

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

**Safety is authorized
on this division.**

PREVENT INJURY



SAFETY FIRST

Chicago, Rock Island & Pacific Railroad



**TIME
TABLE**

ILLINOIS DIVISION

No. 8

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

SUNDAY, OCT. 27, 1974

D. C. WEITZMAN
Superintendent

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

F. J. GARNER
Asst. Gen. Manager

W. C. HOENIG
Vice Pres. — General Manager

This Time Table for the exclusive use
and guidance of Employees

WESTWARD

MAIN LINE

EASTWARD

		FIRST CLASS		SUBDIVISION 1 STATIONS TIME TABLE NO. 8 OCT. 27, 1974		Miles From Chicago	Signs	FIRST CLASS	
		11	5					12	6
		Psg.	Psg.					Psg.	Psg.
		Daily	Daily	Daily	Daily				
		P.M. 6.15	P.M. 5.35			0	RWBC	A.M. s10.05	A.M. s10.25
		s6.28	s5.48			1.1	TY		
						6.7		g9.51	g10.08
						6.7			
						7.8			
						8.6			
						9.8	Y		
						9.9			
						10.0			
		6.33	5.53			10.1		9.45	10.02
						10.3			
						10.9			
						11.4			
		6.36	5.56			12.0		9.42	9.59
						12.0			
						12.9			
		s6.42	s6.02			15.7	RWFTY Yd BC	g9.38	g9.55
						15.9			
						17.2			
						18.4			
		6.48	6.08			20.4		9.32	9.49
						23.5		9.29	9.46
		6.51	6.11			29.6		9.23	9.40
		6.57	6.17			34.0		9.18	9.35
		7.02	6.22			38.9			
						39.2			
						40.2			
		[7.11 P.M.	[6.31 P.M.			40.2	RWFT Yd BC	g9.10 A.M.	g9.27 A.M.

SEE SUBURBAN TIMETABLE — PAGE 2

SEE SUBURBAN TIMETABLE — PAGE 2

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

Automatic Block System Two or More Tracks

.....CHICAGO *TO(N)
 1.1
IC Crossing..... *
 5.6
ENGLEWOOD..... }
 0.0 } @MP 6.4
P.C. Crossing..... } MP 6.8
 1.1 }
HAMILTON PARK.....
 0.8
AUBURN PARK.....
 1.2
GRESHAM
 0.1 }
GRESHAM JCT..... } @MP 9.6
 0.1 } MP 10.5
SO. CHICAGO LINE JCT }
 0.1 }
CRISP Crossing..... }
 0.2 }
SO. CHICAGO LINE JCT }
 0.6 }
LONGWOOD MANOR-95th St.....
 0.5
LONGWOOD MANOR-99th St.....
 0.6
PC Crossing..... }
 0.0 } @MP 11.9
WASHINGTON HEIGHTS..... } MP 12
 0.9 }
GIVINS.....
 2.8
BLUE ISLAND..... *TO(N)
 0.2
WESTERN AVENUE JCT }
 1.3 } @MP 15.5
ROBBINS } MP 18.2
 1.2 }
MIDLOTHIAN.....
 2.0
OAK FOREST..... P.
 3.1
TINLEY PARK P.
 6.1
MOKENA P.
 4.4
NEW LENOX P.
 4.9
EJ&E Crossing..... }
 0.3 } @MP 38.8
MC Crossing..... } MP 40.4
 1.0 } P.
GM&O & AT&SF Cr. }
 0.0 } P.
JOLIET *TO(N)
 40.2

MAXIMUM SPEEDS:

Suburban Trains Bi-Level Equipment 79 MPH
 All other Passenger Trains 70 MPH
 Freight Trains 60 MPH

(f) No. 5 Joliet stop to receive for regular and conditional stop points.

(f) No. 11 Joliet, Stop to receive for scheduled and conditional stop points. See pages 3-4-5-6 & 7 for Speed Restrictions and additional Special Instructions.

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

DHQ Bi-Level Trains Leave Chicago Monday through Friday as follows:
 Leave Chicago Arrive Blue Island
 6:15 A.M. 6:40 A.M.
 7:07 A.M. 7:40 A.M.
 7:25 A.M. 7:55 A.M.
 7:45 A.M. 8:10 A.M.

DHQ Bi-Level Trains leave Blue Island Monday through Friday as follows:
 Leave Blue Island Arrive Chicago
 3:00 P.M. 3:25 P.M.
 3:55 P.M. 4:20 P.M.
 5:00 P.M. 5:25 P.M.
 6:45 P.M. 7:10 P.M.
 7:25 P.M. 7:50 P.M.

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

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

AFFIX SUBURBAN TIMETABLE HERE

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

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

SPEED RESTRICTIONS

SUBDIVISION 1	Psgr.	Freight
—Tracks Nos. 3, 4 and 5		
MP 0 to MP 6 Pole 32		
(Except as shown below)	45	30
16th Street IC Crossing	15	15
22nd Street and Archer Ave. Curves	20	20
MP 3 Pole 40 to MP 4 Pole 0 Track 5	25	25
22nd Street to 61st Street Track 2	10	10
37th Street to 47th Street Track No. 3 only CRI&P trains or engines through reverse curves at 61st Street	30	30
MP 6 Pole 32 to MP 16 (Except as shown below)	25	25
MP 6 Pole 32 to MP 6 Pole 35 (PC Crossing)	60	30
MP 6 Pole 32 to MP 9 Pole 40 Track 5	25	25
MP 9 Pole 40 to MP 10 Pole 8 ascending or descending incline	60	30
MP 9 Pole 40 to MP 14 Pole 35 Track 5 ..	40	25
MP 12 PC Crossing Tracks 3 and 4	25	25
MP 12 PC Crossing Track 5	50	30
	20	20

BOTH TRACKS

MP 16 Pole 0 to MP 40 Pole 47 (Except as shown below)	79	60
MP 31 Pole 8 to MP 31 Pole 24	70	50
MP 33 Pole 40 to MP 34 Pole 20	45	45
MP 34 Pole 20 to MP 38 Pole 45	70	50
MP 38 Pole 45 to MP 40 Pole 8 (Except as shown below)	60	40
MP 38 Pole 48 EJ&E crossing	50	40
MP 39 Pole 10 MC Interlocking	40	30
MP 40 Pole 8 to MP 40 Pole 47	25	15

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

SPECIAL INSTRUCTIONS

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

⊙ Indicates interlocking limits

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

Subdivision 1 Yard Limits MP 0 to MP 18

Subdivision 1 Rule 99 (j) authorized MP 6.7 to MP 40.2

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

Illinois Division

SPECIAL INSTRUCTIONS—Continued

SUBDIVISION 1

Between Chicago and Englewood trains and engines will be governed by CRI&P and PC Special Instructions.

Chicago is the initial station for first class trains originating.

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

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

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

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

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

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

Subdivision 1—From Englewood Interlocking to Blue Island Interlocking.

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

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS SUBDIVISION 1—Continued

on either Main Track.

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

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

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

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

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

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

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

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

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

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

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

Universal House Lead

Stub No. 1

Track No. 319 (Wells St. Freight House)

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

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

Following manual (M) interlockings on Subdiv. 1:

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

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

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD CO.

AND

PENN CENTRAL TRANSPORTATION COMPANY

SPECIAL INSTRUCTIONS

Governing Movements Between
CHICAGO AND ENGLEWOOD

These Special Instructions for operation of the joint tracks of the CRI&P and PC Railroads supersede all previous Special Instructions.

The employees of joint lines will be governed by the rules, timetables and instructions of their respective railroads, except, when there is a conflict, the rules and special instructions contained herein will govern.

DEFINITIONS

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

Restricted Speed - Proceed prepared to stop short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.

BULLETIN OR GENERAL ORDERS

Bulletin Orders or General Orders will be issued by the CRI&P RR governing the joint tracks.

Bulletin or General Orders will be posted at the locations indicated in the respective employee Timetable.

DESIGNATION AND USE OF TRACKS

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

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

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

SPECIAL INSTRUCTIONS — Chicago to Englewood — Continued

MOVEMENT OF TRAINS BY BLOCK SIGNALS

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

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

FUSEE SIGNALS

A train or engine finding an unattended fusee burning between the rails of its track must stop. After stopping, proceed prepared to stop short of train or engine ahead or obstruction for a safe flagging distance. Except, when an unattended fusee is found burning between its main track and an adjacent main track, train or engine may proceed, without stopping, prepared to stop short of train, engine or obstruction for a safe flagging distance. Fusees will not be extinguished. Flagmen placing burning fusees will place them between the rails of the track occupied by their train or engine.

TORPEDO SIGNALS

Torpedoes will not be used.

MARKERS

Markers will be displayed as required by the rules of the respective railroads.

FLAGGING RULES

Rule 99 When a train is moving under circumstance in which it may be overtaken by another train the flagman must drop lighted red fusees at proper intervals, and must continue observation to the rear and take necessary action to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train the flagman must go back immediately with flagmans signals a sufficient distance to insure full protection, displaying lighted red fusee. When recalled and safety to the train will permit, he may return, and when conditions require he will leave lighted red fusee.

When a train is seen or heard approaching before a flagman has reached a sufficient distance, he must immediately display lighted red fusee and continue toward the approaching train, giving stop signals.

Rule 99 (a) When rear end protection is required, the engineer will immediately sound Signal 14 (c), _____ and if necessary, repeat the signal. When safety to the train will permit, he may recall the flagman.

Rule 99 (b) When necessary, the front of the train must be protected as prescribed by Rule 99 by the forward trainman or by an engineman. The engineer will require such protection ahead immediately. Whenever a train, light engine or equipment encounters delay of any nature (except trains ahead), a

member of the crew must immediately contact towerman controlling the section. This does not relieve crew from complying with Rule 99.

Conductors and engineers are responsible for the protection of their trains and engines. Interlocking limits and block signal indications do not relieve them of this responsibility.

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

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

TEMPORARY SPEED RESTRICTIONS

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

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

In the absence of specified instructions speed of trains and engines must not exceed 10 miles per hour over track covered by restricted speed signs.

Green Resume speed signs, placed at the point where slow track ends and on the engineers side.

In territory where two or more tracks are in service, each track must be protected in both directions the same as if it were single track.

NOTE: Reflectorized signs may be used.

RESTRICTIONS

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

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

CAR RESTRICTIONS

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

SPECIAL INSTRUCTIONS — Chicago to Englewood — Continued

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

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

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

MOVEMENT OF TRACK CARS

Track cars will be in charge of driver, governed by the same rules and special instructions as apply to trains or engines.

Track cars must not be placed on the track at any time unless authorized by the Train Director or Towerman who authorizes movement on such track.

Highway Rail cars must have headlights on bright at all times while on the rails.

Responsibility of striking cars, engine or bumping posts rests entirely with the moving train or engine.

A RED marker light over bumping posts is a fixed signal indicating stop.

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

ELECTRIC LOCKED SWITCHES

Electrically locked switches controlled as follows:

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

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

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

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

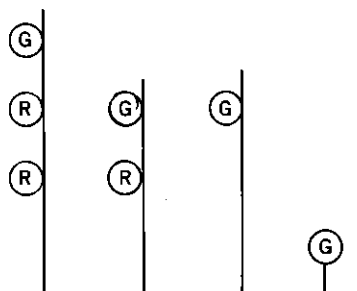
Movements made against the current of traffic on these two tracks must not exceed LOW SPEED.

(Indicates Interlocking Limits. (R Indicates remotely controlled from. X Indicates in service continuously			
Interlocking	Interlocking Station	STATIONS	Miles from Chicago
		Chicago (LaSalle Street Station)	0.0
X	A.M. 6:00	(Polk Street	0.3
	11:59	(12th Street	0.6
	P.M.	(14th Street	0.9
X	X	(16th Street ICG-Crossing	1.1
		(Archer Ave.	1.5
		(22nd Street	1.6
		(37th Street	3.4
X	X	(Root Street	3.9
		(47th Street	4.6
		(59th Street)	6.1
X		(61st Street) R-Root Street	6.4
X	X	Englewood	6.7
		The direction from Englewood to Chicago is Northward	

POLK STREET INTERLOCKING (LASALLE STREET STATION)

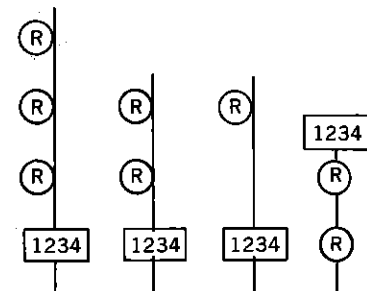
Engineer or Pilot handling train or cars within the train shed and within Polk Street interlocking must control movements to be able to stop within range of vision.

BLOCK SIGNAL AND INTERLOCKING SIGNAL INDICATIONS

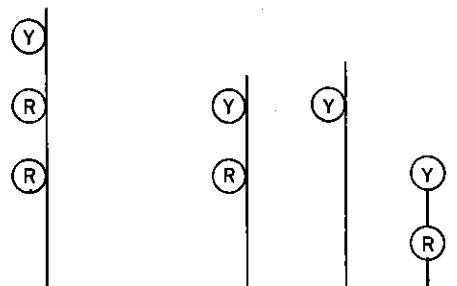


R - Red
Y - Yellow
G - Green

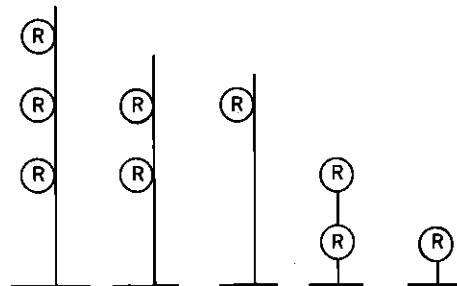
INDICATION — Proceed
NAME — Clear (Rule 281)



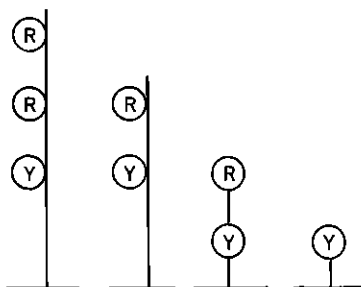
INDICATION — Stop; then proceed at restricted speed
NAME — Stop and proceed (Rule 291)



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



INDICATION — Stop
NAME — Stop (Rule 292)



INDICATION — Proceed at restricted speed
NAME — Low (Rule 290)

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

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

WESTWARD

SUBURBAN BRANCH

EASTWARD

SUBDIVISION 1-A
STATIONS
TIME TABLE NO. 8
OCT. 27, 1974

Miles from
Chicago

SEE SUBURBAN TIMETABLE — PAGE 2

GRESHAM JCT.....	9.9
0.5	
BRAINERD JCT.....	10.4
0.2	
BRAINERD.....	10.6
0.4	
BEVERLY JCT.....	11.0
0.3	
PC Crossing.....M	11.3
0.0	
BEVERLY HILLS-97 th St.....	11.3
0.4	
BEVERLY HILLS-95 th St.....	11.7
0.6	
BEVERLY HILLS-99 th St.....	12.3
0.5	
BEVERLY HILLS-103 rd St.....	12.8
0.5	
BEVERLY HILLS-107 th St.....	13.3
0.5	
MORGAN PARK-111 th St.....	13.8
0.5	
MORGAN PARK-115 th St.....	14.3
0.5	
BLUE ISLAND-119 th St.....	14.8
0.4	
BLUE ISLAND-123 rd St.....	15.2
0.6	
BLUE ISLAND-Prairie St.....	15.8
0.6	
BLUE ISLAND-Vermont St.....	16.4
0.2	
WESTERN AVE. JCT.....	16.6
6.7	

Two Main Tracks

TO
(N)

SEE SUBURBAN TIMETABLE — PAGE 2

MAXIMUM SPEEDS: Passenger Trains 35 MPH
Freight Trains 20 MPH

See page 9 for Speed Restrictions and Special Instructions.

WESTWARD

SOUTH CHICAGO BRANCH

EASTWARD

SUBDIVISION 1-B
STATIONS
TIME TABLE NO. 8
OCT. 27, 1974

Miles From
Chicago

Signs

Rules 450-453
In Effect

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

Two Main Tracks
Automatic Block System

@ MP 10.4
to
MP 10.3

MAXIMUM SPEED: 30 MPH;
All Trains 15 MPH Through Interlocking Gresham.

See page 10 for Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 1-A	Psgr.	Freight
Maximum Speed (Except as shown below)	35	20
Main line trains detouring	25	
Through interlockings	20	
MP 13 Westward track only, 103rd Street to 105th Street (Engines only)	17	10
MP 15.8 to Western Ave. Jct.	30	

SPECIAL INSTRUCTIONS

SUBDIVISION 1-A

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

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

SPECIAL INSTRUCTIONS—Continued

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

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

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

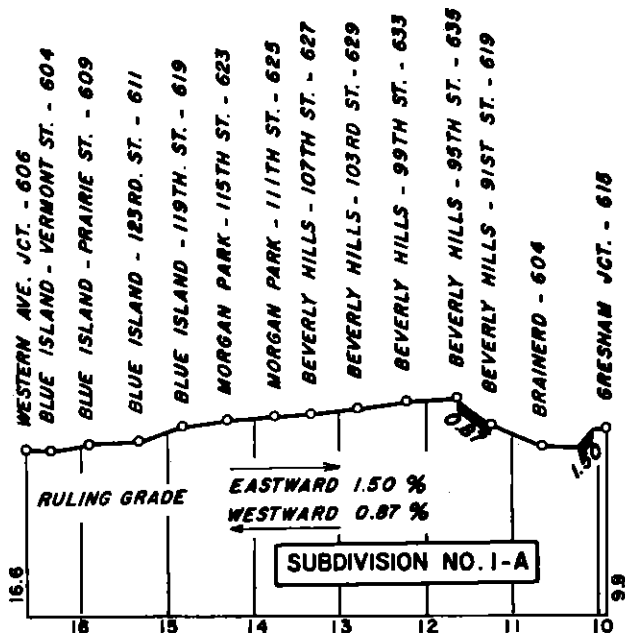
Trains originating at CRI&P Crossing, Gresham Junction, Brainerd Junction, Beverly Junction, Rock Island Junction, Eastward trains originating at Blue Island, and trains originating at Chicago which terminate at Blue Island, will not require clearance.

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

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

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

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



SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS—Continued

SUBDIVISION 1-B

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

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

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

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

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

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

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

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

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

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

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

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

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

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

South Chicago Station Number: 01005

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

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

Yard limits in effect over entire Subdivision.

WESTWARD

MAIN LINE

EASTWARD

**SUBDIVISION 2
STATIONS
TIME TABLE NO. 8
OCT. 27, 1974**

FIRST CLASS			Miles from Chicago	Station Numbers				Footage Capacity of			FIRST CLASS			
11	5	421						Westward Sidings	Eastward Sidings	Other Tracks	Signs	414	12	6
Pgr.	Pgr.	Sub. Exp.										Sub-Exp.	Pgr.	Pgr.
Daily	Daily	Daily Ex. Sat. Sun. & Holidays										Daily Ex. Sat. Sun. & Holidays	Daily	Daily
P.M. (7.11)	P.M. (6.31)	P.M. 6.16	40.2	03040							BC	A.M. s7.17	A.M. g9.10	A.M. g9.27
		s6.19 P.M.	41.1									7.08 A.M.		
			42.2	03042										
g7.34	g6.54		61.7	03062									s8.42	9.02
			65.5	03066						E1000				
7.44	7.04		71.9	03072									8.30	8.51
7.50	7.10		77.3	03077										
s7.59	s7.19		84.5	03085									8.24	8.45
			84.8											
			89.0	03089										
8.09	7.29		94.0	03094									8.04	8.26
s8.17	s7.37		99.0	03099									s7.59	g8.21
			101.0											
			104.3	03104										
8.30	7.50		109.9	03110									7.45	8.08
g8.37 P.M.	g7.56		114.2	03114									7.39 A.M.	g8.03
			122.4	03123										
	g8.17		136.5	03137										g7.39
			141.9	03142										
			145.6	03146										
			151.5	03152										
	g8.40		159.1	03159										g7.15
			169.6	03170										
			169.7											
	9.01		173.7	05173										
			175.1	05175										
			178.9	05179										
	s9.20 P.M.		181.1	05181										6.45 A.M.

JOLIET *TO(N)
 0.9
CENTER STREET
 1.1
ROCKDALE P
 8.7
MINOOKA
 10.6
MORRIS *TO
 3.8
STOCKDALE P
 6.4
SENECA *TO(N)
 5.4
MARSEILLES ... *TO(N)
 7.2
OTTAWA *TO
 0.3
BN Crossing A
 4.2
ARZNER P
 5.0
UTICA TO(N)
 5.0
LA SALLE *TO
 2.0
BN Crossing A
 3.3
SPRING VALLEY P
 5.6
DE PUE TO(N)
 4.3
BUREAU *TO
 8.2
TISKILWA P
 14.1
SHEFFIELD *TO
 5.4
MINERAL P
 3.7
ANNAWAN P
 5.9
ATKINSON P
 7.6
GENESEO TO
 10.5
COLONA P
 0.1
BN Crossing M/A
 4.0
KELLY YARD ... *TO(N)
 1.4
EAST MOLINE P
 3.8
MOLINE P
 2.2
ROCK ISLAND *P
 140.9

Two Main Tracks - Automatic Block System

WHEN OPERATING UNDER RULE 356 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD RULE 99(j) AUTHORIZED

- MAXIMUM SPEED: 60 MPH**
- (f) No. 5 and No. 11 Joliet receive for scheduled and conditional stop points.
 - (g) No. 5 Morris, Bureau, Sheffield discharge and receive for scheduled and conditional stop points.
 - (g) No. 5 Geneseo discharge from scheduled and conditional stop points.
 - (g) No. 11 Morris discharge from scheduled stop points.
 - (g) No. 11 Bureau receive and discharge from and to scheduled and conditional stop points.
 - No. 5 will detrain passengers at Rock Island from yard track adjacent to Westward Main Track.
- Train Order Signal Geneseo governs Eastward trains only.
- No. 6 will receive passengers at Rock Island from yard track adjacent to Westward Main Track fifteen minutes prior to departure time. No. 6 will obtain clearance at Kelly Yard.
 - (g) No. 6 Geneseo and Sheffield receive for scheduled or conditional stop points.
 - (g) No. 6 Bureau, LaSalle and Ottawas receive and discharge from and to scheduled or conditional stop points.
 - (g) No. 6 and No. 12 Joliet discharge from scheduled and conditional stop points.
- See Pages 12 and 13 for Speed Restrictions and additional Special Instructions.

SPEED RESTRICTIONS

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

SPECIAL INSTRUCTIONS

SUBDIVISION 2

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

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

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

First Class trains will not require clearance at Rock Island.

Rule 83: Bureau

Joliet passenger station.

Joliet Yard Office for trains originating or terminating.

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

Rock Island—only trains originating or terminating will register.

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

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

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

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

SPECIAL INSTRUCTIONS—Continued

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

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

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

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

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

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

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

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

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

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

When actuated these detectors will display a rotating Blue Light.

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

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

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

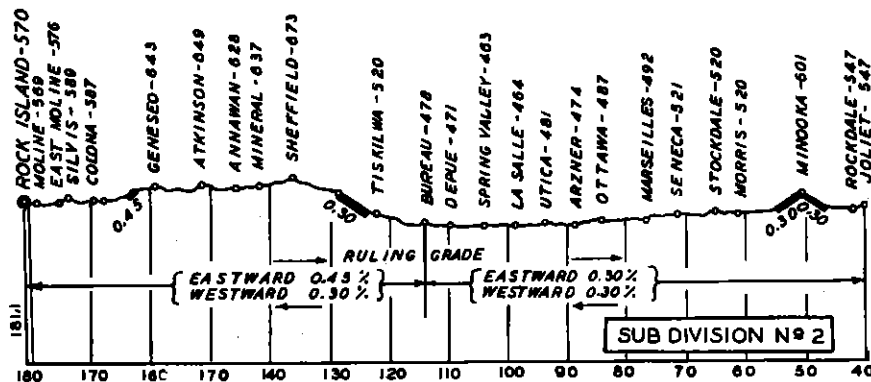
SUBDIVISION 2

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

At Kelly Yard, mast-type signal located directly north of X-1 switch coming out of the bowl will govern movements of engine using X-1 switch to or from the 1 to 5 group of tracks. Signal has light indication displayed on east and west side of signal giving red indication to stay in the clear or green indication for movement in or out of the 1 to 5 group. This signal is independent of the trimmer light and will govern all movements in or out of the 1 to 5 group only. Signal No. 72697. Signal at the crest of the incline is a combination switch and trimmer signal, manually controlled. The signal displays the following aspects: Red—Stop; Yellow—Proceed at 3 MPH; Green—Proceed at 12 MPH; Flashing Red—Back up. When car is approaching crest of incline and reaches a point 300 feet west of crest, green signals automatically change to yellow aspect. Repeater signals are located west of crest approximately 1600 feet apart and are 3 unit signals displaying the same aspect in both directions. Trimmer signal located at crest is 2 unit signal displaying, Red—Stop;

Green—Trim. Trimmer repeater signals located 500 feet east of crest. Retarder yard signal will govern movement of any engine engaged in moving cars to crest of hump after permission has been received from humpmaster. No road engine or other engine will foul a lead into or off the lead to crest of hump until permission has first been received from humpmaster, who will govern all movements. Hump-master must know that the man who is ahead of the cut has the route properly lined and by conversation with this man will then instruct him and engineer to operate on the retarder yard signal. All movements westward out of bowl track will require a green trimmer signal. All movements in classification tracks will require permission of the yardmaster who must require retarder switchmen to plug the switch track to be occupied before track can be entered from the east end of retarder classification yard. All switches in retarder area are equipped with switch lights displaying green for north tracks and yellow for south tracks. When switch light is out on any switch, points must be examined before movement is made into track.

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



WESTWARD

BUREAU-PEORIA MAIN LINE

EASTWARD

SECOND CLASS			FIRST CLASS			Footage Capacity Of		Station Numbers	SUBDIVISION 3 STATIONS TIME TABLE NO. 8 OCT. 27, 1974	Miles from Chicago	Signs	FIRST CLASS			SECOND CLASS		
93	95	11					12					92	90				
Freight	Freight	Psgr.	Sidings	Other Tracks			Pgrr.					Freight	Freight	Daily	Daily	Daily	Except Sun.
Daily	Daily Except Sun.	Daily					Daily	Daily	Daily	Daily	Daily	Except Sun.					
A.M. 3.01	A.M. 2.01	P.M. 8.37	3900	Yard	03114				Automatic Block System	BUREAU *TO(N)	114.2	CRWY	A.M. 7.39	P.M. 10.45	P.M. 10.55		
3.17	2.17	8.46	.....	W350	04008			PUTNAM P		122.1	.....		7.29	10.32	10.42
			.....	.....	.....			GOODRICH P		126.5	.....					
3.25	2.25	g8.53	4000	2310	04014			HENRY TO(N)		127.7	.....		g7.23	10.24	10.34	
3.35	2.35	9.01		W750	04021			SPARLAND P		134.7	.....		7.15	10.14	10.24	
3.45	2.45	g9.10	3700	4383	04029			CHILlicothe TO		142.6	W		g7.06	10.04	10.14		
3.49	2.49	9.12	5200	.....	04030			COUGHLIN P		144.1	.....		7.03	10.00	10.10
		9.20	.....	1150	04037			MOSSVILLE P		151.1	.....		6.56		
4.05	3.05	9.24	5000	W250	04041			SANKOTY P		155.0	.....		6.52	9.45	9.55	
4.30 A.M.	3.30 A.M.	9.40 P.M.	.....	Yard	04047			PEORIA *TO(N)		160.0		RFWT BC Yd	6.45 A.M.	9.35 P.M.	9.45 P.M.	

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

MAXIMUM SPEED: Passenger Trains 60 MPH
Freight Trains 50 MPH

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

SPECIAL INSTRUCTIONS:

- (g) No. 12 Chillicothe receive for scheduled and conditional stop points.
- (g) No. 12 Henry and Bureau receive and discharge for scheduled and conditional stop points.
- (g) No. 11 Henry receive and discharge for scheduled and conditional stop points.
- (g) No. 11 Chillicothe discharge from scheduled and conditional stop points.

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

At Pioneer Park switch movements must stop and member of crew must flag movement over State Highway 174.

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

WESTWARD

BRANCH

EASTWARD

				SUBDIVISION 3-A STATIONS TIME TABLE NO. 8 OCT. 27, 1974	Miles from Peoria	Footage Capacity Of			
Signs		Station Numbers				Sidings.	Other Tracks		
	R Yd	05042		....LAFAYETTE.....*TO 5.8	42.3	.....	Yard		
	Yd	05048		....GALVA..... 0.6	48.1	.....	3849		
	.....	.....		....BN Crossing..... M 0.2	48.7	.....	....
	.....	.....		....BN Crossing..... UX 3.2	48.9	.....	....
	.....	05052		....BISHOP HILL 5.7	52.1	.....	1000		
	.....	05057		....ULAH..... 3.7	57.8	.....	E750		
	.....	05061		....CAMBRIDGE.....*TO 6.0	61.5	.....	4666		
	.....	05067		....OSCO 4.9	67.5	.....	W600		
	.....	05072		....ORION..... 1.3	72.4	.....	600		
	.....	.....		.... ORION JCT 9.6	73.7	.....	....
	.....	03170		....COLONA..... 44.8	82.3	.....		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
MAXIMUM SPEED: 45 MPH

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

SPECIAL INSTRUCTIONS:

Yard Limits extend from MP 41 to MP 50.
 Westward trains must obtain BN clearance at Cambridge.
 Between Colona and Orion Jct. trains and engines will be governed by BN Timetable and Operating Rules.
 Trains and engines leaving BN tracks at Colona will not be required to notify the BN Train Dispatcher when clear of BN main track by use of pole phone at Colona provided the in-

formation is relayed by radio to operator at Kelly Yard who will in turn relay the information to the BN Train Dispatcher.
 All railroad crossings at grade are protected by interlocking except as follows:

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

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

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS		Footage Capacity Of			Station Numbers	SUBDIVISION 14 STATIONS	Miles from Chicago	Signs	FIRST CLASS	
5	Psg.	Sidings	Other Tracks	6					Psg.	
Daily	Daily				OCT. 27, 1974			Daily		
	P.M. 9.01	.....	Yard	05173	....	..KELLY YARD.....*TO(N)	173.7	FWY BC Yd	A.M. 6.59
	9.20 P.M.	.....	Yard	05181	....	7.4 ..ROCK ISLAND, ILL....*P	181.1	RFW BC T Yd	6.45 A.M.
		.....	.....		....	0.2 ..BN Crossing.....UX	181.3		
		.....	Yard	05183	....	1.5 ..DAVENPORT, IOWA....P	182.8	Yd	
		.....	.....	05184	....	0.9 ..MO. DIV. JCT.....MP	183.7	Yd	
		.....	Yard	05185	....	1.2 ..WEST DAVENPORT M*TO	184.9	BRYd	
		.....	Yard	06187	....	1.6 ..NAHANT.....P	186.5	B ₁ Yd	
		.....	Yard	06191	....	4.4 ..LINWOOD.....P	190.9	Yd	
			W500	06192	....	1.1 ..BUFFALO.....P	192.0	Yd	
				06197	....	6.0 ..MONTPELIER.....P	198.0		
				06203	....	5.8 ..FAIRPORT.....P	203.8		
			Yard	06210	....	7.5 ..MUSCATINE.....*P	211.3	BWYd	
		6860		06212	....	0.3 ..CULVER.....M*TO(N)	211.6	CRYd	
			E1000	06217	....	5.0 ..FRUITLAND.....P	216.6		
		6233	914	06224	....	6.8 ..LETT'S.....P	223.4	.....	
		6230	584	06230	....	6.3 ..FREDONIA.....P	229.7		
			Yard	06231	....	1.1 ..COLUMBUS JCT....*TO(N)	230.9	WY	
					....	0.0 ..CRI&P Crossing.....M/A			
		6145	W414	06236	....	5.4 ..COTTER.....P	236.2	.....	
			750	06241	....	4.7 ..AINSWORTH.....P	240.9	.....	
		6170	150	06245	....	3.8 ..KAT.....P	244.7	.....	
					....	0.7 ..BN Crossing.....M/A	245.4	.....	
		6065	2036	06261	....	12.3 ..BRIGHTON.....P	261.4		
			W500	06264	....	3.3 ..E. PLEASANT PLAIN...P	263.7		
		6051	.....	06273	....	8.8 ..OTERO.....P	272.5	.....	
					....	2.3 ..BN Crossing.....A	274.8	.....	
				06275	....	0.3 ..FAIRFIELD.....P	275.1	W	
		6068	984	06280	....	5.1 ..LIBERTYVILLE.....P	280.2		
			Yard	07292	....	10.5 ..ELDON.....*TO(N)	290.7	BC RY	
			Yard	07292	....	0.8 ..ELDON YARD.....P	291.5	FW	
					....	114.1			

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

Automatic Block System

Rules 400-406 MP 211 Pole 34 to MP 291 Pole 20

MAXIMUM SPEED: 60 MPH

**RULE 99(j) AUTHORIZED KELLY YARD TO MO. DIV. JCT.
RULE 99(k) AUTHORIZED MO. DIV. JCT. TO ELDON YARD.**

Yard limits between Kelly Yard and MP 195 Pole 10. All Trains and engines will move at Restricted Speed. Extra Trains and Engines may occupy main track on the time of First Class Trains but must avoid delay thereto.

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

Dispatchers Phones located at:
 MP 213 Pole 34 MP 253 Pole 38 MP 273 Pole 33
 MP 215 Pole 7 MP 254 MP 278 Pole 9
 MP 220 Pole 11 MP 268 Pole 22 MP 288 Pole 32
 MP 248 Pole 9 MP 273 Pole 21 MP 195 Pole 3

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

SPEED RESTRICTIONS

	Psgr.	Freight
SUBDIVISION 14		
MP 169 Pole 46 to MP 178 Pole 12 (Except as shown below)	50	30
MP 171 Pole 32 Switch North track (Eng. only)	20	20
MP 174 Pole 30 to MP 174 Pole 38 Westward trains and engines heading out west end Kelly Yard	15	15
MP 178 Pole 12 to MP 181 Pole 5	30	20
MP 181 Pole 8 (BN Crossing)		20
MP 182 Pole 0 to MP 185 Pole 3 (On Westward track, Eng. only)		15
MP 199 Pole 35 to MP 200 Pole 3		45
MP 201 Pole 39 to MP 209 Pole 16		50
MP 209 Pole 16 to MP 212 Pole 0 (Except as shown below)		35
MP 210 Pole 2 to MP 210 Pole 28		30
MP 211 Pole 24 (Thru Crossover to or from CMStP&P Main Track)		10
MP 220 Pole 0 to MP 221 Pole 0		50
MP 230 Pole 8 to MP 233 Pole 40		50
MP 240 Pole 0 to MP 290 Pole 31 (Except as shown below)		50
MP 274 Pole 34 (BN Crossing)		35
MP 290 Pole 31 to MP 291 Pole 20 (Eng. only)		20

SPECIAL INSTRUCTIONS

SUBDIVISION 14

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

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

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

Rule 83:

Rock Island for trains originating or terminating.

Eastward trains will obtain clearance at Culver.

Eastward trains Eldon Yard will obtain clearance at Eldon.

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

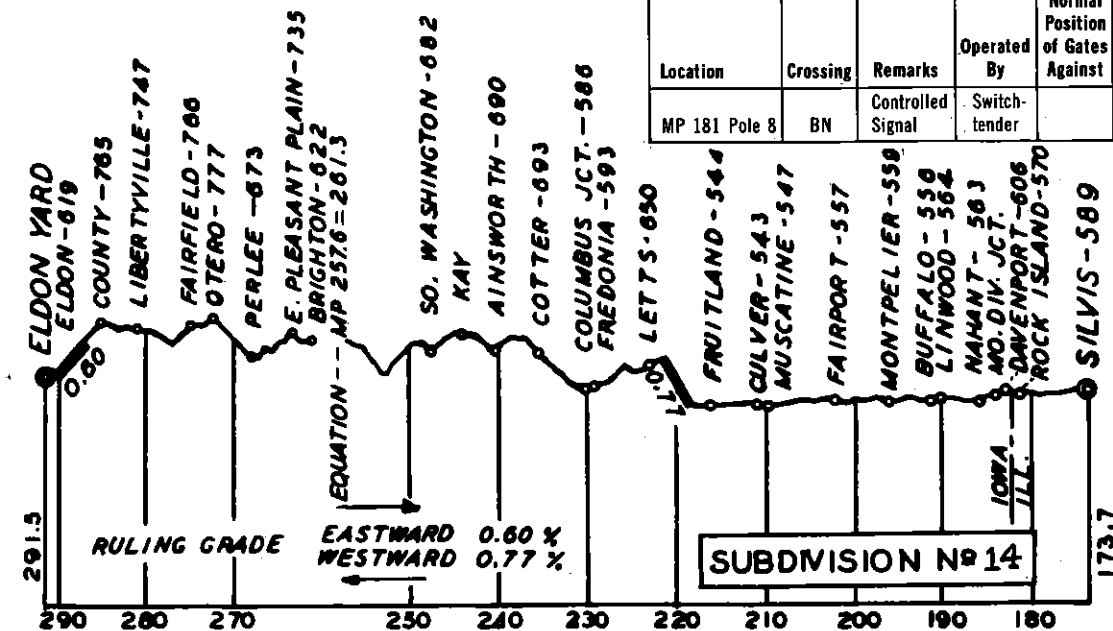
Drawbridge 1822 over Mississippi River at Davenport protected by manual interlocking.

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

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

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

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



WESTWARD

CLINTON BRANCH

EASTWARD

			Footage Capacity Of		Station Numbers	SUBDIVISION 14-A STATIONS TIME TABLE NO. 8 OCT. 27, 1974	Miles from Kelly Yard	Signs			
Sidings	Other Tracks										
.....	Yard	05035				.....CLINTON.....	TO 46.5	RFW Yd			
.....	Yard	05185				.....^{35.3} WEST DAVENPORT.. M *TO _{35.3}	11.2	BR Yd			

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

WESTWARD

WASHINGTON BRANCH

EASTWARD

			Footage Capacity Of		Station Numbers	SUBDIVISION 14-B STATIONS TIME TABLE NO. 8 OCT. 27, 1974	Miles from Chicago	Signs			
Sidings	Other Tracks										
.....	750	06241				.....AINSWORTH.....P	240.9	Yd			
.....	Yard	06007				.....^{7.3} WASHINGTON.....TO(N)	248.2	RFWY BC Yd			
.....	.....	.....				.....^{0.5} CMS P&P Crossing.....M	248.7	.....		
.....	1000	07015				.....^{6.9} WEST CHESTER.....	255.6	.....		
.....	1750	07022				.....^{7.3} KEOTA..... _{22.0}	262.9	.....		

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

MAXIMUM SPEED: 30 MPH

Industrial or spur tracks are located at:

Speed Restrictions: MP 248.2 to MP 262.9..... 10 MPH
All trains and engines will flag crossings at West Chester.
Close clearance at Wayne Feed Co. at Keota.

Mile Post	Name	Car Capacity
242 Pole 12	Sinclair Products	8
256 Pole 7	Sinclair Products	6

WESTWARD

HILLS BRANCH

EASTWARD

			Footage Capacity Of		Station Numbers	SUBDIVISION 4-A STATIONS TIME TABLE NO. 8 OCT. 27, 1974	Miles from Iowa City	Signs			
Sidings	Other Tracks										
.....	Yard	40053				.....IOWA CITY..... *TO(N)	0.0	RFWY BC Yd			
.....	1550	40007				.....^{7.2} HILLS..... _{7.2}	7.2	.....		

MAXIMUM SPEED—15 MPH

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

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS			Footage Capacity Of	Station Numbers	SUBDIVISION 4 STATIONS TIME TABLE NO. 8 OCT. 27, 1974	Miles From Chicago	Signs	SECOND CLASS	
55	57	59						56	44
Freight	Freight	Freight	Sidings	Other Tracks				Freight	Freight
Daily	Daily	Daily						Daily	Daily
			.....	.....	05184				
			.....	2500	40011				
			.....	E500	40016				
			.....	2000	40018				
			E3516	3050	40024				
			.....	1500	40032				
P.M.	P.M.	A.M.	3675	Yard	40038				
9.30	5.50	6.15							
9.48	6.08	6.33	11961	Yard	40053				
9.53	6.13	6.38	.....	Yard	41057				
			.....	W750	41061				
10.05	6.25	6.50	4598	1509	41068				
10.11	6.31	6.56	3057	2001	41073				
10.23	6.43	7.08	5384	Yard	41084				
10.30	6.50	7.15	4556	1445	41090				
10.38	6.56	7.21	4568	1395	41096				
10.47	7.04	7.29	7814	1343	41104				
			.....	2000	41110				
10.58	7.14	7.39	4133	.....	41114				
11.05	7.20	7.45	7922	2000	41119				
11.18	7.33	7.58	4092	2537	41130				
11.37 P.M.	7.43	8.08	6165	Yard	41139				
			5932	3083	41151				
			3875	1650	41157				
			.....	2300	41163				
A.M. 12.16	8.14	8.39	.....	.....	.....	
12.25	8.30	8.55	.....	Yard	50172				
A.M.	P.M.	A.M.							

MO. DIV. JCT.M P
 11.2
 WALCOTT P
 4.3
 STOCKTON P
 2.8
 DURANT TO
 5.6
 WILTON P
 3.3
 ATALISSA P
 5.4
 WEST LIBERTY.....M *TO
 (CRI&P Crossing)
 15.6
 IOWA CITY *TO
 4.2
 VERNON P
 3.7
 TIFFIN P
 6.8
 OXFORD P
 5.1
 HOMESTEAD P
 10.7
 MARENGO *TO
 6.6
 LADORA P
 6.0
 VICTOR P
 7.8
 BROOKLYN P
 6.0
 MALCOLM P
 3.6
 ASCALON P
 5.4
 C&NW Crossing A
 GRINNELL *TO
 11.1
 KELLOGG P
 8.7
 NEWTON *TO
 12.2
 COLFAX P
 5.9
 MITCHELLVILLE P
 6.3
 ALTOONA TO(N)
 4.8
 EAST DES MOINES P
 3.9
 SHORT LINE JCT... *TO(N)
 (CRI&P Crossing) M
 171.9

Rules 450 to 453
 MP 183-28 to
 MP 221.1
 MP 221.1

Rules 400 to 406
 MP 221-1
 to MP 237

Two Main Tracks

AUTOMATIC BLOCK SYSTEM

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD ON SINGLE TRACK OR ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK.
 RULE 99(k) AUTHORIZED**

MAXIMUM SPEED: 60 MPH

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

Dispatchers phones located at:
 MP 190 Pole 8 MP 220 Pole 15
 MP 237 Pole 0 MP 243 Pole 20
 MP 309 Pole 0 MP 328 Pole 36

Safety is efficiency in disguise.

SPEED RESTRICTIONS

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

SPECIAL INSTRUCTIONS—Continued

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

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

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

Rule 83:

West Liberty, Newton and Short Line Junction

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

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

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

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

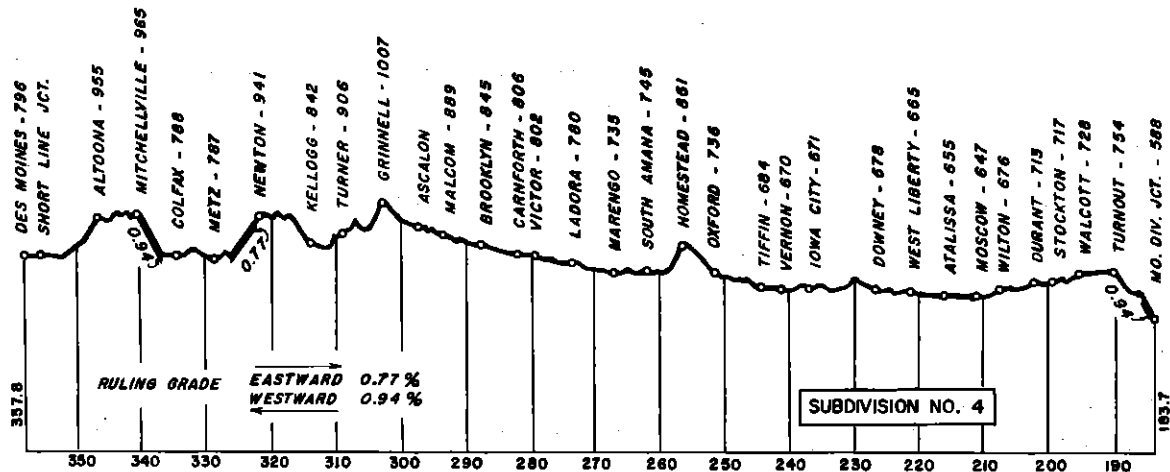
Location	Crossing	Remarks	Operated By	Normal Position of Gates Against	Light Arrangement For	
					Stop	Proceed
MP 181 Pole 8	BN	Controlled Signal	Switch-tender			

SPECIAL INSTRUCTIONS

SUBDIVISION 4

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

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



WESTWARD

KEOKUK AND ALTOONA BRANCH

EASTWARD

		Footage Capacity Of		Station Numbers	SUBDIVISION 4-B STATIONS TIME TABLE NO. 8 OCT. 27, 1974	M. P. from Keokuk	Signs
Sidings	Other Tracks						
.....	Yard	07151		KEOKUK TO(N)	.....	RFWT Yd BC
.....	.....	.....		0.7 BN Crossing UX	0.7	.....
.....	800	07137		14.1 SAND PRAIRIE	14.8	.....
.....	500	07122		15.3 FARMINGTON	30.1	.....
.....	500	07116		5.4 BONA PARTE	35.5	.....
.....	500	07106		10.1 MT. ZION	45.6	.....
.....	1400	07097		9.2 DOUDS	54.8	.....
.....	Yard	07292		9.1 ELDON .....*TO(N)	63.9	RY BC	
.....	Yard	07077		11.9 OTTUMWA TO(N)	75.8	BYd	
.....	.....	.....		1.4 CMStP&P Crossing M	77.2	.....
.....	950	07055		14.4 EDDYVILLE	91.6	.....
.....	.....	.....		1.4 CRI&P JCT.	93.0	.....
.....	.....	.....		6.6 CNW JCT.	99.6	.....
.....	1600	07051		0.7 BEACON	100.3	.....
.....	2250	07048		1.9 EVANS JCT.	102.2	Yd	
.....	1050	07044		5.2 LEIGHTON	107.4	.....
1199	Yard	07035		8.2 PELLA TO	115.6	.....
.....	1350	07028		8.0 OTLEY	123.6	.....
.....	2450	07017		5.5 MONROE	129.1	.....
.....	2250	07013		9.2 PRAIRIE CITY	138.3	.....
.....	2300	41163		13.2 ALTOONA TO(N)	151.5	.....
				151.5			

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

MAXIMUM SPEED: 30 MPH

SPEED RESTRICTIONS:

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

SPECIAL INSTRUCTIONS:

Industrial or spur tracks are located at:

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

Stop sign 280 feet East of CMStP&P cross-over at Market St., Ottumwa.

Trains may leave Keokuk without clearance.

Between CRI&P Jct. and C&NW Jct. trains will be governed by Special instructions in current Timetable of Central Division of C&NW Ry. and C&NW Superintendent's Bulletins.

Junction switch at Altoona with Subdivision 4 equipped with electrically-locked hand operated switch. Train and engine crews must secure permission of train dispatcher to operate this switch Pole phone at MP 346 Pole 41 Subdivision 4.

Railroad crossings at grade are protected by interlocking except:

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

WESTWARD

KEOSAUQUA BRANCH

EASTWARD

Footage Capacity Of			Station Numbers	SUBDIVISION 4-C STATIONS TIME TABLE NO. 8 OCT. 27, 1974	M.P. from Mt. Zion	Signs
Sidings	Other Tracks					
.....			07106	MT. ZION .....	.....
.....	1000		07004	4.5 KEOSAUQUA	4.5	
				4.5		

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

WESTWARD

OSKALOOSA BRANCH

EASTWARD

Footage Capacity Of			Station Numbers	SUBDIVISION 4-D STATIONS TIME TABLE NO. 8 OCT. 27, 1974	M.P. from Chicago	Signs
Sidings	Other Tracks					
.....				MICH SPUR	297.9	.....
.....	5000		07060	3.4 OSKALOOSA	301.3	
.....				0.1 C&NW Crossing	UX 301.4	.....
.....	2250		07048	3.2 EVANS JCT.	304.6	Yd
				6.7		

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED
MAXIMUM SPEED: 20 MPH

SPECIAL INSTRUCTIONS:**SUBDIVISION 4-D:**

Overhead or side restricted clearances as follows:

Oskaloosa—CNW overhead bridge 3018 all shipments over 16 ft. 9 in. or high cube cars 17 ft. ATR restricted to special clearance instructions and authority

Track between 11th St., Oskaloosa and Mich Spur removed from service.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
301.4	C&NW	Stop Sign	—	—	—	—

Safety is your responsibility.

UNIFORM CODE OF OPERATING RULES

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

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

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

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

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

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

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

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

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

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

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

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

Rule 14 (Addition to Note)—Radio communication may be used in lieu of engine whistle signal 14(a); that part of 14(b) Release brakes; that part of 14(b) acknowledgement of Illinois Division

"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 stations, two torpedoes must be placed not less than 20 car

Rule 100 Continued

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 in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be

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

Rule 104(a) (Addition)—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(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

Rule 110(a) (continued)

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 gover-

ned 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.

CMST&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 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

RULES CHANGES (Continued)

Rule 218 Continued

the opposing train receives the order must approach such station at Restricted Speed, and, in addition, stop back a sufficient distance and send flagman ahead, when necessary.

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

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

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

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.

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

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through curved switch leads of turnouts as follows:

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

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

LOCATION No. 15 TURNOUTS

Subdivision 1	MP 9 Pole 42	
	MP 9 Pole 50	
	MP 10 Pole 18	
	MP 10 Pole 22	
	MP 10 Pole 25	
	MP 15 Pole 40	
	MP 15 Pole 45	
	MP 16 Pole 2	
	MP 16 Pole 40	
	MP 17 Pole 10	
	MP 17 Pole 14	
	MP 17 Pole 17	
	MP 29 Pole 32	
	MP 29 Pole 37	
	MP 39 Pole 8	
	MP 39 Pole 16	
Subdivision 2	MP 171 Pole 2 Crossover	
	MP 171 Pole 4	
	MP 172 Pole 31	
	MP 172 Pole 32	
	MP 174 Pole 19	
Subdivision 3	MP 159 Pole 10	

Subdivision 4	MP 236 Pole 36
	MP 335 Pole 33
	MP 351 Pole 28
Subdivision 14	MP 183 Pole 15 Westward Track
	MP 211 Pole 25 Westward Track
	MP 211 Pole 26 End of two main tracks
	MP 213 Pole 1
	MP 222 Pole 19
	MP 223 Pole 30
	MP 228 Pole 19
	MP 229 Pole 20
	MP 235 Pole 10
	MP 236 Pole 22
	MP 244 Pole 3
	MP 245 Pole 14
	MP 257 Pole 14
	MP 262 Pole 14
	MP 271 Pole 36
	MP 273 Pole 7
	MP 280 Pole 10
	MP 281 Pole 22

LOCATION No. 20 TURNOUTS

Subdivision 1	MP 35 Pole 16 Crossover
	MP 35 Pole 20 Crossover
	MP 43 Pole 20 Crossover
	MP 43 Pole 24 Crossover
Subdivision 2	MP 63 Pole 15 Crossover
	MP 63 Pole 20 Crossover
	MP 102 Pole 46 Crossover
	MP 103 Pole 1 Crossover
	MP 112 Pole 47 Crossover
	MP 114 Pole 1 Crossover
	MP 114 Pole 3 Crossover
	MP 115 Pole 28 Crossover
	MP 115 Pole 37 Crossover
	MP 148 Pole 28 Crossover
	MP 148 Pole 39 Crossover
	MP 157 Pole 42 Crossover
	MP 172 Pole 26 Crossover
	MP 174 Pole 27 Crossover
Subdivision 4	MP 221 Pole 6 End of two main tracks
	MP 221 Pole 13
	MP 222 Pole 38
	MP 234 Pole 20 1/2

MAXIMUM ENGINE SPEEDS	MPH
610, 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

SPEED RESTRICTIONS—Continued

	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 interlocking 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 switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	
Short Wheel base ore hoppers.....	30
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer.....	25
Pile Driver 95230, 95231, 95232 and Crane 95260:	
Main Line.....	35
Branch Line (except as shown below)....	25
Subdivision 3-A, 14-B.....	20
Subdivision 1-A.....	15
Subdivision 4-A; must not be handled unless authorized by officers.	
These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.	

SPEED RESTRICTIONS —Continued

These machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where it can be done unless otherwise authorized.	
These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:.....	
Subdivision 1-B	25
Subdivision 3-A, 4-B, 14-B	20
Subdivisions 1-A.....	15
All other Subdivisions	40
Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends ...	40
Suburban cars series 2500 and 2600 are conventional equipment restricted to ...	70
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 exceeds 80 tons per operative brake (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train).	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.

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

SPECIAL INSTRUCTIONS — Continued

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 approaching.

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

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

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

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

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

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

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

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.

Drawbridges are located as follows:

JOLIET—Des Plaines River

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

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

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

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

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

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

17. When employes 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 employes on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employes 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.
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

SPECIAL INSTRUCTIONS—Continued

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

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

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

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

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

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

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

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

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

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

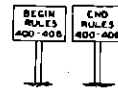
Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

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

SPECIAL INSTRUCTIONS—Continued

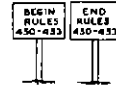
Rule 21

①



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

②



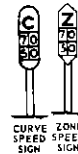
2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.

③



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

④



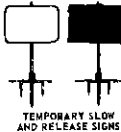
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance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



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



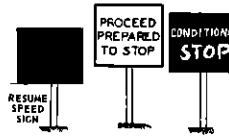
6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire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

7



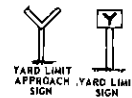
7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

8



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



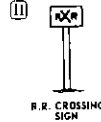
9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.

10



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

11



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

12



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

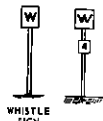
SPECIAL INSTRUCTIONS—Continued

13



END OF BLOCK SIGN

14



WHISTLE SIGN

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

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

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

15



STATION SIGN

16



COMBINATION WHISTLE & STATION SIGN

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



SPRING SWITCH

18



FLANGER SIGN

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

20



DERAIL SIGN

21

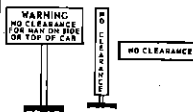


TRAIN LENGTH SIGN

19. Mile board indicates mile post location.
20. Derail sign indicates location of derails.
21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.

SPECIAL INSTRUCTIONS—Continued

22



NO CLEARANCE

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

Roadway signs facing direction of approaching trains (except temporary speed restriction signs) will be respected regardless of which side of the tracks signs are located.

Rule 22

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

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

Subdivision	Description of Line	Gross Wgt.
14-B	Ainsworth to Keota	200,000 B

B. Cars with gross weight over 200,000 pounds but not exceeding 263,000 pounds may be handled between Ainsworth and Keota with the following restriction:

Br. No.	Town	Speed
2517	Washington	10 MPH

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

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

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

Industrial and Yard Trackage (Restriction account of Bridges)

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

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

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

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

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

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

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

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

 C. Is any car or equipment on fire _____

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

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

Cars containing Class A Explosives must be equipped with:

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

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

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

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

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

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

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

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

CAB SIGNALS

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

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

Eastward—

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

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

Bureau—On main track Subdivision 3, MP 115 Pole 7 to MP 114 Pole 38.

Westward—Chicago

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

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

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

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

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

DePue, Illinois—West end of eastward siding.

Eastward and westward—

Joliet—On roundhouse lead.

Bureau-Engin Tie-up Track.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cab signal apparatus shall be cut out as follows:

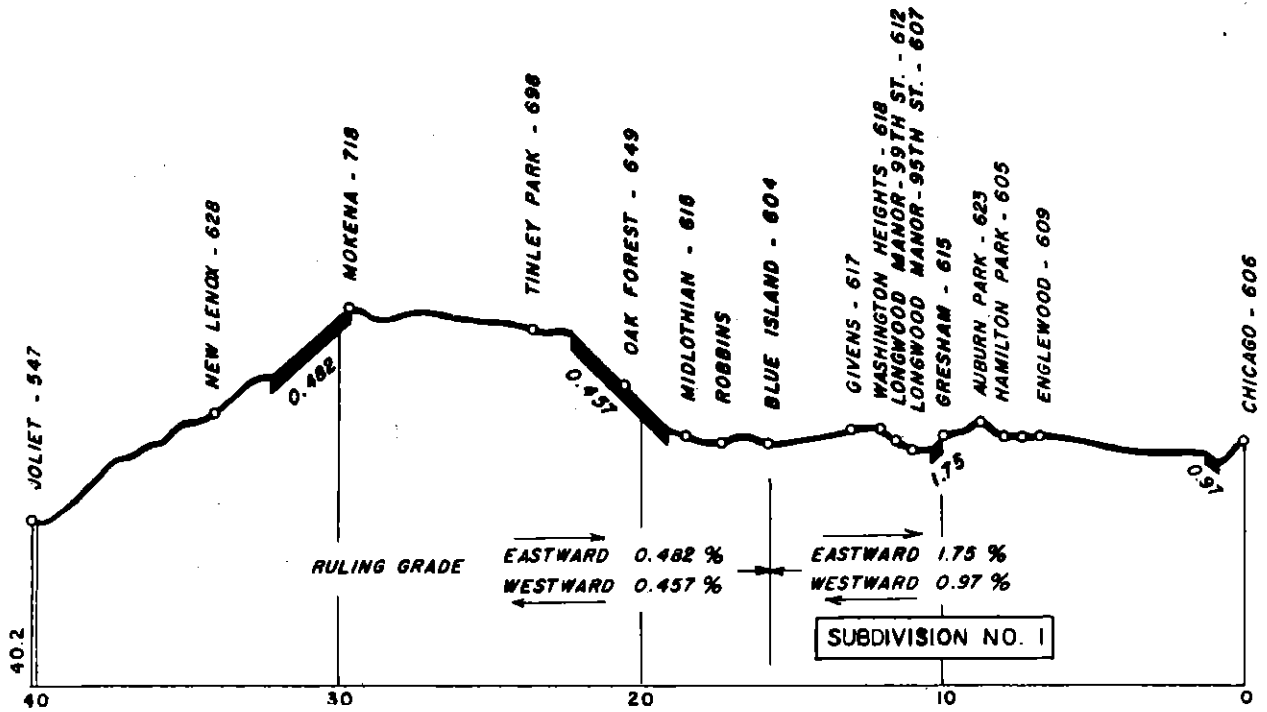
- (1) On all engines except lead engine when doubleheading.
- (2) When leaving cab signal territory as indicated by roadway signs.
- (3) When defect is apparent.

OFFICERS—ILLINOIS DIVISION

C. J. Stack, Jr.—Asst. Divn. Supt.	Silvis
P. E. Mankins—Chief Dispatcher	Des Moines
C. M. Pitts—Terminal Superintendent	Blue Island
S. A. Young—Terminal Superintendent	Silvis
R. E. Peacock—Asst. Term. Supt.	Blue Island
W. M. Ireland—Asst. Superintendent	Silvis
N. P. Simon—Genl. Supvr. Subr. Oper.	Chicago
J. F. Forrest—Asst. Term. Supt.	Silvis
S. R. Schreckengost—Trainmaster (West)	Silvis
R. M. Jolly—Trainmaster	Peoria
W. H. Dozier—Trainmaster (East)	Silvis
K. J. McCarthy—Trainmaster	Blue Island
B. O. Matthews—Terminal Trainmaster	Silvis
J. T. Ahern—Terminal Trainmaster	Silvis
K. H. Smith—Trainmaster	Blue Island
J. A. Pochran—Asst. Trainmaster	Blue Island
D. F. Kehr—Terminal Trainmaster	West Davenport
J. P. Williams—Trainmaster	Muscatine
J. R. Freeburg—Trainmaster	Blue Island
B. P. Sheeley—Asst. Trainmaster	Joliet
S. L. Newell—Asst. Trainmaster	Blue Island
J. J. McCarthy—Asst. Suburban Trainmaster	Blue Island
L. J. Blanchard—Asst. Trainmaster	Ottawa
R. R. Barcus—Term. RFE Subn. & Psgr.	Chicago
H. D. Day—Road Foreman of Engines (West)	Silvis
K. R. Brewster—Road Foreman of Engines (East)	Blue Island
A. J. Raaf—Division Engineer	Silvis
O. E. Patten—Senior General Roadmaster	Silvis
R. L. Rocky—General Roadmaster	Silvis
R. D. Schauenberg—Asst. Divn. Engr.	Silvis
J. Van Kulkan—Asst. Divn. Engr.	Blue Island
C. B. Kriegel—Roadmaster	Silvis
L. E. Duffe—Roadmaster	Blue Island
R. L. Kuper—Roadmaster	LaSalle
C. W. Smith—Roadmaster	Muscatine
L. J. Olson—Roadmaster	Iowa City
W. C. Huscher—Roadmaster	Ottumwa
J. L. Evans—Divn. Mech. Officer—Locomotive	Silvis
A. J. Orseno, Jr.—Term. Divn. Mech. Officer—Locomotive	Chicago
T. F. Kelly—Supt. of Locomotive Shops	Silvis
A. Disabato—Term. Asst. Divn. Mech. Officer—Locomotive	Chicago
E. J. Meeker—Asst. Divn. Mech. Officer—Locomotive	Silvis
R. R. Scott—Asst. Divn. Mech. Officer—Locomotive	Silvis
L. E. Wangelin—Divn. Mechanical Officer—Car	Silvis
S. M. Globus—Divn. Mechn. Officer—Psgr. Car & Shop	Chicago
P. L. Hagadus—Divn. Mechanical Officer—Car	Blue Island
M. C. Hurt—Asst. Division Mechanical Officer—Car	Blue Island
D. P. Cunningham—Asst. Divn. Mech. Officer—Car	Silvis
P. A. Riggs—Safety Officer	Silvis
R. S. Carle—Signal Supervisor	Blue Island
G. L. Knight—Terminal Signal Supvr.	Joliet
R. L. Wharry—Signal Supervisor	Rock Island
T. A. Johnson—Asst. Signal Supvr.	Iowa City
Paul Long—Bridge & Building Supvr. (East)	Silvis
M. G. Muntz—Bridge & Building Supvr. (West)	Silvis

TRAIN DISPATCHERS

W. E. Murphy	Asst. Chief Dispatcher	J. D. McDermet	Asst. Chief Dispatcher
M. G. Cobb	Relief Asst. Chief Dispr.	J. R. Cobb	Asst. Chief Dispatcher
C. D. Shields	Asst. Chief Dispatcher	J. E. Marsengill	Train Dispatcher
J. L. VanDee	Train Dispatcher	C. D. Austin	Train Dispatcher
J. D. Stroh	Relief Train Dispatcher	J. A. Head	Relief Train Dispatcher
C. S. Winship	Relief Train Dispatcher	C. C. Lamb	Train Dispatcher
W. A. Knight	Train Dispatcher	R. C. Fee	Train Dispatcher
C. R. Gibson	Relief Train Dispatcher	G. R. Williamson	Relief Train Dispr.
J. F. Corder	Relief Train Dispatcher	D. B. Yates	Train Dispatcher
H. B. Burress	Train Dispatcher	T. F. Herzog	Train Dispatcher





ILLINOIS DIVISION

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

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

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

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

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

ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train _____

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

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

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

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

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

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

This is RI _____ in charge of work
OCCUPATION
between MP _____ and MP _____ Train Order No. _____

We are in the clear and you may proceed past the red conditional stop sign and through the limits of order at _____ MPH except _____ MPH between MP _____ and MP _____

Where Rule 10(i)(2) is authorized, Foreman will omit the
words, "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. _____."