

COMPANY OFFICERS

L.G. Leverington	Chief Engineering Officer	Waterloo
W.L. Hodge	Chief Mechanical Officer	Waterloo
C.E. Galer	Superintendent Mechanical	Waterloo
D.L. Cowles	Area Manager	Hawthorne
R.D. Clark	Area Manager	Rockford
R.C. Ritchie	Area Manager	Dubuque
G.L. Hanson	Area Manager	Waterloo
J.R. Snapp	Area Manager	Fort Dodge
J.L. Doyle	Area Manager	Council Bluffs
M. Drew	Area Manager	Sioux City
P.A. Bear	Area Manager	Cedar Rapids
A.J. Puth	Road Foreman of Engines	Waterloo
J.P. Witercraft	Traveling Conductor	Waterloo
C.L. Cornelius	Mechanical Foreman	Hawthorne
K.E. Forrester	Mechanical Foreman	Freeport
K.A. Bruns	Mechanical Foreman	Dubuque
L.J. Strubel	Mechanical Foreman	Waterloo
R.E. Brodie	Mechanical Foreman	Ft. Dodge
C.A. Skinner	Mechanical Foreman	Council Bluffs
D.L. Moorman	Mechanical Foreman	Sioux City
D.G. Bear	Mechanical Foreman	Cedar Rapids
R.W. Schell	Roadmaster	Rockford
S.J. Boulting	Roadmaster	Dubuque
D.J. Brady	Roadmaster	Waterloo
D.L. Johnson	Roadmaster	Storm Lake
H.K. Nickolson	B&B Supervisor	Waterloo
M.H. Thompson	C&S Supervisor	Waterloo

COURTEOUS CONSCIENTIOUS PEOPLE

SPEED TABLE

This is not for authorized speed but for information only

Seconds Per Mile	Miles Per Hour
40	90
43	85
45	80
46	79
48	75
52	70
55	65
60	60
65	55
72	50
80	45
90	40
103	35
120	30
144	25
180	20
240	15
360	10

Chicago, Central & Pacific Railroad Company

SYSTEM TIMETABLE NO. 1

**EFFECTIVE 12:01 AM
Sunday, December 7, 1986**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

J.E. HALEY, President
F.S. TANNER, Vice President—Operations
R.J. STRAIN, Chief Transportation Officer

CHIEF DISPATCHERS

P.D. ANDERSON
M.L. LYNCH

TRAIN DISPATCHERS

A.F. BOETTCHER
C.J. CARLSON
J.L. SCHUBERT
D.L. ATWOOD
R.C. HAAS

COMMERCIAL TELEPHONES

CHEMTREC (WASHINGTON, D.C.)	1-800-424-9300
CHIEF DISPATCHER:	(319) 236-9224
TRAIN DISPATCHERS:	(319) 236-9215
WATS NUMBER:	1-800-522-7744
CC & P GENERAL OFFICE, WATERLOO:	(319) 236-9200

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Westward

EASTERN DISTRICT

Eastward

SECOND CLASS		Daily	Siding, Standing Room, in Feet	Siding, Standing Room Cars with Engine	Mile Posts	MP Location for Siding Switch	STATIONS Effective December 7, 1986	MP Location for Siding Switch	Territory	SECOND CLASS		
21	11									25	24	20
L 11 00PM	L 2 30PM	L 7 00AM			9.0		C HAWTHORNE ^{2.1}	A 5 30AM	A 8 00PM	A 6 45AM		
11 10	2 40	7 15 20			11.1		BERWYN ^{3.4}	4 35	7 15 25	6 15		
					14.5		BROADVIEW ^{4.8}					
					19.3		ELMHURST ^{3.0}					
					22.3		SOUTH ADDISON ^{7.3}					
					29.6		CAROL STREAM ^{5.5}					
11 41	3 05	7 46	103	5708	35.1	34.3	MUNGER ^{3.9}	3 59	6 40	5 45		
					39.0		COLEMAN ^{11.8}					
11 58	3 18	8 03	55	3058	46.9	46.9	PLATO CENTER ^{6.3}	3 42	6 23	5 31		
12 07AM	3 26	8 12	110	6099	53.2	51.8	BURLINGTON ^{8.2}	3 33	6 14	5 24		
					61.4		GENOA ^{5.8}					
12 28	3 43	8 33	117	6476	67.2	65.9	COLVIN PARK ^{6.5}	3 14	5 53	5 07		
					73.7		IRENE ^{5.4}					
					79.1		PERRYVILLE ^{4.4}					
12 52	4 01	8 57		6101	83.5	83.6	BUCKBEE ^{3.1}	2 50	5 29	4 48		
12 59	4 08	9 04			86.6		ROCKFORD ^{0.2}	2 43	5 22	4 41		
1 01	4 10	9 06	67	3727	86.8	86.7	CASE ^{7.7}	2 41	5 20	4 39		
					94.5		ALWORTH ^{5.8}					
1 21	4 27	9 26	130	7175	100.3	98.9	SEWARD ^{13.2}	2 21	5 00	4 26		
1 40	4 42 20	9 45			113.5		EAST JCT ^{0.9}	1 51	4 42 11	4 11		
					114.4		FREEPORT					
1 45 24	4 55	A 10 30AM L 4 00PM			115.6		C WALLACE ^{1.2}	L 1 45AM 21 A 9 40PM	4 35	4 05		
					118.8		WEST JCT ^{5.5}					
					122.3		ELEROY ^{4.6}					
			122	6756	126.9	127.1	LENA ^{4.1}					
					131.0		WADDAMS GROVE ^{7.5}					
					138.5		WARREN ^{6.0}					
					144.5		APPLE RIVER ^{8.2}					
			102	6745	152.7	151.3	SCALES MOUND ^{5.5}					
					158.2		COUNCIL HILL					

					164.6	163.8	GRANT ^{6.4}	164.9			
					165.5		GALENA ^{3.3}				
3 20	6 15	5 55			168.8		PORTAGE ^{12.7}			7 15	2 48
3 38	6 28	6 15			181.5		EAST CABIN ^{0.2}			6 55	2 30
					181.7		EAST DUBUQUE ^{0.6}				
					182.3		DUBUQUE JCT ^{0.9}				
					183.2		DUBUQUE ^{0.8}				
					184.0		WOOD ^{8.8}				
					192.8	193.1	JULIEN ^{4.9}	193.5			
			36	2247	197.7	197.6	PEOSTA ^{4.3}	199.3			
			142	7842	202.0		EPWORTH ^{3.9}				
					205.9		FARLEY ^{6.5}				
			127	7022	212.4	210.8	DYERSVILLE ^{7.7}	212.3			
			77	4280	220.1	219.3	EARLVILLE ^{3.8}	220.3			
					223.9		DELAWARE ^{6.0}				
			110S 142N	6083 7856	229.9 230.0	229.9 230.0	MANCHESTER ^{6.9}	231.2 231.6		L 4 05PM	
					236.8		MASONVILLE ^{4.1}				
			122	6739	240.9	240.2	BETH ^{3.1}	241.7			
					244.0		WINTHROP ^{8.5}				
			68	3781	252.5	251.9	INDEPENDENCE ^{8.7}	252.8			
			122	6716	261.2	259.7	JESUP ^{8.0}	261.2			
					269.2		RAYMOND ^{2.8}				
					272.0		HILLTOP ^{4.3}				
A 7 45AM	A 10 30PM				276.3		C WATERLOO			L 10 30AM L 10 45PM	

* Details - both ends of siding

2. STANDARD CLOCKS

Hawthorne Yard Office
Rockford Depot
Wallace Yard Office
Dubuque Trainmen's Room
Waterloo Yard Office, Engine House

14(1). When approaching Harlem Avenue and Riverside Drive in Berwyn, MP. 11.75 whistle signal 14(1) will not be sounded, except in case of emergency.

83. TRAIN REGISTERS:

Hawthorne Yard Office
Wallace Train Order Office (Trains may register by register ticket.)
Waterloo Yard Office

93. YARD LIMITS:

Between
Hawthorne Hawthorne and MP 40
Rockford MP 82.6 and MP 88
Freeport MP 109 and MP 117.8
East Cabin Extends to MP 177.5 (Eastward Track)
Dubuque Extends to MP 179.4 (Westward Track)
Waterloo Extends to MP 186
Waterloo Extends to MP 272

98. RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED:

Unless otherwise provided, trains or engines must stop as follows:
Dubuque Jct. BN Junction
Trains or engines must not foul or occupy CC & P main track between Dubuque Jct. and west end of Mississippi River Bridge without authority from the operator at East Cabin.
Dubuque CC & P Crossing

101. MAXIMUM SPEEDS:

Table with columns TOFC Trains, Freight Trains, and Miles per hour. Rows include Hawthorne - MP 23, MP 23 and Portage, Portage and East Cabin, East Cabin and Waterloo, Moving Against Current of Traffic.

101(a.) LOWER SPEEDS IN EFFECT:

Table with columns Freight Trains Including TOFC and Miles per hour. Rows include MP 40 and MP 41 curve, MP 77.2 curve, MP 79.6 curve, MP 84.5 and MP 87.5 curves, MP 111 curve, etc.

Table with columns MP and Miles per hour. Rows include MP 203.9 curve, MP 210 curve, MP 212 and MP 213 - curves, etc.

See Rule 101(a) of System Special Instructions

Note B. When six axle units are in engine consist, reduce speed to 40 MPH with engine only. Yellow triangular signs will not indicate these speed restrictions.

The following measured miles are designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the following mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured at the closest mile to the designated mile while running at a steady rate of speed.

Table with columns Westward and Eastward. Rows include MP 31 to MP 32, MP 124 to MP 125, MP 111 to MP 110, MP 272 to MP 271.

109. BULLETIN BOARDS:

Hawthorne Yard Office
Rockford Depot
Wallace Yard Office
Dubuque Trainmen's Room
Waterloo Yard Office, Engine House

111(e). DEFECTIVE EQUIPMENT DETECTORS:

Detector Centers have radio communication with trains passing defective equipment detectors at the following locations:

Table with columns Locations and Center. Rows include Munger (MP 38.9), Irene (MP 70.2), Apple River (MP 146.81), Masonville (MP 236.1).

See Rule 111(e) of System Special Instructions.

M-151. TWO MAIN TRACKS:

Between:
Hawthorne and Broadview
East Jct. and West Jct.
Portage and East Cabin
Hilltop and MP 274

215. CLEARANCES:

A clear train order signal at East Cabin will authorize eastward BN trains to leave East Cabin without a clearance. Eastward BN trains originating at Dubuque may leave Dubuque without a clearance, but must obtain a clearance at East Cabin.

No. 24 may leave Manchester without a clearance. Westward BN trains may leave Portage without a clearance.

221(d). At East Cabin, CC & P and BN train order signals are placed on the same mast and located between eastward and westward main tracks approximately 150 feet east of interlocking station.

When the upper signal which governs CC & P eastward trains conveys a stop indication, eastward BN trains must obtain a CC & P clearance at East Cabin in addition to complying with the requirements of the indication of the lower BN train order signal.

279. ELECTRIC LOCK SWITCHES:

Table with columns Location, Switches, and Controlled by. Rows include MP 24.5, Carol Stream, Rockford, MP 109.5, West Jct, Eleroy, Lena, Dubuque Jct., Julien, Farley, Dyersville, Manchester, Winthrop, Independence.

295. When eastward home signal at west end of north siding, Manchester displays a Stop indication and the letter "S" is illuminated, trains or engines are authorized to proceed to electrically locked switch at west end of south siding, Manchester, operate switch and enter siding.

505. ABS IS IN EFFECT:

Between:
Hawthorne and MP 117 (West Jct)
Portage and MP 180.41 (East Cabin) westward track
Portage and MP 180.76 (East Cabin) eastward track

513. Between East Jct. and West Jct. the five minute waiting time as prescribed by Rule 513 is suspended. All trains and engines operating on main tracks between these points must proceed prepared to stop within one-half the range of vision but not exceeding 20 MPH. Any other signs or signals encountered governing movement between these points requiring a lower speed must be complied with.

515. CTC IS IN EFFECT:

Table with columns Location and Control Station. Rows include West Jct. & Portage, Wood and Hilltop.

560. SPRING SWITCHES:

Table with columns Location and Normal Position. Rows include *Broadview--end of two main tracks, *Munger--both ends siding, *Burlington--both ends siding, etc.

Manchester--east end, south siding For main track

*Indicates equipment with lunar white marker light.
†Indicates east end of siding equipped with key release.

Movement through spring switches governed by signals having emergency key operated time release will be governed as follows:

If signal conveys stop indication and it is known that route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, a member of the crew will insert switch key in the release box located on the side of the relay house and operate the key release in accordance with instructions posted on the relay house.

If the signal does not clear in the prescribed time, Rule 509 will govern.

608. MANUAL INTERLOCKINGS:

Table with columns Location and Control Station. Rows include Rockford, East Jct., West Jct., East Cabin.

876. The following radio base and wayside stations are identified by location, channel and time attended. Those stations controlled by train dispatcher and other remotely controlled stations are so noted; all others are locally controlled:

Table with columns Location, Dispatcher Tone, Times Attended. Rows include Hawthorne, Munger, Burlington, Rockford, Wallace, Apple River, Council Hill, East Cabin, Dubuque, Peosta, Masonville, Jesup, Waterloo.

See Rule 876 in System Special Instructions

1204. Each member of all train and engine crews departing Hawthorne for points east of Hawthorne must have a copy of and be governed by ICG rules, timetable and timetable special instructions. Crews operating on the BRC will be governed by BRC rules and special instructions.

1206. Engines designated below must not be operated over the following locations:

Table with columns Location and Class of Engines. Rows include Julien, Menominee, Arco wye and lead.

1207. Maximum loaded car permissible for movement:

Dubuque, Bridge W-182.0—When handling ore cars, the maximum number of ore cars which may be coupled together is 3 cars for ore cars weighing up to 160,000 pounds gross, 2 cars for ore cars from 160,000 to 200,000 pounds gross and single cars only for ore cars from 200,000 to 220,000 pounds gross. These loaded ore cars, or groups of ore cars, must be separated from other ore cars, the pulling engine, or any cars exceeding a gross weight of 177,000 pounds by at least 3 spacing cars. The length of each spacing car must not be less than 40 feet and each spacing car must not weigh more than 177,000 pounds gross.

SECOND CLASS		Siding, Standing Room, in Feet	Siding, Standing Room Cars with Engine	Mile Posts	Effective December 7, 1986	TERRITORY	SECOND CLASS		
	25						24		
	Daily								
	L 9 30PM			0.0	NON BLOCK		A 4 05PM		
				9.6					
				15.2					
				21.8					
				29.0					
	A 12 30AM			42.1				L 2 00 PM	
							Daily		

2. STANDARD CLOCKS:

Cedar Rapids Trainmen's Room

83. TRAIN REGISTERS:

Cedar Rapids Freight Office

93. YARD LIMITS:

Between:

Manchester Extends to MP 2

Cedar Rapids Extends to MP 38

101. MAXIMUM SPEEDS:

Freight Trains Including TOFC Trains

MILES PER HOUR

Manchester and Cedar Rapids 25

101(a). LOWER SPEEDS IN EFFECT:

Freight Trains Including TOFC

MILES PER HOUR

MP 14.9--bridge 10

See Rule 101(a) of System Special Instructions

The following measured miles are designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the following mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured at the closest mile to the designated mile while running at a steady rate of speed:

Southward
MP 38 to MP 37

Northward
MP 2 to MP 3

109. BULLETIN BOARDS:

Cedar Rapids Freight Office

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Westward

WESTERN DISTRICT

Eastward

SECOND CLASS		SECOND CLASS			Territory	MP Location for Siding Switches	Effective December 7, 1986	MP Location for Siding Switches	Mile Posts	Siding, Standing Room, in Feet	Siding, Standing Room with Engine	Siding, Standing Room	STATIONS	SECOND CLASS		
11	21	123	31	20										30	10	122
Daily	Daily	Except Saturday	Except	20	30	10	122									
L 11 15PM	L 12 20PM	L 10 00AM	L 10 00AM	A 7 25AM	A 1 00PM	A 10 15PM	C	276.3	276.3				WATERLOO	A 7 25AM	A 1 00PM	A 10 15PM
11 25	12 35 30	10 10	10 10	7 05	12 35 21	9 45	SUSIE	278.7	278.7				SUSIE	7 05	12 35 21	9 45
							MONA JCT	281.0	281.0				MONA JCT			
11 44	12 51	10 36	10 36	6 36	12 03PM	9 25	CEDAR FALLS	282.4	282.4				CEDAR FALLS	6 36	12 03PM	9 25
							NEW HARTFORD	292.5	292.5	119	6566		NEW HARTFORD	6 36	12 03PM	9 25
11 54	1 04	10 59	10 59	6 24	11 48	9 15	SINCLAIR	298.3	298.3	64	3662		SINCLAIR	6 24	11 48	9 15
							PARKERSBURG	301.1	301.1				PARKERSBURG			
12 11AM	1 27	11 21 30	11 21 30	5 56	11 21 31	8 58	APLINGTON	306.1	306.1				APLINGTON			
							AUSTINVILLE	310.0	310.0				AUSTINVILLE			
							ACKLEY	314.1	314.1	72	4041		ACKLEY	5 56	11 21 31	8 58
							MACY	320.4	320.4				MACY			
							MILLS	324.0	324.7	123N	6811		MILLS	5 39	11 05	8 46
							IOWA FALLS	326.1	326.1	73S	4012		IOWA FALLS			
12 34	1 34	11 48	11 48	5 27	10 25	8 37	ALDEN	332.6	332.6	74	4103		ALDEN	5 27	10 25	8 37
12 44	2 08	12 01PM	12 01PM	5 15	10 05	8 27	WILLIAMS	341.2	341.2				WILLIAMS	5 15	10 05	8 27
							BLAIRSBURG	346.2	346.2				BLAIRSBURG			
1 00	2 31	12 23	12 23	4 53	9 30	8 10	STONEGA	350.0	350.0				STONEGA			
							WEBSTER CITY	355.5	355.5	123	6804		WEBSTER CITY	4 53	9 30	8 10
1 10	2 45	12 36	12 36	4 48	8 36	8 00	HIGHVIEW	359.9	359.9				HIGHVIEW			
							DUNCOMBE	364.2	364.2				DUNCOMBE			
							JUDD	367.0	367.0				JUDD			
1 55	3 25	12 01PM	12 59PM	4 25	8 30AM	7 39	GYPSUM	371.8	371.8				GYPSUM			
2 13	3 45	A 12 30PM	A 12 59PM	4 25	L 8 30AM	7 39	FORT DODGE	375.1	375.1				FORT DODGE	4 25	L 8 30AM	7 39
2 25	3 59			4 00		7 12	TARA	381.0	381.0	94	5197		TARA	4 00		7 23
				3 47		7 12	KNIERIM	390.2	390.2	* 76	4231		KNIERIM	3 47		7 12
							RICHARDS	394.2	394.2				RICHARDS			
2 38	4 31			3 36		7 00	ROCKWELL CITY	400.1	400.1	118	6540		ROCKWELL CITY			7 00
							SHERWOOD	405.3	405.3				SHERWOOD			
							YETTER	412.0	412.0				YETTER			

Westward

WESTERN DISTRICT

Eastward

SECOND CLASS		SECOND CLASS			Territory	MP Location for Siding Switches	Effective December 7, 1986	MP Location for Siding Switches	Mile Posts	Siding, Standing Room, in Feet	Siding, Standing Room with Engine	Siding, Standing Room	STATIONS	SECOND CLASS		
11	21	123	31	20										30	10	122
Daily	Daily	Except Saturday	Except	20	30	10	122									
A 3 00	A 5 11			L 3 08		L 6 34	ULMER	418.4	418.4				ULMER			
							IDA GROVE JCT	422.9	422.9				IDA GROVE JCT	L 3 08		L 6 34
							VIA IDA GROVE						VIA IDA GROVE			
							IDA GROVE JCT	0.0	0.0				IDA GROVE JCT			
							SACTON	0.0	0.0				SACTON			
							NORTH WALL LAKE	2.9	2.9				NORTH WALL LAKE			
							ODEBOLT	12.0	12.0				ODEBOLT			
							ARTHUR	17.7	17.7				ARTHUR			
							IDA GROVE	24.4	24.4				IDA GROVE			
L 3 00	L 5 11			A 3 08		A 6 34	IDA GROVE JCT	422.9	422.9				IDA GROVE JCT	A 3 08		A 6 34
3 04 20	5 15			3 04 11		6 30	WALL LAKE	425.8	425.8	96	5222		WALL LAKE	3 04 11		6 30
							ELLS	436.0	436.0				ELLS			
							DELOIT	442.5	442.5				DELOIT			
3 39	5 55 10			2 19		5 55 21	DENISON	448.3	447.9	100	5548		DENISON	2 19		5 55 21
							ARION	455.7	455.7				ARION			
							DOW CITY	457.9	457.9				DOW CITY			
							DUNLAP	465.6	465.6				DUNLAP			
							WOODBINE	475.5	475.5				WOODBINE			5 10
							LOGAN	483.5	483.5				LOGAN			
4 34	7 05			12 49		4 50	EUCLID	491.3	491.2	122	6752		EUCLID	12 49		4 50
A 5 30AM	A 7 45PM			L 12 15AM		L 4 30PM	CO. BLUFFS	510.9	510.9				CO. BLUFFS	L 12 15AM		L 4 30PM
							OMAHA	517.8	517.8				OMAHA			

* Details - both ends of siding

2. STANDARD CLOCKS:

Waterloo Yard Office, Engine House
Fort Dodge Yard Office, Engine House
Council Bluffs Yard Office

5. Mills--The siding located on the north side of main track is the designated track for which time shown in timetable or train orders applies.

83. TRAIN REGISTERS:

Waterloo Yard Office
Fort Dodge Yard Office
(Council Bluffs may register by register ticket.)
Council Bluffs Yard Office

93. YARD LIMITS:

Between:
Waterloo Extends to MP 281.1
Mills-Iowa Falls MP 323.2 and MP 327
Fort Dodge MP 370.5 and MP 377.4
Tara MP 380.5 to MP 383
Ida Grove Jct Ida Grove Jct to Ida Grove
Denison MP 446 and MP 452.8
Omaha-Council Bluffs Extends to MP 508.2

98. Railroad crossings, junctions and drawbridges not interlocked.

Unless otherwise provided, trains or engines must stop as follows:

Council Bluffs CNW Crossing
Omaha UP Crossings

101. MAXIMUM SPEEDS:

Table with columns TOFC, FREIGHT, Trains, Miles per hour. Rows include Waterloo and Fort Dodge, Fort Dodge & Tara, Tara and Council Bluffs, Ida Grove Jct & Ida Grove.

101(a). LOWER SPEEDS IN EFFECT:

Table with columns Freight Trains Including TOFC, Miles per hour. Rows include Waterloo and MP 277, MP 277 and Susie, MP 282.4 and MP 284.2 curves, Cedar Falls - INAR interlocking, etc.

Mile 483.5 Logan curve (See Note B) 49
Mile 507.5 curve (See Note B) 49
MP 510 and Omaha 20
MP 514.4-bridge 10
East Omaha-MP 515 and end of track 10

Note A. Restriction applies until engine or lead car has passed opposing home signal if an interlocking or crossing is not interlocked.

Note B. When six axle units are in engine consist, reduce speed to 40 MPH with engine only. Yellow triangular signs will not indicate these speed restrictions.

See Rule 101(a) of System Special Instruction

The following measured miles are designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the following mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured at the closest mile to the designated mile while running at a steady rate of speed.

Table with columns Westward, Eastward. Rows include MP 287 to MP 288, MP 369 to MP 368, MP 384 to MP 385, MP 507 to MP 506.

104. NORMAL POSITION OF SWITCHES:

Mona Jct. For Western District
Ida Grove Jct. For Western District

109. BULLETIN BOARDS:

Waterloo Yard Office, engine house
Fort Dodge Yard Office, engine house
Council Bluffs Yard Office

111(e). DEFECTIVE EQUIPMENT:

Detector Centers have radio communication with trains passing defective equipment detectors at the following locations:

Table with columns Location, Center. Rows include Macy (MP 319.21) Mills, Dunlap (MP 470.5) Fort Dodge.

See Rule 111(e) of System Special Instructions

M-151. TWO MAIN TRACKS:

Between:
MP 277 and Susie

215. Eastward trains from Sioux City District may leave Tara without a clearance.

279. ELECTRIC LOCK SWITCHES:

Table with columns Location, Switches, Controlled by. Rows include Mona Jct., Cedar Valley Railroad switch, Approach locked.

A member of the crew on trains entering the Western District from the Cedar Valley Railroad must obtain permission from the yardmaster at Waterloo to operate electric lock switch at Mona Junction and then be governed by instructions. If block signal located at Mona Junction does not convey an indication to proceed, the yardmaster at Waterloo may authorize a train from Cedar Valley Railroad to proceed to Waterloo after a member of crew has obtained permission to operate electric lock switch.

290. Locomotive enginemen before leaving initial terminal of train will make required departure tests and must know that all equipment is in proper operating condition before proceeding. Before entering automatic train stop territory, enginemen will cut in automatic train stop device and, if not in proper operating condition, will notify train dispatcher.

Engine Cab Signal: When the engine electrical device or the signaling current in the rails has failed, pneumatic device may be cut out, engine electrical device remaining cut in, and train will proceed at RESTRICTED SPEED. Report must be made to the train dispatcher by the first means of communication.

In the event train stop application occurs and enginemen is unable to release brakes, the pneumatic device will be cut out, engine electrical device remaining cut in, and train will proceed in accordance with engine cab signal indication. Report must be made to train dispatcher by first means of communication.

Train will then proceed in accordance with instructions of train dispatcher at a speed considered safe, but in no case exceeding 55 mph for passenger and 40 mph for freight, taking weather conditions into consideration. Train will approach all home signals and facing point spring switches prepared to stop unless the way is seen to be clear. All trains concerned will be notified.

If there is a preceding train, the train dispatcher will protect the train without automatic train stop by authorizing the train without automatic train stop to proceed to a specific location, or issue instructions to hold the train without automatic train stop at a specific location until the preceding train has cleared a specific location ahead. A specific location may be a mile post, junction, crossover, identifiable point or station name.

When a train without automatic train stop is authorized to proceed to a specific location, the train must not proceed beyond that location until a member of the crew communicates with the train dispatcher for further instructions.

If radio communication fails enroute or instructions are not fully understood, the train must not proceed by the last specific location authorized until the authority to proceed is obtained by an alternate means of communication. If no communication is available the train may proceed at RESTRICTED SPEED unless otherwise authorized by train dispatcher.

Unless specifically equipped, an engine backing up does not have an effective automatic train stop device and will proceed at RESTRICTED SPEED unless otherwise authorized by train dispatcher.

505. ABS IS IN EFFECT:

Between:
MP 278.14 and MP 373.69 (Fort Dodge) westward
MP 278.7 (Susie) and MP 374.45 (Fort Dodge) eastward
Automatic train stop is also in effect between MP 278.14 and MP 373.69 (Fort Dodge) westward and between MP 278.7 (Susie) and MP 374.45 (Fort Dodge) eastward

513. Between MP 375.26 and MP 376.19 the five minutes waiting time as prescribed by Rule 513 is suspended. All trains and engines operating on main tracks between these points must proceed prepared to stop in one-half the range of vision but not exceeding 20 MPH. Any other signs or signals encountered governing movement between these points requiring a lower speed must be complied with.

525. CTC IS IN EFFECT:

Between:
Location Control Station
MP 376.19 (Fort Dodge) and Tara Fort Dodge

560. SPRING SWITCHES:

Table with columns Location, Normal Position. Rows include Susie-end of two main tracks, New Hartford-west end siding, Ackley-west end siding, Mills-east end, south siding, Mills-west end north siding, Webster City-east end siding, Mills-east, south siding, Webster City-east siding, Webster City-west end siding, Duncombe-west end siding.

*Indicates equipment with lunar white marker light.
†Indicates west end of siding equipped with key release.

Movement through spring switches governed by signals having emergency key operated time release will be governed as follows:

If signal conveys stop indication and it is known that route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, a member of the crew will insert switch key in the release box located on the side of the relay house and operate the key release in accordance with instructions posted on the relay house.

If the signal does not clear in the prescribed time, Rule 509 will govern.

608. MANUAL INTERLOCKINGS:

Table with columns Location, Control Station. Rows include Mills CNW Mills, Tara CNW Fort Dodge.

610. AUTOMATIC INTERLOCKINGS:

Cedar Falls Crossing IANR
Ackley Crossing CNW
Webster City Crossing CNW

876. The following radio base and wayside stations are identified by location channel and times attended. Those stations controlled by train dispatcher and other remotely controlled stations are so noted; all others are locally controlled.

Table with columns Location, Dispatcher Tone, Times Attended, Control Point. Rows include Waterloo, Parkersburg, Mills, Webster City, Fort Dodge, Tara, Rockwell City, Wall Lake, Denison, Woodbine, Council Bluffs.

See Rule 876 of System Special Instructions

1204. In Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision special rules, and Bridge Subdivision timetable when using Union Pacific tracks.

1206. In Fort Dodge, do not run loaded grain cars through No. 5, 6 or 7 in Fort Dodge yard. Keep the loaded grain cars on No. 1 and 2 when possible.

SIoux CITY DISTRICT													
Westward						Eastward							
SECOND CLASS			Siding, Standing Room, in Feet	Siding, Standing Room Cars with Engine	Mile Posts	MP Location for Siding Switch	Effective December 7, 1986	STATIONS	MP Location for Siding Switch	Territory	SECOND CLASS		
		123									122		
		Except-Saturday											
		L 12 30 PM	4627	84	381.0	381.2	TARA 3.8	382.2			A 5 45 PM		
							BARNUM 8.7						
		1 00	3477	*63	393.5	392.9	MANSON 7.8	393.7			5 13		
							POMEROY 8.5						
		1 34	3352	60	409.8	408.8	FONDA 8.2				4 39		
		1 50		*39			NEWELL 5.0	418.4			4 23		
							SULFUR SPRINGS 5.5						
		2 15	3901	70	428.5	427.8	STORM LAKE 5.6	428.6			3 55		
		2 29	1808	32	434.1	433.9	ALTA 7.4	434.4			3 41		
		2 45	3322	60	441.5	440.7	AURELIA 9.4	441.6			3 25		
		3 05 122					CHEROKEE 6.0				3 05 123		
							MERIDEN 4.2						
							CLEGHORN 4.9						
		3 45	4497	81	466.0	465.6	MARCUS 8.5	466.6			2 20		
		4 10	1178		474.5	474.4	REMSEN 4.4	474.7			1 57		
							OYENS 6.0						
		4 31	2404	43	484.9	484.9	LE MARS 6.8	484.3			1 36		
		4 57	2242	40	491.7	491.7	MERRILL 5.0	492.3			1 10		
							WREN 1.8						
							HINTON 7.2						
							LEEDS 1.7						
		5 31					28th STREET 0.5				12 35		
							22nd STREET 0.6						
							17th STREET 0.3						
		A 6 00 PM					YARD OFFICE 1.2				L 12 30 PM		
							SIoux CITY 1.2						
											Except Sunday		

* Derails - both ends of siding

2. STANDARD CLOCKS:

Sioux City Yard Office

83. TRAIN REGISTERS:

22nd Street CNW train order office

CC & P trains arriving and departing Sioux City must stop and register on train register located at CNW 22nd Street train order office.

93. YARD LIMITS:

Between:

Tara Extends to MP 382.9
 Storm Lake MP 426.9 and MP 429.3
 Cherokee MP 447.9 and MP 451.7
 Sioux City Extends to MP 484

Trains or engines entering Leeds Industrial area will use new connection and former BN lead, gaining access via movement on BN main track. Permission must be obtained from BN yardmaster at Sioux City before entering BN main track. Rule 93 applies.

Trains originating at yard office Sioux City must obtain permission from dispatcher for movements between yard office and 22nd Street.

All trains or engines enroute Sioux City from LeMars must obtain permission from CC & P train dispatcher to pass or foul CC & P-CNW main track switch at LeMars. Rule 93 will apply on all movements between LeMars and Sioux City.

98. RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED:

Unless otherwise provided, trains or engines must stop as follows:

Sioux City MILW, BN, CNW Crossings

101. MAXIMUM SPEEDS:

Freight Trains
Including TOFC
MILES PER HOUR

Tara and Sioux City 25

101(a). LOWER SPEEDS IN EFFECT:

Freight Trains
Including TOFC
MILES PER HOUR

Aurelia-over scales on stock track 5
 Cherokee-cold storage and Walnut
 Grove tracks 5
 LeMars-over street crossings MP 484.5
 and MP 485.6 10
 Sioux City-7th Street, MP 509.1 and
 22nd Street MP 508 20
 Sioux City-balloon track 5

See Rule 101(a) of System Special Instructions

The following measured miles are designated as the mile where engineers must check the accuracy of locomotive speed indicators and when there is a slow order within the designated mile, then the following mile will be the alternate designation but, in any event, the speed indicator's accuracy should be measured at the closest mile to the designated mile while running at a steady rate of speed.

<i>Westward</i>	<i>Eastward</i>
MP 385 to MP 386	MP 503 to MP 502

104. NORMAL POSITION OF SWITCHES:

LeMars For CNW
 28th Street For CC & P

109. BULLETIN BOARDS:

Sioux City Yard Office
 22nd Street CNW train order office

215. CLEARANCES:

Westward trains may leave Tara without a clearance, but must obtain a clearance before leaving Fort Dodge.

279. ELECTRIC LOCK SWITCHES:

<i>Location</i>	<i>Switches</i>	<i>Controlled by</i>
LeMars	CC & P-CNW main track	Approach locked

505. ABS IS IN EFFECT:

Between:

MP 484.12 (LeMars) and MP 508.73 (Yard Office)

610. AUTOMATIC INTERLOCKINGS:

Wren BN Crossing

876. The following radio base and wayside stations are identified by location, channel and times attended. Those stations controlled by train dispatcher and other remotely controlled stations are so noted; all others are locally controlled.

<i>Location</i>	<i>Dispatcher Tone</i>	<i>Times Attended</i>	<i>Control Point</i>
Fonda	D2	Continuous	Waterloo
Storm Lake	D2	Continuous	Waterloo
Cherokee	D2	Continuous	Waterloo
LeMars	D2	Continuous	Waterloo
Sioux City	D2	Continuous	Waterloo

See Rule 876 in System Special Instructions

N. AREA MANAGER JURISDICTION:

- Hawthorne Extends to MP 50
- Rockford MP 50 to MP 168.8
- Dubuque MP 168.8 to MP 229
but excluding Manchester
- Cedar Rapids Cedar Rapids District
and including Manchester
- Waterloo MP 229 to 353
- Fort Dodge MP 353 to MP 436
(Western District)
Fort Dodge to MP 448
(Sioux City District)
- Council Bluffs Extends to MP 436
- Sioux City Extends to MP 448

19. When the rear car, or the entire train, is set out on trains which have no caboose, a member of the crew must remove the rear end marking device from the cut of cars set out and install it on the rear end of their train, whether it be light engine or engine with cars. Light engines may be operated without the rear end marking device, in accordance with Rule 19, exception 1. If scheduled to pick-up cars enroute, crews must not depart initial terminal without a rear end marking device unless train is equipped with a caboose.

S-71. Northward and eastward regular trains are superior to regular trains of the same class in the opposite direction.

101. **MAXIMUM SPEEDS:** Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed. On districts where no passenger train speeds are shown, passenger trains will be governed by maximum authorized speeds and lower speeds prescribed for freight trains.

101(a). **LOWER SPEEDS:** Lower speeds shown for crossovers and turnouts and for tracks other than main tracks are not indicated by permanent lower speed signs:

All Trains

- Through turnouts at spring switches unless otherwise authorized 25 MPH
- On straight track at spring switches when springing points 40 MPH
- Through all crossovers and turnouts at other locations, unless otherwise authorized 10 MPH

In ABS and CTC territory, on both single and multiple track, speed of trains or engines is restricted, as follows:

- (a) One diesel unit,
- (b) Two diesel units,
- (c) One diesel unit and one car 25 MPH
- (a) One diesel unit and two cars,
- (b) Two diesel units and one car,
- (c) Three diesel units 45 MPH

Freight trains will not be continuously operated at speeds between 13 MPH and 19 MPH. Such speed will be permissible only in acceleration or deceleration of movement.

A speed of 5 MPH must not be exceeded on tracks within limits of mechanical shop area signs.

When trains are operated through water, speed must not exceed 3 MPH and maximum depth of water, over top of rail, through which equipment may be handled, except when greater depths are authorized by special instruction is:

- Diesel engines, passenger cars and diesel truck transfer cars 3 inches.

Freight car 5 inches.

The following are maximum authorized speeds of engines and certain specialized equipment, except that where timetable district speeds are area lower, then the lower speed will govern:

- All SW type engines 45 MPH
- All other freight engines 65 MPH
- Fixed cab pile driver, boom leading or trailing 25 MPH
- Air dump cars (should be handled in trains performing local work) 25 MPH
- Jordan Spreaders (wings must be properly secured and should be handled in trains performing local work) 25 MPH
- Ore cars with wheel base of 20 feet or less (measured between truck centers) 30 MPH
- Diesel truck transfer cars 45 MPH
- Welded rail flat cars (must be handled on rear of train when moving with other cars and must not exceed:
 - When Loaded 30 MPH
 - When Empty 40 MPH
- Cars containing panel rail 30 MPH
- Cars containing lead slabs of 2,000 pounds or heavier 40 MPH
- Flat cars containing pipe that is 36 inches or larger 30 MPH
- Russell snowplow 25 MPH
(When requested by operator) 40 MPH
- Wedge type snowplows (when plowing) 40 MPH
- Trains handling revolving machinery on own wheels, boom trailing when practical 25 MPH
- Trains handling revolving machinery on own wheels, through all crossovers, turnouts and connection tracks 10 MPH

103(e). Locomotive prime mover cars must not be cut off while in motion but must be shoved to rest when making coupling with other cars. Free rolling cars must not be allowed to couple directly to these restricted cars. These cars must be handled in train next behind engine at all times.

111(a). When trains are crewed with an Engineer, Conductor, and Brakeman, at least one other crew member must ride in cab of leading unit of engine when train is moving between stations.

When trains are crewed with a conductor and engineer only, both crew members should ride in the cab of the leading unit of the engine when moving between stations unless for good operating practices, the conductor finds it necessary to ride on the rear of the train.

111(b). Crews of trains meeting, passing or being passed by trains having **Starlight or telemetry devices as rear end markers**, and all operators whenever possible, must observe such passing trains and if equipped with radio must advise crew the condition of the train and of the marker. Operators must also advise the train dispatcher the condition of the marker.

Conductors must report any marker failures on their delay report, and by radio to the operator or yardmaster prior to arrival at their final terminal. When the light fails enroute, the devices will be used to the emergency electrical repair location for cabooses.

If the rear end transmitting portion of the telemetry device fails in non-block signal territory, the crew must stop the train, inspect the device, report the failure to the train dispatcher immediately, and be governed by instructions. The crew must advise all trains met in non-block signal territory that the telemetry device is inoperative and that the passing train crew must observe the telemetry device on the rear of train before they may proceed. During hours of darkness, train speed must be reduced if necessary to enable crews on trains being met to observe the device.

111(e). DEFECTIVE EQUIPMENT DETECTORS:

- 1. When a defect is detected, the detector center will notify the train to stop.

- 2. The engineer of such train will respond by giving his train identification, location of detector being passed and that he is stopping his train. The engineer must immediately use a service reduction of the automatic air brake system to bring train to stop in a safe manner.

If the engineer does not respond within ten seconds that he is stopping the train, the detector center will repeat the instructions a second and third time at ten second intervals. If there is still no response from the engineer, the detector center will immediately notify the train dispatcher to have this train stopped.

If the engineer has responded within 10 seconds, the detector center will then notify the train dispatcher that this train is being stopped.

- 3. While the engineer is stopping his train, the detector center will notify the engineer of the location of the defect (number of cars) from lead unit (or rear car) on the (north, south, east, west) rail and whether the leading (or trailing) truck, leading (or trailing) wheel. The engineer will repeat this information to the detector center.

- 4. If footing along track or terrain makes it impossible or hazardous for a member of crew to walk to the suspected car, the train may be pulled forward, but not to exceed five miles per hour, to a point where the member of crew on ground can inspect the suspected car.

Such move must not be made if it would result in moving the suspected car over a facing point switch. Reverse movement must not be made until the suspected car has been inspected and found safe to move.

- 5. When there is more than one diesel unit in the train consist, they will be counted as a car. All rails will be identified in relation to timetable direction or track number. The train consist or wheel report must not be used for the purpose of identifying the car to be inspected. A member of crew must count the number of cars from either the lead unit or rear car.

- 6. An on-the-ground inspection by a crew member must be made of the suspected car or diesel unit.

On friction bearing cars, if there is no visual evidence of a hotbox, the lids of all the journal boxes must be opened (using a tool, if possible) on the reported side of the suspected car and feel the edge of the collar of the journal near the point that contacts the journal bearing. If journal end is noticeably hotter than adjacent journal ends, set out the car.

On roller bearing cars, check all journal bearings on the reported side of the suspected car or diesel unit with hand for excessive heat. Feel the underside of the journal and the adapter block located immediately under the truck side and above the bearing for the reported defect. If noticeably hotter than adjacent boxes or adapters, set out the car.

If the defect is sticking brakes, be sure the handbrake is in full release and retainer valve in direct release. It may be necessary to cut out air brakes on the suspected car.

If the defect is a cracked or broken wheel, brake rigging dragging or wheel with bad flat spots, extraordinary precaution must be taken to remove car or diesel unit from train. It may be necessary to leave the car or diesel unit standing until assistance can be received from the Mechanical Department. The train dispatcher must be notified of the condition.

If no defect is found on the car or diesel unit reported to be defective, the five cars or five diesel units on each side of the suspected car or diesel unit must be checked in the same manner as described above.

If a car or diesel unit is stopped a second time for a suspected defect, the car or diesel unit must be set out regardless of a lack of evidence unless the initial inspection revealed brakes were sticking and corrective action had been taken.

- 7. After the suspected car or diesel unit has been inspected, a member of crew must report to train dispatcher the location of car in train, the car or diesel unit initial and number, journal location, type of bearing

(friction or roller), nature of defect, if any, and disposition of car whether defective or not. If car is not set out, the same report must also be made in writing to connecting crew and passed on to each succeeding crew or to yard forces at final terminal.

If radio communication is not available with the train dispatcher, a message containing the above information must be addressed to the train dispatcher and left at the next open operator's office. In addition, the conductor will make notation on his delay report, the name of the operator's office where message was left.

- 8. Train crews will be notified when detectors are out of service. The train must be stopped within five miles on either side of the out-of-service detector to make a visual inspection of their train unless authorized by the train dispatcher that other employees will make the inspection of both sides of the train as it passes the vicinity of the out-of-service detector. If this exception is made, the speed of the train must not exceed ten miles per hour to permit the other employees to make the inspection. Such employees will notify the crew upon completion of the inspection of the results. If this notification is not received, the train must be stopped immediately for inspection by the train crew.

- 9. When a bad order car is set out from train, a message addressed to area manager, chief dispatcher and mechanical superintendent, must be left at the next open operator's office, containing the following information:

- A. Train identity and engine number
- B. Delayed at (station) (time in and out)
- C. Set out (car initial, number and contents).
- D. Nature of defect (hotbox, brake rigging, down, shifted lead, etc.).
- E. If hotbox or wheel defect, which wheel.
- F. Shipper, destination and consignee.
- G. Station waybill left at

In addition, the conductor will make notations on his delay report, the name of the operator's office where message was left.

215. CLEARANCES:

Extras and work extras may originate within CTC territory without a clearance.

Yard engines may enter CTC without a clearance, but must have permission from control operator.

277(a). DUAL CONTROL SWITCHES

When the selector lever has been placed in "Hand" position and the switch operated by hand, as soon as the leading wheels have passed through the switch, selector lever may be restored to "Power" position and locked.

- 290. When block or interlocking signals which govern movement to nonsignaled territory, or to a track signaled for movement in opposite direction only and such signal conveys a RESTRICTED SPEED indication, this speed applies only until the leading end of the movement has passed "END OF BLOCK" SIGN OR "END OF CTC" sign, or is through any turnouts, crossovers, or interlocking limits in non-block signal territory governed by that signal.

- 560. Movement through spring switches equipped with key operated time release will be governed as follows: If signal conveys Stop indication and it is known that the route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainman will insert switch key in the release box mounted on signal case or instrument case near dwarf signal, turn key clockwise and remove key after five seconds. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, Rule 509 will govern.

- 607. Trains encountering a signal displaying an aspect in accordance with Rule 287(a), 289(a), and 289(e) will be required to proceed at restricted speed in accordance with Rules 290(a), 290(b), 290(e) and 290 (f).

608. Control operators are authorized to use Paragraph (2) of Operating Rule 608 to permit the movement of trains or engines past the interlocking signal indicating Stop. Where it is known that route is properly lined and locked by an indication of the interlocking equipment, crew should be so informed when permission is granted. If it is not known that the route is properly lined and locked, a member of the crew must be directed to examine the route and operate switches by hand before the train proceeds through the interlocking. When authorizing movement of a foreign railroad across CC & P tracks through the interlocking, the applicable operating rules of the foreign railroad (if different than CC & P Rule 608) must be complied with.

610. If signal continues to convey Stop indication after complying with posted instructions, train must occupy track within interlocking limits, but clear of any conflicting route, for 10 minutes.

After complying with the preceding paragraph, if there is no train on conflicting route, train may proceed at Restricted Speed on hand signal from a member of the crew.

If a train or engine is approaching on conflicting route, proceed hand signal must not be given until such movement is stopped. If a train or engine is standing between the home signals on conflicting route, proceed hand signal must not be given until an understanding is reached with the crew of the train or engine on the conflicting route.

When it has become necessary to use the emergency release, trainmen will notify train dispatcher at first opportunity.

707. Supervisors of the Operating Department (Transportation, Mechanical and Maintenance of Way) are authorized to ride the locomotive or caboose of freight trains during the performance of their duties, provided appropriate identification is furnished.

Scheduled employees must have appropriate authorization before they are permitted to ride in the locomotive or caboose of any freight train.

876. When calling the dispatcher, operate the button in one direction only, hold for three (3) seconds and then release. Use the dispatcher tone indicated for the radio site(s) for the territory you are operating on. Between Peosta and Hawthorne, you should use the dispatcher tone for the radio site nearest to your location or the location of the train. If the dispatcher does not answer within a reasonable time, a second attempt should be made using the dispatcher tone indicated for the next radio site in advance of your direction of movement.

904. Department of Transportation regulations are modified to authorize the use of the word "RESIDUE" in place of the word "EMPTY" on placards for tank cars last containing hazardous materials. Waybills and trains consists may indicate "Residue, Last Contained", followed by the name of the commodity last contained, in place of "EMPTY..." or "EMPTY, LAST CONTAINED..."

Train placement, switching and other billing requirements are unchanged. Cars designated "RESIDUE" shall be handled in the same manner as cars designated "EMPTY". Timetable reference guides for Position in Train of Cars Containing Explosives and Other Hazardous Commodities and for Switching Placard Cars modified accordingly.

1200. SWIVEL COUPLERS:

Unit coal trains consisting of cars equipped with a swivel coupler in one end and a regular straight coupler in the other end must be operated with swivel coupler coupled to straight coupler only. When this type of car is being inspected by carmen or train crews, the couplers must be observed to insure that all are coupled correctly. If cars are found to be coupled swivel coupler to swivel coupler, they should be reported to proper authority for correction.

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EXPLOSIVES 1 Any Car
Must not be "HUMPED" or "KICKED"
Must not be cut off in motion
Must not be struck by any car moving under its own momentum
Must not be coupled to with any more force than is necessary to make coupling

EXPLOSIVES 2 Tank Car
Must be separated from engine by at least one non-placarded car
Must have doors closed before moving
Must not be placed or left where there is any possible danger of fire
Must not be placed or left under bridges, under overhead highway crossings or along passenger stations

FLAMMABLE GAS 2 Tank Car
Must be separated from engine by at least one non-placarded car
Must have doors closed before moving
Must not be placed or left where there is any possible danger of fire
Must not be placed or left under bridges, under overhead highway crossings or along passenger stations

POISON GAS Any Car

PANEL
1075

HAZARD CLASS AND ALTERNATE IDENTIFICATION NUMBER PLACARDS
Hazard Class: FLAMMABLE
ID Number Panel: 1090
Alternate ID Number: 1090 (or) 1090
Hazard Class: DANGEROUS

ALTERNATE NUMBER PLACARDS
1005, 1075

UN/IMO HAZARD CLASS NUMBERS
1. Explosives
2. Gases
3. Flammable & Combustible Liquids
4. Flammable Solids
5. Oxidizers & Organic Peroxides
6. Poisons
7. Radioactive Materials
8. Corrosives
9. Miscellaneous

EXAMPLE HAZARD CLASS AND ALTERNATE IDENTIFICATION NUMBER PLACARDS

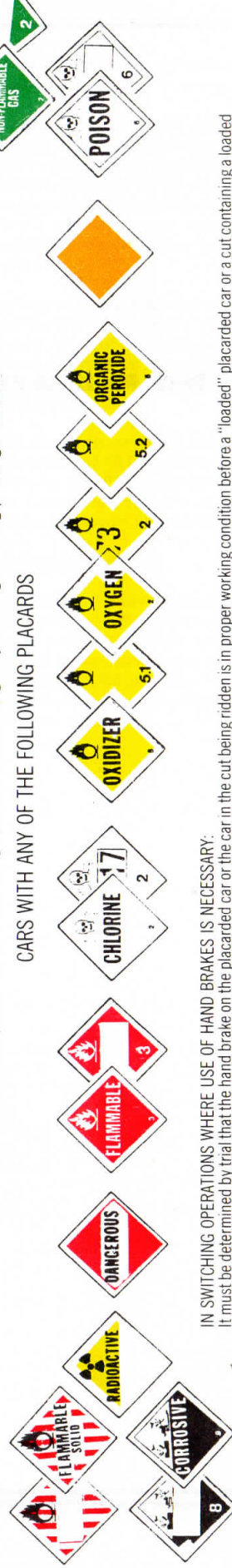
Hazard Class: FLAMMABLE
ID Number Panel: 1090
Alternate ID Number: 1090 (or) 1090
Hazard Class: DANGEROUS

DANGEROUS PLACARDS—
indicate materials that pose a moderate hazard; may also indicate mixed loads, less than 5,000 pounds each, of various classes of specified hazardous materials; or loads of less than 5,000 pounds of a single material.

ADDITIONAL REQUIREMENTS FOR ANY CAR PLACARDED "EXPLOSIVES A"

Must be separated from engine by at least one non-placarded car
Must have doors closed before moving
Must not be placed or left where there is any possible danger of fire
Must not be placed or left under bridges, under overhead highway crossings or along passenger stations

CARS WITH ANY OF THE FOLLOWING PLACARDS



IN SWITCHING OPERATIONS WHERE USE OF HAND BRAKES IS NECESSARY: It must be determined by trial that the hand brake on the placarded car or the car in the cut being ridden is in proper working condition before a "loaded" placarded car or a cut containing a loaded placarded tank car is released.

A placarded loaded tank car, or cut containing a loaded placarded tank car, must not be cut off until preceding cars are clear of the lead.
A cut containing a placarded tank car must be clear of lead before releasing any cars to follow.

The above restrictions do not apply to cars placarded "COMBUSTIBLE" or "BLASTING AGENTS".



EXAMPLES OF EMPTY PLACARDS

There are no switching restrictions for empty tank cars which last contained a commodity whose residue could be harmful, except tank cars last containing Poison Gas, placarded "EMPTY, POISON GAS".

DOT UN/NA IDENTIFICATION NUMBERS AND ALTERNATE PLACARDS

DOT regulations require use of a four-digit identification number with the prefix UN (United Nations) or NA (North America) for all Hazardous Materials except explosives, on shipping papers. These Identification Numbers must also be shown adjacent to placards on panels or on alternate number placards; on all tank cars, tank trucks, cargo tanks or portable tanks containing hazardous materials. The alternate identification number placards are also permitted on other vehicles with loads consisting of designated materials. When alternate number placards are used they must also show the UN/IMO hazard class number in the bottom triangle of the placard (See: Examples). The purpose of the identification number is to assist emergency response personnel in locating appropriate guides in the DOT Emergency Response Guidebook (DOT - P 5800H).



TRANSPORTATION EMERGENCY ACTION GUIDE FOR HAZARDOUS MATERIALS INCIDENTS

MAJOR HAZARD POTENTIALS TABLE

EMERGENCY ACTION

- (EXP)** — EXPLOSION is possible when on fire or containers are exposed to intense fire — EVACUATE 1 MILE.
- (VRP)** — VIOLENT RUPTURE POTENTIAL exists when large containers, tank cars, tank trucks, or trailers are exposed to intense fire: EVACUATE ½ MILE. When cylinders, drums or small containers are involved EVACUATE ¼ MILE.
- (TOX)** — TOXIC MATERIAL potentially harmful to humans if inhaled, breathed or skin contact is allowed. Keep unprotected persons from contact and out of gas, dust, smoke or vapor clouds. Severity of injury can vary significantly from irritation to being lethal (Poisons).
- (FYR)** — FIRE HAZARD — Remove ignition or heat sources, extinguish fire in proper manner if other hazard potentials are controlled or provided for. Keep all persons out of gas, dust, smoke or vapor clouds.
- (OXY)** — OXIDIZER — Serious fire hazard if in contact with or mixed with fuels or other combustible materials. In intense fire, containers can violently rupture: EVACUATE ½ MILE.
- (COR)** — CORROSIVE — Harmful to humans if skin or eye contact is made or vapors are breathed. Contact with other materials or water may cause violent reactions, fuming or fire.
- (SPC)** — SPONTANEOUSLY COMBUSTIBLE — Presents a serious fire hazard if released or spilled. Easily ignited. Avoid contact with other materials, or heat.
- (W)** — DANGEROUS WHEN WET — Will react, erupt or burn violently in contact with water. Toxic or flammable gasses may be released.
- (ASP)** — ASPHYXIANT — Do not breathe gas or vapors. Will cause dizziness, or loss of consciousness, can be fatal.
- (GAS)** — CLOUD of gas, dust, smoke or vapor will form when released from container and will move with the wind and flow into low places. Avoid entering or breathing cloud area and from area downwind as far as necessary. Cloud may not be visible; any unusual odor or taste may indicate its presence. If ignited, a flammable gas, dust or vapor cloud may flash back and burn rapidly with explosive force. Contact with any cryogenic (CRY) or compressed gas liquids will result in freezing or frostbite.
- (RAD)** — RADIOACTIVE MATERIALS — Exposure cannot be detected by senses. Keep all persons out of immediate area. If on fire EVACUATE from downwind areas. Expert advice and monitoring with instruments essential if containers are ruptured.

The following actions are to be taken as rapidly as possible by personnel at the scene of an emergency involving hazardous materials, if safe to do so:

- Rescue injured**, remove them to safe area if in danger and administer first aid.
- Survey the scene and adjacent area, determine conditions and notify by quickest available means appropriate authority** and local community emergency units (Police and Fire Department) as needed.
- Protect life and property.** This phase may require evacuation of people from area, fire fighting, removal of cars or containers and contents. **The course of action to be taken depends on conditions and the hazardous materials involved.** Steps to be taken are as follows:
 - Identify rail cars, trailers or containers** containing dangerous articles (all placarded vehicles) involved in the incident from a safe distance and **determine** if on fire or leaking.
 - Identify contents and their "hazard class" and ID numbers** of all cars, trailers and containers involved from the shipping papers, waybills, or placards. Conductor or driver carries this information.
 - Notify Carriers, Dispatchers** or appropriate authority as soon as possible of contents of cars, trailers or containers involved in incident and their **condition** — fuming, leaking, burning, etc.
 - Refer** to appropriate block on guide for "hazard class" of materials involved. Review characteristics of hazard class of material and **advise emergency personnel of potential hazards and recommended emergency actions to follow.** If they are not available, follow recommended action to the best of your ability to save lives and to protect the environment. **Take actions** as directed by appropriate authority or officer in charge, when available. If major hazard potentials are indicated for the material in the examples (EXP), (VRP) or (TOX), etc., follow directions in the Major Hazard Potentials Table.

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HOW TO USE THIS CHART To determine where a placarded car can be placed in a train follow these steps: - Determine the type of placard that is applied to the car. - Refer to column 2 on chart and locate same placard wording. - Follow horizontally across chart and note which vertical columns apply. - The symbol "X" indicates wording at top that applies. See footnotes for explanation of reference marks.		POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES													
		MUST NOT BE PLACED NEXT TO:													
TYPE OF CAR	PLACARD APPLIED ON CAR	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE PLACED NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN SIXTH CAR FROM ENGINE OR OCCUPIED CABOOSE	MUST NOT BE NEARER THAN SIXTH CAR FROM ENGINE OR OCCUPIED CABOOSE	ENGINES	LOADED FLAT CAR (1)	OPEN TOP CAR WHEN LADING PROTRUDES BEYOND CAR ENDS OR WHEN LADING EXTENDING ABOVE CAR ENDS IS LIABLE TO SHIFT	ANY CAR, PIGGYBACK, CONTAINER, OR OTHER UNIT HAVING AUTOMATIC REFRIGERATION OR HEATING INTERNAL COMBUSTION ENGINE OPERATING LIGHTED HEATERS, STOVES OR LANTERNS	OCCUPIED CAR (3)	OC C C U P I E D Caboose (3)	E X P L O S I V E S A	P O I S O N G A S	R A D I O A C T I V E	U N D E R V E L O P E D Film
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES A		X	X	X	X	X	X	X	X	X	X	X	X	X
ANY CAR EXCEPT TANK CAR	POISON GAS				X	X	X	X	X	X	X		X	X	X
TANK CAR	POISON GAS		X	X	X	X	X	X	X	X	X		X	X	X
ANY CAR	RADIOACTIVE				X	X	X	X	X	X	X		X	X	X
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE		X	X	X	X	X	X	X	X	X		X	X	X
EMPTY TANK CAR	ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE				X	X	X	X	X	X	X		X	X	X
ANY CAR	COMBUSTIBLE OR EMPTY COMBUSTIBLE				X	X	X	X	X	X	X		X	X	X
ALL OTHER LOADED CARS	ANY PLACARDS														X

(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

(2) Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.
This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

(3) A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.