OPERATING INSTRUCTIONS FOR MARS COMBINATION WHITE AND RED FIGURE "8" HEADLIGHT

WHITE LIGHT

To be used in figure "8" position whenever the standard locomotive headlight is in operation.

RED LIGHT

When head end protection is required as provided by Rule 99, enginemen will immediately display RED HEADLIGHT. This will not relieve forward trainman or fireman from complying with third paragraph of Rule 99. When occupying main track meeting an opposing train, RED HEADLIGHT will be displayed approaching and while standing on main track awaiting arrival of opposing train.

THE OPERATION AND USE OF RED HEADLIGHT WILL NOT RELIEVE ENGINEMEN OR TRAINMEN FROM COMPLYING WITH RULES 99 and 102A.

SAFETY Is of FIRST IMPORTANCE in the Discharge of Duty

DISPATCHERS

R. D. BEDGOOD, Chief Dispatcher ..... Oelwein, Iowa
R. E. HAGELBERG, Night Chief Dispatcher ..... " "
B. J. VAUGHN, Dispatcher ..... " "
C. K. COLE, " ..... " "
H. OAKLEY, " ..... " "
J. F. MICHELS, " ..... " "
W. J. MURPHY, " ..... " "
N. J. KJAR, " ..... " "
D. O. PORTER, " ..... " "
D. F. GIFFORD, " ..... " "
R. W. SILVER, " ..... " "

CHICAGO GREAT WESTERN RAILWAY COMPANY

—AND—

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

JOINT TIME TABLE No. 1

BETWEEN

MANLY, IOWA

AND

CLEAR LAKE JUNCTION, IOWA

EFFECTIVE AT 12:01 A. M.
SUNDAY, APRIL 27, 1952

FOR EMPLOYEES ONLY

E. T. REIDY, General Manager, Chicago, Illinois

H. R. HALVERSON, Superintendent of Transportation, Oelwein, Iowa

F. E. RAFFERTY, Superintendent, St. Paul, Minnesota

R. B. WILHITE, Trainmaster, Clarion, Iowa

MANLY TO CLEAR LAKE JUNCTION

SOUTHBOUND						JOINT TIME TABLE No. 1	Distance from Council Bluffs	Office Calls	Hours of Telegraph Service	
SECOND CLASS		FIRST CLASS				Effective 12:01 A. M. Sunday, April 27, 1952				
915 C.R.I.& P. Freight	911 C.R.I.& P. Freight	15 C.R.I.& P. Passenger	507 C.R.I.& P. Rocket	17 C.R.I.& P. Passenger	13 C.G.W. Passenger	STATIONS			Monday Thru Friday	Saturdays, Sundays, Holidays
Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily					
					10.45PM	PH-R.....HAYFIELD.....	261.0	HB		
						48.2				
12.10PM	4.25AM	10.20PM	2.43PM	3.40AM	s 12.13AM	PH.....MANLY.....	212.8	JU	Continuous	Continuous
						0.2				
						C.R.I.& P.-M. & St. L. Crossings	212.6			
	18-912					0.5				
12.12	4.28 4.52	10.22	2.44	3.42	12.14	.....WEST MANLY.....	212.1			
				912		7.5				
12.20	5.10	10.31	2.53	3.51	12.23	.....NORTH YARD.....	204.6			
						0.6				
						.....C. & N. W. Crossing.....	204.0			
						0.6				
12.35	5.15	s 10.45	s 2.58	s 4.05	s 12.35	PH.....MASON CITY.....	203.4	DF	8.45A-11.30A 12.30P-5.45P	
						0.9				
						....C.M.St. P. & P. Crossing....	202.5			
16			508-914	18		0.6				
12.47PM	5.25AM	10.50PM	3.02PM	f 4.12AM	12.38AM	PH. { .CLEAR LAKE JCT..... } .... { M.C. & C.L. Crossing.... }	201.9	K	Continuous	Continuous
						41.9				
					1.45AM	PH-R.....CLARION.....	160.0	PO		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
.37	1.00	.30	.19	.32	.25	Time on District				

Southbound trains are superior to northbound trains of the same class. Rule 71.
At Mason City, the time of First Class trains applies at the passenger station.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, specific slow orders, slow boards, slow flags, special rules, or other proper notice:		
Between Manly and Clear Lake Jct.....	55	45
Except: M.P. 139.3 to Clear Lake Jct....	20	20

Maximum speed over railroad crossings as follows:

CROSSING	MILE	Passenger Trains	Freight Trains
C. R. I. & P.—M. & St. L.....	129.4	20	20
C. & N. W.....	138.0	20	20
C. M. St. P. & P.....	139.5	20	20
M. C. & C. L.....	140.1	20	20

Through city limits of the following towns, speed of trains is restricted as follows by city ordinance:

	MILES PER HOUR	
	Passenger Trains	Freight Trains
Mason City—street crossings.....	25	25

TRAINS HANDLING STEAM DERRICKS, SCALE TEST CAR, PILE DRIVER, OR CRANES ON THEIR OWN WHEELS, 35 MILES PER HOUR. SCALE TEST CAR RESTRICTED TO MOVEMENT IN WAY FREIGHT TRAINS ONLY.

SPECIAL RULES

MOVEMENT OF TRAINS

1. Rules of C.G.W. Ry. will govern movement of trains.

2. Superiority of trains by direction is shown at bottom of schedule pages. (See Rule 71.)

Districts are designated in the time table for the operation of trains as per amended Rule 4 of Book of Rules (see Time Table Rule 13).

3. C.G.W trains get their schedule date under Rule 4 from Clarion and Hayfield. C.R.I.&P. trains get their schedule date from Manly and Clear Lake Junction. Manly and Clear Lake Junction are initial stations for C.R.I.&P. trains.

4. Register Stations:

Manly— All trains—First-class trains will register by Form 367 except when displaying signals.

Mason City— All first-class trains. (For information of yard engines only.)

Clear Lake Junction—All trains will register by Form 367 except when displaying signals.

5. All trains must obtain clearance card, Form 389, at Manly.

6. Stations protected by yard limit boards are as follows:

Manly
North Yard
Mason City
Clear Lake Junction

7. USE OF TRACKS:

(a) Unless otherwise instructed, first-class trains meeting at Mason City will use the west siding. All other trains will use the east siding.

(b) Designated sidings in yards:
North Yard, Mason City—Track A-3
Clear Lake Junction—No. 1 track (protect against cars or engines standing on this track).

CLEAR LAKE JUNCTION TO MANLY

Capacity of Other Tracks, Location Water Tanks and Fuel Stations, Turn-Tables, Track Scales, Wyes.	Capacity of Sidings.	Distance from St. Paul.	JOINT TIME TABLE No. 1 — Effective 12:01 A. M. Sunday, April 27, 1952 — STATIONS	NORTHBOUND — FIRST CLASS: 14 C.G.W. Passenger	18 C.R.I. & P. Passenger	16 C.R.I. & P. Passenger	508 C.R.I. & P. Rocket	SECOND CLASS: 912 C.R.I. & P. Freight	914 C.R.I. & P. Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
T-W-O-Y	.....	81.0	PH-R ..... HAYFIELD	4.33 AM	.....	.....	.....	.....	.....
			48.2						
30	.....	129.2	PH ..... MANLY	s 3.00 AM	5.00 AM	2.00 PM	3.30 PM	5.00 AM	4.30 PM
			0.2						
Connection Interlocked	.....	129.4	..... C.R.I. & P.-M. & St. L. Crossings						
			0.5		911			911	
.....	66	129.9	..... WEST MANLY	2.52	**4.52**	1.32	3.19	**4.28**	3.42
			7.5					17	
	55	137.4	..... NORTH YARD	2.43	4.33	1.23	3.10	**3.51**	3.22
			0.6						
Connection Interlocked		138.0	..... C. & N. W. Crossing						
			0.6						
O. S. Yard	W19 E47	138.6	PH ..... MASON CITY	s 2.40	s 4.30	s 1.20	s 3.07	3.10	3.15
			0.9						
Auto. Signal Protect	.....	139.5	..... C.M.St. P. & P. Crossing	.....	.....	.....	.....	.....	.....
			0.6		17	915	507-914		507-508
Connection Interlocked 20	.....	140.1	PH { .CLEAR LAKE JCT. / M. C. & C. L. Crossing }	2.20 AM	**4.12** AM	**1.00** PM	**3.02** PM	3.00 AM	**3.02** PM
			41.9						
T-W-O	.....	182.0	PH-R ..... CLARION	1.01 AM	.....	.....	.....	.....	.....
				Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily
			Time on District	.40	.48	1.00	.28	2.00	1.28

Southbound trains are superior to northbound trains of the same class. Rule 71.

At Mason City, the time of First Class trains applies at the passenger station.

8. The automatic block system is operated in North Yard and South Yard, Mason City.

Supplementing Rule 504. When a train is stopped by automatic block signal in North Yard or South Yard, Mason City, it may, after sounding whistle signal 14(b), proceed without flagging in advance, but must not exceed a speed of five (5) miles per hour through the block, keeping a sharp lookout for opposing or preceding train, broken rail, open switch, or other obstruction.

9. STANDARD CLOCKS:

Manly passenger station

Clear Lake Junction passenger station

10. BULLETIN BOARDS:

C.G.W.	C.R.I.&P.
Manly passenger station	Des Moines passenger station
Clear Lake Jct. tower	Des Moines roundhouse
Mason City passenger station	Des Moines yard office
	Iowa Falls passenger station
	Iowa Falls yard office
	Manly passenger station
	Manly roundhouse
	Manly yard office
	Minneapolis passenger station
	Inver Grove yard office
	Inver Grove roundhouse

C.G.W. Ry. bulletins, circulars and notices affecting or relating to movement of trains between Manly and Clear Lake Junction are posted on the C.R.I.&P. bulletin boards at the above locations. C.R.I.&P. train and enginemen must acquaint themselves with the contents of such bulletins, etc., before leaving those points on each trip and be governed thereby.

11. Passenger trains and light engines taking siding for other trains will stay back 500 feet from the leaving switch until train to be met has passed.

12. Precautions to be taken to insure safe train operation during and following severe storms:

OPERATORS—Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait until advised track is safe.

TRAIN DISPATCHERS—On receipt of report of storm notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains quickly as possible. If necessary, have Operator call Section Foreman.

13. RULE 4 IS AMENDED TO READ AS FOLLOWS:

Each Time Table, from the moment it takes effect, supersedes the preceding Time Table, and its schedules take effect on any district at the leaving times of the initial stations on such district. But when a schedule of the preceding Time Table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new Time Table, a train authorized by the preceding Time Table will retain its orders and assume the schedule of the corresponding number of the new Time Table.

Schedules on each district date from the initial stations on such district.

Not more than one schedule of the same number and day shall be in effect on any district.

14. The following signs placed in column provided on face of schedule pages indicate:

W—Water

O—Fuel for Diesel Locomotives

S—Track Scales

T—Turn Table

Y—Wye

PH—Telephone or Telegraphone

R—Radio Base Stations

SPECIAL SAFETY CODE FOR EMPLOYES IN TRAIN, ENGINE, AND YARD SERVICE

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep a close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employees will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 60 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).