

TABLE OF TRAIN SPEEDS

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

WHAT HAVE YOU DONE



FOR SAFETY TODAY

Chicago, Rock Island & Pacific Railroad



TIME TABLE DES MOINES DIVISION

No. 2

EFFECTIVE 12:01 A.M.

SUNDAY, DECEMBER 29, 1974

Central Time — Goodland and East
Mountain Time — Goodland and West

H. E. PHELPS
Superintendent

F. J. GARNER
Asst. Gen. Mgr.

W. C. DEVRIES
Asst. Gen. Mgr.

W. C. HOENIG
Vice Pres. & Gen. Mgr.

W. J. PASTA
Sr. Asst. Gen. Mgr.

This Time Table for the exclusive use
and guidance of employees

Main Line Westward

SECOND CLASS

	SECOND CLASS					M.P. From Chicago	Footage Capacity Of	
	57	59	315	43	55		Sidings	Other Tracks
	Freight	Freight	Freight	Freight	Freight			
Daily	Daily	Daily Exc. Sun.	Daily	Daily				
	P.M. 9.00	A.M. 9.00	A.M. 5.00	A.M. 2.00	A.M. 1.00	355.6	.....	.....
						356.2	.....	.....
						357.8	.....	Yard
						358.3	.....	.....
						358.6	.....	.....
	9.25	9.25	5.25	2.25 58	1.25	362.6	.....	Yard
						362.7	.....	.....
	9.35	9.35	5.40	2.35	1.35	372.7	5958	480
						376.6	.....	W1040
						379.8	.....	760
	9.53	9.53	6.00 A.M.	2.53	1.53	385.5	.....	Yard
	9.55 48	9.55		2.55	1.55 58	387.4	6202	1680
						393.0	.....	1040
						398.2	.....	8726
	10.10	10.10		3.10	2.10	403.1	11647	1170
	10.18	10.18		3.18	2.18	410.1	3530	W1360
						416.8	.....	3360
	10.32	10.32		3.32	2.32	425.5	5058	2400
						432.5	.....	W1000
	10.45 P.M.	10.45 A.M.		3.45	2.45	439.9	6208	Yard
						440.7	.....	.....
						455.6	14882	280
						459.3	.....	2280
						474.7	6306	.....
						476.6	.....	W400
	12.01 A.M.	12.01 P.M.		5.00 A.M.	4.00 A.M.	487.8	.....	Yard

SUBDIVISION 5 STATIONS TIME TABLE NO. 2 DEC. 29, 1974

MP 355-37 to 362-29
Rules 450 to 453 Incl.

Automatic Block System

MP 439-19 to MP 487-8
Rules 400-406 Incl.

SHORT LINE JCT 0.6		*TO(N)
CR&P Crossing) 0.6		..... M
DMU-C&NW and 1.6		UX
FtDDM&S Crossing) 0.5		*TO(N)
DES MOINES 0.3		UX
DMU Crossing) 4.0		..... P
CNW JCT 0.1		*TO
WEST DES MOINES) 10.0		..... P
CNW JCT 3.9		..... P
BOONEVILLE 3.2		..... P
VAN METER) 5.7		..... P
DeSOTO 1.9		..... P
WINEAR 5.6		*TO
EARLHAM) 5.2		..... P
DEXTER 5.2		..... TO
STUART) 4.9		..... P
MENLO 7.0		..... P
CASEY) 6.7		..... P
ADAIR 7.8		*TO
ANITA) 7.0		..... TO
WIOTA 7.4		..... P
WIOTA) 0.8		*TO
ATLANTIC 14.8		..... P
AUDUBON JCT) 3.7		..... P
HILLIS 15.4		..... P
HANCOCK JCT) 1.9		..... P
PETER 11.4		..... P
McCLELLAND) 132.2		*TO(N)
BLUFFS 132.2		.....

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

MAXIMUM SPEED: 60 MPH

See Page 3 for Speed Restrictions and Special Instructions.

Dispatcher Phones Between Stations Located At:
MP 421 Pole 0 MP 458 Pole 11
MP 449 Pole 32 MP 469 Pole 30
MP 481 Pole 0

SPEED RESTRICTIONS

MPH

SUBDIVISION 5

MP 335 Pole 31 to MP 358 Pole 25 (Except as shown below)	20
East 18th Street to West 16th Street Des Moines	10
MP 358 Pole 25 to MP 363 Pole 3	30
MP 365 Pole 11 to MP 366 Pole 12	50
MP 377 Pole 11 to MP 380 Pole 31	30
MP 380 Pole 31 to MP 384 Pole 32	40
MP 454 Pole 0 to MP 457 Pole 0 (Hillis Siding)	25
MP 484 Pole 16 to MP 484 Pole 21	40
MP 486 Pole 5 to MP 487 Pole 12	30
MP 487 Pole 12 to MP 490 Pole 1	20

SPECIAL INSTRUCTIONS

SUBDIVISION 5

Rule 425 in effect between East Des Moines, MP 351.7 (Subdiv. 4) and Short Line Jct., MP 355.6.

Westward extra trains will obtain clearance at Short Line Junction. All westward trains will obtain clearance at Des Moines.

Rule 83: Short Line Jct., Winear and Bluffs for trains originating or terminating.

Trains and engines may move between Short Line Jct. and West Des Moines without train orders, on verbal authority from Train Dispatcher.

Both main tracks between West 1st Street and West 11th Street, Des Moines are not signalled.

Des Moines, West 11th St., MP 358 Pole 3, dwarf signals are located 200 feet from DMU crossing and govern movement with the current of traffic and have no automatic block signal function. When they indicate Stop, trains and engines must be preceded by a flagman to the crossing.

West Des Moines, the end of Two Main Tracks and C&NW Jct. at MP 362 Pole 7 are protected by interlocking.

Westward trains meeting eastward trains at end of Two Main Tracks West Des Moines will stop with forward end of engine or car immediately east of First Street. When ready to proceed, interlocking signal will clear if block is unoccupied when forward end of engine or car is a short distance west of First Street.

Eastward dwarf signal located between main track and auxiliary track at MP 362 Pole 33 will indicate proceed when main track switch is lined for auxiliary track providing block is unoccupied.

Westward trains enroute to C&NW will sound four short blasts of whistle approaching West Des Moines.

AT C&NW Jct. MP 358 Pole 6, trains moving against the current of traffic will stop before crossing the Junction. All trains and engines moving with the current of traffic approach this Junction at Restricted Speed. Signal No. 3587 will govern train and engine movement from C&NW tracks to Westward main track. Normal indication of Signal 3587 is STOP and will

SPECIAL INSTRUCTIONS—continued

indicate proceed only when switches are properly lined. Push button type light indicators are located at junction switch and east end of crossover switch. Before lining switches for movements toward either main track, trainmen must know that indicators are indicating a white light. In case of failure of indicator lights, train movement must be protected per Rule 99 or D-99. If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 351.

Trains and engines moving against the current of traffic MP 362 Pole 9 on Eastward Main Track reduce speed to 20 MPH until First Street West Des Moines is occupied.

Trains handling rock cars between Winear and West Des Moines must not exceed 30 MPH.

Train orders may be duplicated mechanically in line with Rule 209 Paragraph 5 at Short Line Jct., Des Moines and Bluffs.

Bulletin Boards and General Order Books are located at:
Des Moines — C&NW Yard Welfare Room
C&NW Engine House

Standard Clocks are located at:
Des Moines — C&NW Engine House

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

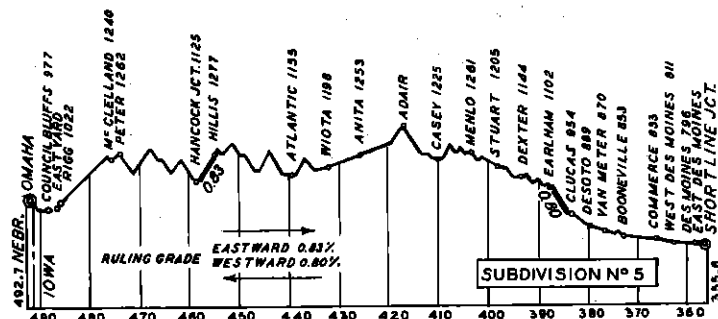
MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
356.2	DMU-C&NW FtDDM&S	Stop Signs	—	—	—	—
358.3	DMU	Gate	Trainmen	DMU	Red	—

Overhead or side restricted clearances as follows:

Des Moines — North industry track just west of Fifth Street.

West Des Moines — Between 11th Street and 150 feet east between tracks 1-2-3-4.

Winear — Loading dock Concrete Materials Co. MP 384 Pole 37.



Westward			Winear-Winterset Branch				Eastward				
			Footage Capacity Of		Station Numbers	SUBDIVISION 5-A STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from Chicago	Signs			
	Sidings	Other Tracks									
	.....	Yard	42202	WINEAR.....	P	385.5	RY....			
	.....	Yard	42012	WINTERSET		397.8	.....			
				12.2							

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: 10 MPH

Six (6) axle diesel electric units prohibited

Westward			Audubon Branch				Eastward				
			Footage Capacity Of		Station Numbers	SUBDIVISION 5-B STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from Chicago	Signs			
	Sidings	Other Tracks									
	6208	Yard	42256	ATLANTIC	*TO	439.9	WY				
	.....	.....	.....	0.8						
	.....	.....	.....	AUDUBON JCT	P	440.7	.....			
	.....	1240	42007	11.3						
	.....	1880	42009	BRAYTON.....		452.0	.....			
	.....	1000	42011	3.7						
	.....	Yard	42013	EXIRA		455.7	.....			
				5.3							
				HAMLIN		461.0	.....			
				4.1							
				AUDUBON		465.1	.....			
				25.2							

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: 15 MPH

Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
442.9	Moorman Feed Company	750
463.3	Nishna	600

Six (6) axle diesel electric units prohibited

Southward			Oakland Branch				Northward				
			Footage Capacity Of		Station Numbers	SUBDIVISION 5-C STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from Avoca	Signs			
	Sidings	Other Tracks									
	.....	Yard	42019	AVOCA		0.0	.....			
	.....	920	42017	6.4						
	.....	2280	42276	HANCOCK		6.4	.....			
	.....	Yard	42015	0.4						
				HANCOCK JCT	P	6.8	.....			
				5.5							
				OAKLAND.....		12.3	.....			
				12.3							

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: 35 MPH

Six (6) axle diesel electric units prohibited
Industrial or spur tracks are located at:

SPEED RESTRICTIONS	MPH
MP 0.0 to MP 1 Pole 0	30
MP 1 Pole 0 to MP 5 Pole 25	10
MP 5 Pole 25 to MP 6 Pole 8	30
Avoca—Elm, Pine, and High Streets	10

Mile Post	Name	Footage Capacity
10.15	American Beef	2800

Overhead or side restricted clearances as follows:

Hancock—Loading platform Gulf Fertilizer Co. south house track.

Westward

Main Line

Eastward

SECOND CLASS		Footage Capacity Of		Station Numbers	SUBDIVISION 6 STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from Chicago	M.P. from St. Joseph	Signs	SECOND CLASS			
59	55	Sidings	Other Tracks						46	56	58	
Freight Daily	Freight Daily								Freight Daily	Freight Daily	Freight Daily	
P.M. 12.30	A.M. 5.00	.....	Yard	43314	400-406 MP487-8 to MP489	*TO(N)	487.8	.....	RFWT	A.M. 11.05	P.M. 3.30	P.M. 7.15
		Yard	43316					BLUFFS 1.0	YdBC		
		.....	.....	43320	Automatic Block System MP507-20 to MP612-32 and MP149-32 to MP155-20	TWO MAIN TRACKS	.....	.....	Yd			
						CO. BLUFFS, IA 3.9*	492.7	.....	Yd
1.20	5.50	.....	.....	.....	OMAHA, NEB 4.4	.....	507.5	.....	.....	10.10	2.35	6.20
		.....	.....	.....	CRIP & JCT... 0.0	.....	507.5	.....	.....	
		.....	.....	.....	UP Crossing. 0.3	.....	UX	507.5	.....		
1.25	5.55	2860	4722	43325	ALBRIGHT P	507.8	.....	.....	Yd	10.05	2.30	6.15
		.....	E680	45335	10.3	.....	.....	.....	.....
2.00	6.25	4367	1965	45343	RICHFIELD..... P	518.1	.....	.....	.....		59	
56		.....	.....	.....	7.7	.....	.....	.....	.....	9.40	2.00	5.35
		.....	.....	.....	LOUISVILLE .....*TO	525.8	.....	.....	.....
		.....	.....	.....	0.0	.....	.....	.....	.....
		.....	E360	45348	MoPac Crossing..... A	525.8	.....	.....	.....
		.....	.....	.....	4.7	.....	.....	.....	.....
		.....	1040	45353	BN Crossing A	530.5	.....	.....	.....
		.....	.....	.....	0.5	.....	.....	.....	.....
		.....	.....	.....	SOUTH BEND..... P	531.0	.....	.....	.....
		.....	.....	.....	5.3	.....	.....	.....	.....
2.30	6.55	4478	760	45360	MURDOCK.....*TO	536.3	.....	.....	W			
		.....	.....	.....	6.7	.....	.....	.....	.....
		.....	.....	.....	ALVO P	543.0	.....	.....	.....	9.10	1.40	5.05
		.....	.....	.....	7.3	.....	.....	.....	.....
		.....	.....	.....	PRAIRIE HOME..... P	550.3	.....	.....	.....
		.....	.....	.....	6.7	.....	.....	.....	.....
		.....	.....	.....	HAVELOCK..... P	557.0	.....	.....	.....
		.....	.....	.....	3.8	.....	.....	.....	.....
		.....	.....	.....	Mo Pac Crossing..... UX	560.8	.....	.....	.....
		.....	.....	.....	0.6	.....	.....	.....	.....
3.05	7.25	2880	Yard	45378	LINCOLN.....*TO	561.4	.....	.....	W BC	8.35	1.05	4.30
		.....	.....	.....	8.4	.....	.....	.....	.....
		.....	.....	.....	ROKEBY..... P	569.8	.....	.....	.....
		.....	.....	.....	5.5	.....	.....	.....	.....
		.....	.....	.....	MARTELL..... P	575.3	.....	.....	.....
		.....	.....	.....	7.0	.....	.....	.....	.....
3.50	8.01	4124	1080	45399	HALLAM.....*TO	582.3	.....	.....	.....	55	8.01	59
58	46	.....	.....	.....	6.8	.....	.....	.....	.....	12.22	P.M.	3.50
		.....	.....	.....	CLATONIA..... P	588.6	.....	.....	.....
		.....	.....	.....	13.4	.....	.....	.....	.....
		.....	.....	.....	PLYMOUTH P	602.0	.....	.....	.....
		.....	.....	.....	10.7	.....	.....	.....	.....
4.30	8.45	3930	1040	45428	JANSEN P	612.7	149.7	.....	.....	5.55	A.M.	3.10
		.....	.....	.....	5.8	.....	.....	.....	.....
4.40	8.55	.....	Yard	45435	FAIRBURY, NEBR.....*TO(N)	.....	155.5	.....	YdBC	5.40	11.20	2.55
P.M.	A.M.	.....	.....	.....	120.0	.....	.....	.....	RWT	A.M.	A.M.	P.M.

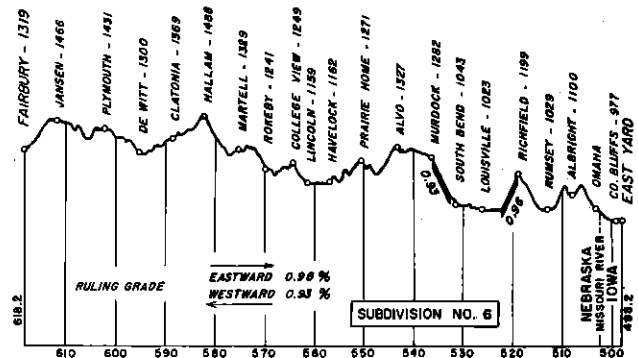
**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(k) AUTHORIZED**

MAXIMUM SPEED: 60 MPH

See Page 6 for Speed Restrictions and Special Instructions.

Dispatchers Phones Between Stations Located At:

- MP 512 Pole 18
- MP 566 Pole 0
- MP 581 Pole 20



SPEED RESTRICTIONS

SUBDIVISION 6

	MPH
MP 486 Pole 5 to MP 487 Pole 12	30
MP 487 Pole 12 to MP 490 Pole 1	20
MP 507 Pole 21 to MP 508 Pole 13	25
MP 508 Pole 13 to MP 522 Pole 5	50
MP 530 Pole 0 to MP 531 Pole 17	50
MP 545 Pole 4 to MP 546 Pole 39	50
MP 551 Pole 30 to MP 552 Pole 9	50
MP 557 Pole 25 to MP 557 Pole 41	50
MP 560 Pole 18 to MP 561 Pole 32	25
MP 561 Pole 32 to MP 562 Pole 36	30
MP 562 Pole 36 to MP 564 Pole 11	50
MP 151 Pole 15 to MP 155 Pole 0	50

SPECIAL INSTRUCTIONS

SUBDIVISION 6

Rule 83: Bluffs, Jansen and Fairbury for trains originating or terminating.

Train orders may be duplicated mechanically in line with Rule 209 Paragraph 5 at Bluffs and Fairbury.

Between Third and Eighth Streets, Co. Bluffs trains and engines will move at Low Speed. Trains and engines may move between Bluffs and Co. Bluffs without train orders or clearances.

While operating on all UP tracks in Co. Bluffs Omaha and South Omaha, each member of train and crew must have a copy of and be governed by UP Bridge Subdivision special rules.

Engines may occupy Western Sand and Gravel Spur MP 530.2 for sufficient distance only to clear insulated joint behind dwarf signal of interlocking.

When necessary to handle cars through covered shed over main lead in Power Plant Sheldon Station MP 581.5, stop must be made to be certain cars will clear overhead and

SPECIAL INSTRUCTIONS—continued

sides. Engines equipped with snow plow pilot must not be operated through this shed. This location will not clear man on side of car.

Warning and obstruction lights, as listed below, will govern.

Warning and obstruction lights are installed on facilities at car shaker pit, 3200 feet from main track at Sheldon Station as follows:

(a) Two (2) red warning lights on south end and two (2) red warning lights on north end of Shaker House.

One (1) red warning light on either side of entrance.

(Warning lights are normally off—lights are on when shaker is lowered from its extreme hoisted position and/or when fuel oil pump, which supplies thawing burners, is in operation.)

(b) One (1) red obstruction light on elevated platform along west side of Shaker House—light is on at all times.

(c) Two (2) red obstruction lights on steel barrier gate located at south end of Shaker House—lights are on at all times.

Barrier gate is normally open. Personnel from Sheldon Station will close barrier gate when there is any reason that train crews should not proceed through the facilities. 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
489.5	IC-C&NW	Stop Signs	—	—	—	—
489.8	C&NW-BN	Stop Signs	—	—	—	—
507.5	UP	Gate	Trainmen	UP	Red	—
560.8	Mo-Pac	Gate	Trainmen	MoPac	Red	—

Industrial or spur tracks are located at:

MP	Name	Footage Capacity
530.2	Western Sand and Gravel	3120
556.0	Bethany Spur	120
558.0	W. T. Good Spur	480
581.5	Sheldon Station	800

**Whistle for Crossings Loud and Clear
Some Highway Drivers Need Help to Hear!**

Westward

Beatrice Branch

Eastward

			Footage Capacity Of		Station Numbers	SUBDIVISION 6-A STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from St. Joseph	Signs			
			Sidings	Other Tracks							
			1050	Yard	45089	BEATRICE..... TO(N) 0.1	129.2	Y....			
			.....	.....	.....	UP Crossing UX 0.2	129.3	.....		
			.....	.....	.....	BN Crossing UX 8.1	129.5	.....		
			.....	920	45097	ELLIS 5.6	137.6	.....		
			.....	1080	45103	HARBINE 6.0	143.2	.....		
			3930	1040	45428	JANSEN P 20.0	149.2	R....			

MAXIMUM SPEED: 10 MPH

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

RULE 10 (i)(2) AUTHORIZED.

SPECIAL INSTRUCTIONS

Rule 83: Jansen for trains originating or terminating.
Westward trains must obtain clearance at Beatrice.
Six (6) axle diesel electric units prohibited.
Railroad crossings at grade are protected by interlocking
except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light For	
					Stop	Proceed
129.3	UP	Stop Signs	—	—	—	—
129.5	BN	Stop Signs	—	—	—	—

Westward

Ruskin Branch

Eastward

			Footage Capacity Of		Station Numbers	SUBDIVISION 6-B STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from St. Joseph	Signs			
			Sidings	Other Tracks							
			Yard	45435	FAIRBURY.....*TO(N) 8.1	155.5	RYdB WTC			
			640	36008	GLADSTONE 5.9	163.6	.....		
			1440	36014	GILEAD..... 9.9	169.5	.....		
			1200	36024	HEBRON 7.7	179.4	.....		
			1960	36031	DESHLER 7.8	187.1	.....		
			Yard	36039	RUSKIN 39.4	194.9	Y....			

MAXIMUM SPEED: 10 MPH

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

RULE 10(i)(2) AUTHORIZED.

SPECIAL INSTRUCTIONS

Trains and Engines must stop before passing over
Highway US 81 crossing Hebron MP 178 Pole 23 and
movement must be protected by member of the crew lo-
cated on the ground at crossing.

For operation from our yard Fairbury to the Ruskin
Branch Subdivision 6-B, or vice versa, the following will
govern with respect to use of Union Pacific trackage.

A train, engine or motor car must not occupy, nor foul,
the Union Pacific main track or control siding until au-
thority to occupy such track has been received from the

Union Pacific Dispatcher or Operator. Switches to such
main track or controlled siding must not be operated
until authority has been received from the Union Pacific
Dispatcher or Operator.

The Union Pacific Dispatcher or Operator will designate
the time and between what points you may occupy their
trackage.

Six (6) axle diesel electric units prohibited.

Westward

Main Line

Eastward

SECOND CLASS			Footage Capacity Of			SUBDIVISION 7 STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS		
73	59	55	Sidings	Other Tracks	Station Number				56	58	46
Freight	Freight	Freight							Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily						
	P.M. 4.50	A.M. 9.01	.....	Yard	45435	FAIRBURY, NEBR. *TO(N)	155.5	YdBCR WT	A.M. 11.10	P.M. 2.45	A.M. 5.30
			.....	.....	.....	0.3 UP Crossing A	155.8	.....		
			.....	.....	.....	7.9 BN Crossing AP	163.7	.....		
	5.20	9.30	6164	1160	45449	6.6 MAHASKA, KAN P	170.3	.....	10.45	2.15	5.01
			.....	840	45454	4.5 NARKA P	174.8	.....		
			.....	880	45460	6.8 MUNDE P	181.6	.....		
P.M. 10.45	6.20	10.15 56	.....	Yard	12468	7.8 BELLEVILLE *TO(N)	189.4	YdWBR FTYC	55 10.15	1.45	4.30
			.....	760	46473	4.6 RYDAL P	194.0	.....		
			.....	.....	.....	4.8 MoPac Crossing AP	198.8	.....		
11.15	6.50	10.45	4150	840	46483	6.1 COURTLAND P	204.9	.....	9.40	12.45	4.00
			.....	.....	.....	0.0 AT&Sf Crossing UX	204.9	.....		
			.....	800	46488	5.0 FORMOSO P	209.9	.....		
			.....	960	46493	5.2 MONTROSE P	215.1	.....		
11.50 P.M.	7.20	11.15	5200	2280	46500	7.0 MANKATO *TO	222.1	W	9.10	P.M. 12.15	3.30
			.....	840	46508	8.0 OTEGO P	230.1	.....		A.M.	
A.M. 12.15	7.45	11.50 58 A.M.	4094	1320	46514	4.7 ESBO P	234.8	.....	8.50	55 11.50	3.05
			.....	1600	46520	6.7 LEBANON TO	241.5	.....		
			.....	1480	46527	6.5 BELLAIRE P	248.0	.....		
12.45	8.15	P.M. 12.20	4664	2640	46533	6.1 SMITH CENTER *TO	254.1	W	8.20	11.20	2.30
			.....	1360	46541	8.0 ATHOL P	262.1	.....		
			.....	1240	46547	6.0 KENSINGTON TO	268.1	.....		
1.20	8.50	12.55	10544	1000	46551	4.6 AGRA P	272.7	.....	7.45	10.40	1.55
			.....	880	46556	5.0 GREINA P	277.7	.....		
1.35 A.M.	9.05 P.M.	1.10 P.M.	.....	Yard	46563	6.2 PHILLIPSBURG *TO(N)	283.9	BCR YdWT	7.30 A.M.	10.25 A.M.	1.35 A.M.

Automatic Block System

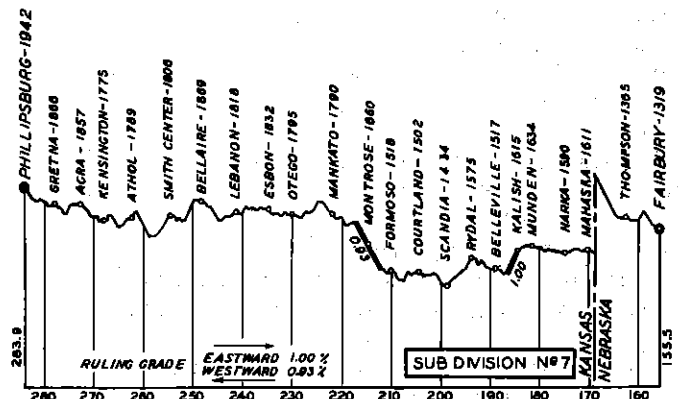
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

RULE 99(k) AUTHORIZED.
MAXIMUM SPEED: 60 MPH

ALL TRAINS AND ENGINES MUST OBTAIN CLEARANCE AT BELLEVILLE AND MAY REGISTER BY FORM 1339.

See Page 10 for Speed Restrictions and Special Instructions.

Hang on When Riding Back in the Caboose
Slack Action Will Throw Anything That's Loose



Westward

Clay Center Branch

Eastward

SECOND CLASS			Footage Capacity Of		Station Numbers	SUBDIVISION 20B STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS						
	73		Sidings	Other Tracks					Freight	74	Daily	P.M.	1.50	1.22	
	Daily Except Sun.														P.M. 2.00	2.28	2.45	3.03	3.21	3.35	4.00	4.16	4.32	4.45	5.02	5.15	5.45 P.M.
					11621	McFARLAND *TO	122.0	CRYB							
			2800		12014	13.8 ZEANDALE P	135.8								
						7.2 UP Crossing UX	143.0								
			8100	2200	12021	0.2 MANHATTAN *TO	143.2	W			1.05				
			5280	760	12030	8.9 KEATS P	152.1				12.47				
				1800	12039	8.6 RILEY P	160.7				12.29				
					12046	6.8 BALA P	167.5				P.M. 12.15				
			6868E W2021	15160	12057	11.9 CLAY CENTER *TO	179.4	W			A.M. 11.50				
				2400	12065	7.7 MORGANVILLE P	187.1				11.34				
				2480	12073	7.9 CLIFTON TO	195.0				11.18				
						1.7 MoPac Crossing UX	196.7								
				2000	12079	4.6 CLYDE TO	201.3				11.05				
				800	12088	8.5 AGENDA P	209.8				10.48				
			2800	E600	12094	6.4 CUBA P	216.2				10.35				
				Yard	12468	9.9 BELLEVILLE *TO(N)	226.1	RFWT BCYYd			10.15 A.M.				

MAXIMUM SPEED: 30 MPH

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

SPEED RESTRICTIONS

MPH

MP 178 Pole 25 to MP 179 Pole 18 20
MP 143 Pole 0 (UP Crossing) 15

SPECIAL INSTRUCTIONS

Trains operating from Subdivision 20 to Subdivision 20-B at McFarland will receive clearance at either Topeka Yard or Herington. Trains to or from Subdivision 20-B except No. 73 will not require clearance at McFarland when operator not on duty.

Watch for fallen rock MP 145 Pole 5 to MP 145 Pole 12.

After stopping for UP Crossing MP 143 Pole 0; movement over crossing will be made only on signal from member of crew of the train stationed at the crossing.

When using industry tracks at Clay Center including turn-outs, only one (1) unit may be used, and six (6) axle units are prohibited.

Eastward trains on curve between Mile Post 194 pole 24 and Mile Post 194 pole 4 that cannot maintain a minimum speed of 20 MPH must reduce speed to 10 MPH until rear of train has passed Bridge 1941.

All trains and engines approach MoPac Crossing MP 196.7 prepared to stop, not exceeding Low Speed, engines only, over crossing.

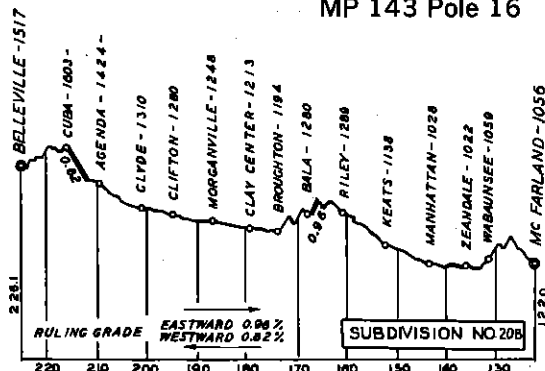
Train orders may be duplicated mechanically in line with Rule 209 Paragraph 5 at Belleville.

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
143.0	UP	Stop Sign	-	-	-	-
196.7	MoPac	Gate	Trainmen	MoPac	-	-

Dispatchers phones between stations located at:

- | | |
|----------------|----------------|
| MP 122 Pole 19 | MP 144 Pole 10 |
| MP 131 Pole 10 | MP 152 Pole 14 |
| MP 143 Pole 16 | MP 160 Pole 37 |
| | MP 162 Pole 40 |
| | MP 167 Pole 30 |
| | MP 173 Pole 39 |
| | MP 192 Pole 23 |
| | MP 201 Pole 20 |
| | MP 209 Pole 39 |
| | MP 216 Pole 20 |



SPEED RESTRICTIONS

SUBDIVISION 7

	MPH
MP 155 Pole 0 to MP 156 Pole 9	35
MP 156 Pole 9 to MP 158 Pole 29	55
MP 163 Pole 7 BN Crossing	40
MP 164 Pole 19 to MP 166 Pole 0	50
MP 188 Pole 16 to MP 189 Pole 20	25
MP 197 Pole 33 to MP 198 Pole 15	50
MP 198 Pole 22 to MP 199 Pole 6 (Except as shown below)	40
MP 198 Pole 32 MoPac Crossing	20
MP 204 Pole 34 AT&SF Crossing (Engine only)	35
MP 215 Pole 23 to MP 217 Pole 19	40
MP 225 Pole 6 to MP 225 Pole 18	50
MP 230 Pole 34 to MP 231 Pole 2	50
MP 257 Pole 7 to MP 257 Pole 13	50
MP 283 Pole 11 to MP 284 Pole 20	45

SUBDIVISION 71

MP 292 Pole 37 to MP 293 Pole 6	50
MP 306 Pole 17 to MP 306 Pole 37	50
MP 316 Pole 10 to MP 316 Pole 27	50
MP 317 Pole 17 to MP 317 Pole 31	45
MP 387 Pole 3 to MP 388 Pole 20 (Eng. only)	25

SPECIAL INSTRUCTIONS

SUBDIVISION 7

Lebanon, west elevator will not clear engine or man on side of car.

Train orders may be duplicated mechanically in line with Rule 209 Paragraph 5 at Fairbury, Belleville and Phillipsburg.

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
204.9	AT&SF	Gate	Trainmen	AT&SF	Red	—

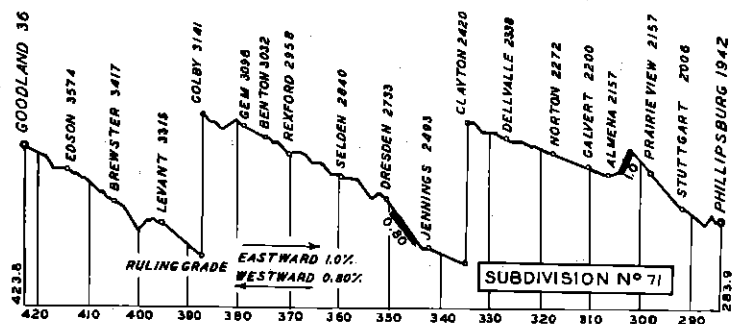
SUBDIVISION 71

Joint use of tracks between Almena Jct. MP 308 Pole 32 and CB&Q Jct., MP 325 Pole 35 CRI&P and BN Railroads.

Agent Norton has control of electrically-locked hand-operated switches Almena Jct., connection at Lau, and CB&Q Jct. Employees using these switches will communicate with operator using block phone located in pole box stencilled "Block Phone" located near each switch. Instructions for operating locks are located in each phone box. There is a time interval of approximately four minutes for locks to release when entering main track. After use of switch has been completed, member of crew will notify operator at Norton. There is also a phone connection with dispatcher's circuit and located in pole box adjacent to each switch for use in emergency.

BN trains must receive Rock Island Lines Clearance Form CT-94-A before entering main track at Almena Jct., Lau, and CB&Q Jct.

Train orders may be duplicated mechanically in line with Rule 209 Paragraph 5 at Phillipsburg and Goodland.



**Never Let Poor Train Inspection
Turn Your Trip to Imperfection**

Westward

Main Line

Eastward

SECOND CLASS			Footage Capacity Of		Station Numbers	SUBDIVISION 71 STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS		
59	55	73	Sidings	Other Tracks					56	58	46
Freight	Freight	Freight							Freight	Freight	Freight	Freight
Daily	Daily	Daily			Daily	Daily	Daily				
P.M. 9.10	P.M. 1.15	A.M. 1.40	.....	Yard	46563	PHILLIPSBURG *TO	283.9	BCR YdWT	A.M. 7.25	A.M. 10.20	A.M. 1.25
9.25	1.25	1.55	4432	960	46570	7.6 STUTTGART P	291.5	.....	7.15	10.10	1.15
			.....	880	46577	6.8 PRAIRIE VIEW P	298.3	.....		
			.....	720	46586	8.2 ALMENA TO	306.5	.....		
			.....	.....	46588	2.1 ALMENA JCT P	308.6	.....		
			.....	760	46590	2.0 CALVERT P	310.6	.....		
10.15	2.20	2.45	10544	1720	46597	7.4 NORTON *TO	318.0	.....	6.25	9.20	12.20
			3132	.....	46598	0.9 LAU P	319.0	.....		
			.....	.....	46605	7.0 CB&Q JCT P	325.9	.....		
10.30	2.45	3.00	6950	.....	46610	4.1 ROBERTSON P	330.0	.....	6.10	9.05	12.05 A.M.
			.....	840	46614	5.0 CLAYTON P	335.0	.....			P.M.
10.50	2.55	3.20	4028	1320	46621	7.4 JENNINGS P	342.4	.....	5.50	8.50	11.50
			.....	1080	46629	8.4 DRESDEN P	350.8	.....			59
11.20	3.25	3.55	7134	2320	46639	9.4 SELDEN TO	360.2	Y	5.25	8.20	11.20
46			.....	2000	46649	10.6 REXFORD P	370.8	.....		
			.....	240	46654	4.5 BRETON P	375.3	.....		
11:50 P.M.	3.50	4.20	7102	1080	46658	4.5 GEM P	379.8	.....	5.01	7.51	10.10
12.05 A.M.	4.05	4.50	4388	3280	46666	8.0 COLBY *TO	387.8	.....	73 4.50	7.40	9.59
			.....	1280	46674	8.2 LEVANT P	396.0	.....		
			.....	1800	46684	9.8 BREWSTER TO	405.8	.....		
12.45	4.40	5.30	4040	1320	46693	9.3 EDSON P	415.1	.....	4.15	7.00	9.15
1.00 A.M.	4.55 P.M.	5.45 A.M.	.....	Yard	47702	8.7 GOODLAND *TO(N)	423.8	RYdB FWTC	4.01 A.M.	6.45 A.M.	9.00 P.M.

Automatic Block System

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

MAXIMUM SPEED: 60 MPH

See Page 10 for Speed Restrictions and Special Instructions.

**Follow Safety Rules and Stay Alert
It's Hard to Work When You're Off Hurt**

Westward

Main Line

Eastward

SECOND CLASS			Footage Capacity Of		Station Numbers	SUBDIVISION 8 STATIONS TIME TABLE NO. 2 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS		
55	73	59	Sidings	Other Tracks					56	58	46
Freight	Freight	Freight			Daily	Daily	Daily	Daily	Daily	Daily	
P.M. 4.25	A.M. 5.15	A.M. 12.30	.....	Yard	47702	GOODLAND .....*TO(N)	423.8	CRYd FWTB	A.M. 2.45	A.M. 5.10	P.M. 6.00
			.....	W480	47708	5.5 CARUSO..... P	429.3	.....		
			.....	2800	47712	4.1 RULETON..... P	433.4	.....		
4.55	5.45	1.00	4380	2840	47720	8.0 KANORADO, KAN.... P	441.4	.....	2.25	4.35	5.30
			.....	2400	47726	5.9 PECONIC, COLO..... P	447.3	.....		
5.15	6.05	1.20	5074	4920	47732	6.4 BURLINGTON.....*TO	453.7	.....	2.10	4.20	5.15
46			.....	1200	.....	2.0 WEST BURLINGTON.....	455.7	.....		
			.....	2600	47741	6.3 BETHUNE..... P	462.0	.....		
5.40	6.30	1.50	7638	2240	47751	10.1 STRATTON..... TO	472.1	Y	59 1.50	3.55	4.40
		56	.....	2080	47758	7.2 VONA..... P	479.3	.....		
6.05	6.55	2.10	2624	1280	47765	7.0 SEIBERT..... P	486.3	.....	1.30	3.35	4.25
			.....	4500	47776	11.0 FLAGLER..... P	497.3	.....	1.10	3.18	4.10
6.25	7.15	2.35	6120	2800	47787	11.5 ARRIBA..... P	508.8	.....	12.50	59 3.00	3.50
6.50	7.40	3.00	4138	1560	47799	11.9 GENOA..... P	520.7	.....	12.25	2.25	3.25
7.15	8.05	3.25	.....	Yard	47809	10.1 LIMON.....*TO(N)	530.8	RYd WYBC	12.01 A.M.	2.00 A.M.	3.00 P.M.
7.30 P.M.	8.20 A.M.	3.40 A.M.	5874	Yard	48008	83.8 SANDOWN JCT.....*TO	.....	YYdB			
			.....	.....	.....	4.0 BELT.....	.....	Yd			
			.....	Yard	48001	2.7 NORTH YARD.....*	.....	WFY Yd			
						90.5 DENVER					

Automatic Block System
MP 423-32 to MP 530-32

Rule 99

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(k) AUTHORIZED BETWEEN GOODLAND AND LIMON.

MAXIMUM SPEED: 60 MPH

SPEED RESTRICTIONS

MPH

MP 530 Pole 11 to MP 530 Pole 34	15
Sandown Jct. to Belt	20

SPECIAL INSTRUCTIONS

Bridge 4885 is equipped with flood and fire protection appliance which controls Eastward Signal 4886 and Westward Signal 4865. If these signals are found displaying a Stop, Then Proceed at Low Speed indication, bridge must be inspected before passing over it.

Trains between Limon and 21st Street Denver will be governed by Union Pacific RR operating rules, timetable and special rules.

Trains between 21st Street and Cherry Creek, Denver will be governed by DUT Ry operating rules.

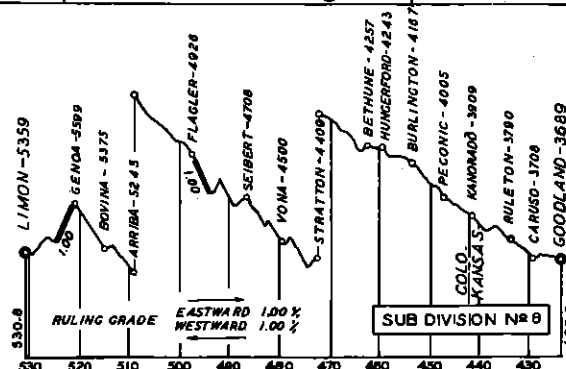
Trains between Cherry Creek and 7th Street Yard, Denver will be governed by AT&SF Ry—D&RGW RR Joint Timetable and D&RGW RR operating rules.

Trains between Belt and Denver North Yard will be

governed by D&RGW RR Timetable and operating rules Westward trains between Sandown Jct. and Belt and Eastward trains between D&RGW North Yard and Sandown Jct. will not require clearance.

Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
468.36	Great Western Sugar	1120



Westward

Colorado Springs Branch

Eastward

			Footage Capacity Of			SUBDIVISION 8-A STATIONS TIME TABLE NO. 2 DEC. 29, 1974						
			Sidings ⁺	Other Tracks	Station Numbers				M.P. from St. Joseph	Signs		
			.....	Yard	47809	LIMON	*TO(N)	530.8	RYdB WYC			
			.....	.....	.....	0.0						
			.....	920	47828	UP Crossing	UX	530.8	.....		
			.....	1920	47834	MATHESON		550.0	.....		
			.....	640	47849	6.3						
			.....	W640	47861	SIMLA		556.3	.....		
			.....	800	47870	14.5						
			.....	600	47879	CALHAN	*TO(N)	570.8	.....		
			1860	Yard	47886	11.2						
			.....	Yard	47888	PEYTON		582.0	.....		
						9.3						
						FALCON		591.3	.....		
						8.8						
						ELSMERE		600.1	.....		
						7.2						
						ROSWELL		607.3	YdY			
						2.3						
						COLO. SPGS	TO	609.6	Yd WYC			
						78.8						

MAXIMUM SPEED: 40 MPH

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(3) AUTHORIZED.

SPEED RESTRICTIONS

	MPH
MP 530 Pole 32 to MP 531 Pole 0.....	30
MP 602 Pole 16 to MP 606 Pole 38.....	30

SPECIAL INSTRUCTIONS

- Six (6) axle diesel electric units prohibited
- Trains between Colorado Springs and D&RGW connection will be governed by AT&SF Ry—D&RGW joint timetable and AT&SF Ry operating rules.
- When train order office is closed, trains may leave Colorado Springs without clearance.
- Colorado Springs city ordinance restricts speed to 18 MPH for trains moving through sidings or while performing switching over crossings within city limits.
- Engine or cars being handled inside city property on west industrial spur track serving new power plant Roswell will not exceed 5 MPH.
- Movement over Fillmore Street, Roswell must be protected by flagman on ground at the crossing.
- Railroad crossings at grade are protected by interlocking except as follows: "MP 530.8 UP crossing protected by stop signs."
- Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
597.4	City of Colo. Spgs. Gas	840

Colorado Springs, Colorado — The D&RGW, Santa Fe, and Rock Island joint facility at Colorado Springs has installed TCS at Colorado Springs under the operation with Santa Fe Operating Rules: Our location for entering the controlled siding at Colorado Springs is now located at Mile Post 609, Pole 3. A telephone has been located on the field side of the main track directly opposite of the double crossover at this location. It will be necessary for Rock Island crews before fouling the controlled siding at Colorado Springs, to call the Santa Fe dispatcher at LaJunta, Colorado to receive permission, and the proper signal indication before entering this siding. The signal indication to enter this siding will be a flashing red signal which will be restricted speed per Rule 290. This is approach lighted signal, approach section located approximately 150 feet east of signal. Definition of restricted speed — "A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding 20 miles per hour."

The turn-out from the Rock Island main to the controlled siding is a No. 10 turn-out, the maximum speed being 15 miles per hour. The tracks entering and leaving the D&RGW yard to the controlled siding are hand operated switches.

Permission must be received from the Santa Fe dispatcher before lining switches to the siding or fouling controlled siding. Following are the Santa Fe rules applicable to our operation on this territory:

Rule 99 — "When a train or engine is moving under circumstances in which it may be overtaken by another train or engine, the flagman must drop lighted fuses and take such other action as may be necessary to insure full protection.

When a train or engine stops under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fuses. When trains or engines are under the protection of an automatic block system, or where Rule 261 is in effect, a sufficient distance to insure full protection is the distance necessary to insure full protection against a following train or engine approaching at restricted speed.

When recalled and safety to the train or engine will permit, the flagman will promptly return.

When the conditions require he will leave the torpedoes and, at proper intervals, a lighted fuse.

The front of the train or engine must be protected in the same manner, when necessary.

Conductors, engine foremen and enginemen are responsible for the protection of their trains or engines."

Rule 261—"On portions of the railroad, and on designated tracks so specified in the time table, trains will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

The movement of trains will be supervised by the train dispatcher, who will issue instructions as may be required.

The train dispatcher must be advised in advance of any known condition that will delay the train or will prevent it from making usual speed.

Except as affected by this rule, all block signal rules and operating rules remain in force."

Rule 507—"Trains or engines must not foul nor enter tracks through hand thrown switches where Rule 261 is in effect, until authority to do so has been obtained from control station and switches have been properly lined.

Where electrically locked switches are used, they may be released by control station or automatically."

Southward				Main Line				Northward					
				Footage Capacity Of				SUBDIVISION 16 STATIONS					
								TIME TABLE NO. 2					
								DEC. 29, 1974		M.P. from West Wye Sw. Allerton		Signs	
				Sidings	Other Tracks	Station Number							
				.....	.....	50172		SHORT LINE JCT. *TO(N)		.....		RFWT	
				.....	Yard			(CRI&P Crossing) M		73.6		YYdBC	
				.....	.....	.....		0.2					
				.....	.....	.....		DMU Crossing M		73.4		.....
				.....	.....	.....		0.5					
				.....	.....	.....		BN Crossing		M		72.9	
				5600	Yard	50009		6.1		MP 63 Pole 34		.....
				.....	.....	.....		AVON.		To BN		.....
				.....	.....	.....		2.1		Xing Rules		P	
				5700	720	50011		CARLISLE .		400-406		.....
				.....	.....	.....		8.9		TO		64.7	
				.....	.....	.....				W		.....

Automatic Block System

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
 RULE 99(k) AUTHORIZED.
 MAXIMUM SPEED: 50 MPH

SPEED RESTRICTIONS:	MPH
MP 72 Pole 3 to MP 73 Pole 31 (Except as shown below)	35
MP 73 Pole 0 (BN Crossing)	25
MP 73 Pole 14 to MP 73 Pole 15 (DMU crossing and Bulk Material Service switch)	20

SPECIAL INSTRUCTIONS:
 Engines must not be operated over car dump FGDA elevator Avon.
 Rule 83: Short Line Jct. for trains originating or terminating.
 Rule 343(a) authorized at following locations:
 DMU Crossing MP 73.4
 BN Crossing MP 72.9

If At This Job You Want to Win
 Never Pull the Safety Pin!

Westward			Indianola Branch				Eastward			
			Footage Capacity Of				SUBDIVISION 16-A STATIONS			
							TIME TABLE NO. 2			
							DEC. 29, 1974		M.P. from Chicago via Des Moines	
			Sidings	Other Tracks	Station Numbers				Signs	
			5700	720	50011		CARLISLE TO		368.8	
			.....	Yard	50006		11.3		W....	
			.....	.....	.....		INDIANOLA.....		380.1	
			.....	.....	.....		11.3		.....

MAXIMUM SPEED: 10 MPH

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

Six (6) axle diesel electric units prohibited

RULES CHANGES

UNIFORM CODE OF OPERATING RULES

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

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

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

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

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

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

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

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

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

Rule 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

RULES CHANGES (Continued)

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—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

RULES CHANGES (continued)

Rule 100 (Continued)

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, on or about cars are warned and requested to vacate cars while being switched.

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

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

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

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

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

Rule 104(11)—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

RULES CHANGES (continued)

in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

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

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

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

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

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

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

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

Rule 110 Revised—That part of Rule 110 reading: "A member of head end crew of trains standing at meeting or passing points will go to opposite side of main track or siding for purpose of train inspection of passing trains, when prac-

Rule 110 (continued)

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

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

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

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

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

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

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

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track; trains handling this shipment, if

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

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

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

Example:

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

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

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

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

Rule 209. Writing and Recopying.—Operators receiving train orders must write or typewrite them in manifold during

RULES CHANGES (Continued)

Rule 209 (Continued)

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.

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

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

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

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

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

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

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

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

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

RULES CHANGES (Continued)

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

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

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 _____.

RULES CHANGES (Continued)

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

RULES AND INSTRUCTIONS FOR TRAIN DISPATCHERS AND OPERATORS

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

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

Frequent checks or tests should be made by train dispatcher to know that the operators are checking repetition, by stopping the operator who is repeating and telling another to go ahead from there, and report violations.

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

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

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

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

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

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

RULES CHANGES (Continued)

UNIFORM CODE OF SAFETY RULES

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

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

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through curved switch leads of turnouts as follows:

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

MPH

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

LOCATION No. 15 TURNOUTS

SUBDIVISION 5

MP 473 Pole 25
MP 475 Pole 0
MP 487 Pole 4
MP 489 Pole 4 End of two main tracks

SUBDIVISION 7

MP 315 Pole 37
MP 317 Pole 13
MP 329 Pole 11
MP 330 Pole 30

SUBDIVISION 16

MP 64-4 South end siding Carlisle

LOCATION No. 20 TURNOUTS

SUBDIVISION 5

MP 362 Pole 24 End of two main tracks
MP 362 Pole 28 C&NW Connection
MP 454 Pole 4
MP 457 Pole 0

SPEED RESTRICTIONS—Continued

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
	All Trains MPH
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Sub- division 1-A and 1-B	49
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators...	30 Eng. Only
Railroad crossing not protected by in- terlocking except where higher speed authorized in this rule.....	10 Eng. only
Single unit engines running forward light, or with only one car (except suburban service).....	35
Road freight or passenger diesels, other than road switchers, backing up	25
When this is being done, except in swit- ching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	
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 Subdivisions	35
Branch Line (except as shown below)	25
Subdivision 5-C	20
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 at- tached 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	

SPEED RESTRICTIONS—Continued

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:.....	
Subdivision 8-A.....	25
Subdivision 5-C	20
All other Subdivisions	40
Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends...	40
Trains handling welded rail of any length will not exceed 35 MPH or 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 (R.I. SERIES 97000).....	40
Trains and engines having six-axle locomotive in engine consist, where present curves are posted 45 or 50 MPH, except E-7, E-8 and E-9 passenger units	40
When gross tonnage of freight trains ex- ceeds 80 tons per operative brake (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train).	45
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—Continued

2. Scale test cars moving in trains will be handled next ahead of caboose. 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. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.

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

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

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

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

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

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

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

B—General order boards and Books

C—Standard clock

F—Fuel station

P—Telephone

R—Train register station

T—Turntable

W—Water station

Y—Wye

TO—Train order station per Rule 221

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

UX—Railroad crossing not protected by interlocking

Yd—Station where yard limit signs are maintained

*—Radio installation

M—Manual Interlocking

A—Automatic Interlocking

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

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

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

SPECIAL INSTRUCTIONS — Continued

approaching.

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

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

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

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

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

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

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 employes on duty to assist with train inspection, a walking or pull-by inspection must be made. Reduce speed of train when passing maintenance gangs and open stations to permit a thorough train inspection.

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

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

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

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

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

16. Engine consists of two or more units making a reverse movement from mechanical facility to their train or from train

SPECIAL INSTRUCTIONS—Continued

to mechanical facility, the controls will be handled from lead unit in the direction of travel when possible to do so. This must be done any time relatively long moves are made or for shorter distances when necessary for safe movement.

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

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

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

- (1) Less than two and one-half inches—Normal Speed.
- (2) Two and one-half inches or more—Not to exceed 10 MPH to first inspection point.

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

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

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

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

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

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

1. Before placing track car on main track.

SPECIAL INSTRUCTIONS—Continued

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

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

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

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

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

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

Track cars will be moved as the way is seen to be clear within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

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

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

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

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

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

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

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

Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at mid-

night. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

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

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

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

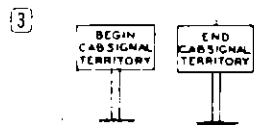
Rule 21



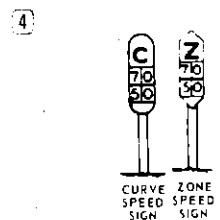
1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.



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

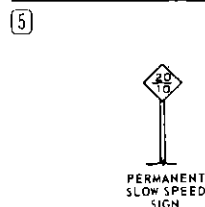


3. Indicates location of beginning and end of cab signal territory.

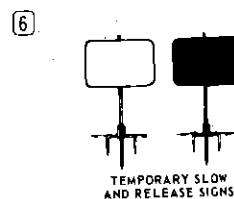


4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance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

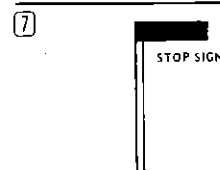
movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown it governs all trains and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



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

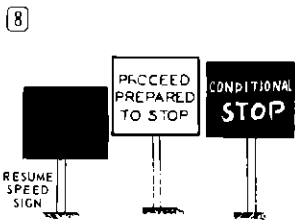


6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire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

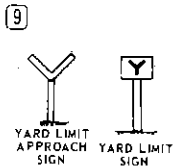


7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

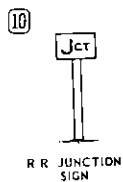
SPECIAL INSTRUCTIONS—Continued



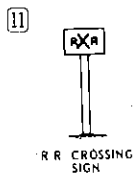
8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train must be stopped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



9. "Yard Limit Approach" sign 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.



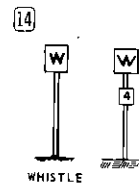
11. R.R. Crossing sign indicates R.R. Crossing located 1 mile ahead.



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.

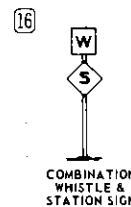
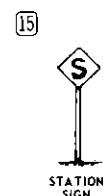
SPECIAL INSTRUCTIONS—Continued



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

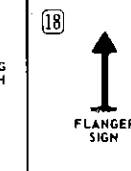
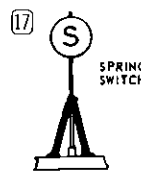
40 MPH or less	1320 Ft.
40-60 MPH	2000 Ft.
60-80 MPH	2600 Ft.
80-90 MPH	3000 Ft.

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



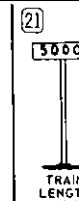
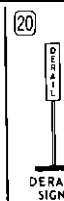
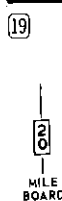
15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.

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



17. Indicates location of spring switches.

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



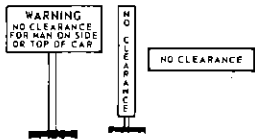
19. Mile board indicates mile post location.

20. Derail sign indicates location of derails.

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

SPECIAL INSTRUCTIONS—Continued

22



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

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

Rule 22

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

Subdivision	Description of Line	Gross Wgt.
5-C	Avoca to Oakland	221,000
5-A	Winear to Winterset	240,000
16-A	Carlisle to Indianola	200,000
6B	Fairbury to Ruskin	190,000

J. Relief cranes 95023 and 95025 should not be operated on the Fairbury to Ruskin Line.

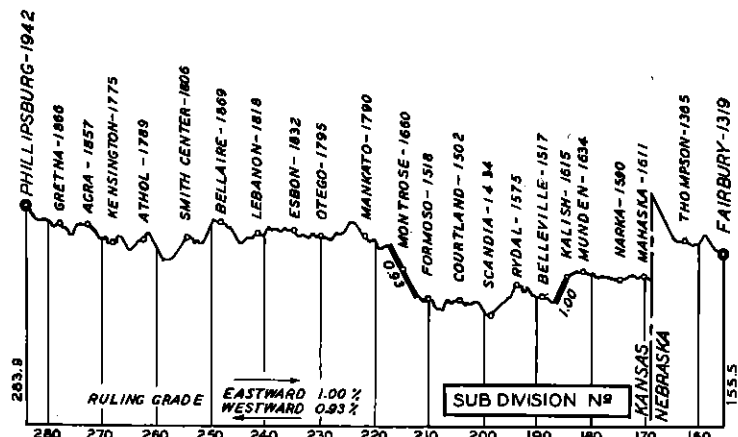
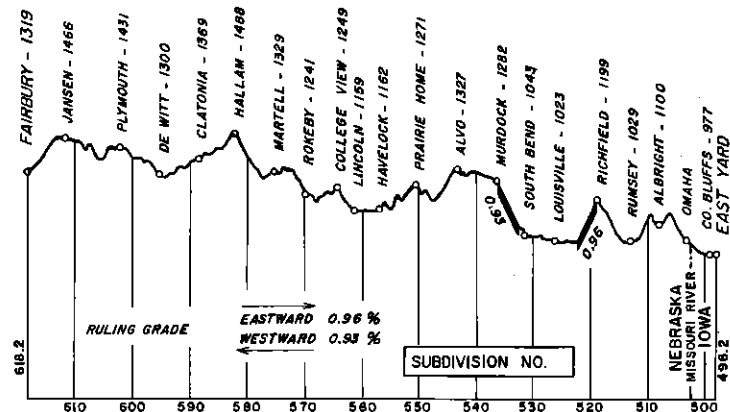
Industrial and Yard Trackage (Restriction account of Bridges)

Subdivision	Description of Line	Gross Wgt.
5	State Fair Grounds Spur	190,000

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

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

SPECIAL INSTRUCTIONS—Continued



Rule 23

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

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

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

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

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

C. Is any car or equipment on fire _____

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

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

SPECIAL INSTRUCTIONS—Continued

Rule 24. All shipments of Class A Explosives moving to, via, or originating on the CRI&P Railroad must not be moved from an interchange point with another railroad or from a local loading point until the car has been inspected by a mechanical department representative to determine that car meets certain restrictions with reference to structural and brake shoe requirements. Under no circumstances may cars be moved that are equipped with standard cast iron brake shoes. Other brake shoes which are permitted must meet 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.

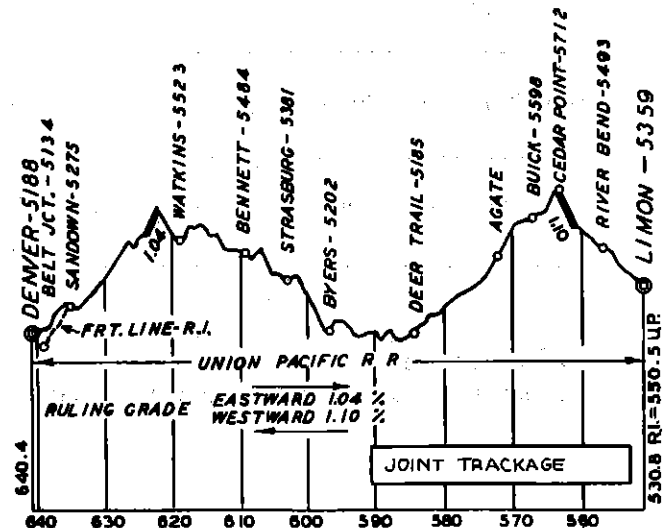
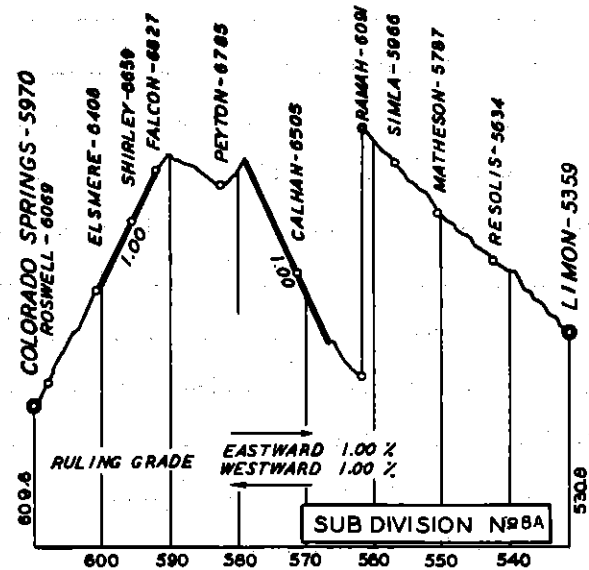
If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released.

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

SPECIAL INSTRUCTIONS—Continued

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.



**A Good Trip's a Safe Trip, So They Say
Good Train Inspection Keeps it that Way**

OFFICERS — DES MOINES DIVISION

G. H. Busse, Asst. Division Superintendent	Des Moines	J. E. Deihl, Asst. Div. Mech. Officer	Belleville
C. W. Guenther, Chief Dispatcher	Des Moines	J. C. Ruttman, Asst. Div. Mech. Officer	Goodland
P. E. Mankins, Chief Dispatcher	Des Moines	H. E. Strate, Division Engineer	Des Moines
H. L. Reyburn, Chief Dispatcher	El Reno	H. T. Buchanan, Asst. Division Engineer	Des Moines
F. J. Bridges, Trainmaster	Sandown	M. C. Blaser, Senior General Roadmaster	Des Moines
J. B. Fister, Trainmaster (Terminal)	Short Line Jct.	G. J. Brimer, Roadmaster	Goodland
H. H. Lambert, Trainmaster	Council Bluffs	H. W. Deakin, Roadmaster	Council Bluffs
D. A. Logan, Trainmaster	Belleville	J. B. Kidder, Roadmaster	Fairbury
R. D. Nestor, Trainmaster	Goodland	B. P. Moore, Roadmaster	Des Moines
D. A. Nehring, Asst. Trainmaster (Terminal)	Short Line Jct.	J. M. Kemp, Signal Supervisor	Des Moines
R. E. Evans, Road Foreman of Engines	Des Moines	A. M. Smith, Asst. Signal Supervisor	Phillipsburg
D. C. Hampton, Road Foreman of Engines	Belleville	C. D. Ebeling, Bridge and Building Supervisor	Fairbury
J. W. Odom, Road Foreman of Engines	Goodland	R. F. Murphy, Bridge and Building Supervisor	Des Moines
M. B. Campbell, Div. Mech. Officer — Locomotives ...	Short Line Jct.	R. D. Bagby, Safety Officer	Des Moines
C. H. Marshall, Div. Mech. Officer — Cars	Short Line Jct.		

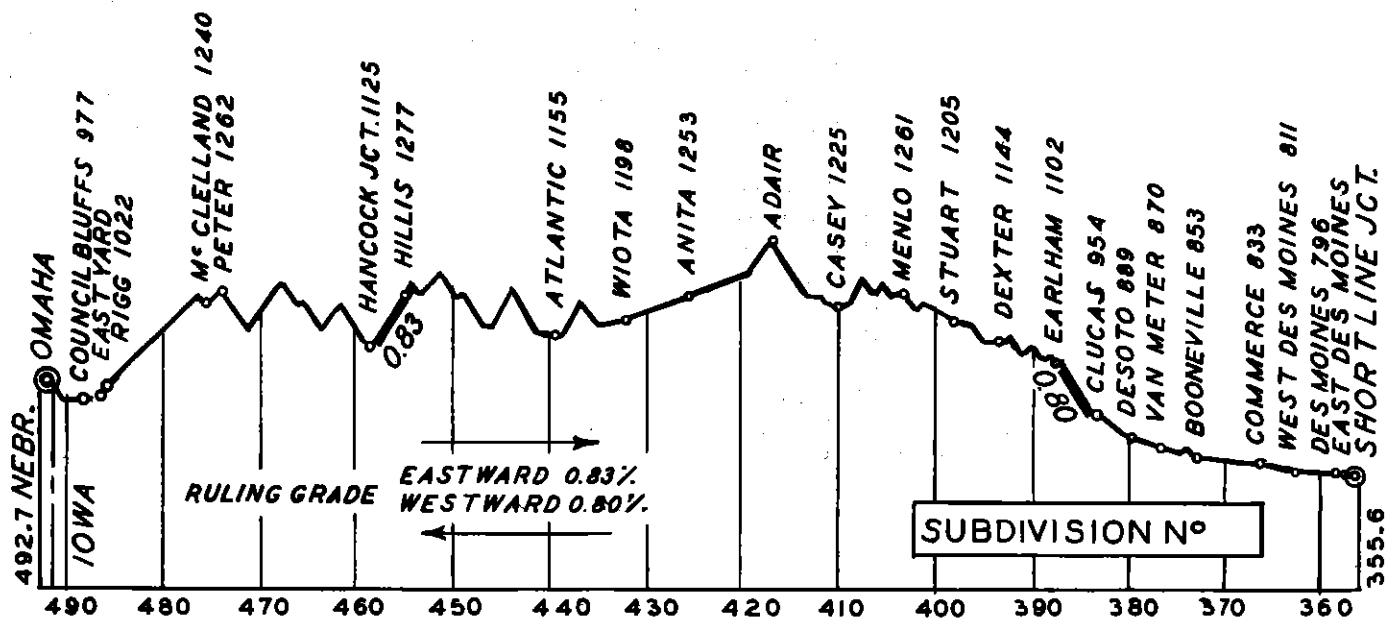
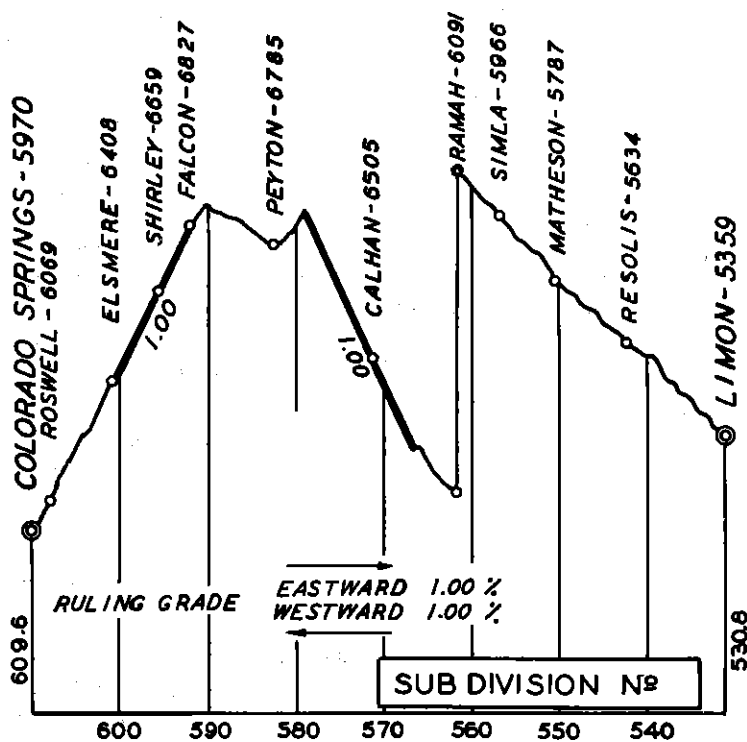
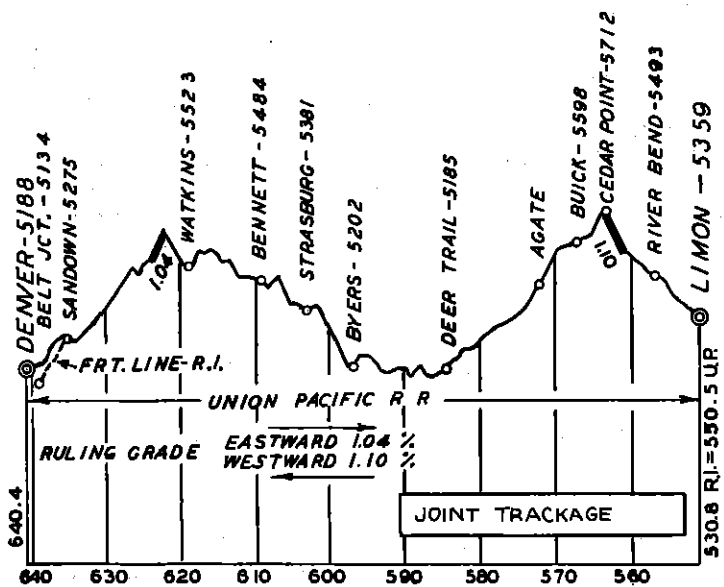
DES MOINES DIVISION DISPATCHERS

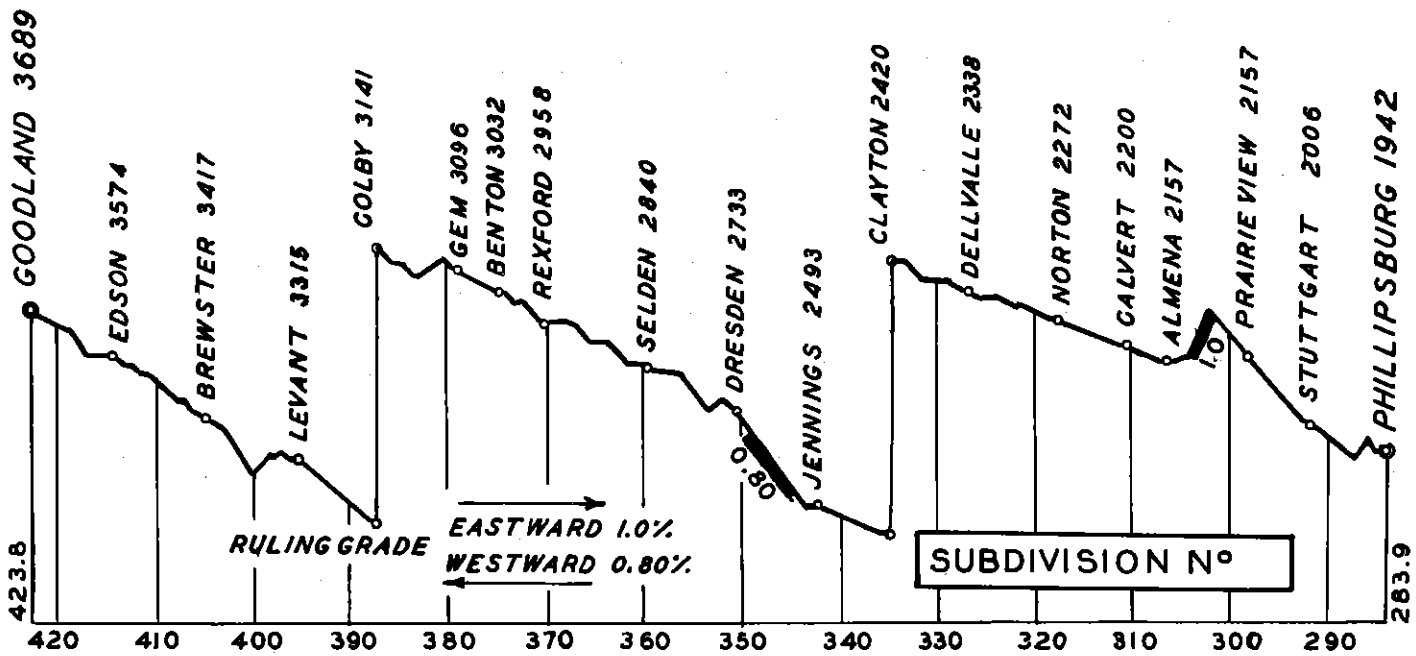
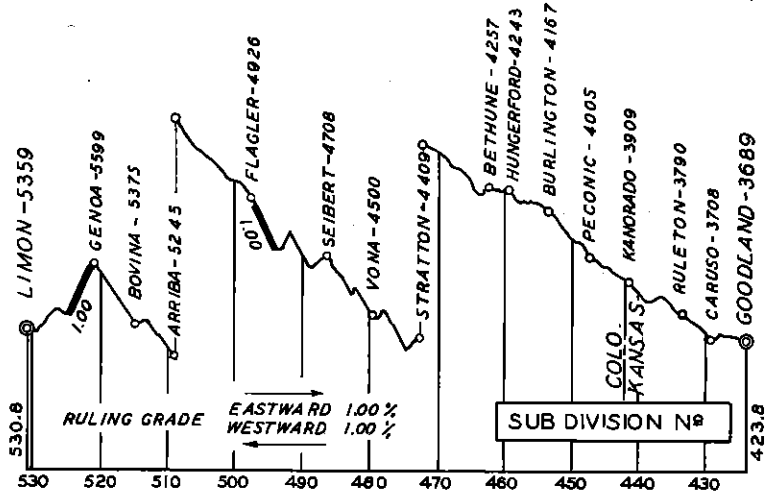
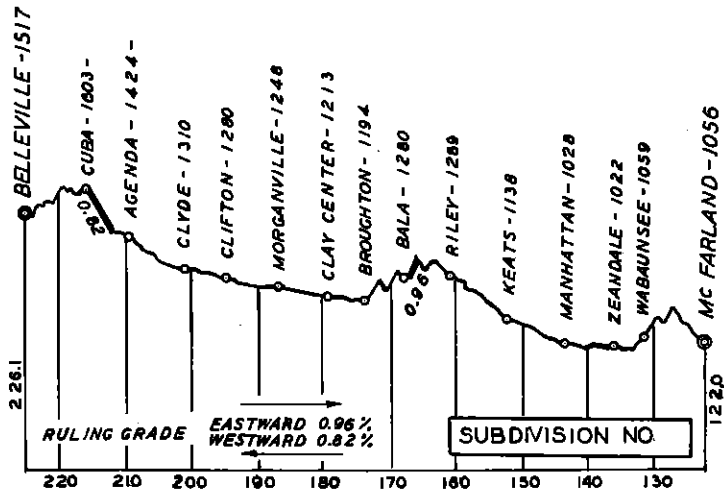
Des Moines

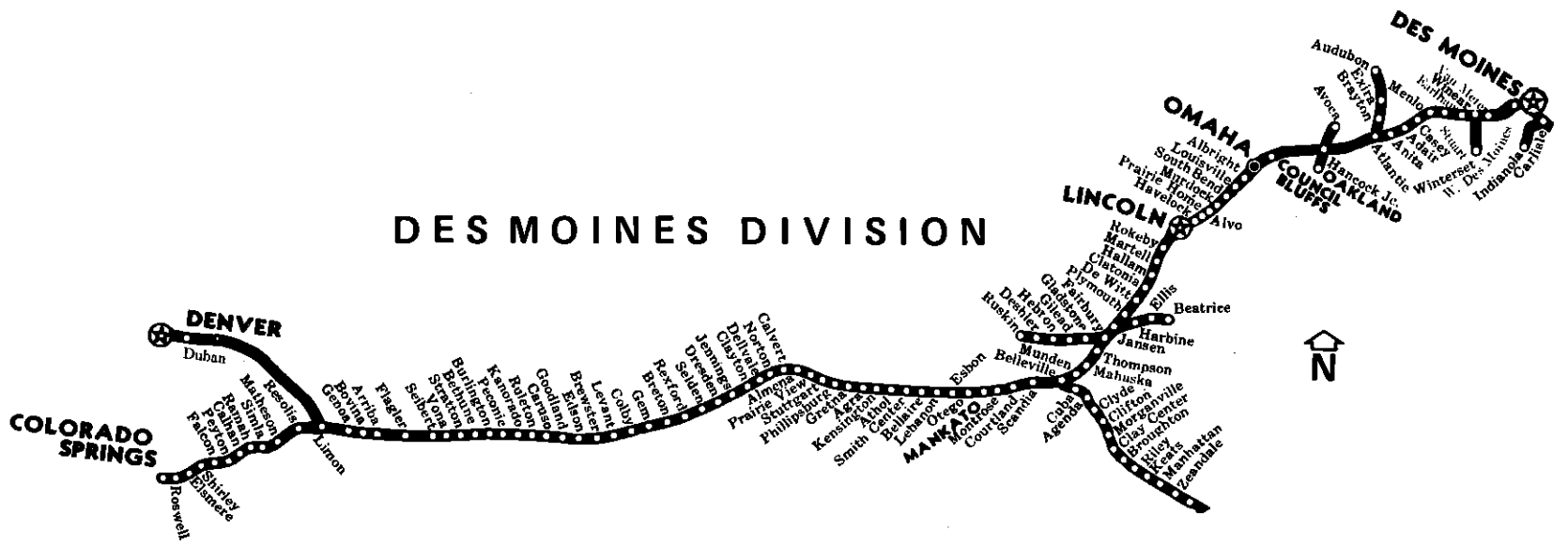
W. E. Murphy	Asst. Chief Dispatcher
J. D. McDermet	Asst. Chief Dispatcher
R. L. Thompson	Rlf. Asst. Chief Dispatcher
P. D. McKee	Asst. Chief Dispatcher
D. R. Sabin	Asst. Chief Dispatcher
J. E. Marsengill	Dispatcher
J. L. Van Dee	Dispatcher
C. D. Austin	Dispatcher
G. L. Watts	Dispatcher
D. L. Stowe	Dispatcher
D. D. Edgerton	Dispatcher
D. A. Zoellner	Dispatcher
D. W. Contell	Dispatcher
L. H. Elyea	Dispatcher
J. D. Stroh	Rlf. Dispatcher
C. R. Gibson	Rlf. Dispatcher
G. R. Williamson	Rlf. Dispatcher
J. A. Head	Rlf. Dispatcher
J. F. Corder	Rlf. Dispatcher
C. S. Winship	Rlf. Dispatcher
D. R. Hedrick	Rlf. Dispatcher
L. A. Robinson	First Extra Dispatcher
B. J. Tallman	Second Extra Dispatcher

El Reno

R. B. Sarvis	Asst. Chief Dispatcher
F. S. Joslin	Rlf. Asst. Chief Dispatcher
C. E. Walters	Asst. Chief Dispatcher
S. R. Knauss	Asst. Chief Dispatcher
J. L. Steward	Asst. Chief Dispatcher
D. E. Cast	Dispatcher
W. D. Minnick	Dispatcher
R. M. Young	Dispatcher
D. L. Kirkpatrick	Rlf. Dispatcher
J. D. Marquis	Rlf. Dispatcher
W. K. Leck	First Extra Dispatcher
D. L. Hedrick	Second Extra Dispatcher
J. J. Marquis	Extra Dispatcher







DES MOINES DIVISION

Duban

Materson

Resolia

Limon

George

Arriba

Flagler

Seymour

Stanton

Barstow

Keokuk

Rafelson

Goodland

Caracas

Brewster

Elston

Levant

Colby

Gamb

Braxton

Selden

Jennings

Delaware

Clifton

Norton

Calvert

Prairie View

Phillipsburg

Springfield

Gregg

Kennington

Smith

Bellevue

Lebanon

Lebanon

Montrose

Countdown

Scandia

Belleville

Munden

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Belleville

Audubon

Braxton

Avoca

Menlo

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Wine

Atlantic

Winterset

Des Moines

Indiangola

Carroll

Carroll

Carroll

Carroll

Carroll

Carroll

Carroll

Carroll

Carroll

Carroll

Carroll

Hancock Jr.

Oakland

Council Bluffs

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

Alvo

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

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

in charge of work at MP _____ calling (Train No.) _____

(after train answers giving his identification): _____

This is RI _____ in charge of

OCCUPATION

work between MP _____ and MP _____ Train Order No.

_____. We are in the clear and you may proceed

past the red conditional stop sign and through the limits of order

at _____ MPH.

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

ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train _____

I may proceed past the red conditional stop sign and

through the limits of Order No. _____ between MP _____

and MP _____ at _____ repeat _____ MPH.

SPEED

SPEED

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

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

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

in charge of work at MP _____, calling (Train No.) _____

(after train answers giving his identification): _____

This is RI _____ in charge of work

OCCUPATION

between MP _____ and MP _____ Train Order No. _____

We are in the clear and you may proceed past the red con-

ditional stop sign and through the limits of order at _____

MPH except _____ MPH between MP _____ and

MP _____

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

ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train _____

I may proceed past the red conditional stop sign and through the limits of

Order No. _____ between MP _____ and MP _____

at _____ MPH except _____ MPH between MP _____

and MP _____; repeat, at _____ MPH except _____

MPH between MP _____ and MP _____

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