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

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

DUBUQUE AND ILLINOIS DIVISION

SPECIAL RULES No. 1

Taking effect Saturday, April 1, 1939

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

G. H. ROWLEY,
Assistant Superintendent.

W. M. THURBER,
Assistant Superintendent.

W. C. GIVENS,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

N. A. RYAN,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

OPERATING RULES
ALL DISTRICTS

STANDARD TIME

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

SIGNALS

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

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

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

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

MOVEMENT OF TRAINS

G-91. In territory not operated under Automatic, Manual or Controlled Manual Block System, operators must display train order signal immediately after the departure of a train carrying passengers and not permit a train to follow until such train has passed the next open train order office unless authorized to do so by the train dispatcher, except when means of communication have failed, the train so held may be permitted to proceed on its right or schedule, 10 minutes after the departure of the train with a Clearance Form A properly filled out and bearing notation: "No. ..... left at .....M and has not passed ....."

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

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

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

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

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

Where Home signals operate in conjunction with the gate, and the Home signal displays a Stop-indication for an approaching train or engine and no conflicting train or engine movement

is evident, a trainman shall proceed to the crossing and after having made certain that the gate is properly set against the conflicting line, may signal his train to proceed over the crossing. Movements under such conditions must be made at restricted speed and must be protected against conflicting movements.

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

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

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

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

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

When the view at road or street crossings, not protected by signals or gates manually controlled or by a watchman, is obstructed by standing cars handled by road or yard crews, a member of such crew will, when practicable, take a position on the crossing and be prepared to warn highway traffic of approaching trains.

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

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

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

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

Enginemen will be held responsible for running through switches.

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

MOVEMENT BY TRAIN ORDERS

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

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

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

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

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

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

DEFINITIONS

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

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

MANUAL BLOCK SYSTEM

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

G-318. Rule 318 will be used only in two or more track territory. A train may be permitted to follow a train other than a passenger train into a block under permissive indication or Clearance Form A, when so directed by the train dispatcher. Rule 317 applies when trains are run against the current of traffic.

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

G-365(B). To permit a train to go to a closed block station or a siding between two open block stations to be passed by other trains, the following form of train order must be used: "No. _____may enter the block at_____ahead of No. _____." The trains receiving this order will run according to the rules.

AUTOMATIC BLOCK SYSTEM

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

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

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

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

"You may proceed under flag protection to the first signal that displays a Proceed-indication."

These instructions must be repeated by the conductor or the engineman to insure correct understanding and entry must be made by the train dispatcher in his train order book.

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

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

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

INTERLOCKING

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

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

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

GENERAL REGULATIONS

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

G-718. Employes injured in an accident or employes, whether on duty or not, who witness an accident in which a person is

injured, must not furnish information to anyone or as testimony in Court which in substance shall contradict the information furnished by such employes to the representatives of the Railroad Company. Such contradictory information invites needless and expensive litigation, precluding the possibility of effecting amicable settlement with mutual respect and good will. Any violation of this rule shall be deemed sufficient cause for dismissal.

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

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

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

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

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

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

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

G-729. Employes are prohibited from:

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

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

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

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

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

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

(g) Following other dangerous practices.

G-730. When, for any reason, adjustment is necessary to a 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.

G-731. Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement

of any kind. The engineman must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

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

G-733. Employes are prohibited from riding:

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

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

(c) On engine pilot.

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

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

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

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

(h) In the gangway of engines.

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

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

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

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

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

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

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

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

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

TRAIN AND YARD SERVICE

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

	On Tangent Track	On Curves
Between Bensenville and Savanna	25 m.p.h.	20 m.p.h.
Between Kirkland and Aurora	20 m.p.h.	15 m.p.h.
Between Ashdale and East Moline	20 m.p.h.	15 m.p.h.
Between Savanna and Ebner	20 m.p.h.	15 m.p.h.
Between Green Island and La Crosse	25 m.p.h.	20 m.p.h.
Between Waukon Jct. and Waukon	15 m.p.h.	10 m.p.h.
Between Reno and Preston	20 m.p.h.	15 m.p.h.
Between Junction and Isinours	15 m.p.h.	10 m.p.h.

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

	On Tangent Track	On Curves
Between Bensenville and Savanna	35 m.p.h.	25 m.p.h.
Between Kirkland and Aurora	20 m.p.h.	15 m.p.h.
Between Ashdale and East Moline	30 m.p.h.	20 m.p.h.
Between Savanna and Ebner	20 m.p.h.	15 m.p.h.
Between Green Island and La Crosse	25 m.p.h.	20 m.p.h.
Between Waukon Jct. and Waukon	15 m.p.h.	10 m.p.h.
Between Reno and Preston	15 m.p.h.	10 m.p.h.
Between Junction and Isinours	15 m.p.h.	10 m.p.h.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

G-825. When a signal governing a movement over a Spring switch displays a Stop-indication for an approaching train or engine, in addition to observing other rules, no movement must be made over the switch until the points have been examined and found to be fully closed, in proper position and secured.

When a Spring switch has not been lined for a trailing movement that has started through it, no reverse movement shall be made nor slack taken until after the engine and all of the cars have passed through the switch, unless the switch is thrown by hand. Switch must not be thrown by hand when wheels are stand-

ing on any part of the switch point. When thrown by hand, the switch must be relined to its normal position and locked after the movement through it has been completed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

G-829. While Gas-Electric motor cars are tied up at terminals, they should not be handled in switching movements. When it becomes necessary to move them, it should be done only under their own power, unless otherwise authorized by the superintendent.

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

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

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

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

PASSENGER SERVICE

G-881. Toilets in passenger cars must be locked before such cars are placed at terminal stations, on approaching terminals,

and at intermediate stations where the train stops for any length of time.

G-882. The first sentence of Rule 882 is hereby modified to read: "Side doors and trap doors of vestibules on other than suburban passenger trains must be kept closed between stations when the train is in motion except when necessary to check signals or to inspect the train. When arriving at stations at which passengers are to be received or discharged, the side door may be opened immediately before the train stops so that preparations may be made to promptly handle the passengers."

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

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

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

FREIGHT SERVICE

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

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

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

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

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

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

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

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

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

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

ENGINE MEN

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

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

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

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

STATION AGENTS

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

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

OPERATORS

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

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

FIRST DISTRICT

TIME TABLE

X-1004. East Moline is the initial station for eastward trains that start from stations west of East Moline.

Aurora is the initial station for westward trains that start from stations east of Aurora.

SIGNALS

X-1014. Within the limits of the City of Chicago, enginemen will not sound the whistle except when necessary to prevent injury to life and property or when necessary to warn or signal employes or the public. The bell must be rung continuously when train or engine is moving within city limits except when moving on tracks which have been elevated. On elevated tracks, the bell must not be rung except before starting and when approaching and passing stations or as a signal of danger.

Within the city limits of Elgin, it shall be unlawful for any person to cause a locomotive whistle to be sounded within the corporate limits of the City of Elgin at any time; provided, that nothing herein contained shall prevent the sounding of crossing signals for street crossings not protected by automatic signal devices or flagman and provided further that nothing herein contained shall prevent the sounding of whistle either in emergencies to save life or property or as necessary train operation signals. It shall be unlawful for any person in charge of a railroad locomotive to sound or to permit to be sounded a locomotive bell except when such locomotive is in motion or immediately prior thereto. It shall be unlawful for any person directing the movements of any locomotive or train to obstruct or permit to be obstructed any street crossing or part thereof for a period longer than 5 minutes. In emergencies arising out of accident, the person in charge of the train involved shall make every effort to open railroad street crossings at the earliest possible moment.

At Kirkland, the whistle must not be sounded while passing the stock yards except in cases of emergency and care must be exercised to prevent engines from blowing off steam at this point.

MOVEMENT OF TRAINS

X-1083(A). At Elgin, first class trains that operate through between the First and Second subdivisions may register by register ticket.

At Davis Jct., first class trains may register by register ticket.

At East Moline, trains other than those displaying signals for a following section, may register by register ticket.

X-1083(B). First class westward trains starting at Chicago will obtain a Clearance Form A at that point and will not be required to obtain clearance at Western Avenue.

At Elgin, all trains entering First subdivision from Second subdivision or entering Second subdivision from First subdivision will not require Clearance Form A provided the train order signal displays a Proceed-indication.

X-1089. Trains using the siding at East Moline should enter or leave it at the east switch near Watertown and not via the crossover.

X-1091. Between 7:00 A.M. and 9:00 A.M. Daily, except Sunday, eastward passenger trains will use No. 3 main track from 770 feet west of Pacific Jct. to Tower A 2 at Western Avenue and must keep at least 2 minutes apart instead of 10 minutes apart except in closing up at stations.

X-1093. Eastward trains on No. 3 track, must keep a sharp lookout for transfer trains between Pacific Jct. and Western Avenue.

At Kirkland, Third subdivision trains must not enter or foul Second subdivision main track without a train order Form V and in addition must obtain permission from the operator.

DeKalb is located within the DeKalb Jct. Yard limits.

X-D-1097. Rule D-97 is in effect between Chicago and Savanna. The Clearance Form A must bear the endorsement "Complete" with the time and superintendent's initials.

X-1098(A). At Savanna, crossing gates at the CB&Q crossing operate in conjunction with the Automatic Signals. Trains and engines moving with the current of traffic, must approach the Home signal prepared to stop but may proceed over the crossing at a speed not in excess of 10 miles per hour, after sounding signal 14(b) provided the gates are set against the CB&Q, the crossing is unobstructed and the Home signal displays a Proceed-indication. Trains or engines moving against the current of traffic, must stop before reaching the crossing and may then proceed only if the Home signal displays a Proceed-indication.

At DeKalb Junction, the normal position of the crossing gates at the C&NW and CGW crossings is against movement on the CMStP&P. Home signals operate in conjunction with the C&NW gate.

The gate on the east side of the C&NW tracks, is a master gate and the movement of this gate gives a similar movement of the gate on the west side.

CMStP&P trains approaching the CGW crossing, must come to a stop at the crossing sign (regardless of the position of the gate) and will not proceed beyond the crossing sign nor swing the gate until any trains or engines approaching on the C&NW or CGW tracks have either passed over the crossing or come to a stop. Trains on the CMStP&P track must wait one minute after the gates have been lined for the movement, before proceeding.

At Fulton, the normal position of the gate at the CB&Q crossing, located 2.1 miles west of the depot, is against the CB&Q. Home signals operate in conjunction with this gate. When the gate is in the normal position and the route is clear, trains on the CMStP&P, after sounding signal 14(b) may proceed over the crossing at a speed not in excess of 15 miles per hour.

X-1103. All trains and engines moving between DeKalb and DeKalb Jct. must come to a stop at Sixth, Seventh, Ninth and Tenth Street crossings and a trainman must be sent ahead to protect the crossing.

X-1104(A). At Wilkinson, a derail is located at the east end of the C.G.W. connection and is operated by a switch stand; a plunger lock attachment is operated automatically by the switch stand of the switch leading to the C.G.W. siding. The normal position of the connection switch is for the C.G.W. siding. A derail is also located at the east end of No. 1 interchange track; the operation of the switch leading from the siding to the interchange track will automatically move the derail. The normal position of this switch is also for the siding. In case this derail is found to be disconnected or when, for any reason, it is necessary to disconnect it, the conductor must immediately wire full particulars to the superintendent and chief dispatcher. Before using No. 1 or No. 2 interchange track from either end, it must be ascertained whether or not the derail is in operation, and when not in service, care must be exercised to see that cars are not left to foul the siding.

MOVEMENT BY TRAIN ORDERS

X-1201. Train orders for movements between Chicago and Bensenville will be issued over the signature of the superintendent of the D&I Division.

INTERLOCKING

X-1605. At Ashdale, the Interlocking is electrically operated and controlled from Lanark.

Eastward trains moving from Fourth to Second subdivision, after receiving the proper routing signals, will proceed to Lanark on the eastward main track on signal indication and obtain Clearance Form A, also when necessary, a Form V train order at Lanark.

Before a westward train that is moving to the Fourth subdivision leaves Lanark, it must obtain Clearance Form A, a Form V train order and other train orders that may be necessary to permit it to leave Ashdale.

When the signal at Ashdale does not display a Proceed-indication for an approaching train, a trainman of that train will immediately go to the telephone which, for eastward trains, is located at the Home signal, and for westward trains, on the relay box at the east end of the crossover, and communicate with the operator at Lanark for instructions.

Dual control switches at the Ashdale interlocking may be operated only on instructions from the operator at Lanark.

At Savanna Yard, the Interlocking at the east end of the yard is electrically operated and controlled from the switch tender's office at the stock yard.

The Interlocking governs movements through the crossover between the westward and the eastward main track and between the eastward main track and the crossover between the eastward main track and the lead to Yard A.

When the Interlocking signal displays a Stop-indication which for any reason cannot be changed, trains may proceed through the Interlocking only on authority from the switch tender in charge and at restricted speed. A telephone for communicating with the switch tender is located at the westward Home signal. When the Home signal displays a Stop-indication or when an irregular movement is to be made, a trainman or the engineman of a westward train will get instructions by telephone from the switch tender, a trainman or the engineman of an eastward train will go to the switch tender's office and receive instructions.

At the C&NW crossing, located 1.6 miles west of Fulton, the Interlocking is electrically operated and controlled from the C&NW tower at East Clinton.

When the Interlocking signal displays a Stop-indication which for any reason cannot be operated or when an irregular movement is to be made, trains may proceed through the Interlocking only on authority from the signalman at East Clinton and then at restricted speed. Telephones for communicating with the signalman are located at the Home signals.

X-1672. At Wilkinson, the speed over the C.G.W. crossing must not exceed 25 miles per hour. See Rule 672.

GENERAL REGULATIONS

X-1744. When trains are delayed for any cause at points where dispatcher's telephones are located, the conductor or the engineman will so inform the train dispatcher promptly.

TRAIN AND YARD SERVICE

X-1801. The Statutes of the State of Illinois provide that no railroad shall obstruct any public highway by stopping on its tracks where the same intersects or crosses such public highway or crossing, except for the purpose of receiving and discharging passengers, or to receive the necessary fuel and water; and in no case to exceed ten minutes for each train, car or locomotive engine, and imposes a penalty of not less than $10.00 or more than $100.00 for each and every offense, against the engineman or conductor violating the provisions of the Act, to be recovered in an action of debt in the name of the people of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for like sum. When suits are instituted against the Company for blocking highway crossings under this Statute, employes responsible therefor will be called upon to bear the fine imposed. When suits are brought against employes for violating the above Statute, the Company will take no action in defending same.

At Davis Jct., when setting out cars, they must be coupled to other cars that are standing on the track and a sufficient number of hand brakes set on the cars before the engine is detached, to prevent them from being blown or knocked out.

X-1819. Turnouts laid with long frogs, are located as follows:

Station	Location
Kittredge	Crossover
Lanark	Crossover
Ashdale	Crossover
Savanna Yard	Crossover at the yard office
Savanna Yard	Crossover at stock yard office at the east end of the yard

X-1820. Class L-3 engines must not exceed 50 miles per hour.

Class S-2 engines, when operating light, must not exceed 45 miles per hour.

Class F-7 engines must not exceed 50 miles per hour between Chicago and Galewood.

Between Chicago and Western Avenue, Class L-2 and L-3 engines may be used on joint tracks in emergency cases and the speed of these engines must not exceed 10 miles per hour through the split switches at the north end of the Union Station.

Trains detoured through the track immediately north of No. 1 main track west of Tower A3, must not exceed 10 miles per hour.

Movements through the crossover between No. 3 and No. 4 tracks at North Avenue, just east of Pacific Junction, must not exceed 5 miles per hour.

Passenger trains when using No. 3 or No. 4 track between Western Avenue and Mannheim, must run at restricted speed due to no signal protection and must not exceed:

45 miles per hour from Western Avenue to Pacific Jct. on No. 3 track.

20 miles per hour between Pacific Jct. and Mars on No. 3 track.

20 miles per hour between Western Avenue and Mars on No. 4 track.

25 miles per hour between Galewood and Mannheim on No. 3 and No. 4 tracks.

At Cragin, trains on No. 2 track must reduce speed to 20 miles per hour while passing the depot.

Between Pingree Grove and Elgin, when moving on the westward track, eastward passenger trains must not exceed 40 miles per hour and eastward freight trains 25 miles per hour.

Between 3 miles east of Hickory Grove and Savanna, when moving on the eastward track, westward passenger trains must not exceed 40 miles per hour and westward freight trains 25 miles per hour.

On the Fifth subdivision, Class L-2 and L-3 engines must not exceed 15 miles per hour over bridge E-392, located 0.7 mile west of Savanna.

At Aurora, Class L-2, L-2a and L-2b engines must not exceed 10 miles per hour over EJ&E bridges 420 and 420-B.

X-1821. Passenger trains must not exceed:

20 miles per hour through Interlocking at Tower A 2.
60 miles per hour through Interlocking at Tower A 3 and Tower A 4.
15 miles per hour through Interlocking at Pacific Jct.
60 miles per hour through Interlocking at Cragin Jct.
40 miles per hour around the curve at Galewood.
30 miles per hour through Interlocking at Tower B 12.
60 miles per hour through Interlocking at Tower B 17.

Between Bensenville and Savanna, passenger trains must not exceed 60 miles per hour and other trains 45 miles per hour over Interlocked railroad crossings.

X-1825. At Savanna Yard, a Spring switch is located at the yard track connection with the eastward main track near the rail mill. Trains or engines moving westward on the eastward track are governed by a Dwarf signal; when this signal displays a Stop-indication, the switch must be examined before proceeding. Trains or engines moving from the yard track are governed by a Dwarf signal; when this signal displays a Stop-indication, no movement must be made beyond the signal without authority from the switch tender in charge of the Interlocking.

X-1838. The speed of all engines when running backward, either light or handling trains, must not exceed 25 miles per hour on First, Second and Fourth subdivisions or 15 miles per hour on other subdivisions without instructions from proper authority.

X-1839. The perpendicular clearance of Government Bridge over the tracks at 24th Street, Rock Island is 17 ft. 3 inches.

PASSENGER SERVICE

X-1881. Steam heat lines on eastward passenger trains must be blown out between Cragin and Pacific Jct. except on trains with air-conditioned equipment when the steam lines must not be blown out until train is 1500 ft. east of Tower A 2. When operating steam heat valves located underneath the sills, employes must guard against injury due to close clearance at bridge girders at various subways in this territory.

FREIGHT SERVICE

X-1901. At Savanna, conductors of eastward trains that have cars containing livestock, will send a brakeman to the lunchroom and passenger depot to notify the stockmen that the stock loaded in cars (giving car numbers) will go forward in his train. Conductors will also see that such stockmen are aboard before the train leaves.

X-1912. When delivering cars to the I.C. at Forreston, the short I.C. receiving track must be filled before cars are left on the I.C. transfer track.

SECOND DISTRICT

MOVEMENT OF TRAINS

X-2083(A). At Green Island, trains that are not displaying signals for a following section, may register by register ticket.

At Dubuque Shops, first class trains when not displaying signals for a following section, may register by register ticket.

At LaCrescent, first class trains when not displaying signals for a following section, may register by register ticket.

X-2083(B). At Preston and Junction, No. 422 will not obtain Clearance Form A unless the train order signal displays a Stop-indication.

At Isinours Jct. and Junction, No. 405 will not obtain a Clearance Form A.

X-2098. At Marquette, the movement of trains and engines over the railroad crossing is governed by Dwarf Home signals manually operated by the bridge tender. The signal governing westward movements on the main track and the signal governing eastward movements on the siding are located on the left hand side of the track. All trains and engines must approach the Home signal prepared to stop but when the Home signal displays a Proceed-indication, may proceed over the crossing at a speed not in excess of 10 miles per hour.

When the Home signal governing movements on the D&I Division main track or siding displays a Stop-indication and no conflicting train or engine movement is evident, a trainman shall proceed to the crossing and operate the Time Release located in the box marked RELEASE which is locked with a switch lock. Instructions for operating the release are posted inside of this box. In case the operation fails to cause the Home signal to display a Proceed-indication, the trainman at the crossing after having made certain that no immediate train or engine movement is evident on the Madison Division main track, may signal his train or engine to proceed over the crossing. Under such conditions, the movement must be made at restricted speed and under the protection of the trainman at the crossing. When the Home signal governing movements on the Madison Division main track displays a Stop-indication, authority to proceed must be obtained from the bridge tender at the drawbridge. Under such conditions, the movement must be made at restricted speed and under the protection of a trainman at the crossing. The Home signals do not govern movements onto the drawbridge.

At Bridge Switch, the movement of trains over the drawbridge is governed by Home signals and smash boards, the aspects and routing of which are in accordance with Rules 601-A, 601-C and 601-G. When the Home signal displays a Stop-indication and for any reason cannot be cleared, trains may proceed only on hand signals from the bridge tender and at restricted speed expecting to find a broken rail, obstruction, or switch not properly lined.

When the drawbridge is closed to navigation during the winter season, the smash board signals will be taken out of service and the Home signals arranged to operate automatically; number plates will be placed on these signals and Automatic Block System rules will apply.

During the hours that the switch tender is on duty at Bridge Switch while the season of navigation is closed, the lower arm on westward Automatic signal will govern trains moving to D&I Division main track at Bridge Switch. During the hours that the switch tender is not on duty at Bridge Switch, the upper arm of westward Automatic signal will govern to Bridge Switch. The normal position of the junction switch at Bridge Switch is for the L&R Division main track; a trainman of trains moving to and from the D&I Division main track must handle this switch when the switch tender is not on duty.

Notice of closing and opening of drawbridge for season of navigation will be handled by bulletin.

X-2105. At LaCrescent, that portion of the I&SM Division main track between the junction switch and the crossover about one mile east of the depot will be used as a siding by D&I Division trains. All trains or engines using this portion of the track must move at restricted speed.

MOVEMENT BY TRAIN ORDERS

X-2221(A). At Marquette, all trains must obtain Clearance Form A before proceeding.

INTERLOCKING

X-2672. At Dubuque, the speed over the I.C. crossing at 6th Street and over the C.G.W. crossing at 8th Street must not exceed 15 miles per hour. Home signals are in service at both crossings. See Rule 672.

X-2802. At Bluff Springs, Waterville, Rossville, Freeburg, Egbert, Spring Grove, Newhouse, Mabel, Prosper, Canton and Harmony, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X-2808. At Preston, there is close clearance between the tracks and the highway near the Preston Crushed Stone Company plant; every possible precaution must be taken to prevent accidents to vehicles and pedestrians on this highway.

X-2820. During rainy weather or when frost is going out and rocks may fall from the bluffs and onto tracks, the speed of trains must be reduced and a sharp lookout kept at all dangerous places.

Class L engines must not exceed 15 miles per hour over bridge K-44, located 0.3 mile east of Bellevue, and over bridge K-96, located 1.3 miles east of South Junction.

All trains must reduce speed to 10 miles per hour through Bellevue, to 20 miles per hour between Jones Street and 17th Street at Dubuque, and to 20 miles per hour over highway crossing at Eagle Point, Dubuque.

All trains must reduce speed to 30 miles per hour around the curve at bridge K-266, located 0.7 mile east of the east switch of the siding at Guttenberg and to 25 miles per hour through Guttenberg.

At Yellow River, trains hauled by engines in series 600 to 738 must not exceed 10 miles per hour, and other trains, 20 miles per hour around the two curves.

All trains must reduce speed to 30 miles per hour around the curve at bridge K-420, located 0.5 mile west of Yellow River, to 20 miles per hour around the curve at bridge K-522, located one mile east of Lansing depot, and to 25 miles per hour through Lansing.

Class L engines must not exceed 15 miles per hour over bridge K-526 at Lansing.

All trains will reduce speed to 15 miles per hour over bridge K-1368, located 0.2 mile east of Bluff Springs, over bridge K-1378, located 1.2 miles west of Bluff Springs, over bridge K-1390, located 1.2 miles east of Waterville, and over bridge K-1832, located just east of Junction on Fourth subdivision.

At Bellevue, Class K-1 or larger engines must not go beyond the coal shed located just west of the mill on the mill track.

At Spechts Ferry, Class L-2 or larger engines must not be used on the house track.

At North Buena Vista, Class L-2 or larger engines and Class F engines must move carefully on the house track.

At Waukon Jct., Class L-2 or larger engines must not be used on the storage track.

X-2825. At Marquette, the normal position of the Spring switch at South Yard connection with main track is for the main track. A Dwarf signal, located just east of the switch, indicates the position of the switch for westward trains. See Rule G-825.

At LaCrosse, the normal position of the Spring switch at the west end of the yard lead is for the westward main track. The switch at the end of the two main tracks approximately 1000 feet west of the roundhouse is electrically interlocked and controlled from the telegraph office at Copeland Avenue; trains or engines moving over this switch or the Spring switch will be governed by Interlocking Home signals. See Rule G-825.

When the Home signal displays a Stop-indication, which for any reason cannot be changed, train or engine may proceed only on authority from the operator at Copeland Avenue and at restricted speed. Telephone for communicating with the operator is located at the interlocked switch.

Switching movements over the interlocked switch may be made only on authority of the operator at Copeland Avenue.

In case of failure of the interlocked switch, the two lever stand can be operated by hand in accordance with instructions posted in the telephone box and on the cover of the switch machine but the interlocked switch must be operated only under the authority and direction of the operator at Copeland Avenue.

The normal position of the hand operated switch on the lead track, is for No. 3 track; for movements to or from No. 4 track, No. 3 switch must be lined before the signal governing such movement, can display a Proceed-indication.

X-2838. The speed of all engines when running backward, either light or handling trains, must not exceed 25 miles per hour on First and Second subdivisions or 15 miles per hour on other subdivisions without instructions from proper authority.