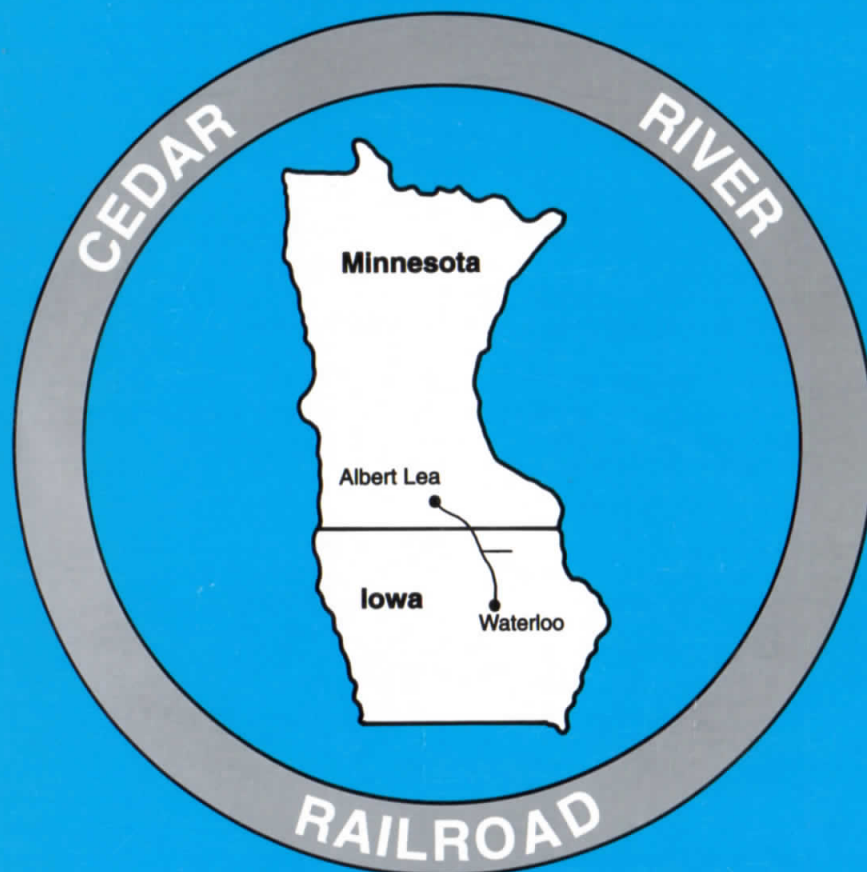


# CEDAR RIVER RAILROAD



## SYSTEM TIMETABLE

### NO. 2

**EFFECTIVE 0001**

**Continental Daylight Time**

**Sunday, April 10, 1994**

**M.C. Burkart  
President**

# CEDAR RIVER RAILROAD

## GENERAL OFFICE

Cedar River Railroad  
223 Main Street  
Osage, Iowa 50461

## BILLING OFFICE

Cedar River Railroad  
P.O. Box 657  
Waterloo, Iowa 50704

## COMMERCIAL TELEPHONES

General Office, Osage  
General Office, FAX  
Chicago Central Dispatcher  
Chicago & North Western Dispatcher  
Standard Time  
CHEMTREC Washington, D.C.

(515) 732-3794  
(515) 732-5764  
(319) 236-9215  
(312) 633-4586  
(900) 410-8463  
(800) 424-9300





**ALL SUBDIVISIONS SPECIAL INSTRUCTIONS**

**1. SPEED RESTRICTIONS** **MPH**  
 Tracks other than main track ..... 10

**Harmonic Rock:** Under certain conditions, operation of trains between 13 MPH and 19 MPH can cause derailments due to harmonic rocking of cars. Freight trains other than coal trains and trains consisting entirely of empty equipment, which cannot maintain a speed of 19 MPH, must reduce speed to not exceed 13 MPH until speed can be maintained at 20 MPH or greater. This procedure does not apply to trains operating on an ascending grade where stall may occur.

**2. EQUIPMENT SPEED RESTRICTIONS**

When pile drivers, cranes, derricks, or similar equipment are handled on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Inspection of such equipment must be made prior to moving. Spreaders moving in trains must, when practicable, be headed in the direction train is moving, and wings properly secured. Conductor and engineer must be notified when such equipment is in their train.

REAR END ONLY cars must be placed within 5 cars of rear of train.

**3. SNOW PLOW INSTRUCTIONS**

Trains handling snow plows ahead of engine are governed by the following:

- a. An absolute block must be maintained in advance of train.
- b. Train must be stopped prior to meeting or being passed by another train.
- c. Train must sound whistle signal 5.8.2(11) frequently.
- e. When entering snow drifts where there is a possibility of ice existing, particular attention must be given to the facing of the drift, cleaning flangers etc., to allow the snow plow to go under the ice instead of over.

**4. GENERAL CODE OF OPERATING RULES**

Rules changes and additions –

The following changes to the General Code of Operating Rules are in effect on the Cedar River Railroad only.

**Rule 1.3.1** – add sixth paragraph:

Employees whose duties are affected by federal regulations must be familiar with and comply with those regulations.

**Rule 1.6** – add the following two paragraphs:

The conduct of any employee leading to conviction of any misdemeanor involving moral depravity (including without limitation, the unlawful use, possession, manufacture, distribution, dispensation or transportation of any illegal drug or controlled substance) or of any felony is prohibited. Any employee convicted of any such misdemeanor or felony must notify his or her supervisor no later than the end of the first business day immediately following the day the employee received notice of the conviction.

All employees certified as locomotive engineers, regardless of class of service, must report convictions for operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance; and, convictions for refusal to undergo such testing when a law enforcement official seeks to determine whether a person is operating under the influence of alcohol or a controlled substance. Completed state actions to cancel, revoke, suspend, or deny a drivers license are considered convictions as applied to this rule. Any conviction must be reported to the employee's supervisor no later than the end of the first business day immediately following the day the employee received notice of the conviction.

**Rule 2.2** – third paragraph is changed to read:

- \* For mobile units:
  - Name or initials of the railroad.
  - Engine number or words that identify the precise mobile unit.

**Rule 3.1** – third sentence is changed to read:

Continental time (0100 hours, 0200 hours, etc.) will be used.

**Rule 4.3 Timetable Characters** – Explanation of characters

- A – Automatic Interlocking
- G – General Orders, Notices, Standard Clocks
- J – Junction
- T – Turntable or Wye
- U – Railroad crossing not protected by signals
- W – Facilities available to water locomotives
- X – Crossover

**Rule 5.5 Permanent Speed Signs:**



The Advance Warning Sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a Speed Sign will state the maximum authorized speed. The lower speed will remain in effect until a Resume Speed Sign or another Speed Sign is displayed. Speed may not be increased until the entire train has passed a Resume Speed Sign or another Speed Sign authorizing a higher speed.

Permanent Speed Signs will be used only at locations shown under individual subdivision Special Instructions Item 1 SPEED RESTRICTIONS or General Order. If Resume Speed Sign is missing, speed may be increased when entire train has cleared the location shown in Special Instructions or General Order.

**Rule 5.9.1 Dimming Headlight** – add following paragraph:

- 6. When headlight displayed bright will cause significant visibility hazard to motor vehicles on parallel roadway.

**Rule 6.23 Emergency Stop or Severe Slack Action** –

**Inspection of Cars and Units** – If brake pipe pressure on rear car has been restored as indicated by rear car gauge or end of train device, leakage test must be made and be within prescribed limits, then train may proceed without providing inspection on each side of all cars and units. If brake pipe pressure cannot be restored or leakage test is not within prescribed limits, or severe slack action occurs while stopping; or if train requires excessive power to start after stopping, then both sides of entire train must be inspected before proceeding.

**Rule 6.23** – add the following last paragraph:

In cabooseless operation, the initial and number of the car on which the end-of-train device or marker is applied must be known by the conductor. If the end-of-train device or marker is missing, train crew must know that their train is complete before they proceed.

**Rule 6.32.2 Automatic Crossing Devices** –

Last sentence reading, "When a train has been notified that automatic warning devices are not operating properly, the train must not occupy the crossing until vehicular traffic is clear of the crossing," is cancelled.

**Add the following two paragraphs:**

When a train has been notified that automatic warning devices are operating continuously, the train must not occupy the crossing until a crew member is on the ground at the crossing to warn traffic. If warning to traffic is to be given by an employee who is not a member of that crew, the train does not need to stop, but must not exceed 10 MPH until leading end of the movement has passed the crossing.

When a train has been notified that automatic warning devices are not operating, the paragraph above will apply between sunrise and

sunset. However, between sunset and sunrise or when visibility is restricted, train must stop before occupying crossing, crew members must be on the ground at the crossing on **both** sides of the train with lighted fuseses, and must remain there until entire movement has passed crossing. If warning to traffic is to be given by employees who are not members of that crew, the train does not need to stop, but must not exceed 10 MPH until leading end of the movement has passed the crossing.

**Rule 7.3 Additional Switching Precautions** – add to the last paragraph: "The following equipment must not be cut off in motion or struck by any car moving under its own momentum:"

- Cars loaded with maintenance of way machinery and equipment.
- Placarded cars except those placarded DANGEROUS or RESIDUE.


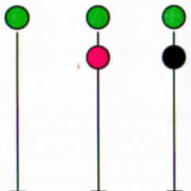
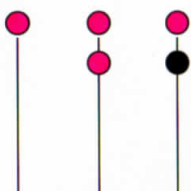
**Rule 8.3 Main Track Switches** – add the following item:

- At meeting points outside CTC, train entering the siding may leave the siding switch open. The train occupying the main track will restore the switch to normal position, and report this fact to the train on the siding.



# SPECIAL INSTRUCTIONS

3

SIGNAL	ASPECTS	RULE	NAME	INDICATION
		9.1.1	DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal
		9.1.2	CLEAR	Proceed
		9.1.4	APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout
		9.1.5	APPROACH	Proceed prepared to stop at next signal
		9.1.9	STOP	Stop

### GENERAL SIGNAL INSTRUCTIONS

The following symbols are used in diagrams of signal aspects:



To indicate color light signal head;



To indicate position of semaphore arm.



**Rule 15.2 Paragraph C. Stop Column** – Is cancelled.

**5. DIMENSIONAL SHIPMENTS**

All dimensional shipments must be cleared for movement through Transportation Center, Waterloo, (319) 236-9224.

**6. RESTARTING LOCOMOTIVES**

Ensure jumper cables are pulled, ground relay reset, and radio is shut off prior to attempting to restart locomotives as prescribed in Air Brake and Train Handling Rule 303.

**7. TRAIN SERVICE EMPLOYEES MUST PROVIDE THEMSELVES WITH AND HAVE AVAILABLE FOR REFERENCE WHILE ON DUTY:**

- a. General Code of Operating Rules 3rd Edition (Eff 4/10/94)
- b. Cedar River RR Safety Rules (Eff 4/10/94)
- c. Cedar River RR Air Brake and Train Handling (Eff 4/10/94)
- d. Certificate of Rules Examination
- e. LOCOMOTIVE ENGINEER CERTIFICATE, if applicable
- f. Cedar River RR System Timetable No. 2.
- g. Emergency Response Guidebook

All books must contain current rules and latest revised pages in proper page sequence.

**8. QUALIFICATIONS OF LOCOMOTIVE ENGINEERS**

Promoted and qualified engineers retain rights in train service as brakemen and/or conductors. Changes in manpower requirements may result in some of these engineers returning to brakeman or conductor assignments. When this occurs these individuals may be permitted to operate the locomotive under the provisions of Rule 1.47 (B), provided that such activity does not interfere with their assigned duties, and they have the consent of the working engineer of the crew. Only persons holding a valid Locomotive Engineer Certificate may be allowed to operate a locomotive or train.

**9. RAILROAD RADIO LOCATIONS**

All Cedar River Railroad operations will be conducted on Channel 1 (72 72).

**10. LOCOMOTIVE STROBE LIGHTS**

Eng CC 2007 is equipped with a strobe light warning system. The lights are activated by use of the locomotive whistle or depressing the mushroom shaped red button on the control stand to the left of the throttle. The strobes will continue to flash approximately 30 seconds after activation. At speeds below 10 MPH, use of the whistle will not activate lights, red button must be used.

**11. TRACKS WARRANTS, TRACK BULLETINS, TRACK AND TIME LIMITS**

When verbally issuing and repeating track warrants, track bulletins, and track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure. Unless the number is only one figure, then it must be pronounced first, then spelled. The names of stations, control points, and directions must be pronounced, and then spelled.

**12. CEDAR RIVER RAILROAD POLICY ON SMOKING**

All locomotives and cabooses operated and occupied by employees of the Cedar River Railroad are designated as "NO SMOKING" areas.

Smoking will be permitted only if any employee desiring to smoke requests and receives permission from all other individuals occupying the locomotive or caboose.

All Cedar River Railroad buildings are designated "NO SMOKING" areas.

**MULTI-CHANNEL RADIO INSTRUCTIONS**

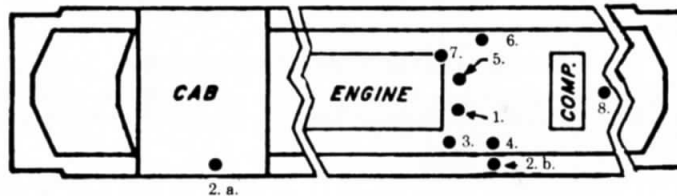
For use on units with a radio that can operate on channels used by other railroads. These radios are identified by a four-digit display which shows channels by AAR frequency assignment number. Channels are selected by either rotary or push button switches on the front panel of the radio.

<b>RAILROAD</b>	<b>CHANNEL</b>	<b>DISPLAY</b>
CC	1	72 72
CC	2	54 54
CC	3	90 90
CC	4	43 43
<b>C&amp;NW</b>	<b>Road and Dispatcher</b>	<b>52 52</b>
SOO LINE (CP RAIL SYSTEM)	1	84 84
SOO LINE (CP RAIL SYSTEM)	2	94 94
SOO LINE (CP RAIL SYSTEM)	3	65 65
<b>DM&amp;E</b>	<b>Road</b>	<b>19 19</b>



## SPECIAL INSTRUCTIONS

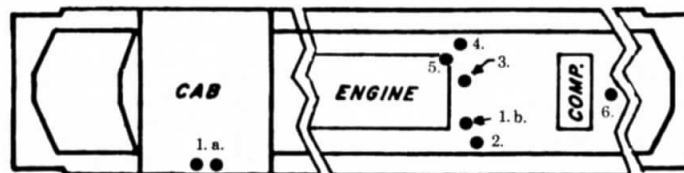
## DRAINING LOCOMOTIVES



GP-8, GP-10, GP-18, AND GP-20

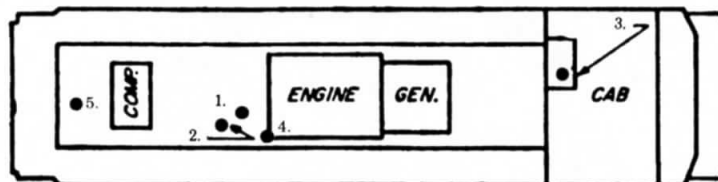
1. Remove plug from right water pump (if equipped).
2. a. If equipped with hot water cab heaters, open cab heater drain valve under cab floor.  
b. Open cab heater drain valve under running board.
3. Open cab heater supply valve.
4. Open drain valve on fuel oil heater if heater is mounted on engine room floor. It will normally be located on left side of
5. Open main drain valve at floor in front of engine.
6. Remove water fill cap after all valves are open.
7. Blue test valve located just below Low Water Button must be turned clockwise and left in that position.
8. Remove the two Air Compressor Low Pressure head drain plugs with the wrench affixed to length of chain near compressor.

NOTE: GP-20 units (964-981) are drained by pushing a button located near the prime/start switch. Operating instructions are posted near the switch.



GP-28, GP-38

1. If equipped with hot water cab heaters:
  - a. Open cab heater drain valves in compartment under left side of cab.
  - b. Ensure cab heater supply valve is open.
2. Open drain valve on fuel oil heater if heater is mounted on engine room floor.
3. Open main drain valve at floor in front of the engine.
4. Remove water fill cap after all the valves are open.
5. Blue test valve located just below Low Water Button must be turned clockwise and left in that position.
6. Remove the two Air Compressor Low Pressure head drain plugs with the wrench affixed to length of chain near compressor.



SWITCH ENGINES

1. Open the two main drain valves.
2. Open filler cap after valves are open.
3. Open heater valve in cab.
4. Blue test valve located just below Low Water Button must be turned clockwise and left in that position.
5. Remove the two Air Compressor Low Pressure head drain plugs with the wrench affixed to length of chain near compressor.

NOTE: When draining engines, the cab heater drain valves must be opened before the main drain is opened to ensure complete draining of the cab heaters.



**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED, THE FOLLOWING STEPS MUST BE TAKEN.**

1. Crew members must determine what hazardous materials may be involved and what precautions to take for personal safety.
2. After making a preliminary report to the train dispatcher and if safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and inform the dispatcher of your findings. Approach from upwind if possible, avoiding contact with any released material. Be alert for unusual odors, vapor fumes, and liquids or solids on the ground. Do not smoke or use fuses.
3. Check for casualties and remove injured if conditions require and it is safe to do so. Keep the public and other railroad employees away from the area of release.
4. If the accident involves casualties, fire and/or the release of hazardous materials, the conductor or other crew member must promptly notify or request train dispatcher to notify the nearest fire, police, and emergency medical agencies. Notification should include where the train crew will be located and how they can be identified.
5. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate ignition sources such as lanterns, flares, fuses, open flames and smoking materials from the immediate area.
6. Determine the status of the train and promptly notify the train dispatcher. If fire or vapor cloud is present, move to safety, generally upwind and to higher ground, and determine the status of the train from there. Take the waybills (shipping papers), train consist with emergency response data, and Emergency Response Guidebook and use them to determine:
  - Portion of train involved;
  - Car numbers involved;
  - Hazard class, UN/NA number of commodities involved;
  - Identity of other hazardous materials in the immediate area;
  - Necessary actions to protect people in the area surrounding the accident.

**TRAIN CREW ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND PROVIDE THAT INFORMATION TO ALL WHO NEED IT.**

7. **Be specific when reporting damage or leakage information.** Give the train dispatcher as much information as possible regarding:
  - Casualties, to include the nature and extent of injuries and identification and address of the injured;
  - Location of the incident (milepost location, proximity to public access, name or number of street or highway, etc);
  - Location and position of derailed cars (upright, on side, parallel to track, etc);
  - Identification of contents of derailed cars, both hazardous and non-hazardous;
  - Nature of damage to cars (hole in side, sideswipe, etc);
  - Evidence of leaking hazardous materials (dripping, steady stream, vapor cloud, etc);
  - Potential public exposures, both residential and business;
  - Environmental exposures such as waterways, culverts, drainage ditches, etc);
  - Weather conditions (temperature, precipitation, cloudy or clear, wind speed and direction, etc).

8. Select a safe location, accessible to arriving emergency response personnel. Inform the train dispatcher and all crew members of this location. Information on waybills, consist, and emergency response data shall be shared with emergency response personnel, however, physical custody of the documents shall be retained by crew members and not surrendered to anyone other than a company officer.

**EXCERPTS FROM D.O.T. REGULATIONS**

For complete Hazardous Materials Regulations of the Department of Transportation applying to railroad operations, refer to Bureau of Explosives Tariff No. BOE-6000-1 or subsequent issues.

**DEFINITIONS**

**HAZARDOUS MATERIAL:** A substance or material, including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

**HAZARDOUS SUBSTANCE:** A material, including its mixtures and solutions, that has been identified as environmentally damaging by the Regulation and is in a quantity, in one package, which equals or exceeds the Reportable Quantity (RQ).

**N.O.S.:** The abbreviation for Not Otherwise Specified which is applied to commodity shipping descriptions that are not included in the Hazardous Materials Table in the Regulations.

**PLACARDED CAR:** A rail car which is placarded in accordance with the requirements of the Regulations except those cars displaying only the FUMIGATION placards.

**RESIDUE:** The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors.

**SHIPPING PAPER:** A shipping order, bill of lading, manifest or other shipping document (waybill) serving a similar purpose and containing the information required by the Regulations.

**TRAIN:** 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.



## POSITION IN TRAIN AND SWITCHING RESTRICTIONS FOR PLACARDED CARS

### POSITION IN TRAIN RESTRICTIONS

When train length permits, placarded car may not be placed nearer than the sixth car from the engine or occupied caboose.

When train length does not permit, placarded car must be placed near the middle of the train, but not nearer than the second car from an engine or occupied caboose.

Placarded car may not be transported in a passenger train.

Placarded car may not be placed next to a loaded open-top car when any of the lading protrudes beyond the car ends or if shifted would protrude beyond the car ends. Permanent bulk-head flat cars are considered the same as open-top cars.

Placarded car may not be placed next to loaded flat car or loaded wheel car, except placarded car may be placed next to closed TOFC/COFC equipment, auto carriers, and other specially-equipped cars with tie-down devices for handling vehicles.

Placarded car may not be placed next to any rail car, transport vehicle, or freight container with temperature control equipment or internal combustion engine in operation.

Placarded car must be separated from an engine or occupied caboose by at least one non-placarded car.

### SWITCHING RESTRICTIONS

Placarded car may not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling.

# HAZARDOUS MATERIALS SPECIAL INSTRUCTIONS

**PLACARD GROUP 2**

**CAR PLACARDED**

**CAR PLACARDED  
"RESIDUE"**



Division 1.3



Division 1.4



Division 1.5



Division 2.1



Division 2.2



Division 2.3



Oxygen (2.2)



Division 2.4



Class 3



Division 4.1



Division 4.2



Division 4.3



Division 5.1



Division 5.2



Division 6.1



Class 8



Division 1.6



Mixed Load



(Example Placard)

- Division 2.1
- Division 2.2
- Division 2.3
- Division 2.3, Zone A
- Oxygen (2.2)
- Division 2.4
- Class 3
- Division 4.1
- Division 4.2
- Division 4.3
- Division 5.1
- Division 5.2
- Division 6.1
- Division 6.1, PG I, Zone A
- Class 8

**TANK CAR**

**RAIL CAR**

X

X

X

X

X

X

X

X

X

X

X

X

X

## DOCUMENTATION

## SHIPPING PAPERS:

- a. [49 CFR § 174.24(a)] No person may accept for transportation by rail any hazardous material which is subject to the Hazardous Materials Regulations unless he has received a shipping paper prepared in the manner specified in those regulations.
- b. [49 CFR § 172.201(a)] When a description of hazardous material is required to be included on a shipping paper, the shipping description must include the following as specified in 49 CFR § 172.202:
- (1) The proper shipping name prescribed for the material in the Hazardous Materials Table of the Regulations. If n.o.s. (not otherwise specified) is part of the proper shipping name, technical or chemical names must be entered within parentheses in association with the basic description (proper shipping name, hazard class and identification number);
  - (2) The hazard class or division prescribed for the material in the Hazardous Materials Table of the Regulations;
  - (3) The identification number (preceded by "UN" or "NA") as prescribed in the Hazardous Materials Table of the Regulations;
  - (4) The packing group (e.g., PG I, PG II, PG III), when required, as specified in the Hazardous Materials Table of the Regulations;
  - (5) The total quantity of the hazardous material (by weight, volume or as otherwise appropriate), including the unit of measurement (e.g., 800 lbs. or 55 gal.) and;
  - (6) An emergency response telephone number as prescribed in § 172.604 of the Regulations.
- c. [49 CFR § 172.203] Additional information that is not always required on shipping papers includes the following:
- (1) The letters "RQ" must be entered either before or after the basic description if the commodity is a hazardous substance and is present in one package in a quantity that equals or exceeds the reportable quantity;
  - (2) The notation "Placarded" followed by the name of the placard required for the placarded rail car containing a hazardous material must be entered following the description of the hazardous material; and
  - (3) The notation "DOT-113A" and the statement "Do Not Hump or Cut Off Car While in Motion" must be entered in association with the description of hazardous material on the shipping paper for a Class DOT-113 tank car containing a flammable gas.
- d. [49 CFR § 174.25(a)] Each waybill, switching ticket, switching order or other billing used in their place, 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 must, in addition to the information specified in (b)(1) through (c)(3) above must be plainly marked with the following:
- (1) An entry must be included to indicate which trailers or containers are loaded with hazardous materials in the case of a flatcar carrying trailers or containers;
  - (2) The placard endorsement for the applicable hazardous material or hazard class, when required, must be placed on the face of the shipping paper near the car initial and number in letters at least 0.4 inch (9mm) high or in bold upper case letters not less than 0.1 inch (2.5mm) high inside a rectangle made with a symbol such as asterisk (\*), dollar sign (\$), etc.
- e. [49 CFR § 174.25(c)] The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last Contained\*\*\*," followed by the basic description of the hazardous material last contained in the tank car and the applicable placard notation followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Naptha, Class 3, UN1255, Placarded: FLAMMABLE-RESIDUE." For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.
- f. [49 CFR § 174.25(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, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
- (1) The basic description of the shipment consisting of the proper shipping name, hazard class and identification number as specified in the Hazardous Materials Table;
  - (2) The total quantity by weight, volume, or as otherwise appropriate of the hazardous material covered by the description;
  - (3) The shipper's certification and signature, except when a certified bill of lading is tendered to the carrier;
  - (4) The applicable placard notation specified in the Table in § 174.25(a); and
  - (5) The letters "RQ" either before or after the basic description if the material is a hazardous substance.
- g. [49 CFR § 174.26] When shipments of hazardous materials are transported in a train:
- (1) 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 information required by the Hazardous Materials Regulations.
  - (2) 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.
  - (3) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of the cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVES 1.1** or **1.2 (EXPLOSIVES A)** or **POISON GAS (Division 2.3 Hazard Zone A and Division 6.1 PG I Hazard Zone A materials)**. 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 file by the carrier at each point where the notice was given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

## PLACARDING

## MARKING AND PLACARDING OF RAIL CARS:

- (a) [49 CFR § 174.59] No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by the Hazardous Materials Regulations. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit must be replaced either by the placards required by the Hazardous Materials Regulations of the United States or the Canadian placard authorized by those regulations.



(b) [49 CFR § 172.504] Placards shall be displayed on each side and each end of:

- (1) A rail car, trailer or container containing any quantity of Division 1.1 or 1.2 (Explosives A), Division 1.3 (Explosives B), Division 2.3 (Poison Gas), Division 4.3 (Dangerous When Wet), Division 6.1, PG I, inhalation hazard (Poison), or Class 7 (Radioactive material) that requires a Radioactive Yellow III label.
- (2) A rail car, trailer or container containing 1,001 pounds or more of hazardous materials other than those in (b)(1) above, excepting some Combustible liquids and Division 1.4 explosives; or
- (3) A tank car or tank container containing any quantity of hazardous material.

## INSPECTION

### INSPECTION OF PLACARDED RAIL CARS [49 CFR § 174.8(b)]:

(a) At any point where a train is required to be inspected, each loaded placarded rail car and each immediately adjacent rail car must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation. The inspection of a rail car other than a tank car or a rail car containing Division 1.1 or 1.2 (Explosives A) materials must include a visual inspection for obvious defects to 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 the Hazardous Materials Regulations.

### (b) INSPECTION OF TANK CARS [49 CFR § 174.9]:

- (1) 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 it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (2) An empty (residue) 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 at other openings securely in their proper places, except heater coil inlet and outlet pipes must be left open for drainage.

### (c) INSPECTION OF CARS AT INTERCHANGE [49 CFR § 174.10]:

- (1) A shipment of hazardous materials offered in interchange by a connecting line must be visually inspected by the receiving carrier, must comply with the Hazardous Materials Regulations, and the shipping documents accompanying the shipment must bear the prescribed placard notation and endorsement.
- (2) Each rail car containing explosives requiring EXPLOSIVES 1.1 or 1.2 (Explosives A) placards which is offered in interchange by a connecting line must be visibly inspected by the receiving carrier and, if practicable, the lading should also be inspected. The car may not be forwarded until all discovered violations have been corrected. 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 the interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(3) A car containing packages of hazardous materials other than Class 1 (explosive) materials may not be offered in interchange if the packages are in a leaking condition.

### (d) LEAKING TANK CARS [49 CFR § 174.50]:

- (1) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected, in the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of liquid over tracks.
- (2) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns, torches, flares, fusees, switch lights, switch thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators should be kept at a safe distance. Open-flame lights may not be brought near a placarded tank car that is leaking.
- (3) A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

## SWITCHING AND TRAIN PLACEMENT

Placarded shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations and the General Code of Operating Rules. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined in these instructions. If a placarded shipment of hazardous material is found to be improperly placed in a train, the placement error must be brought to the attention of the proper authority and corrective action shall be taken.

**PLACARD SUBSTITUTION TABLE**

Hazard class or division number	Current placard name	Old (Sept 30, 1991) placard name
Division 1.1 .....	Explosives 1.1 .....	Explosives A
Division 1.2 .....	Explosives 1.2 .....	Explosives A
Division 1.3 .....	Explosives 1.3 .....	Explosives B
Division 1.4 .....	Explosives 1.4 .....	Dangerous
Division 1.5 .....	Explosives 1.5 .....	Blasting Agents
Division 1.6 .....	Explosives 1.6 .....	Dangerous
Division 2.1 .....	Flammable Gas .....	Flammable Gas
Division 2.2 .....	Nonflammable Gas .....	Nonflammable Gas
Division 2.3 .....	Poison Gas .....	Poison Gas
Class 3	Flammable .....	Flammable
Combustible Liquid .....	Combustible .....	Combustible
Division 4.1 .....	Flammable Solid .....	Flammable Solid
Division 4.2 .....	Spontaneously Combustible .....	Flammable Solid
Division 4.3 .....	Dangerous When Wet...	Flammable Solid W
Division 5.1 .....	Oxidizer .....	Oxidizer
Division 5.2 .....	Organic Peroxide .....	Organic Peroxide
Division 6.1 PG I and II	Poison .....	Poison
Division 6.1 PG III	Keep Away from Food	(None required)
Class 7	Radioactive .....	Radioactive
Class 8	Corrosive .....	Corrosive
Class 9	Class 9 .....	(None Required)



OSAGE SUBDIV

WESTWARD  
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EASTWARD

FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	STATIONS		Distance From Mona Jct
Sidings	Other Tracks			Rule 4.3		
			0.0	MONA JCT	J	0.0
				— 0.3 —		
1995		0.1 0.5	0.3	JAKE		0.3
				— 7.2 —		
1745	875	7.2 7.6	7.5	JANESVILLE		7.5
				— 6.2 —		
1635	2025		13.7	WAVERLY		13.7
				— 0.9 —		
			14.6	READLYN JCT		14.6
				— 7.7 —		
3000	1575	21.6 22.2	22.3	PLAINFIELD		22.3
				— 7.8 —		
	2265		30.1	NASHUA		30.1
				— 11.8 —		
2470	1625	41.4 41.9	41.9	CHARLES CITY	AJX	41.9
				— 12.1 —		
	1180		54.0	ORCHARD	TWC	54.0
				— 4.7 —		
	6330		58.7	OSAGE	GW	58.7
				— 8.2 —		
2490	2980	66.2 66.8	66.9	ST. ANSGAR		66.9
				— 4.6 —		
	1340 N. Leg 1385 S. Leg		71.5	STACYVILLE JCT	JT	71.5
				— 4.0 —		
	345		75.5	MONA		75.5
				— 0.2 —		
990	155	75.5 75.7	75.7	LYLE	JU	75.7
				— 6.4 —		
	2045		82.1	LONDON		82.1
				— 5.8 —		
	1915		87.9	MYRTLE		87.9
				— 6.0 —		
1690	1240	93.7 94.1	93.9	GLENVILLE	J	93.9

Maximum Speed 25 MPH

**OSAGE SUBDIV SPECIAL INSTRUCTIONS**

<b>1. SPEED RESTRICTIONS</b>	<b>MPH</b>
MP 41 to MP 42.8 .....	10
MP 58.0 to MP 59.0 .....	10

**2. OPERATING CHARACTERISTICS -**

TWC - in effect  
MP 0 to MP 93

**3. GENERAL CODE OF OPERATING RULES Items -**

- Rule 6.19** - When flagging is required distance will be 1 mile.
- Rule 6.28** - Trackage west of MP 93 is designated Industrial Trackage.
- Rule 14.10** - Unless requested by train dispatcher, crew members of eastward trains at Mona Jct will not be required to report to the dispatcher when they have cleared TWC limits.

**4. FRA EXCEPTED TRACK -** None.

**5. JOINT OPERATION OF MAIN TRACK**

Between Lyle and Charles City, CP Rail System operates over Cedar River Railroad main track. CPR crews must keep radio tuned to CEDR Channel 1 (72 72) between these points.

Between Mona Jct and Waterloo, Cedar River Railroad operates over Chicago, Central & Pacific Railroad main tracks. CEDR crews must keep radio tuned to Chicago Central Channel 2 (54 54) between these points.

**6. SPECIAL CONDITIONS -**

**Readlyn Jct** - Waverly Industrial Lead extends eastward from Readlyn Jct to end of track, which is 300 feet west of Cedar River Bridge. Red flag denotes end of track.

**Charles City** - Instructions on Emergency Release at Automatic Interlocking:

1. If no conflicting movements are evident, open release box on left and operate push button and hold for three seconds. Signal should clear in 3 minutes.
2. If signal continues to convey STOP indication after complying with the above instruction, train must occupy the track within interlocking limits, but clear of the conflicting route for 3 minutes.
3. After complying with Instruction 2 above, if no train is approaching on conflicting route, train may proceed at restricted speed on hand signal from crew member at the crossing.
4. If a train or engine is approaching on conflicting route, proceed hand signal must not be given until an understanding is reached with the crew of the train or engine on the conflicting route.
5. When it has been necessary to use the emergency release, trainmen will notify the train dispatcher at the first opportunity.

**Orchard** - Cars may be left on main track between MP 53.5 and MP 54.5 for loading purposes, and main track switches may be left in reverse position. When this is done, train dispatcher must be notified for issuance of Track Bulletin Form D, Rule 8.3 of the General Code of Operating Rules will not apply, and trains and engines must approach this location prepared to Stop.

**Osage** - Cars may be left on main track between MP 59.0 and MP 59.5 for loading purposes, and main track switches may be left in reverse position. When this is done, train dispatcher must be notified for issuance of Track Bulletin Form D, Rule 8.3 of the General Code of Operating Rules will not apply, and trains and engines must approach this location prepared to Stop.

**London** - Cars may be left on main track between MP 82.0 and MP 82.5 for loading purposes, and main track switches may be left in reverse position. When this is done, train dispatcher must be notified for issuance of Track Bulletin Form D, Rule 8.3 of the General Code of Operating Rules will not apply, and trains and engines must approach this location prepared to Stop.

**Myrtle** - Cars may be left on main track between MP 87.5 and MP 88.5 for loading purposes, and main track switches may be left in reverse position. When this is done, train dispatcher must be notified for issuance of Track Bulletin Form D, Rule 8.3 of the General Code of Operating Rules will not apply, and trains and engines must approach this location prepared to Stop.

**Lyle** - All trains or engines must come to a complete STOP before proceeding over CP Rail System crossing.

**Glenville** - Derail is in place on old main track just east of C&NW CTC signal, MP 94.2.

**7. LOCATIONS NOT SHOWN AS STATIONS -**

City Carton	MP 2.0	450 Feet	Opens East
Walker Scrap	MP 12.2	395 Feet	Opens West
Moorman Feeds	MP 23.5	1010 Feet	Opens East



STACYVILLE SUBDIV

WESTWARD  
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↑  
EASTWARD

FOOTAGE CAPACITY OF		MP Location of Siding Switches	Mile Posts	STATIONS		Distance From Stacyville
Sidings	Other Tracks			Rule 4.3		
	4685		7.6	STACYVILLE T		0.0
	960		2.1	TOETERVILLE TWC	5.5	5.5
	1340 N. Leg 1385 S. Leg		0.0	STACYVILLE JCT JT	2.1	7.6

Maximum Speed 25 MPH

STACYVILLE SUBDIV SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

None

2. OPERATING CHARACTERISTICS -

TWC - in effect  
MP 1 to MP 7

3. GENERAL CODE OF OPERATING RULES Items -

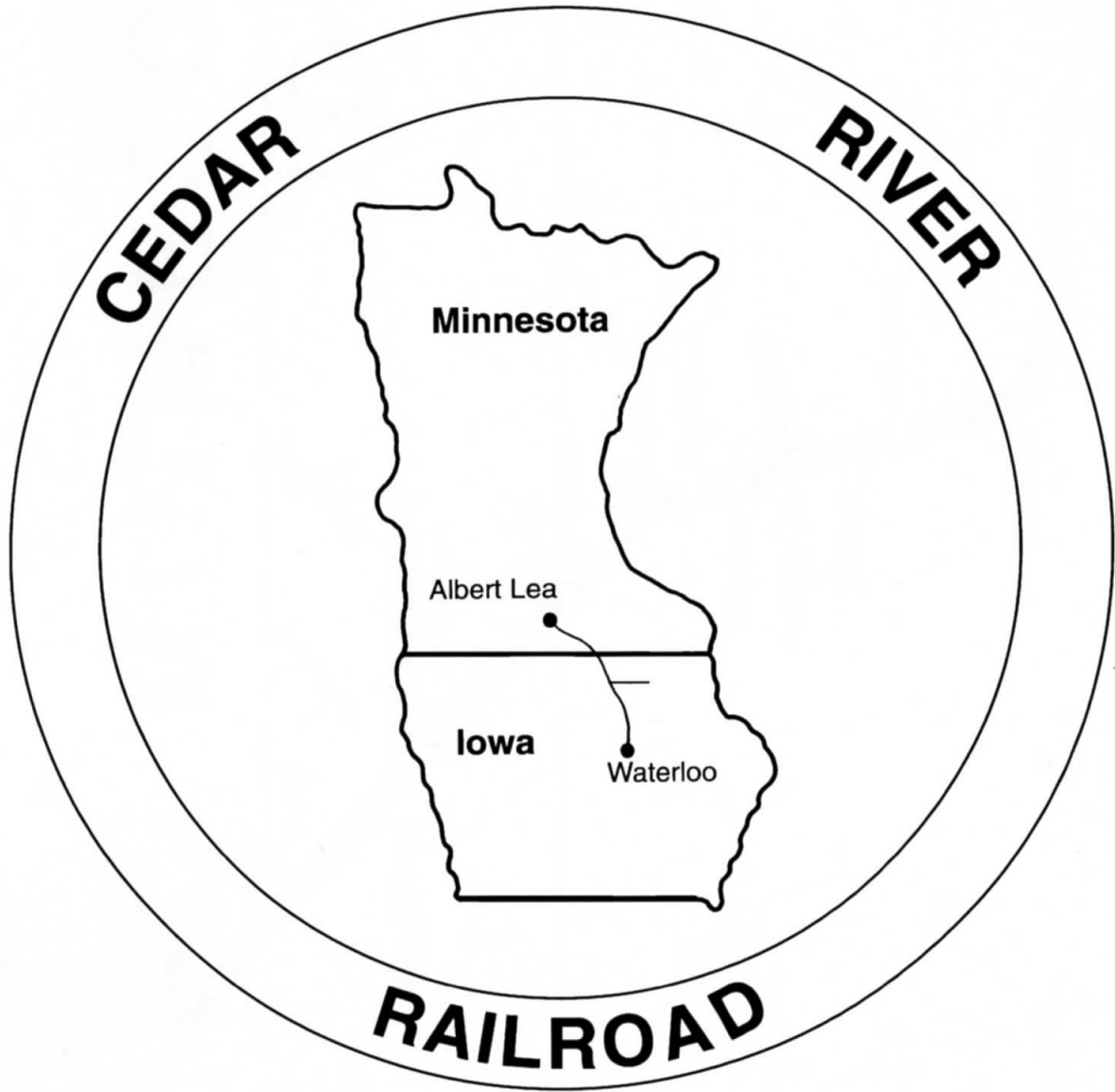
Rule 6.19 - When flagging is required distance will be 1 mile.  
Rule 6.28 - Trackage between Osage Subdivision switches and MP 1 is designated Industrial Trackage.  
Trackage east of MP 7 is designated Industrial Trackage.

4. FRA EXCEPTED TRACK - None.

5. SPECIAL CONDITIONS -

Stacyville Jct - While train or engine movements are on the Stacyville Subdivision, the switches to north and south legs of wye off of the Osage Subdivision may be left lined and padlocked in the position last used when known that no other train or engine movements will pass this location. Rule 8.3 of the General Code of Operating Rules will not apply.

Toeterville - Cars may be left on main track between MP 1.8 and MP 2.5 for loading purposes, and main track switches may be left in reverse position. When this is done, train dispatcher must be notified for issuance of Track Bulletin Form D, Rule 8.3 of the General Code of Operating Rules will not apply, and trains and engines will approach this location prepared to Stop.



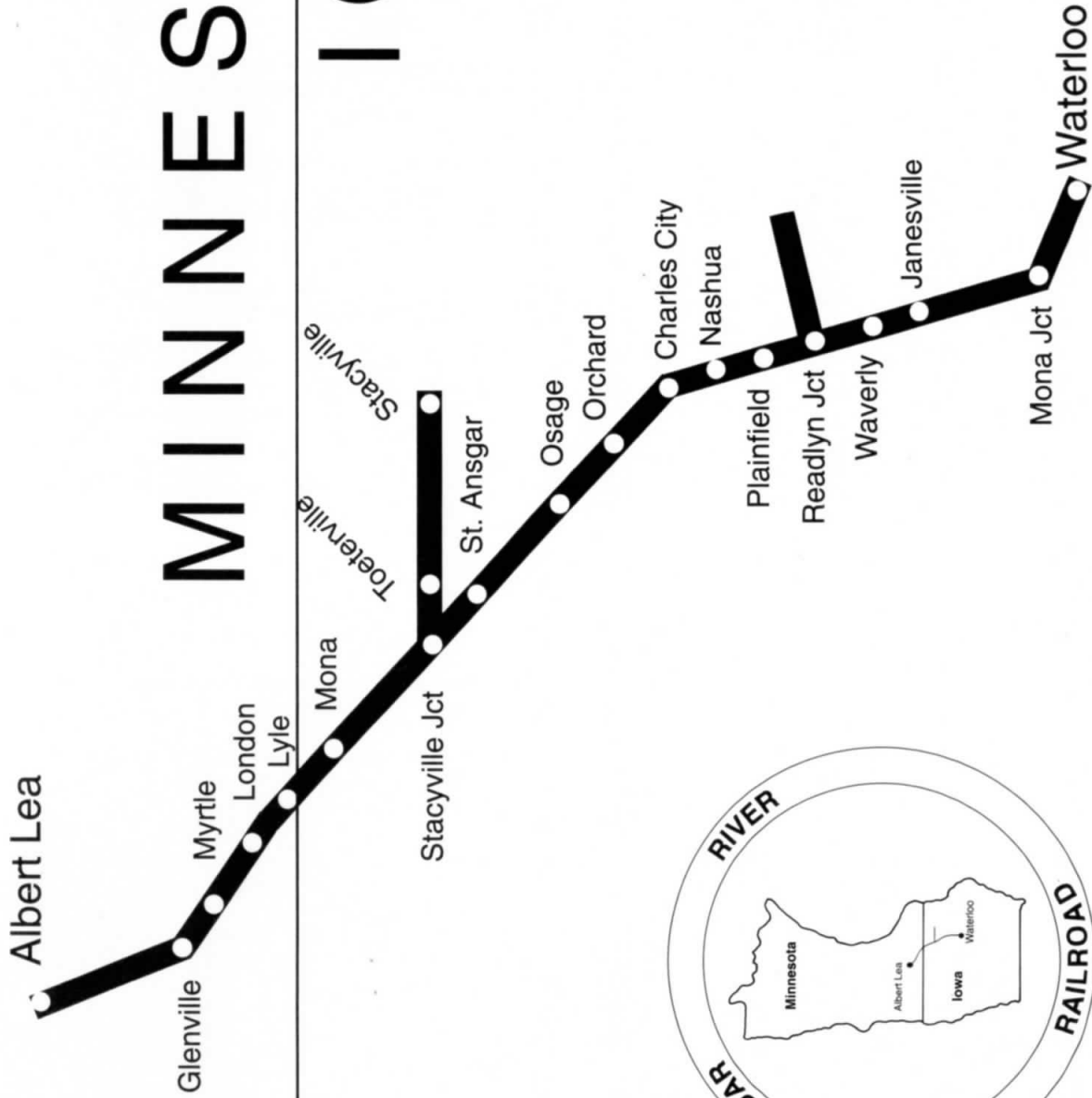
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# MINNESOTA

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# IOWA



### TABLE OF SPEEDS

Min. Per Mile	Sec. Per Mile	Miles Per Hour
1	0	60.0
1	1	59.0
1	2	58.0
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	10	51.4
1	11	50.7
1	12	50.0
1	13	49.3
1	14	48.6
1	15	48.0
1	16	47.4
1	17	46.7
1	18	46.1
1	19	45.6
1	20	45.0
1	21	44.4
1	22	43.9
1	23	43.4
1	24	42.9
1	25	42.4
1	26	41.9
1	27	41.4
1	28	40.9
1	29	40.4
1	30	40.0
1	31	39.6
1	32	39.1
1	33	38.7
1	34	38.2
1	35	37.9
1	40	36.0
1	45	34.3
1	50	32.7
1	55	31.3
2	0	30.0
2	5	28.8
2	10	27.7
2	15	26.7
2	20	25.7
2	25	24.8
3	0	20.0
4	0	15.0
6	0	10.0

### TRACK BULLETIN FORM B

Before entering the track bulletin limits, a crew member must attempt to contact the employee in charge by radio to avoid delay and report the train's location.

Crew member will state: "Cedar River (train designation), calling foreman in charge of Track Bulletin Form B No. \_\_\_\_\_, Line No. \_\_\_\_\_. My location is MP \_\_\_\_\_, over."

When granting verbal permission, use the following words:

Cedar River Foreman (name) using track bulletin No. \_\_\_\_\_ Line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

- To permit a train to pass a red flag without stopping, add the following:  
 "(Train) may pass red flag, located at MP \_\_\_\_\_ without stopping."

The train may pass the red flag at restricted speed without stopping.

- To permit a train to proceed at other than restricted speed, add the following:  
 "(Train) may proceed through the limits at \_\_\_\_\_ MPH (or at maximum authorized speed)."

The train may move through the limits at the speed specified, unless otherwise restricted.

- To require the train to move at restricted speed, but less than 20 MPH, add the following:  
 "(Train) must proceed at restricted speed but not exceeding \_\_\_\_\_ MPH." (Specify distance if necessary.)

The train must proceed at restricted speed and not exceed the speed specified.

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

