge
	29th St.	Signal Bridge
	32nd St.	Signal Bridge
	37th St.	Signal Cant. Bridge
	3.45	Signal Cant. Bridge
	38th St.	Signal Cant. Bridge
	3.73	Signal Cant. Bridge
	3.74	Chicago Jct. RR Trestle Span (40th St.)
	41st St.	Signal Cant. Bridge
	Root St.	Signal Bridge
	44th St.	Signal Bridge
	47th St.	Signal Bridge
	50th St.	Signal Bridge
	53rd St.	Signal Bridge
	57th St.	Signal Bridge
	59th St.	Signal Bridge
	6.17	Rapid T. Co. RR Trestle Span
	61st St.	Signal Cant. Bridge
	64th St.	Signal Cant. Bridge
	66th St.	Signal Cant. Bridge
	70th St.	Signal Bridge
	75th St.	Signal Bridge
	78th St.	Signal Bridge
	83rd St.	Signal Bridge
	85th St.	Signal Cant. Bridge
	87th St.	Signal Cant. Bridge
	91st St.	Signal Bridge
	16.28	Signal Cant. Bridge
	16.43	Signal Cant. Bridge
	17.9	Signal Cant. Bridge
	17.22	Signal Bridge
	18.22	Signal Bridge
	28.02	Signal Bridge
	29.12	Signal Cant. Bridge
	31.33	Signal Bridge
	32.9	Viaduct
	33.4	Viaduct (Wabash RR.)
	33.45	Signal Cant. Bridge
	35.3	Viaduct
	35.18	Signal Cant. Bridge
	35.26	Signal Bridge
	37.06	Signal Bridge
	38.46	Signal Bridge
	39.3	Signal Cant. Bridge
	39.21	Signal Bridge
40.2	Signal Bridge	
41.3	Viaduct	
1-B	RI Jct.	Penna. RR Thru Girder
	RI Jct.	NYC RR Thru Girder
2	43.3	Viaduct (EJ&E Ry.)
	45.25	Signal Bridge
	47.4	Viaduct (Hwy.)
	61.6	Signal Bridge
	63.3	Signal Bridge
	86.6	Signal Bridge
	88.5	Viaduct (Hwy.)
	98.2	Viaduct (IC Ry.)
	98.7	Viaduct (Hwy.), IC Transfer
	99.7	Viaduct (Foot Bridge)
	103.1	Signal Bridge
	104.3	Viaduct (Hwy.) EB WB
	104.8	Signal Bridge

(continued)

SPECIAL INSTRUCTIONS - CONTINUED

Illinois Division

I-14. (Continued)		
Subdivision	Mile Post	Kind of Structure
2	108.8	Viaduct (NYC Ry.)
	112.9	Signal Bridge
	113.0	Signal Bridge
	113.7	Viaduct (Hwy.)
	114.0	Signal Bridge
	114.6	Viaduct (Hwy.)
	129.6	Viaduct CB&Q
	134.2	Viaduct (C&NW Ry.)
	136.3	Viaduct (Hwy.)
	148.9	Viaduct (Hwy.)
	150.5	Signal Bridge
	159.2	Signal Bridge
	159.4	Cantilever
	168.9	Viaduct (Hwy.)
	169.3	Thru span (Green River)
	172.8	Viaduct (Hwy.)
	173.8	Viaduct (Foot Bridge)
	2-A	121.7
161.1		Building (Power Plant)
161.2		Viaduct (Franklin Street)
-----		Thru span (Mill Creek)
Milan to Rock Island	-----	Thru span (I&M Canal)
	-----	Thru Two span Bridges (Rock River)
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	-----	Viaduct (24th St.)

I-15. Industrial or spur tracks between stations are located at:

Subdiv.	Mile Post	Name	Car Capacity
1	24.3	Tinley Park State Hospital	43
2	47.3	Birds	17
2	80.8	Emess	125
2-A	126.5	Goodrich Chemical Co.	82
2-A	136.5	Hy-Tex Brick Co.	11
2-A	148.8	Caterpillar Tractor Co.	83
3	4.9	Premier Pabst Brewing	50
3	47.1	Schrock Bros.	6

I-16. Subdivision 2 - 30,000 gal. tank cars, 5,000 cu. ft. hopper cars (gross weight 263,000 lbs.), also 8,000 series covered hoppers in grain loading are not to be moved over Manufacturer's Spur at Marseilles or the Sylvan Island and Milan Spurs at Rock Island, Illinois.

Before moving these cars over Industrial or other back tracks, where strength of track or bridges is in doubt, advance authority shall be requested.

SPECIAL INSTRUCTIONS

Central Division

- C-1. Silvis is the initial and terminal station for Second Class and Extra trains.
- C-2. Rock Island is the initial station for trains originating.
- C-2a. Iowa City is initial and terminal station for trains originating and terminating.
- C-3. Short Line Junction is the initial station for trains originating.
- C-4. Des Moines is the initial station for trains originating.
- C-5. Cedar Rapids is the initial station for trains originating. Cedar Rapids Yard is the initial station for trains originating.
- C-6. Burlington is the initial station for westward first class trains and CB&Q No. 23.
- C-7. Atchison AT&SF Freight Station is the initial station for trains leaving Atchison.

SPECIAL INSTRUCTIONS - CONTINUED

Central Division

- C-8. Rule 83:
 - Silvis, Rock Island, West Liberty, Short Line Jct., Des Moines, Burlington Freight Station, Mediapolis, Cedar Rapids Yard, Vinton, Iowa Falls Yard
 - Eldon First Class Trains
 - Eldon Yard
 - Allerton Regular Trains
 - Trenton
 - Kansas City, Mo. U.D. - Passenger Trains Only
 - Kansas City, Kans., Yard Office - Trains originating or terminating.
 - Southward trains Subdivision 31 for movement to Subdivision 28 be governed by signal indications at Allerton and need not obtain clearance at Allerton. Northward trains Subdivision 31 be governed by Rule 83 at Allerton.
- C-8a. Nos. 17 and 18 will register by Form 1339 at Allerton.
- C-8b. First class trains may register by Form 1339 at Eldon and Trenton.
- C-8c. Eastward trains Eldon Yard will obtain clearance at Eldon.
- C-9. General Order Books and Boards are located at:

<ul style="list-style-type: none"> Silvis - Engine House Yard Office Rock Island - Register Room Yard Office West Davenport - Yard Office Nahant - Yard Office Engine House Muscatine - Yard Office Washington Keokuk Eldon Yard Iowa City - Yard Office Newton St. Joseph - Yard Office Trenton Yard and Engine-men's Room Eldon, Iowa Atchison - AT&SF Freight Station 	<ul style="list-style-type: none"> Short Line Jct. - Yard Office Engine House Des Moines - Passenger Station Burlington - Union Station Freight Station Cedar Rapids - Passgr. Station Engine House Yard Office Waterloo Yard Office Manly - Passenger Station Engine House Iowa Falls Yard Office Ottumwa Kansas City, Mo. - Union Depot Telegraph Office Kansas City, Kans. - Yard Office and Engine House
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- C-10. Standard clocks are located at:

<ul style="list-style-type: none"> Silvis - Yard Office Engine House Rock Island - Telegraph Office Register Room Nahant Burlington - Union Station Freight Station Cedar Rapids - Yard Office Engine House Manly - Passenger Station Yard Office Iowa Falls - Passenger Station Yard Office Keokuk Culver Tower 	<ul style="list-style-type: none"> Washington Eldon Yard West Liberty Iowa City Passenger Station Short Line Jct. - Yard Office Engine House Des Moines Telegraph Office Eldon, Iowa Trenton St. Joseph Yard Office Atchison - AT&SF Freight Station Kansas City, Mo. Union Depot Kansas City, Kans. - Yard Office and Engine House
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- C-11. Westward main track through Muscatine between MP 210 Pole 2 and westward absolute signal at Culver is signaled for both opposing and following movements. Rules 400 to 406, inclusive, are in effect.
- C-12. ALTOONA. A westward train holding train orders to move on eastward track, Altoona to Short Line Junction may pass absolute signal indicating "STOP" at east end of interlocking without stopping after receiving proper hand signal from operator.
- C-13. WEST DAVENPORT. The lower eastward arm on train order signal governs only the movement of CMStP&P trains to their tracks.
- C-13a. 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

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