

Davenport, Rock Island & North Western Railway Co.

TIME TABLE

No.

7

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

SUNDAY, OCTOBER 31, 1976

B. A. WEBSTER
General Manager

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
47	76.6	64	56.3
48	75	65	55.4
49	73.5	66	54.5
50	72	67	53.7
51	70.6	68	52.9
52	69.2	69	52.2
53	67.9	70	51.4
54	66.7	75	48
55	65.5	80	45
56	64.3	85	42.4
57	63.2	90	40
58	62.1	100	36
59	61	120	30
60	60	144	25
61	59	180	20
62	58.1	240	15
63	57.1	360	10

WESTWARD

FIRST SUBDIVISION

EASTWARD

SECOND CLASS			Capacity of Siding in Feet	Telegraph Calls	Distance from Clinton	STATIONS	SEE RULE 6-A	TRAIN ORDER Office Hours	SECOND CLASS		
231	341	241							230	242	340
Daily	Daily	Daily						Daily	Daily	Daily	
A. M. — 6.25	P. M. — 3.05	A. M. — 10.10		CN		(C&NW Crossing) C&NW TOWER	CIPQRY	Continuous	P. M. — A 4.45	A. M. — A 1.40	P. M. — A 2.01
6.34	3.14	10.19	12100	MA	4.9	CLINTON	BKOPRYZ	6:00 p.m. to 3:00 a.m.	4.36	1.31	1.52
6.49	3.29	10.34	2149		10.1	CAMANCHE	P	None	4.21	1.16	1.37
7.03	4.07	10.48	5640	CA	15.0	PRINCETON	P	None	341 4.07	1.02	1.23
					20.7	LECLAIRE	OP	7:00 a.m. to 3:00 p.m. 3:59 p.m. to 11:59 p.m. Except Sat. & Sun.			
7.11	4.16	10.56			24.5	GOVT. SWITCH		None			
7.21	4.26	11.06	2320		25.5	PLEASANT VALLEY	PY	None	3.59	12.54	1.15
7.28	4.33	11.13	6075	BN	31.4	BETTENDORF	PYZ	None	3.49	12.44	1.05
7.29	4.34	11.14			33.8	WATER WORKS	JPY	None	3.42	12.37	12.58
7.32	4.37	11.17			34.2	STATION No. 1	JPY	None	3.41	12.36	12.57
7.35	4.40	11.20			35.1	DAVENPORT	OPWYZ	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.	3.38	12.33	12.54
7.36	4.41	11.21			36.0	STATION No. 2	Y	None	3.35	12.30	12.51
7.39	4.43	11.23			36.1	EAST WYE SWITCH	PTY	None	3.34	12.29	12.50
A 7.42	A 4.46	A 11.26			36.5	WEST WYE SWITCH	PTY	None	3.32	12.27	12.48
A. M.	P. M.	A. M.		WN	36.8	WEST DAVENPORT	CIPQRY	Continuous	P. M. 3.29	A. M. 12.24	P. M. 12.45

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 40 MILES PER HOUR.

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

Rule 83 (B) does not apply at East Wye switch and Water Works.

CMStP&P trains and engines from Iowa Division Seventh Subdivision must secure permission from train dispatcher before entering main track at Water Works.

At Clinton, the train register applies only to BN and CRI&P Trains.

BN and CRI&P trains will obtain Clearance at Clinton.

CMStP&P trains entering the DRI&NW at Clinton must obtain Clearance and train orders at C&NW Tower and will register by register ticket at that point.

Trains between Clinton and West Davenport operate in accordance with Rules 91 and 91 (A) of CONSOLIDATED CODE OF OPERATING RULES. (See special instruction No. 31—Page 6.)

At LeClaire, due to track curvature, the eastward and westward train order signals are located in advance of the station building. Trains or engines may pass these signals displaying a Stop indication at reduced speed, but must make stop at station building.

Bulletins, Notices, Train Orders, and Clearances will be issued over the signature of the General Manager.

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays, unless otherwise specified by bulletin or train order.

Stations other than those shown as open continuously will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays include New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, Christmas Eve and Christmas or day set by Proclamation.

WESTWARD

SECOND SUBDIVISION

EASTWARD

THIRD CLASS				Capacity of Siding in Feet	Telegraph Calls	Distance from East Wye	STATIONS	SEE RULE 6-A	TRAIN ORDER Office Hours	THIRD CLASS			
						0.0	..... EAST WYE SWITCH.....	PTY	None				
						0.3	..... BRIDGE SWITCH.....	PTY	None				
					B	0.6	MISSISSIPPI RIVER BRIDGE	CIPY	Continuous				
				975		1.6	ROCK ISLAND 17th ST. .. C. R. I. & P. CROSSING..	PYZ	None				
					X	1.9	..... ROCK ISLAND.....	PY	None				
						2.5	..... STATION No. 3.....	Y	None				
						2.7	..... C. R. I. & P. CROSSING..						
						2.7	..... TERMINAL JCT.....	PY	None				
				5790		4.7	..... C. R. I. & P. CROSSING..						
						4.7	..... SYLVAN.....	MPY	None				
						5.5	..... MOLINE.....	YZ	None				
					DZ	8.7	..... EAST MOLINE.....	BOPRYZ	7:30 a.m. to 4:30 p.m. Except Sat. & Sun.				
						8.8	..... C. M. St. P. & P. CROSSING.		None				

**TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 25 MILES PER HOUR.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

Rule 83 (B) does not apply at Terminal Jct. and East Wye Switch.

BN trains must secure permission from train dispatcher before entering main track at Terminal Jct.

Rule 83 (B) does not apply at East Moline when operator is not on duty.

**TRAIN DISPATCHERS
OTTUMWA**

J. F. Thompson

W. J. Clifton

E. G. Long

J. F. Frana

Chief Dispatcher—A. P. Thostenson
Asst. Trainmaster Davenport—R. E. Ries

SPEED RESTRICTIONS

LOCATION	All Trains MPH
All Crossovers and Turnouts not otherwise specified	10
All Railroad Crossings	10
City Limits of Camanche	25
At Camanche over Lums Crossing on siding	10
Over entrance Road Crossing at Clinton Foods 1½ miles west of Clinton	20
LeClaire Station	35
Over slides between MP 24 and MP 25	10
31st, 33rd and 35th St. Crossings, Bettendorf	25
Water Works over Jct. Switch	10
East Wye Switch to Bridge Switch	10
East Wye Switch and Bridge Switch to West Davenport	10
West Davenport, C. R. I. & P. connection	10
Mississippi River Bridge	10
17th St. to 20th St. Rock Island	10
¼ mile west to ½ mile east of Moline Station	10
Over Street Crossings Rock Island and Moline	10
13th Street Crossing East Moline	10

Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars	25

Employees of tenant lines will be governed by instructions in their respective time-tables as to speed of train and location in train when handling the following equipment:

- Dead engines
- Bad order cars
- Occupied or unoccupied outfit cars
- Passenger car equipment through water above top of rail.

When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

Rule 105 is modified as follows:

Trains and engines using a siding or any track other than a main track must move at reduced speed and be prepared to stop short of a switch not properly lined, but not to exceed 10 MPH.

Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
Between Clinton and Water Works	25	20
Between Water Works and West Davenport	10	10
Between East Moline and East Wye Switch and West Wye Switch	10	10

Trains handling snow plows of all types, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
Between Clinton and Water Works	25	20
Between Water Works and West Davenport	10	10
Between East Moline and East Wye Switch and West Wye Switch	10	10

OVERHEAD CLEARANCE

Gov't. Bridge, Davenport	Westward Track	19 Feet 3 Inches
Gov't. Bridge, Davenport	Eastward Track	19 Feet 6 Inches
Centennial Bridge		35 Feet
D. R. I. N. W. Mississippi River Bridge		19 Feet 5 Inches
Gov't. Bridge, Rock Island		17 Feet
Arsenal Bridge, 16th St. Moline		27 Feet

Moline—Bettendorf Highway Bridges:

At Bettendorf	22 Feet 3 Inches
At Moline	22 Feet 4 Inches

LOCATION DISPATCHERS TELEPHONES

Yard Office, Davenport.	Gaines Street—In CMStP&P Yard Office.
West switch Bettendorf siding.	East switch Camanche siding.
Bettendorf Yard Office.	On pole just west of Lums crossing Camanche siding.
Bettendorf—On pole at Oil Terminal Crossing.	Station No. 1.
Riverside Power Spur.	Alcoa Spur Switch M.P. 30.1.
East Wye Switch.	Rock Island Freight House.
West Wye Switch.	On pole just west of Lost Grove Road Crossing at Princeton.
Bridge Switch.	On pole near C&NW connection to Clinton Foods, Inc.
East switch LeClaire Siding.	
Clinton.	
East Moline—In waiting room.	

YARD LIMITS

- Yard limits Clinton extend from C&NW Tower to M.P. 5.
- Yard limits extend from 300 feet east of east siding switch at Pleasant Valley, to East Moline and to West Davenport and each leg of wye.
- Movements under the provisions of Rule 93 between stations within yard limits must not be made without verbal permission of the train dispatcher at Ottumwa, unless movement is authorized by train order or by time table.

SPECIAL INSTRUCTIONS

1. Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of engines.

Getting on the end of an engine or a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

2. Rule M of the Consolidated Code of Operating Rules is hereby modified to the following extent:

Train, Engine and Yard Service Employees must not occupy 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.

The second, third and fourth paragraphs of Rule M and all instructions inconsistent with the above modification are hereby cancelled.

All other paragraphs of Rule M continue to apply.

3. Employees are prohibited from riding:

On engine footboards or pilot steps.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

4. When cutting off cars or engines on freight, transfer and switching movements proceed as follows:

When detaching the engine or cars, or a combination of such, a full service brake pipe reduction must be made from the engine and after the service exhaust stops blowing, the Engineer will advise the trainman accordingly. Then it is absolutely essential that the brake pipe angle cock be left fully open on car or cars left standing.

5. When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

6. Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

7. Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

8. When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

9. Employees must not step on track rails nor other similar objects when it can be avoided.

10. In case of heavy rain or violent windstorm, the operator must notify the proper authority.

11. When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

12. In complying with Rule 3, of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on time slip.

13. Rule 34 of the Consolidated Code of Operating Rules Edition of 1967 is revised as follows:

Rule 34 Rev.

Employees located in the cab of engine must communicate to each other in an audible and clear manner, the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the Engineer to have each employee comply with these requirements, including himself.

It is the Engineer's responsibility to have each employee located in the cab of engine, maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the Engineer has become incapacitated or should the Engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring the speed to be reduced, other members of the crew must communicate with the crew member controlling the movement, at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

14. In connection with Rule 920 of The Consolidated Code of Operating Rules, the engineer may permit other employees, when competent, to handle the engine with the engineer being responsible.

15. In reference to Rule 2 of The Consolidated Code of Operating Rules, the following watches conform to the requirements of this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size-19 jewel or better, Hamilton-16 size 992-21 jewel, or 16 size-950-23 jewel, Elgin-16 size-B. W. Raymond-21 jewel.

WRIST WATCHES

Elgin-13/0 size, 23 jewel B. W. Raymond, Elgin 21 jewel, B. W. Raymond Chronometer, Ball-13 ligne, 21 jewel, Official Railroad Standard Bulova Accutron-Railroad Approved, Ball "Trainmaster", Wyler Railroad Approved-Manual, Automatic or Electric.

16. The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

17. Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

18. In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such condition, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

19. When two locomotive tenders are handled in the same train they must be separated from each other by one or more cars.

20. Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that such extra length cars are coupled.

21. A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

22. Radios must not be used to inform the engineers of the indication of any fixed signal more favorable than stop.

23. All tank cars containing flammable compressed gases must not be cut off in motion, but will be shoved to rest. In addition, the next succeeding car or cars to be switched into the same track against an exposed tank car of flammable compressed gas must be shoved to rest and all couplings made with no more force than necessary to complete the coupling. All waybills covering loaded tank cars must be scrutinized to determine whether or not the cars contain flammable compressed gas. Other cars placarded explosives, poison gas, flammable poison gas and dangerous will be handled in accordance with rules and regulations contained in Posters No. 1, 2, 3, 4 and 5 published by the Bureau of Explosives, A.A.R.

24. Loads of unusual dimensions, or weights, or with high center of gravity must not be moved or placed in trains unless authorized by the Chief Dispatcher, whose instructions will include any restrictions under which such car may be moved.

For your information, when such instructions refer to Restriction A or portions thereof, Restriction A is reproduced below in its entirety.

Restriction A:

- (1) The shipment shall move only in daylight.
- (2) The speed shall not exceed 25 miles per hour.
- (3) Where there are close obstructions, the speed shall not exceed five miles per hour.
- (4) The shipment must not pass other cars or equipment on curves.
- (5) The shipment must not be handled over curves, when cars or other equipment are on adjoining side tracks which are closer than 15 feet from the center line of the main track to the center line of the side track.
- (6) The shipment shall not be set out on a curved side track which is closer than 15 feet from the center line of the main track to the center line of the side track.

SPRING SWITCHES

25. Spring switches are located at the end of double track at Station No. 1 and Station No. 2 also at East Wye Switch, West Wye Switch, Bridge Switch and west end of siding at Camanche.

Facing point movements over these switches are protected by color light type signals displaying red and green aspects. When signal displays a Stop indication, Rule 104 (H) must be complied with before proceeding.

Spring switch at west end of siding at Camanche is equipped with a facing point lock permitting movement at normal speed.

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout, allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

- Station No. 1—east end of double track
- Station No. 2—west end of double track
- Bridge Switch
- West Wye Switch
- East Wye Switch

MISSISSIPPI RIVER BRIDGE

26. In case of failure of the Absolute Signal governing movements over the drawbridge, during period navigation is open, authority to proceed must be obtained from the bridge operator on duty. Movement may then be made at restricted speed.

During the period navigation is closed, movement may be made under flag protection only after a member of the crew has determined that the lift rails are in proper position and the bridge is properly lined for the movement. Movement may then be made at restricted speed.

Sand must not be used while passing over draw span except in an emergency.

EAST MOLINE

27. All trains and yard engines must register in train register or by register ticket.

Particular care must be taken to avoid blocking of all street crossings when the various industries are changing shifts of their employes going on or off duty.

DRI&NW and CMStP&P trains and yard engines must approach station prepared to stop clear of station in order to avoid an accident at 10th St. crossing.

TERMINAL JCT.

28. Eastward trains in making stop for CRI&P crossing must not foul BN or DRI&NW main tracks regardless of position of switch.

Normal position of switch, Station No. 3, is for DRI&NW.

Normal position of switch, Terminal Jct., is for BN.

All movements between Station No. 3 and Terminal Jct. are controlled by switchtender.

Power-operated stop gates protecting eastward and westward movements over the CRI&P crossing located between Terminal Jct. and Station No. 3 are in service.

Stop gates are controlled by switch tender located in switch tender shanty adjacent to the crossing. When gates are in vertical position, movement may proceed without stopping.

CLINTON

29. Eastward trains clearing the main track for other trains must pull in at the crossover switch to track known as "Old Main".

Train and engine movements in both directions on main track over C&NW connection and crossover at Clinton Foods, Inc., about 1.5 miles west of Depot at Clinton, are governed by color light absolute and fixed semaphore type approach signals. Rules of the DRI&NW Operating Department apply.

C&NW Yard Crews moving from their yard to Clinton Foods Inc., must obtain authority from Train Dispatcher before fouling DRI&NW main track.

In the event absolute signal fails to clear and no conflicting movement is evident, train or engineman may signal his train to proceed after examining switches within the absolute signal limits and assuring himself they are in proper position.

For movement from C&NW yard to the Clinton Foods, Inc. tracks, following will govern as locks will be electrically locked with a train approaching on the approach circuits to the absolute signals on the DRI&NW but can be released for a movement from the DRI&NW track to C&NW track or from the DRI&NW track to the Clinton Foods, Inc., track by a train or engine stopping within 130 feet of either crossover switch.

The following instructions govern the operation of the electric locks:

1. Depress latch and remove the switch padlock.
2. Indicator light on top of lock should light.
3. Depress the foot pedal and switch may be thrown in usual manner.
4. Proceed to other end of crossover and throw that switch in usual manner. Do not lock switch with padlock until through with switch.

To lock switch, depress latch, insert padlock and lock with padlock.

If either of the absolute signals are clear due to a train standing in the approach circuit and that train does not intend to proceed past the absolute signal, proceed to the "Push Button" at switch box and follow instructions posted in the box.

Clinton Corn Processing Company track adjacent to main track, derail west end. Track to be used for Clinton Corn Processing Company cars only.

BETTENDORF

30. Except when trains are moving over them, the entrance crossings to the J. I. Case Plant at 17th, 21st, 23rd and 26th Streets, Bettendorf, must be kept clear to permit emergency vehicles to have access to the plant at all times.

31. Rule 91 (A) of The Consolidated Code of Operating Rules is modified by the addition of the following:

In non-ABS territory on single track following trains will not be permitted to enter the block until preceding train is clear of the block except in case of failure of means of communication or such movement is authorized by the Train Dispatcher by a train order in the following form:

(train) left (station) at . . . M and has not passed (station) (train) may proceed prepared to stop short of train ahead.

This train order must be addressed to the operator and the train. The following train may be released when its right or schedule permits after at least ten minutes have expired after the departure of the train ahead.

When means of communication have failed, the operator may permit the train to proceed into the block when right or schedule permits and after at least ten minutes have expired after the departure of the train ahead with a clearance marked "Wire Failure" and with a notation reading "(train) left (station) at . . . M and has not passed (station) (train) may proceed prepared to stop short of train ahead." The time the following train may go must also be endorsed on the clearance as required by Rule 91 (A).

Train order signal must be placed to indicate Stop immediately after rear of train has passed the train order signal and must not again be placed to indicate Proceed until after the train has passed the next open office. Block stations must not be closed without authority of the Train Dispatcher. When a block station is open at other than regularly assigned hours, trains must be notified."

32. RULE 26 is revised as follows:

The revised rules will supersede the present rules as contained in the operating or safety rule books.

Rule 26. 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 nor moved. Other engine(s) and/or car(s) or other equipment 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 any entrance to a track, engine(s) and/or car(s) must not be permitted to enter that track.

When workmen are working on, under or between an engine(s) and/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 engineer or operator at the controls of that engine.

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.

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

When emergency work is to be done on, under or between an engine or cars coupled to an engine, and a blue signal is not available, the engineer or operator of engine must be notified by employee in charge of making the repairs and protection must be given those engaged in making repairs. The engine or cars must not be moved nor air brakes applied or released until the engineer or operator at the controls of the engine has been notified by the same employee in charge that work has been completed and all employees are out from under or between engine and cars.

Note: "Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night. A blue light may be displayed either burning steadily or flashing.

Rule 26A. 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 cross-over 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 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 the 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 is being 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.

STATION NUMBERS

Camanche	6003	Bettendorf	6009
Princeton	6005	Davenport	6010
LeClaire	6006	Rock Island	6011
Gov't. Switch	6007	Moline	6012
Pleasant Valley	6008	East Moline	6013

COMPANY SURGEONS

Davenport	DR. PAUL H. BECKMAN, Unit 27—Village Shopping Center
	Chief Surgeon and Examiner.
Rock Island	DR. C. P. O'NEIL, 1740 Ninth Avenue
Clinton	DR. J. E. O'DONNELL, Springdale Drive and 13th Ave. North

