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

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

MILWAUKEE DIVISION

SPECIAL RULES No. 4

Taking effect Thursday, April 1, 1943

Superseding Special Rules No. 3

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

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J. H. STEWART,
Assistant Superintendent.

R. A. WOODWORTH,
Assistant Superintendent.

J. H. VALENTINE,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

L. K. SORENSEN,
Assistant 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 24 months.

TIME TABLES

G-5. The following interpretation has been placed on Rule 5 in two or more track territory:

"In two or more track territory, the time applies to the place from which fixed signals are operated; where there is no fixed signal, it applies to the place where traffic is received or discharged."

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-11. On lines East of Mobridge, 5 minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories; on lines West of Mobridge, 10 minute fusees should be used.

Under Rule 11, restricted speed must be observed for at least one mile.

G-14(l). 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-15. Under Rule 15, restricted speed must be observed for at least one mile.

G-17. The Mars signal light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and on two or more tracks when approaching trains in the opposite direction.

In case of failure of the regular headlight, the Mars signal light should be used in stationary position as the headlight.

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.

Under Rule S-90, when doubleheading a passenger train and the leading engine is not equipped with communicating signal, the engineman of the engine next to the train must answer signal 16 (l) with signal 14 (n) and the engineman on the leading engine must immediately reply with the same signal, 14 (n).

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 and not permit any train to follow until ten minutes after the departure of that train except that after the departure of a train carrying passengers, he must not permit another train to follow until such train has passed the next open train order office or he is authorized to do so by the train dispatcher, provided that 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 will proceed prepared to stop short of train ahead 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 another train at a station where no block signal is in service, it may, after waiting 10 minutes, proceed on its right or schedule, prepared to stop short of train ahead until it is known that the preceding 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-95. When signals are displayed to an intermediate station of a schedule, the first section will display the signals to the regular stop of the train at that station whether it be on the main track or some other track; following sections must clear the main track at the entrance switch of the siding at that station unless otherwise directed by train order or unless Rule 93 permits them to use the main track.

When signals are displayed to the terminal of a schedule on a subdivision, all sections have the same right as the regular train has when no signals are displayed.

G-D-97. Under the provisions of Rule D-97 when a Clearance Form A is issued authorizing an extra train to move with the current of traffic, in addition to the clearance being filled out in the usual way, the authority for such movement will be endorsed on the clearance in the following form:

"Clearance No. ____ to (Station) complete (Time) ____ M (Supt.'s Initials)" on the second line above the operator's name. The movement will be restricted to the point named.

Extra trains must receive train order Form G or Form D-H before crossing over to return from a station at which Clearance Form A cannot be obtained.

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 op-

eration, 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 signal 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.

Trainmen or others, when handling switches of either the ordinary hand throw or spring switch type, must examine the points and know that they are fully closed and in proper position before movements are made over same. Special care must be exercised when, due to ice or other unusual conditions, extraordinary effort has to be exerted to operate such switches.

G-109. Where crews operate over more than one division and a bulletin board for the adjoining division is also maintained at the initial station of the crew's run, the bulletins of the adjoining division must also be receipted for by showing the initials of the division preceding the bulletin number.

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

MOVEMENT BY TRAIN ORDERS

G-200B. When a yellow signal is displayed below the red signal on a Swift or a Semaphore train order signal, the indication and name is the same as shown for Rule 200 B.

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-211. When a "19" train order is addressed to an operator, he must send his name immediately following the repetition of the order.

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.

FORMS OF TRAIN ORDERS

Z.

When it is desired to remove the circumstances under which a train may be overtaken by another train for a given time, the following form of order will be used:

(1) All westward trains except No. 91 wait at B until 11:10 A.M.

Under this order, No. 91 cannot be overtaken by another train between B and C nor at C before 11:10 A.M.

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(2) All westward trains except No. 91 wait at B and at all stations between B and H until 2:01 P.M.

Under this order No. 91 cannot be overtaken by another train between B and H nor at H before 2:01 P.M.

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(3) All westward extra trains wait at A and at all stations between A and Z until 6:30 P.M.

Under this order, no westward extra can leave A or any station between A and Z before 6:30 P.M. and, therefore, the westward regular train that receives the order cannot be overtaken by an extra train between the points named before the time specified in the order.

This may be modified as follows:

(4) All westward extra trains wait at A and at all stations between A and H until 11:10 A.M., at H and at all stations between H and O until 4:30 P.M. etc.

The "wait" should not include a station immediately preceding a station at which Rule 93 applies.

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.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

MANUAL BLOCK SYSTEM

G-300B. The use of permissive signal indication for movements into an occupied block in Manual Block Territory is discontinued and such movements must be authorized by Clearance Form A or train order and Clearance Form A.

The indication as shown by Rule 300B will be the same as shown by Rule 200B, 19 Order Signal. Rule 300B and that part of Rule 221(B) reading "except in manual block territory," are hereby cancelled.

G-307. Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "clear".

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.

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 number_____." The train receiving this order will run according to the rules.

CENTRALIZED TRAFFIC CONTROL SYSTEM

G-401. On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

G-401 (A). Except as affected by Rule G-401, all block signal rules and operating rules remain in force.

G-402. The movement of trains or engines will be supervised by the train dispatcher and he will issue instructions to the signalman. Where the signalman controls the signals, when the train dispatcher instructs the signalman to route a train against the current of traffic or contrary to its normal movement, he should issue such instructions in the following form:

"Run_____(train) on eastward (or westward) track_____ to_____."

The signalman who controls the signals should write these instructions in the book provided for that purpose and repeat same to the train dispatcher who will make a record in the train order book. The same method for transmitting and repeating should be followed as shown in the sixth paragraph of Rule 206.

G-403. In case of failure of a Stop signal, authority to proceed will be issued orally by the signalman in charge of the signals,

G-404. When a train or engine enters a siding or other track that is not interlocked, the signalman in charge must be notified

when the train is clear of the main track and the switches have been closed and locked. The switches must not be opened nor will the train enter upon the main track without first receiving authority from the signalman.

G-405. A train or engine must not cross over from one main track to the other without first receiving authority from the signalman and the signalman must be notified when the cross-over movement has been made and the switches have been closed and locked.

G-406. A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority unless preceded by a flagman sent far enough in advance to insure protection.

G-407. If the governing signal does not display a Proceed-indication or if a switching movement is to be made, a trainman or the engineman will go to the nearest telephone and receive instructions from the signalman. Telephones for communicating with the signalman are located at the Home signals.

G-408. In case of failure of an interlocking signal, trains or engines may proceed on proper authority from the signalman and then only after the engineman and a trainman have satisfied themselves that the switches and derails are in proper position, and at restricted speed expecting to find a train in the block, broken rail, obstruction, or switch not properly lined.

Rule 663 does not apply to a Remote Control Interlocking signal.

DUAL CONTROL SWITCH

G-431. In case of failure, dual control switches can be operated by hand as directed by instructions in the telephone box at or near the switch. Such switches shall be operated by hand only under the authority and direction of the signalman. The authority must specify the points between which the movement may be made and no part of the train shall be moved beyond these points.

Dual Control switches are located at Remote Control Interlocking and at Interlocking in Centralized Traffic Control territory.

REMOTE CONTROL INTERLOCKING

G-441. In case of failure of a Remote Control Interlocking signal, trains or engines may proceed on proper authority from the signalman and then only after the engineman and a trainman have satisfied themselves that the switches and derails are in proper position, and at restricted speed expecting to find a train in the block, broken rail, obstruction, or switch not properly lined. Rule 663 does not apply to a Remote Control Interlocking signal.

G-442. If the governing signal does not display a Proceed-indication or if a switching movement is to be made, a trainman or the engineman will go to the nearest telephone and receive instructions from the signalman. Telephones for communicating with the signalman are located at the Home signals.

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.

G-521. In Automatic Block System territory and at other points where electric switch protection signals are used, when, due to ice or other unusual conditions, extraordinary effort has been exerted to operate hand throw switches, the electrical connections may

have become damaged to the extent that the signals do not function properly and thereby create a hazardous condition. Prompt action must be taken under such conditions to guard against accidents. See Rules F and 101(A).

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-672. At railroad crossings protected by Automatic signals, the speed of the train may be increased after the engine or leading car has passed over the crossing.

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 signal 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-715. (a) Trainmen with work equipment must keep at least 20 ft. away from all loads suspended vertically by magnets, buckets or hooks supported by cables.

(b) There must always be sufficient boom clearance before a crane, ditcher or shovel operator is requested to move the boom or machine.

(c) Every effort must be made to keep all men out of and away from boom cars; booms may swing 24 inches each way from their center position to allow for track curvature.

(d) Trainmen should avoid being in the cab of a locomotive crane or ditcher because there are so many moving parts that cannot always be guarded.

(e) Trainmen should remain away from the line of pull as far as possible because the cables may break even with a light load.

(f) Booms or supporting cables must be kept clear of power lines, signal or telephone wires, or other wires, and such wires must not be touched if broken; trainmen must not raise such wires to clear the boom or machine.

(g) Before a work train is moved, the operator of work equipment in the train must be notified.

(h) When work equipment is to make a backward movement or over a street or highway crossing, proper assistance must be given the operator especially when he has a view from only one side of the machine.

(i) When the propelling gears under self-propelling work equipment are disengaged, such equipment should be moved only with an engine.

(j) A locomotive crane should not be handled as the rear car of any train except in case of emergency.

(k) While an engine is being coaled by a clam shell and crane, all persons must remain out of the gangway of the engine.

(l) No person is permitted to stand on the open deck of a machine while the crane is swinging.

(m) Adequate protection must be provided where cranes or other similar machines may swing over paralleling track.

(n) Where flagging equipment is assigned to work equipment and it becomes necessary to use it, the flagging equipment must be returned to the work equipment promptly.

(o) Cranes or other similar machines must be brought to a stop, the engine stopped and the swing or rotating mechanism locked while trains are passing on adjacent track.

Trains operating on the opposite track must also be given a train order reading:

"Ditcher (or locomotive crane) working on_____ ward track between_____and_____ keep a sharp lookout and see that your route is not blocked."

The operator of such machines should cease swinging and immediately clear the adjacent main track 5 minutes before a passenger train is due to leave the last preceding station and should immediately lock the swing or rotating mechanism clear of the opposite main track. The conductor should have the machine operator signalled by one long sound of the engine whistle when the machine should cease working.

The work train flagmen should be stationed one-half mile in either direction from the machine, with instructions that on signal 14(c) which the conductor should instruct the engineman to give when the crane operator has any difficulty in clearing the adjacent main track promptly, they must proceed as much farther as possible and stop all trains approaching.

When machines with booms are operating on the ground where they swing over or foul a main track, the form of train order prescribed herein must be used and all such movements must be protected in addition to the train orders.

While crane is traveling under its own power, the boom must be lowered except when moving short distances with a load. When being hauled in a train the boom must be lowered onto the boom rest and counterweight blocked to relieve the strain on the center pin.

(p) When work equipment is stored for the night, it must be placed so that it cannot be moved, as it may have been left in gear.

(q) Care must be exercised when boarding work equipment because the sill steps and grab irons may have become bent while dumping or loading rock. The Safety Appliances must be kept clear at all times.

(r) When riding work equipment that is being propelled by its own power, when practicable trainmen must station themselves at a hand brake on cars being handled to stop the crane and cars in an emergency.

(s) Flat cars containing top-car-ditchers must not be occupied by trainmen.

(t) Trainmen should avoid the proximity of overhead wires under which a boom-type machine is working so that they will be in the clear if the boom should cause any wires to fall to the ground.

(u) In electrified territory, attention is directed to the instructions contained in Form 3170 SPECIAL RULES AND INSTRUCTIONS COVERING ELECTRICAL OPERATION.

G-718. Employes injured in an accident or employes, whether on duty or not, who witness an accident in which a person is injured or killed, may voluntarily furnish information to a person in interest as to the facts incident to the injury or death of any employe, but 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; provided, however, that nothing herein contained shall be construed to void any contract, rule or regulation with respect to any information contained in the files of the Railroad Company or other privileged or confidential reports. 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-720. The following instructions should govern on this railroad, in carrying out the provisions of the second paragraph of Rule 720 of the Consolidated Code of Transportation Rules and General Instructions.

When the dead body of any person is found on the track so as to block the movement of a train, or when a fatal injury results from the operation of a train and the body of the deceased lies on the track so as to block the movement of the train, it is not necessary, in compliance with the law, to hold up the progress of the train until the Coroner arrives. The body should be moved to the side of the track, and it shall be the duty of the conductor to see that the body is left in charge of a member of the crew, or some other proper person, until the Coroner arrives or orders disposition of the body. The position of the body on the track should be carefully noted before it is moved. The Coroner should be notified as promptly as possible of the death.

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 flagman, 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 or running ahead of 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 ascertaining the nature of the defect so that they may guard against injury.

G-733. Employes are prohibited from riding:

(a) On engine footboards 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, brake beams, journal boxes and brake wheels.

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

(f) On engine pilot or footboards, 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 or falling 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.

This does not apply to U. S. Army Field Range M-1937 when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G-744. Whenever passenger train service is disarranged, the station master or station agent will inform the public by posting in a conspicuous place at the station (or otherwise, where posting of a notice is not practicable) and by announcement to passengers when purchasing tickets, the probable length of time of interruption, and when it is expected that service will be restored.

When unusual or serious delay occurs to a passenger train, the conductor shall notify the passengers, either directly or through the agency of trainmen and Pullman employes, regarding the cause and the approximate length of time the train will be delayed, except at night, when, of course, passengers should not be awakened to give them this information.

When delays occur at points where it is safe for passengers to get out for exercise, luncheon, etc., they should be given such information as will enable them to take advantage of the opportunity.

Special arrangements should be made when, on account of delays to passenger trains not having dining cars, passengers would otherwise be materially inconvenienced.

TRAIN AND YARD SERVICE

G-802. When cars are left on any track, a sufficient number of hand brakes must be set to keep the cars from moving; where hand brakes are not sufficient to hold them, the wheels must also be blocked.

X-805. When practicable, locomotive cranes, Jordan spreaders, 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 Milwaukee and Kinnickinnic drawbridge	25 M.P.H.	20 M.P.H.
Between Kinnickinnic drawbridge and Chicago	40 M.P.H.	30 M.P.H.
Between Rondout and Janesville	35 M.P.H.	25 M.P.H.
Between Sturtevant and Kittredge	35 M.P.H.	25 M.P.H.
Between Janesville and Rockford	25 M.P.H.	20 M.P.H.
Between Steward Jct. and Seatonville	25 M.P.H.	20 M.P.H.
Between Granville and Oglesby	25 M.P.H.	20 M.P.H.
Between Ladd and Cherry	25 M.P.H.	20 M.P.H.
Between Milwaukee and North Milwaukee	25 M.P.H.	20 M.P.H.
Between North Milwaukee and Portage	30 M.P.H.	25 M.P.H.
Between Horicon and Oshkosh	25 M.P.H.	20 M.P.H.
Between Ripon and Berlin	20 M.P.H.	15 M.P.H.
Between Brandon and Markesan	20 M.P.H.	15 M.P.H.
Between Rush Lake and Winneconne	20 M.P.H.	15 M.P.H.
Between Iron Ridge and Fond du Lac	25 M.P.H.	20 M.P.H.
Between Granville and North Lake	20 M.P.H.	15 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 Milwaukee and Kinnickinnic drawbridge	28 M.P.H.	20 M.P.H.
Between Kinnickinnic drawbridge and Chicago	40 M.P.H.	30 M.P.H.
Between Rondout and Janesville	35 M.P.H.	25 M.P.H.
Between Sturtevant and Kittredge	35 M.P.H.	25 M.P.H.
Between Janesville and Rockford	25 M.P.H.	20 M.P.H.
Between Steward Jct. and Seatonville	25 M.P.H.	20 M.P.H.
Between Granville and Oglesby	25 M.P.H.	20 M.P.H.
Between Milwaukee and North Milwaukee	28 M.P.H.	20 M.P.H.
Between North Milwaukee and Portage	30 M.P.H.	25 M.P.H.
Between Horicon and Oshkosh	25 M.P.H.	20 M.P.H.
Between Ripon and Berlin	20 M.P.H.	15 M.P.H.
Between Brandon and Markesan	20 M.P.H.	15 M.P.H.
Between Rush Lake and Winneconne	20 M.P.H.	15 M.P.H.
Between Iron Ridge and Fond du Lac	25 M.P.H.	20 M.P.H.
Between Granville and North Lake	20 M.P.H.	15 M.P.H.

Steam derrick X-17 must not be moved over Bridge F-932, Rock River, between Janesville and Beloit Jct., between Granville and North Lake, between Horicon and Oshkosh, and over bridges D-752, D-758 and D-760 at Fond du Lac.

G-806. Work trains handling workmen and other trains handling outfit cars occupied by workmen, must not exceed 25 miles per hour.

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

G-807. When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-812. High and wide loans moving in trains must be handled carefully and policed enroute to insure clearance passing water spouts, trains or other locations where clearances are close.

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 occupied passenger train equipment, also while switching wrecking derricks, steam shovels, pile drivers, occupied outfit cars, or occupied passenger equipment.

G-817(B). Diesel switch engines are equipped with a large capacity air compressor and large capacity feed valves.

When making a back-up movement with cars where a back-up hose may or will have to be used for more or less control of the train, it will be necessary to make a much heavier brake pipe reduction with the back-up hose than was necessary with steam switch engines having the smaller capacity feed valves.

When a back-up movement of this nature is contemplated and after the cars have been charged to standard pressure (cars are not fully charged until the pressure will not drop when the brake valve is placed in lap position), then with the brake valve in running position a standing test should be made by opening the back-up hose cock to determine if the brakes apply. If they do not apply it is an indication that the reservoirs on the cars are not fully charged.

G-819. The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turn-outs 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 that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

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.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

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.

Severe discipline will be administered for failure to control the speed in accordance with these signs.

G-825. When a signal that indicates the position of 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. Rule 513 and the third paragraph of Rule 514(A) do not apply at a Spring switch.

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 standing on any part of the switch points, nor before the points have completed their full movement after being trailed through. 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 engine 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 eight 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 backwards 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 engines.

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 movement. When it becomes necessary to move them, when practicable, it should be done only under their own power. When not handled under their own power they should not be handled in conjunction with other equipment.

G-830. Diesel switching locomotives must not be operated at a speed in excess of 35 MPH, either when dead in train or operating under their own power.

General Electric branch line 44 ton Diesel must not exceed 30 MPH when dead in train and 35 MPH when under its own power.

Whitcomb Diesel branch line locomotive must not exceed 25 MPH dead in train and 30 MPH under its own power.

When any Diesel locomotive is moved dead in train, such locomotive must be accompanied by a rider who is properly qualified to care for this class of equipment, or a representative of the Mechanical Department who is acquainted with the equipment.

All 44-ton Diesel locomotives dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher locomotive is placed on the rear of the train, the 44-ton Diesel locomotive must be placed behind the pusher. When there is a 44-ton dead Diesel locomotive in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel locomotive must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers	4½ inches
44 ton 360 H.P. Diesel Switchers	3 inches
5400 H.P. Diesel Freight	3 inches
4000 H.P. Diesel Passenger	3 inches
Gas-Electric Motor Cars	3 inches

When operating through water under own power, controller should be in Series position.

G-831. The following cars, loaded or empty, will be handled 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 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 of coaches and parlor cars 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. Engines 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 and 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-983. The last sentence of Rule 983 is hereby modified to read: "These transfers must be filed with the station records."

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 continuously operated night and day 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

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.

MOVEMENT OF TRAINS

X-1083(A). First class eastward trains entering First subdivision at Rondout from Second subdivision will not register at Rondout and will not require Clearance Form A providing the train order signal displays a Proceed-indication. Operator at Rondout may clear these trains if there are no train orders, when so instructed by the train dispatcher.

First class westward trains entering Second subdivision at Rondout from First subdivision, will not register at Rondout and must have in addition to Clearance Form A and all other orders, a Form V train order.

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.

Trains originating at and moving out of Western Avenue freight or coach yard for the Dubuque and Illinois Division or for the Milwaukee Division will receive their train orders and be cleared by the operator on duty at Tower A-4.

Such trains must not leave Western Avenue Coach or freight yard without a Clearance Form A from the operator at Tower A-4 as required by Rule 83(B).

X-D-1083. At Pacific Junction, when the Home interlocking signal at west end of wye displays a Proceed at slow speed-indication, second class trains and extra trains from Galewood may accept such indication as evidence that all westward first class trains due have left. The signalman at Pacific Junction will not display a Proceed at slow speed prepared to stop-indication for second class trains or extra trains moving from Galewood to westward main track without instructions from the train dispatcher.

At Tower A 20, when the lower arm of the westward train order signal displays a Proceed-indication, westward second class trains and extra trains from C. & N. W. cut-off may accept such indication as evidence that all westward first class trains due have left. The signalman at Tower A 20 will not display a Proceed-indication for second class trains or extra trains moving from the C. & N. W. cut-off without instructions from the train dispatcher.

At Tower A-20, when the lower arm of the eastward train order signal displays a proceed indication, eastward second class and extra trains moving to the C&NW cut-off will accept such indication as authority to proceed without a clearance issued by the C&NW. The signalman at Tower A-20 will not display a proceed indication for second class or extra trains moving to the C&NW cut-off without instructions from the C&NW Train Dispatcher.

At Rondout, when the eastward Home signal displays a Proceed-indication (Rule 601 C) eastward second class and extra trains may accept such indication as evidence that all eastward first class trains due, have left. The signalman at Rondout must not display this proceed indication to second class or extra trains without instructions from the train dispatcher.

At Sturtevant, when the westward Home signal displays a Proceed-indication, westward second class and extra trains on First Subdivision may accept such indication as evidence that all westward first class trains due have left. The signalman at Sturtevant must not display this proceed indication to second class or extra trains without instructions from the train dispatcher.

At Sturtevant, when the Home signal governing trains from the Second District through the junction switch and crossover to westward main track displays a Proceed at slow speed-indication, second class trains and extra trains from Second District may accept such indication as evidence that all westward first class trains due have left. The operator at Sturtevant will not display a Proceed at slow speed prepared to stop-indication to second class trains or extra trains from the Second District without instructions from the train dispatcher.

All regular westward trains with Sturtevant as initial station may leave Sturtevant without a Clearance Form A when the Home

signal on Milwaukee wye displays a Proceed-at-slow-speed indication.

At Washington Street, when the lower arm of the train order signal displays a Proceed-indication, eastward second class trains and extra trains may accept such indication as evidence that all eastward first class trains due have left. The signalman at Washington Street will not display a Proceed-indication for eastward second class trains or extra trains without instructions from the train dispatcher.

X-1093(B). At Janesville, all trains must move between Five Points and the passenger depot at restricted speed.

X1098. At Hebron Tower the normal position of the crossing gate at C. & N. W. crossing is against movements on the C. & N. W. Home approach signals operate in conjunction with the gate. Passenger trains must not exceed 45 miles per hour, and other trains or engines 35 miles per hour over the crossing. See Rule G-98-A.

X-1103. Manually controlled crossing signals, and gates, to be used for switching movements, are located at:

Edgebrook, at Devon Avenue and at Touhy Avenue.
Golf, at depot.
Glenview, at Glenview Avenue.
Northbrook, at Shermer Avenue.
Somers, at County Trunk Highway E. See Rule G-103(B).

X-1104. At Sturtevant, the westward main track switch in the connection with the Racine Wye track and located 600 feet east of the passenger depot, the eastward main track switch in the connection with the Chicago Wye track and located 1000 feet east of the passenger depot and the switches at both ends of the crossover between the two main tracks and located 900 feet east of the passenger depot are equipped with electric locks controlled by the operator; these switches cannot be unlocked without his co-operation.

MOVEMENT BY TRAIN ORDERS

X-1201. Train orders for movements between Chicago and Pacific Jct. and between two miles east of Kinnickinnic Bridge and Milwaukee will be issued over the signature of the superintendent of the Milwaukee Division.

X-1221(A). At Pacific Junction, a one-arm train order signal is located at the tower. Westward trains from east of Pacific Junction will be governed by this train order signal.

At Pacific Junction, a one-arm train order signal is located on the wye track at Springfield Avenue. This train order signal will govern trains moving from Galewood and west to the Milwaukee Division.

At Tower A 20, a four-arm train order signal is located across the tracks opposite the tower. Eastward and westward trains between Chicago and Milwaukee will be governed by the upper arm or light. Eastward and westward trains moving via the cut-off to and from Bensenville Yard will be governed by the lower arm or light.

At Rondout, the train order signal is located across the tracks opposite the tower; it has two arms to govern westward trains. The upper arm or light governs trains moving toward Milwaukee and the lower arm or light governs trains moving to the Second Subdivision.

At Washington Street, the eastward train order signal is located at the tower and has two arms. The upper arm or light governs eastward trains from Milwaukee and the lower arm or light governs trains from Muskego Yard.

CENTRALIZED TRAFFIC CONTROL SYSTEM

X-1401. The following signals govern the routes to be used by trains between Sturtevant and Lake:

At Sturtevant and Tower A 68 } interlocking signals govern westward trains.

At Lake and Tower A 68 } interlocking signals govern eastward trains.

Trains or engines must not enter the Centralized Traffic Control territory unless the governing signal displays a Proceed-indication or unless authority is obtained from the operator at Sturtevant; telephones for communicating with the operator are located at certain points.

When a train is delayed at an interlocking signal and the cause is unknown or in case of an unusual delay, the conductor or engineman must notify the train dispatcher or the operator at once.

See Rules G-401 to G-408.

X-1403. When the governing signal displays a Stop-indication, authority to proceed must be obtained from the operator at Sturtevant. When the operator knows that the interlocked

switches are in proper position and there is no opposing movement involved, he will authorize the train to proceed in the following form: "You may proceed at restricted speed to the next signal." If the operator does not positively know that there is no opposing movement involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form: "You may proceed under protection of a flagman to the first signal that displays a Proceed-indication, examine the interlocked switches to see that the points are in proper position and fully closed." These instructions must be repeated by the conductor or engineman to insure correct understanding and entry made by the operator on his block record.

When the governing signal displays a Stop-indication for an approaching train, and the means of communication have failed, the train may proceed when preceded by a flagman to the next interlocking signal that displays a Proceed-indication or to the next point of communication. Flagman must be sent far enough in advance to insure protection.

X-1404. At Tower A 68, the crossovers and siding switches are electrically interlocked and controlled by the operator at Sturtevant.

X-1408. In case of failure of an interlocking signal at Lake, and authority to proceed has been obtained from the operator at Sturtevant, an understanding must also be had with the operator at Lake before any movement is made over the interlocked switches at that point.

X-1409. The operators at Sturtevant and Lake are charged with the responsibility of directing, by signal indication, the movement of all trains between Sturtevant and Lake. They must be familiar with the rules and instructions and pass satisfactory examination on their understanding of the rules before undertaking to handle the Centralized Traffic Control System.

X-1410. The operators at Sturtevant must familiarize themselves with the operation of the Remote Controlled Interlocking at Tower A 68 and the handling of power operated switches by hand.

X1411. Block records must be kept at Sturtevant and Lake showing the time each train enters or leaves the block and in addition, the time when trains that take siding, clear the main track. All cross-over movements must be entered on the block records.

X-1412. When operators go off duty, transfer must be made in writing to the operator relieving, showing the location of trains in or ready to enter the block.

X-1413. Except in case of following movements with the current of traffic which are protected by automatic block signals, the operator at Sturtevant must be certain that the block is unoccupied before authorizing the movement of any train into the same block, unless authorized by the train dispatcher.

X-1414. When a train enters a side track or crosses over, the operator at Sturtevant must know that it is clear of the block before a Proceed-indication may be displayed for that block.

X1415. The operator at Sturtevant will give information to trainmen, enginemen and others as to when switches in or leading to the main tracks may be thrown.

X-1416. To permit a train to cross over or return or to move from a side track to the main track, the operator at Sturtevant must examine the block record and if the blocks affected are clear of approaching trains, and upon receiving authority from the train dispatcher, he will give permission for the movement.

When trains are to meet, pass, or cross over, the train dispatcher will direct how the movements should be made.

X-1417. Failure of the telephones, interlocking, or signals, must be promptly reported by the operator to the train dispatcher, to the supervisor of telegraph and signals and to the signal maintainer.

REMOTE CONTROL INTERLOCKING

X-1441. Location of Remote Control Interlocking and by whom operated:

Station	Location	By whom operated
Shermer	Main track crossover and connections	By signalman at Tower A 20
Bryn Mawr	Main track crossover and connections.	By signalman at Tower B 17
Rondout	West end of eastward siding No. 2	By signalman at Rondout
Sturtevant	West end of eastward siding and east end of westward siding	By signalman at Sturtevant

AUTOMATIC BLOCK SYSTEM

X-1501AA. At Sturtevant, the color light dwarf signal located 1050 feet west of the passenger depot and the lower arm of the three arm eastward Home signal on the bracket mast located 1050 feet west of the passenger depot indicate the condition of the route on the westward track to the color light dwarf signal located 320 feet west of the east switch of the westward siding.

These signals confer no authority for any movement against the current of traffic beyond the Interlocking limits west of the depot.

Automatic dwarf signal 60-5 located 332 feet east of the crossover 6000 feet east of the passenger depot indicates the condition of the route on the eastward track to color light dwarf signal located 225 feet east of the west switch of the eastward siding. The indications of this signal are in accordance with Rules 501AA and 501B and confer no authority for any movement against the current of traffic.

A color light switch target is in service on the Spring switch at the west end of the westward siding. A green light indicates the switch is locked and set for movements on the main track; a red light indicates that the switch is unlocked, points not properly closed or that the switch is set for a movement to the siding. See Rule G-825.

X-1605. At Bardwell, the Interlocking signals do not supersede train orders, time-table or other rules as affecting the movement of trains. When Proceed-indication is obtained, trains may proceed over the crossing at a speed not to exceed 35 miles per hour. After the engine or leading car has passed over the crossing, the speed of the train may be increased.

X-1672. At C.& N.W. crossing located 2.1 miles east of Janesville, trains or engines must not exceed 20 miles per hour over the crossing. At Soo Line Crossing, passenger trains must not exceed a maximum speed of 50 miles per hour, and freight trains must not exceed a maximum speed of 40 miles per hour over the crossing. See Rule 672.

GENERAL REGULATIONS

X-1737. Bridges in track elevation territory in the Chicago Terminals and west on Milwaukee Division from Pacific Jct. will not clear a man riding on the side of a car.

X-1738. Inter-track fences are located between the two main tracks at the following points on the Milwaukee Division, First District:

Healy
Grayland
Mayfair
Forest Glen
Edgebrook
Deerfield

These fences are for the protection of patrons and employes, but it also involves the matter of restricted clearances and this matter is being called to your attention so that all of you will be familiar with it.

X-1739. S-2 engines should not be operated on the following tracks between Stowell and Tower A-20:

Stowell	Pelton Steel.
"	Nordbergs (all tracks).
"	Heils (all tracks).
"	Perfex.
"	National Ice and Trackson.
Powerton	Seisel.
"	Switches on TMER&L end of Powerton tracks.
Sturtevant	Coal shed track.
"	West switch of pocket track off westward.
"	All tracks on R&SW (Second District) including Chicago wye and parallel tracks, excepting Milwaukee wye and No. 1 track in R&SW yard.
Truesdell	Oil track off westward siding.
"	Farmers track off house track.
Russell	Murries.
Wadsworth	Lux.
Rondout	Northern Bridge (all tracks).
"	Stewart Construction Co.
Deerfield	Engine track.
"	Mercer Lbr. Co. track.
"	National Brick (all tracks).
"	North Shore Gas.
"	Illinois Brick (all tracks).
Tower A-20	Oil track.

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.

X-1802. At Spring Grove and Belden, 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.

At Janesville, the middle track at passenger station is the established siding for passenger trains.

X-1819. Turnouts laid with long frogs are located at:

Station	Location
Tower A4	Crossover between track Nos. 1 and 2.
Tower A4	Crossover between track Nos. 2 and 3 west of tower.
Pacific Jct.	Crossover between track Nos. 1 and 2.
Mayfair	First crossover at each side of railroad crossing.
Tower A 20	Crossovers and connections to Bensenville Yard and turn-outs to siding located near Northbrook depot.
Rondout	Head-in turn-outs on Nos. 1, 2 and 6 sidings; head-out turn-out on No. 3 siding; first crossover east and west of railroad crossing; Junction switch of Second subdivision.
Wadsworth	Both crossovers and both ends of eastward and westward sidings.
Ranney	Both crossovers and both ends of eastward and westward sidings.
Sturtevant	Facing point crossover located just west of depot. Trailing point crossover located just east of depot. Head-in turn-out to westward siding.
Tower A 68	Both crossovers and both ends of eastward and westward sidings.
Lake	Both crossovers and both ends of eastward and westward sidings.
Kinnickinnic Drawbridge	Connection to freight main track.
Washington Street	Facing Point Crossover between track No. 1 and No. 2, trailing point crossover between track No. 2 and No. 3.

X-1820. Class F-6, F-7, L-2 and L-3 engines must not exceed 50 miles per hour over Bridge A-446 located 1.7 miles west of Solen Mills.

Class L-2 and L-3 engines must not exceed 50 miles per hour between Rondout and Bardwell.

Class F-6, F-7 and No. 14 and No. 15 Diesel engines must not exceed 70 miles per hour between Rondout and Zenda, and 60 miles per hour between Zenda and Bardwell.

Class F-6 and F-7 and No. 14 and No. 15 Diesel engines must not exceed 5 miles per hour around the north east wye track at Bardwell.

Class L-3, F-6, F-7 and No. 14 and No. 15 Diesel engines must not be operated between Bardwell and Janesville.

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

Class S-2 engines, when hauling passenger trains must not exceed 70 miles per hour, and when running light, 45 miles per hour. Class S-2 engines must not be used east of Tower A-3 Western Avenue on Nos. 1 and 2 tracks, on Nos. 3 and 4 tracks east of Pacific Jct., and between Pacific Jct. and Cragin on any track.

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 slip switches at the north end of the Union Station.

Trains detoured through the track immediately north of No. 1 main track west of Tower A 3, must not exceed 15 miles per hour.

At Grayland, all of the tracks may be used by C-2 or smaller engines at slow speed.

At Glenview, Class C-5, L-2, or heavier engines must not be moved over No. 1 track serving Swain Nelson Co., and Class L-2 or L-3 engines must not move at a speed exceeding 6 miles per hour, on No. 2 track serving Lutter Brick Co.

At Rondout, trains entering upon or leaving the Second subdivision must not exceed 25 miles per hour between the E.J. & E. crossing and the coal shed.

Between Lake and Washington Street, westward trains running on the eastward track must not exceed 25 miles per hour around Kelly's cut curve, located 2 miles west of Lake.

At Milwaukee, all trains must not exceed 12 miles per hour between the passenger station and North Plankinton Ave.

At Bardwell, trains using the north wye must not exceed 5 miles per hour.

On account of restricted clearance derrick X-17 should not exceed 15 m.p.h. from Pacific Junction to Irving Park Boulevard, west of Grayland crossing.

X-1821. At Tower A 2, all trains on No. 1 and No. 2 main tracks must not exceed 20 miles per hour through the interlocking and over the railroad crossings.

At Grayland and Mayfair, passenger trains must not exceed 70 miles per hour and other trains 45 miles per hour over the railroad crossings.

At Rondout, passenger trains may run at maximum speed as shown in the time-table over the railroad crossing; other trains must not exceed 50 miles per hour over this crossing.

X-1822. S-2 engines are restricted from taking water at Wadsworth.

X-1825. Location of Spring switches, normal position, and signals governing:

Station	Location	Normal position	Signal governing
Clybourn Jct. Interlocking (C.T. Div.)	End of two main tracks	For westward track	Mounted on mast of eastward home signal reading in westerly direction
Franklin Park	No. 4 track 1400 ft. west of station	For No. 5 lead track	Dwarf signal
Galewood	No. 4 track east of Narragansett Ave.	For No. 4 track	
Bensenville Yard	No. 26 track at County Line	For Roundhouse Lead	Dwarf signal
	No. 26 track east of Roundhouse lead	For No. 26 track	Dwarf signal
Rondout	East end eastward siding No. 6	For eastward track	Dwarf signal
	West end westward siding No. 1	For westward track	Dwarf signal
Sturtevant	East end eastward siding	For eastward track	Dwarf signal
	West end westward siding	For westward track	Dwarf signal
Lake	West end of third track	For westward track	Dwarf signal

See Rule G-825.

At Rondout, when the signal at the east end of No. 6 siding or at the west end of No. 1 siding, displays a Stop-indication for an approaching train or engine on that track, a trainman or the engineman will communicate with the operator at Rondout for instructions. Dwarf signal located just east of the spring switch at the east end of No. 6 siding, indicates the position of the switch for westward movements on the eastward track. Dwarf signal located just west of the spring switch at the west end of No. 1 siding, indicates the position of the switch for eastward movements on the westward track.

At Sturtevant, when the dwarf signal at the east end of the eastward siding or at the west end of the westward siding displays a Stop-indication for an approaching train or engine on that track, a trainman or the engineman will communicate with the operator at Sturtevant for instructions except that the Stop-indication of the signal at the west end of the westward siding does not restrict a movement to the Racine wye.

X-1834. At Chicago, whenever passenger trains are being detoured via the Chicago-Evanston and Bloomingdale line, single track operation must be maintained between Chicago Union Station and Larrabee Street due to close clearance between the two main tracks between the drawbridge and Larrabee Street.

X-1838. Between Western Avenue and Deerfield, engines running backward and hauling suburban trains must not exceed 50 miles per hour when the engines are equipped for back-up service.

The speed of other engines when running backward, either light or handling trains, must not exceed 25 miles per hour on the First subdivision or 15 miles per hour on Second subdivision without instructions from proper authority.

PASSENGER SERVICE

X-1881. Steam heat lines on eastward passenger trains must be blown out between Healy 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.

For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

SECOND DISTRICT

MOVEMENT OF TRAINS

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

X-2093(B). At Janesville, all trains must move between Five Points and the passenger depot at restricted speed.

At Rockford, all trains and engines must move at restricted speed between the depot and the C. & N. W. overhead bridge located 0.4 mile east of the depot.

X-2098(A). At Beloit, crossing gates are in service at the C&NW crossing. Home signals operate in conjunction with these gates. When the signal displays a Stop-indication, trains or engines may proceed over the crossing only after a definite understanding is had with the gateman and under protection.

X-2103. Manually controlled crossing signals, to be used for switching movements, are located at:

Sylvania, at U. S. Highway 41.
Freeport, at Stephenson Street.
Shannon, at State Trunk Highway 72.
Racine, at 14th Street.
Rockford, at Cedar Street and at School Street.
Davis Jct., at State Trunk Highway 72. See Rule G-103(B).

MOVEMENT BY TRAIN ORDERS

X-2221(A). At Kittredge, the eastward train order signal has two arms, the lower arm or light governs trains moving toward Beloit.

At Rockton, the train order signal has four arms; the upper arms or lights govern trains on the First subdivision and the lower arms or lights govern trains moving to or from the Third subdivision.

MANUAL BLOCK SYSTEM

X-2317. Rule G-317 applies at Sturtevant.

CENTRALIZED TRAFFIC CONTROL SYSTEM

X-2401 The following signals govern the operation of trains and engines between Beloit Jct. and St. Paul Avenue and between West Yard and Rockton:

Signal	Location	Direction of Trains	Governs
Semaphore	190 feet east of Beloit Jct. on First subdivision.	Westward	First subdivision trains from Beloit Jct. to St. Paul Avenue.
Semaphore	190 feet east of Beloit Jct. on Third subdivision.	Westward	Third subdivision trains from Beloit Jct. to St. Paul Avenue.
Semaphore	At St. Paul Avenue.	Eastward	From St. Paul Avenue to Beloit Jct.
Semaphore	On south side of main track at West Yard 150 ft. east of west switch of siding	Westward	Trains on the main track from West Yard to Rockton.
Semaphore	On the north side of the siding 150 ft. east of the west switch or siding at West Yard.	Westward	From siding at West Yard to Rockton.
Semaphore	On the south side of the First subdivision main track and 180 ft. east of the depot at Rockton.	Eastward	Trains on First subdivision from Rockton to West Yard.
Semaphore	On the south side of the Third subdivision main track and 180 ft. east of the depot at Rockton.	Eastward	Trains from Third subdivision from Rockton to West Yard.

Trains or engines must not foul or enter Centralized Traffic Control territory unless the governing signal displays a Proceed-indication or unless authority is obtained from the train dispatcher. Telephones for communicating with the train dispatcher are located at the signals, also at main track switches in this territory.

See Rules G-401 to G-408.

X-2403. When the governing signal displays a Stop-indication, authority to proceed must be obtained from the train dispatcher.

When the train dispatcher knows that there is no opposing train or engine movement involved, he will authorize the train or engine to proceed in the following form: "You may proceed at restricted speed through the block." If the train dispatcher does not positively know there is no opposing movement involved, he will issue authority to proceed in the following form: "You may proceed under flag protection through the block."

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.

When the governing signal displays a Stop-indication for an approaching train and the means of communication have failed, the train may proceed when preceded by a flagman sent far enough in advance to insure protection.

X-2404. Between Beloit Jct. and St. Paul Avenue and between West Yard and Rockton, trains or engines entering the main track from a side track, will wait 2 minutes after the main track switch has been opened before fouling the main track. This will not relieve employes from the duty of promptly and properly protecting the movement.

X-2409. A TAKE SIDING indicator is located on the south side of the main track 175 feet west of the west switch of the siding at West Yard. This indicator consists of a letter *S*; when the letter *S* is illuminated, eastward freight trains must take siding at West Yard. All eastward freight trains will approach this indicator prepared to stop.

AUTOMATIC BLOCK SYSTEM

X-2501 AA. Rule 501 AA also applies to the approach signals at Clinton Junction and the eastward approach signal at Burlington tower interlocking.

At Rockford, Rule 501 AA applies to Automatic signal governing westward trains and engines and is located about 400 ft. east of the overhead bridge. This signal also protects the switch leading to the freight house and the I.C. R.R. connection switch.

INTERLOCKING

X-2605. At Bardwell, the Interlocking signals do not supersede train orders, time-table or other rules as affecting the movement of trains. When Proceed indication is obtained, trains may proceed over the crossing at a speed not to exceed 35 miles per hour. After the engine or leading car has passed over the crossing, the speed may be increased.

At Clinton Jct. and Burlington, freight trains may proceed over the railroad crossing at a speed of 35 miles per hour. Conflicting portion of Rule G-821 is modified accordingly as to speed over these crossings.

X-2672. At Freeport, the speed over the C&NW Railroad crossing must not exceed 15 miles per hour. See Rule 672.

At Afton, the speed over the C&NW Railroad crossing must not exceed 20 miles per hour. See Rule 672.

TRAIN AND YARD SERVICE

X-2801(A). 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.

X-2802. At Sylvania, Lyons, Rock City, Fitchmoor and Racine Jct., 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-2820. At Elkhorn, trains in either direction must not exceed 20 miles per hour between the east switch of the siding and the first street east of the freight depot.

Between St. Paul Avenue and the west switch of the siding at West Yard, all trains and engines must run at restricted speed.

Derrick X-17 must not exceed 15 m.p.h. over Bridge E-178 located .2 mile west of MP62 between Clinton Jct. and Porters, and over Bridge E-186 at Porters account restricted clearance.

Class L-2 and L-3 engines must not exceed 50 miles per hour between Bardwell and Sturtevant.

Class F-6, F-7 and No. 14 and No. 15 Diesel engines must not exceed 60 miles per hour between Bardwell and Sturtevant.

At Beloit Jct., Class F-6, L-2, L-3 engines and derrick X-17 must not exceed 15 miles per hour over bridge E-208, located 0.2 mile east of the junction and Class L-3 engines and derrick X-17 must not exceed 10 miles per hour over bridge E-212¼ located on gravel pit track.

At Freeport, Class F-6, L-2 and L-3 engines and derrick X-17 must not exceed 15 miles per hour over bridge E-348 located 0.5 mile west of the depot and 25 miles per hour over bridge E-356 located ⅛ mile east of M.P. 107 between Freeport and Florence and 15 miles per hour over Bridge E-378 about ½ mile east of Mile Post 115, between Shannon and Florence.

At Rockford, trains and engines must not exceed 8 miles per hour over Auburn, Kilburn, School, Jefferson, Mulberry, State, Elm and Cedar Street crossings.

At Jones Siding, Class F-6, L-2 and L-3 engines must not exceed 15 miles per hour over bridge E-932 located 1.4 mile east of the station.

At Racine, Class F-6 and Class L engines must not exceed 15 miles per hour over Root River Draw span, bridge E-0.

Between Ladd and Cherry, Class L-2 and L-3 engines must not exceed 10 miles per hour.

At Howe over NYC bridge 187.11 derrick X-17 must not be handled at speed to exceed 15 miles per hour account restricted clearance.

At Beloit, Class G-7 engines or larger or coaches are not permitted on Crowley Industrial track, and Class L-2 and L-3 engines are not permitted on Keeler's track, South track, South Beloit track. Other engines must not exceed 15 miles per hour on South Beloit track.

X-2825. Location of spring switches, normal position and signals governing:

Station	Location	Normal position	Signal governing
Rockton	Junction switch	first sub-division	Semaphore on north side of siding
Freeport	1800 feet west of passenger depot	Main track	Dwarf

Train and engine movements must not exceed 15 miles per hour over the switch at Freeport. See Rule G-825.

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

THIRD DISTRICT

MOVEMENT OF TRAINS

X-3011. Rule G-11 is hereby modified to read as follows:
5 minute fusees should be used in the following territory: Iron Ridge to Fond du Lac.

X-3093. Between North Avenue and North Milwaukee, when a westward train is observed standing on the westward main track west of Capitol Drive, the following freight train or light engine will use the crossover located at Capitol Drive and move to North Milwaukee on Glendale No. 1 track. See Rule D-152.

X-3098. At Omro, the drawbridge will be kept open during the season of navigation. The derail switch located just east of this drawbridge must be kept in the derailing position except when the drawbridge is closed.

X-3098(A). At Fond du Lac, the normal position of the crossing gate at the Soo Line crossing at Midland Crossing and at Taylor Street, is against movements on the CMStP&P. CMStP&P trains or engines will 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 train or engine approaching on the Soo Line has either proceeded over the crossing or has come to a stop. An indicator is located at each crossing to indicate the approach of a train in either direction on the Soo Line; this indicator must be observed before the gate is set against the Soo Line. See Rule G-98(A.).

X-3103(B). Manually controlled crossing signals, to be used for switching movements, are located at:

Granville, crossing 1250 feet west of depot.
Minnesota Jct., crossing 500 feet west of depot.
Brandon, at U. S. Highway 49.
Beaver Dam Jct., at Spring Street. See Rule G-103(B).

At Fond du Lac, all train and switching movements must be brought to a Stop before crossing Western Avenue (the second crossing east of the freight depot) and must be flagged across this street. All train and switching movements on the Midland Line must be flagged across Western Avenue, Second Street, First Street, Forest Street, Division Street, Reese Street and Main Street.

At Horicon, all movements must be flagged across Main Street on the Van Brunt track.
See Rule G-103(B).

X-3105. At Granville, that portion of the Second subdivision main track between the junction switch and the crossover at the west end of the yard will be used as a siding by First subdivision trains. All trains or engines using this portion of the track will move at restricted speed.

At Iron Ridge, that portion of the Third subdivision main track between the junction switch and the crossover at the west end of the yard will be used as a siding by First subdivision trains. All trains or engines using this portion of the track must move at restricted speed.

MOVEMENT BY TRAIN ORDERS

X-3201. Train orders for movements between Milwaukee and North Milwaukee will be issued over the signature of the superintendent of the Milwaukee Division.

X-3221(A). At North Milwaukee, the train order signal has four arms; the upper arms or lights govern First subdivision trains and the lower arms or lights govern Superior Division trains.

At Iron Ridge, the westward train order signal has two arms; the upper arm or light governs First subdivision trains and the lower arm or light governs Third subdivision trains.

At Horicon, the train order signal has four arms; the upper arms or light govern First subdivision trains and the lower arms or lights govern Fourth subdivision trains.

At Portage, the eastward train order signal has three arms; the second arm or light govern Fourth subdivision trains.

INTERLOCKING

X-3605. At Portage Jct., the main track switches which include the crossovers and the junction switch with the L. & R. Division and the yard lead are electrically interlocked. Interlocking rules apply to these signals except that for eastward movements they do not supersede time-table superiority or train orders and they must not be accepted as authority for moving against the current of traffic. Westward trains coming off the Milwaukee Division, after receiving the proper routing signal may proceed to Portage Eastward Milwaukee Division trains may proceed through th Interlocking on proper signal indication. When the Interlockir signals display Stop-indication and for any reason cannot

operated, a train or engine may proceed through the Interlocking only on authority of the operator at Portage and under flag protection after a trainman and the engineman have satisfied themselves that the switches and drawbridge are in proper position and then at restricted speed. Telephones for communicating with the operator at Portage are located at the signal bridges and at the Milwaukee Division Home signal. If the governing signal does not display a Proceed-indication, or if an irregular movement is to be made, a trainman or the engineman must communicate with the operator at Portage and receive instructions from him.

X-3672. At Slinger, Minnesota Junction, Burnett, and at the C&NW crossing located 3.4 miles east of Fond du Lac, the speed over the railroad crossings must not exceed 20 miles per hour. See Rule 672.

At Burnett, movements over the railroad crossing from the west end of the side track are governed by Dwarf signal and the switch must be opened before this signal will display a Proceed indication.

TRAIN AND YARD SERVICE

X-3802. At Rubicon, Burnett, Waupun, Brandon, Ripon, Pickett, Fisk, Extension Switch, Menomonee Falls, Lannon, Sussex, West Sumner, Merton, North Lake, Mayville, Knowles, Brownsville, South Byron, Beaver Dam Jct., Randolph, Cambria, Pardeeville, Fairwater, Rush Lake, Waukau and Omro, 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-3820. At Sussex, all trains must not exceed 15 miles per hour around the curve just west of bridge D-808, located 0.5 mile east of the depot.

Between Milwaukee and Grand Avenue trains will not exceed thirty-five (35) miles per hour over crossing at 13th street, and twenty (20) miles per hour on curve at 8th Street.

Between Midland Jct. and Fond du Lac freight depot, trains and engines on the Midland Line must not exceed 6 miles per hour.

At Fond du Lac, trains and engines must not exceed 10 miles per hour over bridge D-758.

X-3835. At Milwaukee, all eastward trains must approach the illuminated sign at Sixth Street prepared to stop and proceed only on signal from the switch tender.

X-3838. The speed of all engines when running backward, either light or handling trains, must not exceed 25 miles per hour on First and Fourth subdivisions or 15 miles per hour on other subdivisions without instructions from proper authority.