

# Chicago, Rock Island & Pacific Railroad



## SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS ILLINOIS AND DES MOINES DIVISIONS

# No. S-8

EFFECTIVE AT 12:01 A.M. STANDARD TIME  
CENTRAL TIME - Goodland and EAST  
MOUNTAIN TIME - Goodland and WEST

## SUNDAY, JULY 30, 1967

F. J. GARNER  
Superintendent

W. C. HOENIG  
Superintendent

G. H. VOSS  
Asst. General Manager

J. B. BUFFALO  
General Manager

W. F. THOMPSON  
Senior Asst. General Manager

## SPEED RESTRICTIONS

### ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

		Loaded 85 Ft. & Longer Cars
No. 20.....	40	35
No. 15.....	25	20
No. 10.....	15	
Others.....	10	

### 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 20 Pole 32 MP 29 Pole 37 MP 39 Pole 8 MP 39 Pole 16
Subdivision 2	East end westward siding Geneseo MP 171 Pole 2 crossover MP 171 Pole 4 East end yard Silvis MP 172 Pole 31 West end departure yard Silvis MP 172 Pole 32 Freight lead to receiving yard Silvis MP 174 Pole 19 West end receiving yard Silvis
Subdivision 2A	MP 159 Pole 10 East end ice house No. 1 track Peoria Yard
Subdivision 4	MP 236 Pole 36 West end siding Iowa City MP 335 Pole 33 West end siding Colfax MP 346 Pole 32 End of two main tracks Altoona
Subdivision 5	MP 473 Pole 25 East end siding Peter MP 475 Pole 0 West end siding Peter MP 487 Pole 4 East end Bluffs MP 489 Pole 4 End of two main tracks Co. Bluffs
Subdivision 7	MP 315 Pole 37 East end siding Norton MP 317 Pole 13 West end siding Norton MP 329 Pole 11 East end siding Robertson MP 330 Pole 30 West end siding Robertson
Subdivision 17	MP 244 Pole 37 South end siding Glenville MP 251 Pole 27 Junction switch Curtis MP 268 Pole 15 South end siding Ellendale MP 269 Pole 22 North end siding Ellendale MP 284 Pole 5 South end siding Owatonna MP 285 Pole 11 North end siding Owatonna MP 295 Pole 4 South end siding Kasper MP 296 Pole 9 North end siding Kasper MP 306 Pole 14 Junction switch Comus MP 333 Pole 13 Junction switch Rosemount
Subdivision 18	MP 191 Pole 3 Junction switch Clear Lake Junction
Subdivision 27	MP 211 Pole 26 End of two main tracks, Culver MP 213 Pole 1 West end of siding, Culver MP 222 Pole 19 East end Letts MP 223 Pole 30 West end Letts MP 228 Pole 19 East end Fredonia MP 229 Pole 20 West end Fredonia MP 235 Pole 10 East end Cotter



## SPEED RESTRICTIONS—continued

### Subdivision 27—continued

MP 236 Pole 22 West end Cotter  
 MP 244 Pole 3 East end Kay  
 MP 245 Pole 14 West end Kay  
 MP 257 Pole 14 East end Brighton  
 MP 262 Pole 14 West end Brighton  
 MP 271 Pole 36 East end Otero  
 MP 273 Pole 7 West end Otero  
 MP 280 Pole 10 East End Libertyville  
 MP 281 Pole 22 West end Libertyville  
 MP 284 Pole 18 East end County  
 MP 285 Pole 29 West end County

### 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 West Liberty  
 MP 221 Pole 13 East end siding West Liberty  
 MP 222 Pole 38 West end siding West Liberty  
 MP 234 Pole 20½ East end siding Iowa City

**Subdivision 5** MP 362 Pole 24 end of two main tracks West Des Moines  
 MP 362 Pole 28 C & NW connection West Des Moines  
 MP 454 Pole 4 East end siding Hillis  
 MP 457 Pole 0 West end siding Hillis  
 MP 474 Pole 26 CGW Connection Peter  
 MP 486 Pole 16 CGW Connection Rigg

### MAXIMUM ENGINE SPEEDS

	MPH
402-403, 409, 603-612, 625-655, 750-751.....	95
228, 234, 238, 243-281, 415-422, 424, 1700-1709, 1860-1869.....	83
485-489, 621.....	80
300-381.....	77
10-23, 28-35, 42-49, 100-143, 200-227, 229-233, 235-237, 239-242, 404-406, 408, 410-411, 423, 430-441, 450-475, 615, 617, 675-677, 920-936, 940-949, 1200-1353.....	70
765-779, 795-797, 811-840.....	65
719-745.....	60
529-546, 1001, 1004, 1005, 1007-1009, 1011, 1014-1015.....	45
550-563, 900-914.....	40

	Psg.	Freight
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Subdivision 1-1A and 1B.....	60	50
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals.....	30	

## SPEED RESTRICTIONS—continued

	Psg.	Freight
Railroad crossing not protected by interlocking except where higher speed authorized in this rule (engine only).....		10
Engines running forward light, or with only one car (except suburban service).....		Frt. train speed
Psg. trains handling cabooses with friction bearing journals.....		Frt. train speed
Road freight or passenger diesels, other than road switchers, backing up.....		40
When this 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. Trains Handling Scale Test Car R1 95384.....		40
Scale test cars moving in trains will be handled next ahead of caboose. 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 car inspector or officer.....		25
Pile Driver 95231, 95232 Crane 95260 Main Line.....		35
Branch Line (Except as shown below).....		25
Subdivision 1B.....		30
Subdivisions 1A, 4D, 4E, 5A, 5B, 5C, 5E, 17A, 20B, 20C, 21A, 22, 22A, 23, 31A.....		20
Subdivision 16A Bridge 818.....		15
Subdivision 6A, 6B.....		10
Subdivision 4A 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. 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 can be done unless otherwise authorized. Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practical. 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 15, 16.....		35
Subdivision 19, 20, 21.....		30
Subdivision 1B, 20A, 8A.....		25
Subdivision 3, 17A, 20B, 22, 4C, 4D, 4E, 31A, 5A, 5B, 5C, 5E, 23.....		20
Subdivision 1A, 6A, 6B, 16A, 21A.....		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
IBM Car 454 when being moved, must be trained on extreme rear end in switching or train movements. 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		



**SPEED RESTRICTIONS—continued**

	Psg.	Freight
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.		
Trains handling continuous welded rail will not exceed 35 MPH on tangent track or 5 MPH through turn outs. Buffer cars must be placed on both ends of continuous welded rail and must be handled on head end of train.		
Air dump cars under load.....	40	
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.		
SUBDIVISION 1 (Except as shown below).....	79	60
MP 0 to MP 6.65—Tracks Nos. 1 and 6.....	20	20
Tracks Nos. 2, 3, 4 and 5.....	45	30
16th Street, I.C. Crossing.....	15	15
22nd Street and Archer Avenue curves.....	20	20
22nd Street and Archer Avenue crossovers.....	10	10
MP 3.37 to MP 3.75 CRI-CJ Transfer.....	10	10
45th Street Interlocker Crossover Track 5 to 4 Handling TOFC.....	5	5
C.R.I. & P. trains or engines through reverse curves at 61st Street.....	25	25
61st Street to Root Street Interlocker.....	30	
MP 6-32 Englewood (63rd St.) to MP 16 Blue Island (Except as shown below).....	60	30
MP 6-32 to MP 6-35 PRR crossing.....	25	25
MP 6-32 to MP 9-40 Track 5—Between Englewood and Gresham.....	45	30
MP 9-40 to MP 10-8—Gresham, ascending or descending incline.....	40	25
MP 9-40 to MP 14-35 Track 5—Between Gresham and Burr Oak.....	25	25
MP 12-0—Washington Heights—Pennsylvania RR Crossing, Tracks 3 and 4.....	50	30
MP 12-0—Washington Heights—Pennsylvania RR Crossing, Track 5.....	20	20
MP 31-8 to MP 31-24.....	70	50
MP 33-44 to MP 38-45.....	70	50
MP 38-45 to MP 40-8 (Except as shown below).....	60	40
MP 38-48 EJ&E Crossing.....	50	25
MP 39-10 MC Interlocking.....	40	30
MP 40-8 to MP 40-47—GM&O and AT&SF RR Crossing Joliet UD Station, Bridge 407.....	25	15
MP 40-47 to MP 42-2.....	60	50
Suburban Trains.....	70	
SUBDIVISION 1-A (Except as shown below).....	35	20
Main line trains detouring.....	25	20
Through Interlocking.....	20	20
Union Street to Grove Street.....	30	20
MP 13 Westward Track only 103rd Street to 105th Street.....	10	10
SUBDIVISION 1-B (Except as shown below).....	45	30
Through Interlocking, Gresham.....	15	15
SUBDIVISION 2 (Except as shown below).....	79	60
MP 49-12 to MP 50-30.....	70	55
MP 61-20 to MP 61-48.....	60	50
MP 73-0 to MP 73-34.....	75	
MP 83-44 to MP 88-24 (Except as shown below).....	60	50
MP 84-50 CB&Q Crossing.....	50	
MP 88-24 to MP 96-5.....		50
MP 96-5 to MP 101-0.....	55	40

**SPEED RESTRICTIONS—continued**

	Psg.	Freight
Subdivision 2—continued		
MP 101-0 to MP 101-15.....	50	35
MP 101-15 to MP 102-27.....	65	45
MP 102-27 to MP 106-0.....	70	50
MP 112-22 to MP 113-42.....	60	50
MP 113-42 to MP 114-38.....	40	40
MP 114-38 to MP 117-13 (North track only).....	75	—
MP 127-35 to MP 130-14.....	60	50
MP 169-35 CB&Q Crossing.....	70	50
MP 169-46 to MP 170-10.....	70	50
MP 171-32 Crossover Switch North track Eng. only.....	20	20
MP 172-25 to MP 173-38 (North track only).....	60	40
MP 173-38 to MP 178-12 (North track only).....	50	30
MP 172-25 to MP 174-16 (South track only).....	60	40
MP 173-43 Crossover Switch North track Eng. only.....	20	20
MP 174-16 to MP 178-12 (South track only).....	50	30
MP 178-12 to MP 181-5.....	30	20
(East Moline)—Westward trains and engines heading out of west end Silvis Yard will not exceed speed of fifteen (15) miles per hour on either north or south tracks from west end power crossover, MP 174 pole 30, to 13th Street, East Moline, MP 174 pole 38.		
SUBDIVISION 2-A (Except as shown below).....	79	60
MP 114-5 to MP 114-25.....	40	40
MP 117-5 to MP 120-0.....	75	—
MP 126-39 to MP 127-35 Through Henry.....	40	40
MP 142-2 to MP 143-9 Through Chillicothe.....	30	30
MP 156-15 to MP 157-30.....	50	40
MP 157-30 to MP 161-0 (Except as shown below).....	30	15
Peoria—First Class trains between Peoria Junction and Bridge Street restricted speed.		
SUBDIVISION 3 (Except as shown below).....		25
MP 47-27 CB&Q Crossing.....		20
MP 72-4 to MP 72-30.....		20
SUBDIVISION 4 (Except as shown below).....	79	60
MP 183-33 to MP 185-35.....	50	40
MP 186-22 to MP 187-5 (Eastward Main Track).....	70	60
MP 210-38 to MP 211-18.....	50	45
MP 221-15 CRI&P Crossing Eastward.....	40	40
MP 221-15 CRI&P Crossing Westward.....	50	50
MP 236-10 to MP 237-28.....	30	30
MP 254-30 to MP 255-5.....	70	
MP 267-0 to MP 267-30.....	70	50
MP 267-30 to MP 273-10.....	—	50
MP 280-30 to MP 287-0.....	—	55
MP 293-35 to MP 297-0.....	—	50
MP 302-26 to MP 303-14.....	40	40
MP 303-14 to MP 311-5 (Except as shown below).....	70	50
MP 305-16 to MP 305-29.....	60	
MP 311-5 to MP 314-0.....	—	55
MP 314-0 to MP 319-21 (Except as shown below).....	70	50
MP 316-33 to MP 317-7.....	60	
MP 319-21 to MP 323-30.....	—	50
MP 323-30 to MP 327-30.....	60	50
MP 327-30 to MP 346-31.....	—	50
MP 334-23 to MP 334-27.....	70	—
MP 340-22 to MP 341-31.....	70	—
MP 346-31 to MP 348-34 (Westward track).....	70	50
MP 348-34 to MP 348-39 (Westward track).....	60	—
MP 349-40 to MP 352-31 (Westward track).....	75	—
MP 352-31 to MP 353-16 (Westward track).....	40	35
MP 353-16 to MP 355-31 (Westward track).....	50	50
MP 354-21 to MP 355-31 (Eastward track).....	50	40
MP 355-31 to MP 357-31.....	20	20



**SPEED RESTRICTIONS—continued**

	Psg.	Freight
Subdivision 4—continued		
MP 359-8 to MP 354-21 (Eastward track) .....	45	35
MP 359-8 to MP 357-20 (Eastward track) .....	60	55
MP 357-20 to MP 354-16 (Eastward track) .....	70	60
MP 354-16 to MP 354-4 (Eastward track) .....	50	40
SUBDIVISION 4A (Except as shown below) .....		20
Bridge 397—Fully loaded 100,000 capacity grain cars and 140,000 capacity coal cars and steam derricks must be separated from the engine and each other by at least one car of lighter capacity .....		5
SUBDIVISION 4C (Except as shown below) .....		40
MP 14-17 Road Crossing .....	Restricted Speed	
MP 18-16 to MP 19-13 .....	10	
MP 42-10 to Altoona (Except as shown below) .....	35	
MP 43 to MP 46-18 .....	30	
Ottumwa-CB&Q Overhead Crossing .....	10	
Ottumwa-May St. to Wapello St. incl. ....	5	
MP 77-5—CMStP&P Crossing .....	20	
Pella—Clark St. Crossing .....	5	
Monroe—Over two st. crossing just west of depot .....	5	
Bridge 909 trains handling derricks & pile driver .....	15	
SUBDIVISION 4D (Except as shown below) .....		30
MP 248-21 CMStP&P Crossing .....	20	
Bridge 3034 (Evans Jct.) .....	25	
Oskaloosa—All street crossings .....	5	
SUBDIVISION 4E .....		25
SUBDIVISION 5 (Except as shown below) .....	79	60
MP 357-11 to MP 358-33 .....	20	20
MP 358-33 to MP 359-10 .....	55	45
MP 359-10 to MP 363-3 (Except as shown below) .....	65	
MP 362-28 to MP 363-3 .....	35	35
MP 365-11 to MP 366-12 .....	60	55
MP 377-11 to MP 377-38 .....	40	40
MP 377-38 to MP 384-32 (Except as shown below) .....	60	50
MP 377-39 to MP 378-13 .....	50	45
MP 378-21 to MP 378-35 .....	55	50
MP 380-5 to MP 380-31 .....	55	50
MP 381-1 to MP 381-30 .....	60	—
MP 395-0 to MP 406-34 (Except as shown below) .....	75	—
MP 406-3 to MP 406-14 .....	65	—
MP 406-34 to MP 409-35 .....	60	—
MP 421-31 to MP 424-31 (Except as shown below) .....	75	—
MP 423-20 to MP 423-34 .....	60	—
MP 426-8 to MP 426-17 .....	75	—
MP 435-34 to MP 437-24 .....	60	—
MP 454-0 to MP 457-0 Hillis Siding .....	25	25
MP 477-34 to MP 481-7 .....	75	—
MP 484-16 to MP 484-21 .....	50	40
MP 486-5 to MP 487-12 .....	40	30
MP 487-12 to MP 490-1 .....	20	20
SUBDIVISION 5A (Except as shown below) .....		30
MP 403-1 to MP 411-0 .....	20	
MP 413-2 to MP 413-9 .....	20	
MP 415-14 to MP 415-26 .....	20	
SUBDIVISION 5B .....		15
SUBDIVISION 5C (Except as shown below) .....		30
MP 6-8 to MP 12-3 .....	15	
MP 7 to MP 12-12 .....	10	
Bridge 23 .....	10	
Bridge 78 .....	15	
Avoca—Elm-Pine and High Streets .....	10	
SUBDIVISION 5E .....		30

**SPEED RESTRICTIONS—continued**

	Psg.	Freight
SUBDIVISION 6 (Except as shown below) .....		60
MP 486-5 to MP 487-12 .....		30
MP 487-12 to MP 490-1 .....		20
MP 507-21 to MP 508-13 .....		25
MP 508-13 to MP 522-5 (Except as shown below) .....		50
MP 509-28 to MP 510-0 .....		45
MP 525-8 Missouri Pacific Crossing (Engine only) .....		35
MP 530-0 to MP 531-17 .....		30
MP 545-4 to MP 546-39 .....		50
MP 551-30 to MP 552-9 .....		50
MP 557-27 to MP 557-41 .....		55
MP 560-18 to MP 561-32 .....		25
MP 561-32 to MP 562-36 .....		30
MP 562-36 to MP 564-11 .....		50
MP 151-15 to MP 153-38 .....		55
MP 153-38 to MP 155-0 .....		50
MP 155-0 to MP 156-9 (Except as shown below) .....		35
MP 155-8 Union Pacific Crossing .....		30
MP 156-9 to MP 158-29 .....		55
MP 163-7 CB&Q Crossing .....		40
MP 164-19 to MP 166-0 .....		50
MP 188-16 to MP 189-20 .....		25
SUBDIVISION 6A .....		30
SUBDIVISION 6B (Except as shown below) .....		15
MP 174-10 to MP 174-20 .....		10
SUBDIVISION 7 (Except as shown below) .....		60
MP 197-33 to MP 198-15 .....		50
MP 198-22 to MP 199-6 .....		40
MP 198-8 Missouri Pacific Crossing .....		20
MP 204-9 AT&SF Crossing (Engine only) .....		35
MP 215-23 to MP 217-19 .....		50
MP 225-6 to MP 225-18 .....		50
MP 230-34 to MP 231-2 .....		50
MP 257-7 to MP 257-13 .....		50
MP 283-11 to MP 284-20 .....		45
MP 292-37 to MP 293-6 .....		50
MP 302-19 to MP 302-35 .....		50
MP 303-35 to MP 304-10 .....		50
MP 306-17 to MP 306-37 .....		50
MP 316-10 to MP 316-27 .....		50
MP 317-17 to MP 317-31 .....		45
SUBDIVISION 8 (Except as shown below) .....		60
MP 530-11 to MP 530-34 .....		15
Sandown Jct. to Belt .....		20
SUBDIVISION 8A .....		
MP 530-34 to MP 609-9 (Except as shown below) .....		40
MP 602-16 to MP 606-38 .....		30
SUBDIVISION 15 (Except as shown below) .....		45
MP 0 to MP 1-20 .....		25
MP 3-7 to MP 7-5 .....		40
MP 14-14 to MP 15-19 .....		40
MP 22-16 C&NW Crossing .....		20
MP 28-5 to MP 29-23 .....		40
MP 35-4 to MP 36-23 .....		40
MP 39-15 to MP 41-5 .....		35
MP 46-29 CMStP&P Crossing .....		35
MP 61-4 CRI&P Crossing Westward .....		20
MP 61-4 CRI&P Crossing Eastward .....		30
MP 95-37 to MP 98-5 .....		20
SUBDIVISION 16 (Except as shown below) .....		50
MP 98-5 to MP 99-6 .....		20
MP 99-6 to MP 100-34 .....		35
MP 100-34 to MP 103-18 .....		35



**SPEED RESTRICTIONS—continued**

	Psg.	Freight
Subdivision 16—continued		
MP 111-29 to MP 112-0	40	
MP 120-2 to MP 121-37	35	
MP 128-32 to MP 130-39	45	
MP 138-24 to MP 138-31	40	
MP 148-36 to MP 150-24	20	
MP 150-24 to MP 152-20	30	
MP 154-29 to MP 157-9	30	
MP 156-8 CGW Crossing	20	
MP 157-9 to MP 159-22	40	
MP 157-23 IC Crossing	20	
MP 165-0 to MP 166-17	40	
MP 177-15 to MP 177-25	45	
MP 178-29 to MP 178-39	30	
MP 178-37 CGW Crossing	25	
MP 202-23 to MP 203-25	35	
MP 209-30 to MP 210-31	35	
MP 210-29 Milwaukee Crossing	30	
MP 219-20 Milwaukee Crossing	40	
MP 219-21 to MP 219-30	40	
MP 224-21 to MP 225-4 (Except as shown below)	35	
MP 224-32 CGW Crossing	10	
SUBDIVISION 16A (Except as shown below)		
MP 9-22 to MP 9-28	20	
Independence Main Street	15	
MP 52-27 CGW Crossing	5	
	15	
SUBDIVISION 17 (Except as shown below)		
MP 243-8 to MP 243-23	79	60
MP 245-33 to MP 246-3	75	—
MP 246-11 to MP 246-18	70	50
MP 249-18 to MP 253-28 (Except as shown below)	70	50
Curtis and C&NW Albert Lea Station	60	55
MP 252-16 CMStP&P Crossing	20	20
MP 281-12 to MP 283-2	20	20
MP 283-18 to MP 284-27	75	—
MP 287-19 to MP 287-29	60	55
MP 296-11 to MP 306-14 (Except as shown below)	55	50
MP 303 CGW Crossing	75	—
MP 303 to MP 303-12	45	45
West Crossover switch MN&S Yards	45	45
MP 333-13 to MP 344-1 (Except as shown below)	8	8
MP 342-4 to MP 342-14	70	50
MP 344-4 to MP 345-28	60	50
Bridge 3450 Mississippi River	20	20
	20	20
SUBDIVISION 17A		
		10
SUBDIVISION 18 (Except as shown below)		
MP 73-31 to MP 74-25	79	60
MP 74-25 to MP 77-8	35	35
MP 79-31 to MP 80-12	60	50
MP 106-22 to MP 107-0	70	—
MP 109-24 to MP 110-11	70	—
MP 120 to MP 126	50	45
MP 145-31 to MP 147-11	50	45
MP 147-11 to MP 147-35	65	55
MP 154-32 to MP 163-2	25	25
MP 163-2 to MP 175 (Except as shown below)	75	—
MP 163-2 to MP 165-12	—	—
MP 164-11 CNW Crossing	65	—
MP 190-1 to MP 191-0	35	35
Manly—CGW, C&NW connecting track	60	—
	10	10
SUBDIVISION 19 (Except as shown below)		
MP 23-21 to MP 24-0	30	
MP 47-17 to MP 47-24	25	
	25	

**SPEED RESTRICTIONS—continued**

	Psg.	Freight
Subdivision 19—continued		
MP 60-0 CGW Crossing		20
MP 87-14 C&NW Crossing		20
MP 96-24 to MP 97-4		20
SUBDIVISION 20 (Except as shown below)		
MP 99-0 to MP 145-0		40
MP 126-28 CGW Crossing		35
MP 135-28 C&NW Crossing		20
Bridge 1364		20
Trains handling derrick & pile drivers BR 1364		25
MP 151-2 to MP 151-12		15
MP 154-26 to MP 155		25
MP 184-4 to MP 184-21		30
MP 185 to MP 185-10		10
MP 193-31 to MP 194-5		30
MP 198-27 to MP 199-8		25
		25
SUBDIVISION 20A (Except as shown below)		
MP 82-27 CMStP&P Crossing		40
MP 82-9 CRI&P Crossing		20
MP 80-0 to MP 81-25		25
MP 61-16 to MP 62-0		20
MP 57-21 C&NW Crossing		25
MP 188-20 to MP 189-7		20
MP 205-6 to MP 207		25
MP 206-6 Bridge 2062		10
MP 209-3 C&NW Crossing		25
		20
SUBDIVISION 20B (Except as shown below)		
MP 113-15 to MP 122-9		30
MP 119-18 CGW Crossing		25
MP 126-4 to MP 126-12		20
MP 150 to MP 165-6		25
MP 165-6 to MP 184		25
		20
SUBDIVISION 20C (Except as shown below)		
MP 148-3 to MP 151-12		25
MP 154-12 to C&NW Crossing		20
MP 160 to MP 161-16		20
MP 165-5 to MP 173		—
		—
SUBDIVISION 21 (Except as shown below)		
MP 207-4 to MP 209-3		35
MP 221-29 to MP 222-14		15
MP 223-16 to MP 223-25		25
MP 248-27 to MP 250-3		30
MP 257-6 C&NW Crossing		30
MP 263-15 to MP 268-10		20
MP 282-22 to MP 283-22		30
MP 283-28 IC Crossing		30
MP 288-25 to MP 289-10		20
MP 292-7 GN Crossing		30
MP 292-25 to MP 293-14		20
MP 299-36 to MP 302-15		30
MP 306 to MP 308-35		30
MP 314-20 CMStP&P Crossing		10
Sioux Falls—Cliff Ave		10
MP 315-36 GN Crossing		10
MP 316-0 CNW Crossing		10
Bismark Spur trains handling derricks & pile drivers		15
		15
SUBDIVISION 21A		
		15
SUBDIVISION 22 (Except as shown below)		
MP 237-18 to MP 238-5		30
MP 244-0 to MP 253-17		25
MP 253-17 to MP 253-21		20
MP 264-9 to MP 288-25		10
		20



## SPEED RESTRICTIONS—continued

	Psg.	Freight
Subdivision 22—continued		
MP 296-12 to MP 313-38.....	25	
MP 313-38 to MP 314-10.....	15	
MP 314-10 to MP 333-0.....	25	
MP 333-0 to MP 375-20.....	15	
SUBDIVISION 22A.....	20	
SUBDIVISION 23 (Except as shown below)		
MP 425-8 to MP 443-21.....	30	
MP 446-14 to MP 463.....	20	
MP 463 to MP 475.....	15	
MP 475-6 C&NW Crossing.....	10	
MP 484-9 CMST&P Crossing.....	20	
MP 490 to MP 532.....	20	
SUBDIVISION 27 (Except as shown below)		
MP 181-8 CB&Q Crossing.....	70	60
MP 182-0 to MP 185-3 (Except as shown below).....	20	20
MP 182-0 to MP 182-20 Mississippi River Bridge.....	12	12
MP 188-38 to MP 189-12.....	10	10
MP 198-33 to MP 199-0.....	—	50
MP 199-35 to MP 200-3.....	—	50
MP 201-39 to MP 209-16.....	55	45
MP 209-16 to MP 212-0 (Except as shown below).....	60	50
MP 210-2 to MP 210-28.....	45	35
MP 219-19 to MP 221-25.....	30	30
MP 229-29 to MP 231-31.....	60	50
MP 231-31 to MP 234-23.....	55	50
MP 230-40 CRI&P Crossing.....	65	50
MP 248-8 to MP 262-31.....	45	40
MP 273-4 to MP 276-35 (Except as shown below).....	—	50
MP 274-34 CB&Q Crossing.....	60	50
MP 287-18 to MP 290-28.....	45	35
MP 290-28 to MP 291-24.....	60	40
SUBDIVISION 31 (Except as shown below)	20	20
MP 64-6 to MP 64-30.....	79	50
MP 65-7 to MP 65-23.....	60	—
MP 67-30 to MP 68-9.....	65	—
MP 69-13 to MP 72-3.....	75	—
MP 72-3 to MP 73-31 (Except as shown below).....	60	—
MP 73-0 CB&Q Crossing.....	35	35
MP 73-14 to MP 73-15 DMU Crossing and Bulk Material Svc Switch.....	25	25
SUBDIVISION 31A (Except as shown below)	20	20
MP 373-15 to MP 378-15.....	25	15

## 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

NOTE: Rule numbers without a prefix apply to all Divisions.  
 The prefix "R" applies to the Illinois Division.  
 The prefix "M" applies to the Des Moines Division.

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. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

- 3. f—Flag stop to receive or discharge traffic.
- g—Conditional stop for revenue passengers only.
- s—Regular Stop.

4. "Precautions, unusual conditions." When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

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

Snow plows, and Diesel Units with pilot plows, when plowing snow will stop when meeting or being passed by a passenger train.

When operating snow plows 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 snow plows to avoid buckling.

When operating snow plows, Journal Boxes must be inspected at least once every 50 miles.

5. When temperature is 10 degrees or more below zero passenger trains and freight trains must not exceed a speed of 10 MPH less than maximum authorized speed.

6. Speedometers on road engines in main line service must be checked by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

7. The following letters and symbol shown in "Station" and "Signs" columns indicate:

- F —Fuel station
- P —Train dispatcher's telephone
- R —Train register station
- T —Turntable
- W —Water station
- Y —Wye
- UX—Railroad crossing not protected by interlocking
- TO —Train order station
- Yd —Station where yard limit signs are maintained
- ° —Radio Installation

8. 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.

9. Conductors, in checking waybills or trains having a load wider than the equipment upon which it is loaded, will immediately notify the Chief Dispatcher in the event that they do not have appropriate instructions covering the handling of the car.



## SPECIAL INSTRUCTIONS—continued

9—continued

Yard foremen, in making up trains, must call the attention of the Yardmaster to any load wider than the equipment upon which it is loaded that is being lined up for outbound movement.

10. 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.

11. 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, and before any such movement is made over the crossing it must be protected by a member of the crew on the ground at crossing unless it is known that the signal or gate is operating for the movement involved.

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 to right 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 to right 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.

Trains and engines moving on other than Main tracks and crossing streets and highways protected by crossing signals must be protected by a member of crew on the ground at crossing unless it is known that the signal is operating for the movement involved or it can be seen there are no vehicles closely approaching from either direction.

12. HOLIDAYS: New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas.

14. Following rule in effect on Subdivision where so specified in footnotes of time table. Freight trains and mixed trains will be notified of following Extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"C & E . . . after (time) protect against  
Extra . . ." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN and thereafter proceed as the way is seen or known to be clear.

15. Following engine whistle signals will be used at interlocking to designate route desired:

Short Line Jct. for trains and engines:

To Subdivision 18—One long and one short.

To Subdivision 31—One long and four short.

To Westward Main Track—Two long and two short.

To Eastward Main Track—Two long.

From Short Line Jct. Yard to Des Moines—One short, two long and one short.

To enter Short Line Jct. Yard from Des Moines—One short, one long and one short.

Iowa Falls:

To or from Main Track—One long.

To or from "Old Main Track"—One long, four short, one long.

To or from "SL" Transfer—Two long, one short.

To or from IC Transfer—Four short.

Manly:

CRI&P Main Track—One long.

## SPECIAL INSTRUCTIONS—continued

15—continued

To C&NW Main Track—Four short.

To CGW Main Track—One long, one short.

Cedar Rapids—Eastward Trains:

CRI&P Main Track—One short.

CMST&P Track to West Side—Two short.

Culver—Westward for siding—Four short, one long.

Fairfield—Westward—For long siding—four short. For short siding—four short, one long.

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

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

Draw bridges are located as follows:

Joliet—Des Plaines River.

Seneca Yard—Dupont Spur—Illinois River. Normal position open.

ROCK ISLAND—MISSISSIPPI RIVER. Trains and engines must approach Absolute signal at Low Speed and when signal is Lunar may proceed without stopping at speed of 10 MPH over bridge.

If for any cause train or engine, in either direction, is stopped or delayed between SIGNAL and DRAW SPAN OF BRIDGE train or engine MUST EITHER BE BACKED CLEAR OF SIGNAL and receive proceed indication, or a member of train crew must receive VERBAL assurance from towerman that it is SAFE TO PROCEED.

INVER GROVE—MISSISSIPPI RIVER

18. "IN TERRITORY WHERE RULES GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS ARE IN EFFECT.

Where maximum speed permitted is in excess of 20 MPH, trains 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."

19. Dead diesels will be handled behind the shorts but not more than twenty-five (25) or less than five (5) cars from the operating units.

If more than twenty-five (25) shorts, dead diesels will be handled as above except will not be placed in middle of a set out, unless necessary to comply with paragraph (1).

When moving two or more road switcher type units in same train, separate each unit by at least one (1) car.

20. Trains handling bundled floating-type leads of lumber must be entrained not more than five (5) cars from engine to permit crew on engine to frequently make inspection of load. Trains handling these loads, before meeting or passing a passenger train, must stop and make thorough on-ground inspection of these loads.

Yardmasters must advise train dispatcher of any of these loads moving in trains. Train dispatcher must keep crews advised of these loads in their train and, when in territory where Rules 400-406 or Rules 450-453 are in effect, must keep crew informed on location of passenger trains.

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

22. 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.

23. 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.



## SPECIAL INSTRUCTIONS—continued

23—continued

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

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

24. Track and time limits may be granted roadway machines (including heavily loaded track cars) or when track is obstructed, or otherwise unsafe, or is to be made unsafe for the passage of trains and engines, in Signal Controlled (CTC) Territory. Between the limits and during the time track and time limits are in effect, Maintenance of Way forces will not be required to provide flag protection. When track and time limits are granted Maintenance of Way forces, under this Rule, the track must be cleared, or made safe for trains and engines, before expiration of track and time limits and the Dispatcher or Control Operator so notified. If some unforeseen condition or emergency prevents clearing the track or making track safe before expiration of track and time limits, protection by Flagman must be afforded in both directions and Dispatcher or Control Operator notified of such conditions as soon as possible.

Dispatcher (Control Operator) will not grant track and time limits to Maintenance of Way forces for protection against trains and engines when such track limits are occupied by a train or engine, and will not grant track and time limits to a train or engine to occupy main track when such track and time limits are granted Maintenance of Way forces until notified by Foreman or man in charge that track has been cleared.

Motor car operators and maintenance forces requesting track and time limits under this rule will be required to state his name, occupation and location.

In granting track and time limits, Dispatcher (Control Operator) will use following wording only:

"\_\_\_\_\_ at \_\_\_\_\_, granted track limits from (for example) 7:30 AM until 8:30 AM (not for 30 minutes or one hour between (for example) Signal No. 2539 and Signal No. 2542. (or) North Switch AB Siding and South Switch AB Siding (or) North Junction and South Junction, etc. Control Operator's initials (for example) A.B.C.  
Time (for example) 7:28 AM."

Dispatcher (Control Operator) will require track and time limits to be repeated and, if correct, will respond, "O.K."

After track and time limits have been granted under this rule, Dispatcher (Control Operator) will not remove red markers or blocking devices nor clear signals until verbal information reporting track clear has been entered in ink by Dispatcher (Control Operator) on form prescribed with name of employee reporting track clear, and time.

25. 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 for Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

When 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 or on-track equipment foul of main track.
2. Before operating off-track equipment 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 authorized speed for that train 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 main track by providing flag protection as prescribed by Rule 99.

## SPECIAL INSTRUCTIONS—continued

25—continued

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 last "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. Such additional information as may be helpful to persons receiving the line-up must be given, for example, number of cars in train, or light engine, Local, Symbol Number, Passenger, Extra, etc.

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

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

Example: X 303 Pass (Station) not before 7:30 AM; or

No. 74 Leave (Station) not before 2:01 PM, etc.

On main lines, line-up must not be issued for intervals of more than three hours, on secondary main lines not more than four hours. On branch lines when authorized by Superintendent line-up may be issued for intervals not to exceed nine hours.

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

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

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

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely."

On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

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

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

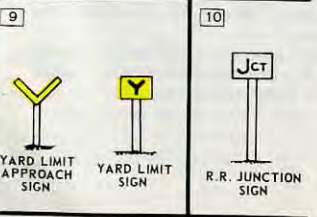
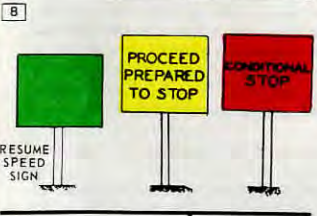
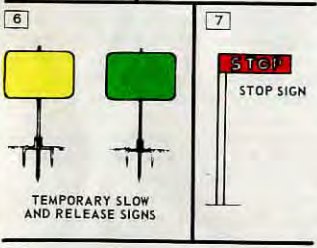
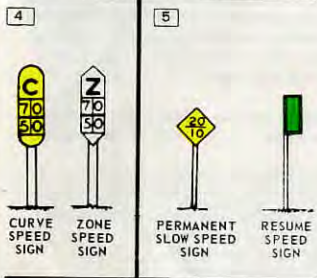
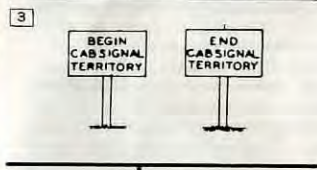
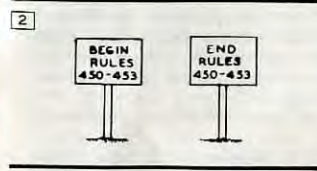
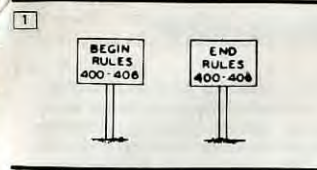
Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating now 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.

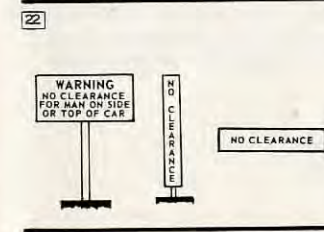
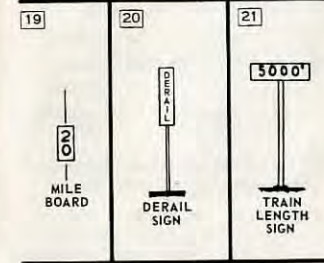
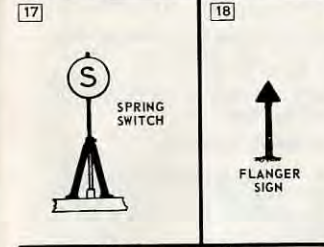
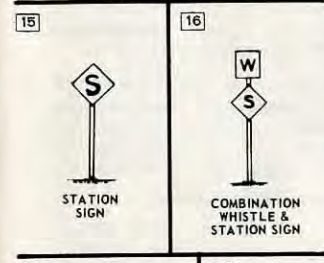
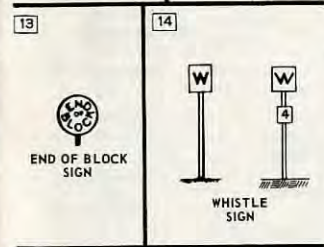
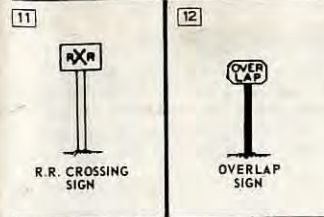
Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued and, when relayed by phone or other communication, notation will be made on file copy.

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.





- Indicates location where "Rules governing movement of trains and engines by block signals" (400-406) begin and end.
- Indicates location where "Rules governing the movement of trains and engines in the same direction by block signals" begin and end.
- Indicates location of beginning and end of "cab signal territory".
- 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, sign 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 are shown it governs all trains and engines.
- Permanent slow speed sign indicates permanent speed restriction begins 4000 ft. or farther when necessary, from sign. The higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures are shown it governs all trains and engines. Resume speed sign indicates end of restricted track; Note the prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10 (h).
- Temporary speed restriction sign indicates temporary speed restriction located 2 miles from sign on main lines and 1 mile from sign on branch lines. 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) Revised and Paster P. 130 of Rule book.
- Indicates point where stop must be made before leading wheels pass such stop sign. This sign used to protect railroad crossings not protected by interlocking or gates, junction points and other points where required by rule or law.
- Yellow "Proceed Prepared To Stop" sign indicates "Conditional Stop" sign will be displayed two (2) miles from "Proceed Prepared to Stop" sign. "Conditional Stop" sign placed at point where train must be stopped unless authorized by man in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10 (i) and 10 (i) Supplement.
- "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approx. 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.
- R. R. Jct. sign indicates R. R. Jct. located 1 mile ahead.



- R. R. Crossing sign indicates R. R. Crossing not protected by interlocking or gates, located 1 mile ahead.
- 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 S-3 and S-8 Rule 10.
- End of block sign indicates the point where block signal section ends.
- Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:
  - 40 MPH or less . . . 1320 Ft.
  - 40-60 MPH . . . . . 2000 Ft.
  - 60-80 MPH . . . . . 2600 Ft.
  - 80-90 MPH . . . . . 3000 Ft.
 When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal rule 14-L must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.
- Station sign indicates station ahead 1 mile from sign except on sub-divisions where max. 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.
- Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.
- Spring switch indicates location of spring switches. See Rule 104(e).
- 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.
- Mile board indicates mile post location.
- Derail sign indicates location of derails.
- Train length marker signs indicate distance from leaving switch of siding or yard (or other designed point) to determine length of train by feet.
- No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.



## SPECIAL INSTRUCTIONS—continued

27. Loads (gross weight of car and lading) with a maximum gross weight of 263,000# can be moved over all subdivisions, except subdivisions shown in TABLE I below, provided that the 263,000# load is on a car 40 ft. or longer over strikers. For cars shorter than that specified in preceding sentence, the gross weight load should be reduced by 8,000# for each foot that the car is shorter than the specified length.

TABLE I

Subdivision P.T. Co.	From	To	Maximum Gross Weight
15	Burlington	West Liberty	190,000
19	Vinton	Iowa Falls	190,000
20	Iowa Falls	Estherville	190,000
21	Estherville	Sioux Falls	190,000
4A	Iowa City	Montezuma	190,000
27B	Ainsworth	Keota	190,000
4C	Keokuk	Des Moines	190,000
16A	Linn Jct.	Postville	190,000
22	Lake Park	Clear Lake	190,000
22A	Luverne	Hardwick	190,000
20B	Dows	Lakota	190,000
20C	Hayfield Jct.	Titonka	221,000
23	Gowrie	Sibley	221,000
31A	Carlisle	Indianola	221,000
5A	Menlo	Guthrie Center	190,000
5B	Atlantic	Audubon	221,000
5C	Avoca	Oakland	221,000
7A	Fairbury	Ruskin	190,000

The following industrial spurs have restrictions as described below:

Subdivision	Description	Maximum Gross Weight
1, 2 & 27	All bridges on industrial spurs	190,000

All maximum gross weights shown in TABLE I are based on the following cars. Gross weight of 221,000# loaded on a car 35 ft. or longer over strikers. Gross weight of 190,000# loaded on a car 30 ft. or longer over strikers. For cars shorter than specified, the gross weight will have to be reduced by 8,000# for each foot that the car is shorter than specified.

Restrictions for 100-ton hopper cars and 30,000 gallon tank cars.

100-ton hopper cars and 30,000 gallon tank cars having gross weights exceeding gross weight in TABLE I, but not exceeding 263,000#, and having minimum axle spacing of 5 ft. 8 in. and minimum truck centers of 49 ft. may be moved over subdivisions shown in TABLE II.

TABLE II

Subdivision	From	To	Restrictions
2	Seneca	Langham	No Restrictions

Subdivision P.T. Co.	From	To
	Peoria	Pekin

**Restrictions:**

100-ton hopper cars or 30,000 gallon tank cars must be three (3) cars from the engine and must be separated from each other or other heavy loads by one (1) light car.

Subdivision	From	To
15-16	Burlington	Manly

**Restrictions:**

100-ton hopper cars or 30,000 gallon tank cars must be three (3) cars from the engine and must be separated from each other or other heavy loads by one (1) light car.

Bridge No.	Town	Speed
63	Latty	20 MPH
254	Morning Sun	25 MPH
275	Wapello	20 MPH

## SPECIAL INSTRUCTIONS—continued

27—continued

From West Liberty to Manly gross weight without restrictions 263,000#.

Subdivision	From	To
19	Vinton	Iowa Falls

**Restrictions:**

Bridge No.	Town	Speed
333	Garrison	10 MPH
552	Reinbeck	20 MPH

Subdivision	From	To
20	Iowa Falls	Estherville

**Restrictions:**

100-ton hopper cars or 30,000 gallon tank cars must be three (3) cars from the engine and must be separated from each other or other heavy loads by one (1) light car.

Bridge No.	Town	Speed
1364	Goldfield	15 MPH
1386	Goldfield	20 MPH

Subdivision	From	To
21	Estherville	Sioux Falls

**Restrictions:**

Bridge No.	Town	Speed
2477	Harris	10 MPH
2583	Sibley	20 MPH
3032	Larchwood	20 MPH
3033	Larchwood	20 MPH
3040	Granite	20 MPH
3065	Granite	20 MPH
3073	Granite	10 MPH
3147	Shindlar	10 MPH

Subdivision	From	To
4C	Keokuk	Des Moines

**Restrictions:**

263,000# cars cannot be moved from Keokuk to Eldon.

From Eldon to Des Moines, 263,000# cars will have the following restrictions:

Bridge No.	Town	Speed
909	Eddyville	25 MPH

Subdivision	From	To	Restrictions
27B	Ainsworth	Washington	No restrictions

Subdivision	From	To
31A	Carlisle	Indianola

**Restrictions:**

Bridge No.	Town	Speed
3727	Carlisle	10 MPH

Subdivision	From	To	Restrictions
5B	Atlantic	Audubon	No restrictions

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.



## SPECIAL INSTRUCTIONS Illinois Division

- R-1. Between Chicago and Englewood trains will be governed by CRI&P and NYC Special Instructions No. 3.
- R-2. Chicago is the initial station for first class trains originating.
- R-2a. Blue Island—12th Street Yard Office—South Chicago are initial and terminal stations for trains originating and terminating.
- R-2b. Silvis is the initial and terminal station for Second Class and Extra trains.
- R-2c. Rock Island is the initial and terminal station for first class trains.
- R-2d. Iowa City is initial and terminal station for trains originating and terminating.
- R-2e. Short Line Junction is the initial station for trains originating.
- R-2f. Des Moines is the initial station for trains originating.
- R-2g. Burlington is the initial station for CB&Q No. 23.
- R-3. 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 be required to secure clearance.
- R-3a. Westward trains originating at Blue Island, South Chicago and 12th Street Yard Office must obtain Clearance at Blue Island.
- R-3b. Trains not originating at Joliet need not obtain Clearance at Joliet.
- R-3c. Trains may leave Toulon without clearance when train order office is closed and train order signal indicates proceed.
- R-3d. First Class Trains will not require clearance at Rock Island.
- R-4. Rule 83:  
South Chicago Yard Office—For freight trains originating or terminating.  
Burr Oak Yard Office—For freight trains originating or terminating.  
Joliet passenger station, Joliet yard office, Bureau, Peoria, Silvis; Rock Island, only trains originating or terminating will register, West Liberty, Short Line Jct., Des Moines, Burlington Freight Station, Cedar Rapids Yard, Iowa Falls Yard, Vinton, trains to or from Subdivision 19; Mediapolis, trains originating or terminating.
- Eldon First Class Trains  
Eldon Yard, Manly.
- R-4a. Eastward trains Eldon Yard will obtain clearance at Eldon.
- R-5. General Order Books or Boards are located at:  
Chicago Stationmaster Office Morris  
12th Street Yard Office Seneca  
47th Street Engine House Marseilles  
51st Street Yard Office Ottawa—Yard Office  
Port Yard Office LaSalle—Yard Office  
97th Street Yard Office Bureau  
South Chicago Yard Office Peoria—Passenger Station  
Blue Island—Engine House Yard Office  
In Freight Yard Office Engine House  
Out Freight Yard Office Silvis—Engine House  
Yard Office  
Blue Island Passenger Station Rock Island—Register Room  
Joliet—Union Station Yard Office  
Yard Office West Davenport—Yard Office  
Engine House Nahant—Yard Office  
Iowa City—Yard Office Engine House  
Newton Muscatine—Yard Office  
Short Line Jct.—Yard Office Engine House  
Engine House Washington  
Des Moines—Passenger Station Eldon, Iowa  
Burlington—Union Station Eldon Yard  
Freight Station Waterloo Yard Office  
Cedar Rapids—Passenger Station Manly—Passenger Station  
Engine House Engine House  
Yard Office Iowa Falls Yard Office
- R-6. Standard clocks are located at:  
Chicago Stationmaster Office Joliet Yard Office  
Chicago Towers LaSalle—Passenger Station  
47th Street Enginemens Room Bureau  
51st Street Yard Office Peoria

## SPECIAL INSTRUCTIONS—continued Illinois Division

- R-6—continued
- |                               |                              |  |
|-------------------------------|------------------------------|--|
| Blue Island—Engine House      | Peoria Yard                  |  |
| In Freight Yard Office        | Silvis—Yard Office           |  |
| Out Freight Yard Office       | Engine House                 |  |
| Blue Island Passenger Station | Rock Island—Telegraph Office |  |
| South Chicago Yard Office     | Register Room                |  |
| Joliet Union Station          | Nahant                       |  |
| West Liberty                  | Culver Tower                 |  |
| Iowa City Passenger Station   | Washington                   |  |
| Short Line Jct.—Yard Office   | Eldon, Iowa                  |  |
| Engine House                  | Eldon Yard                   |  |
| Des Moines Telegraph Office   | Burlington—Union Station     |  |
| Manly—Passenger Station       | Freight Station              |  |
| Yard Office                   | Cedar Rapids—Yard Office     |  |
| Iowa Falls—Passenger Station  | Engine House                 |  |
| Yard Office                   |                              |  |
- R-7. Train Controller at Gresham Tower has jurisdiction over all train movements in territory shown below.
- Subdivision 1 —From Englewood Interlocking to Blue Island Interlocking.
- Subdivision 2A—From crossover 93rd Street to Gresham Junction  
Subdivision 1B—Brainerd Junction to Rock Island Junction  
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. Movements made against the current of traffic in this territory must not exceed LOW SPEED.
- Movement against the current of traffic on Subdivision 1A between crossover at 93rd Street and Brainerd Junction may be made on signal indication at 91st Street Interlocking, Gresham Interlocking or on verbal authority of Train Controller at Gresham Tower. Movements made against the current of traffic in this territory must not exceed LOW SPEED.
- This form to be used in connection with handling of detours involving reversal of traffic on Subdivision 1A between crossover at 93rd Street and Blue Island, Vermont Street and Subdivision 1B between Brainerd Jct. and Rock Island Junction.

### ROCK ISLAND LINES FORM B

19

To C&E \_\_\_\_\_

Run against the current of traffic on \_\_\_\_\_ Track

From \_\_\_\_\_ To \_\_\_\_\_

Time \_\_\_\_\_ AM \_\_\_\_\_ PM

\_\_\_\_\_  
Train Controller or Towerman

Upon receipt of this form properly filled out, movement may be made at LOW SPEED.

R-7a. All trains and engines will advise Train Director at Gresham when clear of main track when entering South Chicago Yard at Cottage Grove Ave. Junction. 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 Gyo Light will be authority for movement on the C&WI tracks over CRI&P crossing.



## SPECIAL INSTRUCTIONS—continued Illinois Division

R-7a—continued

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.

This signal system does not alter the present requirement of receiving a hand signal from the Switchtender at Pullman Junction while operating over C&WI tracks.

A Red indication on the Gyro light is a signal for all movements whether on the C&WI Tracks or the CRI&P tracks to stop at once.

R-8. Eastward main track between Vermont St. and Prairie St., Blue Island Subdivision 1A, may be used in either direction. All movements must be made at Restricted Speed.

R-9. 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 using track No. 5 making through movement between Englewood and Gresham, may pass trains standing at stations on tracks 3 or 4 at a speed not to exceed 25 MPH.

Trains must not pass a train receiving or discharging passengers between Joliet and Gresham, and must keep entirely clear until the train at the station has received and discharged its passengers and cleared station platform. In case where train at station is disabled or held, trains may pass when preceded by a flagman.

R-10. 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 as directed by Gresham tower.

R-11. Automatic block signals rules are in effect as follows:

Subdivision 1, between Englewood and Gresham on tracks 3, 4 and 5.

Between Gresham and Blue Island on tracks 3 and 4.

Subdivision 1-A, between Beverly Jct. and Brainerd Jct.

Between Prairie St. and Vermont St. Blue Island, Westward track only.

Subdivision 1-B, between Brainerd Jct. and Rock Island Jct.

On track 5, between Chicago and Blue Island, hand thrown switches, must not be opened to occupy or leave this track without permission of employee in charge of section occupied, or to be accepted.

R-11a. Rules 400 to 406, inclusive, are in effect on Track No. 5 between Englewood and Gresham and on both tracks between Blue Island and U.D. Joliet.

White classification signals will not be displayed on Extra Freight or Work Train Extras on Subdivision 1, 1A, 1B and 2.

R-12. 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 at a speed not to exceed low speed.

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.

## SPECIAL INSTRUCTIONS—continued Illinois Division

R-13. Inferior trains and yard engines may occupy main tracks between Peoria Jct. and Bridge St. on time of first class trains but must avoid delay thereto. Normal position of switch at Peoria Jct. is for Subdivision 2A.

R-13a. At Peoria Heights switch movements must stop and attend derail and flag over Marietta St., Prospect Ave. and West Glenn Ave.

R-13b. Trains operating over CB&Q, between Colona and Orion Jct., will be governed by CB&Q Time Table and Operating Rules.

R-14. When switching on tracks 2, 3, 4 and 5 at Peabody Coal Mine tippie located at the south end of Lafayette Mine Spur Subdivision 3, trainmen are prohibited from occupying the top or sides of cars when in motion passing through and under tippie. Engines and cars will not be coupled to, or uncoupled from, dummy cars which are part of the car pulling system on tracks 2, 3, 4 and 5.

R-15. At Silvis, mast type signal located directly north of the 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.

R-15a. At Silvis retarder yard, 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 hump-master. 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 hump-master, 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.

R-16. Absolute signal, eastward main track, MP 176.7 Subdivision 2 is remotely controlled by Train Dispatcher and will be used as a holding signal for trains and engines which cannot be immediately moved through route or remote-controlled interlocking west end Silvis Yard. Dispatchers' telephone located in phone box adjacent to this signal.

R-17. Train operation over CBQ crossing MP 181.15 will be governed by signal indication per rules 281, 285, 290 and 292. Trains or engines approaching this crossing in normal direction of main track will move on signal indication at low speed. Westward movements on eastward main track are governed by dwarf signal located between main tracks east of cross-over just east of CBQ crossing. Single lunar light displayed by this signal will govern westward movement through cross-over to westward main track across CBQ crossing. All other moves will be made on hand signals given by switchtender with yellow light, or yellow flag.

### CAB SIGNALS

R-18. Cab signal territory extends from MP 13 Pole 49, Blue Island to MP 181 Pole 2, Rock Island. All equipped engines, both passenger and freight, 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



## SPECIAL INSTRUCTIONS—continued Illinois Division

R-18—continued

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.

Silvis—On east lead of east yard track at MP 172 pole 45.

Bureau—On main track Subdivision 2A, MP 115 pole 7 to MP 114 pole 38.

Westward—Blue Island

On westward main track MP 13 pole 37 to MP 13 pole 49.

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—Engine 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. Enginen on all equipped engines, both passenger and freight, must cut in cab signal apparatus approximately 2 minutes before reaching this 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:

Silvis—MP 170 pole 30 to MP 181 pole 2.

Bureau—MP 111 pole 30 to MP 116 pole 10.

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.

Joliet—Rockdale—MP 37 pole 25 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, 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      Silvis.....MP 173.7

If after passing a fixed signal, the cab signal indication changes from Low Speed to amore 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.

## SPECIAL INSTRUCTIONS—continued Illinois Division

R-18—continued

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, train may proceed in accordance with block signal indications but not exceeding 79 miles per hour 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 double heading.

(2) When leaving cab signal territory as indicated by roadway signs.

(3) When defect is apparent.

R-19. Trains between West Davenport and Clinton will be governed by DRI&NWRy. Time Table and Operating Rules.

R-20. Between Silvis and Nahant inferior trains and engines may occupy main track on time of First Class Trains but must avoid delay thereto.

R-21. WEST DAVENPORT. The lower eastward arm on train order signal governs only the movement of CMST&P trains to their tracks.

R-22. Westward main track through Muscatine between MP 210 Pole 2 and westward absolute signal at Culver is signaled for both opposing and following movements. Rules 400 to 406, inclusive, are in effect.

R-23. ALTOONA. A westward train holding train orders to move on eastward track, Altoona to Short Line Junction may pass absolute signal indicating "STOP" at east end of interlocking without stopping after receiving proper hand signal from operator.

R-24. Engines and trains may move between Short Line Jct. and West Des Moines without train orders. Trains and engines may move against the current of traffic between Des Moines passenger station and Short Line Jct. when protection has been afforded by yardmaster and crew so notified.

R-25. At Mediapolis the normal position of switches connecting the CB&Q main track to the CRI&P main track will be left set for CRI&P track. Eastward CB&Q trains must approach these switches at restricted speed. Normal position of switch connecting CB&Q main track to CRI&P park track lined for CRI&P west crossover switch.

R-26. CEDAR RAPIDS. Between C&NW crossing, Ninth Ave., junction switch east of Seventh Ave. and B Ave. all train and engine movements will be made on signal indication given by towerman, Ninth Ave. Tower.

The eastward signal at Seventh Ave. governs movements over CMST&P junction switch; indications; Lunar over Red for CRI&P main track; Lunar under Red for CMST&P line to west side.

The color light signal for Westward trains below the arm on mast of automatic block signal 965 is a two aspect signal. Red for "Stop" and Lunar for "Proceed." Westward trains must not pass this signal while it indicates stop except by permission of Towerman. When this signal indicates Lunar or "Proceed," it does not supersede the indication given by Automatic block signal 965.

When westward train or engine is held at holding signal No. 965, a train employee will go immediately to Ninth Ave. Tower and will be governed by instructions of Towerman.

Dwarf signal installed protecting facing point movement westward over spring switch located at "B" Avenue, Cedar Rapids, Iowa, displaying indication per Rule 290:292.

Movements to the Rock Island main track in the area of "B" Avenue will be made by contacting the 9th Avenue Tower Operator over one of the yard communicating speakers located on the East side of the Rock Island main track at "A" Avenue and "B" Avenue. Operator, at 9th Avenue Tower will authorize all movements to the Rock Island main track on authority of Rock Island Yardmaster. All movements through or over spring switch will be made in accord with Rule 104 (a) Rock Island Uniform Code of Operating Rules.

All requests for movements will be made in accord with Rule 80 of the Rock Island Uniform Code of Operating Rules.



**SPECIAL INSTRUCTIONS—continued**  
**Illinois Division**

R-27. Switch located on MP 121, pole 9 West of Vinton passenger station is the junction switch with Subdivision 16 and Subdivision 19.

R-28. Manly—Between MP 224.38 and MP 225.10, movements of trains and engines are governed by signal indication controlled by operator Manly. Within these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it, except by authority of operator. Southward (dwarf) absolute signal located on siding at MP 225.10 governs movements through crossover to main track southward to "End of Block" sign.

R-29. To clear Absolute Signals OELWEIN AUTOMATIC INTERLOCKING CRI&P trains must occupy approach section, (eastward trains or engines must stop not less than one hundred fifty (150) feet west of eastward Absolute Signals, Westward trains or engines not less than six hundred (600) feet east of westward Absolute Signal).

Three minutes after approach section is occupied, absolute signal will clear and remain clear for a period of five (5) minutes or until passed by train or engine. If train or engine fails to accept and pass absolute signal before five minute period has expired, absolute signal will automatically return to STOP. It will then be necessary for trainmen to operate release to again clear signal.

R-30. 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	CRI&P	Red Gate Open	
	200 ft. east of Commercial Avenue (Westward, main track)	Belt Ry	Hand Signal	Train Director	.....	.....	.....
1-B	South Chicago 675 feet east of Rock Island Jct.	B&O	Cross Arm on signal mast: Horizontal-CRI&P Trains may proceed B&O Trains may proceed	Trainmen	.....	.....	.....
27	181.15	CB&Q	Controlled Signal	Switch Tender	.....	.....	.....
4	356.2	DMU-CGW-FDDM&S			.....	.....	.....
4-A	45.4	CMStP&P	Gate	Trainmen	CRI&P	Red	.....
4-C	0.7	CB&Q	.....	.....	.....	.....	.....
	30.0	CB&Q	.....	.....	.....	.....	.....
4-D	301.4	C&NW	.....	.....	.....	.....	.....
15	97.0	C&NW	Gate	Tower men	C&NW	Red	.....
16	156.2	CGW	Electric Lock Gate	Trainmen	CGW	Red	Clear
16	219.5	CMStP&P	Electric Lock Gate	Trainmen	CMSt P&P	Red	Clear

**SPECIAL INSTRUCTIONS—continued**  
**Illinois Division**

R-31. Bridges between Rock Island and Davenport will not clear man on top or side of car. Conductors will personally see no one is allowed to stand on steps or sit in baggage cars with feet hanging out or ride in any other position which is likely to expose them to danger when passing over, through or under the following named bridges, viaducts or close clearances:

Subdivision	Mile Post	Kind of Structure
1	0.59	12th St. Viaduct, Concrete Span
	12th St.	Signal Bridge
	15th St.	Signal Bridge
	18th St.	Signal Bridge
	Archer Ave.	Signal Bridge
	23rd St.	Signal Bridge
	29th St.	Signal Bridge
	32nd St.	Signal Bridge
	37th St.	Signal Cont. Bridge
	3.45	Signal Cant. Bridge
	38th St.	Signal Cant. Bridge
	3.73	Signal Cant. Bridge
	3.74	Chicago Jct. RR Trestle Span (40th St.)
	41st St.	Signal Cant. Bridge
	Root St.	Signal Bridge
	44th St.	Signal Bridge
	47th St.	Signal Bridge
	50th St.	Signal Bridge
	53rd St.	Signal Bridge
	57th St.	Signal Bridge
	59th St.	Signal Bridge
	6.17	Rapid T. Co. RR Trestle Span
	61st St.	Signal Cant. Bridge
	64th St.	Signal Cant. Bridge
	66th St.	Signal Cant. Bridge
	70th St.	Signal Bridge
	75th St.	Signal Bridge
	78th St.	Signal Bridge
	83rd St.	Signal Bridge
	87th St.	Signal Cant. Bridge
	91st St.	Signal Bridge
	16.28	Signal Cant. Bridge
	16.43	Signal Cant. Bridge
	17.9	Signal Cant. Bridge
	17.22	Signal Bridge
	18.22	Signal Bridge
	26.58	Viaduct (Hwy)
	28.02	Signal Bridge
	29.12	Signal Cant. Bridge
	29.6	Overhead Wires (Spar Track)
	31.33	Signal Bridge
	32.9	Viaduct
33.4	Viaduct (Wabash RR.)	
33.45	Signal Cant. Bridge	
35.3	Viaduct	
35.18	Signal Cant. Bridge	
35.26	Signal Bridge	
37.06	Signal Bridge	
38.46	Signal Bridge	
39.3	Signal Cant. Bridge	
39.21	Signal Bridge	
40.2	Signal Bridge	
41.3	Viaduct	
1-B	RI Jct.	Penna. RR Thru Girder, 16'9" clearance
	RI Jct.	NYC RR Thru Girder, 16'9" clearance
	124th St. Pullman	Overhead Wire
	92nd St. So. Chgo.	Overhead Wire



**SPECIAL INSTRUCTIONS—continued**  
**Illinois Division**

R-31—continued

Subdivision	Mile Post	Kind of Structure	
2	43.3	Viaduct (EJ&E Ry.)	
	45.25	Signal Bridge	
	47.4	Viaduct (Hwy.)	
	61.6	Signal Bridge	
	63.3	Signal Bridge	
	86.6	Signal Bridge	
	88.5	Viaduct (Hwy.)	
	98.2	Viaduct (IC Ry.)	
	98.7	Viaduct (Hwy.), IC Transfer	
	99.7	Viaduct (Foot Bridge)	
	103.1	Signal Bridge	
	104.3	Viaduct (Hwy.) EB WB	
	104.8	Signal Bridge	
	108.8	Viaduct (NYC Ry.)	
	112.9	Signal Bridge	
	113.0	Signal Bridge	
	113.7	Viaduct (Hwy.)	
	114.0	Signal Bridge	
	114.6	Viaduct (Hwy.)	
	129.6	Viaduct CB&Q	
	134.2	Viaduct (C&NW Ry.)	
	136.3	Viaduct (Hwy.)	
	148.9	Viaduct (Hwy.)	
	150.5	Signal Bridge	
	159.2	Signal Bridge	
	159.4	Cantilever	
	168.9	Viaduct (Hwy.)	
	169.3	Thru span (Green River)	
	172.8	Viaduct (Hwy.)	
	173.8	Viaduct (Foot Bridge)	
	2-A	121.7	Viaduct (Hwy.)
		126.5	WR Grace Plant
		161.1	Building (Power Plant)
161.2		Viaduct (Franklin Street)	
.....		Thru span (Mill Creek)	
Milan to Rock Island	.....	Thru span (I&M Canal)	
	.....	Thru Two span	
	.....	Bridges (Rock River)	
4	.....	Viaduct (24th St.)	
	208.8	Viaduct	
	216.5	Viaduct	
	224.8	Viaduct	
	229.9	Viaduct	
	236.2	Viaduct (16' clearance yard trk)	
	236.4	Viaduct	
	237.9	Viaduct	
	242.1	Viaduct	
	268.6	Truss Span	
	278.1	Truss Span	
	287.7	Viaduct	
	293.5	Viaduct	
	304.1	Viaduct	
	312.0	Viaduct	
	323.2	Viaduct	
	325.1	Viaduct	
	329.5	Truss Span	
	332.5	Viaduct	
	351.8	Viaduct (Hwy.)	
354.4	Viaduct		
354.8	Viaduct		
4-A	14.0 (Riverside)	Platform Valley Conc.	
	32.0	Viaduct	
	32.4	Viaduct	

**SPECIAL INSTRUCTIONS—continued**  
**Illinois Division**

R-31—continued

Subdivision	Mile Post	Kind of Structure	
4-A—continued			
27B	33.6	Truss Span	
	39.7	Truss Span	
	40.1	Truss Span	
	251.7	Truss Span	
	15	0.5	Iowa Municipal Waterworks
		34.7	Bridge
		41.3	Bridge
		69.1	Viaduct (Hwy.)
	16	75.6	Viaduct
		93.2	Viaduct (Hwy.)
97.1		Viaduct (Hwy.)	
102.4		Viaduct	
117.2		Viaduct	
120.2		Viaduct	
135.6		Bridge	
152.2		Viaduct	
160.5		Truss Span	
165.0		Bridge	
16-A	177.7	Bridge	
	190.7	Viaduct	
	39.8	Bridge	
	79.6	Bridge	
	85.9	Bridge	
19	111.9	Viaduct	
	114.9	Bridge	
	49.2	Viaduct	
27	182.2	Thru span (Miss. River)	
	182.5	Thru span (Iowa St.)	
	182.6	Thru span (Pershing St.)	
	210.1	Viaduct (Hwy.)	
	257.1	Viaduct (M&StL Ry.)	
	264.2	Viaduct (Hwy.)	
	267.0	Viaduct (Hwy.)	
	269.9	Viaduct (Hwy.)	
270.8	Viaduct (Hwy.)		

R-32 Industrial or spur tracks between stations are located at:

Subdivision	Mile Post	Name	Car Capacity	
1	24.3	Tinley Park State Hospital	43	
2	47.3	Birds	17	
	80.8	Emess	125	
2-A	126.5	Goodrich Chemical Co.	82	
	136.5	Hy-Tex Brick Co.	11	
	148.8	Caterpillar Tractor Co.	83	
3	4.9	Premier Pabst Brewing	50	
	47.1	Schrock Bros.	6	
4	185.9	Geifman	12	
	186.0	Farnam	32	
	190.3	Iowa Illinois Gas and Electric	8	
4-A	225.2	Downey	14	
	229.6	Mid. America Pipe Line	12	
	242.8	Allied Mills and Hawkeye Groc.	19	
	243.4	F.S. Service	26	
	265.5	Thermo Gas	6	
	6.1	Iowa Illinois Gas and Electric	6	
	27	195.0	Hooker Chem. Co.	—
		198.0	Eastern Power & Light Co-op.	25
		215.0	Muscatine Development Corp.	—
		273.5	Goode Elevator	20
273.7		Skelly Spur	6	



## SPECIAL INSTRUCTIONS—continued Illinois Division

R-33. Chicago 12th St. Viaduct MP 0.59—Overhead clearance on tracks 2-3-4-5 is 16 ft. 7 ins. No trailer more than 12 ft. 6 in. high shall be loaded on passenger trailer flat in passenger train service.

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  
Barney House Track  
Track No. 319 (B&OCT Connection)  
Track No. 319 (Wells St. Freight House)

## SPECIAL INSTRUCTIONS Des Moines Division

M-1. Southward first class trains and passenger extra trains will secure CRI&P clearance at Minneapolis.

Rule 83: Manly, Jansen, Albert Lea, Inver Grove, Iowa Falls Yard, Dows, Lake Park, Sibley, Short Line Jct., Des Moines and West Des Moines for trains originating or terminating. Omaha for first class trains.

M-2. Trains between St. Paul and Minneapolis will be governed by CM-StP&P (LaCrosse Division) time table and operating rules.

M-3. Trains between Division and Robert Streets, St. Paul, will be governed by St. Paul Union Depot operating rules.

While oscillating headlight must be turned out between east yard limits South Minneapolis and passenger depot Minneapolis, and between Division Street and Chestnut Street, St. Paul.

M-4. Trains between Newport and St. Paul will be governed by CB&Q and CMStP&P operating rules and joint time table.

M-5. Southward trains may leave Newport without clearance.

M-6. Newport is the initial station for southward regular trains.

M-7. Inver Grove is the initial station for southward extra trains.

M-8. Northward trains originating at Inver Grove need not obtain clearance.

M-9. Inver Grove Draw Bridge 3450 protected by Automatic Interlocking.

M-10. Trains between Comus and Rosemount will be governed by CMSt-P&P (Iowa, Minnesota and Dakota Division) time table and operating rules.

M-11. IC northward trains may leave Glenville without a clearance.

M-12. In event an IC train is delayed Glenville, doing station work, crew member will push button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.

M-13. Manly—Between MP 224-38 and MP 225-10, movements of trains and engines are governed by signal indication controlled by operator Manly train order office.

Within these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it, except by authority of operator.

Southward (Dwarf) absolute signal located on siding at MP 225-10 governs movements through cross over to main track southward to "End of block Sign."

M-14. Trains between Manly and Clear Lake Junction will be governed by CGW time table and operating rules.

Movement of northward trains to CGW main track and over Iowa terminal crossing will be governed by northward signal located 350 ft. south of CGW Jct. switch. Northward trains advance on main track by calling on signal 221 (A) may proceed on main track to CGW northward interlocking signal and be governed accordingly.

M-15. At Manly Nos. 17 and 18 will register by form 1339.

M-16. At Manly C&NW trains may register by form 1339.

M-17. Southward trains will not require clearance at Clear Lake Junction.

## SPECIAL INSTRUCTIONS—continued Des Moines Division

M-18. When Northward absolute signal at south end of Carlisle siding, MP 64 pole 3, displays CLEAR aspect, Rule 281, or an APPROACH aspect, Rule 285, Northward trains may move on main track at Carlisle to next signal governing.

M-19. Overlap sign 300 feet north of dwarf signal No. 643, MP 64, Pole 7, on south end of Carlisle siding.

A southward train on siding must stand clear of overlap sign when waiting for an approaching train and a northward train heading in siding must pull clear of overlap sign.

When a southward train passes overlap sign, dwarf signal No. 643 should indicate proceed, without a member of crew operating manual control. If signal does not indicate proceed, manual control on end of signal case should be operated with a switch key.

M-20. Short Line Junction is the initial station for trains originating there.

M-21. Des Moines is the initial station for trains originating there.

M-22. Engines and trains may move between Short Line Jct. and West Des Moines, without train orders.

Trains and engines may move against the current of traffic between Des Moines passenger station and Short Line Jct. when protection has been afforded by yardmaster and crew so notified.

M-23. Between West Des Moines and Short Line Jct., inferior trains and yard engines may occupy main tracks moving with the current of traffic, on the time of first class trains but must avoid delay thereto.

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

Between E. 7th St. and W. 11th St., Des Moines, all trains and engines will move at LOW SPEED.

M-24. Trains operating in back up movement between Short Line Jct. and Des Moines passenger station reduce speed to 10 MPH over all street crossings.

M-25. Des Moines, West 11th St. MP 358-3. Dwarf signals are located 200 feet from crossing and govern movement with the current of traffic, and have no automatic block signal function. When they indicate "Stop" trains and engines must be preceded by a flagman to the crossing.

M-26. West Des Moines: The end of Two Main Tracks and C&NW Jct. at MP 362-7 is protected by interlocking signals.

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

Eastward Dwarf signal located between Main track and siding at MP 362-33 will indicate proceed when Main Track switch is lined for siding, providing block is unoccupied.

M-27. Westward trains enroute to C&NW will sound four short blasts of whistle approaching West Des Moines.

M-28. Before entering main track from Hollingworth spur MP 361-40 West Des Moines Permission must be obtained.

M-29. At C&NW Junction Mile Post 358-6, Subdivision 5, trains moving against current of traffic will stop before crossing Junction. All trains and engines moving with current of traffic approach Junction at RESTRICTED SPEED.

Signal No. 3587 will govern train and engine movement from C&NW tracks to Westward main track. Normal indication of Signal 3587 is "Stop," and will indicate proceed only when switches are properly lined.

"Push Button" type light indicators are located at junction switch and east end of crossover switch. Before lining switches for movements toward either main track, trainmen must know that indicators are indicating a white light. In case of failure of indicator lights, train movement must be protected per Rule 99.

If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 351.

M-30. Trains and engines moving against current of traffic MP 362-9 on Eastward Main, reduce speed to 20 MPH until First Street West Des Moines, Iowa is occupied by engine.

M-31. All trains will register by Form 1339 at Atlantic.



## SPECIAL INSTRUCTIONS—continued Des Moines Division

M-32. Bluffs is the initial and terminal station for second class and extra trains.

M-33. Between Third and Eighth Streets, Council Bluffs, Iowa, all trains and engines will move at LOW SPEED. Inferior trains and engines may occupy the main tracks on time of first class trains, but must avoid delay thereto. Trains and engines may move between Bluffs and Council Bluffs without train orders or Clearances.

While operating on all Union Pacific tracks in Council Bluffs, Omaha, and South Omaha, each member of train and engine crew must have a copy of and be governed by Union Pacific rules, bridge sub-division special rules, and bridge sub-division time table.

M-34. Omaha is the initial and terminal station for first class trains.

M-35. Lyman-Richey Corporation spur track, loading tipple located 4750 feet east of headblock, Mile Post 523.4. Engines must not use track east of tipple and must not exceed 10 MPH when using this spur. Loading tipple will not clear man on top or side of car.

M-36. When necessary to handle cars through covered shed over main lead in Power Plant, Sheldon Station, Subdivision 6, stop must be made to be certain cars will clear overhead and sides. This location will not clear man on either side of car.

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

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

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

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

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

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

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

(Barrier gate is normally open. Personnel from Sheldon Station will close barrier gate when there is any reason that train crews should not proceed through the facilities.)

M-37. Trains and engines must stop before passing over Fourth, Fifth and Eighth Street crossings Fairbury, Neb. and be protected by a member of crew located on ground at crossing.

M-38. Trains and engines must stop before passing over Highway U. S. 81 crossing, Hebron, Nebraska, MP 178 Pole 23, and movement must be protected by member of the crew located on the ground at crossing.

M-39. All trains may register by Form 1339 at Belleville, Kans. when not required to stop to change consist of train.

M-40. Joint use of tracks between Almena Junction, MP 308 Pole 32, and CB&Q Junction, MP 325 Pole 35, by CRI&P Railroad and CB&Q Railroad in effect.

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

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

M-41. Bridge 4885 is equipped with flood and fire protection appliance which controls Eastward Signal 4886 and Westward Signal 4865. If these signals are found displaying a Stop, then proceed at Low Speed indication, bridge must be inspected before passing over it.

M-42. Trains between Colorado Springs and D&RGW connection Monument Creek will be governed by AT&SF Ry-D&RGW joint timetable and AT&SF Ry operating rules.

M-43. When train order office is closed, trains may leave Colorado Springs without clearance.

## SPECIAL INSTRUCTIONS—continued Des Moines Division

M-44. Engine or cars being handled inside city property on west industrial spur track serving new power plant Roswell, Colorado will not exceed 5 MPH.

M-45. Trains between Limon and 21st Street Denver will be governed by Union Pacific RR operating rules, timetable and special rules.

M-46. Trains between 21st Street and Cherry Creek, Denver will be governed by DUT Ry operating rules.

M-47. Trains between Cherry Creek and 7th Street Yard, Denver will be governed by AT&SF Ry—D&RGW RR Joint Timetable and D&RGW RR operating rules.

M-48. Trains between Belt and Denver North Yard will be governed by D&RGW RR Timetable and operating rules.

M-49. Trains may leave Clear Lake, S.D., Pipestone and Hardwick without clearance.

M-50. All employees are hereby notified that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:

Subdivision	Mile Post	Kind of Structure	
4-C	7.0	Truss Span	
	17.8	Viaduct	
	36.0	Truss Span	
	45.3	Viaduct	
	47.7	Truss Span	
	74.5	Viaduct	
	100.6	Viaduct	
	4D	301.8	Viaduct
		301.9	Viaduct
		302.0	Viaduct
5		361.1	Truss Span
		367.0	Viaduct
		373.0	Truss Span
		378.6	Viaduct
		380.1	Viaduct
		380.5	Truss Span
		381.0	Viaduct
	408.2	Viaduct	
	417.6	Viaduct	
	436.0	Viaduct	
444.5	Viaduct		
447.0	Viaduct		
451.6	Viaduct		
457.8	Viaduct		
460.8	Viaduct		
461.8	Viaduct		
462.8	Viaduct		
467.8	Viaduct		
468.8	Viaduct		
470.8	Viaduct		
5A	414.5	Truss Span	
5C	10.7	Overhead Railway Crossing	
	19.9	Truss Span	
6	517.3	Viaduct	
	542.2	Viaduct	
	544.3	Viaduct	
	548.4	Viaduct	
	560.5	Viaduct	
	564.1	Viaduct	
	555.4	Viaduct	
	6A	129.7	Truss Span
		157.1	Viaduct
	6B	158.2	Truss Span
174.0		Truss Span	
7	179.7	Truss Span	
	189.5	Viaduct	
	189.6	Viaduct	
	199.0	Truss Span	
	274.9	Viaduct	
	277.8	Viaduct	



**SPECIAL INSTRUCTIONS—continued  
Des Moines Division**

M-50—continued

Subdivision	Mile Post	Kind of Structure	
8	528.7	Viaduct	
	533.0	Viaduct	
	548.9	Truss Span	
	606.4	Overhead Railway Crossing	
	606.5	Nevada Avenue Viaduct	
	606.8	Cascade Avenue Viaduct	
	Sandown Belt	2.9	Viaduct
		3.1	Overhead Railway Crossing
		3.5	Overhead Railway Crossing
		3.7	Overhead Railway Crossing
17	3.8	Viaduct	
	253.1	Viaduct	
	284.6	Viaduct	
	284.9	Viaduct	
	297.1	Viaduct	
	299.6	Viaduct	
	339.7	Viaduct	
	340.0	Viaduct	
	18	81.0	Viaduct
		96.7	Viaduct
109.8		Viaduct	
21A	253.3	Viaduct	
23	440.4	Viaduct	
31	492.1	Viaduct	
	68.6	Viaduct	
31A	72.3	Truss Span	
	385.4	Viaduct	

M-51. Railroad crossings at Grade are protected by Interlocking except as follows:

Sub. Div.	MP	Crossing	Remarks	Operated By	Normal Position Gates AGAINST	Light Arrangement For	
						Stop	Proceed
5	356.2	DMU-CGW-FIDDMS	.....	.....	.....	.....	.....
	358.3	DMU	Gate	Trainmen	DMU	Red	.....
	489.5	IC-CNW	.....	.....	.....	.....	.....
	489.8	C&NW-CB&Q	.....	.....	.....	.....	.....
6	507.5	UP	Gate	Trainmen	UP	Red	.....
	560.8	Mo Pac	Gate	Trainmen	Mo Pac	Red	.....
6A	129.3	UP	.....	.....	.....	.....	.....
	129.5	CB&Q	.....	.....	.....	.....	.....
7	204.9	AT&SF	Gate	Trainmen	AT&SF	Red	.....
8	530.8	UP	.....	.....	.....	.....	.....
17	252.4	CMStP&P	.....	.....	.....	.....	.....
18	119.9	C&NW	.....	.....	.....	Red	.....
20	153.0	C&NW	.....	.....	.....	.....	.....
	184.3	CMStP&P	.....	.....	.....	.....	.....
20B	119.6	CGW	Electric Lock Gate	Trainmen	CRI&P	Red	.....
	127.8	C&NW	.....	.....	.....	.....	.....
21	128.8	CGW	.....	.....	.....	.....	.....
	146.1	CMStP&P	Gate	Trainmen	CRI&P	Red	.....
	257.6	C&NW	Electric Lock Gate	Trainmen	CRI&P	Red	.....
	283.7	IC	.....	.....	.....	.....	.....
22	315.9	GN	.....	.....	.....	.....	.....
	316.0	C&NW	.....	.....	.....	.....	.....
	313.4	CMStP&P	.....	.....	.....	.....	.....
	313.7	GN	.....	.....	.....	.....	.....
23	435.2	CGW	Gate	Trainmen	CRI&P	Red	.....
	484.3	CMStP&P	.....	.....	.....	.....	.....

**SPECIAL INSTRUCTIONS—continued  
Des Moines Division**

M-52.	Bulletin Boards and General Order Books are located at:	Atlantic	West Des Moines
	Council Bluffs—Passenger Station	Lake Park, Sioux Falls	
	Bluffs—Engine House	Gowrie	
	Bluffs—Yard Office	Lincoln	
	Minneapolis—Passenger Station	Fairbury—Telegraph Office	
	Inver Grove—Yard Office and Engine House	Phillipsburg	
	Albert Lea—CRI&P Passenger Station	Goodland—Telegraph Office	
		Goodland—Engine House	
		Limon	
		Colorado Springs	
	Manly—Passenger Station and Yard Office	Denver—D&RGW Telegraph Office, Union Depot	
	Iowa Falls—Yard	Denver—D&RGW—North Yard Office	
	Short Line Jct.—Yard Office and Engine House	Sandown Jct.	
	Des Moines—Passenger Station C&NW Yard Welfare Room C&NW—Engine House	Belleville	
	Washington	Estherville—Depot & Engine House	
Ottumwa	Keokuk		
M-53.	Standard Clocks are located at:	Des Moines—Telegraph Office	
	Atlantic	Des Moines—C&NW Engine House	
	Bluffs—Yard Office	House	
	Bluffs—Engine House	West Des Moines	
	Council Bluffs—Passenger Station	Albert Lea—C&NW Yard Office	
	Lincoln	CRI&P Passenger Station	
	Fairbury	Inver Grove—Yard Office	
	Phillipsburg	Minneapolis—Passenger Station	
	Goodland	Iowa Falls—Passenger Station	
	Limon	Yard Office	
	Colorado Springs	Estherville	
	Denver—D&RGW—North Yard Office	Lake Park	
	Belleville	Sibley	
	Manly—Passenger Station Yard Office	Sioux Falls	
	Short Line Jct.—Yard Office Engine House	Gowrie	
Keokuk	Washington		
	Eldon Yard		
	Eldon, Iowa		

M-54. Industrial or spur tracks are located at:

Subdivision	Mile Post	Name	Car Capacity
4-C	36.5	Midwest Rendering Works	10
	54	Douds Stone Co.	12
	94.9	Atlas Coal Co.	12
5	306.7	Carbon Hill Coal Co.	7
	384.5	Concrete Material & Construction Co.	40
	385.6	Quarry	125
	463.3	Nishna	12
5B	10.15	American Beef	56
5C	513.42	Company Material	10
	523.6	Lyman-Richey	117
6	530.20	Western Sand & Gravel	78
	556.0	Bethany Spur	3
	558.0	W. T. Good Spur	12
	581.5	Sheldon Station	20
8	455.75	Great Western Sugar	30
	468.36	Great Western Sugar	80
17	286.5	Wickes Lumber Co.	24
18	76.8	IU Transfer	30
	78.5	General Mills Spur	39
20	159.8	Federated Power Plant	20
	156.8	Custom Farm Service	7
	196.3	Graettinger Gravel Pit	68
	205.2	Virginia Spur	11



**SPECIAL INSTRUCTIONS—continued**  
**Des Moines Division**

M-54—continued

Subdivision	Mile Post	Name	Car Capacity
20A	191.1	Tennessee Corp.	9
21	256.7	Town & Country Gas Co.	1
	284.9	Champlin	30
21A	251.12	Granstead Spur	4
22	299.1	Granstead Spur	2
	312.8	Botsford Lbr. Co.	5
23	464.2	PAM	12
	508.2	Moneta	39
	523.8	Amer. Cyanide Corp.	10

M-55. Overhead or side restricted clearances as follows:

Oskaloosa, Iowa—C&NW Overhead Bridge 3018 all shipments over 16 ft. 9 in. or High Cube cars 17 ft. ATR restricted to special clearance instructions and authority.

Des Moines, Iowa—Steel canopy just west of Fifth Street between No. 1 track and Bush track.

Des Moines, Iowa—North Industry track just west of Fifth Street.

Des Moines, Iowa—Highway crossing signals West 11th Street between old freight house lead and Short No. 4.

West Des Moines, Iowa—Between 11th Street and one hundred fifty (150) feet east between tracks 1-2-3-4.

Winear, Iowa—Loading dock Concrete Materials Co. MP 384 pole 37.

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

Subdivision 8—MP 455 pole 30 to MP 456 pole 6 concrete abutment south side of track Great Western Sugar Co. track.

Subdivision 8—MP 468 pole 24 to MP 468 pole 38 concrete abutment south side of track Great Western Sugar Co. track.

St. Paul, Minn.—Northern Pacific trackage, East Side Line at Tunnel No. 1 between Third St. and Mississippi St.

Owatonna, Minn.—C&NW overhead bridge MP 284 pole 23 verticle clearance 20 ft. 4½ ins. and horizontal clearance 8 ft. 3¼ ins. on main track; 19 ft. vertical clearance on siding.

Hollandale, Minn.—Track No. 3 south side of building at door No. 9 Northern Valley Packing Co.

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

Forest City, Iowa—Loading dock.

Superior, Iowa—Elevator spout.

Spirit Lake, Iowa—Loading dock south side of track Consumers Lumber and Building Industries.

Pipestone, Minn.—Armour and Co. drawbridge.



These "Speed Restrictions and Special Instructions" are for the exclusive use and guidance of employees.

### UNIFORM CODE OF OPERATING RULES:

4(b) Employees whose duties are in any way affected by the timetable must have a copy of the current timetable and these special instructions with them while on duty.

### TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0