

Davenport, Rock Island & North Western Railway Co.

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
47	76.6	62	58.1
48	75	63	57.1
49	73.5	64	56.3
50	72	65	55.4
51	70.6	66	54.5
52	69.2	67	53.7
53	67.9	68	52.9
54	66.7	69	52.2
55	65.5	70	51.4
56	64.3	75	48
57	63.2	80	45
58	62.1	85	42.4
59	61	90	40
60	60	100	36
61	59	120	30

TIME TABLE

No. 1

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

SUNDAY, OCTOBER 11, 1953

DESTROY ALL TIME TABLES OF PREVIOUS DATE

J. P. FENNELLY,
Superintendent

J. J. VAN BOCKERN,
General Manager

WESTWARD

FIRST SUBDIVISION

EASTWARD

SECOND CLASS			FIRST CLASS		Capacity of Siding Cars	Telegraph Calls	Distance from Clinton	TIME TABLE No. 1			SEE RULE	Office Hours Also See Page 2	FIRST CLASS		SECOND CLASS		
165	75	65	25	1				October 11, 1953					26	8	86	70	64
C. M. St. P. & P. No. 165	C. M. St. P. & P. No. 75	C. M. St. P. & P. No. 65	C. M. St. P. & P. No. 25	C. B. & Q. No. 48				STATIONS					C. M. St. P. & P. No. 26	C. B. & Q. No. 47	C. M. St. P. & P. No. 86	C. M. St. P. & P. No. 70	C. M. St. P. & P. No. 64
Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily		
P. M. 11:30	P. M. 4:50	A. M. 5:20	P. M. 10:31	A. M. 6:30	Yard	CN		..... CLINTON	BKPRVXZ	Continuous	A. M. 3:55	P. M. 10:50	A. M. 5:40	P. M. 4:15	P. M. 5:32	
11:40	⁶⁴ 5:22	⁸⁶ 5:30	⁸ 10:39	s 6:38	134	MA	5.3	..... CAMANCHE	P	6:30 a.m. to 3:30 p.m. Except Sat. & Sun.	3:47	²⁵ 10:39	⁶⁵ 5:30	4:05	⁷⁵ 5:22	
11:57	5:35	5:47	10:53	s 6:51	44	ON	15.4	..... PRINCETON	P	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	3:35	10:27	5:10	3:46	5:10	
12:11	5:45	6:01	10:59	s 6:59	125	CA	21.1	..... LE CLAIRE	PW	Continuous Except Sunday	3:28	s 10:20	4:55	3:37	4:55	
							25.0	..... GOVT. SWITCH		No Office						
12:21	5:55	6:11	11:06	s 7:10	40	A	26.0	..... PLEASANT VALLEY	P	7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	3:22	10:13	4:40	3:16	4:40	
12:33	6:05	6:23	11:13	s 7:20	145	BN	31.9	..... BETTENDORF	PXZ	6:30 a.m. to 3:30 p.m. Except Sat. & Sun.	3:15	s 10:06	4:27	3:04	4:27	
12:40	6:11	6:30	11:17	7:24			34.1	..... WATER WORKS	JPVX	No Office	3:12	10:02	4:20	2:59	4:20	
12:41	6:12	6:31	11:18	7:25			34.5	..... STATION No. 1	PX	No Office	3:11	10:01	4:19	2:58	4:19	
12:45	6:15	6:35	s 11:39	s 7:50	Yard	DN	35.4	..... DAVENPORT	BCKPRV WXZ	Continuous	s 3:10	s 10:00	4:15	2:55	4:15	
12:48	6:18	6:38	11:40	7:52			36.3	..... STATION No. 2	X	No Office	2:52	9:37	4:11	2:51	4:11	
A 12:49	A 6:19	A 6:39	A 11:41	7:53			36.7	..... EAST WYE SWITCH	PXY	No Office	L 2:51	9:36	L 4:10	L 2:50	L 4:10	
				7:55			37.0	..... BRIDGE SWITCH	PXY	No Office		9:35				
						B	37.3	..... MISSISSIPPI RIVER BRIDGE	PX	Continuous						
				8:00			38.3	..... ROCK ISLAND 17th ST. C. R. I. & P. CROSSING	PVXZ	No Office		9:33				
				s 8:05		X	38.6	..... ROCK ISLAND C. B. & Q. STATION	PX	7:00 a.m. to 11:00 p.m. Except Sat. & Sun.		s 8:05				
				8:29			39.2	..... STATION No. 3	X	No Office		8:00				
							39.4	..... C. R. I. & P. CROSSING								
				A 8:31				..... TERMINAL JCT.	X			L 7:58				
				A. M. -				..... C. R. I. & P. CROSSING				P. M. -				
						104	41.4	..... SYLVAN	MPX	No Office		Via C. B. & Q.				
					Yard		42.2	..... MOLINE	IVXZ	No Office						
								..... C. B. & Q. CROSSING								
				A 8:57		Yard	45.4	..... EAST MOLINE	BRPVXZ	6:30 a.m. to 3:30 p.m. Except Sat. & Sun.		L 7:34				
				A. M. -			45.5	..... C. M. St. P. & P. CROSSING		No Office		P. M. -				

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

Manual Block System in effect between Clinton and Davenport.

Double track between Station No. 1 and Station No. 2.

CMStP&P trains or DRI&NW trains must not use south track between 17th Street, Rock Island and Terminal Jct.

Between Bridge Switch and West Wye Switch trains have no superiority. All trains and engines move at restricted speed between these points.

Rule 83 (B) does not apply at Terminal Jct.

Rule 83 (B) does not apply at East Wye Switch.

Rule 83 (B) does not apply at East Moline when operator is not on duty.

Rule 83 (B) does not apply at Water Works.

No. 25 stops at Camanche, Princeton and LeClaire to discharge passengers from Savanna and beyond, also for passengers for schedule stops between Davenport and Kansas City.

No. 26 stops at LeClaire, Princeton and Camanche to discharge passengers from stations Kansas City to Davenport, also for passengers north and east of Sabula.

No. 25 stops at Bettendorf to discharge passengers from Chicago, St. Paul, Milwaukee or beyond.

CMStP&P trains off Dub&Ills Division Seventh Subdivision must secure permission from train dispatcher before entering main track at Water Works.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAYS
Rock Island.....	{ 7:00 a.m. to 9:00 a.m. 3:00 p.m. to 11:00 p.m. }	{ 7:00 a.m. to 9:00 a.m. 3:00 p.m. to 11:00 p.m. }	{ 7:00 a.m. to 9:00 a.m. 3:00 p.m. to 11:00 p.m. }
Le Claire.....		{ 12:00 a.m. to 8:00 a.m. 4:00 p.m. to 12:00 a.m. }	Continuous

WESTWARD

SECOND SUBDIVISION

EASTWARD

SECOND CLASS			FIRST CLASS		Capacity of Sticking Cars	Telegraph Calls	Distance from East Wye	TIME TABLE No. 1	SEE RULE	Office Hours	FIRST CLASS		SECOND CLASS		
75	65	165		25							26		86	70	64
C. M. St. P. & P. No. 75	C. M. St. P. & P. No. 65	C. M. St. P. & P. No. 165		C. M. St. P. & P. No. 25				October 11, 1953	6-A	Also see Page 2	C. M. St. P. & P. No. 26	C. M. St. P. & P. No. 86	C. M. St. P. & P. No. 70	C. M. St. P. & P. No. 64	
Daily	Daily	Daily		Daily				STATIONS			Daily	Daily	Daily	Daily	
P. M. L 6-19	A. M. L 6-39	A. M. L 12-49		P. M. L 11-41				..... EAST WYE SWITCH.....	PXY	No office.	A. M. A 2-51	A. M. A 4-10	P. M. A 2-50	P. M. A 4-10
6-21	6-41	12-51		11-42		0.4		..... WEST WYE SWITCH.....	PXY	No office.	2-50	4-08	2-48	4-08
A 6-24	A 6-44	A 12-54		A 11-43		0.7	WN	..... WEST DAVENPORT.....	IVPX	Continuous.	L 2-49	L 4-05	L 2-45	L 4-05
P. M.	A. M.	A. M.		P. M.							A. M.	A. M.	P. M.	P. M.	

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

Rule 83 (B) does not apply at East Wye Switch.

Rule 83 (B) does not apply at West Davenport if train order signal indicates proceed as per Rule 200 C.

Between Bridge Switch and West Wye Switch trains have no superiority. All trains and engines move at restricted speed between these points.

SPECIAL INSTRUCTIONS

- 1. Employees are prohibited from riding:**

 - On engine footboards or pilot steps between engine and car when cars are being pushed.
 - On leading footboard or pilot steps while coupling engine to cars.
 - On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
 - On ends of cars containing lading which may shift.
 - On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.
 - On forward footboard or pilot steps 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.
 - In the gangway of engine.
- 2. Employees are prohibited from:**

 - Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
 - Standing on top of high cars while passing under bridges or through tunnels.
 - Getting on the end of an engine or of a car as it approaches them.
 - Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
 - Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
 - Kicking or holding draw bar in position to make a coupling with an approaching car or engine.
 - Following other dangerous practices.
- 3. When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.**
- 4. 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 engineer 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 engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.**
- 5. 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.**
- 6. When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure handhold and footing.**
- 7. Employes must not step on track rails nor other similar objects when it can be avoided.**
- 8. In case of heavy rain or violent windstorm, the operator must notify the section foreman.**
- 9. When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.**
- 10. Employes of tenant lines will be governed by the rules applicable on their own railroad in the operation of Mars head lights and rear end lights.**

 - 10(A). Under Rule 2 (A), employes of tenant lines will be governed by rules of their own railroad.**
 - 10(B). Under Rule 8 (A), red electric lanterns may be used as flagging equipment.**
 - 10(C). Under Rules 17 and 17 (C), all trains and engines must display head light by day and by night.**
 - 10(D). Under Rule 21, CB&Q and DRI&NW extra trains will display white lights only.**
- 11. Rule 93 is modified as follows:**

 - Within yard limits the main track may be used clearing first class trains as prescribed by the rules.
 - Within yard limits, second class trains, extra trains and engines may use the main track without protection as prescribed by Rule 99 except in case of failure to clear first class trains as required, when carrying passengers or caretakers or when handling occupied outfit cars. Second class trains, extra trains and engines must move within yard limits at restricted speed.
 - Clear indication of block signals does not modify the requirements of this rule.
- 12. 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.**
- 13. When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated. The number and suffix letter of the leading unit only to be illuminated.**
- 14. In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on time slip.**
- 15. Five minute fuses should be used in Automatic Block System territory and 10 minute fuses should be used in other territories.**

SPECIAL INSTRUCTIONS

SPRING SWITCHES

16. Spring switches are located at both ends double track Davenport, East Wye, West Wye, and Bridge Switch.

Facing point movements over spring switches are protected by home signal. When signal indicates "Stop", trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches.

Employee handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

MISSISSIPPI RIVER BRIDGE

17. Trains in either direction in crossing Mississippi River Bridge will be governed by two unit color type signals with red indication for stop and green indication for proceed.

Trains and engines must approach home signals prepared to stop and if proceed is indicated may proceed over bridge at a speed not in excess of 15 MPH.

Injectors must not be primed nor sand used while passing over draw span except in an emergency.

ROCK ISLAND

18. No. 1 and No. 8 will use CB&Q Wall track between 29th Street and 20th Street. Rule 93 in effect.

EAST MOLINE

19. All trains and yard engines must register in train register or by ticket. Particular care must be taken to avoid blocking of all street crossings when the various industries are changing shifts of their employees going on or off duty.

Time shown in timetable of first class trains due at East Moline applies on DRI&NW track used as CB&Q main track. Yard engines and tenant line transfer crews must properly clear or protect as prescribed in Rule 99. DRI&NW and CMS&P&P trains and yard engines must approach station prepared to stop clear of station in order to avoid an accident at 10th St. crossing.

TERMINAL JCT.

20. Eastward trains in making stop for CRI&P crossing must not foul CB&Q or DRI&NW main tracks regardless of position of switch.

Normal position of switch, Station No. 3, is for DRI&NW.

Normal position of switch, Terminal Jct., is for CB&Q.

All movements between Station No. 3 and Terminal Jct. are controlled by switchtender.

Train and engine movements over CRI&P Crossing, located between Terminal Jct. and Station No. 3, will make stop at Stop Signs, and when Pole Target at switch shanty is in horizontal position, may proceed over crossing on proper signal from switchtender with yellow flag or light.

CLINTON

21. Eastward trains clearing the main track for other trains must pull in at the switch to track known as "Old Main".

Train and engine movements in both directions on main track over C&NW connection and crossover at Clinton Foods, Inc., about 1.5 miles west of Union Depot at Clinton, are governed by color light home and fixed semaphore type approach signals. Rules of the DRI&NW Operating Department apply.

In the event home signal fails to clear and no conflicting movement is evident, train or engineman may signal his train to proceed after examining switches within the home signal limits and assuring himself they are in proper position.

For movement from C&NW yard to the Clinton Foods, Inc., tracks following will govern as locks will be electrically locked with a train approaching on the approach circuits to the home signals on the DRI&NW but can be released for a movement from the DRI&NW track to C&NW track or from the DRI&NW track to the Clinton Foods, Inc., track by a train or engine stopping within 130 feet of either crossover switch.

The following instructions govern the operation of the electric locks:

1. Depress latch and remove the switch padlock.
 2. Indicator light on top of lock should light.
 3. Depress the foot pedal and switch may be thrown in usual manner.
 4. Proceed to other end of crossover and throw that switch in usual manner. Do not lock switch with padlock until through with switch.
- To lock switch, depress latch, insert padlock and lock with padlock.

If either of the home signals are clear due to a train standing in the approach circuit and that train does not intend to proceed past the home signal, proceed to the "Push Button" at switch box and follow instructions posted in the box.

WEST DAVENPORT

22. Switches are interlocked and controlled from the telegraph office, trains and engines will be governed by the indication of the home signal.

Train order signal is located adjacent to the telegraph office.

MANUAL BLOCK RULES

MANUAL BLOCK SYSTEM.—A series of consecutive blocks, governed by block signals operated manually upon information by telegraph, telephone or other means of communication. Train order signals will also be used as block signals.

RULES

305. Block signals govern the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever or wherever they may be required.

306. When a block station is open at an irregular hour, trains must be notified when possible by train order.

OPERATORS

311. Signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

312. Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation is detected the signals must be displayed to give their most restrictive indication until repairs are made.

313. Operators must observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers.

314. Operators must not make nor permit any unauthorized repairs, alterations or additions to the apparatus.

Any defects in the appliances must be promptly reported to the Superintendent.

315. A block record must be kept at each block station.

318. To admit a train to a block, the operator must examine the block record and display proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train except as provided in Rule 333 or by train order.

A train may be permitted to follow a train other than a passenger train into a block with Permissive Form C on authority of Train Dispatcher.

Note to Rule 318:

Rule 318 is for permissive block for following movements only.

319. When a train enters a block, the operator must give train number and time to the next block station in advance. When the rear of the train has passed 200 feet beyond the block signal, he must give the record of the train to the next block station in the rear.

321. Operator must, as far as practicable, observe all passing trains and note whether they are complete and in order, and the markers properly displayed.

322. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the operator must immediately notify the operator at the next block station in advance, and each must display Stop-indication to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

323. Light engines must be blocked the same as passenger trains. Freight trains carrying passengers or caretakers must be blocked the same as passenger trains; conductors must advise train dispatcher when passengers or caretakers on their train.

324. When weather conditions obscure the view, operator must promptly report to the Train Dispatcher, who will decide if an absolute block of all trains must be maintained.

325. An operator informed of any obstruction in a block must immediately notify the operator at the other end of the block and each must display Stop-Indication to all trains that may be affected and must not permit any train to proceed until it is known that its track is not obstructed.

326. When a train or engine takes a siding or otherwise clears the main track the operator must know that it is clear of the block before giving a clear block or displaying a Clear-indication for that block.

The operator must obtain control of the block before permitting a train or engine to re-enter the block.

327. To permit a train or engine to enter a block or foul the main track, or to cross from one main track to another the operator must examine the block record and if all the blocks affected are clear of approaching trains he must provide or arrange for block protection before permission is given, and until movement is complete and block clear, trains will not be admitted to the block except as prescribed by Permissive Form C.

NOTE: This rule does not apply to yard engines.

328. When coupled trains are separated, as prescribed by Rule 364, the operator must regard each portion as an independent train.

329. When necessary to stop a train for which other than a Stop-indication has been displayed and accepted, the operator must give hand signals in addition to displaying the Stop-indication.

333. When, from any cause, an operator is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Form B, provided 10 minutes have elapsed since the passage of the last preceding train.

Note to Rule 333:

When Clearance Form B is issued, Clearance Form A is also required.

340. To open a block station, the operator must so advise the next block station in each direction and record the trains that are in the extended block.

When trains, which were in the extended block when the block station was opened and which had passed his block station before it was opened, clear the block in advance he must repeat the record to the block station in the rear.

341. A block station must not be closed except upon authority of Train Dispatcher.

342. Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the operator must so advise the next block station in each direction and when he receives acknowledgment, must enter it on his block record, with the time it is received from each block station.

The block signals must then be secured in the clear position, all lights extinguished, and the block wires and, when necessary, circuits arranged to work through the closed block station.

343. When a block station is open at an irregular hour, operator must use hand signals, in addition to block signals, to give the required indications until all trains have passed which have not been notified by train order that the block station is open.

344. Operator must not permit unauthorized persons to enter the block station.

ENGINE AND TRAIN CREWS.

362. Trains must not pass a Stop-indication without receiving Clearance Form A, Clearance Form B or a train order authorizing them to do so.

Note to Rule 362:

Unless otherwise instructed by operator, trains may pass Stop-indication at restricted speed to do station work or to enter siding, but the proper clearance must be obtained before proceeding.

363. Trains must not proceed on hand signals as against block signals.

364. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the operator notified.

365. When a train or engine takes a siding or otherwise clears the main track, unless the switch involved is operated by the operator, conductor or engineer must so report to the operator. A train or engine must not enter a block or foul the main track, or cross from one main track to another, without permission of the operator.

A train or engine having passed beyond the limits of a block must not back into that block without permission of the operator.

370. When there is an obstruction between block stations, notice must be given to the nearest operator.

371. When a train is stopped by a home or block signal, the conductor or engineer must, when practicable, immediately ascertain the cause.

372. Conductors must report to Superintendent any unusual detention at block stations.

373. A block station must not be considered as closed, except as provided for by time-table or special instruction.

374. When a train is passed by a passenger train at a non-communicating station the train passed must wait 10 minutes and then proceed at restricted speed to the next open train order office or block station.

SPEED RESTRICTIONS

LOCATION	Passenger Trains MPH	Freight Trains MPH
Maximum Speed.....	55	45
All Crossovers and Turnouts not otherwise specified...	10	10
All Railroad Crossings.....	10	10
City Limits of Camanche.....	35	35
LeClaire Station.....	40	35
Over slides between MP 24 and MP 25.....	25	25
Oil Terminal, 32nd and 35th St. Crossings, Bettendorf	40	40
Water Works over Jct. Switch.....	15	15
East Wye Switch to Bridge Switch.....	15	15
East Wye Switch and Bridge Switch to West Davenport	15	15
West Davenport, C. R. I. & P. connection.....	10	10
Mississippi River Bridge.....	15	15
17th St. to 20th St. Rock Island.....	10	10
1/4 mile west to 1/2 mile east of Moline Station.....	10	10
Over Street Crossings Rock Island and Moline.....	10	10
13th Street Crossing East Moline.....	10	10

C. B. & Q. Class B1A, O5A, S4, S4A and all classes of M engines must not be operated over Mississippi River Bridge.

C. M. St. P. & P. Class S1, S2 and S3 engines must not be operated over D. R. I. & N. W. between East Moline and Bridge Switch and over Bridge 117 on the spur track to the Alcoa plant and Maquoketa Co. Spur at Camanche.

The speed of steam engines when running backward either light or handling a train must not exceed 25 miles per hour, except where a lesser speed is designated it will govern.

Steam engines not equipped with pony or engine trucks must not exceed 20 MPH.

Road and switch diesel engines and steam engines handled dead in train must be spaced ten cars or more from other engines and speed restricted to 20 MPH unless otherwise provided by train order.

Diesel and gas-electric motor trains and engines must not pass through water if the water is more than 3 inches above top of rail and when passing through water, speed must not exceed 3 miles per hour to prevent damage to traction motors.

Speed control signs have been placed at various locations to indicate the maximum authorized speed around curves and at points where normal speed must be restricted.

A yellow sign with black letters R. S. and black figures, placed at an upward angle of 45° on the right hand side of track indicates the authorized speed beginning 3000 feet distant corresponds in miles per hour to the figure shown. This speed must be maintained until a sign is reached on which the figures indicate the speed to be maintained until the next sign is reached.

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

Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must 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 Clinton and Water Works.....	35	25
Between Water Works and West Davenport.....	15	10
Between East Moline and East Wye Switch and West Wye Switch.....	10	10

Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
Between Clinton and Water Works.....	35	25
Between Water Works and West Davenport.....	15	10
Between East Moline and East Wye Switch and West Wye Switch.....	10	10

STATION NUMBERS

Camanche.....	6003	Bettendorf.....	6009
Princeton.....	6005	Davenport.....	6010
LeClaire.....	6006	Rock Island.....	6011
Gov't. Switch.....	6007	Moline.....	6012
Pleasant Valley.....	6008	East Moline.....	6013

Davenport.....	DR. W. G. BESSMER	Chief Surgeon and Examiner.512 Davenport Bank Bldg.
Rock Island.....	DR. C. P. O'NEIL.....	1800 3rd Avenue
Moline and		
East Moline.....	DR. B. HOLM.....	1518 5th Ave., Moline
Clinton.....	DR. J. E. O'DONNELL.....	513 6th Avenue South

Davenport.....	C. JANSEN.....	Watch Inspector
Rock Island.....	WOODS JEWELERS.....	Watch Inspector
Moline.....	C. JOSEPHSON.....	Watch Inspector

R. J. CARLILE.....	Chief Dispatcher
R. P. WILL.....	Train Dispatcher
C. E. SHELL.....	Train Dispatcher
H. N. DRUMMOND.....	Train Dispatcher
P. R. FRANK.....	Train Dispatcher
C. A. COOLEY.....	General Yardmaster
G. C. BRENNAN.....	Assistant Yardmaster
D. MAVITY.....	Assistant Yardmaster
O. J. MILLER.....	Assistant Yardmaster
C. VALENTINE.....	Relief Assistant Yardmaster
D. WAGGONER.....	Relief Assistant Yardmaster
U. G. LEWZADER.....	Master Mechanic
L. J. ARMSTRONG.....	Track Supervisor

OVERHEAD CLEARANCE

Bettendorf Bridge, 22 feet 3 inches.
Gov't Bridge, Davenport, 18 feet 10 inches, will not clear man on top of car.
Centennial Bridge, 35 feet.
DRI&NW Miss. River Bridge, 19 feet 5 inches, will not clear man on top of car.
Gov't Bridge, Rock Island, 16 feet 7 inches, will not clear man on top of car.
Arsenal Bridge, 16th St., Moline, 27 feet.
Moline-Bettendorf Highway Bridge, 23 feet.

LOCATION DISPATCHERS TELEPHONES

Yard Office, Davenport	East switch Camanche siding.
CMStP&P Trainmasters office.	On pole 1000 feet west of west switch
Bettendorf Yard Office.	Camanche siding.
Riverside Power Spur.	Station No. 1.
East Wye Switch.	Dupont Spur Switch M.P. 3.5.
West Wye Switch.	Alcoa Spur Switch M.P. 30.1.
Bridge Switch.	Bettendorf Freight House.
East switch LeClaire siding.	Rock Island Freight House.
Tri-City telephones located at East Moline, Moline, Sylvan Yard Office,	
DRI&NW Roundhouse, Bettendorf station and Bettendorf Yard Office.	
Dispatchers Tri-City telephone number is Dav. 3-0810.	

Yard limits Clinton extend from Clinton Station to M.P. 4.

Yard limits extend from yard limit board 1500 feet east of Bridge 115, about 2 miles west of Pleasant Valley, to East Moline and to West Davenport and each leg of wye.

Yard engines must make no movement beyond their home switching territory without authority from train dispatcher.

Tenant line yard engines may work in D. R. I. & N. W. yard limits under the same conditions that D. R. I. & N. W. yard engines work, except that D. R. I. & N. W. yard engines will have preference in home switching territory.

As markers at night D. R. I. & N. W. yard engines moving extra without a caboose, will display one red light to the rear.



