

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

UNIFORM CODE OF OPERATING RULES:

4(b) Employes 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

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	63	57.1	79	45.6	94	38.2
34	106.0	64	56.2	80	45.0	95	37.9
36	100.0	65	55.3	81	44.4	100	36.0
38	94.7	66	54.5	82	43.9	105	34.3
40	90.0	67	53.7	83	43.4	110	32.7
42	85.7	68	52.9	84	42.9	115	31.3
45	80.0	69	52.1	85	42.4	120	30.0
48	75.0	70	51.4	86	41.9	125	28.8
50	72.0	71	50.7	87	41.4	130	27.7
52	69.2	72	50.0	88	40.9	135	26.7
54	66.6	73	49.3	89	40.4	140	25.7
56	64.2	74	48.6	90	40.0	145	24.8
58	62.0	75	48.0	91	39.6	180	20.0
60	60.0	76	47.4	92	39.1	240	15.0
61	59.0	77	46.7	93	38.7	360	10.0
62	58.0	78	46.1				

Chicago, Rock Island & Pacific Railroad



**SPEED RESTRICTIONS
AND
SPECIAL INSTRUCTIONS**
Chicago Rock Island
**DIVISIONS
FIRST DISTRICT**

No. S-1

EFFECTIVE AT 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, SEPTEMBER 26, 1954

G. H. VOSS,
Superintendent

J. F. ORLOMOSKI,
Superintendent

B. F. WELLS,
Ass't. General Manager

G. J. MULICK,
General Manager

E. E. FOULKS
Gen'l Sup't. Transportation

SPEED RESTRICTIONS

LOCATION					
ALL SUBDIVISIONS		When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Authorized speed through switch leads of turnouts as follows:					
No. 20	35	Motor cars without cars approaching interlocking signals and within interlocking limits 10			
No. 15	25				
All others	15	Trains Handling Scale Test Car RI 95384 30			
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> No. 15 Turnouts: MP 1 pole 9 Crossover. MP 9 pole 42 Crossover. MP 9 pole 50 Crossover. MP 10 pole 18 Crossover. MP 10 pole 22 Crossover. MP 10 pole 25 Crossover. MP 15 pole 36 Crossover. MP 16 pole 35 Crossover. MP 16 pole 38 Crossover. MP 29 pole 32 Crossover. MP 29 pole 37 Crossover. MP 39 pole 8 Crossover. MP 39 pole 14 Crossover. MP 39 pole 15 Crossover. MP 39 pole 16 Crossover. East end westward siding Geneseo. MP 171 pole 4 east end east yard, Silvis MP 172 pole 31 west end Departure Yard MP 172 pole 32 freight lead to Receiving MP 174 pole 19 west end Receiving Yard, Silvis. MP 236 pole 36 End of two main tracks. MP 346 pole 32 End of two main tracks. End of two main tracks Culver, MP 211 pole 26 West end siding Culver. Both ends siding Lefts. Both ends siding Fredonia. Both ends siding Cotter. Both ends siding Kay. Both ends siding Brighton. Both ends siding Otero. Both ends siding Libertyville. Both ends siding County. </td> <td style="width: 50%; border: none;"> No. 20 Turnouts: MP 35 pole 16 Crossover. MP 35 pole 20 Crossover. MP 43 pole 20 Crossover. MP 43 pole 24 Crossover. MP 63 pole 15 Crossover. MP 63 pole 20 Crossover. MP 102 pole 49 Crossover. MP 103 pole 2 Crossover. MP 112 pole 47 Crossover. MP 114 pole 1 Crossover. MP 114 pole 3 Crossover. MP 114 pole 4 Eastward from Peoria Main. MP 115 pole 34 Crossover. MP 148 pole 35 Crossover. MP 148 pole 39 Crossover. MP 157 pole 42 Crossover. MP 171 pole 2 Crossover. MP 172 pole 26 Crossover. MP 174 pole 27 Crossover. </td> </tr> </table>				No. 15 Turnouts: MP 1 pole 9 Crossover. MP 9 pole 42 Crossover. MP 9 pole 50 Crossover. MP 10 pole 18 Crossover. MP 10 pole 22 Crossover. MP 10 pole 25 Crossover. MP 15 pole 36 Crossover. MP 16 pole 35 Crossover. MP 16 pole 38 Crossover. MP 29 pole 32 Crossover. MP 29 pole 37 Crossover. MP 39 pole 8 Crossover. MP 39 pole 14 Crossover. MP 39 pole 15 Crossover. MP 39 pole 16 Crossover. East end westward siding Geneseo. MP 171 pole 4 east end east yard, Silvis MP 172 pole 31 west end Departure Yard MP 172 pole 32 freight lead to Receiving MP 174 pole 19 west end Receiving Yard, Silvis. MP 236 pole 36 End of two main tracks. MP 346 pole 32 End of two main tracks. End of two main tracks Culver, MP 211 pole 26 West end siding Culver. Both ends siding Lefts. Both ends siding Fredonia. Both ends siding Cotter. Both ends siding Kay. Both ends siding Brighton. Both ends siding Otero. Both ends siding Libertyville. Both ends siding County.	No. 20 Turnouts: MP 35 pole 16 Crossover. MP 35 pole 20 Crossover. MP 43 pole 20 Crossover. MP 43 pole 24 Crossover. MP 63 pole 15 Crossover. MP 63 pole 20 Crossover. MP 102 pole 49 Crossover. MP 103 pole 2 Crossover. MP 112 pole 47 Crossover. MP 114 pole 1 Crossover. MP 114 pole 3 Crossover. MP 114 pole 4 Eastward from Peoria Main. MP 115 pole 34 Crossover. MP 148 pole 35 Crossover. MP 148 pole 39 Crossover. MP 157 pole 42 Crossover. MP 171 pole 2 Crossover. MP 172 pole 26 Crossover. MP 174 pole 27 Crossover.
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Above 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.					
These instructions will not apply to wrecking derricks with boom trailing, when trained behind engine in wreck train service. In such case following speed on the territory involved will govern.		Subdivision: 1 40 " 1A 15 " 1B 25 " 2, 2A, 4, 27 40 " 15, 16 35 " 19 30 " 16A (Except as shown below) 25 " MP 75 to MP 118-9 15 " 3, 27B 20 " 15A, 16B, 16C 15			
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.					
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.		Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.			
A train holding main track at meeting point must not pass beyond overlap sign or open a switch beyond the overlap sign until opposing train has entered siding and cleared fouling points in siding with switch restored to normal position.					
MAXIMUM ENGINE SPEEDS		Passenger Trains	Freight Trains		
345 to 377, inclusive	25	SUBDIVISION 1 (Except as shown below) 79 50 MP 6.65 Englewood (63rd St.) to MP 15.7 Blue Island (Except as shown below) 60 30 MP 6.65 to MP 6.75 25 25 MP 6.65 to MP 9.8 - Track 5 - Between Englewood and Gresham 45 30 MP 9.9 to MP 10.2 - Gresham, ascending or descending incline 40 25 MP 9.8 to MP 14.35 - Track 5 - Between Gresham and Burr Oak 25 25 MP 10.0 to MP 15.35 - Tracks 3 and 4, when running against current of traffic 30 30 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 15.73 to MP 15.83 55 50 MP 31-8 to MP 31-24 70 50 MP 33-44 to MP 38-40 (Except as shown below) 70 50 MP 36-19 to MP 36-47 60 40 MP 38-40 to MP 40-10 (Except as shown below) 60 40 MP 38-45 EJ&E Crossing 50 25 MP 39-10 MC Interlocking 40 30 MP 40-10 GM&O and AT&SF RR Crossing 25 25 Suburban Trains 70			
500 to 528, inclusive	30				
529 to 599; 700 to 707, inclusive	40				
716 to 749; 752 to 838; 1000 to 1016, inclusive	50				
145 to 160; 425 to 429; 450 to 474, inclusive	65				
38 to 127; 402, 404 to 411, inclusive; 675B, 676B, 677B	70				
1200 and 1300 Series	70				
400 and 401; 485 to 499; 621 to 623, inclusive	79				
403, 601 to 606; 625 to 656, inclusive; 675A, 676A, 677A, 750, 751	90				
9002 and 9003	65				
9012	40				
Other Motor Cars	60				
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30				
Railroad crossings not protected by interlocking (Engine only)	10				
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.					
Engines running forward light or with only one car	Freight train speed				
Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.					

SPEED RESTRICTIONS—Continued

	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 1-A (Except as shown below)	35	20	SUBDIVISION 4A (Except as shown below)	20	20
Main line trains detouring	25	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	5
Through Interlocking	20	20	SUBDIVISION 4B	20	20
Union Street to Grove Street	30	20	SUBDIVISION 15 (Except as shown below)	70	45
SUBDIVISION 1-B (Except as shown below)	45	30	MP 0 to MP 62 (Except as shown below)	69	.....
Through Interlocking, Gresham	15	15	MP 0 to MP 1-20	25	25
Through Interlocking, Oakdale	20	20	MP 3-24 to MP 7-4	50	40
SUBDIVISION 2 (Except as shown below)	79	50	MP 15-7 to MP 15-19	50	40
Joliet - Between GM& O Crossing and west end of curve immediately west of Bridge 407	25	15	MP 22-16 M&StL Crossing	20	20
MP 40-47 to MP 42-1	60	.....	MP 28-31 to MP 29-23	50	40
MP 49-12 to MP 50-30	70	.....	MP 35-32 to MP 36-23	50	40
MP 61-20 to MP 61-48	60	.....	MP 40-8 to MP 41-4	45	35
MP 73-00 to MP 73-34	70	.....	MP 46-29 CMS&P&P Crossing	20	20
MP 83-45 to MP 88-25 (Except as shown below)	60	.....	MP 61-3 to MP 62	30	30
MP 84-50 CB&Q Crossing	50	.....	MP 75-13 to MP 75-25	50	40
MP 96-5 to MP 101-0	55	40	MP 77-26 to MP 77-34	50	40
MP 101-0 to MP 101-15	50	35	MP 79-27 to MP 79-35	50	40
MP 101-15 to MP 106-0	60	35	MP 82-28 to MP 83-21	45	35
MP 109-4 to MP 109-29 (North Track only)	75	.....	MP 93-34 to MP 94-1	50	.....
MP 112-22 to MP 113-42	60	.....	MP 95-37 to MP 96-3	50	.....
MP 113-42 to MP 114-38	40	30	MP 96-12 to MP 98-5	30	30
MP 114-38 to MP 117-13	75	.....	SUBDIVISION 15-A	25	25
MP 127-35 to MP 130-14	60	.....	SUBDIVISION 16 (Except as shown below)	70	45
MP 169-35 CB&Q Crossing	60	.....	MP 97-12 to MP 99-4	30	30
MP 169-37 CB&Q Transfer Track	10	10	MP 99-4 to MP 100-32	50	35
MP 169-46 to MP 170-10	65	45	MP 100-32 to MP 103-12	35	35
MP 172-25 to MP 178-12	50	30	MP 111-32 to MP 111-38	50	40
MP 178-12 to MP 181-5	30	20	MP 120-10 to MP 122-10	35	25
SUBDIVISION 2-A (Except as shown below)	79	50	MP 124-28 to MP 125-12	60	.....
MP 114-5 MP 114-25	30	20	MP 128-32 to MP 131-00	60	.....
MP 117-35 to 118-13	75	.....	MP 138-29 to MP 138-35	50	40
MP 126-39 to MP 127-35 Through Henry	40	40	MP 145-15 to MP 145-25	55	.....
MP 142-2 to MP 143-9 Through Chillicothe	30	30	MP 147-2 to MP 147-13	55	.....
MP 156-15 to MP 157-30	50	40	MP 148-36 to MP 149-13	50	40
MP 157-30 to MP 161-0 (Except as shown below)	30	15	MP 149-13 to MP 150-13	20	20
Peoria - First Class trains between Peoria Junction and Bridge Street restricted speed.			MP 150-13 to MP 152-19	30	30
SUBDIVISION 3 (Except as shown below)	30	30	MP 152-19 to MP 154-28	60	.....
MP 1 0 to MP 2-0	15	15	MP 154-28 to MP 157-8	30	30
MP 2-0 to MP 5-0	25	20	MP 156-8 CGW Crossing	10	10
MP 5-0 Peoria Heights St. Crossings	5	5	MP 157-8 to MP 159-24	45	40
MP 20-15 AT&SF Crossings	20	20	MP 157-20 Ill. Central Crossing	20	20
MP 47-27 CB&Q Crossing	20	20	MP 159-24 to MP 165-0	65	.....
MP 72-4 MP 72-30	20	20	MP 165-00 to MP 166-20	45	40
SUBDIVISION 4 (Except as shown below)	79	50	MP 177-17 to MP 177-23	65	.....
MP 183-33 to MP 185-35	50	40	MP 178-26 to MP 178-37	40	30
MP 186-22 to MP 187-5 (South Main Track)	70	.....	MP 178-37 CGW Crossing	25	25
MP 210-38 to MP 211-18	50	45	MP 202-24 to MP 203-25	40	35
MP 220-29 to MP 221-24 (Except as shown below)	40	40	MP 209-30 to MP 210-28	45	35
MP 221-12 CRI&P Crossings	25	25	MP 210-28 CMS&P&P Crossing	40	30
MP 221-24 to MP 222-12 (South Main Track)	40	40	MP 219-19 to MP 219-26	50	40
MP 236-10 to MP 237-28	30	30	MP 219-20 CMS&P&P Crossing	10	10
MP 254-30 to MP 255-5	70	.....	MP 224-28 to MP 225-4	40	35
MP 267-0 to MP 267-30	70	.....	MP 224-32 CGW Crossing	20	20
MP 282-20 C&NW Crossing	60	.....	SUBDIVISION 16-A (Except as shown below)	30	30
MP 302-26 to MP 303-14	40	40	MP 9-22 to MP 9-28	15	15
MP 303-14 to MP 311-5	70	.....	MP 14-6 to MP 39-11	25	25
MP 305-16 to MP 305-29	60	.....	Independence Main Street	5	5
MP 314-34 to MP 319-21	70	.....	MP 39-18 Illinois Central Crossing	20	20
MP 316-33 to MP 317-7	60	.....	MP 49-25 to MP 94-27 (Except as shown below)	25	25
MP 323-30 to MP 327-30	60	.....	MP 52-27 CGW Crossing	15	15
MP 334-23 to MP 334-27	70	.....	MP 94-27 to MP 118-9	20	20
MP 340-22 to MP 341-31	70	.....	SUBDIVISION 16-B	25	25
MP 346-31 to MP 352-14 (Except as shown below)	70	.....	SUBDIVISION 16-C (Except as shown below)	25	20
MP 347-03 to MP 347-13 (South Main Track)	50	40	Back-up movement over highway crossing one mile east of Waverly	5	5
MP 348-34 to MP 348-39 (North Main Track)	60	.....		
MP 352-14 to MP 353-15	45	35			
MP 353-15 to MP 355-19	50	50			
MP 355-19 to MP 357-31	30	30			

SPEED RESTRICTION -- Concluded			SPECIAL INSTRUCTIONS	
LOCATION	Passenger Trains	Freight Trains		
SUBDIVISION 19 (Except as shown below)	50	40	2e. Short Line Junction is the initial station for trains originating there.	
MP 23-21 to MP 24	25	25	2f. Des Moines is the initial station for trains originating there.	
MP 47-17 to MP 47-24	30	25	2g. Cedar Rapids is the initial station for trains originating there.	
MP 60-0 CGW Crossing	20	20	Cedar Rapids Yard is the initial station for trains originating there.	
MP 66-21 to MP 67-21	40	30	2h. Burlington is the initial station for westward first class trains and No's 23 and 933.	
MP 70-32 to MP 71-3	40	30	3. Trains originating at CRI&P Crossing, Gresham Junction, Brainerd Junction, Beverly Junction, Rock Island Junction, Washington Heights, eastward trains originating at Blue Island, and trains originating at Chicago which terminate at Blue Island, will not be required to secure clearance. Westward trains originating at Blue Island, must obtain Clearance. Trains not originating at Joliet need not obtain Clearance at Joliet	
MP 87-14 M&StL Crossing	20	20	4. Rule 83:	
MP 96-24 to MP 97-4	20	20	South Chicago Yard Office - For freight trains originating or terminating.	
SUBDIVISION 27 (Except as shown below)	79	50	Burr Oak Yard Office - For freight trains originating or terminating.	
MP 181-5 to MP 181-15	10	10	Blue Island Passenger Station - For first class trains originating or terminating.	
MP 181-15 to MP 182-0	30	30	Joliet passenger station, Joliet yard office, LaSalle, Bureau, Peoria, Silvis, Rock Island, Short Line Jct., Des Moines, Burlington Freight Station, Mediapolis, Cedar Rapids yard, Waterloo, Vinton, Junction and Iowa Falls yard, Iowa Falls passenger Station, only trains originating or terminating will register.	
MP 182-0 to MP 182-20 Miss. River Bridge	10	10	5. General Order Books and Boards are located at:	
MP 182-20 to MP 185-0 Through Davenport	12	12	Chicago Stationmaster Office. West Davenport-Yard Office.	
MP 188-38 to MP 189-12	70	.....	12th St. Yard Office. Nahant (Yard Office.)	
MP 198-33 to MP 199-0	70	.....	47th St. Engine House Peoria (Engine House.)	
MP 199-35 to MP 200-3	55	45	51st St. Yard Office. Muscatine-Engine House.	
MP 201-39 to MP 209-16	60	.....	Purinton Switch Shanty Washington.	
MP 209-16 to MP 211-9	45	35	South Chicago Yard Office. Eldon Yard (Yard Office.)	
MP 220-10 to MP 220-34	60	.....	(Engine House.) Peoria (Engine House.)	
MP 230-17 to MP 230-40	55	.....	Burr Oak (In Freight Yard Office. Iowa City (Yard Office.)	
MP 230-40 to MP 233-32 (Except as shown below)	65	.....	(Out Freight Yard Office.) Newton.	
MP 230-40 CRI&P Crossing	45	40	Blue Island Passenger Station. Short Line Jct. (Yard Office.)	
MP 245-15 CB&Q Crossing	70	.....	(Union Depot.) Des Moines-Passenger Station.	
MP 249-0 to MP 273-34	70	.....	Joliet (Yard Office.) Burlington (Union Station.)	
MP 273-34 to MP 276-4 (Except as shown below)	60	.....	(Engine House.) Burlington (Freight Station.)	
MP 274-34 CB&Q Crossing	45	35	Peoria (Engine House.) Cedar Rapids (Engine House.)	
MP 276-4 to MP 290-29	70	.....	Peoria Yard (Yard Office.) Waterloo Yard Office.	
MP 290-29 to MP 291-20	50	40	Manly (Passenger Station.)	
SUBDIVISION 27-B	35	35	Iowa Falls (Engine House.) Iowa Falls Yard Office	
SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS			5a. Conductors and Engineers 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.	
Distinctive roadway signs indicate maximum speeds of Rocket trains.			6. Standard clocks are located at:	
A sign with crystal reflex letter "Z" indicates zone territory and maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.			Chicago Stationmaster Office. Culver Tower.	
Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.			Washington. Eldon Yard.	
Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.			West Liberty Passenger Station. Iowa City Passenger Station.	
When using drawbridges, railroad crossings or moving thru towns or cities where speed is governed by ordinance, must not exceed speed designated for other passenger trains unless otherwise specified.			Short Line Jct. (Yard Office.)	
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 that shown below, a speed of 3 MPH must not be exceeded.			Des Moines Telegraph Office Burlington (Union Station.)	
		Maximum height of water above rail	Burlington (Freight Station.) (Engine House.)	
Diesel engines and Motor Cars		3 inches	Cedar Rapids (Yard Office) (Engine House.)	
RDC cars 9002-9003		5 inches	Manly (Passenger Station.) (Yard Office.)	
Lightweight passenger cars		7 inches	Iowa Falls (Passenger Station.) (Yard Office.)	
Conventional passenger cars		12 inches	Decorah.	
1. Between Chicago and Englewood trains will be governed by CRI&P and NYC Special Instructions No. 1.			2. Chicago is the initial station for first class trains originating there.	
2a. Blue Island is the initial station for westward trains originating.			South Chicago is the initial station for westward trains originating.	
2b. Silvis is the initial and terminal station for Second Class and Extra trains.			2c. Rock Island is the initial station for first class trains originating there.	
2d. Peoria yard is the initial station for first class trains originating at Peoria.				

SPECIAL INSTRUCTIONS—Continued.

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

8. The following letters and symbol 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.
- f - Flag stop to receive or discharge traffic.
- g - Conditional stops for revenue passengers only.
- s - Regular stop.

8a. - Holidays - New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas.

11. At Princeville movement of CRI&P trains over AT&SF crossing are governed by color light signals located 100 feet from crossing. CRI&P, trains will stop clear of Home Signal, then if no AT&SF train is using crossing or approaching, push the push button in box on pole near Home Signal. If a proceed signal is not displayed, wait five (5) minutes, then operate release located in box near concrete relay house. Return to box near Home Signal and again push the push button. A proceed signal should be displayed three and one-half minutes after operating release.

11a. Westward main track through Muscatine between MP 210 Pole 2 and westward home signal at Culver is signaled for reversed movement. Rules 400 to 406, inclusive, are in effect. All train and engine movements will be made at LOW SPEED in both directions. Employees in control of block are towermen at Culver. Color light dwarf automatic block signal No. 2106 governs eastward movements through the cross-over to Signal 2090.

11b. CEDAR RAPIDS: Movement of trains and engines over C&NW crossing at Ninth Ave. and CMSStP&P junction switch east of Seventh Ave. are governed by color light dwarf home signals. Rules 325 to 356, inclusive govern, except that signals do not supersede superiority of trains.

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

Switch connecting the CMSStP&P line to the west side is operated by Towerman.

Movements from Cherry track and Pinney track over C&NW crossing will be governed by main track signals. Switches must not be lined for main track until ascertained that no trains or engines are approaching on CRI&P main track.

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 yellow for "Proceed". Westward trains must not pass this signal while it indicates "Stop" except by permission of Towerman. When this signal indicates yellow or "Proceed" it does not supersede the indication given by Automatic block signal 965.

Speed of ten miles per hour must not be exceeded for a distance of not less than 600 feet before reaching home signal limits, and until engine passes out of home signal limits.

When a westward freight train or engine is held at home signal 6-LB near Tenth Ave., head trainman will go immediately to Ninth Ave. tower and Towerman will communicate with Switch Tender at B Ave. and train will be governed by instructions from Towerman.

CMSStP&P and IC trains and engines moving from Ninth Ave., to their station or yard will be governed by signals or instructions of Towerman at Ninth Ave.

Eastward CRI&P trains and engines, also CMSStP&P and IC trains and engines moving from yard and C Ave. toward Ninth Ave. will be governed by signal from Switch Tender at B Ave. who will give "Proceed" signals with yellow flag or yellow light for movement, when authorized by Towerman at Ninth Ave.

11c. CRI&P and CMSStP&P main tracks between A Ave. and Seventh Ave. will be used jointly by CRI&P, CMSStP&P and IC trains and engines as directed by Towerman at Ninth Ave. and on signal from Switch Tender at B Ave. at direction of Towerman.

11d. All trains and engines will approach the crossovers at east and west end Cedar Rapids Union Station and move on station tracks at restricted speed. Trains will proceed only on signal from Switch Tender (when on duty), and in absence of such signal, will stop and flag over the switches leading into or from the station. Switch Tenders are located at Third Ave. 10:20 P.M. to 6:20 A.M., and at Seventh Ave. 7:00 P.M. to 3:00 A.M. and will use white flag by day, white light by night, to signal C&NW trains; and yellow flag by day, yellow light by night to signal CRI&P trains.

11e. Between Cedar Rapids Yard and Cedar Rapids Union Station Subdivision 15 eastward trains must clear Subdivision 16 first-class trains. Eastward first-class trains Subdivision 16 must approach heading in switch East End Cedar Rapids Yard at restricted speed expecting to find westward freight trains heading in and must move at restricted speed between heading in switch and Union Station.

11f. 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&Wl....	Gate—Cross Arm	Flagman..	CRI&P...	Red	(Cross Arm Horizontal Yellow)
	Stony Island..... South Chicago, 200 feet east of Commercial Avenue (westward, main track).....	NYC&StL	Gate.....	Flagman..	CRI&P...	Red	
		Belt Ry...	Hand Signal..... (Cross Arm on signal mast: Horizontal-CRI&P Trains may proceed..... Diagonal—B & O Trains may proceed.....)	Train Director			
		B & O....		B&O Trainmen..			
3	20.15	CB&Q	No Gate	.....	.....	.....	.....
3	48.4	CB&Q	No Gate	.....	.....	.....	.....
4	221.3	Subdiv. 15....	Electric Lock Gate.....	Trainmen	Subdiv. 15	Red	.....
4	356.2	DMU-CGW-FtDDM&S	.....	.....	.....	.....	.....
4	357.2	C&NW...	.....	.....	.....	Red	Yellow (WBM)
15	61.4	Subdiv. 4	Electric Lock Gate.....	Trainmen	Subdiv. 15	Red	.....
16	156.2	CGW.....	Electric Lock Gate...	Trainmen	CGW	Red	Clear
16	219.5	CMSStP&P	Electric Lock Gate...	Trainmen	CMSStP&P	Red	Clear
17	252.4	CMSStP&P	.....	.....	.....	.....	.....
*27	181.15	CB&Q..	Pole Target	Switch Tender	.....	Horizontal	Vertical

* Trains and engines approaching this crossing will stop and not proceed until signal is in vertical position and hand signal given by Switch Tender with yellow signal.

14. Following rule in effect on subdivisions where so specified in foot notes 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....."

Proceeding 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.

SPECIAL INSTRUCTIONS—Continued.

15. 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.

15a. At Peoria, between Irving St. and Bridge St., the main tracks are used as two main tracks.

15b. 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.

15c. The C.R.I.&P. belt line between Rock Island passenger station Peoria and Iowa Jct. are operated as two main tracks, and trains and engines using these tracks will keep to the right.

15d. Trains operating over CB&Q, between Colona and Orion Jct., will be governed by CB&Q Time Table and Operating Rules.

15e. Trains between West Davenport and Clinton will be governed by DRI&NWRy. Time Table and Operating Rules.

15f. Trains meeting at Burlington will use CB&Q siding between High and Market Streets. Trains and engines using this siding must restrict speed to 10 miles per hour.

15g. Trains meeting at Waverly Jct. will use that portion of Subdivision 16 when required to clear main track Subdivision 16.

15h. Engines and trains may move between Short Line Jct. and West Des Moines without train orders.

Trains and engines will move against the current of traffic between Des Moines Passenger Station and Short Line Tower when protection is afforded by Yardmaster and crew so notified.

Between E. 4th St. and W. 11th St., Des Moines, all trains and engines will move at LOW SPEED.

15i. Between Silvis and Nahant inferior trains and engines may occupy main track on time of First Class Trains but must avoid delay thereto.

15j. First Crossover switch East of Vinton passenger Station Mile Post 120, pole 27, is the junction switch with Subdivision 16 and 19.

18. Nos. 19 and 20 moving to and from passenger station Iowa Falls will use track at rear of passenger station.

18a. Between Burlington and Market Street connection trains and engines must move at restricted speed. Trains and engines entering or leaving Burlington Union Station are governed by hand signal of CB&Q switch tender.

18b. At Mediapolis the switch connecting CB&Q main track to CRI&P siding will be left set for CB&Q track. Eastward CB&Q trains must approach this switch at restricted speed.

18c. At Peoria Heights MP 5, Subdiv. 3, all trains and switch movements must stop and attend derail and be flagged over Marietta St., Prospect Ave. and West Glenn Ave.

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

Short Line Jct. for trains and engines:

To Subdiv. 18 - One long and one short.

To Subdiv. 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.

To M&StL Main Track - Four short.

To CGW Main Track - One long, one short.

Cedar Rapids -- Eastward Trains:

CRI&P Main track - One short

CMS&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.)

22. Between Englewood and Joliet: 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 Blue Island 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.

23. 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 unless otherwise directed, Westward trains Noon until Midnight and Eastward trains Midnight until Noon.

26. 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 and between Blue Island and Joliet U. D. on both tracks.

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 employe in charge of section occupied, or to be occupied.

26a. 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.

CAB SIGNAL -- RULES

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 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 Subdiv. 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.

Eastward and Westward --

Joliet - On Roundhouse lead.

Running test section for eastward trains is located at MP 183 pole 12 to MP 183 pole 3, eastward main track, Davenport. Enginemen 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

SPECIAL INSTRUCTIONS—Continued.

maintained while passing through the test section, Cab signal should display, Clear (green), Approach Medium (yellow over green), Approach (Yellow), and Low Approach or 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 Rock Island 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 - Rock Island Division.
 Sheffield - MP 135 pole 3 to MP 137 pole 43 - Rock Island Div.
 Bureau - MP 111 pole 30 to MP 116 pole 10 - Rock Island Div.
 LaSalle-Peru - MP 97 pole 10 to MP 101 pole 20 - Rock Island Div.
 Utica - MP 91 pole 20 to MP 95 pole 3 - Rock Island Division.
 Ottawa - MP 82 pole 21 to MP 88 pole 3 - Rock Island Division.
 Marseilles - MP 75 pole 33 to MP 79 pole 3 - Rock Island Div.
 Joliet-Rockdale - MP 37 pole 25 to MP 43 pole 30 - Chicago Div.
 Blue Island - MP 14 pole 2 to MP 18 pole 25 - Chicago Division

Work trains, between Blue Island MP 15 pole 37, Chicago Division, and Rock Island, MP 181 pole 2, Rock Island Division, restricted speed not exceeding 20 MPH.

Engines for repairs, or to relieve an engine to be repaired, or to fill a new assignment, or to perform switching service, then at restricted speed not exceeding 20 MPH, unless otherwise restricted, at and between the following points:

Chicago and Rock Island Division:

Blue Island	MP 15.7	Joliet	MP 40.2
Blue Island	MP 15.7	Ottawa	MP 84.5
Morris	MP 61.7	Marseilles	MP 77.3
Ottawa	MP 84.5	Utica	MP 94.0
Depue	MP 109.9	Bureau	MP 114.2
Bureau	MP 114.2	Geneseo	MP 151.5
Sheffield	MP 136.5	Silvis	MP 173.7

Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restricted or a more favorable indication after passing a fixed signal.

A warning whistle is provided to function whenever cab signal changes to a more restrictive indication. Engineer must be governed by the more restrictive indication and acknowledge change by operating acknowledging switch, which will stop sounding of whistle.

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

Should cab signal and fixed signal indications conflict, the more restrictive indication will govern.

When cab signal apparatus fails or is cut out the train or engine may proceed according to wayside signal indication at restricted speed, not exceeding 20 MPH, to the next available point of communication where report must be made to the train dispatcher who will establish an absolute block in advance at the next point where an absolute block can be established. Where an absolute block is established in advance of the train on which the cab signal apparatus is in-operative, train may proceed not to exceed 79 MPH unless otherwise restricted.

(Ruling: An absolute block can be established by the use of ABS between absolute signals as well as manual block operators.)

When there is a failure in the cab signal apparatus, engineer will cut out the warning whistle if it continues sounding after he has acknowledged it.

If the cab signal warning whistle sounds longer than 10 seconds the fireman, or if there is no fireman, the employe nearest the operating compartment of the engine, will go to the engineer immediately.

When the cab signal warning whistle fails to sound when the cab signal aspect changes to a more restrictive indication, it constitutes a failure and must be reported the same as when the cab signal and fixed signal aspects conflict.

Cab signals will not indicate conditions ahead when engine is:

- (1) Moving against the current of traffic on track signaled only for normal direction running.
- (2) Pushing cars
- (3) Backing up.
- (4) Other than lead engine.

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 roadside signs.
- (3) When defect is apparent.

27. Draw bridges are located as follows:

Joliet - Des Plaines River.
 Rockdale Gravel Pit track - 1&M Canal.
 Seneca Yard - Dupont Spur - Illinois River. Normal position open.
 Milan - Hennepin Canal.

ROCK ISLAND - MISSISSIPPI RIVER. Trains and engines must approach home signal at Low Speed and when signal is clear may proceed without stopping at speed of 10 MPH over draw span. 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 BEFORE PROCEEDING.

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

Sub-Div.	Mile Post	Kind of Structure
1	0.59	12th St. Viaduct, Concrete Span
		Signal Bridge
		Signal Bridge
		Signal Bridge
		18th St.
		Signal Bridge
		Archer Ave.
		Signal Bridge
		23rd St.
		Signal Bridge
		25th St.
		Signal Bridge
		29th St.
		Signal Bridge
		32nd St.
		Signal Bridge
		37th St.
		Signal Cant. 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.)
		3.75
		Rapid T. Co. RR Girder (40th St.)
		Signal Bridge
		Signal Cant. Bridge
		41st St.
		Signal Bridge
		44th St.
		Signal Bridge
		47th St.
		Signal Bridge
		49th St.
		Signal Bridge
		53rd St.
		Signal Bridge
		57th St.
		Signal Bridge
		6.17
	Rapid T. Co. RR Trestle Span (59th St.)	
	Signal Cant. Bridge	
	Signal Cant. Bridge	
	Signal Cant. Bridge	
	61st St.	
	Signal Bridge	
	64th St.	
	Signal Cant. Bridge	
	66th St.	
	Signal Cant. Bridge	
	70th St.	
	Signal Bridge	
	75th St.	
	Signal Bridge	
	85th St.	
	Signal Cant. Bridge	
	87th St.	
	Signal Cant. Bridge	
	91st St.	
	Signal Bridge	
	Signal Bridge	
	15.7	
	Signal Cant. Bridge	
	15.35	
	Signal Cant. Bridge	
	15.48	
	Signal Cant. Bridge	
	16.34	
	Signal Cant. Bridge	
	18.12	
	Signal Bridge	
	28.02	
	Signal Bridge	
	29.12	
	Signal Cant. Bridge	
	31.33	
	Signal Bridge	
	32.9	
	Viaduct	
	33.4	
	Viaduct (Wabash RR.)	
	Signal Cant. Bridge	
	33.45	
	Signal Cant. Bridge	
	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	

SPECIAL INSTRUCTIONS—Concluded

Sub-Div.	Mile Post	Kind of Structure
1-B	RI Jct. RI Jct. Jeffrey Ave. Torrence Ave.	Penna. RR Thru Girder NYC RR Thru Girder Signal Cant. Bridge Signal Cant. Bridge
2	43.3 43.3 47.4 61.6 63.3 86.6 88.5 98.2 98.7 99.7 103-1 104-3 104-8 108-8 112.9 113.0 114.0 114.6 129.6 113.7 134.2 136.3 150.5 159.2 159.4 169.3 172.8 173.8	Viaduct (EJ&ERy.) Signal Bridge Viaduct (Hwy.) Signal Bridge Signal Bridge Signal Bridge Viaduct (Hwy.) Viaduct (IC Ry.) Viaduct (Hwy.), IC Transfer Viaduct (Foot Bridge) Signal Bridge Viaduct (Hwy.) EB WB Signal Bridge Viaduct (NYC Ry.) Signal Bridge Signal Bridge Signal Bridge Viaduct (Hwy.) Viaduct CB&Q Viaduct (Hwy.) Viaduct (C&NW Ry.) Viaduct (Hwy.) Signal Bridge Signal Bridge Cantilever Thru span (Green River) Viaduct (Hwy.) Viaduct (Foot Bridge)
2-A	121.7 161.1 161.2	Viaduct (Hwy.) Building (Power Plant) Viaduct (Franklin Street)
3	13.3 33.1	Viaduct (C&NW Ry.) Thru span (Spoon River)
4	208.8 216.5 224.8 229.9 236.2 236.4 237.9 268.6 278.1 287.7 293.5 304.1 312.0 323.2 329.5 332.5 354.4 354.8	Viaduct Viaduct Viaduct Viaduct Viaduct Viaduct Truss Span Truss Span Viaduct Viaduct Viaduct Viaduct Truss Span Viaduct Viaduct Viaduct
4-A	32.0 32.4 33.6 40.1 39.7	Viaduct Viaduct Truss Span Truss Span Truss Span
15	34.7 41.3 75.6 91.2	Bridge Bridge Viaduct Viaduct
16	102.4 117.2 120.2 135.6 152.2 165.0 190.7	Viaduct Viaduct Viaduct Bridge Viaduct Bridge Viaduct

Sub-Div.	Mile Post	Kind of Structure
19	49.2	Viaduct
27	182.2 182.5 182.6 210.1 257.1 264.2 267.0 269.9 270.8	Thru span (Miss. River) Thru span (Iowa St.) Thru span (Pershing St.) Viaduct (Hwy.) Viaduct (M&StL Ry.) Viaduct (Hwy.) Viaduct (Hwy.) Viaduct (Hwy.) Viaduct (Hwy.)
15-A	31.2 77.3	Bridge Bridge
16-A	39.8 79.6 85.9 111.9 114.9	Bridge Bridge Bridge Viaduct Bridge
16-C	168.9 172.4	Bridge Viaduct
Milan to Rock Island	..... ..... ..... ..... .....	Thru span (Mill Creek) Thru span (I&M Canal) Thru span (Rock River) Thru span (Rock River) Viaduct (24th St.)

28a. Cars standing on wall tracks located between Root Street and Englewood will not clear a man on the side of car on Track No. 6.

28b. All through girder bridges will not clear a man on the side of a car.

31. Industrial or spur tracks are located at:

Sub-Div.	Mile Post	Name	Car Capacity
2	47.3	Birds	17
2	139.1	Midland Electric Coal Co.....	160
2-A	136.5	Hy-Tex Brick Co.	11
2-A	140-5	Coogans Gravel Pit	75
3	4.9	Premier Pabst Brewing	20
4	186.0	Farnam	32
4	238.0	Stadium	76
15	43.8	Smith Track	9
16	164.7	Winslow Spur	15
16-A	5	Doubling Spur	9
19	29.1	McCarthy Spur	6
27	213.7	Hahns Spur	10

32. Extra freight or work train extras will not display white signals on Sub-divisions 1, 2 and 27.

33. No car or engine movement will be made over Henderson Avenue crossing at Joliet without a switchman or trainman on the crossing to protect the movement.

34. "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.

Snowplows while in road operation will not exceed 5 MPH when meeting or passing or being passed by passenger train.

When temperature is 10 degrees or more below zero, maximum speed of Rocket trains and trains 3 and 4 will be 70 MPH. Conventional passenger trains and freight trains must not exceed a speed of 10 MPH less than the maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked by observing time between mile posts twice on each trip. The location, speed, and any variation must be shown on work report.

35. Emergency telephones connected with train dispatcher circuit are located as "pole sets," or in booth at the following locations: Atkinson Mine, Heinz Spur, Bridge 2540 both ends.

36. The unnecessary use of engine whistle within the corporate limits of East Moline, Moline, Rock Island and Davenport is prohibited.