

SPECIAL RULES

Read and Study Carefully, Important Changes Have Been Made

General Rules and Regulations governing employees of the operating department are issued in book form dated, April 1, 1916. Every employee, whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty. Important changes have been made.

1. NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

Northward trains will take siding when meeting southward trains at East Long Track Boone and West Passing Boone.

Standard Time

2. The clock in train dispatcher office at Boone and telephone offices, Ft. Dodge, Boone and Kelly will be taken as the standard time.

Yard Limits

3. All trains must approach yards under full control, so that it shall not be possible for them to strike any train or engine that may be inside yard limits. The entire responsibility in such cases rests with the approaching train. It will be understood that yard limits extend to the outside switches, unless otherwise designated by yard limit signs or special rules.

Speed Limit

4. Trains will not exceed speed of 5 miles per hour over High Bridge No. 13, between poles No. 180 and 191, about three miles north of Boone Shops, High Bridge F-9 over the Des Moines river between poles No. 2099 and 2112 just south of Shady Oak, Des Moines river bridge No. 20 between Riveria Park and Gravel Pit, and 20 miles per hour between Fraser and Niles.

All northward freight trains will come to a full stop at the south end of Shady Oak river bridge before proceeding onto the bridge.

All first class trains will not exceed 25 miles per hour between Summit and East Fort Dodge. All other trains will not exceed 15 miles per hour between the following points: Fort Dodge and Summit, between Niles and Fraser, between Gravel Pit and Boone.

All Switch, Work and Freight Trains will not exceed five (5) miles per hour between Easton Blvd. and 18th Street, Passenger trains will not exceed ten (10) miles per hour. All trains will not exceed ten (10) miles per hour over streets in Boone.

Road Crossing Stops

5. All Motormen will be on the constant lookout for traffic ON ALL public highways, using the greatest possible caution in approaching all OBSCURE PUBLIC HIGHWAYS.

All trains will come to full stop at Story Street, Boone, and send Flagman ahead before passing over the street.

All Trains will come to full stop in both directions at crossing North of Depot in Ankeny, and 15th street, Fort Dodge.

Crossings and Interlocking Plants

6. At all railroad crossings at grade which are not protected by interlocking plant, trains must come to a FULL STOP not less than 25 feet nor farther away than 50 feet before crossing and in the case of passenger trains, trainmen will walk ahead of train, look in both direction and know it is safe to cross before giving signal to proceed.

7. At all railroad crossings protected by manually operated interlocking plants when plant is out of order and the Towerman is unable to give proper semaphore signals, if the route is properly established and the signals on all conflicting routes are at stop the Towerman will go on the ground and stand in the center of the track and give trains signal with a green flag in the day time and a green light at night. Under no circumstances will trains proceed over manually controlled interlocking crossings until semaphore is properly set or signals given as above.

All trains will reduce speed to not over twenty (20) miles per hour between approach signals at all interlocking plants.

Automatic Plant Operation

At automatic interlocking plants, when the home signal is found at stop, a trainman shall go to the crossing and if no

SPECIAL RULES-Continued

conflicting movement is evident, he shall use the push button and wait the required time. If at the end of the time interval, the home signal does not clear, the train shall not pass the home signal until adequate flag protection has been established in both directions on all opposing routes. In all cases, flagging shall consist of fuses placed not less than 200 feet from the crossing in both directions on all opposing routes.

Where color light signals are used at interlocking plants and fixed position distant signals are in use, the indication will be either a reflectorized yellow or a constant burning yellow light. Such distant signal will be identified by a round yellow background with a one (1) inch black stripe around the outside edge. The indication shall mean, proceed prepared to find the home signal at stop. Where color light indication signals are used at interlocking plants the home signal will be identified by a constant burning red marker light located five (5) feet directly below the operating signal indication. If for any reason this light is out, you will stop, be governed by the home signal indication, and report to the Dispatcher at first opportunity.

8. All southward trains will come to full stops before passing crossover between our line and C., R. I. & P. at Highland.

All northward trains will reduce speed to five (5) miles per hour and not proceed over the crossover until it is known that track is clear.

Test Brakes

9. Motormen must test air and hand brakes before starting out on each trip and know that they are in proper order.

Clearance at Terminals

10. Second class trains will not leave Dean Ave., Kelley, Ames, Boone, Hope and E. Fort Dodge without receiving train order clearance from train dispatcher, or form "A" clearance card upon authority of train dispatcher. Train No. 55 will not leave Huxley without train order clearance.

Speed Restriction

11. Motormen must use the utmost care while running through City, Town or Suburban streets, and be prepared to stop train instantly to avoid collision with people or vehicles.

Bulletin Board

12. Conductors, Motormen, and Brakemen must examine Bulletin Board daily. Bulletin Board will be located at Boone Station, Boone Shops, Fort Dodge, E. Fort Dodge yard office, Kelley, Ames, Des Moines, Lehigh, and Webster City.

Closets

13. Conductors will see that closets in passenger coaches are locked before coaches are placed at terminal stations to take on passengers. Same rule will be followed at intermediate stations where train is to stop for any length of time.

14. Southward freight trains will stop at Niles. Conductor will secure permission from dispatcher to proceed. Dispatcher will see that main line at Fraser is clear before allowing freight train to proceed down Fraser hill. If conductor is unable to get permission on account of telephone trouble he may proceed on time table rights but must use extra precaution in approaching Fraser yards and be prepared to stop train instantly. All southward freight trains will come to full stop two hundred feet north of old main line switch near Fraser power house and know the main line is clear before proceeding.

Brakes Fraser Hill

15. On southward freight trains between Niles and Fraser, Trainmen must first examine brakes at Niles and see that they are in good working condition and turn up brake retainers to keep train under control before starting down the grade.

16. Northward freight, work or switch trains must not use main line from Fraser to Niles after a northward first class train is due out of Boone Shops and has not passed Niles without securing train order permission from Train Dispatcher to do so.

17. While a freight train is ascending the hill between Fraser and Niles no other train will be permitted to occupy main track between Gravel Pit and Niles.

18. Freight trains when doubling the hill from Fraser to Niles must take the rear portion of train to Niles on first trip, leaving head portion of train on side-track at Fraser into clear

of main line. This in order to avoid the necessity of leaving rear portion of train standing on Fraser hill while picking up head portion when same has been taken to Niles first. When necessary to cut freight train in two and double the hill from any point between Fraser and Niles, the portion to be left standing on the hill must not be detached until all hand brakes on same have been securely set.

Freight Trains on Lehigh Hill

19. While freight trains are moving in either direction between Border Plain and Lehigh no other train or car shall be permitted to occupy main line between those points. Southward freight trains on arrival at Evanston Jct. will call dispatcher and ascertain that main line is clear from Border Plain to Lehigh and through Lehigh yard before proceeding. If impossible to communicate with dispatcher, extraordinary precautions must be taken to insure perfect control of the train while moving down the hill including the setting up of a liberal number of hand brakes and not relying entirely upon the air brake.

Explanation of Characters.

D—Day Telephone Office.

F—Flag Stop.

N—Day and Night Telephone Office.

S—Regular Stop.

Registering Stations:—Boone, Rockwell City, Kelley, Ames, East Ft. Dodge, Evanston Jct., Lehigh, Webster City and Des Moines for all Trains.

Fort Dodge Passenger Terminal for passenger Trains.
Hope for Rockwell City Line Trains.

Tracks not shown on Time Table.

Name.	Capacity.	Location.
Dairy Farm switch	4 Cars	One Mile south of Campus.
Long Track	15 Cars	One Mile north of Harcourt.

Track Scales at East 18th Street, Des Moines, and East Fort Dodge Yard.

Turn Tables or Wyes:—Boone, Rockwell City, Kelley, Ames, Hope, Fort Dodge, East Fort Dodge, Evanston Jct., Webster City and East 18th Street, Des Moines.

INTERLOCKING PLANTS

Road	Location
C. G. W. R. R., Automatic	Fort Dodge
I. C. R. R., Mechanical	Fort Dodge Yard
C. & N. W. Ry., Mechanical	Harcourt
C. & N. W. Ry., Automatic	Kelley
C. M. & St. P. Ry., Mechanical	Rockwell City
I. C. R. R., Mechanical	Rockwell City
C. G. W. R. R., Mechanical	Rinard
M. & St. L. R. R., Automatic	Gowrie
C. & N. W. Ry., Automatic	Gowrie

PHYSICIANS AND SURGEONS

Dr. W. H. LONGWORTH
Chief Surgeon & Examining Physician, Boone
Dr. H. F. Keisling, Lehigh Dr. T. J. Dorsey, Ft. Dodge
Dr. Geo. Montgomery, Ames Dr. W. B. Lewis, Webster City
Dr. J. B. Priestley, Des Moines
Dr. E. B. Dawson, (Alternate), Ft. Dodge

WALTER R. DYER R. L. COOPER
Pres. and Gen. Counsel Vice-President

F. H. BOSTWICK
General Manager & Superintendent

C. J. HILTS, Assistant Superintendent

C. M. KELLY, Chief Dispatcher
L. W. KELLY, Dispatcher H. E. GUSTOFSON, Dispatcher
E. J. BERG, Dispatcher C. C. NUTT, Relief Dispatcher
F. E. SHAEFFER, Relief Dispatcher

W. W. VUAGNIAUX, Signal Engineer

L. R. JONES, Supt. Maintenance & Way

F. W. WILLIAMS, Line Supt.

J. F. GAGNON, Supt. Terminal, East Ft. Dodge

SAFETY FIRST

SAFETY FIRST

Fort Dodge, Des Moines & Southern Railway Co.

TIME TABLE No.

45

Taking Effect at 12:01 a. m.

SUNDAY, MAY 20, 1951

Superseding Time Table No. 44

For the Government and Information
of Employees Only

Not intended for the information of the public, nor as an
advertisement of the time of trains. The Company
reserves the right to vary therefrom as
circumstances may require

