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

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

SUPERIOR 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.

F. T. BUECHLER,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

L. K. SORENSEN,
Assistant General Manager.

OPERATING RULES

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, five minute fusees should be used in Automatic Block System territory and ten minute fusees should be used in other territory; on Lines West of Mobridge, ten minute fusees should be used.

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

X-11. Rule G-11 is hereby amended as follows: Five minute fusees should be used in following territory; Hilbert Jct. to Appleton Oconto Line, Crivitz to Menominee.

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

X-14. At Green Bay, the City Ordinance prohibits the sounding of whistles except in case of emergency.

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 doublehead 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

X-83(A). At North Milwaukee, all trains, when not displaying signals for a following section, may register by register ticket.

X-83(B). Westward MStP&SSM trains will obtain Clearance Form A and register at Hilbert Junction instead of St. Paul

switch; eastward MStP&SSM trains will obtain Clearance Form A and register at Menasha instead of Menasha Junction.

Trains having their initial station at Kelso Junction, need not obtain Clearance Form A at Kelso Junction.

X-S-83. At Milwaukee, westward first class trains will obtain train order Form V regarding superior trains at North Milwaukee.

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.

X-93. 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.

At Crystal Falls Junction, all trains must move within yard limits at restricted speed.

Between the west yard limit board at Crystal Falls Junction and Superior Avenue in Crystal Falls the main track is used jointly with the C&NW. Within these limits all trains must move at restricted speed.

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.

X-98. At North Milwaukee, when the train order signal governing eastward Superior Division trains displays a Proceed-indication and a proceed signal is given by a man on the ground at the crossover switches, located one block east of the passenger depot, an eastward Superior Division train may proceed at restricted speed to the crossover without stopping at the junction Stop board.

At Green Bay, the movement of trains or engines over the drawbridge is governed by Home and Approach signals. All trains and engines must approach the Home signal prepared to

stop and if the signal displays a Proceed-indication, may proceed over the drawbridge at a speed not in excess of 10 miles per hour.

When the Home signal displays a Stop-indication and for any reason cannot be cleared, trains or engines, after making the proper stop, and after receiving proper hand signal or authority from the bridge tender, and after ascertaining that the bridge is closed, may proceed at restricted speed.

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 movement.

X-98(A). At Plymouth, the normal position of the gate at the C&NW crossing is against movements on the C&NW. The gate is operated by the watchman at Thayer Street and Dwarf signals are interconnected with the gate. When the gate is in normal position, the track is clear and the Home signal displays a Proceed-indication, trains and engines may proceed over the crossing at a speed not in excess of 15 miles per hour.

When the Home signal displays a Stop-indication it must not be passed except with full understanding with the crossing watchman and under flag protection against C&NW trains; when the watchman is not on duty, the movement over the crossing must be protected by flagman against C&NW trains. See Rule G-98(A).

At Green Bay, the normal position of the crossing gate at the Reiss Coal Company track crossing, located 1000 feet west of the drawbridge, is against movements on the Coal Company track. Trains or engines on the main track must approach the crossing prepared to stop but may proceed over the crossing at a speed not in excess of 10 miles per hour, provided the track is clear, crossing is unobstructed and the gate is properly set against the conflicting route.

Engines on the Coal Company track must come to a stop before reaching the crossing (regardless of the position of the gate) and must not swing the gate nor occupy the crossing until any train or engine approaching on the main track has either passed over the crossing or come to a stop. See Rule G-98(A).

At Green Bay, movements over the C&NW crossing, located at the east end of the train yard, are governed by crossing gates. Dwarf signals operate in conjunction with the gates. Trains or engines on the CMStP&P must approach the Home signal prepared to stop, but may proceed over the crossing at a speed not in excess of 10 miles per hour for freight trains and 15 miles per hour for passenger trains, provided the Dwarf signal displays a Proceed-indication, the track is clear, the crossing is unobstructed and the gates are set against the C&NW. The indications of the westward home signal for Fox River drawbridge will be in accordance with Rules 601A and 601B. See Rule G-98(A).

At Green Bay, the normal position of the gate at the crossing with the Kewaunee, Green Bay & Western Railroad, located in Quincy Street, just east of the Northern Paper Mills, is against movements on the CMStP&P. Trains or engines on the CMStP&P must come to a stop before reaching the crossing (regardless of the position of the gate) and must not swing the gate nor occupy the crossing until any train or engine approaching on the Kewaunee, Green Bay & Western has passed over the crossing or come to a stop.

At Iron Mountain, the crossing gate at the C&NW crossing, located 0.7 mile west of passenger depot, is operated by a watchman located at the tower at Main Street. Dwarf signals operate in conjunction with the gate. Trains or engines must approach the Home signal prepared to stop, but after sounding signal 14(b), may proceed over the crossing at a speed not in excess of 15 miles per hour provided the track is clear, crossing is unobstructed, gate is set against the C&NW and the Home signal displays a Proceed-indication. When the Dwarf signal displays a Stop-indication, it must not be passed except when full understanding is had with the watchman and under flag protection. See Rule G-98(A).

At Sidnaw, the crossing gate is handled by the operator during his assigned hours. Home and Approach signals operate in conjunction with this gate. Trains must approach the Home signal prepared to stop, but after sounding signal 14(b), may proceed over the crossing at a speed not in excess of 20 miles per hour

provided the Home signal displays a Proceed-indication, the track is clear, the crossing is unobstructed and the gate is properly set against the DSS&A. See Rule G-98(A).

At Oconto, the normal position of the gate at the C&NW crossing, located 0.7 mile east of the depot, is against movements on the CMStP&P. Trains or engines on the CMStP&P must come to a stop before reaching the crossing (regardless of the position of the gate) and must not swing the gate nor occupy the crossing until any train or engine approaching on the C&NW has passed over the crossing or come to a stop.

At Marinette, movements over the railroad crossing of the CMStP&P industry track with the C&NW main track and side tracks and located near the intersection of State and Ash Streets, are protected by derails on the industry track and by signals on the C&NW tracks. The normal position of the derails and signals is against movements on the industry track and they must be restored to this position immediately having been used. The signals are operated from a ground lever stand located at the crossing; the stand must be kept locked when in the normal position. When movements are to be made on the industry track, a trainman must operate the ground lever stand to cause the signals on the C&NW to display a Stop-indication, then line up the route by removing the derails from the industry track.

Instructions for operating the levers are posted at the crossing. The route must not be changed from the normal position before any approaching train or engine on the C&NW tracks has come to a stop or has passed over the crossing.

At Menominee, the normal position of the gate at the C&NW crossing on the Finntown Line is against movements on the CMStP&P. See Rule G-98(A).

At Menominee, the normal position of the crossing gates at the C&NW crossing at Bridge Street, 1.4 miles east of the depot, is against movements on the C&NW. Trains or engines on the CMSTP&P must approach the crossing prepared to stop and when the route is clear, may proceed over the crossing at a speed not in excess of 10 miles per hour. See Rule G-98(A).

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

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

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

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

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

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

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

X-103. The eastward control circuit for automatic flashing light signals at Hopkins Road crossing, one-half mile east of Brown Deer starts at Highway 74-100, Brown Deer.

Trains stopping at Brown Deer to set out or pick up cars should stop so that the coupling will be made west of Highway 74-100 and the engine will clear the crossing.

When this cannot be done, eastward trains must approach Hopkins Road at restricted speed so as to permit the signals to give proper warning.

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

X-103(B). At Plymouth, manually controlled signals are in use at Elizabeth and Clifford Street crossings.
See Rule G-103(B).

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.

X-221(A). At North Milwaukee, the train order signal has four arms; the lower arms or lights govern Superior Division trains and the upper arms or lights govern Milwaukee Division trains.

At Hilbert, the train order signal governs First subdivision trains only.

At Channing, the train order signal governing westward trains has two arms; the upper arm or light governs Seventh subdivision trains and the lower arm or light governs Third subdivision trains.

At Crivitz, the train order signal governs Second subdivision trains only.

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.

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 No. _____."

The trains 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 movements 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 train dispatcher who will make 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 accident. 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 may be increased after the engine or the leading car has passed over the crossing.

X-672. At Forest Junction, the speed over the C&NW crossing must not exceed 45 miles per hour. The Home signal governing westward movements is located on the left hand side of the main track. See Rule 672.

At Stiles Junction, the speed over the C&NW crossing must not exceed 45 miles per hour. See Rule 672.

At Menominee, the speed over the C&NW crossing, located 3000 feet east of the depot, must not exceed 15 miles per hour. See Rule 672. When trains or engines are switching or standing on the clearing circuit for the eastward Home signal and the signal is not passed within two minutes after the Proceed-indication is displayed, it will again display a Stop-indication in order to release the crossing for C&NW movements. To again obtain a Proceed-indication of this signal, a trainman must operate a special release button located at the signal and if the signal does not then display a Proceed-indication, Rule 672 will also apply.

At Green Bay, the crossing with the Green Bay and Western Railroad about 1.2 miles west of the passenger depot is protected by Automatic Signals.

Trains or engines will be governed by color-light type home signals located on the right hand side of the tracks with indications in accordance with Rules 601-A and 601-C and fixed approach signals rule 601-B.

Trains or engines must approach the home signals prepared to stop, and if the signal indicates "Proceed," may move over the crossing at a speed not in excess of twenty (20) miles per hour. See Rule 672.

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

GENERAL REGULATIONS

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

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

G-729. Employes are prohibited from:

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

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

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

(d) Going between 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 drawbar 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 drawbar, 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 cars 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 footboard between engine and car when cars are being pushed.

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

(c) On engine pilot.

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

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

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

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

(h) In the gangway of engines.

X-733. Clearance between main running track and spur track at Menasha woodenware storehouse No. 6 just west of Menasha Printing and Carton Co. at Menasha, Wis. is scant. All employees should ride on the inside of the curve when working on this running track to avoid being knocked off by a car standing in clear on spur track at Warehouse No. 6.

Lloyd Mfg. Co. at Menominee, Mich., have made changes in their loading equipment at their plant and making it dangerous to ride top or side of cars on their north and south loading tracks, due to restricted clearances at this point. They also have installed gates across the tracks that are used in performing work at their plant, one gate will be located at North end and two gates at rear of their property and in addition a gate across the CMSTP&P lead track at the west end of the two loading tracks. Crews will see their engine and cars are stopped and gates are opened and properly secured before making a movement in or about this plant.

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 firebox 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

X-801. At Iron River, the Eighth subdivision main track ends at the east wye switch.

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-802. At Brown Deer, Thiensville, Grafton, Hayton, Parkinson, Cormier, Tremble, Sobieski, Abrams, Lena, Pound, Beaver, Middle Inlet, Cedarville, Beecher Lake, Merriman, Randville, Sagola, Kiernan, Kelso Jct., Balsam, Amasa, Park Siding, Tunis, Sidnaw, Frost, Pori, Wasas, Mass, Rockland, St. John, Sherwood, Menasha, Porterfield, Floodwood, Witbeck, Republic, Crystal Falls Jct. and Fortune Lake, 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-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 North Milwaukee	25 M.P.H.	20 M.P.H.
Between North Milwaukee and Stiles Jct.	35 M.P.H.	25 M.P.H.
Between Stiles Jct. and Channing	30 M.P.H.	20 M.P.H.
Between Channing and McKeever	25 M.P.H.	20 M.P.H.
Between McKeever and Ontonagon	20 M.P.H.	10 M.P.H.
Between Hilbert and Appleton	25 M.P.H.	15 M.P.H.
Between Crivitz and Menominee	25 M.P.H.	15 M.P.H.
Between Channing and Champion	25 M.P.H.	15 M.P.H.
Between Kelso Jct. and Iron River	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 North Milwaukee	28 M.P.H.	20 M.P.H.
Between North Milwaukee and Stiles Jct.	35 M.P.H.	25 M.P.H.
Between Stiles Jct. and Channing	30 M.P.H.	20 M.P.H.
Between Channing and McKeever	25 M.P.H.	20 M.P.H.
Between McKeever and Ontonagon	20 M.P.H.	10 M.P.H.
Between Hilbert Jct. and Appleton	25 M.P.H.	15 M.P.H.
Between Crivitz and Menominee	25 M.P.H.	15 M.P.H.
Between Channing and Champion	25 M.P.H.	15 M.P.H.
Between Kelso Jct. and Iron River	20 M.P.H.	15 M.P.H.

Speed of all engines and wrecking cranes X1 to X17 and H1 is restricted to 15 miles per hour over track scale at North Milwaukee.

G-806. Work trains handling workmen or 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 loads 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 turnouts laid with long frogs and designated by Special Rule or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

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

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

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

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

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

(f) When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

X-820. Trains handling ore cars containing ore, must not exceed 20 miles per hour.

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

At Elkhart Lake, trains must not exceed 20 miles per hour over Rhine Street crossing between 7:00 P.M. and 7:00 A.M.

At bridge U-464, located 2.5 miles east of Iron Mountain depot, trains must not exceed 35 miles per hour over the bridge.

At Iron Mountain, trains and engines must not exceed 15 miles per hour between the coal shed and the west end of the new fill.

Trains handling logs on Superior Div. on flat cars will not exceed 35 M.P.H. except where speed restrictions require slower speed and will come to a stop and inspect cars to avoid damage to overhead structure on bridges

U 904 located 0.1 mile east of Kelso Jct.
U 874 and U 876 located 0.3 mile west of Marinette
U 376 located 0.6 mile east of Crivitz
U 52 over Milwaukee River located 3.6 miles east of Fredonia.

At bridge U-904, located 0.1 mile east of Kelso Jct., trains must not exceed 15 miles per hour over the bridge.

Between two miles east and two miles west of Rockland, passenger trains must not exceed 20 miles per hour and other trains 15 miles per hour around the curves.

At bridge U-762, located 0.7 mile east of Appleton, trains must not exceed 15 miles per hour over the bridge.

At bridge U-820, located 3 miles east of Loomis, trains must not exceed 15 miles per hour over the bridge.

At bridge U-874, located 0.3 mile west of Marinette, trains and engines must not exceed 10 miles per hour over the bridge.

Between Crystal Falls Jct. and Crystal Falls, trains must not exceed 15 miles per hour and must further reduce speed to 10 miles per hour over the highway crossing about half way between these two stations.

At bridge U-2016, located between Stambaugh and Iron River, trains must not exceed 15 miles per hour over the bridge.

Between M.P. 336, located 1.1 miles east of Republic and M.P. 339, 1.9 miles west of Republic and around the first curve on each side of M.P. 341, 3.9 miles west of Republic, also between Wabik and Champion, passenger trains must not exceed 35 miles per hour.

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.

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.

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 8 cars between engines so hauled.

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

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

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

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

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

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

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

(k) Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

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

G-829. While gas-electric motor cars are tied up at terminals, they should not be handled in switching 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 hauled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

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

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

G-833. Unless specifically instructed by the superintendent or chief dispatcher to the contrary, or when protection to the train or engine is necessary, conductors, trainmen, flagmen, enginemen, firemen, and yardmen shall not remain on duty in excess of 16 consecutive hours nor in excess of 16 hours in the aggregate in any 24-hour period. After being on duty 16 consecutive hours, they must have 10 consecutive hours off duty, and after being on duty 16 hours in the aggregate in any 24 hour-period, they must

have not less than 8 consecutive hours off duty. The time *on duty* includes all time from the time required to report for duty until the time actually released from duty.

X-834. Engines heavier than Class K-1 must not be used on the following tracks:

At Elkhart Lake	Canning Spur.
At New Holstein	New Holstein Canning Co. Spur.
At Chilton	Chilton Malting Co. track, Canning Factory track, Stock Yard track.
DePere	Furnace tracks.
Spur 109	All tracks.
Crivitz	Mill track.
Iron Mountain	Gas track, Von Platen Mill track.

At Menasha, cars or engines must not be moved beyond the barrel factory located on the north side of north spur track at the Menasha Woodenware Co. plant because of obstruction about 5 car lengths east of this spur track switch.

At Menasha, cars or engines must not be moved into the building of the Menasha Products Co.

At New Holstein, engines must not pass beyond the beet hopper on the beet track.

At Iron Mountain, engines turning on the wye, should in all cases use the east leg of wye first and then use the west leg.

At Ontonagon, engines must not back through the east leg of the wye.

At Iron River, engines must not head out of east leg of the wye.

X-835. 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-836. Cars with a gross weight in excess of 215,000 lbs. must not be hauled between Menasha and Appleton, over the bridge leading to the Menasha Woodenware Co. and Gilbert Paper Co. at Menasha nor between Crivitz and Menominee.

Cars with a gross weight in excess of 200,000 lbs. must be preceded and followed by an empty or lightly loaded car over bridge U-762, located 0.7 mile east of Appleton, over bridge U-820, located 3 miles east of Loomis, or over bridge U-874 located 0.3 mile west of Marinette.

X-838. The speed of engines when running backward, either light or handling trains, must not exceed 25 miles per hour on the First and Second subdivisions or 15 miles per hour on the other subdivisions without instructions from proper authority.

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-condi-

tioned 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.

X-888. Conductors of eastward passenger trains will wire a list of passengers for connecting divisions at Milwaukee to the chief dispatcher from Plymouth.

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 take a record of the defects on Form 975, and attach a copy of same to the waybill. When such cars are picked up at a junction point with another railroad, the report to the superintendent and car foreman should show the name of the station from which the car was taken.

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

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

ENGINE MEN

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

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

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

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

STATION AGENTS

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

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

OPERATORS

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

G-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.