

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

**PREVENT INJURY**



**SAFETY FIRST**

**Chicago, Rock Island & Pacific Railroad**



**TIME  
TABLE  
NORTHERN DIVISION**

**No. 1**

EFFECTIVE AT 12:01 A.M.  
SUNDAY, OCT. 6, 1974

CENTRAL STANDARD TIME

**SUNDAY, OCT. 27, 1974**

T. W. TOAL  
Superintendent

W. J. PASTA  
Sr. Asst. Gen. Manager

F. J. GARNER  
Asst. Gen. Manager

W. C. HOENIG  
Vice Pres.—General Manager

**This Time Table for the exclusive use  
and guidance of employees**

WESTWARD					MAIN LINE					EASTWARD				
SECOND CLASS			Footage Capacity of		Station Numbers	SUBDIVISION 9 STATIONS	Miles from Burlington	Signs	SECOND CLASS					
23	61		Sidings	Other Tracks					62	22		Freight	BN	
Daily Except Sat. & Sun.	BN	Freight							Daily	Daily Except Sat. & Sun.				
A.M. 7.20			.....	.....	06000	BURLINGTON ..... TO(N)	.....	BC R Yd		P.M. 2.55				
7.30			.....	Yard	06001	BURLINGTON ..... TO(N) (Freight Station)	0.5	RWT BC Yd		2.46				
			.....	1050	06012	SPERRY .....	11.6	.....						
8.25 A.M.			.....	2050	06015	MEDIA POLIS ..... TO	15.2	R		2.10 P.M.				
			.....	1000	06023	MORNING SUN .....	22.8	.....						
			.....	1874	06029	WAPELLO .....	29.2	.....						
			2404	Yard	06231	COLUMBUS JCT ..... *TO	40.5	YYd W						
			.....	.....	.....	CRI&P Crossing ..... M/A	40.5	.....						
			.....	.....	.....	CMS&P&P Crossing ..... A	46.9	.....						
			.....	1350	06048	CONE .....	47.5	.....						
			.....	983	2984	NICHOLS .....	54.7	.....						
			.....	.....	.....	CRI&P Crossing ..... M	61.4	.....						
A.M. 11.30			1551	Yard	40038	WEST LIBERTY ..... *TO(N)	61.4	CRWYYd	A.M. 4.10					
11.45			2777	2330	52069	WEST BRANCH ..... TO	69.6	.....		3.48				
			.....	E1100	52073	OASIS .....	73.2	.....						
11.55 A.M.			6182	.....	52075	ELMIRA .....	74.6	.....		3.40				
12.05 P.M.			2227	948	52082	SOLON .....	82.2	.....		3.30				
12.15 P.M.			4153	1100	52089	ELY .....	89.0	.....		3.20				
			.....	.....	.....	C&NW Crossing ..... M	97.0	.....						
1.00 P.M.			.....	Yard	52097	CEDAR RAPIDS YD *TO(N)	98.1	RFWT BC Yd		3.00 A.M.				

Automatic Block System  
MP 61.4 to MP 96.9 and  
MP 97.6 to MP 98.1

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
EXCEPT NO. 23 IS SUPERIOR TO NO. 22.  
RULE 99(k) AUTHORIZED BETWEEN WEST LIBERTY AND CEDAR RAPIDS YARD.

**MAXIMUM SPEED:**  
MP 0 to MP 15 Pole 0 ..... 10 MPH  
MP 15 Pole 0 to MP 62 ..... 25 MPH  
MP 62 to MP 98 Pole 5 ..... 50 MPH

All trains must obtain clearance and will register by Form 1339 at West Liberty.

See Page 3 for Speed Restrictions and Special Instructions.

"YOUR LIFE IS LIKE YOUR TIMETABLE -  
YOU CAN'T USE IT IF YOU LOSE IT"



WESTWARD				WEST UNION BRANCH				EASTWARD					
				SUBDIVISION 10-A STATIONS TIME TABLE NO. 1 Oct. 27, 1974									
				Footage Capacity of		Station Numbers	Miles from Cedar Rapids	Signs					
				Sidings	Other Tracks								
				.....	.....	53102	.....LINN JCT.....P	3.8	Yd				
							13.2 .....WATERLOO R. R. Crossing...UX	17.0	.....				
					2150	52014	0.3 .....CENTER POINT.....	17.3	.....				
					900	52021	6.8 .....WALKER.....	24.1	.....				
					750	52027	7.2 .....ROWLEY.....	31.3	.....				
					3500	52035	7.0 .....INDEPENDENCE.....	38.3	.....				
							0.7 .....ICG Crossing.....A	39.0	.....				
					730	52045	10.3 .....HAZELTON.....	49.3	.....				
							3.0 .....CNW Crossing.....UX	52.3	.....				
				1819	2500	52049	0.5 .....OELWEIN.....	52.8	W				
					1350	52056	6.9 .....MAYNARD.....	59.7	.....				
							8.4 .....CMS&P Crossing.....UX	68.1	.....				
					1500	52070	5.9 .....WEST UNION.....	74.0	W				
							70.2						

TRAINS AND ENGINES WILL OPERATE PER RULE 93  
RULE 10(i) (2) AUTHORIZED

MAXIMUM SPEED: 10 MPH

Speed Restrictions:

Independence Main Street ..... 5MPH

Movement over Highway No. 52 at MP 96 Pole 5; over Iowa Highway No. 150 (Main Street) Maynard; and over Charles Street, Oelwein must be protected by member of crew on crossing.

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

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 17.0	WRR	Stop Sign	---	---	---	---
MP 52.3	C&NW	Stop Sign	---	---	---	---
MP 68.1	CMST&P	Stop Sign	---	---	---	---

WESTWARD				IOWA FALLS BRANCH				EASTWARD					
				SUBDIVISION 10B STATIONS TIME TABLE NO. 1 Oct. 27, 1974									
				Footage Capacity of		Station Numbers	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	5.6 .....DINSDALE.....	53.8	.....				
					2411	54036	5.7 .....REINBECK.....	59.5	.....				
							0.3 .....C&NW Crossing.....A	59.8	.....				
					1250	54040	3.6 .....MORRISON.....	63.4	.....				
					2500	54046	5.4 .....GRUNDY CENTER.....	68.8	W				
					2500	54048	2.6 .....HOLLAND.....	71.4	.....				
					1000	54056	7.1 .....WELLSBURG.....TO	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	96.8	C				
							(ICG Crossing) .....M						
					Yard	55074	0.6 .....IOWA FALLS YARD.....*	97.4	BCFR TWY Yd				
							73.7						

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.

**Southward**

**Main Line**

**Northward**

M.P. from Burlington	Signs	Footage Capacity of		Station Numbers	SUBDIVISION 11 STATIONS TIME TABLE NO. 1 Oct. 27, 1974	M.P. from Burlington	Signs		
		Sidings	Other Tracks						
		.....	.....	60364	Automatic Block System MP 335.5 to MP 346.0 Rules 400 to 406				
		.....	.....	60354		MINNEAPOLIS 11.5 ST. PAUL 7.1 NEWPORT 3.9 INVER GROVE..... *TO(N) ROSEMOUNT..... P FARMINGTON..... CASTLE ROCK..... NORTHFIELD..... P DUNDAS..... COMUS..... P CNW Crossing..... P FARIBAULT..... *TO(N) KASPER..... P MEDFORD..... P OWATONNA..... *TO(N) HOPE..... P ELLENDALE..... P CLARKS GROVE..... P ALBERT LEA-CRI&P..... *TO(N) CMT&P Crossing..... P ALBERT LEA-C&NW..... TO CMT&P Crossing..... UX CURTIS..... P GLENVILLE..... P GORDON, MINN..... P NORTHWOOD, IA..... TO(N) KENSETT..... P WEST YARD..... *P MANLY..... *TO(N)			
		.....	Yard	60344					
		3263	3150	60333					
		4282	7200	60326					
		2618	2100	60319					
		4701	6700	59313					
		2974	1000	57310					
		4363	.....	.....					
		.....	.....	.....					
		2260	4950	57300					
		5988	.....	57296					
		.....	N450	57291					
		6210	4100	57284					
		.....	800	57275					
		6155	1700	57269					
		6579	1950	57261					
		4888	Yard	57253					
		.....	.....	.....					
		.....	.....	.....					
		.....	.....	.....					
		.....	.....	57252					
		.....	5530	57246					
		6076	.....	57241					
		3356	2350	57236					
		4084	1750	57230					
		.....	Yard	.....					
		.....	Yard	57225					

Automatic Block System Rules 400-406 MP 226.5 to MP 306.5

MINNEAPOLIS 11.5  
ST. PAUL 7.1  
NEWPORT 3.9  
INVER GROVE..... \*TO(N)

Two Main Tracks

WHEN OPERATING UNDER RULE 356 TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 50 MPH.

See Pages 7 and 8 for Speed Restrictions and Special Instructions.

Dispatchers Phones between Stations located at:  
MP 250 Pole 4  
MP 250 Pole 27

**SPEED RESTRICTIONS**

SUBDIVISION 11	MPH
Curtis and C&NW Albert Lea Sta.....	20
MP 252 Pole 0 to MP 252 Pole 22.....	20
MP 303 Pole 0 to MP 303 Pole 12.....	45
MP 342 Pole 4 to MP 342 Pole 14.....	45
MP 344 Pole 1 to MP 345 Pole 28.....	20
Bridge 3450 Mississippi River.....	10
<b>SUBDIVISION 12</b>	
MP 73 Pole 31 to MP 74 Pole 25.....	35
MP 109 Pole 24 to MP 110 Pole 11.....	45
MP 147 Pole 11 to MP 147 Pole 35.....	25
MP 164 Pole 11 CNW Crossing.....	35
MP 191.1 (IT Crossing).....	10
Manly-C&NW Connecting Tracks.....	10

**SPECIAL INSTRUCTIONS**

**SUBDIVISION 11**  
Rule 83: Inver Grove, Manly and Albert Lea for trains originating or terminating.  
Trains between Minneapolis and St. Paul will be governed by CMST&P (LaCrosse Division) timetable and operating rules. Trains between Robert Street and Division Street, St. Paul, will be governed by St. Paul Union Depot operating rules. White oscillating headlight must be extinguished between east yard limits South Minneapolis and passenger depot Minneapolis and between Chestnut Street and Division Street, St. Paul.  
Trains between St. Paul and Newport will be governed by BN and CMST&P operating rules and joint timetable. Southward trains may leave Newport without clearance. Inver Grove is initial station for southward extra trains. Northward trains originating at Inver Grove must obtain clearance.  
Inver Grove drawbridge 3450 protected by interlocking. Authority to pass STOP indication this interlocking may be given by bridge tender. Southward absolute signal this interlocking also protects facing point movements over spring switch north leg of wye Inver Grove.  
Trains between Rosemount and Comus will be governed by CMST&P (Iowa, Minnesota and Dakota Division) timetable and operating rules.  
Northward IC trains may leave Glenville without a clearance. If an IC train is delayed at Glenville, doing station work, crew member will push button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.  
The following instructions govern the Open The Switch indicator at Manly, Iowa:  
Manly, between Signal 225, MP 244 Pole 36 and West Yard, MP 226 Pole 19, movements of trains on main track are governed by signal indication. Signal 225 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.

**SPECIAL INSTRUCTIONS—continued**

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. At Manly C&NW trains may register by Form 1339.  
Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against		Light Arrangement For	
				Stop	Proceed		
252.3	CMST&P	Stop Signs	-	-	-	-	

Industrial or spur tracks are located at:

MP	Name	Car Capacity
286.5	Wickes Lumber Co.	24

Overhead or side restricted clearance as follows:  
St. Paul, Minn.—Northern Pacific trackage, East Side Line at Tunnel No. 1 between Third St. and Mississippi St.  
Owatonna, Minn.—C&NW overhead bridge MP 284 Pole 23 verticle clearance 20 ft. 4½ ins. and horizontal clearance 8 ft. ¾ ins. on main track; 19 ft. vertical clearance on siding.

**SUBDIVISION 12**  
Manly, between Signal 225, MP 244 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.  
At Manly C&NW trains may register by Form 1339.  
Trains between Manly and Clear Lake Jct. will be governed by C&NW (Central Division) timetable and operating rules. Between Clear Lake Jct. and north switch of siding Flint southward trains will operate per Rule 93.  
Movement of northward trains to C&NW main track at Clear Lake Jct. and over Iowa Terminal crossing will be governed by northward signal located 350 feet south of Clear Lake Jct. switch. Northward trains advanced on main track by calling on signal 221 (A) may proceed on main track to C&NW northward interlocking signal and be governed accordingly.  
Clear Lake Jct. is designated as initial station for southward trains.  
Train orders may be duplicated mechanically at Short Line Junction.

**SPECIAL INSTRUCTIONS—continued**

**SUBDIVISION 12**

Southward trains will not require clearance at Clear Lake Jct. Crews will obtain permission from dispatcher before entering main track from Industry Spur at MP 77 Pole 32. Rule 83: Manly, Short Line Jct. Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Derail Against	Light Arrangement For	
					Stop	Proceed
119.9	C&NW	Derail	—	C&NW	Red	—

Industrial or spur tracks are located at:

MP	Name	Car Capacity
76.8	IU Transfer	30
78.5	General Mills Spur	39
86.8	Central Iowa F.S.	3
159.8	Federated Power Plant	20

Overhead or side restricted clearances as follows:

Cambridge, Iowa—Milw RR overhead bridge 966 MP 96 Pole 18 vertical clearance 20 ft. 3 ins. and horizontal clearance 8 ft. 6 ins.

Des Moines, Iowa—Maximum vertical clearance overhead spout east spur track serving Bulk Service, north of Broadway Avenue, is 15 feet ATR.

**"BRACE YOURSELF IN A MOVING CABOOSE  
DON'T LET SLACK ACTION BE YOUR NOOSE"**

**Southward**

**Main Line**

**Northward**

SECOND CLASS		Footage Capacity of		Station Numbers	SUBDIVISION 12 STATIONS TIME TABLE NO. 1 Oct. 27, 1974	M. P. from Allerton	Signs	SECOND CLASS	
	81	Sidings	Other Tracks					80	Freight
	Freight								
	Daily								
	A.M. 5.30	.....	Yard	57225					
	5.52	.....		56194					
	6.01	.....		56193					
	6.02	4780	.....						
	6.22	6111	1250	56176					
			2800						
			650	56172					
	6.36	2660	1950	56165					
	6.48	3615	3850	56157					
	7.20	4191	1900						
			N750	55074					
	7.25	4103							
	7.42	6171	4350	51139					
			1100	51135					
	7.57	2682	1000	51127					
	8.10	4438	1400	51122					
			1150	51115					
	8.29	2826	2500	51109					
			1700	51105					
	8.44	4492	3100	51098					
			1150	51091					
	8.57	5987	950	51087					
			1500	50080					
	9.10 A.M.	.....	Yard	50172					

SUBDIVISION 12 STATIONS TIME TABLE NO. 1 Oct. 27, 1974		M. P. from Allerton	Signs	SECOND CLASS		
				80	Freight	Daily
MANLY	..... *TO(N)	202.1	RFWT YdBC			
C&NW Crossing	.....M	193.2	.....			
MASON CITY	..... TO	192.6	YdBC	11.58		
C&N&P Crossing	..... A	192.0	.....			
IT Crossing	..... A	.....	.....			
CLEAR LAKE JCT	.....	191.1	Yd	11.49		
FLINT	..... P	190.5	Yd	11.48		
HURLEY	..... P	182.2	.....			
SHEFFIELD	..... TO	174.5	.....	11.28		
CHAPIN	..... P	170.1	.....			
C&NW Crossing	..... AP	164.1	.....			
HAMPTON	..... *TO	163.7	.....	11.14		
BRADFORD	..... P	155.4	.....	11.02		
ARGON	..... P	148.2	YdY	10.53		
MILLS (ICG Crossing)	..... *TO M	147.7	C			
CR&P Crossing	..... M	147.7	.....			
IOWA FALLS	.....	147.4	WYd			
PURINA	..... P	146.3	Yd	10.48		
BUCKEYE	..... P	137.5	.....	10.36		
SHERMAN	..... P	133.0	.....			
GARDEN CITY	..... P	125.4	.....	10.21		
C&NW Crossing	..... UX	119.9	.....			
McCALLSBURG	..... TO	119.8	.....	10.14		
FERNALD	..... P	113.4	.....			
NEVADA	..... *TO	107.0	.....	9.55		
SHIPLEY	..... P	103.1	.....			
CAMBRIDGE	..... TO(N)	96.6	.....	9.40		
ELKHART	..... P	89.5	.....			
ENTERPRISE	..... P	85.3	.....	9.25		
SWANWOOD	..... P	78.6	.....			
C&NW Crossing	..... M	73.9	.....			
SHORT LINE JCT (CR&P Crossing)	..... *TO(N) M	73.6	RFWT YYdBC	9.10 A.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
RULE 99 (k) AUTHORIZED.

MAXIMUM SPEED: 50 MPH.

See Pages 7 and 8 for Speed Restrictions and Special Instructions.

Westward				Hollandale Branch				Eastward			
Footage Capacity of		Station Numbers	M.P. from Clarks Grove	Signs	SUBDIVISION 11-A STATIONS						
Sidings	Other Tracks				TIME TABLE NO. 1 Oct. 27, 1974						
.....	850	57009			MAPLE ISLAND .....	8.7	.....				
.....	6500	57007		Y	HOLLANDALE.....	6.7					
.....	1600	.....		.....	WEST SIDE.....	8.6	.....				
6579	1950	57261		.....	CLARKS GROVE .....	0.0	.....				

TRAINS AND ENGINES WILL OPERATE PER RULE 93.  
RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: 10 MPH

Trains must stop before proceeding over Highway 65 about three-fourths mile East of Clarks Grove.

Overhead or side restricted clearances as follows:  
Hollandale—Track No. 3 south side of building at door No. 9 Northern Valley Packing Co.

Westward				Albert Lea Branch				Eastward			
Footage Capacity of		Station Numbers	M.P. from Estherville	Signs	SUBDIVISION 11-B STATIONS						
Sidings	Other Tracks				TIME TABLE NO. 1 Oct. 27, 1974						
4888	Yard	57253		WBC RTYd	ALBERT LEA .....	*TO(N) 88.2	.....				
.....	.....	.....		.....	CMSiP&P Crossing.....	MP 82.9	.....				
.....	.....	.....		.....	CRI&P Crossing .....	M 82.3	.....				
.....	1200	57010		.....	CONGER .....	73.4	.....				
.....	1200	57017		.....	WALTERS.....	66.0	.....				
.....	.....	.....		.....	C&NW Crossing .....	A 57.7	.....				
.....	E-800	57026		.....	BRICELYN, MINN .....	57.2	.....				
.....	9392	57033		.....	RAKE, IOWA .....	50.6	.....				
.....	5693	57072		.....	LAKOTA .....	38.4	.....				
.....	6431	57083		.....	SWEA CITY .....	27.4	.....				
.....	2080	57092		.....	ARMSTRONG .....	18.6	.....				
.....	E-1250	57098		.....	MAPLE HILL.....	12.5	.....				
.....	1200	57103		.....	GRUVER .....	7.0	.....				
.....	Yard	58184		FRWT YdBC	ESTHERVILLE .....	*TO(N) 88.2	.....				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
RULE 99(d) AUTHORIZED.

MAXIMUM SPEED: 25 MPH

**SPEED RESTRICTIONS**

MP 82 Pole 27 CMSiP&P Crossing.....	20
MP 82 Pole 9 CRI&P Crossing .....	20
MP 57 Pole 21 C&NW Crossing .....	20
MP 16 Pole 12 Bridge 164 .....	10

MPH Estherville: Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

Westward				Estherville Branch				Eastward			
SECOND CLASS		Footage Capacity of	Station Numbers	M.P. from Cedar Rapids	Signs	SUBDIVISION 12-A STATIONS					
341	Freight					TIME TABLE NO. 1 Oct. 27, 1974					
.....	Daily Except Sunday	Sidings	Other Tracks								
.....	A.M. 6.00	.....	Yard	55074	IOWA FALLS YARD .....	* 97.4	RFWT BYdC				
.....	6.25	.....	1920	55084	POPEJOY .....	107.4	.....				
.....	6.35 A.M.	.....	3600	55090	DOWS .....	TO 113.2	RYdW				
.....	.....	.....	1300	55096	GALT .....	119.3	.....				
.....	.....	.6000	7200	55104	CLARION .....	*TO 126.4	Yd.				
.....	.....	.....	.....	.....	C&NW Crossing ..	A 126.8	.....				
.....	.....	.....	900	55109	HOLMES .....	131.7	.....				
.....	.....	.....	.....	.....	C&NW Crossing ...	A 135.8	.....				
.....	.....	.....	2250	55114	GOLDFIELD .....	136.0	.....				
.....	.....	.....	4250	55121	HARDY .....	144.3	.....				
.....	.....	.....	3450	55130	LIVERMORE .....	152.7	.....				
.....	.....	.....	.....	.....	C&NW Crossing ...	UX 153.0	.....				
.....	.....	.....	4050	55135	BODE .....	158.1	.....				
.....	.....	.....	800	55140	OTTOSEN .....	163.2	.....				
.....	.....	.....	6875	55146	WEST BEND .....	*TO 168.7	.....				
.....	.....	.....	1840	55152	RODMAN .....	174.9	.....				
.....	.....	.....	.....	.....	CMSiP&P Crossing .....	UX 184.3	.....				
.....	.....	.....	2000	55162	EMMETSBURG .....	TO 184.6	Yd.				
.....	.....	.....	800	55167	OSGOOD .....	190.5	.....				
.....	.....	.....	5000	55172	GRAETTINGER...	194.4	.....				
.....	.....	.....	1900	55179	WALLINGFORD...	200.6	.....				
.....	.....	Yard	58184		ESTHERVILLE .....	*TO(N) 206.9	RFWT YdBC				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TRAINS ORIGINATING IOWA FALLS YARD OBTAIN CLEARANCE AT MILLS SUB-DIVISION 12

MAXIMUM SPEED: 25 MPH

Rule 10(i) (2) authorized between MP 113 Pole 30 (Dows) and MP 183 (Emmetsburg).

"EXPERIENCED TRAINMEN EARLY LEARN  
INSPECT YOUR TRAIN ON EVERY TURN"

**SPEED RESTRICTIONS**

	MPH
SUBDIVISION 12-A	
MP 126 Pole 28 C&NW Crossing .....	20
MP 135 Pole 28 C&NW Crossing .....	20
Trains handling derrick and pile drivers BR 1364 .....	10
MP 184 Pole 4 to MP 184 Pole 21 .....	10

	MPH
SUBDIVISION 12-B	
MP 114 Pole 0 to MP 122 Pole 0 .....	10
MP 153 Pole 0 to MP 154 Pole 20 .....	10

**SPECIAL INSTRUCTIONS**

SUBDIVISION 12-A  
Rule 83: Iowa Falls Yard and Dows for trains originating or terminating.

Dows - When grain train or portion of grain train is loading and using main street crossing, flag protection must be provided by member of crew on ground.

When making a movement from Clarion station to transfer track and it is desired to return to Clarion station, a key switch controller is provided and located on mast of Eastward Absolute Signal. To operate, insert switch key and turn to the right. If no train approaching on C&NW tracks, Eastward Absolute Signal will clear. In case a C&NW Railroad approach has become occupied, it will be necessary to operate release at crossing.

Estherville—movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
153.0	C&NW	Stop Signs	—	—	—	—
184.3	CMSI&P	Stop Signs	—	—	—	—

**SPECIAL INSTRUCTIONS—continued**

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
121.1	Sinclair Fertilizer	9
156.8	Custom Farm Service	7
205.2	Virginia Spur	11

SUBDIVISION 12-B  
Dows—When grain train or portion of grain train is loading and using main street crossing, flag protection must be provided by member of crew on ground.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
119.6	C&NW	Stop Sign	—	—	—	—
127.8	C&NW	Stop Sign	—	—	—	—
128.8	C&NW	Stop Sign	—	—	—	—
146.1	CMSI&P	Gate	Trainmen	CRI&P	Red	—

**Westward**

**Forest City Branch**

**Eastward**

	Footage Capacity		Station Numbers	SUBDIVISION 12-B STATIONS TIME TABLE NO. 1 Oct. 27, 1974	M.P. from Cedar Rapids	Signs
	Sidings	Other Tracks				
	.....	3600	55 090	DOWS .....	113.2	RYdW
	.....	.....	.....	6.4 C&NW Crossing .....	119.6	.....
	.....	750	55 007	0.3 ROWAN .....	119.9	.....
	.....	.....	.....	7.9 C&NW Crossing .....	127.8	.....
	.....	2400	55 015	0.2 BELMOND .....	128.0	.....
	.....	.....	.....	0.8 C&NW Crossing .....	128.8	.....
	.....	750	55 020	4.7 GOODELL .....	133.5	.....
	.....	7800	55 026	5.8 KLEMME .....	139.3	.....
	.....	2750	55 033	6.5 GARNER .....	145.8	B
	.....	.....	.....	0.3 CMSI&P Crossing .....	146.1	.....
	.....	.....	55 035	2.0 HAYFIELD JCT .....	148.1	.....
	.....	E500	55 039	3.6 MILLER .....	151.7	.....
	.....	9000	55 045	5.8 FOREST CITY .....	157.5	.....
	.....	1700	55 055	10.6 THOMPSON .....	168.1	.....
	.....	2400	55 064	9.0 BUFFALO CENTER .....	177.1	.....
				63.9		

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(1)(2) AUTHORIZED.

MAXIMUM SPEED: 20 MPH

See Page 12 for Speed Restrictions and Special Instructions.

**"LOOK IT OVER—FORWARD AND BACK  
GOOD INSPECTION KEEPS YOU ON THE TRACK"**

**Westward**

**Titonka Branch**

**Eastward**

	Footage Capacity of		Station Numbers	SUBDIVISION 12-C STATIONS TIME TABLE NO. 1 Oct. 27, 1974	M.P. from Cedar Rapids	Signs
	Sidings	Other Tracks				
	.....	.....	55035	HAYFIELD JCT .....	148.1	.....
	.....	1000	55006	5.8 HAYFIELD .....	153.9	.....
	.....	.....	.....	0.5 C&NW Crossing .....	154.4	.....
	.....	880	55012	5.5 CRYSTAL LAKE .....	159.9	.....
	.....	1040	55018	6.3 WODEN .....	166.2	.....
	.....	2100	55025	6.6 TITONKA .....	172.6	.....
				24.7		

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(1)(2) AUTHORIZED.

MAXIMUM SPEED: 10 MPH



Westward			Superior Branch			Eastward		
Footage Capacity of			SUBDIVISION 13 STATIONS			M.P. from Cedar Rapids		
Sidings	Other Tracks	Station Numbers	TIME TABLE NO. 1			M.P. from Cedar Rapids	Signs	
			Oct. 27, 1974					
.....	Yard	58184	ESTHERVILLE	.....	*TO(N)	206.9	RFWT YdBC	
.....	6000	58191	SUPERIOR	.....		213.8	.....	
.....	1500	58201	SPIRIT LAKE	.....		223.6	.....	
.....	1500	58205	MONTGOMERY	.....		228.4	.....	
.....	6850	58212	LAKE PARK	.....	*TO	234.7	RWYdC	
.....	1500	58216	HARRIS	.....		240.6	.....	
.....	2250	58223	OCHEYEDAN	.....		246.0	.....	
.....	1650	58230	ALLENDORF	.....		251.8	.....	
.....	4950	58235	SIBLEY	.....	*TO	257.4	RYdBC	
.....	.....	.....	C&NW Crossing	.....	UX	257.6	.....	
.....	1000	58242	LITTLE ROCK, IOWA	.....		265.0	.....	
.....	2600	58251	ELLSWORTH, MINN	.....		273.7	.....	
.....	2000	58611	ROCK RAPIDS, IOWA	.....		283.5	.....	
.....	.....	.....	IC Crossing	.....	UX	283.7	.....	
.....	.....	.....	END OF LINE	.....	A	284.2	.....	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
RULE 99(d) AUTHORIZED LAKE PARK TO END OF LINE.

MAXIMUM SPEED: 25 MPH

**SPEED RESTRICTIONS**

MP 207 Pole 4 to MP 209 Pole 3	.....	20
MP 257 Pole 6 C&NW Crossing	.....	20
MP 283 Pole 28 IC Crossing	.....	20
MP 292 Pole 7 BN Crossing	.....	20

**SPECIAL INSTRUCTIONS**

SUBDIVISION 13  
Estherville—Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.  
Sioux Falls—Trains and engines within city limits will not exceed 10 MPH.  
Rule 83: Lake Park and Sibley for trains originating or terminating.

Overhead or side restricted clearances as follows:  
Superior—Elevator spout  
Railroad Crossings at Grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
					Stop   Proceed
257.6	C&NW	Electric Lock Gate	Trainmen	CRI&P	Red —
283.7	IC	Stop Sign	—	—	— —

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
256.5	Sibley Concrete	6

Westward			Worthington Branch			Eastward		
Footage Capacity of			SUBDIVISION 13-A STATIONS			M.P. from Cedar Rapids		
Sidings	Other Tracks	Station Numbers	TIME TABLE NO. 1			M.P. from Cedar Rapids	Signs	
			Oct. 27, 1974					
.....	80	58212	LAKE PARK, IOWA	.....	*TO	234.7	RWYdC	
.....	10	58410	ROUND LAKE	.....		244.3	.....	
.....	131	58420	WORTHINGTON, MINN	.....		254.0	.....	
.....	29	58427	READING	.....		261.9	.....	
.....	20	58434	WILMONT	.....		269.1	.....	
.....	20	58441	LISMORE	.....		275.3	.....	

TRAINS AND ENGINES WILL OPERATE PER RULE 93.  
RULE 10(i)(2) AUTHORIZED

MAXIMUM SPEED: 25 MPH

**SPEED RESTRICTIONS**

MP 244 Pole 0 to MP 253 Pole 17	.....	20
MP 253 Pole 17 to MP 253 Pole 21	.....	10
MP 261 Pole 0 to MP 262 Pole 0	.....	20
MP 264 Pole 9 to MP 270 Pole 0	.....	20
MP 270 Pole 0 to MP 275 Pole 25	.....	20

**SPECIAL INSTRUCTIONS**

MPH Rule 83: Lake Park for trains originating or terminating.  
Overhead or side restricted clearances as follows:  
Worthington C&NW Overpass MP 253.2  
Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
254.7	Star Homes	10
268.6	Minn Fertz	8

"MAKE YOUR SIGNALS PLAINLY SEEN  
LET'S KEEP OUR SLATE OF ACCIDENTS CLEAN!"

Westward			Pocahontas			Eastward		
Footage Capacity of			SUBDIVISION 13-C			STATIONS		
Siding			TIME TABLE NO. 1			M.P. from Chicago		
Other Tracks			Oct. 27, 1974			Signs		
Station Numbers								
.....	44	58530	PALMER	4.4	454.7	.....		
.....	14	58534	WESTVIEW	3.4	459.1	.....		
.....	80	58538	POCAHONTAS	6.2	462.5	.....		
.....	21	58544	WARE	6.0	468.7	.....		
.....	34	58550	LAURENS	0.5	474.7	.....		
.....	.....	.....	C&NW Crossing	9.0	475.2	.....		
.....	.....	.....	WEBB	0.1	484.2	.....		
.....	.....	.....	CMStP&P Crossing	11.4	484.3	.....		
.....	31	58571	ROSSIE	6.1	495.7	.....		
.....	33	58577	ROYAL	6.8	501.8	.....		
.....	E35	58584	MONETA	5.6	508.6	.....		
.....	22	58589	HARTLEY	0.2	514.2	.....		
.....	.....	.....	CMStP&P Crossing	0.1	514.4	.....		
.....	26	58595	PLESSIS	59.8	514.5	.....		

TRAINS AND ENGINES WILL OPERATE PER RULE 93.  
RULE 10(i)(2) AUTHORIZED.

**MAXIMUM SPEED: 25 MPH**

<b>SPEED RESTRICTIONS</b>	<b>MPH</b>
MP 425 Pole 8 to MP 443 Pole 21 .....	20
MP 446 Pole 14 to MP 475 Pole 0 .....	20
MP 475 Pole 6 C&NW Crossing .....	10
MP 484 Pole 10 CMStP&P Crossing .....	20
MP 490 Pole 0 to MP 533 Pole 0 .....	20

**SPECIAL INSTRUCTIONS**

Between Emmetsburg (Subdiv 12-A) and Webb, Trains and Engines will be governed by CMStP&P Railroad (iM&D and Iowa Divs) Timetables and Operating Rules.

Eastward Trains and Engines will obtain CMStP&P train orders and clearances at Pocahontas for operation over CMStP&P tracks Webb to Emmetsburg.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
484.3	CMStP&P	Stop Sign	-	-	Stop Proceed

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
456.6	Arco Chemical Co.	12

**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 employes must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Employes 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.

**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 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.

**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 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 D-93 of the Uniform Code of Operating Rules is changed to read:**—Within yard limits, when moving against the current of traffic, all trains and engines must move at LOW SPEED.

**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.

**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 inbound train air brake test is made, be governed by Special Instructions.

**Rule 103(a) (7) Revised**—Before coupling to or moving cars on team or house tracks or tracks serving industries, 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 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 judgement 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)**—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(a) (Addition)**—Where 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 re-

lease 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 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(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.

**Rule 110(a) (continued)**

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. 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.

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

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

**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."

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

**RULE CHANGES—continued**

**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)**—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.

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

**RULE CHANGES—continued**

**RULES AND INSTRUCTIONS FOR TRAIN DISPATCHERS AND OPERATORS**

**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 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.

**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**

**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.

**137.** 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.

**SPEED RESTRICTIONS**

**ALL SUBDIVISIONS**

Authorized speed through curved switch lead of turnouts as follows:

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

**RULE CHANGES—continued**

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

**LOCATION No. 15 TURNOUTS**

**SUBDIVISION 11**

- MP 244 Pole 37
- MP 251 Pole 27
- MP 268 Pole 15
- MP 269 Pole 22
- MP 284 Pole 5
- MP 285 Pole 11
- MP 295 Pole 4
- MP 296 Pole 9
- MP 306 Pole 14
- MP 333 Pole 13

**SUBDIVISION 12**

- MP 191 Pole 3

**LOCATION No. 20 TURNOUTS**

**SUBDIVISION 11**

- MP 343 Pole 17

**MAXIMUM ENGINE SPEEDS**

	MPH
610, 614-620, 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	65
10, 12, 13, 117, 118, 123, 124, 403, 406, 409, 430-441, 529-563, 765-780, 795-797, 811-840, 900-949, 1200-1299, 1300, 1302-1353, 4100-4111, 4150-4168, 4200-4209, 4800-4804, 4900-4909	65
Railroad crossing not protected by interlocking except where higher speed authorized in this rule (Engine only)	10
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 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.	
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
Subdivisions 10B, 11A, 12B, 12C, 13A, and 13C	20

**RULE CHANGES—continued**

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 such case speed restrictions will be as follows:

	MPH
Subdivisions 9 and 10	35
Subdivisions 13-A and 13-C	20
All other Subdivisions	40
Trains handling welded rail of any length will not exceed 35 MPH; 5 MPH through turnouts. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.	

Air dump cars under load (RI 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 40

When gross tonnage of freight trains exceeds 80 tons per operative brake 45  
(Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train).

Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

**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

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.

## SPEED RESTRICTIONS

- Scale test cars moving in trains will be handled next ahead of caboose, except 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 caboose. When 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 caboose.

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

- 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 setoffs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snowplows to avoid buckling.

- 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.

- 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

\*—Radio installation

M—Manual Interlocking

A—Automatic Interlocking

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

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

- 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.

- A train holding main track at meeting point must not pass beyond **OVERLAP SIGN** nor open a switch beyond the

## SPEED RESTRICTIONS—continued

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**.

- 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.

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

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.

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

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

Drawbridges are located as follows:

Inver Grove—Mississippi River

- 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.

- 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.

- 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

## SPECIAL INSTRUCTIONS—continued

any time relatively long moves are made or for shorter distances when necessary for safe movement.

- 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.

- 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.

- When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

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

- TRAIN LOCATION LINE-UP RULES**—Rules contained herein govern all types of trackwork 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 for 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:

- Before placing track car on main track.
- Before operating track cars foul of main track.
- Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 min-

## SPECIAL INSTRUCTIONS—continued

utes. 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 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 AM; or No. 74 Leave (Station) not before 2:01 PM, 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" (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

**SPECIAL INSTRUCTIONS—continued**

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**



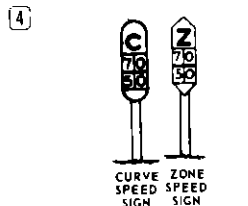
1. Indicates location where Centralized Traffic Control (CTC) Rules 400-406 begin and end.



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



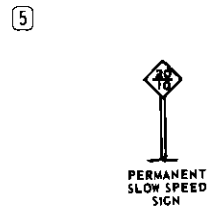
3. Indicates location of beginning and end of cab signal territory.



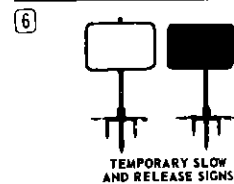
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance 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

**SPECIAL INSTRUCTIONS—continued**

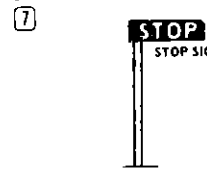
movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures are shown it governs all trains and engines. See Rule 10 (h).



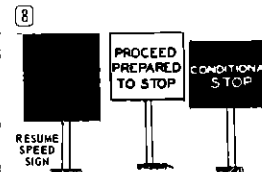
5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther where necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where 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 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).



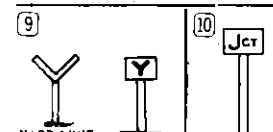
7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.



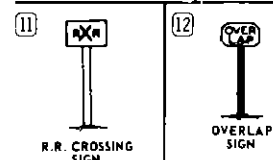
8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be

**SPECIAL INSTRUCTIONS—continued**

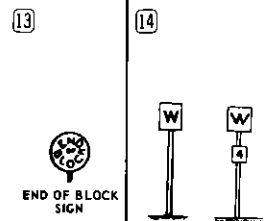
displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume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



9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.

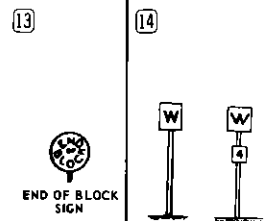


10. R. R. Jct. sign indicates R. R. jct. located 1 mile ahead.



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

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.



13. End of block sign indicates the point where block signal section ends.

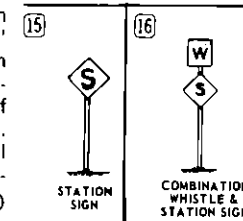
14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:

40 MPH or less.....	1320 Ft.
40-60 MPH.....	2000 Ft.
60-80 MPH.....	2600 Ft.
80-90 MPH.....	3000 Ft.

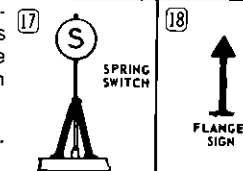
When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal

**SPECIAL INSTRUCTIONS—continued**

Rule 14-L must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.



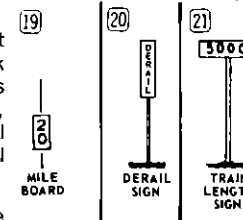
15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.



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 setoffs, 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 or siding or yard (or other designated point) to determine length of train by feet.

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 tracks signs are located.

**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 Weight
10-A	Linn Junction to West Union	190,000
13	Estherville to Sioux Falls	221,000F

**SPECIAL INSTRUCTIONS—continued**

F. Cars weighing from 221,000 pounds to 263,000 pounds (gross weight) may be handled between Estherville and Rock Rapids with the following restrictions:

Br. No.	Town	Speed
2583	Sibley	20 mph
2834	Sibley	20 mph

Subdivision	Description of Line	Gross Weight
13A	Lake Park to Lismore	220,000G

G. Cars weighing from 220,000 pounds to 263,000 pounds (gross weight) may be handled between Lake Park and Lismore at speeds not exceeding 10 mph at the following locations:

M.P. 244.6 to M.P. 253.10  
M.P. 264.3 to Lismore

13C	Palmer to Plessis	221,000
12B	Dows to Buffalo Center	221,000H

H. Cars weighing from 221,000 pounds to 263,000 pounds (gross weight) may be handled between Dows and Klemme

12C	Hayfield Junction to Titonka	221,000
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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 ahead of 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
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**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 current AAR wear limit requirements.

Cars containing Class A Explosives must be equipped with:

- (1) A continuous steel subfloor or,
- (2) Metal spark shields, 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.

A car which does not meet these requirements may move in trains only on instructions of Chief Dispatchers and under the following conditions:

1. The car transporting Class A Explosives and each car coupled to that car in a train must be inspected by a qualified employee while the train is stopped as follows:
  - (A) Where the train and engine crews are changed.
  - (B) Immediately before traversing a 1.75 percent or more descending grade of 10 miles or more in length.
  - (C) The first point practicable after traversing a 1.75 percent or more descending grade of 10 miles or more in length, but not more than two (2) miles after descending the grade.
  - (D) The first point practicable after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more.
  - (E) The first point practicable after an emergency application of automatic air brakes.

2. Chief Dispatchers will notify Transportation Control Center at Kansas City of any cars moving under these restrictions.

The inspection required in the foregoing paragraph must be conducted to determine that:

- (1) The air brakes are released.
- (2) There is no evidence of fire.
- (3) There is no evidence of overheating of brake shoes, wheel rims, wheel treads of journals.
- (4) The car suspension system and draft gear assembly are in a safe and suitable condition for service.

If there is evidence of sticking brakes, 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.

OFFICERS

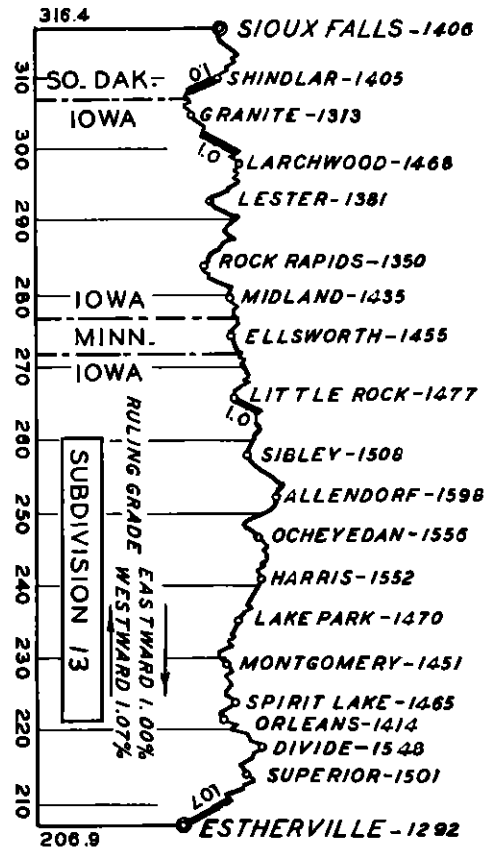
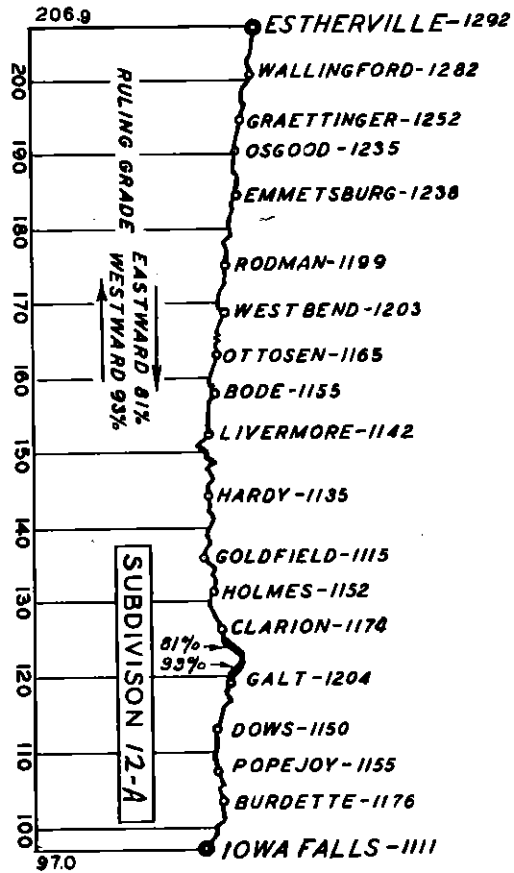
D. A. DeVault—Asst. Divn. Supt. ....	Des Moines
C. W. Guenther—Chief Dispatcher .....	Des Moines
C. H. Meyers—Asst. Supt. ....	Inver Grove
J. F. Broschart—Sr. Trainmaster—RFE .....	Estherville
J. F. Waddicar—Trainmaster—RFE .....	Cedar Rapids
G. E. Mueller—Trainmaster—Agent .....	Iowa Falls
R. E. Evans—Divn. RFE .....	Des Moines
M. B. Campbell—Divn. Mech. Officer—Locomotives .....	Des Moines
L. E. Benedict—Asst. Divn. Mech. Officer .....	Inver Grove
R. D. Waggoner—Divn. Mech. Officer—Car .....	Cedar Rapids
L. R. Darling—Diesel Supvr. ....	Des Moines
H. E. Strate—Divn. Engineer .....	Des Moines
A. J. Roaf—Divn. Engineer .....	Silvis
H. T. Buchanan—Asst. Divn. Engineer .....	Des Moines
R. D. Schauenberg—Asst. Divn. Engineer .....	Silvis
B. W. Elliott—Genl. Roadmaster .....	Des Moines
R. L. Rockey—Genl. Roadmaster .....	Silvis
P. Long—B&B Supvr. ....	Silvis
R. F. Murphy—B&B Supvr. ....	Des Moines
R. L. Jensen—Signal Supvr. ....	Des Moines
R. L. Wharry—Signal Supvr. ....	Silvis
—Asst. Signal Supvr. ....	Albert Lea
T. A. Johnson—Asst. Signal Supvr. ....	Iowa City
W. L. Boathe—Roadmaster .....	Cedar Rapids
L. G. Leverington—Roadmaster .....	Manly
M. Reyna—Roadmaster .....	Iowa Falls
C. F. Stacey—Roadmaster .....	Estherville
C. W. Smith—Roadmaster .....	Muscatine
P. A. Riggs—Safety Officer .....	Silvis
R. L. Swaim—Safety Officer .....	Des Moines

TRAIN DISPATCHERS

W. E. Murphy—Asst. Chief Dispatcher	J. D. McDermet—Asst. Chief Dispatcher
R. L. Thompson—Relief Asst. Chief Dispr.	P. D. McKee—Asst. Chief Dispatcher
D. R. Sabin—Asst. Chief Dispatcher	J. E. Marsengill—Train Dispatcher
J. L. VanDee—Train Dispatcher	C. D. Austin—Train Dispatcher
G. L. Watts—Train Dispatcher	D. L. Stowe—Train Dispatcher
D. D. Edgerton—Train Dispatcher	J. D. Stroh—Relief Train Dispatcher
J. A. Head—Relief Train Dispatcher	C. S. Winship—Relief Train Dispatcher
C. C. Lamb—Train Dispatcher	W. A. Knight—Train Dispatcher
R. C. Fee—Train Dispatcher	C. R. Gibson—Relief Train Dispatcher
G. R. Williamson—Relief Train Dispr.	J. F. Corder—Relief Train Dispatcher
L. A. Robinson—Extra Train Dispatcher	B. J. Tallman—Extra Train Dispatcher
D. L. McDonell—Extra Train Dispatcher	D. B. Auestad—Extra Train Dispatcher







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 \_\_\_\_\_  
(Occupation)

in charge of 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. \_\_\_\_\_."

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 \_\_\_\_\_  
(Occupation)

in charge of 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  
except \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_.

Where Rule 10(i)(2) is authorized, Foreman will omit the words,  
"of 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 be-  
tween 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. \_\_\_\_\_."