

TABLE OF TRAIN SPEEDS			
Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
51	70.6	66	54.5
52	69.2	67	53.7
53	67.9	68	52.9
54	66.7	69	52.2
55	65.5	70	51.4
56	64.3	75	48
57	63.2	80	45
58	62.1	85	42.4
59	61	90	40
60	60	100	36
61	59	120	30
62	58.1	144	25
63	57.1	180	20
64	56.3	240	15
65	55.4	360	10

**MAINTENANCE OF WAY
CONDITIONAL STOP
(FORM Y TRAIN ORDER)**

WHEN A TRAIN OR ENGINE FINDS A RED FLAG DISPLAYED TO THE RIGHT OF THE TRACK AS VIEWED FROM AN APPROACHING TRAIN WITHIN THE LIMITS OF A FORM Y TRAIN ORDER, STOP MUST BE MADE BEFORE ANY PART OF TRAIN OR ENGINE PASSES THE RED SIGNAL UNLESS A PROCEED SIGNAL IS GIVEN WITH A YELLOW FLAG OR VERBAL PERMISSION IS GIVEN IN THE FOLLOWING FORM:

"DRI LINE FOREMAN CALLING EXTRA 232 EAST ABOUT ORDER NO. _____."

WHEN ENGINEER ANSWERS, THE FOREMAN WILL STATE:
"EXTRA 232 EAST MAY PASS RED SIGNAL AT (LOCATION) WITHOUT STOPPING."

A DIFFERENT SPEED THAN THAT SHOWN IN THE TRAIN ORDER MAY BE AUTHORIZED BY ADDING:

"PROCEED AT _____ MPH" OR "PROCEED AT NORMAL SPEED."

THESE INSTRUCTIONS MUST BE REPEATED BY THE ENGINEER.

A GREEN FLAG DISPLAYED TO THE RIGHT OF THE TRACK INDICATES THE END OF THE RESTRICTION.

Davenport, Rock Island & North Western Railway Co.

TIME TABLE

No.

9

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, APRIL 29, 1979

B. A. WEBSTER
General Manager

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

SECOND CLASS				Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Clinton	SEE RULE 6-A	Train Order Office Hours	SECOND CLASS			
231	341	241	230								242	340		
Freight	Freight	Freight	Freight								Freight	Freight		
Daily	Daily	Daily												
						CN	FIFTH STREET (C&NW Crossing)		CJPQRY	Continuous				
A.M. 6:25	P.M. 3:05	A.M. 10:10				CY	CLINTON	0.0	BKOPQRYZ	7:00a.m. to 4:00p.m. Thurs., Fr. & Sat.	A P.M. 4:45	A A.M. 1:40	A P.M. 2:01	
6:34	3:14	10:19	12100		MA	4.9 CAMANCHE		4.9		None	4:36	1:31	1:52	
6:49	3:29	10:34	2149			10.1 PRINCETON		15.0	P	None	4:21	1:16	1:37	
7:03	²³⁰ 4:07	10:48	5640		CA	5.7 LECLAIRE		20.7	OP	7:00a.m. to 3:00p.m. 3:59p.m. to 11:59p.m. Except Sat. & Sun.	³⁴¹ 4:07	1:02	1:23	
7:11	4:16	10:56	2320			4.8 PLEASANT VALLEY		25.5	PY	None	3:59	12:54	1:15	
7:21	4:26	11:06	6075		BN	5.9 BETTENDORF		31.4	BPQYZ	None	3:49	12:44	1:05	
7:28	4:33	11:13				2.4 WATER WORKS		33.8	JPY	None	3:42	12:37	12:58	
7:29	4:34	11:14				0.4 STATION No. 1		34.2	PY	None	3:41	12:36	12:57	
7:32	4:37	11:17			DN	0.9 DAVENPORT		35.1	PQYZ	None	3:38	12:33	12:54	
7:36	4:41	11:21				1.0 EAST WYE SWITCH		36.1	PTY	None	3:34	12:29	12:50	
7:39	4:43	11:23				0.4 WEST WYE SWITCH		36.5	PTY	None	3:32	12:27	12:48	
A 7:42 A.M.	A 4:46 P.M.	A 11:26 A.M.			WN	0.3 WEST DAVENPORT		36.8	IJPQY	None	3:29 P.M.	12:24 A.M.	12:45 P.M.	

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 40 MILES PER HOUR.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Rule 83 (B) does not apply at East Wye Switch and Water Works.

CMSP&P trains and engines from Illinois-Iowa Division Nineteenth Subdivision must secure permission from train dispatcher before entering main track at Water Works.

At Clinton, the train register applies only to BN and CRI&P Trains.

BN and CRI&P trains will obtain Clearance at Clinton.

Rule 83 (B) does not apply at West Davenport. Eastward CMSP&P trains must obtain a clearance at Nahant. CRI&P trains will obtain a clearance at CRI&P Yard Office at West Davenport.

The interlocking at West Davenport is remotely controlled by CRI&P train dispatcher at Des Moines.

CMSP&P trains entering the DRI&NW at Clinton must obtain Clearance and train orders at C&NW Fifth Street and will register by register ticket at that point.

Trains between Clinton and West Davenport operate in accordance with Rules 91 and 91 (A) of CONSOLIDATED CODE OF OPERATING RULES. (See special instruction No. 31—Page 6.)

At LeClaire, due to track curvature, the eastward and westward train order signals are located in advance of the station building. Trains or engines may pass these signals displaying a Stop indication at reduced speed, but must make stop at station building.

Bulletins, Notices, Train Orders, and Clearances will be issued over the signature of the General Manager.

At Stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays, unless otherwise specified by bulletin or train order.

Stations other than those shown as open continuously will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays include New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, Christmas Eve and Christmas or day set by Proclamation.

				Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from East Wye Switch	SEE RULE 6-A	Train Order Office Hours				
							EAST WYE SWITCH	0.0	PTY	None				
							BRIDGE SWITCH	0.3	TY	None				
						B	MISSISSIPPI RIVER BRIDGE	0.6	CIPY	Continuous				
				975			ROCK ISLAND 17th ST. C.R.I.&P CROSSING	1.6	QUYZ	None				
							STATION TRACKS	2.5	Y	None				
							TERMINAL JCT.	2.7	JMY	None				
				5790			SYLVAN	4.7	MY	None				
							MOLINE	5.1	Y	None				
						DZ	EAST MOLINE	8.7	BOPQYZ	7:30a.m. to 4:30p.m. Except Sat. & Sun.				
							C.M.St.P.&P. CROSSING	8.8	U	None				

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 10 MILES PER HOUR.

Rule 83 (B) does not apply at Terminal Jct. and East Wye Switch.

BN trains must secure permission from train dispatcher before entering main track at Terminal Jct.

Rule 83 (B) does not apply at East Moline when operator is not on duty.

**TRAIN DISPATCHERS
OTTUMWA**

J. F. Thompson

W. J. Clifton

E. G. Long

J. F. Frana

Assistant Manager Transportation Davenport—R. E. Ries

Assistant Manager Administration Davenport—E. A. McBride

SPEED RESTRICTIONS

LOCATIONS	All Trains MPH
All Crossovers and Turnouts not otherwise specified	10
All Railroad Crossings	10
City Limits of Camanche	25
At Camanche on siding	5
Over entrance Road Crossing at Clinton Foods 1½ miles west of Clinton	20
City Limits of Princeton	35
City Limits of LaClaire	25
Over slides between MP 24 and MP 25	10
31st, 33rd and 35th St. Crossings, Bettendorf	25
Water Works over Jct. Switch	10
East Wye Switch to Bridge Switch	10
East Wye Switch and Bridge Switch to West Davenport	10
West Davenport, C. R. I. & P. connection	10
Mississippi River Bridge	10

Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars	25

Employees of tenant lines will be governed by instructions in their respective timetables as to speed of train and location in train when handling the following equipment:

Dead engines
Bad order cars
Occupied or unoccupied outfit cars
Passenger car equipment through water above top of rail.

LOCATION DISPATCHERS TELEPHONES

Yard Office, Davenport.	East Moline—In waiting room.
West switch Bettendorf siding.	East switch Camanche siding.
Bettendorf Yard Office.	On pole just west of Lums crossing Camanche siding.
Riverside Power Spur.	Station No. 1.
East Wye Switch.	Alcoa Spur Switch M.P. 30.1.
West Wye Switch.	On pole just west of Lost Grove Road Crossing at Princeton.
East switch LaClaire Siding.	On pole near C&NW connection to Clinton Foods, Inc.
Clinton.	

When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgement.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must 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 Clinton and Water Works	25	20
Between Water Works and West Davenport	10	10
Between East Moline and East Wye Switch and West Wye Switch	10	10

Trains handling snow plows of all types, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
Between Clinton and Water Works	25	20
Between Water Works and West Davenport	10	10
Between East Moline and East Wye Switch and West Wye Switch	10	10

OVERHEAD CLEARANCE

Gov't. Bridge, Davenport	Eastward Track	19 Feet 3 Inches
Centennial Bridge		35 Feet
D. R. I. N. W. Mississippi River Bridge		19 Feet 5 Inches
Gov't. Bridge, Rock Island		18 Feet 2 Inches
Arsenal Bridge, 18th St. Moline		27 Feet
Moline—Bettendorf Highway Bridges:		
At Bettendorf		22 Feet 3 Inches
At Moline		22 Feet 4 Inches

YARD LIMITS

Yard limits Clinton extend from C&NW Fifth Street to M.P. 5.

Yard limits extend from 300 feet east of east siding switch at Pleasant Valley, to East Moline and to West Davenport and each leg of wye.

Movements under the provisions of Rule 93 between stations within yard limits must not be made without verbal permission of the train dispatcher at Ottumwa, unless movement is authorized by train order or timetable.

STATION NUMBERS

Camanche	6003	Bettendorf	6009
Princeton	6005	Davenport	6010
LaClaire	6006	Rock Island	6011
Gov't. Switch	6007	Moline	6012
Pleasant Valley	6008	East Moline	6013

COMPANY SURGEONS

Davenport	DR. PAUL H. BECKMAN, Unit 27—Village Shopping Center
	Chief Surgeon and Examiner.
Clinton	DR. J. E. O'DONNELL
	Springdale Drive and 13th Ave. North

1. Employees are prohibited from:

- Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
- Standing on top of engines.
- Getting on the end of an engine or a car as it approaches them.
- Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
- Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
- Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

2. Rule M of the Consolidated Code of Operating Rules is hereby modified to the following extent:

- Train, Engine and Yard Service Employees must not occupy roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.
- The second, third and fourth paragraphs of Rule M and all instructions inconsistent with the above modification are hereby cancelled.
- All other paragraphs of Rule M continue to apply.

3. Employees are prohibited from riding:

- On engine footboards or pilot steps.
- On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
- On ends of cars containing lading which may shift.

4. When cutting off cars or engines on freight, transfer and switching movements proceed as follows:

- When detaching the engine or cars, or a combination of such, a full service brake pipe reduction must be made from the engine and after the service exhaust stops blowing, the Engineer will advise the trainman accordingly. Then it is absolutely essential that the brake pipe angle cock be left fully open on car or cars left standing.

5. When, for any reason, adjustment is necessary to a draw bar, 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.

6. 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, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer 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 engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

7. Employees 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.

8. When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

9. Employees must not step on track rails nor other similar objects when it can be avoided.

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

11. When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

12. In complying with Rule 3, of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on time slip.

13. Rule 34 of the Consolidated Code of Operating Rules Edition of 1967 is revised as follows:

Rule 34 Rev.

Employees located in the cab of engine must communicate to each other in an audible and clear manner, the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the Engineer to have each employee comply with these requirements, including himself.

It is the Engineer's responsibility to have each employee located in the cab of engine, maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the Engineer has become incapacitated or should the Engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring the speed to be reduced, other members of the crew must communicate with the crew member controlling the movement, at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

14. In connection with Rule 920 of The Consolidated Code of Operating Rules, the engineer may permit other employees, when competent, to handle the engine with the engineer being responsible.

15. In reference to Rule 2 of The Consolidated Code of Operating Rules, the following watches conform to the requirements of this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size-19 jewel or better, Hamilton-16 size 992-21 jewel, or 16 size-950-23 jewel, Eigin-16 size-B.

W. Raymond-21 jewel.

WRIST WATCHES

Eigin-12/0 size, 23 jewel B. W. Raymond, Eigin 21 jewel, B. W. Raymond Chronometer, Ball-13 ligne, 21 jewel, Official Railroad Standard or Quartz Bulova Accutron-Railroad Approved, Ball "Trainmaster", Wyler Railroad Approved-Manual, Automatic or Electric, Seiko Quartz Railroad Approved Model CM 101 M, Seiko Quartz Railroad Approved Model CM 102 M.

16. The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

17. 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.

18. In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

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 condition, 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.

19. When two locomotive tenders are handled in the same train they must be separated from each other by one or more cars.

20. Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that such extra length cars are coupled.

21. A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

23. All tank cars containing flammable compressed gases must not be cut off in motion, but will be shoved to rest. In addition, the next succeeding car or cars to be switched into the same track against an exposed tank car of flammable compressed gas must be shoved to rest and all couplings made with no more force than necessary to complete the coupling. All waybills covering loaded tank cars must be scrutinized to determine whether or not the cars contain flammable compressed gas. Other cars placarded explosives, poison gas, flammable poison gas and dangerous will be handled in accordance with rules and regulations contained in Posters No. 1, 2, 3, 4 and 5 published by the Bureau of Explosives, A.A.R.

24. Loads of unusual dimensions, or weights, or with high center of gravity must not be moved or placed in trains unless authorized by the Chief Dispatcher, whose instructions will include any restrictions under which such car may be moved.

For your information, when such instructions refer to Restriction A or portions thereof, Restriction A is reproduced below in its entirety.

Restriction A:

- (1) The shipment shall move only in daylight.
- (2) The speed shall not exceed 25 miles per hour.
- (3) Where there are close obstructions, the speed shall not exceed five miles per hour.
- (4) The shipment must not pass other cars or equipment on curves.
- (5) The shipment must not be handled over curves, when cars or other equipment are on adjoining side tracks which are closer than 15 feet from the center line of the main track to the center line of the side track.
- (6) The shipment shall not be set out on a curved side track which is closer than 15 feet from the center line of the main track to the center line of the side track.

SPRING SWITCHES

25. Spring switches are located at East Wye Switch, West Wye Switch, Bridge Switch and west end of siding at Camanche.

Facing point movements over these switches are protected by color light type signals displaying red and green aspects. When signal displays a Stop indication, Rule 104 (H) must be complied with before proceeding.

Spring switch at west end of siding at Camanche is equipped with a facing point lock permitting movement at normal speed.

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout, allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Station No. 1
Bridge Switch
West Wye Switch
East Wye Switch

MISSISSIPPI RIVER BRIDGE

26. In case of failure of the Absolute Signal governing movements over the drawbridge, during period navigation is open, authority to proceed must be obtained from the bridge operator on duty. Movement may then be made at restricted speed.

During the period navigation is closed, movement may be made under flag protection only after a member of the crew has determined that the lift rails are in proper position and the bridge is properly lined for the movement. Movement may then be made at restricted speed.

Sand must not be used while passing over draw span except in an emergency.

EAST MOLINE

27. Particular care must be taken to avoid blocking of all street crossings when the various industries are changing shifts of their employes going on or off duty.

DRI&NW and CMS&P trains and yard engines must approach station prepared to stop clear of station in order to avoid an accident at 10th St. crossing.

TERMINAL JCT.

28. Eastward trains in making stop for CRI&P crossing must not foul BN or DRI&NW main tracks regardless of position of switch.

Normal position of switch, Station Tracks is for DRI&NW.

Normal position of switch, Terminal Jct., is for BN.

All movements between Station Tracks and Terminal Jct. are controlled by switchtender.

Power-operated stop gates protecting eastward and westward movements over the CRI&P crossing located between Terminal Jct. and Station Tracks are in service.

Stop gates are controlled by switch tender located in switch tender shanty adjacent to the crossing. When gates are in vertical position, movement may proceed without stopping.

CLINTON

29. Eastward trains clearing the main track for other trains must pull in at the crossover switch to track known as "Old Main".

Train and engine movements in both directions on main track over C&NW connection and crossover at Clinton Foods, Inc., about 1.5 miles west of Depot at Clinton, are governed by color light absolute and fixed semaphore type approach signals. Rules of the DRI&NW Operating Department apply.

C&NW Yard Crews moving from their yard at Clinton Foods Inc., must obtain authority from Train Dispatcher before fouling DRI&NW main track.

In the event absolute signal fails to clear and no conflicting movement is evident, train or engineman may signal his train to proceed after examining switches within the absolute signal limits and assuring himself they are in proper position.

For movement from C&NW yard to the Clinton Foods, Inc. tracks, following will govern as locks will be electrically locked with a train approaching on the approach circuits to the absolute signals on the DRI&NW but can be released for a movement from the DRI&NW track to C&NW track or from the DRI&NW track to the Clinton Foods, Inc., track by a train or engine stopping within 130 feet of either crossover switch.

The following instructions govern the operation of the electric locks:

1. Depress latch and remove the switch padlock.
2. Indicator light on top of lock should be lit.
3. Depress the foot pedal and switch may be thrown in usual manner.
4. Proceed to other end of crossover and throw that switch in usual manner. Do not lock switch with padlock until through with switch. To lock switch, depress latch, insert padlock and lock with padlock.

If either of the absolute signals are clear due to a train standing in the approach circuit and that train does not intend to proceed past the absolute signal, proceed to the "Push Button" at switch box and follow instructions posted in the box.

Clinton Corn Processing Company track adjacent to main track, derail west end. Track to be used for Clinton Corn Processing Company cars only.

BETTENDORF

30. Except when trains are moving over them, the entrance crossings to the J. I. Case Plant at 17th, 21st, 23rd and 26th Streets, Bettendorf, must be kept clear to permit emergency vehicles to have access to the plant at all times.

31. Rule 91 (A) of The Consolidated Code of Operating Rules is modified by the addition of the following:

In non-ABS territory on single track following trains will not be permitted to enter the block until preceding train is clear of the block except in case of failure of means of communication or such movement is authorized by the Train Dispatcher by a train order in the following form:

(train) left (station) at . . . M and has not passed (station) (train) may proceed prepared to stop short of train ahead.

This train order must be addressed to the operator and the train. The following train may be released when its right or schedule permits after at least ten minutes have expired after the departure of the train ahead.

When means of communication have failed, the operator may permit the train to proceed into the block when right or schedule permits and after at least ten minutes have expired after the departure of the train ahead with a clearance marked "Wire Failure" and with a notation reading "(train) left (station) at . . . M and has not passed (station) (train) may proceed prepared to stop short of train ahead." The time the following train

may go must also be endorsed on the clearance as required by Rule 91 (A).

Train order signal must be placed to indicate Stop immediately after rear of train has passed the train order signal and must not again be placed to indicate Proceed until after the train has passed the next open office. Block stations must not be closed without authority of the Train Dispatcher. When a block station is open at other than regularly assigned hours, trains must be notified."

32. Rule 26 of the Consolidated Code of Operating Rules is revised as follows:

BLUE SIGNAL PROTECTION OF WORKMEN

As used in Rules 26, 26(A), 26(B), 26(C) and 26(D), the following definitions apply:

"Workmen" - Railroad employes assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling Equipment" - Engines and railroad cars.

"Blue Signal" - A clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" - When used in relation to a manually operated switch or derail, a lock which may be locked and unlocked only by the craft or group of employes applying that lock.

RULE 26

A blue signal indicates that workmen are on, under or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

(1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

(2) A derail capable of restricting access to the portion of track where work will be performed is locked in derailing position with an effective locking device, and:

- Positioned at least 150 feet from the rolling equipment to be protected; or

- Positioned at least 50 feet from the end of an engine on an engine servicing track where speed does not exceed 5 MPH.

A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or by a workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employes are clear and the engineer so advised by the same employe.

RULE 26(B)

Engine Servicing Facilities

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine; or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employe under the direction of the employe in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26(C)

Car Shop or Repair Track Protection

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employe, under the direction of the employe in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employes are clear of the track on which the movement is to be made.

RULE 26(D)

Hump Yard Tracks & Tracks with Remotely Controlled Switches

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employe in charge of the work that protection has been provided, each remotely con-

trolled switch providing access to the track must be lined against movement to that track, and locked by applying an effective locking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

- The date and time he received notification of work to be performed;
- The name and craft of the employe in charge who provided the notification;
- The number or other designation of the track involved;
- The date and time he notified the employe in charge that protection has been provided; and
- The date and time he was informed that the work had been completed, and the name and craft of the employe in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

33. The Consolidated Code of Operating Rules, Edition of 1967, is supplemented by the following new rule:

Rule 90

On all trains, when radio communication is available, at least two miles in advance of slow orders, Form Y orders and other bulletined restrictions, the conductor or other crew member on the rear of the train must remind the engineer of the requirements of such restrictions and the engineer must acknowledge such transmission. If the engineer does not acknowledge or take action to comply with such restrictions, the conductor or other member of the crew on the rear of the train must take immediate action to stop the train.

When radio communication is available, the engineer must advise the conductor or other crew member on the rear of the train of the explosion of torpedoes, the display of fuses and signals, per Rules 10, 11, 12, 14 and 14(A) or of the presence of a flagman ahead and any signal given or displayed by such flagman.

Conductor and engineer, when radio communication is available, must discuss indications displayed by wayside detectors, such as those indicating derailed wheels, hot boxes or other conditions that may affect the safety of the train, and any train orders picked up enroute, to insure a common understanding of train order requirements, as required by Rule 214.

34. Rule S-90 of the Consolidated Code of Operating Rules is revised as follows:

On trains equipped with communicating signal systems, the conductor must give signal 16(l) to the engineer immediately after passing the last station but not less than one mile preceding a schedule meeting point with a superior train or a point where by train order, it is restricted for an opposing train. The engineer will immediately reply with signal 15(n). If the engineer fails to answer by signal 15(n), the conductor must take immediate action to stop the train.

On other trains, the engineer must give signal 15(n) at least one mile before reaching a meeting or waiting point. If the engineer fails to give this signal or fails to prepare to stop short of fouling point when required, the conductor must take immediate action to stop the train.

When radio communication is available, at least two miles before reaching a meeting or waiting point, the conductor or other member of the crew on the rear of the train must remind the engineer of any timetable or train order restrictions affecting their authority to proceed and the engineer must acknowledge. If the engineer does not acknowledge or fails to take action to comply with such timetable or train order restriction, the conductor or other member of the crew on the rear of the train must take immediate action to stop the train.

At least one mile before reaching the first switch of the station where a meeting or waiting point has been established by train order, the engineer of the train holding the main track at the meeting or waiting point must contact the engineer of the opposing train by radio, when available, to determine that both engineers have a common understanding of the requirements of such train orders.

The use of the railroad radio will not relieve the crew from the requirements in this rule for the use of the communicating or engine whistle signals.

35. Rule 93 of the Consolidated Code of Operating Rules is revised as follows:

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains, must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employe.

In ABS territory, information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

36. Rule 98(B) of the Consolidated Code of Operating Rules is modified by the addition of the following:

When blocking the crossing cannot be avoided, engines, cars or train must not be left between the absolute signals of an interlocking unless part of the consist extends beyond one of the absolute signals.

When circumstances prevail that will not permit consist to extend beyond one of the absolute signals, the tracks of the other railroad extending through the interlocking must be protected in both directions as prescribed by Rule 99.

37. Rule 99 of the Consolidated Code of Operating Rules is revised as follows:

Definition

"Maximum Speed" - The highest speed authorized on a subdivision for the operation of trains and engines on main track except as otherwise restricted by special instructions.

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fuse.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fuses to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection, the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals.
- (b) When rear of train is protected by an absolute block. (Absolute Block means a block in which no train is permitted to enter while it is occupied by another train.)
- (c) When rear of train is within interlocking limits.
- (d) When a train order or special instruction provides that flag protection is not required.

Flagman's Signals:

Day Signals - a red flag, not less than ten torpedoes and six red fusees.

Night Signals - a white light, not less than ten torpedoes and six red fusees.

38. Rule 105 of the Consolidated Code of Operating Rules is modified as follows:

Trains and engines using a siding or any track other than a main track must move at reduced speed and be prepared to stop short of a switch not properly lined, but not exceeding 10 MPH.

39. Effective August 1, 1977, present Railroad Radio Rules numbered 650 through 663 of the Consolidated Code of Operating Rules are cancelled and following Railroad Radio Rules 400 through 424 are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employes using such systems.

401. All employes, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employes so authorized must carry their FCC operator license or verification card when on duty.

402. No employe shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.

404. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.

406. Before transmitting, an employe operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employe to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.

407. Employes transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:

A. BASE OR WAYSIDE STATIONS:

1. Name or initials of the railroad.
2. Name of office or other unique designation of the station and location of station.

B. MOBILE UNITS:

1. Name or initials of the railroad.
2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.

408. An employe receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.
409. An employe who receives a transmission must repeat it to the transmitting party except when the communication:
- A. Relates to yard switching operations.
 - B. Is a recorded message from an automatic alarm device.
 - C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.
410. To indicate to the receiving employe the transmission is ended and that a response is expected, the transmitting employe must say the word "over".
411. To indicate to the receiving employe the exchange of transmissions is complete and that no response is expected, the transmitting employe must say the word "out".
412. When base and wayside stations or mobile units are manned, the radio must be tuned to the appropriate channel with volume adjusted to receive communications.
413. Radio communication must not be used to avoid compliance with any operating rule.
414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employes, the public or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.
415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.
416. Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.
417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.
418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employe must be notified by any alternate means of communication available as soon as practicable.
419. Radios must not be used to give information to a train or engine crew about the position, aspect, name of indication displayed by a fixed signal, except between members of the same crew.
420. When radio is being used in lieu of hand signals both the direction and distance to be traveled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.
421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:
- A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.
 - B. Before the train order is transmitted the employe to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employe operating the controls of an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgement of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.
 - C. Train orders shall be copied in writing by the receiving employe in the format prescribed in the operating rules.
 - D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, the train dispatcher shall then state "Complete", the time, and the initials of the employe designated by the railroad. Employes copying train orders must then acknowledge by repeating "Complete" and the time.
 - E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
 - F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted.
 - G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.
422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.
423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days of receipt of notice and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.
424. Citizens band radios must not be used for Railroad Operating purposes.

NOTE: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be

spelled again, using a phonetic alphabet.

40. In the application of Rule 11, ten minute fusees must be used in non-ABS territory and five minute fusees must be used in other territory.
41. In the application of Rules 12, 14, and 14(A) of the Consolidated Code of Operating Rules and Rules 12, 14, 14(A), M-14 and M-14(A) of the Operating Rules for Maintenance of Way and Structures and the Signal and Communications Department, reflectorized material of the prescribed color may be used instead of lights.
42. In the application of Rule 99 Revised, effective August 1, 1977, the prescribed distance for flag protection of front and rear of train, when flag protection is required, is as follows:
- | | |
|--------------------------|-----------|
| First Subdivision | Two Miles |
| Second Subdivision | One Mile |
43. In accordance with the new Railroad Radio Rule 405, effective August 1, 1977, following are locations of radio base stations and the hours they are attended:
- | | | |
|-------------------------|-------------|--------------------------|
| Bettendorf | D.R.I.&N.W. | 7:00 a.m. to 11:59 p.m. |
| | MILW BN | except Saturday & Sunday |
| | | 7:00 a.m. to 4:00 p.m. |
| | | on Saturday & Sunday |
| Davenport Union Station | D.R.I.&N.W. | 8:00 a.m. to 5:00 p.m. |
| | | except Saturday & Sunday |
| Rock Island | D.R.I.&N.W. | 7:00 a.m. to 4:00 p.m. |
| | | except Saturday & Sunday |
| East Moline | D.R.I.&N.W. | 7:30 a.m. to 4:30 p.m. |
| | | except Saturday & Sunday |
| CNW Fifth Street | MILW | Continuous |
| Clinton Depot | BN | 7:00 a.m. to 5:00 p.m. |
| | | except Saturday & Sunday |
| West Davenport | MILW | Continuous |

44. Rule 211 of the Consolidated Code of Operating Rules is supplemented as follows:

At train order offices designated by bulletin or special instructions, slow and cautionary orders only may be copied by duplicating machine. These train orders will be written on Form 19 X Train Order, repeated, completed and signed by the operator in the usual manner. Necessary additional copies of order will be made by duplicating machine from the original master copy until the order is annulled. When Form 19 X train orders are annulled, the master copy will be used to comply with the requirements of Form L (annulling) train orders.

Copies will be reproduced on 8½ by 11 inch paper and must be legible and without omission and will be delivered to those addressed along with other necessary train orders and clearance in accordance with Rules 213 and 219. Operator will not be required to repeat to the train dispatcher when additional copies of the Form 19 X train orders are made, but is responsible to know that all duplicated copies are clearly legible and without omission and must initial each copy of the order in the lower right hand corner to indicate that it has been checked for accuracy. Copies which are not legible or do not contain the entire original order must be destroyed immediately. Rule 213 applies.

Should the duplicating machine fail to reproduce exact, legible copies or become otherwise inoperative, its use will be discontinued immediately for train order reproduction purposes and the train dispatcher so notified. Additional copies of existing train orders or any new slow or cautionary orders will then be made in accordance with Rule 211.

The form X train order, Slow Track Conditions, is modified by the addition of the following examples:

- (1) Between (station) and (station) do not exceed _____ MPH between MP _____ and MP _____
- (2) Between (station) and (station) on (No 1) (Westward) (both) track(s) do not exceed _____ MPH between MP _____ and MP _____
- (3) Between (station) and (station) psgr trains do not exceed _____ MPH frt trains _____ MPH between MP _____ and MP _____

These examples may be used on the Form 19 X Train Order to cover an entire subdivision or portion of a subdivision and if include more than one slow track condition, the restrictions should be listed in mile post sequence. Specific times may also be added to these examples.

Cautionary or informative train orders, such as: tracks or switches out of service, notice of outfit cars, notice of new timetable, annulment of schedules for more than one day, etc. may also be copied on Form 19 X and reproduced mechanically.

FORM 19 Y OR OTHER TRAIN ORDER FORMS MUST NOT BE DUPLICATED MECHANICALLY.

45. In the State of Iowa, engine whistle signal 15(1) must be sounded for private crossings the same as for public crossings. In the absence of a whistle post, signal must be commenced sufficiently in advance of crossing to provide ample warning.

EXCERPTS FROM HAZARDOUS MATERIALS REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION APPLYING TO THE

HANDLING "PLACARDED CARS" IN RAILROAD TRANSPORTATION

Note: For complete information on these regulations, consult R. M. GRAZIANO'S TARIFF or B. E. PAMPHLET 20.

DEFINITIONS:

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the following placards:

EXPLOSIVES A	OXYGEN
EXPLOSIVES B	FLAMMABLE GAS
POISON GAS	COMBUSTIBLE
FLAMMABLE SOLID W	FLAMMABLE SOLID
RADIOACTIVE	OXIDIZER
FLAMMABLE	ORGANIC PEROXIDE
NON-FLAMMABLE GAS	CORROSIVE
CHLORINE	DANGEROUS
POISON	EMPTY

this definition does not apply to FUMIGATION placards.

"Engine" means a locomotive propelled by any form of energy and used by a railroad.

"Occupied caboose" means a rail car being used to transport non-passenger personnel.

"Train" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

"Shipping paper" means a shipping order, bill of lading, manifest or other shipping document serving a similar purpose and containing the information required by §172.202, §172.203 and §172.204.

SWITCHING**§ 174.83 Switching of cars containing hazardous materials.**

(a) In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a draft which includes a loaded placarded tank car, may not be cut off until the preceding car or cars clear the ladder track and the draft containing the loaded placarded tank car, or a loaded placarded tank car, shall in turn clear the ladder before another car is allowed to follow. In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a draft containing a placarded car, has its hand brakes in proper working condition before it is cut off.

(b) A car placarded "EXPLOSIVES A" or "POISON GAS" may not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVES A" or "POISON GAS".

(c) When transporting a car placarded "EXPLOSIVES A" in a terminal yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.

(d) The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

§ 174.84 Switching of flatcars carrying placarded trailers or freight containers.

(a) A placarded flatcar or a flatcar carrying a placarded trailer or freight container that bears any placard prescribed by Part 172 of this subchapter may not be cut off while in motion.

(b) No rail car moving under its own momentum may be permitted to strike any placarded flatcar or any flatcar carrying a placarded trailer or freight container.

(c) No placarded flatcar or any flatcar carrying a placarded trailer or freight container may be coupled into with more force than is necessary to complete the coupling.

§ 174.85 Placement of freight cars placarded "EXPLOSIVES A" in yards, on sidings, or side tracks. A rail car placarded "EXPLOSIVES A" while in a yard on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing, not in or alongside a passenger shed or station except for loading or unloading purposes.

LOCATION OF PLACARDED CARS IN TRAINS

§ 174.86 Position in train of cars placarded "EXPLOSIVES A" or "POISON GAS" when accompanied by cars carrying guards or technical escorts. A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

§ 174.87 Placarded cars are prohibited in passenger trains, ...

§ 174.88 Position in train of cars placarded "EXPLOSIVES A". In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or an occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

§ 174.89 Position in train of cars placarded "RADIOACTIVE". In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (other than one placarded "COMBUSTIBLE"), an engine, occupied caboose, or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

§ 174.90 Separating cars placarded "EXPLOSIVES A" or "POISON GAS" from other cars in trains.

(a) In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:

- (1) A passenger car or combination car that may be occupied except as provided in §174.86;
- (2) Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE";
- (3) An engine;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flatcar, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open top car. (See subparagraph (6) of this paragraph.);
- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigerator or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation;
- (8) A car containing lighted heaters, stoves or lanterns;
- (9) A car occupied by any person, including any attendant for the cargo contained therein; or
- (10) An occupied caboose, except as provided in §174.86.

(b) In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS".

§ 174.91 Position in train of loaded placarded tank car other than car placarded "COMBUSTIBLE". Except for a tank car placarded "COMBUSTIBLE", a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed, it must be placed as near the middle of the train as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.

§ 174.92 Separating loaded placarded tank cars other than cars placarded "COMBUSTIBLE" from other cars in trains.

(a) In a moving or standing train a loaded placarded tank car, other than one placarded "COMBUSTIBLE", may not be placed next to:

- (1) A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2) Any car placarded "EXPLOSIVES A", "RADIOACTIVE", or "POISON GAS";
- (3) An engine or occupied caboose;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:

- (i) A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph (a) (6) of this section); and
- (ii) This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-

top trailers or loaded trucks or trailers without securely closed doors;

- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;
- (8) A car occupied by any person, including any attendant for the cargo contained therein.

§ 174.93 **Position in train of empty placarded tank cars.** In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

SHIPPING PAPERS

§ 172.202 Description of hazardous material on shipping papers.

(a) Each description of a hazardous material on the shipping paper must include—

(1) The proper shipping name prescribed for the material as required by §172.101.

(2) The class prescribed for the material as required by §172.101. When the words of the proper shipping name are identical (excluding the entry "n.o.s.") with the words of the class, the inclusion of the class is not required.

(3) (Reserved)

(4) Except for empty packagings, the total quantity (by weight volume, or as otherwise appropriate) of the hazardous material covered by the description.

§ 172.203 Additional description requirements.

(g) Transportation by rail

(1) The shipping paper for a rail car containing a hazardous material must contain the notation "Placarded" followed by the name of the placard required for the rail car.

(2) The shipping paper for each specification DOT 112A or 114A tank car (without head shields) containing a flammable compressed gas must contain the notation, "DOT 112A" or "DOT 114A", as appropriate, and either "Must be handled in accordance with FRA E.O. No. 5" or "Shove to rest per E.O. No. 5."

§ 174.25 Additional information on waybills, switching orders and other billings.

(a) Each waybill, switching ticket, switching order or other billing used in place thereof, prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded by Subpart F or Part 172 of this subchapter must, in addition to containing the information required by §172.202 and §172.203 of this subchapter, be plainly marked by the carrier with—

- (1) In the case of a flatcar carrying trailers or containers, an indication of which trailers or containers contain the hazardous materials; and
- (2) The placard endorsement . . . near the space on the face of the billing provided for the car number—

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The proper shipping name specified in §172.101 of this subchapter;
- (2) The hazard class specified in §172.101 of this subchapter;
- (3) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
- (4) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in §172.204 of this subchapter;
- (5) The placard notation specified in the Table in §174.25(a);

(c) For empty tank cars which previously contained a hazardous material, other than a combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the name of the hazardous material last contained in the tank car, the hazard class of the material and the word, "PLACARDED." For example, EMPTY: SULFURIC ACID, Corrosive Material Placarded; or EMPTY: Last Contained SULPHURIC ACID, Corrosive Material, Placarded.

§ 174.26 Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded "EXPLOSIVE A" or "POISON GAS." A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on the file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §172.202 and §172.203 of this subchapter.

INSPECTION

§ 174.8 Inspection.

(b) At any point where a train is required to be inspected, each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §174.9 and §174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by §174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see §174.10 and §174.104.

§ 174.9 Inspection of tank cars.

(a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.

(b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

(a) Each rail car containing explosives requiring "EXPLOSIVES A" placards (see §174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

(b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by §174.25 of this subpart.

(d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.

(e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by §174.50.

F.R.A. EMERGENCY ORDER No. 5

(a) DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49CFR 179.100-23, transporting flammable gas requiring Flammable Gas placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable gas placarded Flammable Gas, that is not equipped with head shields required by 49CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(b) Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

Note—DOT specification 112A and 114A tank cars may be identified by the specification marking displayed on each side of the tank near the right corner.

DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY COMPANY
Form One

11

Train Crew Procedure for Hazardous Materials Accidents

1. Check for injuries.
2. Notify Yardmaster of derailment.
3. Check switch list for car contents.
4. If hazardous materials are derailed, do not go near derailed car.
5. Check area for roads, buildings and streams.
6. Be on the lookout for fires or leaking material.
7. Call Yardmaster, furnishing information from form below.
8. Stay in contact with Yardmaster while he is getting instructions.
9. Keep unauthorized people from area.
10. If local authorities appear, give them the name of the material. Advise them to stay away and keep the public away.
11. If local authorities insist on taking action before you receive instructions, request them to call CHEMTREC: 800-424-9300.
12. When railroad personnel arrive, notify them of type of material involved. Give help as requested.

FORM TWO

HAZARDOUS AND/OR ENVIRONMENTALLY DAMAGING MATERIAL REPORT

Check list to be used **only** when hazardous and/or environmentally damaging commodities loaded in railroad rolling equipment are involved in derailment or found leaking or spilled for any reason.

Name of Person Reporting: _____
 Train or Other Identification: _____
 Time of Incident: _____ M. Date of Incident: _____ 19____
 Location: _____
 Total Number of Cars Involved: _____
 Weather Conditions: Clear _____ Cloudy _____ Raining _____ Snowing _____
 Temperature: _____ Wind Direction & Velocity _____

Car No. 1:	Car No. 2:	Car No. 3:
Initial: _____	_____	_____
Number: _____	_____	_____
*Contents: _____	_____	_____
*Commodity Code No: _____	_____	_____
THIS CAR IS: 1. _____ Not derailed. 2. _____ Derailed, and: 3. _____ Upright. 4. _____ On side. 5. _____ Overturned. 6. _____ On fire. 7. _____ Spilled/leaking.	1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____	1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____
CONTENTS ARE SPILLED/LEAKING INTO OR ONTO: 8. _____ Lake/river/swamp. 9. _____ Culvert/sewer. 10. _____ Drainage/irrigation ditch. 11. _____ Residential property. 12. _____ Commercial property. 13. _____ Railroad property. 14. _____ Farmland. 15. _____ Other, describe:	8. _____ 9. _____ 10. _____ 11. _____ 12. _____ 13. _____ 14. _____ 15. _____	8. _____ 9. _____ 10. _____ 11. _____ 12. _____ 13. _____ 14. _____ 15. _____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Note:
 *Exact description of contents of car, Standard Transportation Commodity Code number and Shippers emergency telephone numbers must be taken from waybill or train list, when practicable.
 Reporting employee(s) will remain at scene until released by proper authority.
 Remarks: _____

 Name of Person Receiving Report: _____

DRI & NW Ry. Co.

POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

		3	4	5	6	7	8	9	10	11	12	13	14	15	16
		WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST NOT BE PLACED NEXT TO:											
		No	Must Not Be Nearer Than Sixth Car From Engine or Occupied Caboose	Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose	E	Loaded Flat Car	Open Top Car When Loading Beyond Car Ends Or When Loading Above Car Ends To Shift	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating: Lighted Heaters, Stoves Or Lanterns	O C C U P I E D Car	O C C U P I E D Caboose	E X P L O S I V E S	P O I S O N G A S	R A D I O A C T I V E	U N D E R V E L O P E D Film	Any Loaded P L A C A R D Except Combustible
1	2														
TYPE OF CAR	PLACARD APPLIED ON CAR														
ANY CAR INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES A	X	X	X	X	X	X	X	X ^③	X ^③	X	X	X		X
ANY CAR EXCEPT TANK CAR	POISON GAS		X	X	X	X	X	X	X ^③	X ^③	X	X	X		X
TANK CAR	POISON GAS		X	X	X	X	X	X	X ^③	X ^③	X	X	X		X
ANY CAR	RADIOACTIVE				X	X			X	X	X	X		X	
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE		X	X	X	X ^②	X	X	X	X	X	X	X		X
EMPTY TANK CAR	ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE				X					X					
ANY CAR	COMBUSTIBLE OR EMPTY COMBUSTIBLE	X													
ALL OTHER LOADED CARS	ANY PLACARDS										X	X	X		

① A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

② Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.

This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "Explosives A", or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.