

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon, Tel. WAB 3200, Local 220...	Chicago
R. J. KENNEDY, Local Surgeon and Examiner	Peoria
W. J. PICKETT, Asst. Local Surgeon and Examiner	Clinton
R. STEPHEN, Asst. Local Surgeon and Examiner	Minooka
H. N. FLEXER, Oculist and Aurist	Morris
D. W. FEY, Asst. Local Surgeon and Examiner	Seneca
C. S. TURNER, Oculist and Aurist	Marseilles
H. A. AMESBURY	Peoria
J. J. COADY	Clinton
W. G. SACHSE	Minooka
W. E. COULTER	Morris
P. R. CLARK	Seneca
A. J. ROBERTS	Marseilles
M. H. SAWYER, Asst.	Ottawa
W. P. FREAD, Oculist and Examiner	Utica
JAMES S. GEEN	La Salle
J. W. GEIGER, Surgeon and Examiner	Peru
R. H. WOODS, Oculist	Spring Valley
J. F. LEWIS, Oculist and Examiner	DePue
O. BALENSIEFER	Bureau
R. E. DAVIES, Local Surgeon	Tiskilwa
GEORGE B. MEAGHER	Sheffield
B. J. DYSART, Surgeon and Examiner	Annawan
H. E. BROWN	Geneseo
O. B. GILTNER	Silvis
J. M. YOUNG	East Moline
W. R. YOUNG	Moline
H. C. DEBOURCY, Surgeon and Examiner	Rock Island
RALPH E. SPEER, Asst. Div. Surgeon and Examiner	Davenport
GEO. A. COOK, Asst. Local Surgeon and Examiner	Chillicothe
M. S. DONDANVILLE, Division Surgeon and Examiner	Henry
L. A. DONDANVILLE, Asst.	Spartan
A. HENRY ARP	Wyoming
F. M. DAVENPORT, Oculist	Galva
JOSEPH DE SILVA	Cambridge
E. B. DE SILVA, Asst. Local Surgeon	Milan
L. OSTRUM, Oculist	Muscatine
M. L. OSTRUM, Asst. Oculist and Aurist	Columbus Jct.
G. F. HARKNESS, Oculist	Washington
W. G. BESSMER, Surgeon and Examiner	Fairfield
H. V. THOMAS	Eldon
T. C. COGGSHELL	Spartan
R. L. EDDINGTON	Wyoming
EMERY E. ROYCE	Galva
J. T. WEAD	Cambridge
R. H. STEWART	Milan
J. E. WESTERLUND	Muscatine
W. L. EDDY	Columbus Jct.
C. P. PHILLIPS, Surgeon and Examiner	Washington
JAMES W. PENCE	Fairfield
C. W. McLAUGHLIN	Eldon
L. D. JAMES	Oskaloosa
S. H. SAWYERS, Consulting Surgeon and Examiner	Sigourney
GEORGE H. CLARK	
K. L. JOHNSTON, Surgeon and Examiner	
C. L. HEALD	

Official Hospitals are located as follows:

Name	Place	Telephone
Moline Public Hospital	Moline, 702 Fifth Ave.	3920
Emergency Hospitals:		
Name	Place	Telephone
Morris Hosp.	Morris, 150 West High St.	32
Ryburn Memorial Hosp.	Ottawa, Clinton & Madison Sts.	124
St. Mary's Hosp.	La Salle, O'Connor Ave.	1770
People's Hosp.	Peru, Sixth and West Sts.	Main-98
J. C. Hammond City Hosp.	Geneseo, 536 N. College Ave.	186-K
St. Anthony's Hosp.	Rock Island, 767 Thirtieth St.	278
St. Luke's Hosp.	Davenport, 1228 East High St.	3-2737
Methodist Hosp. of Central Ill.	Peoria, 221 N. Glen Oak Ave.	2-2782
St. Francis Hosp.	Peoria, Glen Oak Ave.	6131, 2-1782
Cromwell & Coggsheep Hosp.	Henry, Edwards St. and 1st Av.	5
Mahaska	Oskaloosa, 1229 C Ave. East.	330
Abbott	Oskaloosa, 214 Second Ave. E.	209
Mercy	Oskaloosa, 214 N. Market St.	451
Hershey Memorial	Muscatine, 1810 Mulberry Ave.	88
Washington Co.	Washington, South 4th Ave.	7

C. E. MEKOTA, General Claim Agent, Chicago.

J. W. MYERS, Superintendent	K. K. STOKES, Gen'l. Sup't. Transportation
M. R. WILSON, Sup't. Motive Power	O. W. LIMESTALL, Asst. General Manager
G. P. TRACHTA, Gen'l. Sup't. Motive Power	G. W. RANEY, General Manager
W. H. HILLIS, Operating Officer	

## Chicago, Rock Island & Pacific Railway

# TIME TABLE

## ROCK ISLAND DIVISION FIRST DISTRICT

# No. 7

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

### SUNDAY, JANUARY 4, 1948

DESTROY ALL TIME TABLES OF PREVIOUS DATE

**PREVENT INJURY**



**SAFETY FIRST**

This Time Table for the exclusive use  
and guidance of Employees







# Main Line Westward

**SUBDIVISION 2  
STATIONS  
Time Table No. 7  
January 4, 1948**

**SECOND CLASS**

	M. P. from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	Office Hours Week Days *Sundays and Holidays From To	SECOND CLASS											
							91	905	901	93-97	99	911						
							Rocket Freight	Western Mds. Red Ball	Peoria Mds. Red Ball	Rocket Freight	Twin Cities Red Ball	Western Red Ball						
<b>LEAVE</b>							Daily	Daily	Daily Ex. Saturday	Daily	Daily	Daily						
Chicago.....	0	0			RWTYYd	Continuous												
Blue Island.....	15.7	16			RFWTYd	Continuous	A.M. — 11.00		P.M. — 10.00	P.M. — 11.00	P.M. — 11.55							
JOLIET.....	40.2	40	63	Yd	RFWTYd		11.45		10.40	11.40	12.35							
ROCKDALE.....	42.4	42	111	322	WYd		A.M. —		P.M. —	P.M. —	A.M. —							
MINOOKA.....	51.1	51	100	53														
MORRIS.....	61.7	62	97	204	FW	{Continuous. *4:00 p.m. 11:00 a.m.												
STOCKDALE.....	65.5	66		50														
SENECA.....	71.9	72	104	507	WYYd	6:30 a.m. 10:30 p.m.												
MARSEILLES.....	77.3	77	87	243	YdP	8:00 a.m. 5:00 p.m.												
OTTAWA.....	84.5	85	56	Yd	WYYd	Continuous												
CB&Q CROSSING.....	84.8																	
ARZNER.....	89.0	89	120	50														
UTICA.....	94.0	94		205	YdP	7:30 a.m. 4:30 p.m.												
LA SALLE.....	99.0	99		226	RYd	Continuous												
PERU.....	100.1	100		Yd	WYd													
CB&Q CROSSING.....	101.0																	
SPRING VALLEY.....	104.3	104	83	34														
DE PUE.....	109.9	110	98	166	P	Continuous			P.M. — 7.15			P.M. — 11.59						
BUREAU.....	114.2	114	165	Yd	RFWTYYd	Continuous		P.M. — 7.15	A.M. — 2.15			P.M. — 11.59						
TISKILWA.....	122.4	123	112	60		7:00 a.m. 4:00 p.m.												
WYANET.....	128.6	129	108	31														
SHEFFIELD.....	136.5	137	114	75	WYd	Continuous												
MINERAL.....	141.9	142	60	62		8:00 a.m. 5:00 p.m.												
ANNAWAN.....	145.6	146		60		7:30 a.m. 4:30 p.m.												
ATKINSON.....	151.5	152	102	80		7:30 a.m. 4:30 p.m.												
GENESEO.....	159.1	159	106	250	W	8:30 a.m. 5:30 p.m.												
GREEN RIVER.....	167.8	168		20														
COLONA.....	169.6	170		20		Continuous												
CB&Q CROSSING.....	169.7																	
CARBON CLIFF.....	171.8	172		20	Yd													
SILVIS.....	173.7	173		Yd	RFWTYd	Continuous	4.30	1.00	A.M. —	4.30	6.00	A.M. —	4.30	A.M. —				
EAST MOLINE.....	176.1	175		20	Yd													
MOLINE.....	178.9	179		Yd	Yd													
ROCK ISLAND.....	181.1	181		Yd	RFWTYd	Continuous												
AVERAGE SPEED PER HOUR.....							28.0	10.3	20.7	27.6	24.6	13.2						
SCHEDULE TIME.....							4.45	5.45	3.35	4.50	5.25	4.31						

**FOLLOWING TRAINS HAVE NO TIME TABLE  
AUTHORITY ON SUBDIVISION 2  
Nos. 91, 905, 901, 93-97, 99 and 911**

EXCEPT WHERE RULES 525 TO 551 EXCEPT 534(b), INC., ARE IN EFFECT, ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 3, 4, 7, 8, 10, 23, 501, 502, 503, 504, 505 AND 506 NOT LESS THAN 10 MINS.

Rules 93 and D-93 are in effect at Rockdale, Bureau, Carbon Cliff and Silvis within Signal indication territory. See Rules 525 to 551, Inclusive, except Rule 534(b).

Local Extra leaves Blue Island about 1:30 A. M. daily except Sunday for La Salle.

Local Extra leaves La Salle about 1:00 P. M. daily except Sunday for Silvis.



# Main Line Eastward

SUBDIVISION 2 STATIONS Time Table No. 7 January 4, 1948		M. P. from Chicago	FIRST CLASS												
			6	14	212	8	502	44	4	506	504	40	10	12	
			Passenger	La Salle Street Limited	Passenger	Rocket	Rocket	Southwest Express	Golden State	Rocket	Rocket	Imperial	Rocket	Passenger	
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
GO.....	CHICAGO.....	TO	0	6.15	7.35	8.20	8.50	9.40	10.30	11.30	1.00	5.45	7.45	8.30	10.15
BI.....	Blue Island.....	TO	15.7	5.45	7.05	7.54	8.26	9.18	9.59	11.05	12.37	5.23	7.20	8.05	9.50
SY	JOLIET.....	TO	40.2	s 5.15	g 6.35	s 7.20	g 8.00	g 8.55	g 9.25	g 10.40	g 12.13	g 4.58	g 6.50	7.40	s 9.20
				42.4	5.00	6.25	7.08	7.55	8.50	9.15	10.35	12.09	4.53	6.42	7.33
HS	MINOOKA.....	TO	51.1	g 4.50	6.15	s 6.58	7.48	8.41	9.05	10.27	12.03	4.43	6.33	7.25	f 9.00
MD	MORRIS.....	TO	61.7	g 4.36	6.03	s 6.45	7.39	g 8.32	g 8.53	10.17	A.M. 11.53	4.34	6.23	7.16	s 8.49
SN	STOCKDALE.....	P	65.5	4.26	5.57	6.30	7.36	8.28	8.47	10.13	11.49	4.31	6.19	7.13	8.39
				71.9	g 4.18	5.50	s 6.23	7.30	8.22	8.40	10.07	11.44	4.25	6.13	7.07
MS	MARSEILLES.....	TO	77.3	g 4.10	5.44	s 6.14	7.25	8.17	8.34	10.02	11.40	4.20	6.07	7.02	g 8.24
WA	OTTAWA.....	TO	84.5	s 4.00	5.37	s 6.01	g 7.18	s 8.11	g 8.27	9.55	s 11.33	s 4.14	6.00	6.57	s 8.15
K	CB&Q CROSSING.....	P	84.8												
				89.0											
UD	UTICA.....	TO	94.0	g 3.45	5.26	s 5.45	7.10	8.01	8.16	9.46	11.23	4.03	5.50	6.49	g 7.55
UD	LA SALLE.....	TO	99.0	s 3.35	5.20	s 5.37	g 7.05	s 7.56	g 8.10	9.41	s 11.17	s 3.58	5.45	6.45	s 7.47
UD	PERU.....	TO	100.1	g 3.30	5.16	s 5.31	7.03	7.54	8.06	9.39	11.14	3.54	5.43	6.43	s 7.39
UD	CB&Q CROSSING.....	P	101.0												
SV	SPRING VALLEY.....	TO	104.3	g 3.20	5.11	s 5.24	6.59	7.51	8.01	9.35	11.11	3.51	5.38	6.39	s 7.30
D	DE PUE.....	TO	109.9	g 3.10	5.05	s 5.14	6.54	7.46	7.55	9.29	11.06	3.46	5.32	6.34	s 7.21
AU	BUREAU.....	TO	114.2	s 3.00	s 4.59	A.M. 5.07	g 6.49	g 7.42	g 7.49	g 9.23	s 11.01	g 3.42	P.M. 5.27	s 6.29	s 7.13
KI	TISKILWA.....	TO	122.4	s 2.22	4.44		6.41		7.34	9.15	10.52		5.15	6.20	s 6.53
SF	WYANET.....	P	128.6	2.13	4.38		6.36		7.28	9.09	10.47		5.09	6.15	6.43
Z	SHEFFIELD.....	TO	136.5	s 2.04	4.29		6.30		g 7.19	9.01	10.41		5.00	6.09	s 6.34
JF	MINERAL.....	TO	141.9	s 1.56	4.23		6.26		7.13	8.56	10.37		4.55	6.05	6.26
AK	ANNAWAN.....	TO	145.6	s 1.50	4.19		6.23		7.09	8.52	10.34		4.51	6.02	g 6.21
QV	ATKINSON.....	TO	151.5	s 1.42	4.13		6.19		7.03	8.46	10.30		4.45	5.58	g 6.14
VR	GENESEO.....	TO	159.1	s 1.32	4.05		6.13		g 6.55	8.38	10.24		4.38	5.52	s 6.04
VR	GREEN RIVER.....	TO	167.8	1.22	3.56		6.05		6.46	8.29	10.17		4.30	5.44	5.52
VR	COLONA.....	TO	169.6	1.19	3.54		6.03		6.44	8.26	10.15		4.28	5.42	5.50
VR	CB&Q CROSSING.....	P	169.7												
S	CARBON CLIFF.....	TO	171.8	1.16	3.52		6.01		6.42	8.24	10.13		4.26	5.40	5.47
S	SILVIS.....	TO	173.7	s 1.13	3.50		5.59		6.40	8.22	10.11		4.24	5.38	5.44
DI	EAST MOLINE.....	TO	175.1	s 1.09	3.48		5.57		6.38	8.20	10.09		4.22	5.36	f 5.41
DI	MOLINE.....	TO	178.9	s 1.03	s 3.43		s 5.53		s 6.33	g 8.15	s 10.05		s 4.17	s 5.32	s 5.35
DI	ROCK ISLAND.....	TO	181.1	12.55	3.35		5.46		6.25	8.10	10.00		4.10	5.25	5.30
				A.M.	A.M.		A.M.		A.M.	A.M.	A.M.		P.M.	P.M.	P.M.
LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
AVERAGE SPEED PER HOUR				32.5	47.0	33.4	63.1	60.8	47.0	56.4	63.6	58.4	52.8	63.1	36.8
SCHEDULE TIME				4.20	3.00	2.13	2.14	1.13	3.00	2.30	2.13	1.16	2.40	2.15	3.50

**SEE FOOTNOTES ON PAGE 4**

No. 6 discharge from Davenport or beyond and passengers from No. 230. Papers Marselles-Morris.  
 No. 14 discharge Joliet, from Des Moines and beyond.  
 No. 44 discharge from Muscatine and beyond; La Salle, Ottawa, receive for Englewood and Chicago.  
 No. 8 Bureau discharge from Atlantic and points west; LaSalle, Ottawa, Joliet discharge from Omaha and beyond.  
 No. 502 discharge Joliet from Peoria; receive Bureau and Morris for Englewood and Chicago.

No. 4 discharge Pullman passengers Moline, Bureau and Joliet from El Paso or beyond. Bureau and Joliet discharge coach passengers from California points.  
 No. 506 discharge from Tri-Cities and stations West thereof.  
 No. 504 discharge Bureau for No. 7, Joliet from Peoria.  
 No. 12 receive for Joliet and beyond; discharge from Bureau and beyond, Atkinson and Annawan from Moline and West. Atkinson receive for Bureau-Peoria Line.  
 No. 40 discharge from Kansas City or beyond.



# Main Line Eastward

## SUBDIVISION 2 STATIONS

Time Table No. 7  
January 4, 1948

		M. P. from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	SECOND CLASS				
							96-904	92-98	94	908	902
						Rocket Freight	Rocket Freight	N. W. Special	Peoria Red Ball	Peoria Red Ball	
Chicago	0	0									
Blue Island	15.7	16				P.M. 1.30	A.M. 12.30	A.M. 3.00		A.M. 5.00	
JOLIET	40.2	40	63	Yd	RFWYYd	P.M. 12.15	P.M. 11.25	A.M. 2.15		A.M. 4.00	
ROCKDALE	42.4	42	200	322	WYd						
MINOOKA	51.1	51	97	53							
MORRIS	61.7	62	93	204	FW						
STOCKDALE	65.5	66	61	50							
SENECA	71.9	72	73	507	WYYd						
MARSEILLES	77.3	77	91	243	YdP						
OTTAWA	84.5	85	125	Yd	WYYd						
CB&Q CROSSING	84.8		123								
ARZNER	89.0	89		50							
UTICA	94.0	94	112	205	YdP						
LA SALLE	99.0	99		226	RYd						
PERU	100.1	100		Yd	WYd						
CB&Q CROSSING	101.0										
SPRING VALLEY	104.3	104		34		A.M. 10.15	8.45	P.M. 11.00			
DE PUE	109.9	110	114	166	P						
BUREAU	114.2	114	67	Yd	RFWYYd				A.M. 2.00	P.M. 11.40	
TISKILWA	122.4	123	91	60					P.M.	P.M.	
WYANET	128.6	129		31							
SHEFFIELD	136.5	137	62	75	WYd						
MINERAL	141.9	142		62							
ANNAWAN	145.6	146		60							
ATKINSON	151.5	152	80	80							
GENESEO	159.1	159	49	250	W						
GREEN RIVER	167.8	168		20							
COLONA	169.6	170		20							
CB&Q CROSSING	169.7										
CARBON CLIFF	171.8	172		20	Yd						
SILVIS	173.7	173		Yd	RFWYYd	7.30	P.M. 6.00	P.M. 9.00	P.M. 10.30		
EAST MOLINE	175.1	175		20	Yd	A.M.					
MOLINE	178.9	179		Yd	Yd						
ROCK ISLAND	181.1	181		Yd	RFWYYd						
LEAVE							Daily	Daily	Daily	Daily	Daily Except Sunday
AVERAGE SPEED PER HOUR							28.1	24.6	25.4	17.0	17.9
SCHEDULE TIME							4.45	5.25	5.15	3.30	4.20

FOLLOWING TRAINS HAVE NO TIME TABLE  
AUTHORITY ON SUBDIVISION 2.  
Nos. 96-904, 92-98, 94, 908 and 902

EXCEPT WHERE RULES 525 TO 551 INC., EXCEPT 534 (b) ARE IN EFFECT, ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 3, 4, 7, 8, 10, 23, 501, 502, 503, 504, 505 AND 506 NOT LESS THAN 10 MINS. Rules 93 and D-93 are in effect at Rockdale, Bureau, Carbon Cliff and Silvis. Local Extra leaves Silvis about 8:00 A. M. daily except Sunday for La Salle. Local Extra leaves La Salle about 9:00 P. M. daily except Sunday for Blue Island. 534(b).



# Main Line Westward

SUBDIVISION 27 STATIONS Time Table No. 7 January 4, 1948			FIRST CLASS												
		M. P. from Chicago	Distance from Silvis	125	3	5	9	103	39	7	505	19	43	23	
LEAVE				CMSt P&P Passenger	Golden State	Des Moines Omaha Limited	Passenger	CMSt P&P Passenger	Imperial	Rocket	Rocket	Passenger	Southwest Express	Rocket	
				Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	
S	.....SILVIS.....	173.7													
RK	7.4 ROCK ISLAND, ILL..	TO 181.1	7.4		-A.M.- 1:40	-A.M.- 2:55	-A.M.- 6:40		-P.M.- 2:45	-P.M.- 4:53	-P.M.- 7:53	-P.M.- 9:25	-P.M.- 10:30	-P.M.- 11:45	
..	0.2 ...CB&Q CROSSING...	UX 181.3	7.6												
VN	1.5 DAVENPORT, IOWA.	182.8	9.1		g 1:47	s 3:12	s 6:59		s 2:53	s 4:59	s 7:59	s 9:42	s 10:40	s 11:57	
WU	0.9 ...MO. DIV. JCT.....	TO 183.7	10.0		1:50	3:15	7:02		2:56	5:01	8:01	9:45	10:43	P.M. 12:01	
WN	1.2 WEST DAVENPORT.	TO 184.9	11.2		A.M.- 12:05	A.M.- 1:53	A.M.- 7:02	A.M.- 7:43	2:59	P.M.- 5:01	P.M.- 8:01	P.M.- 9:45	10:46	A.M.- 12:01	
NA	1.6 ...NAHANT.....	TO 186.5	12.8		12:07	1:55		s 7:48	3:02				10:49		
WD	4.4 ...LINWOOD.....	TO 190.9	17.2		12:11	2:00		f 7:56	3:07				10:54		
..	1.1 ...BUFFALO.....	.....	18.3												
..	4.8 ...MONTPELIER.....	P 196.8	23.1		12:16	2:05		f 8:08	3:13				11:00		
..	5.8 ...FAIRPORT.....	P 202.6	28.9		12:22	2:11		8:17	3:19				11:06		
ST	7.7 ...MUSCATINE.....	TO 210.3	36.6		s 12:30	g 2:19		s 8:40	g 3:28				s 11:18		
DY	1.3 ...CULVER.....	TO 211.6	37.9		12:33	2:22		8:45	3:32				11:20		
..	0.0 End of Two Main Tracks	.....	211.6		A.M.-	9:09		A.M.-							
..	5.0 ...FRUITLAND.....	P 216.6	42.9			2:27			3:37				11:26		
Z	6.8 ...LETT'S.....	TO 223.4	49.7			2:34			3:44				11:34		
..	6.3 ...FREDONIA.....	P 229.7	56.0			2:40			3:50				11:41		
CJ	1.1 ...COLUMBUS JCT.....	TO 230.8	57.1			g 2:42			3:52				s 11:43		
..	0.0 ...CRI&P CROSSING..	.....	57.1												
..	5.4 ...COTTER.....	P 236.2	62.5			2:47			3:58				11:59		
DA	4.7 ...AINSWORTH.....	TO 240.9	67.2			2:52			4:03				g 12:05		
..	3.8 ...KAY.....	P 244.7	71.0			2:56			4:08				A.M.- 12:09		
..	0.7 ...CB&Q CROSSING.....	.....	71.7			96									
X	2.8 SOUTH WASHINGTON.....	TO 248.2	74.5			2:59			g 4:13				s 12:17		
BR	9.5 ...BRIGHTON.....	TO 261.4	84.0			3:08			4:25				g 12:28		
..	2.3 EAST PLEASANT PLAIN.....	P 263.7	86.3			3:10			4:28				12:33		
..	4.8 ...PERLEE.....	P 268.5	91.1			3:15			4:33				12:38		
..	4.0 ...OTERO.....	P 272.5	95.1			3:19			4:38				12:43		
FR	2.3 ...CB&Q Crossing.....	TO 274.8	97.4										990		
..	0.3 ...FAIRFIELD.....	.....	97.7			3:25			g 4:43				s 12:49		
BY	5.1 ...LIBERTYVILLE.....	TO 280.2	102.8			3:35			4:49				g 12:57		
..	4.9 ...COUNTY.....	P 285.1	107.7			3:40			4:54				1:03		
..	5.6 ...ELDON.....	.....	113.3			g 3:47			g 5:00				s 1:10		
ON	0.8 ...ELDON YARD.....	TO 291.5	114.1			3:55			s 5:10				s 1:30		
	114.1				A.M.-				P.M.- 96				A.M.- 96		
.....AVERAGE SPEED PER HOUR.....					57.2	47.2	7.8	7.1	25.8	44.2	19.5	19.5	7.8	36.8	9.8
.....SCHEDULE TIME.....					0.28	2.15	0.20	0.22	1.02	2.25	0.8	0.8	0.20	3.00	0.16

SEE FOOT NOTES ON PAGE 6.

No. 3 receive Pullman passengers Davenport, Muscatine, Columbus Jct. and Eldon for El Paso or beyond. Columbus Jct. and Eldon receive coach passengers for California points. Columbus Jct. to pick up revenue passengers from No. 62 for Kansas City and beyond.

No. 39 discharge from Englewood or Chicago and receive for Kansas City or beyond.

No. 43 receive and discharge passengers.



# Main Line Westward

## SUBDIVISION 27 STATIONS Time Table No. 7 January 4, 1948

	M. P. from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	Office Hours Week Days *Sundays and Holidays	SECOND CLASS												
							909	279	93	265	91	275							
							Daily	Daily	Daily	Daily	Daily	Daily							
<b>LEAVE</b>						From To													
..... SILVIS .....	173.7	173			RFWYd	Continuous.													
..... ROCK ISLAND, ILL. ....	181.1	181			RFWYd	Continuous.													
..... CB&Q Crossing .....	181.3																		
..... DAVENPORT, IOWA .....	182.8	183			Yd														
..... MO. DIV. JCT. ....	183.7	184			Yd	Continuous.													
..... WEST DAVENPORT .....	184.9	185			RYd	Continuous.													
..... NAHANT .....	186.5	187			RYd	Continuous.	1.45	4.00	6.05	6.45	6.50	6.30							
..... LINWOOD .....	190.9	191		255	YdP	7:45 a.m. 4:45 p.m.													
..... BUFFALO .....	192.0	192		25															
..... MONTPELIER .....	196.8	197		9															
..... FAIRPORT .....	202.6	203		10															
..... MUSCATINE .....	210.3	210			Yd WYd	7:00 a.m. 4:00 p.m.													
..... CULVER .....	211.6	212	84	30	RYd	Continuous.	2.25	5.01	6.35	7.25	7.25	7.10							
..... End of Two Main Tracks .....	211.6																		
..... FRUITLAND .....	216.6	217	80	26			2.35		6.42		7.33								
..... LETTS .....	223.4	224	94	33		8:00 a.m. 5:00 p.m.	2.50		6.59		7.44								
..... FREDONIA .....	229.7	230	116	14	Yd		3.00		7.10		7.55								
..... COLUMBUS JCT. ....	230.8	231	40	65	FWYYd	Continuous.	4.30		7.13		8.00								
..... CRIP Crossing .....	230.8						5.05												
..... COTTER .....	236.2	236	112	28			5.25		7.21		8.10								
..... AINSWORTH .....	240.9	241			P	8:30 a.m. 5:30 p.m.	5.35		7.30		8.20								
..... KAY .....	244.7	245	125				5.45		7.37		8.26								
..... SOUTH WASHINGTON .....	248.2	248				8:30 p.m. 5:30 a.m.													
..... BRIGHTON .....	261.4	261	115	162	P	8:00 a.m. 5:00 p.m.	6.20		7.55		8.50								
..... EAST PLEASANT PLAIN .....	263.7	264	49	30			6.30		8.00		8.55								
..... PERLEE .....	268.5	269		4			6.40		8.08		9.03								
..... OTERO .....	272.5	273	125				6.50		8.15		9.10								
..... FAIRFIELD .....	275.1	275	20	104	W		7.15		8.25		9.15								
..... LIBERTYVILLE .....	280.2	280	125	15	P	8:30 p.m. 5:30 a.m.	7.30		8.35		9.22								
..... COUNTY .....	285.1	285	125				7.40		8.45		9.29								
..... ELDON .....	290.7	291		46	Y Yd														
..... ELDON YARD .....	291.5	292	20		RFWT Yd	Continuous.	8.10		9.30		10.15								
..... AVERAGE SPEED PER HOUR .....							17.3	24.7	28.5	37.7	28.5	37.7							
..... SCHEDULE TIME .....							7.10	1.01	4.00	0.40	4.00	0.40							

AUTOMATIC BLOCK SIGNALS

TWO MAIN TRACKS

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 3, 4, 7, 8, 10, 23, 505 AND 506 NOT LESS THAN 10 MINS.  
 TIME TABLE RULE 14A IN EFFECT.

Columbus Jct. turn-around local extra leaves Rock Island about 9:30 am daily except Sunday.



# Main Line Eastward

**SUBDIVISION 27**  
**STATIONS**  
**Time Table No. 7**  
 January 4, 1948

**FIRST CLASS**

	M. P. From Chicago	Distance from Silvis	FIRST CLASS											
			6	20	126	14	8	44	4	506	40	10	108	
			Passenger	Passenger	CMSt P&P Passenger	La Salle Street Limited	Rocket	Southwest Express	Golden State	Rocket	Imperial	Rocket	CMSt P&P Passenger	
<b>S</b> .....	<b>SILVIS</b> .....	173.7												
<b>RK</b> .....	<b>ROCK ISLAND, ILL.</b> .....	181.1	7.4											
...	<b>CB&amp;Q CROSSING</b> .....	181.3	7.6											
<b>VN</b> .....	<b>DAVENPORT, IOWA</b> .....	182.8	9.1											
<b>WU</b> .....	<b>MO. DIV. JCT</b> .....	183.7	10.0											
<b>WN</b> .....	<b>WEST DAVENPORT</b> .....	184.9	11.2											
<b>NA</b> .....	<b>NAHANT</b> .....	186.5	12.8											
<b>WD</b> .....	<b>LINWOOD</b> .....	190.9	17.2											
...	<b>BUFFALO</b> .....	192.0	18.3											
...	<b>MONTPELIER</b> .....	196.8	23.1											
...	<b>FAIRPORT</b> .....	202.6	28.9											
<b>BT</b> .....	<b>MUSCATINE</b> .....	210.3	36.6											
<b>DY</b> .....	<b>CULVER</b> .....	211.6	37.9											
...	<b>End of Two Main Tracks</b> .....	211.6												
...	<b>FRUITLAND</b> .....	216.6	42.9											
<b>Z</b> .....	<b>LETT'S</b> .....	223.4	49.7											
...	<b>FREDONIA</b> .....	229.7	56.0											
<b>CJ</b> .....	<b>COLUMBUS JCT.</b> .....	230.8	57.1											
...	<b>CRIP CROSSING</b> .....	230.8	57.1											
...	<b>COTTER</b> .....	236.2	62.5											
<b>DA</b> .....	<b>AINSWORTH</b> .....	240.9	67.2											
...	<b>KAY</b> .....	244.7	71.0											
...	<b>CB&amp;Q CROSSING</b> .....	245.4	71.7											
<b>X</b> .....	<b>SOUTH WASHINGTON</b> .....	248.2	74.5											
<b>BR</b> .....	<b>BRIGHTON</b> .....	261.4	84.0											
...	<b>EAST PLEASANT PLAIN</b> .....	263.7	86.3											
...	<b>PERLEE</b> .....	268.5	91.1											
...	<b>OTERO</b> .....	272.5	95.1											
<b>FR</b> .....	<b>CB&amp;Q Crossing</b> .....	274.8	97.4											
...	<b>FAIRFIELD</b> .....	275.1	97.7											
<b>BY</b> .....	<b>LIBERTYVILLE</b> .....	280.2	102.8											
...	<b>COUNTY</b> .....	285.1	107.7											
...	<b>ELDON</b> .....	290.7	113.3											
<b>ON</b> .....	<b>ELDON YARD</b> .....	291.5	114.1											
<b>LEAVE</b>			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
<b>AVERAGE SPEED PER HOUR</b>			6.2	10.4	42.2	8.2	9.8	38.0	50.7	12.0	41.3	12.0	30.2	
<b>SCHEDULE TIME</b>			0.25	0.15	0.38	0.19	0.16	3.00	2.15	0.13	2.35	0.13	0.53	

SEE FOOTNOTES ON PAGE 8.

No. 4 Eldon, Columbus Jct., Muscatine and Davenport discharge Pullman passengers from El Paso or beyond. Eldon and Columbus Jct., discharge coach passengers from California points.

No. 40 discharge from Kansas City or beyond and receive for Englewood or Chicago.

No. 44 receive and discharge passengers.



# Main Line Eastward

**SUBDIVISION 27  
STATIONS**  
Time Table No. 7  
January 4, 1948

SECOND CLASS

AUTOMATIC BLOCK SIGNALS

	M. P. from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	SECOND CLASS												
						286	96	270	264	98	990							
						CMSt P&P Time Freight	Rocket Freight	CMSt P&P Time Freight	CMSt P&P Time Freight	Rocket Freight								
..... SILVIS ..... 7 4	173.7	173			RFWTYd		A.M. 6.00			P.M. 5.00	A.M. 4.30							
.. ROCK ISLAND, ILL. .. 0 2	181.1	181			RFWTYd													
... CB&Q Crossing ... 1 5	181.3																	
.. DAVENPORT, IOWA .. 0 9	182.8	183			Yd													
..... MO. DIV. JCT. .... 1 2	183.7	184			Yd													
.. WEST DAVENPORT .. 1 6	184.9	185			RYd													
..... NAHANT ..... 4 4	186.5	187			RYd	A.M. 3.30	4.25	P.M. 12.01	P.M. 3.30	3.15	3.10							
..... LINWOOD ..... 1 1	190.9	191		255	YdP													
..... BUFFALO ..... 4 8	192.0	192		25														
..... MONTPELIER ..... 5 8	196.8	197		9														
..... FAIRPORT ..... 7 7	202.6	203		10														
..... MUSCATINE ..... 1 3	210.3	210			WYd													
..... CULVER ..... 0 0	211.6	212	84	30	RYd	2.45 A.M.	3.50	10.35 A.M.	2.45 P.M.	2.42	2.38							
End of Two Main Tracks	211.6																	
..... FRUITLAND ..... 6 8	216.6	217	80	26			3.43			2.35	2.30							
..... LETTS ..... 6 3	223.4	224	94	33			3.34			2.27	2.20							
..... FREDONIA ..... 1 1	229.7	230	116	14	Yd		3.25			2.18	2.10							
..... COLUMBUS JCT. .... 0 0	230.8	231	36	65	PWYYd		3.20			2.15	1.45							
... CRI&P Crossing ... 5 4	230.8																	
..... COTTER ..... 4 7	236.2	236	112	28			3.12			2.07	1.37							
..... AINSWORTH ..... 3 8	240.9	241			P		3.05			2.01								
..... KAY ..... 0 7	244.7	245	125				2.56			1.56	1.25							
..... CB&Q CROSSING ..... 2 8	245.4																	
..... SOUTH WASHINGTON .. 9 5	248.2	248																
..... BRIGHTON ..... 2 3	261.4	261	115	162	P		2.25			1.40	1.03							
..... EAST PLEASANT PLAIN .. 4 8	263.7	264	49	30			2.21			1.35	12.57							
..... PERLEE ..... 4 0	268.5	269		4			2.13			1.28	12.50							
..... OTERO ..... 2 3	272.5	273	125				2.07			1.23	12.43							
... CB&Q Crossing ... 0 3	274.8																	
..... FAIRFIELD ..... 5 1	275.1	275	20	104	W		2.00			1.18	12.29							
..... LIBERTYVILLE ..... 4 9	280.2	280	125	15	P		1.52			1.10	12.22							
..... COUNTY ..... 5 6	285.1	285	125				1.45			1.03	12.15							
..... ELDON ..... 0 8	290.7	291		46	YYd													
..... ELDON YARD ..... 114.1	291.5	292	20	Yd	RFWT Yd		1.30 A.M.			12.50 P.M.	12.01 A.M.							
LEAVE						Daily	Daily	Daily	Daily	Daily	Daily							
... AVERAGE SPEED PER HOUR						33.5	25.4	17.5	33.5	27.4	25.5							
..... SCHEDULE TIME .....						0.45	4.30	1.26	0.45	4.10	4.29							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 3, 4, 7, 8, 10, 23, 505 AND 506 NOT LESS THAN 10 MINS.  
TIME TABLE RULE 14-A IN EFFECT.

Ainsworth turn around local extra leaves Eldon Yard about 8:00 A. M. daily except Sunday.



## Bureau-Peoria Main Line Westward

SECOND CLASS						SUBDIVISION 2-A		STATIONS		Office Hours Week Days *Sundays and Holidays		FIRST CLASS			
909	901					STATIONS		STATIONS				209	501	213	503
Peoria Red Ball	Through Freight	Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	STATIONS		STATIONS		Office Hours Week Days *Sundays and Holidays			Peoria Mall	Rocket	Passenger	Rocket
Daily	Daily Ex. Sunday				STATIONS		STATIONS		Office Hours Week Days *Sundays and Holidays			Daily	Daily	Daily	Daily
A.M.	A.M.				STATIONS		STATIONS		Office Hours Week Days *Sundays and Holidays			A.M.	P.M.	P.M.	P.M.
2:40	2:30	Yd	80	114.2	AU	BUREAU	TO	Continuous.			4:30	12:23	7:20	8:48	
3:05	2:55	30	92	122.1	GW	PUTNAM	TO	7:00 a.m. 4:00 p.m.	s	4:40	12:31	7:30	8:55		
3:20	3:10	30	93	127.7	HN	HENRY	TO	7:30 a.m. 4:30 p.m.	s	4:50	12:36	7:37	9:00		
3:40	3:25	52	93	134.7	SD	SPARLAND	TO	7:30 a.m. 4:30 p.m.	s	5:00	12:42	7:45	9:06		
4:15	3:40	75	76	142.6	HA	CHILLICOTHE	TO	Continuous.	s	5:15	12:50	7:55	9:14		
4:20	3:45	.....	102	144.1	.....	COUGHLIN	TO	Continuous.			5:17	12:51	7:57	9:16	
4:40	4:00	23	.....	151.1	.....	MOSSVILLE	TO	Continuous.	f	5:24	12:57	8:06	9:22		
4:47	4:10	5	102	155.0	.....	SANKOTY	P	Continuous.			5:30	1:00	8:11	9:25	
		.....	.....	159.8	.....	PEORIA JCT.	TO	Continuous.			5:35	1:05	8:18	9:30	
5:20	5:00	Yd	.....	160.7	BY	PEORIA YARD	TO	Continuous.			5:37	1:07	8:21	9:32	
A.M.	A.M.	.....	.....	161.0	.....	PEORIA	TO	Continuous.			5:45	1:10	8:25	9:35	
		.....	.....	.....	.....	.....	TO	Continuous.			A.M.	P.M.	P.M.	P.M.	
17.5	18.6					AVERAGE SPEED PER HOUR					37.4	59.7	43.0	59.7	
2.40	2.30					SCHEDULE TIME					1.15	0.47	1.05	0.47	

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

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 501, 602, 503 AND 504 NOT LESS THAN 10 MINS.  
TIME TABLE RULE 14-A IN EFFECT.

Local Extra leaves Bureau about 1:00 P. M. daily except Sunday for Peoria Yard

213 stops at Putnam Sundays only to receive or discharge passengers.

### Westward

### Oskaloosa Branch

### Eastward

SECOND CLASS				FIRST CLASS			SUBDIVISION 27-B		STATIONS		Office Hours Week Days *Sundays and Holidays		FIRST CLASS	SECOND CLASS		
427	425	429	475			STATIONS		STATIONS		Office Hours Week Days *Sundays and Holidays		474	430	426	428	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Saturday	Daily Ex. Sunday	Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	STATIONS		Station Numbers	Distance from Ainsworth	Signs	Office Hours Week Days *Sundays and Holidays	Passenger	Mixed		
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Saturday	Daily Ex. Sunday				STATIONS		Station Numbers	Distance from Ainsworth	Signs	Office Hours Week Days *Sundays and Holidays	Passenger	Mixed		
P.M.	A.M.	P.M.	P.M.				STATIONS		Station Numbers	Distance from Ainsworth	Signs	Office Hours Week Days *Sundays and Holidays	P.M.	A.M.	P.M.	P.M.
7:30	7:30	11:30	3:30	29	65	240.9	DA	AINSWORTH	TO	241	.....	RYd	8:30 a.m. 5:30 p.m.	P.M.	1:20	5:20
8:00	8:00	11:30	3:30	277	.....	248.2	WA	WASHINGTON	TO	I 7	7.2	RFWYd	7:30 a.m. 4:30 p.m. *Same	P.M.	7:00	1:00
P.M.	A.M.	.....	.....	.....	.....	248.7	CMS&P Crossing		.....	7.7	.....	.....	.....	P.M.	1:00	5:00
		11:50	3:44	49	.....	255.6	WH	WESTCHESTER	TO	I 15	14.6	.....	7:00 a.m. 4:00 p.m.	A.M.	.....	.....
		12:10	3:58	68	.....	262.9	KP	KEOTA	TO	I 22	21.9	.....	7:00 a.m. 4:00 p.m.	s	6:15	5:45
		12:30	4:08	35	.....	268.0	OW	HARPER	TO	I 27	27.0	.....	7:15 a.m. 4:15 p.m.	s	5:30	5:30
		1:00	4:23	27	12	276.6	SG	SIGOURNEY	TO	I 36	35.6	W	7:30 a.m. 4:30 p.m.	s	5:00	5:00
		1:20	4:36	46	.....	283.9	U	DELTA	TO	I 43	42.9	.....	6:30 a.m. 3:30 p.m.	s	4:40	4:40
		1:40	4:50	35	.....	291.1	ROSE HILL		150	50.1	.....	.....	s	4:25	4:25	4:25
		2:15	5:10	123	12	301.3	GH	OSKALOOSA	TO	I 60	60.3	RWYd	8:30 a.m. 5:30 p.m.	s	4:00	4:00
		A.M.	P.M.	.....	.....	.....	OSKALOOSA		60.3	.....	.....	.....	A.M.	A.M.	.....	.....
		.....	.....	.....	.....	.....	LEAVE		.....	.....	.....	.....	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
14.4	14.4	19.3	31.9				AVERAGE SPEED PER HOUR						31.9	17.7	21.6	21.6
0.30	0.30	2.45	1.40				SCHEDULE TIME						1.40	3.00	0.20	0.20

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 429 IS SUPERIOR TO No. 430.  
TIME TABLE RULE 14 IN EFFECT.

Second Class and Extra trains authorized on Subdivision 27b may leave Oskaloosa, Washington and Ainsworth without Clearance when train order office is closed.



## Peoria-Bureau Main Line Eastward

FIRST CLASS				SUBDIVISION 2-A STATIONS Time Table No. 7 January 4, 1948			SECOND CLASS				
	210	504	502	230				906	910	902	
	Peorian	Rocket	Rocket	Passenger	M. P. from Chicago	Station Numbers	Signs	Western Red Ball	Western Red Ball	Through Freight	
	P.M. s 6.15	P.M. g 3.42	A.M. g 7.42	A.M. s 1.40				P.M. 5.10	P.M. 11.25	P.M. 11.35	
	6.01	3.35	7.35	1.25				4.45	11.05	11.20	
	s 5.55	3.30	7.30	s 1.17				4.25	10.55	11.10	
	f 5.47	3.24	7.24	s 1.08				4.08	10.40	10.55	
	s 5.38	3.17	7.17	s 12.58				3.53	10.27	10.41	
	5.35	3.15	7.15	12.53				3.45	10.24	10.30	
	5.28	3.09	7.09	12.44				3.27	10.15	10.21	
	5.24	3.06	7.06	12.39				3.20	10.10	10.15	
	5.19	3.02	7.02	12.34							
	5.17	3.01	7.01	12.32				902 3.10 P.M.	910 10.00 P.M.	910 10.05 P.M.	
	5.15 P.M.	3.00 P.M.	7.00 A.M.	12.30 A.M.							
	Daily	Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	
	46.8	66.7	66.7	40.1				23.2	32.8	31.0	
	1.00	0.42	0.42	1.10				2.00	1.25	1.30	

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

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 501, 502, 503 AND 504 NOT LESS THAN 10 MINS.  
TIME TABLE RULE 14-A IN EFFECT.

No. 504 Bureau discharge for No. 7.

Local Extra leaves Peoria Yard about 8:00 A. M. daily except Sunday for Bureau.

### Westward

### Clinton Branch

### Eastward

SECOND CLASS				SUBDIVISION 27-A STATIONS Time Table No. 7 January 4, 1948			SECOND CLASS			
	1055							1054		
	Daily Ex. Sunday	Station Numbers	M. P. from from Silvio	Signs	Office Hours Week Days *Sundays and Holidays					
	P.M. 11.00	H 35	46.5	RFWTTYd	Continuous.			P.M. 10.15		
	P.M. 1.00	185	11.2	RYd	Continuous.			9.00 P.M.		
	A.M.							Daily Ex. Sunday		
	17.7							28.2		
	2.00							1.15		



# Westward

# Peoria Branch

# Eastward

SECOND CLASS		Signs	Station Numbers	SUBDIVISION 3 STATIONS		M. P. from Peoria	Capacity of Stumps	Capacity of Other Tracks	Office Hours Week Days *Sundays and Holidays		SECOND CLASS	
	803			LEAVE					TO	From	To	804
	Freight											
	Mon. Wed. Fri.											
	A.M.	RFWYYd	C 47	..... PEORIA.....								P.M.
	7.30	Yd	C 47	..... PEORIA JCT.....	1.2							12.10
	7.45	Yd	D 6	..... PEORIA HEIGHTS.....	4.0	5.2	50					A.M.
	7.48	Yd	D 7	..... KELLER.....	1.2	6.4	25					11.53
	8.00		D 11	..... ALTA.....	4.0	10.4	15					11.50
	8.10		D 15	B..... DUNLAP.....	4.2	14.6	12	8:30 a.m.	5:30 p.m.			11.30
				..... AT&SF Crossing.....	5.9	20.5						
	8.25		D 22	CV..... PRINCEVILLE.....	0.6	21.1	16	18	8:30 a.m.	5:30 p.m.		11.15
	8.38		D 26	..... STARK.....	4.6	25.7	26					11.00
				..... CB&Q CROSSING.....	4.8	30.5						
	8.48		D 31	G..... WYOMING.....	0.2	30.7	40	8:30 a.m.	5:30 p.m.			10.50
	9.05		D 37	SJ..... TOULON.....	5.6	36.3	41	51	8:30 a.m.	5:30 p.m.		10.30
	9.20	W	D 42	F..... LAFAYETTE.....	5.6	41.9	18	8:30 a.m.	5:30 p.m.			10.15
	9.45	WYd	D 48	V..... GALVA.....	5.4	47.3	18	30	8:30 a.m.	5:30 p.m.		9.45
				..... CB&Q CROSSING.....	0.6	47.9						
				..... CB&Q CROSSING.....	0.2	48.1						
	10.00		D 52	..... BISHOP HILL.....	3.6	51.7	26					9.25
	10.12		D 57	..... ULAH.....	5.3	57.0	31					9.15
	10.29		D 61	CA..... CAMBRIDGE.....	3.7	60.7	25	58	8:30 a.m.	5:30 p.m.		9.05
	10.40		D 67	RD..... OSCO.....	5.9	66.6	25	25	8:30 a.m.	5:30 p.m.		8.50
	10.50		D 72	RN..... ORION.....	4.8	71.4	24	24	8:30 a.m.	5:30 p.m.		8.40
	11.00	R		..... ORION JCT.....	1.3	72.7						8.30
	11.15 A.M.	R	170	VR..... COLONA.....	9.6	82.3	20	20	Continuous			8.10 A.M.
				..... LEAVE	82.3							Tues. Thurs. Sat.
	21.5			..... AVERAGE SPEED PER HOUR.....								20.3
	3.45			..... SCHEDULE TIME.....								4.00

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TIME TABLE RULE 14-A IN EFFECT

ALL TRAINS MUST OBTAIN CLEARANCE BEFORE LEAVING ORION.

### LOCATIONS No. 15 and No. 20 TURNOUTS.

#### No. 20 turnouts:

- Subdivision 2.
- MP 43 pole 20 Crossover.
  - MP 43 pole 24 Crossover.
  - MP 63 pole 15 Eastward Crossover.
  - MP 63 pole 20 Westward Crossover.
  - MP 102 pole 49 Crossover.
  - MP 103 pole 2 Crossover.
  - MP 112 pole 47 Crossover.
  - MP 114 pole 1 Westward.
  - MP 114 pole 3 Eastward.
  - MP 114 pole 4 Eastward to Peoria Main.
  - MP 115 pole 34 Crossover.
  - MP 148 pole 35 Crossover.
  - MP 148 pole 39 Crossover.
  - MP 172 pole 36 Crossover.

#### No. 15 Turnouts:

- Subdivision 2A.
- MP 169 pole 37 Peoria Jct.
  - MP 160 pole 18 Eastward Crossover.
  - MP 160 pole 19 Westward Crossover.
- Subdivision 27.
- End of two main tracks Culver, MP 211 pole 26.
  - Both ends siding Kay.
  - Both ends siding Brighton.
  - Both ends siding Otero.
  - Both ends siding Libertyville.
  - Both ends siding County.



## SPEED RESTRICTIONS.

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. **ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

Authorized speed through switch leads of turnouts as follows: (See page 11 for location No. 15 and 20 Turnouts.)

	Rockets	Steam	
		Psg.	Fr.
No. 20.....	40	35	20
No. 15.....	30	25	15
No. 10.....	15	15	10
Less than No. 10.....	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>ALL SUBDIVISIONS</b>				
Mikado engines.....	50	50	.....	.....
5000 Series Engines, except Engines 5040 and 5100 Series.....	60	50	.....	.....
Engine 5040 and 5100 Series.....	70	60	.....	.....
3000 Series engines.....	45	45	45	45
Tangent track movement through spring switches.....	35	.....	35	.....
Trains and engines making movement against current of traffic on two main tracks over facing point switches.....	30	.....	30	.....
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only).....	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place.....	.....	.....	25	20
With all rods down.....	.....	.....	10	10
Switch engines without engine trucks.....	.....	.....	18	18
Steam engines or diesel freight engines running forward without cars, or with caboose only, must not exceed a speed of 10MPH less than authorized freight train speed.....	.....	.....	.....	.....
Engines with drivers blocked up.....	30	30	30	30
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal holts, ditcher spreaders and any similar machines, when moving on their own car or trucks:	.....	.....	.....	.....
With boom supported.....	.....	.....	25	15
With boom removed or not supported.....	.....	.....	15	15
<b>NOTE:</b>				
These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.				
Subdivision 2, 2A and 27.....	.....	.....	40	40
3 and 27B.....	.....	.....	20	20
<b>NOTE:</b>				
Ditchers or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practicable, while movement being made.				
<b>NOTE:</b>				
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.				
Limit of locomotive or car speed in operation or when handled dead in train:				
250 HP Diesel-Electric Switchers D-B-C-W.....	25	25	25	25
350 HP Diesel-Electric Switchers D-B-C-W.....	25	25	25	25
600 HP Diesel-Electric Switchers in 500 Series.....	.....	.....	.....	.....
900 HP Diesel-Electric Switchers in 700 Series.....	.....	.....	.....	.....
275 HP Gas-Electric Motor Cars Nos. 9047 and 9057 with freight gears.....	35	35	35	35
9045, 9050 and 9051 with passenger gears.....	60	60	60	60
Gas electric motor car 9012.....	40	40	40	40
All other gas electric motor cars.....	60	60	80	45
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 2.....</b> (Except as shown below).				
Joliet—Between C&A Crossing and west end of Curve immediately west of Desplaines River Bridge.....	25	25	15	15
Ottawa—Between Fox River Bridge and CB&Q Crossing.....	50	50	40	40
Between IC bridge La Salle and Peru depot.....	40	40	20	20
Between CB&Q Crossing Peru and MP 107.4.....	50	50	35	35
Bureau—Between MP 114 and MP 115.....	30	30	15	15
MP 169.7 CB&Q Crossing.....	40	.....	25	.....
MP 169.7 CB&Q Transfer Track.....	.....	10	.....	10
Between Silvis and Nahant.....	50	50	30	30
Shop employes' train.....	20	20	.....	.....
East Moline and 25th St. (MP 178-18).....	45	45	.....	.....
Between 11th and 15th Streets, Moline.....	20	20	15	15
Seneca. 5000 or 5100 Series Engines must use scale track connection when turn on wye.				
Stockdale. Engines must not go on hill track.				
Marselles. Engines larger than 200 Series must not use "Canal" and "Certainteed" tracks.				
Ottawa. 3000, 4000, 5000 and 5100 Series engines must not be turned on wye.				
Sheffield Brick Yard Spur. Engines larger than C 43 Class must not use.				
5000 or 5100 Series engines must not operate over bridge 1693 at a speed greater than 20 MPH on either main track when engines of any Series are occupying adjacent track. Engines in 5000 and 5100 Series must not be moved over bridge 1693 without three cars between them, and must not be double headed, directly connected with any class of engine.				
Engines larger than K-60 Class must not use tracks in old Natlick Yard.				
The following tracks must not be used by 5000 or 5100 Series engines:				
Morris..... Elevator track or House track switches.	Utica..... Hill track.	Illinois track.	.....	.....
Seneca ... Hogan's track.	MP 98.5..... Alpha Cement track.	North House track.	.....	.....
Tracks 3 and 4.	La Salle..... Westclox track.	Roundhouse Lead.	.....	.....
Old K&S Line.	Peru..... Peru Produce track.	Spring Valley... C&NW Connection beyond derail.	.....	.....
Ottawa ... North House track.	Atkinson ..... Mine tracks.	.....	.....	.....
Kinney track.	.....	.....	.....	.....
Independent Connection.	.....	.....	.....	.....
MP 88..... Twin Bluffs.	.....	.....	.....	.....
MP 89..... New C&IV Connection.	.....	.....	.....	.....
<b>SUBDIVISION 2-A.....</b> (Except as shown below).				
Bridges 1151 and 1152.....	70	60	50	45
Peoria MP 156-15 to MP 158-30.....	20	.....	20	.....
Peoria MP 158-30 to Peoria passenger station.....	30	30	20	20
.....	25	25	15	15
At Sparland Brick Yard tracks, engines heavier than C 43 class must not use.				
Engines 831 to 944, 950 to 979, 2300, 2500, 2600, 2700 and 4000 Series may be double headed between Bureau and Peoria observing following speed restrictions over bridges 1151 and 1152—20 MPH.				
<b>SUBDIVISION 3.....</b> (Except as shown below).				
Peoria, Adams St. Crossing.....	35	30	35	30
Between Peoria passenger station and MP 2.....	6	5	5	5
Over Peoria Heights crossing.....	15	15	15	15
Between MP 2 and Keller.....	5	5	5	5
MP 20.5 AT&SF Crossing.....	30	20	20	15
MP 47.9 CB&Q Crossing.....	25	.....	25	.....
Bridge 574—Mikado Engines.....	20	.....	20	.....
MP 71.4 to Orion Jct.....	20	.....	20	.....
For Mikado series engines present timetable speed restrictions will govern except as follows:				
MP 2 to MP 31-20.....	30	20	30	20
MP 31-20 to MP 44-15.....	25	15	25	15
MP 44-15 to MP 71-4.....	30	20	30	20
Engines heavier than P-42 or K-67-B class will not be used Subdivision 3.				
Mikado series engines must not exceed speed of 5 MPH on all sidings and industry tracks permitted to use.				
C43 class and heavier engines must not use tracks at Galva serving Galva Heater Co. or Hayes Horse Shoe track.				
Engines 831 to 944, 1600, 1700, 1900, 2000 and 2100 Series may be double headed between Peoria and Orion Jct.				



## SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 27..... (Except as shown below).	70	60	50	40
Mississippi River Bridge.....	10	10	10	10
Through Davenport city limits.....	12	12	12	12
MP 210-10 to 210-25.....	Low Speed.			
MP 230-40 CRI&P Crossing.....	40		35	
MP 274-8 CB&Q Crossing.....	40		25	

Davenport first crossover West of Mississippi River Bridge, east end Depot track at passenger station and "Red Jacket" track cannot be used by engines larger than C 43 class.

950 to 979, Inclusive, 2300, 2500, 2600, 2700, 3000, 4000, 5000 and 5100 Series engines must not be moved over Mississippi River Bridge without eight (8) cars between them and must not be doubleheaded with any class of engine.

Eastward trains doubleheaded will cut lead engine off at Davenport to go to Rock Island light, rear engine to handle train to Rock Island. Crew on lead engine should not leave until known rear engine can start and handle train. In the event of stalling, the lead engine should assist in starting train, then cut off, proceed Rock Island light.

Columbus Jct. Engines larger than C43 class must not use Cedar Rapids Div. Storage track 500 ft. south of crossover leading from Cedar Rapids Div. main track. 5000 or 5100 Series engines must not use Gilbert House wye.

SUBDIVISION 27-B..... (Except as shown below).	35	30	35	30
Oskaloosa—All street crossings.....	5	5	5	

Oskaloosa, all trains and engines will stop before proceeding over South 11th Street crossing, highway 63, MP 300 pole 22.

Engines 831 to 944, 1600, 1700, 1900, 2000 and 2100 series may be double-headed between Ainsworth and Evans Jct., observing following speed restrictions over bridges listed below:

Bridges 2517, 2719, 2757, 2883..... 15 MPH

### SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds of Rocket trains. A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Other restrictions for Rocket trains are as follows:

BETWEEN JOLIET AND ROCK ISLAND WESTWARD AND EASTWARD TRACKS	
Ill. Deep Waterway Bridge MP 40.7.30	Fox River Bridge MP 83.9..... 60
Coal Chute MP 60.8..... 60	Through Ottawa..... 60
Through Morris..... 60	

### BETWEEN BUREAU AND PEORIA

Bridges 1151-1152..... 60	Jct. Turnout MP 159.2..... 25
Through Henry..... 40	Peoria Jct. Turnout MP 159.8..... 25
Through Chillicothe..... 30	

### BETWEEN ROCK ISLAND AND ELDON WESTWARD AND EASTWARD TRACKS

Through Davenport City Limits.....12

Westward Z-50 Zone Sign located at MP 182-34 Davenport, governs Des Moines Div. Rocket trains only.

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars Signal Lights on Rocket engines 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.

Rocket trains must not exceed speed of 30 MPH using high speed crossover east of Bureau station.

Passenger trains consisting of Rocket equipment handled by steam engines and scheduled Rocket trains handling conventional type of equipment handled by passenger diesel engines, may operate at speed of 10 MPH less than speed authorized for Rocket type trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded on Subdivisions 27 and 2a.

Diesel passenger engines operating light without cars must not exceed maximum speed of 55 MPH, and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under 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 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers.....	4 1/2 inches
Rocket train cars only.....	7 inches
Conventional passenger cars.....	12 inches
Gas-Electric motor cars.....	3 inches
When operating under own power, controller should be in Series position.	

## SPECIAL INSTRUCTIONS

### 1. USE OF RED HEADLIGHT

#### ON TWO OR MORE TRACKS:

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.

The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.

#### ON SINGLE TRACK:

When head-end protection is required as provided by Rule 99, enginemen will immediately display Red Headlight. This will not relieve forward trainman or fireman from complying with fourth paragraph of Rule 99.

When occupying main track meeting an opposing train, Red Headlight will be displayed approaching and while standing on main track awaiting arrival of opposing train.

1a. On trains equipped with red oscillating rear-end light, trainmen and enginemen will be governed by the following instructions:

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainman, acting as flagman, will immediately display the red oscillating light, and it will not be extinguished until normal speed of train is resumed.

When signal is displayed, engineman on approaching train will immediately proceed at Low Speed.

The operation and use of rear-end oscillating light will not in any way relieve trainmen from complying with Rules 99 and 885.

1b. Headlight on freight Diesel engines must be burning dimly during daylight hours, except will be concealed or extinguished when train turns out to meet another and has stopped clear of main track.

2. Chicago is the initial station for first class trains originating there.

2a. Rock Island is the initial station for first class trains originating there.

2b. Peoria yard is the initial station for first class trains originating at Peoria.

2c. Washington is the initial station for trains originating there.

3. Between Joliet and Silvis extra trains will be run moving with current of traffic without train orders, on authority of Clearance Form "A" (DT).

Also between these points, inferior trains clearing a first class train may use such additional time as they may be advised by Train Dispatcher.

3a. Westward trains originating at Blue Island must obtain clearance.

3b. Trains not originating at Joliet need not obtain Clearance at Joliet.

4. Restricted use of Register Books as follows:  
Chicago, Peoria, First-Class trains.  
Joliet Passenger Station—First Class trains originating or terminating.  
Joliet Yard Office, La Salle, Bureau, Silvis, Rock Island—Trains originating or terminating.

Orion Jct. for regular trains.

4a. Trains operating via CB&Q will register at Colona by Form 1339.

4b. First Class trains will register at Eldon Yard by Form 1339.

4c. Trains originating at Silvis and Peoria Yard, and Westward trains originating at Nahant may be dispatched on check of train register by Conductor only, who will furnish Engineer register check CT 107-B.

5. Bulletin Boards and General Order Books are located at:  
Chicago—Station Master's Office. Rock Island—Telegraph Office.  
Chicago—47th St. Round House. Rock Island—Round House and 28th Street Yard Office.  
Burr Oak—Out Freight and Round House. Peoria.  
Joliet—Yard Office and Round House. Peoria Yard—Yard Office and Round House.  
House. Peoria.  
Morris. Nahant—Yard Office and Round House.  
Seneca. House.  
Ottawa—Yard Office. West Davenport—Yard Office.  
La Salle—Yard Office. Muscatine.  
Bureau. Washington.  
Silvis—Round House and Yard Office. Eldon Yard and Round House.  
Oskaloosa.

5a. Conductors and Enginemen are not required to consult General Order Books or Bulletin Boards at intermediate points on a Subdivision.

5b. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

6. Standard Clocks are located at:  
Chicago—Station Master's Office. Rock Island—Telegraph Office.  
Burr Oak—Out Freight. Peoria.  
Joliet—Union Station. Peoria Yard.  
Rockdale. Nahant.  
La Salle—Passenger Station. Muscatine—Passenger Station.  
Bureau. Washington.  
Silvis—Yard Office—Round House. Eldon Yard.  
Oskaloosa.

8. "g" Conditional stops for revenue passengers only.



**SPECIAL INSTRUCTIONS—Continued.**

11. Trains finding home signal at stop at CB&Q crossing Ottawa must stop not more than 100 feet from home signal and trainman must be sent to crossing to operate hand release.
- 11a. At PRINCEVILLE movements of CRI&P trains over AT&SF crossing are governed by color light dwarf signals located 100 feet from crossing. CRI&P trains will stop clear of home signal then, if no AT&SF train is using crossing or approaching, push the push-button in box on pole near home signal. If a proceed signal is not displayed wait five (5) minutes, then operate release located near concrete relay house.
- 11b. Westward main track through Muscatine between MP 210 Pole 2 and westward home signal at Culver is signaled for reversed movement. Rules 525 to 537, inclusive, are in effect. All train and engine movements will be made at LOW SPEED in both directions. Employees in control of block are towermen at Culver. Color light dwarf automatic block signal No. 2106 governs eastward movements through the crossover to Signal 2090.
- 11c. Railroad crossings at grade are protected by interlocking, except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
3	30.5	CB&Q.....	No Gate	.....	.....	.....	.....
3	48.1	CB&Q.....	No Gate	.....	.....	.....	.....
*27	181.3	CB&Q.....	Pole Target Tender	Switch	.....	Horizontal	Vertical
27b	301.4	M&StL.....	No Gate	.....	.....	.....	.....

\*Trains and engines approaching this crossing will stop and not proceed until signal is in vertical position and hand signal given by Switch Tender with yellow signal.

- 11g. Railroad crossings at grade are protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing	Speed MPH
2	84.8	CB&Q.....	40
2	101.0	CB&Q.....	40
27	245.4	CB&Q.....	70 Psgr. 50 Frt.
27b	248.7	CMStP&P.....	25

14. Following rule in effect on subdivisions where so specified in foot notes of Time-table. Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

"C. & E. .... after (time) protect against Extra. ...."

Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99. In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

- 14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received, reading eastward-northward (or westward-southward), extra trains or eastward-northward (or westward-southward) extra trains except extra..... wait at..... (a station in rear) until..... the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

15. Between Nahant and Silvis, inferior trains and yard engines may occupy main tracks moving with the current of traffic, on time of first class trains but must avoid delay thereto.

It must be understood, except as to authority given to occupy main tracks on the time of first class trains, Rules 93 and 99 must be complied with.

- 15a. At Peoria. Inferior trains and yard engines may occupy main tracks between Peoria Jct. and Bridge St. on time of first class trains but must avoid delay thereto. Normal position of switch at Peoria Jct. is for Subdivision 2a.

- 15b. The C. R. I. & P. belt line between Rock Island passenger station Peoria and Iowa Jct. are operated as two main tracks, and trains and engines using these tracks will keep to the right.

16. Trains between Chicago and Joliet will be governed by Chicago Division Time Table.

- 16a. Trains operating over CB&Q, between Colona and Orion Jct., will be governed by CB&Q Time Table and Operating Rules.

- 16b. Trains between West Davenport and Clinton will be governed by DRI&N WRy. Time Table and Operating Rules.

17. At Peoria Heights MP 6, Subdiv. 3, all trains and switch movements must stop and attend derail and be flagged over Marletta St., Prospect Ave. and West Glenn Ave.

18. First Class trains approaching stations used jointly with other divisions, if the time of trains of all divisions using the same tracks at such stations are not shown on the time tables of all divisions, shall approach such stations at LOW SPEED.

- 18a. Branch line trains must protect against approaching main line trains at junction points.

21. Following engine whistle signals will be used at interlocking to designate routes desired:

Culver... Westward For siding—four short, one long.  
 Fairfield... Westward For long siding—four short.  
 Colona..... For short siding—four short, one long.  
 Colona..... For CB&Q Transfer—four short, one long.

24. At Peoria, between Irving St. and Bridge St., the main tracks are used as two main tracks.

26. Automatic Block Signal Rules, except Rule 509 (b), are in effect between Joliet and Eldon Yard, except Mississippi River Bridge, and between Bureau and "End of Block" Sign, Fayette Street, Peoria.

- 26a. Rules 580 to 583 are in effect between Joliet. U. D. Interlocking Plant Ottawa Street and MP 43 Pole 18.

- 26b. Cab Signals in effect Westward—Joliet MP 43 pole 18 to MP 180 pole 7 Rock Island—Eastward Rock Island MP 181, pole 2 to MP 43, pole 18 Joliet. Refer to insert for special instructions.

- 26c Rules 525 to 551 inclusive, except Rule 534 (b), are in effect at MP 43 pole 18 to MP 63 pole 20, MP 103 pole 1 to MP 115 pole 32, MP 148 pole 33 to MP 172 pole 42.

27. Draw bridges are located as follows:

Joliet—Des Plaines River.

Joliet Yard—Rockdale Gravel Pit track—I&M Canal.

Seneca Yard—Dupont Spur—Illinois River. Normal position open.

Milan—Hennepin Canal.

ROCK ISLAND—MISSISSIPPI RIVER. Trains and engines must approach home signal at Low Speed and when signal is clear may proceed without stopping at speed of 10 MPH over draw span. If for any cause train or engine, in either direction, is stopped or delayed between SIGNAL and DRAW SPAN OF BRIDGE train or engine MUST EITHER BE BACKED CLEAR OF SIGNAL and receive proceed indication, or a member of train crew must receive VERBAL assurance from towerman that it is SAFE TO PROCEED BEFORE PROCEEDING. Injectors must not be primed while crossing bridge between Rock Island and Davenport and bridges over undergrade crossings.

28. Minimum clearance of bridges, tunnels, etc. Height 16 ft.-6 in. Width, 13 ft.

- 28a. All employees are hereby notified that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:

Sub-Div.	MP	Kind of Structure
2	43.3	Viaduct (EJ&ERy.).
	45.25	Viaduct.
	47.3	Viaduct Eastbound. Westbound.
	60.8	Coal Chute.
	61.30	Viaduct Eastward, Westward Siding.
	63.15	Viaduct Eastward Westward.
	86.29	Viaduct Eastward Westward.
	98.3	Viaduct (ICRy.).
	98.8	Viaduct Westbound, Eastbound.
	98.8	I. C. transfer.
	99.7	Viaduct Westbound, Eastbound.
	103.5	Viaduct Westbound, Eastbound.
	104.3	Viaduct Westbound, Eastbound.
	108.8	Viaduct Westbound, Eastbound (NYCRy.).
	112.46	Viaduct Westbound, Eastbound.
	113	Viaduct Westbound, Eastbound and Siding.
	113.51	Viaduct Westward, Eastward Siding.
	114.6	Viaduct.
	129.6	Viaduct (CB&QRy.).
	133.7	Viaduct.
	134.2	Viaduct (C&NWRy.).
	150.28	Viaduct Westward, Eastward.
	159.9	Viaduct Westward, Eastward.
	159.20	Cantilever.
	172.9	Viaduct.
	173.7	Viaduct.
	182.2	Thru Span (Miss. River).
182.5	Thru Span.	
182.6	Thru Span.	
2-A	115.1	Thru Span (Bureau Creek).
	115.2	Thru Span (Bureau Creek).
3	121.7	Viaduct.
	160.9	Viaduct.
27	13.2	Viaduct (C&NWRy.).
	33.1	Thru Span (Spoon River).
27b	210.2	Viaduct.
	221.6	Viaduct.
	250.4	Viaduct.
	251.2	Viaduct.
	256.7	Viaduct.
	257.1	Viaduct (M&StLRy.).
	257.2	Viaduct.
	257.4	Viaduct.
	267.0	Viaduct.
	269.38	Viaduct.
	270.28	Viaduct.
	271.9	Viaduct.
	276.5	Viaduct.
	278.20	Viaduct.
285.2	Viaduct.	
288.3	Thru Span.	
290.5	Viaduct.	
294.0	Thru Span.	
301.8	Viaduct.	
301.9	Viaduct.	
302.0	Viaduct.	
Milan to Rock Island	.....	Thru Span (Mill Creek).
	.....	Thru Span (I&M Canal).
	.....	Thru Span (Rock River).
	.....	Thru Span (Rock River). Viaduct (24th St.).



## SPECIAL INSTRUCTIONS—Concluded.

### 31. Industrial or spur tracks between stations are located at:

Sub-Div.	Mile Post	Name	Car Capacity
2	47.3	Birds.....	17
2	139.1	Midland Electric Coal Co.....	160
2-A	136.5	Hy-Tex Brick Co.....	11
2-A	140.5	Coogans Gravel Pit.....	75
3	4.9	Premier Pabst Brewing.....	20
27	213.7	HahnaSpur.....	10

32. Lights on Train Order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order signal is operated by Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and interlocking signals cleared to permit its movement, when no Train Orders are held for delivery.

32b. Extra frt. or work trains on Subdiv. 2 will not display white signals.

34. When heavy rains are reported dispatchers will give train and enginemen notification of same by train order in following form:

"Heavy rains between ..... and .....  
All trains run carefully watching for places likely to be affected."

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of trains must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

35. Emergency telephones connected with train dispatcher circuit are located as "pole sets," or in booth at the following locations:

Atkinson Mine; Heinz Spur; Bridge 2540, both ends;

NOTE.—The following letters indicate:

- F—Fuel Station.
- P—Train Dispatcher's Telephone.
- R—Train Register Station.
- T—Turntable.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not protected by Interlocking.
- TO—Train Order Station.
- Yd—Station where Yard Limit Signs are Maintained.

### TABLE OF TRAIN SPEEDS.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	106.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	29.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23.2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.8
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.8
71	50.7	100	36.0	290	12.4

F. E. WHEELER, Ass't. Sup't., Rock Island, Ill.

J. C. PRIEST, Terminal Trainmaster, Silvis, Ill.

R. H. SPICER, Night Terminal Trainmaster, Silvis, Ill.

D. BERMAN, Trainmaster, Eldon, Iowa  
Subdivisions 27, 27a, 27b.

W. O. BRUCE, Trainmaster, Peoria, Ill.  
Subdivisions 2a, 3 and Peoria Terminal.

B. M. THOMPSON, Asst. Trainmaster, La Salle, Ill.

S. E. MUELLER, Master Mechanic, Silvis, Ill.

J. F. CHRISTOFEL, Road Foreman Equipment, Blue Island, Ill.  
Subdivision 2, Chicago to Bureau.

R. S. GILCHRIST, Road Foreman Equipment, Rock Island, Ill.  
Subdivision 2, Bureau to Rock Island.  
Subdivision 2a and Peoria Terminal.  
Subdivision 3, Tri-City Terminal.

J. T. RISSE, Road Foreman Equipment, Rock Island, Ill.  
Subdivisions 27, 27a and 27b.

H. A. THAYER, Chief Dispatcher.

L. E. WARNER, Night Chief Dispatcher.

R. N. WHITLEY,  
F. H. DOMAN,  
H. L. HILL,  
D. R. LUSE,  
A. H. REINHART,  
H. C. McENTIRE,  
W. L. KIRK,  
A. R. MYERS,

} Train Dispatchers,  
Rock Island, Ill.