CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

HENRY A. SCANDRETT, WALTER J. CUMMINGS,
GEORGE I. HAIGHT, Trustees

IOWA DIVISION

SPECIAL RULES No. 3

Taking effect Sunday, May 4, 1941

Superseding Special Rules No. 2

Employes whose duties are in any way affected thereby, must have a copy of these rules with them while on duty.

L. W. PALMQUIST,
Assistant Superintendent.

W. G. BOWEN,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

L. F. DONALD,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

OPERATING RULES
ALL DISTRICTS

GENERAL RULES

X-C. Before operating over the Union Pacific Co.'s tracks between Council Bluffs Yard and South Omaha, all train, engine and yard employes must pass a satisfactory examination on the Union Pacific Rules and must have a certificate of such examination in their possession.

Before operating over the tracks of the D.R.I.&N.W. Ry. and the C.R.I.&P. Ry., all train and engine employes must pass a satisfactory examination on the rules of these companies.

STANDARD TIME

G-2. Employes designated in Rule 2 must submit their watches for semi-annual examination and semi-monthly comparison and must have their watches cleaned at least every 18 months.

TIME-TABLES

G-5. The following interpretation has been placed on Rule 5 in two or more track territory: "In two or more track territory, the time applies to the place from which fixed signals are operated; where there is no fixed signal, it applies to the place where traffic is received or discharged."

SIGNALS

G-7(A). The last sentence of Rule 7(A) is hereby modified to read: "When backing a train or shoving cars, (unless the movement of the cars is controlled by a back-up air-brake hose in charge of a trainman) the disappearance from view of the trainman or light by which signals are given, must be construed as a stop signal."

G-11. On Lines East of Mobridge, 5 minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories; on Lines West of Mobridge, 10 minute fusees should be used.

Under Rule 11, restricted speed must be observed for at least one mile.

G-14. In complying with Rule 14(l), the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the engine so that the signal will consume not less than 10 seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to highway traffic thus avoiding unnecessary annoyance to residents.

G-15. Under Rule 15, restricted speed must be observed for at least one mile.

G-17. The Mars signal light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and on two or more tracks when approaching trains in the opposite direction.

In case of failure of the regular headlight, the Mars signal light should be used in stationary position as the headlight.

G-22. Except in helper territory, when necessary to double-head trains, the smaller engine should be placed ahead and in case of passenger trains, the regular passenger engineman should take charge of the leading engine and handle the air. Small engines having insufficient air-pump capacity to properly handle long trains should not be used for double-heading purposes on such trains.

Under Rule S-90, when doubleheading a passenger train and the leading engine is not equipped with communicating signal, the engineman of the engine next to the train must answer 16 (l) with signal 14 (n) and the engineman on the leading engine must immediately reply with the same signal, 14 (n).

G-26(A). A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

MOVEMENT OF TRAINS

G-91. In territory not operated under Automatic, Manual or Controlled Manual Block System, operators must display train

order signal immediately after the departure of a train and not permit any train to follow until ten minutes after the departure of that train except that after the departure of a train carrying passengers, he must not permit another train to follow until such train has passed the next open train order office or he is authorized by the train dispatcher, provided that when means of communication have failed, the train so held may be permitted to proceed on its right or schedule, 10 minutes after the departure of the train with a Clearance Form A properly filled out and bearing notation: "No. _____ left at _____ M and has not passed _____."

When its right or schedule permits it to proceed, the train receiving this Clearance Form A may proceed but at restricted speed until it is known that the preceding train has passed the next open office.

G-91(A). Except in Automatic or Controlled Manual Block System territory, when a train is passed by another train at a station where no block signal is in service, it may, after waiting 10 minutes, proceed on its right or schedule but at restricted speed until it is known that the preceding train has passed the next open office.

G-93(A). Within yard limits, trains carrying passengers must be protected at all times as prescribed by Rule 99: other trains and yard engines must, during foggy or stormy weather or where the view is obscure, be protected in the same manner. Yard limits will be designated by yard limit signs or by special instructions.

G-93(B). Trains must approach the passenger station at subdivision terminals prepared to stop expecting to find other trains occupying the main track and move only as the way is seen to be clear.

G-95. When signals are displayed to an intermediate station of a schedule, the first section will display the signals to the regular stop of the train at that station whether it be on the main track or some other track; following sections must clear the main track at the entrance switch of the siding at that station unless otherwise directed by train order or unless Rule 93 permits them to use the main track.

When signals are displayed to the terminal of a schedule on a subdivision, all sections have the same right as the regular train has when no signals are displayed.

G-D-97. Under the provisions of Rule D-97 when a Clearance Form A is issued authorizing an extra train to move with the current of traffic, in addition to the clearance being filled out in the usual way, the authority for such movement will be endorsed on the clearance in the following form:

"Clearance No. ____ to (Station) ____ complete (Time) ____ M (Supt.'s Initials)" on the second line above the operator's name. The movement will be restricted to the point named.

Extra trains must receive train order Form G or Form D-H before crossing over to return from a station at which Clearance Form A cannot be obtained.

G-98(A). To line a crossing gate for any line, it must be swung its full movement over and at right angles to the track of the conflicting line. Crossing gates must be locked in their normal position after having been used. Where speed restrictions are shown over certain crossings, the speed may be increased after the engine or the leading car has passed over the crossing.

Where Home signals operate in conjunction with the gate, and the Home signal displays a Stop-indication for an approaching train or engine and no conflicting train or engine movement is evident, a trainman shall proceed to the crossing and after having made certain that the gate is properly set against the conflicting line, may signal his train to proceed over the crossing. Movements under such conditions must be made at restricted speed and must be protected against conflicting movements.

G-102(A). When trains that have one or more cars with inoperative air-brakes on the rear, are standing on ascending grades, the hand brakes must be set on such cars.

G-103. Protection must be provided by a member of the crew on the ground in advance of the cars at road or foot crossings not protected by signals or gates manually controlled or by a watchman under the following conditions to prevent injury:

(a) While coupling cars standing at or near crossing.

(b) While pushing cars over crossings, except when the leading car is equipped with a back-up air-brake hose or pipe and whistle in charge of a trainman.

(c) While engine movements are made onto crossing when switching where the view of the men on the engine is obstructed.

When the view at road or street crossings, not protected by

signals or gates manually controlled or by a watchman, is obstructed by standing cars handled by road or yard crews, a member of such crew will, when practicable, take a position on the crossing and be prepared to warn highway traffic of approaching trains.

In switching movements, when it becomes necessary for a car or engine to get onto a street crossing that is ordinarily protected by signals, gates or flagman and such protection is not in operation, a member of the crew must be on the crossing in advance of the approaching equipment to provide the necessary protection.

G-103(B). Where crossing signals which operate by control switches are in service at street or highway crossings, the control switches must be operated by a trainman and the signals must be put in operation 20 seconds before a back-up or a switching movement is made that will foul the crossing; the signals must be cut out when the movement has cleared the crossing and when engines or cars are left standing in the circuit. Control switches are equipped with switch locks and must be kept locked when not in use.

G-104. After opening or closing a switch, except one that is equipped with a cam lock, the lock must be placed in the staple.

When a switch equipped with a cam lock is thrown for a siding or other track, care must be exercised to see that the hand lever is placed into the receiving notch of the stand plate. When the stand is equipped with a hook, the hook must be placed in the staple. After such switch is relined to its normal position, the switch lock must be placed in the staple.

Enginemen will be held responsible for running through switches.

G-109. Where crews operate over more than one division and a bulletin board for the adjoining division is also maintained at the initial station of the crew's run, the bulletins of the adjoining division must also be receipted for by showing the initials of the division preceding the bulletin number.

G-D-152. Trains moving against the current of traffic must approach all crossovers prepared to stop.

MOVEMENT BY TRAIN ORDERS

G-200B. When a yellow signal is displayed below the red signal on a Swift or a Semaphore train order signal, the indication and name is the same as shown for Rule 200B.

G-204. The station name of the train dispatcher's office from which a train order is received, must be shown on the date line.

G-204(A). Operators must deliver copy of train orders and clearances to flagmen on passenger trains.

G-211. When a "19" train order is addressed to an operator, he must send his name immediately following the repetition of the order.

G-214. After an operator repeats a train order that is not addressed to himself, he will give his initials and office signal.

G-221(B). When trains are to pick up "19" train orders, the speed must be reduced sufficiently to insure getting the order; in no case will the train exceed 30 miles per hour while passing the person who is delivering the order.

G-221(E). At a train order office where there is no train order signal but where rules require all trains to obtain Clearance Form A, the operator will respond N.S. (no signal) instead of S.D.

G-221(F). When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

FORMS OF TRAIN ORDERS

Z.

When it is desired to remove the circumstances under which a train may be overtaken by another train for a given time, the following form of order will be used:

(1) All westward trains except No. 91 wait at B until 11:10 A.M.

Under this order, No. 91 cannot be overtaken by another train between B and C nor at C before 11:10 A.M.

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(2) All westward trains except No. 91 wait at B and at all stations between B and H until 2:01 P.M.

Under this order No. 91 cannot be overtaken by another train between B and H nor at H before 2:01 P.M.

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(3) All westward extra trains wait at A and at all stations between A and Z until 6:30 P.M.

Under this order, no westward extra can leave A or any station between A and Z before 6:30 P.M. and, therefore, the westward regular train that receives the order cannot be overtaken by an

extra train between the points named before the time specified in the order.

This may be modified as follows:

(4) All westward extra trains wait at A and at all stations between A and H until 11:10 A.M., at H and at all stations between H and O until 4:30 P.M. etc.

The "wait" should not include a station immediately preceding a station at which Rule 93 applies.

DEFINITIONS

Controlled Manual Block System. — A series of consecutive blocks governed by block signals, controlled by continuous track circuits, operated manually upon information by telegraph, telephone or other means of communication, and so constructed as to require the cooperation of the signalmen at both ends of the block to display a Proceed or Permissive Block Signal.

Centralized Traffic Control System.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

MANUAL BLOCK SYSTEM

G-307. Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "clear."

G-317. When a train, other than a passenger or a mixed train, is inside the outer switches at certain block stations indicated by time-table or special instructions, it may be reported as arrived provided the operator has seen the markers or is notified by the conductor that all of his train is inside the switches. Following trains may be given a Proceed indication or a Clearance Form A showing block *clear*, except that if a first class train is to enter the block it must have a train order and a Clearance Form A showing block *occupied*. Trains, other than first class trains accepting and moving under Proceed indication or Clearance Form A showing block *clear*, must approach the designated station at restricted speed.

G-318. Rule 318 will be used only in two or more track territory. A train may be permitted to follow a train other than a passenger train into a block under permissive indication or Clearance Form A when so directed by the train dispatcher.

G-345. Manual Block System Rules will apply when trains are run against the current of traffic in Automatic Block System territory.

G-365(B). To permit a train to go to a closed block station or a siding between two open block stations to be passed by other trains, the following form of train order must be used:

"No. _____ may enter the block at _____ ahead of No. _____."

The trains receiving this order will run according to the rules.

CENTRALIZED TRAFFIC CONTROL SYSTEM

G-401. On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

G-401(A). Except as affected by Rule G-401, all block signal rules and operating rules remain in force.

G-402. The movement of trains or engines will be supervised by the train dispatcher and he will issue instructions to the signalman. Where the signalman controls the signals, when the train dispatcher instructs the signalman to route a train against the current of traffic or contrary to its normal movement, he should issue such instructions in the following form:

"Run_____(train) on eastward (or westward) track_____ to_____."

The signalman who controls the signals should write these instructions in the book provided for that purpose and repeat same to the train dispatcher who will make a record in the train order book. The same method for transmitting and repeating should be followed as shown in the sixth paragraph of Rule 206.

G-403. In case of failure of a Stop signal, authority to proceed will be issued orally by the signalman in charge of the signals.

G-404. When a train or engine enters a siding or other track that is not interlocked, the signalman in charge must be notified when the train is clear of the main track and the switches have been closed and locked. The switches must not be opened nor will the train enter upon the main track without first receiving authority from the signalman.

G-405. A train or engine must not cross over from one main track to the other without first receiving authority from the signalman and the signalman must be notified when the cross-over movement has been made and the switches have been closed and locked.

G-406. A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority unless preceded by a flagman sent far enough in advance to insure protection.

G-407. If the governing signal does not display a Proceed-indication or if a switching movement is to be made, a trainman or the engineman will go to the nearest telephone and receive instructions from the signalman. Telephones for communicating with the signalman are located at the Home signals.

G-408. In case of failure of an interlocking signal, trains or engines may proceed on proper authority from the signalman and then only after the engineman and a trainman have satisfied themselves that the switches and derails are in proper position, and at restricted speed expecting to find a train in the block, broken rail, obstruction, or switch not properly lined.

Rule 663 does not apply to a Remote Control Interlocking signal.

DUAL CONTROL SWITCH

G-431. In case of failure, dual control switches can be operated by hand as directed by instructions in the telephone box at or near the switch. Such switches shall be operated by hand only under the authority and direction of the signalman. The authority must specify the points between which the movement may be made and no part of the train shall be moved beyond these points.

Dual Control switches are located at Remote Control Interlocking and at Interlocking in Centralized Traffic Control territory.

REMOTE CONTROL INTERLOCKING

G-441. In case of failure of a Remote Control Interlocking signal, trains or engines may proceed on proper authority from the signalman and then only after the engineman and a trainman have satisfied themselves that the switches and derails are in proper position, and at restricted speed expecting to find a train in the block, broken rail, obstruction, or switch not properly lined. Rule 663 does not apply to a Remote Control Interlocking signal.

G-442. If the governing signal does not display a Proceed-indication or if a switching movement is to be made, a trainman or the engineman will go to the nearest telephone and receive instructions from the signalman. Telephones for communicating with the signalman are located at the Home signals.

AUTOMATIC BLOCK SYSTEM

G-501(B). The definition of Medium Speed is one-half of the authorized maximum instead of 30 miles per hour.

G-509(A). Under Rule 509(A), when the train dispatcher knows there is no opposing train movement involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the train dispatcher does not positively know there is no opposing train movement involved, he will issue authority to proceed in the following form:

"You may proceed under flag protection to the first signal that displays a Proceed-indication." These instructions must be repeated by the conductor or the engineman to insure correct understanding and entry must be made by the train dispatcher in his train order book.

G-509(C). (Note) Permissive marker is distinguished by letter *G* on a yellow sign 15 inches square located on the right hand side of the signal mast almost immediately above the number plate.

G-516. At meeting points, when the Stop and Proceed signal at the entrance of the siding displays a Stop then Proceed at Restricted Speed-indication, the train having right to the main track may proceed without stopping, but at restricted speed, to clearance point of switch used by the opposing train, if the opposing train can be seen entering the siding.

G-520. Manual Block System Rules will apply when trains are run against the current of traffic.

G-521. In Automatic Block System territory and at other points where electric switch protection signals are used, when, due to ice or other unusual conditions, extraordinary effort has been exerted to operate hand throw switches, the electrical connections may have become damaged to the extent that the signals do not function properly and thereby create a hazardous condition. Prompt action must be taken under such conditions to guard against accident. See Rules F and 101(A).

INTERLOCKING

G-601(B). Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-601(G). The definition of Slow Speed is one-quarter of the authorized maximum instead of 15 miles per hour.

G-672. At railroad crossings protected by Automatic signals, the speed may be increased after the engine or the leading car has passed over the crossing.

G-D-673. On two or more tracks, trains or engines moving against the current of traffic when approaching and passing through interlocking limits must move at restricted speed prepared to stop at Dwarf signals displaying Stop-indication. The indications of these signals can be seen at a distance of approximately 600 feet in clear weather.

GENERAL REGULATIONS

G-715. Each employe is required to look after and be responsible for his safety and to exercise the utmost caution to prevent injury to himself, to fellow employes and to the public or damage to property, particularly in the switching of cars and in the movement of trains.

G-715. (a) Trainmen with work equipment must keep at least 20 ft. away from all loads suspended vertically by magnets, buckets or hooks supported by cables.

(b) There must always be sufficient boom clearance before a crane, ditcher or shovel operator is requested to move the boom or machine.

(c) Every effort must be made to keep all men out of and away from boom cars; booms may swing 24 inches each way from their center position to allow for track curvature.

(d) Trainmen should avoid being in the cab of a locomotive crane or ditcher because there are so many moving parts that cannot always be guarded.

(e) Trainmen should remain away from the line of pull as far as possible because the cables may break even with a light load.

(f) Booms or supporting cables must be kept clear of power lines, signal or telephone wires, or other wires, and such wires must not be touched if broken; trainmen must not raise such wires to clear the boom or machine.

(g) Before a work train is moved, the operator of work equipment in the train must be notified.

(h) When work equipment is to make a backward movement or over a street or highway crossing, proper assistance must be given the operator especially when he has a view from only one side of the machine.

(i) When the propelling gears under self-propelling work equipment are disengaged, such equipment should be moved only with an engine.

(j) A locomotive crane should not be handled as the rear car of any train except in case of emergency.

(k) While an engine is being coaled by a clam shell and crane, all persons must remain out of the cab of the engine.

(l) No person is permitted to stand on the open deck of a machine while the crane is swinging.

(m) Adequate protection must be provided where cranes may swing over paralleling track.

(n) Where flagging equipment is assigned to work equipment and it becomes necessary to use it, the flagging equipment must be returned to the work equipment promptly.

(o) Cranes must be brought to a stop, the engine stopped and the swing or rotating mechanism locked while trains are passing on adjacent track.

Trains operating on the opposite track must also be given a train order reading:

"Ditcher (or locomotive crane) working on_____ ward track between _____ and _____ keep a sharp lookout and see that your route is not blocked."

The ditcher (or crane) operator should cease swinging and immediately clear the adjacent main track 5 minutes before a passenger train is due to leave the last preceding station and should immediately lock the swing or rotating mechanism clear of the opposite main track. The conductor should have the ditcher operator signalled by one long sound of the engine whistle when the machine should cease working.

The work train flagmen should be stationed one-half mile in either direction from the ditcher, with instructions that on signal 14 (c) which the conductor should instruct the engineman to give when the crane operator has any difficulty in clearing the adjacent main track promptly, they must proceed as much farther as possible and stop all trains approaching.

While crane is traveling under its own power, the boom must be lowered except when moving short distances with a load. When being hauled in a train the boom must be lowered

onto the boom rest and counterweight blocked to relieve the strain on the center pin.

(p) When work equipment is stored for the night, it must be placed so that it cannot be moved, as it may have been left in gear.

(q) Care must be exercised when boarding work equipment because the sill steps and grab irons may have become bent while dumping or loading rock. The Safety Appliances must be kept clear at all times.

(r) When riding work equipment that is being propelled by its own power, when practicable trainmen must station themselves at a hand brake on cars being handled to stop the crane and cars in an emergency.

(s) Flat cars containing top-car-ditchers must not be occupied by trainmen.

(t) Trainmen should avoid the proximity of overhead wires under which a boom-type machine is working so that they will be in the clear if the boom should cause any wires to fall to the ground.

(u) In electrified territory, attention is directed to the instructions contained in Form 3170 SPECIAL RULES AND INSTRUCTIONS COVERING ELECTRICAL OPERATION.

G-718. Employes injured in an accident or employes, whether on duty or not, who witness an accident in which a person is injured, may voluntarily furnish information to a person in interest as to the facts incident to the injury or death of an employe, but must not furnish information to any one else or as testimony in Court, which in substance shall contradict the information furnished by such employe to the representatives of the Railroad Company; provided, however, that nothing herein contained shall be construed to void any contract, rule or regulation with respect to any information contained in the files of the Railroad Company or other privileged or confidential reports. Such contradictory information invites needless and expensive litigation, precluding the possibility of effecting amicable settlement with mutual respect and good will. Any violation of this rule shall be deemed sufficient cause for dismissal.

All persons seeking information regarding an accident should be referred to the General Adjuster.

Employes are forbidden to solicit any claim against the Railroad Company for attorneys or others.

G-718(A). Whenever an employe is injured while on duty and is physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

G-728. The following supersedes Rule 728: If track is found to be impassable, or is to be made impassable, flagmen must be sent out in both directions. At a distance of 500 feet from the obstruction, the flagman must place a red flag by day, and in addition, a red light by night on the engineman's side. Two torpedoes must be placed 10 rail lengths beyond the red signal. A yellow flag by day, and in addition, a yellow light by night, must be placed 1¼ miles beyond the red signal where they can be plainly seen by an approaching train. Two torpedoes must be placed 10 rail lengths beyond the yellow signal. Flagman will then return to the yellow signal and remain there until he is relieved or recalled by his foreman. On the approach of a train, the flagman will give *Reduce speed* signal as per Rule 12(b) until acknowledged by the engineman in accordance with Rule 14(g). Trains stopped by the red signal must be governed by signal or instructions from the foreman in charge, who, in giving such signal, must use a yellow flag by day and a yellow light by night.

Should a train approach before the flagman has placed the yellow signal 1¼ miles beyond the red signal, the flagman must give *Stop* signal as per Rule 12 (a).

On two or more tracks, the required protection must be provided in both directions on the obstructed track.

G-728(A). If track is found to be impassable and the track force is too small to provide flagmen, the signals and torpedoes must be placed in the same manner as provided for in Rule G-728, except that the yellow flag must be stretched between two staffs at right angles to the track and 3 feet or more above the rail on the engineman's side and the yellow light must be placed 3 feet or more above the rail and on the engineman's side and where there is an unobstructed view for a quarter of a mile beyond. Trains finding these yellow signals may proceed at restricted speed to the red signal and there be governed by Rule 727.

G-729. Employes are prohibited from:

(a) Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

(b) Standing on top of high cars while passing under bridges or through tunnels.

(c) Getting on the end of an engine or of a car as it approaches them.

(d) Going between moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

(e) Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

(f) Kicking or holding drawbar in position to make a coupling with an approaching car or engine.

(g) Following other dangerous practices.

G-730. When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-731. Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineman must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-732. Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-733. Employes are prohibited from riding:

(a) On engine footboard between engine and car when cars are being pushed.

(b) On leading footboard while coupling engine to cars.

(c) On engine pilot.

(d) On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

(e) On ends of cars containing lading which may shift.

(f) On engine pilot or footboards or on sides or ends of cars while going in or out of depressed tracks.

(g) On forward footboard of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

(h) In the gangway of engines.

G-734. Except in the case of accident or when necessary to perform work on the engine that must be attended to immediately, enginemen and firemen are prohibited from going out the side or front of cab of engines that are in motion. When necessary to go outside, extreme caution must be exercised to prevent injury.

G-735. When descending the gangway steps, employes must face the engine.

G-736. Employes on a standing or moving train should remain in the clear sufficiently to prevent being struck by objects that might be protruding from a train on an adjacent track.

G-737. Sacks hung on mail cranes create insufficient clearance. Employes on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

G-738. Stepping on track rails is prohibited except where necessary to obtain secure footing.

G-739. When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-740. Lighting enginemen's torches by holding them in the firebox is hazardous and must not be permitted.

G-741. Employes whose wages are attached by garnishee proceedings are subject to discipline. The assignment of wages is prohibited.

G-742. The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Range M-1937 when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G-744. Whenever passenger train service is disarranged, the station master or station agent will inform the public by posting in a conspicuous place at the station (or otherwise, where posting of a notice is not practicable) and by announcement to passengers when purchasing tickets, the probable length of time of interruption, and when it is expected that service will be restored.

When unusual or serious delay occurs to a passenger train, the conductor shall notify the passengers, either directly or through the agency of trainmen and Pullman employes, regarding the cause and the approximate length of time the train will be delayed, except at night, when, of course, passengers should not be awakened to give them this information.

When delays occur at points where it is safe for passengers to get out for exercise, luncheon, etc., they should be given such information as will enable them to take advantage of the opportunity.

Special arrangements should be made when, on account of delays to passenger trains not having dining cars, passengers would otherwise be materially inconvenienced.

TRAIN AND YARD SERVICE

G-802. When cars are left on any track, a sufficient number of hand brakes must be set to keep the cars from moving; where hand brakes are not sufficient to hold them, the wheels must also be blocked.

X-805. When practicable, locomotive cranes, Jordan spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with the heavy end in the direction the train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

		On Tangent Track	On Curves
Between	Savanna and Council Bluffs	25 M.P.H.	20 M.P.H.
Between	Sabula and Clinton	25 M.P.H.	20 M.P.H.
Between	Elk River Jct. and Browns	20 M.P.H.	15 M.P.H.
Between	Maquoketa and De Witt	15 M.P.H.	10 M.P.H.
Between	Davenport and Dixon	15 M.P.H.	10 M.P.H.
Between	Oxford Jct. and Monticello	15 M.P.H.	10 M.P.H.
Between	Paralta and Jackson Jct.	20 M.P.H.	15 M.P.H.
Between	Junction Switch and Worthington	15 M.P.H.	10 M.P.H.
Between	Indian Creek and Cedar Rapids	20 M.P.H.	15 M.P.H.
Between	Manilla and West Yard	25 M.P.H.	20 M.P.H.
Between	Des Moines and Spirit Lake	25 M.P.H.	20 M.P.H.
Between	Clive and Madrid	25 M.P.H.	20 M.P.H.
Between	Madrid and Boone	15 M.P.H.	10 M.P.H.
Between	Rockwell City and Rembrandt	20 M.P.H.	15 M.P.H.

Trains handling steam derricks will not exceed the following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

		On Tangent Track	On Curves
Between	Savanna and Council Bluffs	35 M.P.H.	25 M.P.H.
Between	Sabula and Clinton	30 M.P.H.	20 M.P.H.
Between	Elk River Jct. and Browns	20 M.P.H.	15 M.P.H.
Between	Maquoketa and De Witt	15 M.P.H.	10 M.P.H.
Between	Davenport and Dixon	15 M.P.H.	10 M.P.H.
Between	Oxford Jct. and Monticello	15 M.P.H.	10 M.P.H.
Between	Paralta and Jackson Jct.	20 M.P.H.	15 M.P.H.
Between	Junction Switch and Worthington	15 M.P.H.	10 M.P.H.
Between	Indian Creek and Cedar Rapids	20 M.P.H.	15 M.P.H.
Between	Manilla and West Yard	30 M.P.H.	20 M.P.H.
Between	Des Moines and Spirit Lake	21 M.P.H.	15 M.P.H.
Between	Clive and Madrid	25 M.P.H.	18 M.P.H.
Between	Madrid and Boone	15 M.P.H.	10 M.P.H.
Between	Rockwell City and Rembrandt	15 M.P.H.	10 M.P.H.

G-806. Work trains handling workmen or outfit cars occupied by workmen, must not exceed 25 miles per hour.

Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-807. When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission.

When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-815. The provisions of Rule 815 also apply to transfer movements within yards.

G-817. The back-up air-brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment when it may be operated by a trainman or a yardman.

G-817(A). The air-brake must be cut in and in working order on cars that are being coupled to occupied passenger train equipment, also while switching wrecking derricks, steam shovels, pile drivers, occupied outfit cars, or occupied passenger equipment.

G-817(B). Diesel switch engines are equipped with a large capacity air compressor and large capacity feed valves.

When making a back-up movement with cars where a back-up hose may or will have to be used for more or less control of the train, it will be necessary to make a much heavier brake pipe reduction with the back-up hose than was necessary with steam switch engines having the smaller capacity feed valves.

When a back-up movement of this nature is contemplated and after the cars have been charged to standard pressure (cars are not fully charged until the pressure will not drop when the brake valve is placed in lap position), then with the brake valve in running position a standing test should be made by opening the back-up hose cock to determine if the brakes apply. If they do not apply it is an indication that the reservoirs on the cars are not fully charged.

G-819. The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour except these turnouts laid with long frogs and designated by Special Rule or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

G-820. (a) The speed of trains handling Lidgerwood unloaders must not exceed a maximum of 15 miles per hour.

(b) The speed of trains handling scale test cars must not exceed a maximum of 30 miles per hour.

(c) The speed of Class I engines must not exceed a maximum of 25 miles per hour.

(d) The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of 60 miles per hour.

(e) Class K-1 engines must not be used on passenger trains except in case of extreme emergency, and then these engines must not exceed 45 miles per hour.

(f) When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be 10 miles per hour less than the maximum shown for passenger trains in that territory.

G-821. Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Rule or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-822. The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-824. That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters *R.S.* and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per

hour, to the figures shown. A yellow sign with the black letters *R.S.* and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

G-825. When a signal that indicates the position of a Spring switch displays a Stop-indication for an approaching train or engine, in addition to observing other rules, no movement must be made over the switch until the points have been examined and found to be fully closed, in proper position and secured. Rule 513 and the third paragraph of Rule 514 (A) do not apply at a Spring switch.

When a Spring switch has not been lined for a trailing movement that has started through it, no reverse movement shall be made nor slack taken until after the engine and all of the cars have passed through the switch, unless the switch is thrown by hand. Switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through. When thrown by hand, the switch must be relined to its normal position and locked after the movement through it has been completed.

Water must not be wasted from engines nor sand used while passing over Spring switches.

The speed of all trains or engines using the straight track at turnouts where Spring switches are in service, must not exceed 25 miles per hour when moving against the point, unless otherwise provided.

G-826. When dead engines are being switched, they must be brought to a stop before being cut off.

G-827. (a) Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider.

(b) Engines with side rods removed from one side only, must not be hauled in trains.

(c) When dead engines with side rods disconnected are hauled in trains, the speed must not exceed 15 miles per hour and there must be at least 8 cars between engines so hauled.

(d) When dead engines with side rods in position are hauled in trains, the speed must not exceed 25 miles per hour.

(e) Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

(f) Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

(g) Conductors will notify enginemen when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

(h) Engines with side rods off and main rods connected when working steam, running light or in a train, must not exceed 15 miles per hour.

(i) Engines (other than Mallet type) with side rods in position and one main rod removed, running light or hauling cars, must not be run at a speed exceeding 25 miles per hour.

(j) The speed of Mallet type engines, working steam, with one main rod removed, must not exceed 20 miles per hour.

(k) Dead engines in Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G-828. Gas-Electric motor cars should not be hauled dead in trains unless disabled. While being moved, they must be in charge of a qualified motorman or other employe who is familiar with the power plant equipment. When necessary to haul such cars dead in trains, they should be hauled on the rear of the slower passenger trains when this is practicable, or on the rear of short freight trains.

G-829. While gas-electric motor cars are tied up at terminals, they should not be handled in switching movement. When it becomes necessary to move them, when practicable, it should be done only under their own power, when not handled under their own power they should not be handled in conjunction with other equipment.

G-830. Diesel switching locomotives must not be operated at a speed in excess of 35 MPH, either when dead in train or operating under their own power.

General Electric branch line 44 ton Diesel must not exceed 30 MPH when dead in train and 35 MPH when under its own power.

Whitcomb Diesel branch line locomotive must not exceed 25 MPH dead in train and 30 MPH under its own power.

When any Diesel locomotive is moved dead in train, such

locomotive must be accompanied by a rider who is properly qualified to care for this class of equipment, or a representative of the Mechanical Department who is acquainted with the equipment.

All 44-ton Diesel locomotives dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher locomotive is placed on the rear of the train, the 44-ton Diesel locomotive must be placed behind the pusher. When there is a 44-ton dead Diesel locomotive in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel locomotive must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 & 1000 HP Diesel Switchers 4½ inches
44 ton 360 HP Diesel switchers.....3 inches
Gas-electric motor cars.....3 inches

When operating through water under own power, controller should be in Series position.

G-831. The following cars, loaded or empty, will be hauled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

1. Bad order cars.
2. Wood underframe flat cars.
3. Switch rear "S.R." cars.

G-832. Train and engine employes are expected to be at their homes or in their cabooses and the caller will not be expected to look elsewhere for them.

G-833. Unless specifically instructed by the superintendent or chief dispatcher to the contrary, or when protection to the train or engine is necessary, conductors, trainmen, flagmen, enginemen, firemen, and yardmen shall not remain on duty in excess of 16 consecutive hours nor in excess of 16 hours in the aggregate in any 24-hour period. After being on duty 16 consecutive hours, they must have 10 consecutive hours off duty, and after being on duty 16 hours in the aggregate in any 24-hour period, they must have not less than 8 consecutive hours off duty. The time *on duty* includes all time from the time required to report for duty until the time actually released from duty.

PASSENGER SERVICE

G-881. Toilets in passenger cars must be locked before such cars are placed at terminal stations, on approaching terminals, and at intermediate stations where the train stops for any length of time.

G-882. The first sentence of Rule 882 is hereby modified to read: "Side doors and trap doors of vestibules on other than suburban trains must be kept closed between stations when the train is in motion, except when necessary to check signals, or to inspect the train."

"When arriving at stations at which passengers are to be received or discharged the side door of coaches and parlor cars may be opened immediately before the train stops, so that preparations may be made to promptly handle the passengers."

Unless otherwise provided, electric light connectors, which are taken down on cars that are set out, must be kept with the train and not left with the car that is set out.

G-885(A). When a mail apartment or R.P.O. car in a train becomes bad order enroute and it is apparent that serious delay to passengers, mail, and express, can be prevented by setting out the bad order car, that should be done; in such case or when necessary to transfer passengers to another train due to an accident or other cause, arrangements must also be made to transfer such U. S. Mail as should receive prompt handling. Conductors should confer with the R.P.O. clerk in charge with a view of transferring only the important letter, registered, and daily paper mail and leaving the less important parcel post and bulky mail (which in the judgment of the R.P.O. clerk can be held under proper protection) to follow on later trains. The R.P.O. clerks should be given as much advance notice as possible to afford them an opportunity to tie out the mail that is in the process of distribution and to determine which mail should be transferred.

G-887. Traveling electricians ride on certain passenger trains to take care of defects that may develop enroute on air-conditioned cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the electrician requests the return of the blue flag.

FREIGHT SERVICE

G-900. It is the duty of agents to break and apply seals to way cars but conductors must see that the cars are sealed before leaving a station where the cars were opened.

At stations where agents are not employed, the conductors will break seals, noting seal record on waybills, and will have the cars resealed at the first open station. At stations where agents are not on duty, the conductors will break and apply seals to cars and will leave a record of seals removed and applied.

A report must be made on train and switch lists of all cars that require weighing, re-icing, or ventilation. Heated cars must be given the required attention.

Cars containing bonded freight must always be carded and secured by customs locks or seals which may be removed only by customs officer.

G-D-900. Particular care must be exercised to prevent doors or other projections from striking passing trains.

G-901. When a train has cars containing livestock, the conductor will designate on his train list (Form 540) the time and date that each car was loaded or last reloaded, as the case may be, and in instances where the waybill shows that a *36-hour request* has been signed, he will show that information also.

Conductors of trains handling livestock, including emigrant moveables, must consult the wishes of the persons in charge pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. When the outside temperature is 70 or above, trainmen will shower hogs as often as may be necessary and avoid as much as possible getting the water on the backs of the hogs.

G-903. When cars with any defects are picked up or set out, the conductor must make a record of the defects on Form 975, and attach a copy of same to the waybill. When such cars are picked up at a junction point with another railroad, the report to the superintendent and car foreman should show the name of the station from which the car was taken.

G-904. Slip bills for empty cars must be handled with as much care as regular waybills. Empty cars must not be billed without authority from the chief dispatcher. When cars are made empty in trains, the conductor will report them to the chief dispatcher for disposition.

G-911. When computing tonnage, 2 tons should be added to the tare weight of loaded refrigerator cars that are **under refrigeration** to cover the ice in the bunkers.

ENGINE MEN

G-920. Enginemen will keep flagman's day and night signals in cabs for use in emergency. Engine should be provided with not less than six torpedoes and six fusees.

G-921. When a foreign line train is detoured, the foreign line engineman must handle the engine but the engineman pilot will instruct him in regard to track conditions, signals, and other matters that affect the operation of the train.

G-922. Coal must be so placed on tenders that it cannot roll off and must be kept off the gangway and the steps.

G-922(A). Except in switching movements, when it becomes necessary for an engineman to close the throttle while the fireman has the fire door open, he should first warn the fireman to get away from the open door or to close it.

STATION AGENTS

G-950. Unauthorized persons must not be permitted to offer any articles for sale on the Company's premises.

G-970(A). Agents will seal all cars loaded at their station, break seals, reseal way cars, and keep a complete record. Before going off duty, the requisite number of seals will be left under lock available for conductors who will leave a record of seals applied and removed.

OPERATORS

G-982. In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-983. The last sentence of Rule 983 is hereby modified to read: "These transfers must be filed with the station records."

G-992. Agents, operators, and train dispatchers, who, by the use of the telegraph or telephone, dispatch, report, transmit, receive or deliver orders pertaining to or affecting train movements shall not remain on duty for a longer period than 9 hours in any 24 hour period in all towers, offices, places and stations continuously operated night and day nor for a longer period than 13 hours in such places operated only during the day time except on definite instructions from the chief dispatcher.

FIRST DISTRICT

SIGNALS

X-1014. At Clinton, the City Ordinance reads: "The blowing of locomotive whistles, except in cases to sound alarm of fire or to avoid an impending accident, is prohibited. Any person violating any of the provisions hereof shall be guilty of misdemeanor and punished accordingly."

At Marion, the City Ordinance reads: "No Railroad Company, railroad engineer or employes of any railroad shall cause or allow the whistle of any locomotive engine to be sounded within the City limits, except necessary brake signals and such as may be absolutely necessary to prevent injury to persons or property."

At Cedar Rapids, the City Ordinance reads: "Sounding of whistles is prohibited. No Railroad Company or person in its employ shall cause or allow the whistle of any locomotive engine to be sounded within this City, except for necessary brake signals and such as may be absolutely necessary to prevent injury to persons and property other than their own, or that in their possession as freight."

At Tama, the City Ordinance reads: "It shall be unlawful for any person in charge of any railroad locomotive, to cause or permit any whistle thereon to be blown upon the approach to any street crossing, except in cases of emergency when necessary to warn a person or persons of danger, in approaching a railroad crossing over which such locomotive is to pass, and then such whistling shall be limited to the needs of the emergency."

MOVEMENT OF TRAINS

X-S-1083. A check of the train register at the following points will suffice for trains passing from two main tracks to single track except that when opposing trains are due after the register has been checked, Rule S-83 will apply:

At Savanna for Indian Creek,
At Atkins Yard for Covington,
At Atkins Yard for Newhall, Tama, Rhodes and Madrid,
At Perry Yard for Bouton, Collins, Melbourne and Midway,
At Perry Yard for Herndon and Manilla,
At Council Bluffs Yard for Templeton.

X-1083(A). At Green Island, Atkins Yard, Perry Yard, Council Bluffs Yard and West Yard, first-class trains may register by register ticket.

At Marion, first-class trains only will register.

X-1083(B). At Indian Creek, eastward trains entering the First subdivision from the Tenth subdivision are not required to obtain Clearance Form A and westward trains to the Tenth subdivision will obtain such clearance at Marion.

At Atkins Yard and Perry Yard, first class trains will not require Clearance Form A unless the train order signal displays a Stop-indication.

Rule 83(B) does not apply at Samoa, Paralta, Sabula Jct., Junction Switch, Elk River Jct., Browns or for westward trains at Jackson Jct. when operators are not on duty.

On the twelfth subdivision, eastward trains will obtain Clearance Form A at Davenport instead of Water Works.

Eastward trains originating west of Council Bluffs will obtain Clearance Form A at Council Bluffs instead of U. P. Transfer.

X-1093. At Sioux City, the main track between Steuben Street and the C.St.P.M.&O. crossing, located just west of the passenger depot, may be used without protecting against first and inferior class, extra trains and engines.

All trains and engines must move within these limits at restricted speed. Passenger trains must not be delayed.

X-1098(A). At Savanna, crossing gates at the C.B.&Q. crossing operate in conjunction with the Automatic Signals. Trains and engines, moving with the current of traffic, must approach the Home signal prepared to stop but may proceed over the crossing at a speed not in excess of 20 miles per hour, after sounding signal 14(b), provided the gates are set against the C.B.&Q., the crossing is unobstructed and the Home signal displays a Proceed-indication. Trains or engines, moving against the current of traffic, must stop before reaching the crossing and may then proceed only if the Home signal displays a Proceed-indication.

At Clinton, the normal position of the crossing gate at the C&NW crossing, located 0.4 mile east of the depot, is against movements on the C&NW. Home signals operate in conjunction with the gate. Trains or engines on the CMStP&P must approach

the Home signal prepared to stop, but may proceed over the crossing at a speed not in excess of 10 miles per hour provided the track is clear, crossing is unobstructed, gate is set against the C&NW and the Home signal displays a Proceed-indication. See Rule G-98(A).

At Ute, the normal position of the crossing gate at the C.&N.W. crossing, located 1.5 mile east of the station, is against movements on the C.&N.W. Home and Approach signals operate in conjunction with the gate. Trains on the C.M.St.P.&P. must approach the crossing prepared to stop at the Home signal but, after sounding signal 14 (b), may proceed over the crossing without stopping and at a speed not in excess of 20 miles per hour, provided the track is clear, crossing is unobstructed, gate is set against the C.&N.W. and the Home signal displays a Proceed-indication. See Rule G-98(A).

X-1105. At Jackson Jct., that portion of the main track between the junction switch and 3000 ft. west will be used as a siding by I&D Division trains. All trains or engines using this portion of the track must move at restricted speed.

MOVEMENT BY TRAIN ORDERS

X-1201. Between Morningside and West Yard, train orders will be issued over the signature of the superintendent of the Iowa Division.

X-1221(A). At Monticello, the train order signal has three arms; the upper arms or lights govern Eighth subdivision trains and the lower arm or light governs Seventh subdivision trains.

X-1221(C). Trains for the I&D Division starting from Sioux City must obtain Clearance Form A endorsed with the initials of the superintendent of the Iowa Division and another endorsed with the initials of the superintendent of the I&D Division.

At Sioux City, westward trains, engines, yard engines, and crews starting at Sioux City must secure Clearance Form A.

CENTRALIZED TRAFFIC CONTROL SYSTEM

X-1401. The following signals, controlled by the operator at West Yard, govern the operation of trains between Shore Acres and West Yard:

Signal	Location	Direction	Track
Color light type	300 feet east of west end of two main tracks at Shore Acres	Westward	Movements from westward track.
Dwarf	300 feet east of west end of two main tracks at Shore Acres	Westward	Movements from eastward track.
Upper unit of Two Unit signal	At Military Road	Westward	On main track.
Lower Unit of Two Unit signal	At Military Road	Westward	To the siding.
Dwarf	150 ft. east of west switch of siding at Military Road	Westward	From the siding.
Upper unit of Two Unit signal	West Yard	Eastward	On main track.
Lower unit of Two Unit signal	West Yard	Eastward	To the siding at Military Road.
Color light type	1100 feet west of Military Road	Eastward	On main track.
Dwarf	1100 feet west of Military Road	Eastward	From siding to main track through cross-over.

Westward trains approaching Shore Acres must not foul the switch at end of two main tracks unless the governing signal displays a Proceed-indication, or unless they receive authority from the operator at West Yard; telephone for communicating with the Operator is located at the signal.

The Centralized Traffic Control signals do not indicate the position of any switch. See Rules G-401 to G-408 inclusive.

X-1404. Trains or engines on any side track between Shore Acres and West Yard, must not foul or enter the main track

unless the governing signal displays a Proceed-indication or unless they receive authority from the operator at West Yard.

When the governing signal displays a Stop-indication for an approaching train or engine, the train or engine may proceed only on authority from the operator at West Yard and then at restricted speed expecting to find a broken rail, obstruction, or switch not properly lined.

When an irregular movement is to be made, the conductor or the engineman will communicate with the operator at West Yard for instructions.

X-1408. Failure of the signals must be promptly reported to the operator at West Yard.

INTERLOCKING

X-1605. At Sabula, the routing signal, located at the west end of the bridge, has three arms; the upper arm or light governs trains moving on the westward track toward Green Island; the middle arm or light governs trains moving toward Clinton; the lower arm or light governs trains moving to the eastward track.

At Green Island, the Home signal governing westward trains has two arms; the upper arm or light governs trains moving toward Marion; the lower arm or light governs trains moving to the D.&I. Division.

At Paralta, the Automatic interlocking signal, located 50 feet west of the junction switch, has two arms; the upper arm or light governs eastward trains on the eastward track; the lower arm or light governs trains moving from the eastward track to the Eighth subdivision through the hand-operated switches. Dwarf signal, located 50 ft. west of the junction switch, governs eastward movements on the westward track.

The upper arm or light of the two-arm signal, located on the First subdivision 700 feet east of the railroad crossing, governs westward trains.

The upper arm or light of the two-arm signal, located on the Eighth subdivision 200 feet east of the railroad crossing, governs westward trains moving from the Eighth to the First subdivision westward track through the hand-operated switches.

The junction switch on the eastward track and the derail switch on the Eighth subdivision are hand-operated with standard switch stands; the movable point frogs and the slip switches at the railroad crossing are arranged for hand operation with a hand-operated ground lever stand located at the crossing. Instructions for operating the hand-operated switches and movable point frogs are posted at the crossing.

The normal position of the hand-operated switches and movable point frogs is for trains on the First subdivision main tracks and the switches must be restored to this position immediately after having been used.

Switch indicators are located at the switch stands to indicate the approach of trains on the westward track.

Routes set for movement of First subdivision trains must not be changed nor may trains moving to or from the Eighth subdivision occupy the crossing or connection until any train approaching on the First subdivision westward track has come to a Stop or passed over the crossing.

When the governing signal displays a Stop-indication and for any reason cannot be operated, in addition to observing other rules, no movement must be made until the switches and movable point frogs have been examined and found to be fully closed and locked in proper position. Under such conditions, trains or engines may proceed only under flag protection within interlocking limits and at restricted speed to the next signal expecting to find a broken rail, obstruction, or a switch not properly lined.

At Indian Creek, the interlocking is electrically operated and controlled by the train dispatcher at Marion.

When a signal does not display a Proceed-indication for an approaching train, such train may proceed only on authority from the train dispatcher after ascertaining that the switches for the route to be taken are properly lined. Telephones for communicating with the train dispatcher are located on the westward Home signal mast and on the relay case between the west end of crossover and the junction switch.

When an irregular movement is to be made or when the governing signal does not display a Proceed-indication promptly, a trainman or the engineman must communicate with the train dispatcher for instructions. In case of failure of the means of communication, trains may proceed under flag protection and at restricted speed expecting to find a broken rail, obstruction, or switch not properly lined.

In case of failure, the interlocked switches can be operated by hand; hand cranks for that purpose are located in iron boxes near telephones. Instructions for their use are posted on the inside of telephone box door.

The switches are to be operated by hand only under direction of the train dispatcher.

At Cedar Rapids, the movement of trains and engines over the C.&N.W. crossing and the C.R.I.&P. junction switch, located between Seventh Avenue and Eighth Avenue, and over the C.&N.W. crossing and the C.R.I.&P. crossing, located at Ninth Avenue, are governed by Dwarf signals.

The following signal indications govern the movements:

Signal	Location	Movement	Track
Dwarf, displaying Yellow over Red.	West of Seventh Avenue.	Westward on CMStP&P main track.	Over CRI&P junction switch to CRI&P main track.
Dwarf, displaying Yellow under Red.	West of Seventh Avenue.	Westward on CMStP&P main track.	Over CRI&P junction switch on CMStP&P main track and over C&NW crossing
Dwarf	Between Eighth and Ninth Avenue.	Westward on CRI&P main track.	Over C&NW crossing.
Dwarf	West of Eighth Avenue.	Eastward on CMStP&P main track.	Over the C&NW crossing and over CRI&P junction switch.
Dwarf	Between Seventh and Eighth Avenue.	Eastward on CRI&P main track.	Over the CMStP&P junction switch.

Trains or engines may proceed at a speed not in excess of 10 miles per hour without stopping when the signals display proper indication.

When the color light signal, located on the A Avenue viaduct over the westward main track, displays a yellow light, it indicates that a C.R.I.&P. freight train movement is being made on the westward track from Seventh Avenue to the east end of two main tracks. This signal is controlled by a switch located in the CRI&P city yard office at C Avenue. Normally no light is shown.

Switching movements within the interlocking limits must not be made without an understanding with the signalman as to what movements are desired.

A two-position signal, located near Tenth Avenue, governs movements from the Sinclair lead through the crossover to CRI&P main track and over C&NW crossing or to connection with C&NW westward main track and over the CMStP&P crossing or to C&NW spur. All switches for the movement desired must be properly lined before the signal will display a Proceed-indication; all of the switches must be thrown by hand except the interlocked switch that connects the CMStP&P main track with the CRI&P main track which is operated by the signalman.

X-1672. At Lyons, Automatic signals located on the left hand side of the track, govern movements over the C.&N.W. crossing located 1.1 mile east of the station. Trains must approach the Home signal prepared to stop and must not exceed 20 miles per hour over the crossing. See Rule 672.

At Delmar, Automatic signals govern movements of trains on the First subdivision over the CMStP&P crossing of the Sixth subdivision and over the C&NW crossing. Automatic signals govern movements of trains on the Sixth subdivision over the CMStP&P crossings of the First subdivision and over the C&NW crossing on the Sixth subdivision. All Home signals normally display Stop indication which changes to a Proceed indication on the approach of a train provided the route is clear and the switches are properly set. Switches in the vicinity of the crossing are thrown by hand in the ordinary way and switch indicators must be observed. Switches must be thrown before Dwarf signals governing movements out of side tracks display Proceed-indication. Trains must approach the Home signal prepared to stop and passenger trains must not exceed maximum speed of 50 miles per hour, freight trains 45 miles per hour over the crossings. See Rule 672.

At Perry, Automatic signals govern the movement of trains and engines over the M&StL crossing. Trains and engines must approach the Home signal prepared to stop and must not exceed 15 miles per hour over the crossing. See Rule 672.

At Rodney, Automatic signals govern movements of trains over the I.C. crossing located 1.5 mile east of the station. Trains

must approach the Home signal prepared to stop and must not exceed 20 miles per hour over the crossing. See Rule 672.

At Glen Ellyn, Automatic signals govern movements of trains over the C.&N.W. crossing located 1.9 mile east of the station. Trains must approach the Home signal prepared to stop and must not exceed 20 miles per hour over the crossing. See Rule 672.

X-1802. At Vining, Astor, Preston, Maquoketa, Welton, Dewitt, Scotch Grove, Center Junction, Wyoming, Dixon, Donahue, Eldridge, Mt. Joy, Waucoma, Strawberry Point, Edgewood, Oneida, Delaware, Hopkinton, Stone City, Springville, Sand Springs, Worthington, Smith Siding, and Owego, the siding is also used as a house track; the train dispatcher need not be notified when any cars are left on any of these sidings.

Trains using the following sidings will move expecting to find them occupied by cars: Eastward siding—Manilla, Manning, Cambridge, Martelle, Oxford Jct., Green Island, Samoa, Subula Jct., and Teeds Grove. Westward siding—Templeton, Dawson, Slater, Cambridge, Gladstone, Martelle, Olin, Oxford Jct., Elwood, Delmar and Green Island.

X-1819. Turnouts with long frogs are located at the end of two main tracks east of drawbridge at Sabula, at Indian Creek, Covington, Newhall, Midway, Tama, Melbourne, Rhodes, Collins, Madrid, Bouton, Herndon, Templeton, Manilla and east end of two main tracks at Co. Bluffs.

X-1820. Class L-3 engines must not exceed 50 miles per hour. Class S-2 engines must not exceed 70 miles per hour when hauling a train nor 45 miles per hour when running light.

At Sabula, trains must not exceed 30 miles per hour over the drawbridge.

At Sabula Jct. and Samoa, trains must not exceed 40 miles per hour around the curve. Speed control signs will indicate permissible speeds through this territory for Nos. 102 and 103 only.

At Green Island, D.&I. Division trains must not exceed 25 miles per hour through the interlocking.

Eastward passenger trains, except No. 102, will not exceed 70 miles per hour, eastward freight trains 45 miles per hour, from mile post 167 between Delmar and Browns to mile post 161 between Sprague ville and Green Island. No. 102 will be governed by Speed Signs.

At Paralta, westward trains must not exceed 30 miles per hour or eastward trains, 40 miles per hour through the interlocking.

At Marion, trains, except Nos. 102 and 103, must not exceed 12 miles per hour through the city. Nos. 102 and 103 to be governed by speed control signs.

At Indian Creek, all trains must not exceed 15 miles per hour through the crossover and Tenth subdivision trains must not exceed 15 miles per hour through the interlocked switches.

At Atkins, S-2 engines must not be put on the following tracks; Incline track from derail to coal shed, House track from the Lumber Company coal shed east of elevator to the west end, east lead of south yard east of the crossover switch, and west lead of north yard west of stock track switch.

At Tama, trains must not exceed 15 miles per hour through the city and 40 miles per hour over the C&NW crossing. Nos. 102 and 103 to be governed by speed control signs.

At Perry, trains, except Nos. 102 and 103, must not exceed 12 miles per hour through the city. Nos. 102 and 103 to be governed by speed control signs.

At Manilla, trains or engines must not exceed 10 miles per hour around the loop.

At Elk River Jct., trains must not exceed 20 miles per hour over the junction switch.

At Lyons, trains must not exceed 30 miles per hour on the 7° reverse curves just east of U. S. Highway 30.

On the Eighth subdivision, trains must not exceed 15 miles per hour around reverse curves, 1.3 miles east of Viola, 3 miles east of Hopkinton and 1.5 miles west of Delhi.

At Arion, passenger trains must not exceed 35 miles per hour or other trains 25 miles per hour through the Interlocking.

X1821. Speed restrictions over interlocked railroad crossings are as follows:

Station	Hiawatha Trains	Other Passenger Trains	Freight Trains
Green Island	60 MPH	60 MPH	45 MPH
Elberon Tower	80 MPH	70 MPH	45 MPH
Tama Tower	40 MPH	40 MPH	40 MPH
Slater	90 MPH	70 MPH	45 MPH
Herndon	50 MPH	50 MPH	45 MPH
Neola	50 MPH	50 MPH	45 MPH

X-1824. Where speed control signs between Savanna and Council Bluffs indicate a speed in excess of 75 miles per hour, they apply only to trains Nos. 102 and 103. See Rule G-824.

X-1825. Location of Spring switches, normal position and signals governing:

Station	Location	Normal position	Signal governing
Sabula Drawbridge	End of two main tracks east of drawbridge	For eastward track	Automatic block signal 2-2 indicates the position of the switch for eastward trains. Eastward trains may pass over this switch at normal speed providing this signal displays a Proceed-indication. Westward trains must not exceed 30 miles per hour through the switch.
Sabula Drawbridge	End of two main tracks west of drawbridge	For westward Track	Home signal west of drawbridge indicates position of the switch for westward trains. Westward trains may pass over this switch at normal speed providing this signal displays a Proceed-indication. Eastward trains must not exceed 20 miles per hour through the switch. See Rule G-825.
Indian Creek	End of two main tracks	For eastward track	Automatic block signal.
Covington	End of two main tracks	For westward track	Automatic block signal.
Newhall	End of two main tracks	For eastward track	Automatic block signal.
Midway	End of two main tracks	For westward track	Automatic block signal.
Tama	End of two main tracks	For eastward track	Automatic block signal.
Melbourne	End of two main tracks	For westward track	Automatic block signal.
Rhodes	End of two main tracks	For eastward track	Automatic block signal.
Collins	End of two main tracks	For westward track	Automatic block signal.
Madrid	End of two main tracks	For eastward track	Automatic block signal.
Bouton	End of two main tracks	For westward track	Automatic block signal.
Herndon	End of two main tracks	For eastward track	Automatic block signal.
Templeton	End of two main tracks	For westward track	Automatic block signal.
Manilla	End of two main tracks	For eastward track	Automatic block signal.
3700 ft. west of depot at Council Bluffs	End of two main tracks	For eastward track	Signal 346-6, located 50 feet west of the switch indicates the position of the switch for eastward trains. Trains in either direction must not exceed 25 miles per hour over the switch. See Rule G-825.
Shore Acres	End of two main tracks	For eastward track	Eastward Automatic block signal 94-2, located 500 feet west of the

			switch, indicates the position of the switch for eastward trains. Trains in either direction must not exceed 25 miles per hour over the switch. See Rule G-825.

At Spring switches at end of two main tracks (except at Sabula Drawbridge, Council Bluffs and Shore Acres:)

(a) Two-arm Automatic block signals at Indian Creek, Newhall, Tama, Madrid and Herndon govern movements over the switches in the facing direction and indicate the position of the switch.

Automatic block signals equipped with number plates at Covington, Midway, Melbourne, Rhodes, Collins, Bouton and Templeton govern movements over the switches in the facing direction and indicate the position of the switches. See Rule G-825.

(b) Where the movement is through a turn out, trains in either direction except No. 107, No. 108 and Hiawatha trains, must not exceed 35 MPH over these switches; where the movement is on straight track, trains facing the points, may pass over the switches at normal speed and trains trailing through the points and moving with the current of traffic must not exceed 50 MPH through these switches.

No. 107, No. 108 and Hiawatha trains will not exceed 40 MPH through the turnouts at end of two main tracks at Indian Creek, Covington, Newhall, Midway, Tama, Melbourne, Rhodes, Collins, Madrid, Bouton, Herndon and Templeton. See Rule G-825.

(c) Dwarf signals displaying indications in accordance with Rules 501-A and 501-B located at point of clearance at end of two main tracks at Sabula Drawbridge, Indian Creek, Covington, Newhall, Midway, Tama, Melbourne, Rhodes, Collins, Madrid, Bouton, Herndon and Templeton govern movement of trains moving against the current of traffic entering single track.

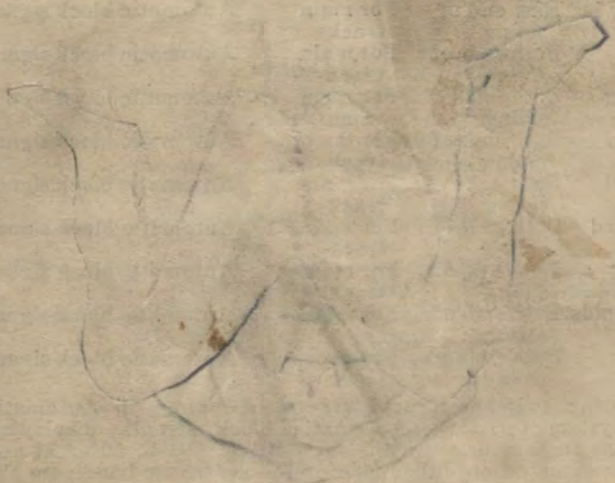
Station	Location	Normal position	Signal governing
Keystone	West end of siding	For main track	Automatic block signal
Elberon	East end of siding	For main track	Automatic block signal
Potter	Both ends of siding	For main track	Automatic block signal
Pickering	Both ends of siding	For main track	Automatic block signal
Ferguson	Both ends of siding	For main track	Automatic block signal
Haverhill	Both ends of siding	For main track	Automatic block signal
Woodward	Both ends of siding	For main track	Automatic block signal
Bagley	West end of siding	For main track	Automatic block signal
Coon Rapids	Both ends of siding	For main track	Automatic block signal
Dedham	Both ends of siding	For main track	Automatic block signal

At Spring switches located at end of sidings in Automatic Block System territory, Automatic block signals, displaying indications in accordance with Rules 501-A, 501-B, 501-AA, and 501-C, are located on either side of the switch and indicate the position of the switch for eastward or westward movements on the main track. Dwarf signal displaying indications in accordance with Rules 501-A and 501-B, governs the movement from the siding to the main track. See Rule G-825.

Yorkshire	East end of siding	For main track	Signal 318-7, located approximately 2000 feet east of the Spring switch, indicates the position of the switch for westward trains. See Rule G-825.
Sioux City Yard	East end of yard	For main track	Signal 88-7, located approximately 1200 feet east of the Spring switch, indicates the position of the switch for westward trains. Movement through this switch from the yard track to the main track

must not exceed 15 miles per hour; movement on the main track over this switch must not exceed 25 miles per hour. See Rule G-825.

X-1838. The speed of all engines when running backward, either light or handling trains, must not exceed 25 miles per hour on the First, Second, Third, Fourth, Tenth and Eleventh subdivisions or 15 miles per hour on other subdivisions.



SECOND DISTRICT

SIGNALS

X-2014. At Des Moines, the steam whistle must not be sounded when approaching 28th Street from either direction except to prevent an accident.

Between Water Works and Clive, westward trains will give only one moderate sound of the whistle 500 ft. east of Grand Avenue, located 4.64 miles east of Clive, and eastward trains will give only one moderate sound of the whistle 500 feet west of the township road crossing located about 1000 ft. west of Grand Avenue.

MOVEMENT OF TRAINS

X-2083(A). At Spencer, first class trains when not displaying signals for a following section, may register by register ticket.

X-2083(B). At Clive and Boone, trains having their initial station at either one of these stations are not required to obtain Clearance Form A when the office is closed unless the train order signal displays a Stop-indication.

X-2093. At Spencer, the Iowa Division main track between the M&StL crossing and the crossover located 6920 feet east of this crossing, also the main track between the junction switches east and west of the railroad crossing may be used without protecting against first and inferior class, extra trains and engines.

All trains and engines must move within these limits at restricted speed. Passenger trains must not be delayed.

X-2098(A). At Spencer, the normal position of the electrically locked gate at the M&StL crossing and of the Spring switches east and west of the crossing at the junction of the Iowa Division with the I&D Division are for movement on the I&D Division main track. Home signals govern the movements of trains or engines over the crossing. Trains and engines must approach these signals prepared to stop and when the signal displays a Proceed-indication, may proceed over the crossing at a speed not in excess of 15 miles per hour. In case the signal continues to display the Stop-indication on the approach of a westward train and there is no train on the M&StL track, the Time Release located at the signal north of the I&D main track should be operated in accordance with instructions posted at this signal.

The Home Signal located west of the crossing also indicates the position of the Spring switch east of the crossing. The Home signals located east of the crossing also indicate the position of the Spring switch west of the crossing. See Rules G-98(A) and G-825.

A proceed-indication of the Home signal west of the M&StL crossing does not apply to Rule 98, but merely indicates that the crossing is clear and that the switch immediately east of the crossing is lined for the I&D track. It must be known that the movement onto the section of joint I&D and Iowa Division main track can be made with safety before fouling the track of the other Division.

X-2104. At Clive, the normal position of the junction switch is for movements from the First to the Second subdivision.

At Madrid, the normal position of the Second subdivision main track switch is for the hill track.

MOVEMENT BY TRAIN ORDERS

X-2221(A). At Spencer, the train order signal has four arms; the upper arms or lights govern I&D Division trains and the lower arms or lights govern Iowa Division trains.

INTERLOCKING

X-2672. At Marathon, all trains must approach the C.&N.W. crossing prepared to stop and after the Home signal displays a Proceed-indication, the train may proceed over the crossing at a speed not in excess of 20 miles per hour. See Rule 672.

TRAIN AND YARD SERVICE

X-2802. At Clive, Campbell, Hadden Hill, Waukee, Ortonville, Adel, Kennedy, Redfield, Caldwell's, Linden, Panora, Yale, Cooper, Winkelmans, Jefferson, Farlin, Churdan, Adaza, Rands, Jolley, Knode, Varina, Albert City, Marathon, Webb, Gillett Grove, Fostoria, Milford, Okoboji, Spirit Lake, Rider, Grimes, Ingersoll, Granger, Luther, Lavinia, Lytton, Sac City, Nemaha, Juniata and Truesdale, the siding is also used as a house track; the train dispatcher need not be notified when any cars are left on any of these sidings.

X-2820. Between Water Works and Clive, trains must not exceed 30 miles per hour over Grand Avenue crossing located 4.64 miles west of Water Works and over the township road located 1,000 feet west of Grand Avenue.

At Bridge Y-38, located 1.4 miles east of Adel, all trains must not exceed 10 miles per hour over the bridge.

At Bridge Y-82, located 1.5 miles west of Redfield, all trains must not exceed 15 miles per hour over the bridge.

At Bridge Y-108, located 1.3 miles east of Panora, all trains must not exceed 15 miles per hour over the bridge.

At Bridge Y-342, located 4 miles west of Granger, all trains must not exceed 10 miles per hour over the bridge.

X-2825. Location of Spring switches, normal position and signals governing:

Station	Location	Normal position	Signal governing
Spencer	Junction switch east of M&StL Crossing.	For I&D main track.	Home signal west of the crossing.
Spencer	Junction switch west of M&StL Crossing.	For I&D main track.	Home signal east of the crossing.

See Rules G-98(A) and G-825.

X-2834. Engines larger than class C-5 must not be operated on the First and Third subdivisions. Engines larger than class C-1 must not be operated over the Second subdivision.

X-2836. Cars with a gross weight in excess of 220,000 lbs. must not be moved over the First, Second and Third subdivisions.

X-2838. The speed of all engines when running backward, either light or handling trains, must not exceed 25 miles per hour on the First subdivision and between Clive and Madrid or 15 miles per hour between Madrid and Boone and on the Third subdivision.