# THE MINNEAPOLIS AND ST. LOUIS RAILROAD

L. C. SPRAGUE, JOHN JUNELL
Co-Receivers

# SPECIAL INSTRUCTIONS No. 1

EFFECTIVE OCTOBER 2ND, 1938

## SUPPLEMENTARY TO TRANSPORTATION RULES

DATED NOVEMBER 1, 1920

E. E. HAMILTON,
General Superintendent

## GENERAL

1. On trains with cars, marker lamps not lighted will be used as markers during the day. Light engines displaying markers during the day will use flags. See Rules 19 and D. 19.

2. Unless otherwise ordered, at terminal and junction points, where mail is received from connecting lines, trains will wait for mail connection only when connecting line's train has actually arrived at the depot where mail is exchanged, before M. & St. L. train is due to leave.

3. Agents and Operators when not otherwise engaged, will be on platform when trains are passing to inspect moving trains and to receive communications from trainmen.

Should there be anything wrong with the train, will endeavor to signal trainmen at rear of train to stop. If that cannot be done, condition noticed must be reported to Train Dispatcher.

4. Highway crossing signals of the automatic-manual type are now in use at certain locations as shown under the special instructions for the separate districts in connection with which the following rules governing their operation will apply.

When avoidable trains, cars, or engines must not be left standing on the approach circuits causing unnecessary operation of the signals.

Continuous train movement on main track gives automatic protection. If highway crossing is passed over in either direction signals clear when rear of train passes crossing. If a reverse movement is then made over a crossing, signals must be operated by hand control switch.

Switching moves over crossing must be made by first setting signals by hand control against highway traffic.

The hand control, except at St. Louis Park and at Watertown, is a single door knob switch located on side of the large signal case at the crossing. The knob is under a metal cover locked with switch lock which must be opened to reach the knob. Turning knob to the left and holding it in this position will set signals against highway traffic.

At St. Louis Park: There are three door knobs for Brunswick Avenue and three for Wooddale Avenue, controlling signals at each highway crossing.

At Watertown: Push buttons located in small signal box located approximately 530 feet each side of the highway crossing control the highway signals.

If cars or engines are left standing on main track causing signals to set against highway traffic the signal can be



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cleared by turning knob to the right and holding in that position, except at Watertown where push buttons set or clear the signals.

## FIRST DISTRICT

11. Engines weighing more than M. & St. L. Class M1-50 must not be run over district, except between Minneapolis and Merriam. Consolidation engines weighing more than 249,000 pounds on drivers must not be run between Minneapolis and Merriam.

12. At Waterville engines heavier than Class H must not go on Factory track beyond first highway, on Mill track further than 100 ft. South of Street Crossing or on C. G. W. transfer.

13. Enginemen of all trains and light engines must consult Northern Pacific bulletins posted at Mississippi Street Roundhouse before leaving Mississippi Street, St. Paul.

14. Trains moving beyond 20th Ave. S. toward St. Paul must obtain two train clearances (Form A) at Cedar Lake Yard office. Enginemen taking light engines from Cedar Lake to St. Paul must obtain a train clearance from Cedar Lake Dispatcher's office just before leaving.

15. Unless otherwise ordered, train orders are not required between St. Paul and 20th Ave. South, on Nor. Pac. tracks, nor between 20th Ave. South and Third Ave. North, on M. & St. L. tracks. But engines and trains must use right hand track and move with the current of traffic and will be governed by joint time table of the Nor. Pac. and M. & St. L. Railroads. Conductors of trains which are delayed on Nor. Pac. tracks will make delay report by wire to Superintendent of the Northern Pacific Ry., Minneapolis.

16. Train orders are not required between Third Avenue North and Holden St., Minneapolis, on joint tracks 4 and 5, or on M. & St. L. exclusive track 6; but all trains and engines must use tracks as indicated by Time Table Rule No. 12 and move with the current of traffic at all times.

17. When the double track between Minneapolis and Hopkins IS IN USE AS A DOUBLE TRACK, train orders will not be required between these points; but ALL TRAINS AND ENGINES MUST USE RIGHT HAND TRACK AND MOVE WITH THE CURRENT OF TRAFFIC. Switch engines may use the double track between these points on the time of all except first class trains under protection, but must be prepared to clear main track without delay to regular trains; and may use the double track UNDER PROTEC-

TION on time of first class trains after such trains are 15 minutes late.

18. Between Hopkins and Minneapolis, second and inferior class and extra trains and yard engines may run ahead of first class trains which are 15 minutes or more late, **when this can be done without delay to first class train**, and may run ahead of each other, without orders.

19. Minneapolis, engine bell must not be rung or whistle sounded between Belco elevator located east of Lake Street and First Street North, except to prevent accident.

20. Particular attention is called to viaducts and other structures over tracks which will not clear a man on top of a box car; and to bridge posts, bridge abutments, retaining walls and building walls, which will not clear a man on the side of a car, between St. Paul and St. Louis Park.

21. Normal position of double track switch at Hopkins is for westward trains; of junction switch with Fifth District for First District. Both switches will be handled by operator. All First District trains must approach these switches under control, prepared to stop (See Rule 98).

22. Eastward trains, except first class, before leaving Cedar Lake, will obtain an order from Train Dispatcher covering arrival and departure of superior trains at Hopkins; when unable to obtain this order register at Hopkins must be checked for the information.

23. C., St. P. M. & O. trains leaving Cedar Lake and Merriam must obtain an order from Train Dispatcher covering arrival and departure of all superior trains.

24. At West Twenty-first Street, Minneapolis, where engines are coupled behind cars moving over crossing, a member of the crew will precede the movement for the purpose of promptly communicating necessary signals to the enginemen and to warn pedestrians or drivers.

When switching over this crossing, cars must not be detached from engine; "dropping" or "kicking" cars over this crossing is positively prohibited.

In addition, the yardman who precedes the movement to the crossing, or who is stationed at the crossing to close up a separated train, will be alert in warning drivers of vehicles or pedestrians of the moving cars.

25. At St. Louis Park: Brunswick and Wooddale Avenues.
At Hopkins: Excelsior Avenue. (Speed between control signs and crossing 10 miles.)
At Montgomery: Oak Street.
Are protected with automatic highway signals that can be hand controlled. (See Special Instruction Rule No. 4.)

26. At Merriam the following rules will govern the use of the All Electric Manually Operated Interlocking Plant:

**EASTWARD HOME SIGNAL** is located approximately 500 feet from the crossing and will display three lights by day and by night. (Lights in vertical position to left of signal mast.)

**TOP LIGHT** will govern movements on M. & St. L. track over the crossing and will display:

RED for STOP

GREEN for PROCEED

**CENTER LIGHT** will govern movements from M. & St. L. R. R. main track through connecting track to C. St. P. M. & O. Railway main track and will display:

RED for STOP

YELLOW for SLOW SPEED

GREEN for PROCEED and will only display Green for Proceed when the Automatic Signal No. 345 along the C. St. P. M. & O. Ry. track at West end of Merriam Yard displays an Approach or Proceed Indication, C. St. P. M. & O. Ry. Rules 501B or 501C.

**LOWER LIGHT** will govern movements from M. & St. L. R. R. main track through connecting track to C. St. P. M. & O. Ry. Yard tracks and will display:

RED for STOP

YELLOW for SLOW SPEED

**WESTWARD HOME SIGNAL** is located approximately 500 feet from the crossing and will display two lights by day and by night, in vertical position to left of signal mast.

**TOP LIGHT** will govern movements on the main track over the crossings and will display:

RED for STOP

GREEN for PROCEED

**LOWER LIGHT** will govern movements from main track into Transfer track and will display:

RED for STOP

YELLOW for SLOW SPEED

**EASTWARD APPROACH SIGNAL** is located approximately 5000 feet in advance of Home signal and will display two lights by day and by night; the LOWER LIGHT is staggered to left of top light. This Signal is approach lighted 2000 feet in advance of signal.

Color—TOP LIGHT RED, LOWER LIGHT RED.

Indication—Track occupied between approach Signal and Home Signal, or track otherwise impassable.

Name—STOP. Proceed under control, expecting to find track occupied, broken rail or bond wire, or car or engine on connecting track beyond clearance point.

Color—TOP LIGHT YELLOW, LOWER LIGHT RED.

Indication—Proceed with caution, Home Signal will be at STOP.

Name—Caution Signal.

Color—TOP LIGHT GREEN, LOWER LIGHT RED.

Indication—Proceed. Home Signal will display indication for movement over crossing.

Name—Clear Signal.

Color—TOP LIGHT YELLOW, LOWER LIGHT GREEN.

Indication—Approach, Route from M. & St. L. main track through connecting track to C. St. P. M. & O. Ry. main track.

Name—Caution Signal.

Color—TOP LIGHT YELLOW, LOWER LIGHT YELLOW.

Indication—Approach, Route from M. & St. L. R. R. main track through connecting track to C. St. P. M. & O. Ry. Yard track.

Name—Caution Signal.

Eastward freight trains having no work to do at Merriam and not required by Time Table or Train Order to stop or meet an opposing train at Merriam, will wait a reasonable time at Eastward Approach Signal for that Signal to be set at Proceed.

**WESTWARD DISTANT SIGNAL** is located approximately 4000 feet in advance of Home Signal and is a FIXED INOPERATIVE SIGNAL and will display a YELLOW LIGHT for SLOW SPEED by day and by night.

Color—YELLOW LIGHT.

Indication—Proceed with caution, prepared to find Home Signal at Stop.

Name—Caution Signal.

Trains or engines must move under control between Distant Signal and Home Signal. (See Rule No. 661.)

SWITCHES in the M. & St. L. R. R. main track and located between Home Signals and railroad crossing are POWER

OPERATED AND controlled from the interlocking machine in the depot and are known as DUAL CONTROL SWITCHES. If an electrical failure should occur the switches may be hand operated on the ground but only when AUTHORIZED by LEVERMAN to do so and in the manner described below:

## TO OPERATE DUAL CONTROL SWITCH BY HAND

a. A SWITCH must not be operated by HAND without AUTHORITY from LEVERMAN.

b. When authority is received from Leverman, Trainman will unlock both levers, which are locked with a standard switch lock, then throw the short lever marked POWER, which is the SELECTOR LEVER, completely over to hand throw position, using a reasonable amount of force to complete its stroke. Now operate HAND THROW LEVER slowly back and forth until it ENGAGES the SELECTOR LEVER, or until switch points move, which insures that points are positively connected to the HAND THROW LEVER. Then set up route as required.

c. When hand operation of the switch is completed and train has passed over same, replace the Hand Throw Lever to the NORMAL POSITION and the SELECTOR LEVER to the POWER POSITION, locking both levers in that position and then NOTIFY LEVERMAN that hand operation of switches is completed.

27. At Chaska: Chestnut Street.

At Jordan: Street crossings east of depot.

At Albert Lea: All street crossings except Clark Street.

All engines and trains must approach the crossings listed above expecting to find same occupied by persons or vehicles and under control or at a speed so reduced and controlled as will insure ability to stop without injury to persons or damage to vehicles which may be occupying the crossing. In addition, where engines are coupled behind cars moving over crossing, a member of crew will precede the movement for the purpose of promptly communicating necessary signals to the enginemen and to warn approaching pedestrians or drivers. When switching over these crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

28. At Albert Lea, when switching over Clark Street, yard or trainmen must know that the gates have been lowered by the Watchman before "kicking" or shoving cars over the highway.

29. First class trains must approach and pass through Yard Limits at Albert Lea under control.

30. Albert Lea, engine whistle must not be sounded between Winter Street and South Broadway except to prevent accident.

## SECOND DISTRICT

41. Engines weighing more than M. & St. L. class M1-50 must not be run over District.

42. First class trains must approach and pass through yard limits at Albert Lea, Corwith and Ft. Dodge yard under control.

43. Westward trains, except first class, before leaving Ft. Dodge yard will obtain an order from Train Dispatcher covering arrival and departure of superior trains at Junction Switch. When unable to obtain this order, Train Register at Junction Switch must be checked for this information.

44. Normal position of Junction Switch at Albert Lea is for Ninth District. Westward trains approaching Albert Lea must come to a full stop at least 200 feet from this switch and must not proceed until it is known that track on Ninth District is clear.

Normal position Junction Switches at Corwith is for Second District.

Normal position of Junction Switch just West of Ft. Dodge yard is for track leading to Ft. Dodge yard.

45. At Corwith, before entering on the Second District main track, Corwith Branch trains must come to a full stop to clear the Junction Switch and not proceed until it is known that there are no trains approaching from either direction on the Second District. Likewise, Second District trains must observe the same precaution before entering upon the Corwith Branch main track. Trains of Second District and Corwith Branch will keep a sharp look out for each other within yard limits on Second District and Corwith Branch.

46. Home signal at Automatic Electric Interlocking Plants at Lake Mills, Britt and Luverne will clear for all trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to Railroad Crossing, operate hand release in accordance with instruc-

tions posted within iron relay box. If hand release does not clear Home Signal train may move over the crossing under proper flag protection against all conflicting movements.

Speed of engine, or leading part of train, must not exceed 20 miles per hour between Home Signal and Railroad Crossing at Lake Mills, Britt and Luverne.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

47. All engines and trains must approach all street crossings at Albert Lea, Emmons and Humboldt under control, expecting to find crossings occupied by pedestrians or vehicles.

Where engines are coupled behind cars, moving over crossing, a member of crew will precede the movement for the purpose of communicating necessary signals to enginemen and to warn approaching pedestrians or drivers of vehicles.

When switching over crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

## THIRD DISTRICT

51. Engines weighing more than M. & St. L. class M1-50 must not be run over district.

Engines weighing more than M. & St. L. class F must not be run over Hollingsworth Branch.

52. Normal position of C. R. I. & P. Junction switch at Gowrie is for M. & St. L. track.

Normal position of the East and West wye switches connecting with M. & St. L. main track at Tara will be for the wye tracks. All trains must reduce speed to 15 miles per hour passing over these switches.

53. All trains on C. R. I. & P. tracks approaching junction at Gowrie must come to a full stop before reaching junction switch and must not proceed on M. & St. L. track until it is known that M. & St. L. track is clear. M. & St. L. trains must approach this switch under control, prepared to stop (see Rule 98).

54. Trains use Illinois Central track between Ft. Dodge and Tara; C. R. I. & P. joint tracks between West Des Moines and M. & St. L. Junction; passenger trains, C. R. I. & P. tracks between M. & St. L. Junction and C. R. I. & P. passenger station, Des Moines.

55. Freight trains using Illinois Central tracks between Tara and I. C. Junct., and passenger trains using these

tracks between Tara and Ft. Dodge Passenger Station, must obtain train order from Illinois Central Train Dispatcher at Tara telegraph office and Illinois Central Telegraph Office at Ft. Dodge. Back-over movements of passenger trains between Ft. Dodge passenger station and Ft. Dodge Junct., or I. C. Junct. will be under control of Yardmaster of the Illinois Central.

56. Unless otherwise ordered, train orders are not required between West Des Moines and Des Moines yard or C. R. I. & P. passenger station, Des Moines; but all engines and trains must use right hand track and move with the current of traffic.

57. Conductors of trains which are delayed between M. & St. L. Junction and West Des Moines will make delay report by wire to Superintendent C. R. I. & P. Des Moines, from West Des Moines.

58. First class trains must approach and pass through yard limits at Tara and Ruthven, under control.

59. Trains use C. M. St. P. & P. track between Ruthven and Spencer; train orders must be obtained from C. M. St. P. & P. Train Dispatcher at their telegraph office at Ruthven and at Spencer Tower before entering upon C. M. St. P. & P. tracks.

60. C. M. St. P. & P. crossing Ruthven is protected by crossing gate to be operated by trainmen. Normal position of gate against M. & St. L. train movements. M. & St. L. trains approaching this crossing will come to a full stop within 400 feet of crossing and will not proceed until gate is set against the C. M. St. P. & P. Night signal indications on crossing gate: Red light indicating "stop," and green light indicating "clear."

61. Home signal at Automatic Electric Interlocking Plant at Rolfe will clear for all trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to Railroad Crossing, operate hand release in accordance with instructions posted within iron relay box. If hand release does not clear Home Signal train may move over the crossing under proper flag protection against all conflicting movements.

Speed of engine, or leading part of train, must not exceed 20 miles per hour between Home Signal and Railroad Crossing at Rolfe.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

62. All engines and trains must approach all street crossings at Gowrie, Grand Junction, Perry and Des Moines under control, expecting to find crossings occupied by pedestrians or vehicles.

Where engines are coupled behind cars, moving over crossing, a member of crew will precede the movement for the purpose of communicating necessary signals to enginemen and to warn approaching pedestrians or drivers of vehicles.

When switching over crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

63. At Grand Junction. Whistle signal within the corporate limits will be sounded as follows:

When necessary for train inter-communication and to prevent accident.

64. At Des Moines—Within switching limits engine bell will be rung when closely approaching highway crossings.

Whistle signals will be sounded between 6:30 a. m. and 7:00 p. m. in accordance with rules applicable.

Between 7:00 p. m. and 6:30 a. m. whistle will be sounded only to prevent accident.

## FOURTH DISTRICT

71. Engines weighing more than M. & St. L. class M1-50 must not be run over district.

Engines must not be run past frog on Stork Bros. track, New Ulm.

72. All trains must approach and pass through Big Cut 3.5 miles West of New Ulm under control expecting to find dirt slides blocking the track.

73. Trains use C. M. St. P. & P. track between Ruthven and Spencer, train orders must be obtained from C. M. St. P. & P. Train Dispatcher at their telegraph office at Ruthven and at Spencer Tower before entering upon C. M. St. P. & P. tracks.

74. First class trains must approach and pass through yard limits at Winthrop, New Ulm, Estherville and Spencer under control.

75. Normal position of junction switch at Winthrop is for Fifth District.

Westward trains approaching Winthrop must come to a full stop at least 200 feet from this switch and must not proceed until it is known that track on Fifth District is clear.

76. C. R. I. & P., non-interlocked grade crossing 0.7 miles East of Estherville protected by gate to be operated by trainmen, normal position of gate against C. R. I. & P. trains, except when in use by C. R. I. & P. trains. M. & St. L. trains approaching this crossing will proceed at reduced speed of 10 miles per hour for a distance of not less than 500 feet, from crossing, prepared to stop, provided gate is set against M. & St. L. train movements. Night signal indications on crossing gate: red light indicating "stop" and yellow light indicating "clear."

77. At New Ulm:
Third Street North is protected with automatic highway signals that can be hand controlled. (See Special Instruction Rule No. 4.)

78. Home signal at Automatic Electric Interlocking Plant at Estherville will clear for all trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to Railroad Crossing, operate hand release in accordance with instructions posted within iron relay box. If hand release does not clear Home Signal train may move over the crossing under proper flag protection against all conflicting movements.

Speed of engine, or leading part of train, must not exceed 20 miles per hour between Home Signal and Railroad Crossing at Estherville.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

79. All engines and trains must approach all street crossings at New Ulm, St. James, Estherville and Spencer, under control, expecting to find crossings occupied by pedestrians or vehicles.

Where engines are coupled behind cars, moving over crossing, a member of crew will precede the movement for the purpose of communicating necessary signals to enginemen and to warn approaching pedestrians or drivers of vehicles.

When switching over crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

## FIFTH DISTRICT

91. Engines weighing more than M. & St. L. class M1-50 must not be run over district.

92. Normal position of junction switch at Hopkins is for First District.

Eastward trains approaching Hopkins must come to a full stop at least 200 feet from this switch and must not proceed until it is known that track on First District is clear.

93. First class trains must approach and pass through yard limits at Winthrop and Morton under control.

94. Normal position of junction switch at Winthrop is for Fifth District and all trains must approach this switch under control, prepared to stop (see Rule 98).

95. At Hopkins:

Excelsior Avenue is protected with automatic highway signals that can be hand controlled. (See Special Instruction Rule No. 4.)

96. At Fairfax: First and Second Streets.

At Morton: Highway back of roundhouse.

All engines and trains must approach the crossings listed above expecting to find same occupied by persons or vehicles and under control or at a speed so reduced and controlled as will insure ability to stop without injury to persons or damage to vehicles which may be occupying the crossing. In addition, where engines are coupled behind cars moving over crossing, a member of crew will precede the movement for the purpose of promptly communicating necessary signals to the enginemen and to warn approaching pedestrians or drivers. When switching over these crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

## SIXTH DISTRICT

101. Engines weighing more than M. & St. L. class M1-50 must not be run over district.

102. Normal position of switch at C. R. I. & P. Jct. is for M. & St. L. track.

All westward trains approaching Watertown must come to a full stop at least 200 feet from this switch and must not proceed until it is known that track is clear.

103. All trains and engines must move under control between C. R. I. & P. Jct. and Great Northern Crossing expecting to find other trains, engines or cars occupying main track and connecting tracks without markers, lights or flag protection.

104. First class trains must approach and pass through yard limits at Morton and Watertown under control.

105. Home Signal and Smash Board at Automatic Electric Interlocking Plant at Hanley Falls will clear for trains approaching when there are no conflicting movements.

If Home Signal or Smash Boards do not clear, a Trainman must go to Railroad Crossing, operate hand release in accordance with instructions posted within iron relay box.

If hand release does not clear Home Signal or Smash Boards Trainman will then clear the Smash Board by using the crank located within the iron relay box (instructions for using crank are also posted within the iron relay box). After the Smash Board is cleared train may move over the crossing under proper flag protection against all conflicting movements.

Speed of engine or leading part of train must not exceed twenty miles per hour between Home Signal and Railroad Crossing.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

106. At Watertown, grade crossing with C. & N. W. is protected by gates. Normal position of gates is across C. & N. W. track.

All trains or engines will approach this crossing under control and prepared to stop before reaching the crossing, making regulation crossing stop if crossing is occupied by a train or engine on the C. & N. W., or the gate is set across the M. & St. L. track, but may proceed over the crossing without stopping after sounding grade crossing whistle signal, at speed not exceeding ten miles an hour, providing track is clear, crossing unobstructed and gate is set across the track of the C. & N. W.

At night a red light on top of gate post and a red light on arm of gate will indicate stop. A yellow light will indicate proceed, at restricted speed.

107. At Watertown:

Fifth Street East (U. S. Highway No. 81) is protected with automatic highway signals that can be hand controlled. (See Special Instruction Rule No. 4.)

108. At Morton: Highway back of roundhouse.

At Watertown: All street crossings.

All engines and trains must approach the crossings listed above expecting to find same occupied by persons or vehicles and under control or at a speed so reduced and controlled as will insure ability to stop without injury to persons or damage to vehicles which may be occupying the crossing. In addition, where engines are coupled behind cars moving over crossing, a member of crew will precede the movement for the purpose of promptly communicating necessary signals to the enginemen and to warn approaching pedestrians or drivers. When switching over these crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

## SEVENTH AND EIGHTH DISTRICTS

111. Engines weighing more than M. & St. L. class M1-50 must not be run over district.

112. At Kampeska, engines heavier than Class F must not go on sidings.

Class H engines must not be run west of Aberdeen on Seventh District.

Class H engines must not be run west of Conde on Eighth District.

113. Normal position of switch at C. R. I. & P. Junction is for M. & St. L track.

114. All trains and engines must move under control between C. R. I. & P. Jct. and Great Northern Crossing, expecting to find other trains, engines or cars occupying main track and connecting tracks without markers, lights or flag protection.

115. First class trains must approach and pass through yard limits at Watertown, Conde and Aberdeen under control.

116. Normal position of junction switch at Conde is for the Seventh District.

All trains on Seventh District must approach this switch prepared to stop. (See Rule 98.)

Trains on Eighth District approaching Conde must come to a full stop at least 200 feet from this switch and must not proceed until it is known that track on Seventh District is clear.

117. At Bradley, grade crossing with C. M. St. P. & P. is protected by gates. Normal position of gates is across C. M. St. P. & P. track.

All trains or engines will approach this crossing under control and prepared to stop before reaching the crossing, making regulation crossing stop if crossing is occupied by a train or engine on the C. M. St. P. & P., or the gate is set across the M. & St. L. track, but may proceed over the crossing without stopping after sounding grade crossing whistle signal, at speed not exceeding ten miles an hour, providing track is clear, crossing unobstructed and gate is set across the track of C. M. St. P. & P.

At night a red light on top of gate post and a red light on arm of gate will indicate stop. A yellow light will indicate proceed, at restricted speed.

118. At Watertown:

Fifth Street East (U. S. Highway No. 81) is protected with automatic highway signals that can be hand controlled. (See Special Instruction Rule No. 4.)

119. Home signal at Automatic Electric Interlocking Plant 0.8 mile east of Aberdeen will clear for trains approaching when there are no conflicting movements.

If Home Signal does not clear, a trainman must go to Railroad Crossing, operate hand release in accordance with instructions posted within iron relay box.

If hand release does not clear Home Signal, train may move over the crossing under proper flag protection against all conflicting movements.

Speed of engine, or leading part of train, must not exceed twenty miles per hour between Home Signal and Railroad Crossing.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

120. Normal position of switches at M. & St. L. Junction and Milwaukee Junction is for Milwaukee track.

All trains will stop 200 feet from switches and will not use Milwaukee track until it is known to be clear and will move under control between M. & St. L. Junction and Milwaukee Junction expecting to find tracks used by Milwaukee trains and engines.

Switches at Milwaukee Junction will be handled by switch tenders.

121. At Aberdeen and at Mellette. Grade crossings with C. M. St. P. & P. are protected by gates. Normal position of gates is across the Minneapolis & St. Louis track and must be kept so set except when a train or engine on the M. & St. L. is using the crossing.

All trains or engines will make regulation grade crossing stop before using the crossing, whether gate is clear or not, and will not change position of gate or occupy the crossing until any approaching train or engine on the C. M. St. P. & P. has come to a full stop or proceeded over the crossing.

At night a red light on top of gate post and a red light on arm of gate will indicate stop. A yellow light will indicate proceed at restricted speed.

To clear the gate for traffic, it must be swung its full movement and directly across the track. Gates will be handled by trainmen.

122. At Watertown: All street crossings.

At Aberdeen: Second and Third Streets.

All engines and trains must approach the crossings listed above expecting to find same occupied by persons or vehicles and under control or at a speed so reduced and controlled as will insure ability to stop without injury to persons or damage to vehicles which may be occupying the crossing. In addition, where engines are coupled behind cars moving over crossing, a member of crew will precede the movement for the purpose of promptly communicating necessary signals to the enginemen and to warn approaching pedestrians or drivers. When switching over these crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

## NINTH DISTRICT

131. Engines weighing more than M. & St. L. class M1-50 must not be run over district.

At Ackley: Farmers' track—Engines must not be run beyond frog.

State school track 0.5 mile east of Eldora: Engines weighing more than M. & St. L. class H6-38 will not be run on track.

132. The normal position of the junction switch with the Second District located just east of the C. M. St. P. & P. crossing at Albert Lea is for the Ninth District. All westward trains will stop before fouling the Second District main line at this junction, and not proceed until track is known to be clear.

133. Junction switch at Hampton is within interlocking limits and switch is thrown by levermen.

134. Junction switch at Minerva Junction connects with passing track.

135. First class trains must pass through yard limits at Albert Lea, Mason City, and Marshalltown under control.

136. During and immediately after heavy rains all trains must approach curve one and one-half miles west of Gifford, expecting to find dirt on track.

137. Home signal at Automatic Electric Interlocking Plants 1.6 miles east of Mason City Junction, at Abbott Crossing and at Gifford will clear for all trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to Railroad Crossing, operate hand release in accordance with instructions posted within iron relay box. If hand release does not clear Home Signal train may move over the crossing under proper flag protection against all conflicting movements.

Speed of engine, or leading part of train, must not exceed 20 miles per hour between Home Signal and Railroad Cross-

ing 1.6 miles east of Mason City Junction, at Abbott Crossing and at Gifford.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

138. The railroad crossing with the C. & N. W. Ry., 0.6 mile west of Eldora is protected by signals mechanically connected and all trains will approach this crossing under control and must not exceed speed of 15 miles per hour between signals and crossing.

139. At Mason City, whistle will not be sounded within the city limits, except to prevent accident.

140. At Ackley: Sherman Avenue is protected with automatic highway signals that can be hand controlled. (See Special Instruction Rule No. 4.)

141. Eastward trains approaching the interlocking plant at Marshalltown will give three blasts of the whistle as a signal to the towerman to line up for the yard; and two blasts of the whistle will be given as a signal to the towerman to line up for the main line.

142. At Mason City: All street crossings.
At Hampton: All street crossings.
At Marshalltown: All street crossings.

All engines and trains must approach the crossings listed above expecting to find same occupied by persons or vehicles and under control or at a speed so reduced and controlled as will insure ability to stop without injury to persons or damage to vehicles which may be occupying the crossing. In addition, where engines are coupled behind cars moving over crossing, a member of crew will precede the movement for the purpose of promptly communicating necessary signals to the enginemen and to warn approaching pedestrians or drivers. When switching over these crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

## TENTH DISTRICT

151. Engines weighing more than M. & St. L. class M1-50 must not be run over district.

At Eddyville—Transfer track—M1-50 class engines must not be run beyond frog.

Engines weighing more than M. & St. L. class F2-33 must not be run on Lockman mine tracks and engines must not be run beyond scale track switch.

152. The normal position of junction switch at Newburg is for Tenth District.

All trains on Tenth District must approach this switch prepared to stop (see Rule No. 98).

153. The normal position of the junction switch at east end of Oskaloosa Yard will be for Eleventh District. All trains and engines must approach this junction prepared to stop unless track is known to be clear.

154. The normal position of junction switch at Tracy Branch Junction is for Tenth District.

All trains on Tenth District must approach this switch prepared to stop (see Rule No. 98).

155. The normal position of the Wabash Railroad junction switch, east of Albia station, will be for the Wabash Railroad. All trains must stop before passing this switch and not proceed until track is known to be clear.

156. First class trains must pass through yard limits at Marshalltown and Oskaloosa under control.

157. During and immediately after heavy rains all trains must approach highway crossing just east of North Skunk River Bridge, east of mile post 286, expecting to find flangeways in crossing filled with sand and gravel.

158. The station building and tracks at Albia west of the I. S. U. Co. junction switch are used jointly by the M. & St. L., I. S. U. Co., and Wabash Companies. Within the above described limits all trains and engines have equal rights, but first class trains will have preference, and each and every movement of trains and engines must be made under control.

159. The railroad crossing at Grinnell is protected by gate, the normal position of which will be against M. & St. L. R. R. trains. M. & St. L. R. R. trains will come to a complete stop, regardless of position of gate, before proceeding over crossing, and not swing gate or occupy crossing until any approaching C. R. I. & P. Ry. train has come to a full stop. When gate is swung for use of M. & St. L. trains, it must be given its full movement which is at right angles to the C. R. I. & P. Ry. track. C. R. I. & P. Ry. trains will approach crossing at a speed not to exceed 10 miles per hour, and be prepared to stop before reaching crossing in event it is occupied by an M. & St. L. R. R. train or gate set against the C. R. I. & P. Ry. Speed of all trains must not exceed ten (10) miles per hour for a distance of not less than 500 feet before reaching crossing. M. & St. L. R. R. train or enginemen are not required to set gate against M. & St. L. R. R. after proceeding over crossing.

160. The railroad crossing with the C. R. I. & P. Railway at Givin is protected with a gate, the normal position of which will be against C. R. I. & P. trains and gate is to be so set except when a C. R. I. & P. train is using or intending to use the crossing. All trains and engines using the M. & St.

L. track whether M. & St. L. or foreign trains or engines will be considered as M. & St. L. trains. All trains and engines using the C. R. I. & P. track whether C. R. I. & P. or foreign trains or engines will be considered as C. R. I. & P. trains. The lighting arrangement of gate will consist of red light for "Stop" and yellow for a "Proceed" indication, proceed indication will be given for M. & St. L. trains only. C. R. I. & P. trains will come to a complete standstill regardless of position of gate before proceeding over crossing and not swing gate or occupy crossing until any M. & St. L. approaching train has come to a full stop. When gate is swung for use of C. R. I. & P. trains it must be given its full movement, which is at right angles to the M. & St. L. track. M. & St. L. trains will approach crossing at a speed not to exceed ten miles per hour and be prepared to stop before reaching crossing in the event it is occupied by C. R. I. & P. train or gate set against the M. & St. L. Speed of all trains must not exceed ten miles per hour for a distance of not less than 500 feet before reaching crossing. Grade crossing whistle signal as covered by Rule 14-L must be sounded before passing over the crossing.

161. At Marshalltown: All street crossings.
At Grinnell: All street crossings.
At Albia: All street crossings.

All engines and trains must approach the crossings listed above expecting to find same occupied by persons or vehicles and under control or at a speed so reduced and controlled as will insure ability to stop without injury to persons or damage to vehicles which may be occupying the crossing. In addition, where engines are coupled behind cars moving over crossing, a member of crew will precede the movement for the purpose of promptly communicating necessary signals to the enginemen and to warn approaching pedestrians or drivers. When switching over these crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

## ELEVENTH AND TWELFTH DISTRICTS

171. Engines weighing more than M. & St. L. class M1-50 must not be run over these districts.
At Abingdon—West Sanitary plant track—engines must not be run beyond frog.

172. The normal position of the junction switch at east end of Oskaloosa Yard will be for Eleventh District. All trains and engines must approach this junction prepared to stop unless track is known to be clear.

173. First class trains must pass through yard limits at Oskaloosa, Keithsburg and Monmouth under control.

174. C. B. & Q. crossing Winfield is protected with a gate. Normal position will be against C. B. & Q. trains. M. & St. L. trains will be governed by color light indications on home signals located about 300 feet from crossing and will approach crossing prepared to stop if gate is set across M. & St. L. track or crossing occupied by C. B. & Q. train. M. & St. L. trains will not exceed fifteen miles per hour between home signals and railroad crossing. Light indications are red on gate arm over center of C. B. & Q. track and red on high staff showing from either direction on C. B. & Q. track when gate is in normal position across C. B. & Q. track.

175. Home signals at Automatic Electric Interlocking Plant 0.5 mile east of Morning Sun will clear for all trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to railroad crossing and operate hand release in accordance with instructions posted within iron relay box. If hand release does not clear home signal, train may move over the crossing under proper flag protection against all conflicting movements. Speed of engine or leading part of train must not exceed 20 miles per hour between home signal and railroad crossing.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

176. At Woolson: Highway No. 75.
At Newport: Highway No. 61.
At Abingdon: Monroe Street.

Are protected with automatic highway signals that can be hand controlled. (See Special Instruction Rule No. 4.)

177. The C. B. & Q. St. Louis line crossing at east end of Monmouth Yard is protected by a gate to be operated by trainmen. All trains will come to a full stop and not proceed until track is known to be clear and the gate fastened across the C. B. & Q. track.

178. At all stations in Illinois—All street crossings.

All engines and trains must approach all street crossings under control, expecting to find crossings occupied by pedestrians or vehicles.

Where engines are coupled behind cars, moving over crossing, a member of crew will precede the movement for the purpose of communicating necessary signals to enginemen and to warn approaching pedestrians or drivers of vehicles.

When switching over crossings, cars must not be detached from engine; "dropping" or "kicking" cars over these crossings is positively prohibited.

179. Trains and engines of the Midland Electric Coal Corporation operate over M. & St. L. main track between switches located 100 feet each side of paved highway one and one-half miles West of Middle Grove.

Home Signals, green light—proceed, red light—stop, are located 300 feet in advance of turn out switches. Distant Signals, yellow disc and light, are fixed and are located 2200 feet in advance of Home Signals.

M. & St. L. freight trains will move through yard limits and between Distant Signals under control and M. & St. L. passenger trains will move between Distant Signals under control. Speed of all trains must not exceed 20 miles an hour between Home Signals.

Should signals fail, trains or engines may move between Home Signals under proper flag protection against all conflicting movements.

Cars must not be left standing on main line within track circuits, which extend 1200 feet each side of highway crossing. Limits are marked with signs reading: "Clearance, Highway Flashers."

Movement of Midland Electric Coal Corporation trains will be governed by hand signals given by switchtender located at the highway crossing. All trains making crossover move must not enter track circuit limits, which extend on each side track 200 feet back from each main line switch, until proceed signal is given by switchtender. Speed of engine or leading part of train must not exceed 10 miles per hour for a distance of not less than 300 feet before reaching highway crossing.

Switchtender must keep switches lined for main track except when Midland Electric crossover move is about to be made; switchtender will then proceed as follows:

If no main line trains are due or approaching the crossing he will unlock and open cover of either switch indicator box (locked with switch lock) and wait for switch indicator lamp in box to become lighted (one minute and forty-five seconds). After receiving indicator light signal, and not before, he will open the main line switches and then if the way is known to be clear he will signal switch movement to proceed.

When the rear of train has passed the clearance point on the side track he will close both switches and indicator box cover.

## ALL BRANCH LINES

181. Engines weighing more than M. & St. L. class F1-28 must not be run over Corwith, Story City, Laurel and Newton Branches.

Engines weighing more than M. & St. L. class H2-38 must not be run over Tracy Branch.

182. Junction switch at Hampton is within interlocking limits and switch is thrown by leverman.

183. Junction switch at Minerva Junction connects with passing track. Normal position of switch is for passing track.

Eastward trains will clear main track switch until cleared by operator at Marshalltown.

184. Normal position of junction switch at Newburg is for Tenth District.

Eastward trains approaching Newburg must stop at least 200 feet from this switch and must not proceed until it is known that track on Tenth District is clear.

185. Normal position of junction switch at New Sharon is for Tenth District.

Eastward trains approaching New Sharon must stop at least 200 feet from this switch and must not proceed until it is known that track on Tenth District is clear.

186. Normal position of junction switch at Tracy Branch Junction is for Tenth District.

Eastward trains will stop to clear switch and will not proceed on Tenth District until cleared by Train Dispatcher.

187. Home signal at Automatic Electric Interlocking Plant at Hampton with C. R. I. & P. will clear for all trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to Railroad Crossing, operate hand release in accordance with instructions posted within iron relay box. If hand release does not clear Home Signal train may move over the crossing under proper flag protection against all conflicting movements.

Speed of engine, or leading part of train, must not exceed 20 miles per hour between Home Signal and Railroad Crossing.

Speed of gas-electric trains without trailers is restricted to ten (10) miles an hour between Distant and Home Signals.

188. The Railroad Crossing at McCallsburg is protected by gate, normal position of which is against M. & St. L. trains. All trains will stop and not proceed until track is known to be clear, leaving gate locked across M. & St. L. track.

189. Following restrictions will govern the operation of trains over the Des Moines river bridge 3.7 miles east of Tracy:

Speed restrictions eight (8) miles per hour. Locomotives heavier than H2-38 must not be operated over bridge.

Doubleheading is prohibited under any circumstances. No two (2) cars in excess of a total load of 140,000 pounds shall be placed next to locomotive.

Cars with gross weight of over 165,000 pounds will not be handled over bridge. When cars with gross weight varying between 150,000 and 165,000 pounds are handled they must be separated by cars of lighter weight. Yardmasters must be particular to know that trains operated over the Tracy line are made up with a separation of two light cars between locomotive and any car, the total gross weight of which is between 150,000 and 165,000 pounds, and a separation of two light cars between any two cars, the total gross weight of which is between 150,000 and 165,000 pounds.

190. Telephone for direct communication with Dispatcher's office, Oskaloosa, is located in waiting room, C. B. & Q. depot, Tracy.

191. Normal position of junction switch at Tracy is for C. B. & Q.-Wabash.

Trains to and from M. & St. L. track will stop to clear junction switches. If there are no trains approaching on C. B. & Q.-Wabash, a trainman will first place the hand-controlled signals in restrictive position on C. B. & Q.-Wabash joint track, then set the two switches for movement of M. & St. L. train.

After clearing switches, signals and switches will be restored to normal position.