

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon, Tel. WAB 3200, Local 220...	
J. M. L. JENSEN, Ass't Chief Surgeon and Examiner.....	
FRANK BRAWLEY, Oculist.....	
J. W. CLARK, Oculist.....	Chicago
R. J. KENNEDY, Local Surgeon and Examiner.....	
R. STEPHEN, Asst. Local Surgeon and Examiner.....	
H. N. FLEXER, Oculist and Aurist.....	Joliet
D. W. FEY, Local Surgeon and Examiner.....	
C. S. TURNER, Oculist and Aurist.....	Peoria.
H. A. AMESBURY, Local Surgeon and Examiner.....	Clinton.
W. G. SACHSE.....	Morris
W. E. COULTER.....	Seneca
P. R. CLARK.....	Marselles
D. R. DWYER, Local Surgeon and Examiner.....	Ottawa
W. P. FREAD, Oculist, Aurist and Examiner.....	
JAMES S. GEEN.....	Utica
J. W. GEIGER, Surgeon and Examiner.....	
J. F. LEWIS, Oculist and Examiner.....	La Salle
O. BALENSIEFER.....	Peru
R. E. DAVIES, Local Surgeon.....	Spring Valley
GEORGE B. MEAGHER.....	DePue
B. J. DYSART, Surgeon and Examiner.....	Bureau
H. E. BROWN.....	Tiskilwa
O. B. GILTNER.....	Sheffield
WM. D. LARSON, Local Surgeon.....	Annawan
DR. J. S. PUENTES, Local Surgeon.....	Atkinson
W. R. YOUNG.....	Geneseo
H. C. DEBOURCY, Surgeon and Examiner.....	Silvis
GEO. A. COOK, Asst. Local Surgeon and Examiner.....	East Moline
L. A. DONDANVILLE, Division Surgeon and Examiner.....	
F. M. DAVENPORT, Oculist.....	Moline
E. B. DE SILVA, Local Surgeon.....	
L. OSTROM, Oculist.....	
M. L. OSTROM, Ass't Oculist and Aurist.....	Rock Island
G. F. HARKNESS, Oculist.....	
R. L. PHIFER, Asst. Local Surgeon and Examiner.....	Davenport
W. G. BESSMER, Surgeon and Examiner.....	
H. V. THOMAS.....	Chillicothe
R. L. EDDINGTON.....	Henry
EMERY E. ROYCE.....	Sparland
J. T. WEAD.....	Wyoming
R. H. STEWART.....	Galva
J. E. WESTERLUND.....	Cambridge
W. L. EDDY.....	Milan
C. P. PHILLIPS, Surgeon and Examiner.....	Muscatine
JAMES W. PENCE.....	Columbus Jct.
C. W. McLAUGHLIN.....	Washington
L. D. JAMES.....	Fairfield
K. L. JOHNSTON, Surgeon and Examiner.....	Oskaloosa
C. L. HEALD.....	Sigourney

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 Sta.....	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
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.

B. F. WELLS, Superintendent	O. W. LIMESTALL, Gen'l Sup't Transportation
M. R. WILSON, Sup't Motive Power	R. E. JOHNSON, Ass't General Manager
F. R. HOSACK, Gen'l Sup't Motive Power	C. L. FRANKLIN, General Manager

W. H. HILLIS,  
Vice President-Operations

## Chicago, Rock Island & Pacific Railroad

# TIME TABLE

## ROCK ISLAND DIVISION FIRST DISTRICT

# No. 7

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

**SUNDAY, SEPTEMBER 24, 1950**

DESTROY ALL TIME TABLES OF PREVIOUS DATE

Ben J. Dachsteiner

**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 September 24, 1950

### FIRST CLASS

LEAVE		M.P. from Chicago	STATIONS										
GO	Chicago		9	11	501	3	7	505	21	503	23	39	5
			Passenger	Passenger	Rocket	Golden State	Rocket	Rocket	Passenger	Rocket	Rocket	Imperial	Des Moines -Omaha Limited
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
TO	0		1.00	8.45	10.35	1.20	1.55	5.00	6.05	7.00	8.05	8.30	10.45
TO	15.7		1.24	9.10	10.54	1.41	2.14	5.19	6.29	7.19	8.30	8.54	11.09
TO	40.2	g	1.55	s 9.40	g 11.17	g 2.05	g 2.37	g 5.42	s 7.00	g 7.42	g 8.55	g 9.20	g 11.35
TO	42.4		1.59	9.44	11.19	2.08	2.40	5.44	7.04	7.44	8.58	9.23	11.40
TO	51.1		2.08	9.53	11.26	2.16	2.47	5.51	s 7.13	7.51	9.07	9.32	11.51
TO	61.7	s	2.23	s 10.06	g 11.34	2.25	2.55	5.59	s 7.27	7.59	9.17	9.42	g 12.04 P.M. A.M.
TO	65.5												
TO	71.9	g	2.41	g 10.17	11.42	2.34	3.04	6.07	g 7.38	8.07	9.27	9.52	12.14
TO	77.3	g	2.51	s 10.24	11.47	2.39	3.09	6.12	s 7.48	8.12	9.32	9.57	12.19
TO	84.5	s	3.05	s 10.38	s 11.55 A.M.	2.45	g 3.15	g 6.18	s 8.02	s 8.19	g 9.40	g 10.04	g 12.30
P	84.8												
P	89.0		3.10	10.43				6.22	8.07		9.45	10.09	12.36
TO	94.0		3.15	g 10.48	12.04 P.M.	2.54	3.24	6.27	g 8.15	8.28	9.50	10.14	12.41
TO	99.0	s	3.38	s 11.00	s 12.09	2.59	g 3.29	g 6.33	s 8.24	s 8.35	g 9.57	g 10.19	g 12.49
TO	100.1		3.41	s 11.06	12.11	3.00	3.30	6.34	s 8.30	8.37	9.59	10.21	12.51
TO	101.0												
TO	104.3		3.46	g 11.14	12.15	3.04	3.34	6.38	g 8.39	8.41	10.04	10.27	12.56
TO	109.9		3.51	g 11.24	12.20	3.09	3.38	6.42	g 8.50	8.46	10.10	10.33	1.01
TO	114.2	s	4.25	s 11.35 11.40	12.23 P.M.	g 3.14	g 3.43	s 6.47	s 9.00 P.M.	8.51 P.M.	s 10.15	s 10.42	s 1.09
TO	122.4	s	4.37	11.52		3.22	3.51	6.55			10.27	10.51	1.19
P	128.6	g	4.44	g 11.59 A.M.		3.29	3.57	7.01			10.33	10.58	1.26
TO	136.5	s	4.56	g 12.09 P.M.		3.37	4.04	7.08			10.41	11.06	1.35
TO	141.9	s	5.04	12.15		3.42	4.08	7.12			10.46	11.11	1.40
TO	145.6	s	5.12	g 12.23		3.45	4.11	7.15			10.50	11.15	1.44
TO	151.5	s	5.22	g 12.31		3.50	4.15	7.19			10.56	11.21	1.50
TO	159.1	s	5.36	s 12.44		3.56	4.21	7.25			11.03	11.28	1.58
TO	167.8												
TO	169.6		5.47	12.55		4.04	4.29	7.33			11.13	11.37	2.08
TO	169.7												
TO	171.8		5.49	12.57		4.06	4.31	7.35			11.15	11.39	2.10
TO	173.7	s	5.55	12.59		4.08	4.33	7.37			11.17	11.41	2.12
TO	175.1	s	6.05	s 1.06		4.10	4.35	7.39			11.19	11.43	2.14
TO	178.9	s	6.15	s 1.16		g 4.15	g 4.40	s 7.45			s 11.25	s 11.48	s 2.25
TO	181.1	s	6.25 A.M.	s 1.25 P.M.		g 4.25 P.M.	g 4.53 P.M.	s 7.53 P.M.			s 11.35 P.M.	s 11.59 P.M.	s 2.45 A.M.
AVERAGE SPEED PER HOUR			31.3	38.0	67.3	60.4	62.2	64.5	37.0	64.3	52.8	53.1	44.5
SCHEDULE TIME			4.30	3.45	1.06	2.20	2.16	2.11	2.00	1.09	2.40	2.39	3.10

SEE FOOTNOTES ON PAGE 2.

No. 9 discharge Marseilles, Seneca, Wyanet from Chicago and Englewood. Joliet and Marseilles to receive passengers for points where scheduled to stop.

No. 501 receive Joliet for Ottawa, LaSalle, Peoria, discharge Morris from Chicago and Englewood.

No. 21 Seneca, Utica, Spring Valley, Depue, receive or discharge passengers.

No. 7 Joliet, Ottawa, LaSalle receive for Omaha and beyond; Bureau receive for Des Moines and points west.

No. 3 receives Joliet and Bureau Pullman passengers for El Paso or beyond, coach passengers for California points. Moline discharge passengers from Chicago or Englewood, and receive passengers for Kansas City or beyond.

No. 505 receive Joliet for Tri-Cities and beyond. Ottawa and LaSalle for Iowa City and beyond where scheduled to stop.

No. 11 receive for East Moline and beyond, discharge from Chicago and Englewood. Wyanet, Sheffield, Annawan, Atkinson, discharge from Peoria.

No. 503 receive for Ottawa, LaSalle and Peoria.

No. 23 receive for stop points West of Des Moines.

No. 5 Morris, Ottawa, La Salle, discharge from Chicago and Englewood and to receive Pullman passengers for Des Moines and beyond. Joliet receive for Iowa City and beyond where scheduled to stop.

No. 39 receive for Kansas City and beyond.

# Main Line Westward

## SUBDIVISION 2 STATIONS Time Table No. 7 September 24, 1950

### SECOND CLASS

STATIONS	M. P. from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	SECOND CLASS											
						91	905	901	93-97	99	911						
<b>LEAVE</b>						<b>Rocket Freight</b>	<b>Western Mds. Red Ball</b>	<b>Peoria Mds. Red Ball</b>	<b>Rocket Freight</b>	<b>Twin Cities Red Ball</b>	<b>Western Red Ball</b>						
Chicago	0	0			RWTTYd	Daily	Daily	Daily Ex. Saturday	Daily	Daily	Daily						
Blue Island	15.7	16			RFWYYd	P.M. — 12.15		P.M. — 9.30	P.M. — 10.00	P.M. — 11.55							
JOLIET	40.2	40	63	Yd	RFWYYd	1.00		10.10 P.M. —	10.45 P.M. —	12.35 A.M. —							
ROCKDALE	42.4	42	111	322	WYd												
MINOOKA	51.1	51	100	53													
MORRIS	61.7	62	97	204	FW												
STOCKDALE	65.5	66		50													
SENECA	71.9	72	104	507	WY												
MARSEILLES	77.3	77	87	243	YdP												
OTTAWA	84.5	85	36	Yd	WYYd												
CB&Q CROSSING	84.8																
ARZNER	89.0	89	120	50													
UTICA	94.0	94		205	YdP												
LA SALLE	99.0	99		226	RYd												
PERU	100.1	100		Yd	WYd												
CB&Q CROSSING	100.1																
SPRING VALLEY	104.3	104	83	34													
DE PUE	109.9	110	98	166	P												
BUREAU	114.2	114	165	Yd	RFWYYd		A.M. — 10.15 A.M. —	2.15 A.M. —			P.M. — 11.59 P.M. —						
TISKILWA	122.4	123	112	60													
WYANET	128.6	129	108	31													
SHEFFIELD	136.5	137	114	75	WYd												
MINERAL	141.9	142	60	62													
ANNAWAN	145.6	146		60													
ATKINSON	151.5	152	102	80													
GENESEO	159.1	159	125	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	5.45 P.M. —	1.00 P.M. —		3.30 A.M. —	6.00 A.M. —	4.30 A.M. —						
EAST MOLINE	175.1	175		20	Yd												
MOLINE	178.9	179		Yd	Yd												
ROCK ISLAND	181.1	181		Yd	RFWYYd												
<b>AVERAGE SPEED PER HOUR</b>						<b>28.0</b>	<b>21.4</b>	<b>20.7</b>	<b>27.6</b>	<b>24.6</b>	<b>13.2</b>						
<b>SCHEDULE TIME</b>						<b>4.45</b>	<b>2.45</b>	<b>3.35</b>	<b>4.45</b>	<b>5.25</b>	<b>4.31</b>						

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

EXCEPT WHERE RULES 400 TO 406, 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 400 to 406, inclusive.

Maximum speed for trains 3 and 4 between Chicago and Rock Island is 80 MPH on tangent and 70 MPH on curves, except where Rocket Zone and Curve Signs indicate a lower speed, the lower speed will govern.

Maximum speed Trains Nos. 3 and 4 when handling cars not equipped with electric pneumatic brakes, tight lock couplers and roller bearings must not exceed speed authorized for steam passenger trains.

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

# Main Line Eastward

## SUBDIVISION 2 STATIONS Time Table No. 7 September 24, 1950

### FIRST CLASS

STATIONS	M. P. from Chicago											
		6	14	22	8	502	4	506	40	504	10	12
		Passenger	La Salle Street Limited	Passenger	Rocket	Rocket	Golden State	Rocket	Imperial	Rocket	Rocket	Passenger
<b>GO</b> ..... Chicago.....	0	A.M. 5.50	A.M. 8.20	A.M. 8.40	A.M. 8.50	A.M. 9.40	A.M. 11.45	P.M. 1.15	P.M. 3.00	P.M. 5.45	P.M. 8.30	P.M. 10.15
<b>BI</b> ..... Blue Island.....	15.7	5.25	7.50	8.15	8.26	9.18	11.20	12.52	2.32	5.23	8.03	9.50
..... <b>JOLIET</b> .....	40.2	4.55	7.15	7.45	8.00	8.55	10.55	12.28	2.00	4.58	7.40	9.20
..... <b>ROCKDALE</b> .....	42.4	4.45	7.09	7.22	7.55	8.50	10.50	12.24	1.55	4.53	7.33	9.10
..... <b>MINOOKA</b> .....	51.1	4.35	7.00	7.10	7.48	8.41	10.42	12.18	1.45	4.44	7.25	9.00
..... <b>MORRIS</b> .....	61.7	4.24	6.50	6.51	7.39	8.32	10.32	12.08	1.35	4.35	7.16	8.49
..... <b>STOCKDALE</b> .....	65.5											
..... <b>SENECA</b> .....	71.9	4.13	6.40	6.22	7.30	8.22	10.23	11.59	1.25	4.26	7.07	8.31
..... <b>MARSEILLES</b> .....	77.3	4.06	6.34	6.13	7.25	8.17	10.18	11.55	1.19	4.21	7.02	8.24
..... <b>OTTAWA</b> .....	84.5	3.58	6.26	6.00	7.18	8.11	10.11	11.48	1.11	4.14	6.57	8.15
..... <b>CB&amp;Q CROSSING</b> .....	84.8											
..... <b>ARZNER</b> .....	89.0											
..... <b>UTICA</b> .....	94.0	3.48	6.16	5.43	7.10	8.01	10.02	11.38	1.01	4.03	6.49	7.55
..... <b>LA SALLE</b> .....	99.0	3.42	6.10	5.33	7.05	7.56	9.57	11.32	12.56	3.58	6.45	7.47
..... <b>PERU</b> .....	100.1	3.40	6.08	5.27	7.03	7.54	9.55	11.29	12.54	3.54	6.43	7.39
..... <b>CB&amp;Q CROSSING</b> .....	101.0											
..... <b>SPRING VALLEY</b> .....	104.3	3.35	6.01	5.18	6.59	7.51	9.51	11.26	12.49	3.51	6.39	7.30
..... <b>DE PUE</b> .....	109.9	3.30	5.55	5.08	6.54	7.46	9.45	11.21	12.43	3.46	6.34	7.21
..... <b>BUREAU</b> .....	114.2	3.25	5.48	5.00	6.49	7.42	9.39	11.17	12.38	3.42	6.29	7.13
..... <b>TISKILWA</b> .....	122.4	2.40	5.38		6.41		9.31	11.07	12.28		6.21	6.49
..... <b>WYANET</b> .....	128.6	2.30	5.32		6.36		9.25	11.02	12.22		6.16	6.41
..... <b>SHEFFIELD</b> .....	136.5	2.22	5.23		6.30		9.17	10.56	12.13		6.10	6.32
..... <b>MINERAL</b> .....	141.9	2.10	5.18		6.26		9.12	10.52	12.08		6.06	6.24
..... <b>ANNAWAN</b> .....	145.6	2.05	5.14		6.23		9.08	10.49	12.04		6.03	6.20
..... <b>ATKINSON</b> .....	151.5	1.58	5.08		6.19		9.03	10.45	11.59		5.59	6.15
..... <b>GENESEO</b> .....	159.1	1.48	5.01		6.13		8.56	10.39	11.51		5.53	6.05
..... <b>GREEN RIVER</b> .....	167.8											
..... <b>COLONA</b> .....	169.6	1.33	4.50		6.03		8.46	10.30	11.41		5.43	5.52
..... <b>CB&amp;Q CROSSING</b> .....	169.7											
..... <b>CARBON CLIFF</b> .....	171.8	1.30	4.47		6.01		8.44	10.28	11.37		5.41	5.49
..... <b>SILVIS</b> .....	173.7	1.27	4.45		5.59		8.42	10.26	11.34		5.39	5.46
..... <b>EAST MOLINE</b> .....	175.1	1.22	4.42		5.57		8.40	10.24	11.31		5.37	5.43
..... <b>MOLINE</b> .....	178.9	1.15	4.38		5.53		8.35	10.20	11.27		5.33	5.37
..... <b>ROCK ISLAND</b> .....	181.1	1.05	4.30		5.46		8.30	10.15	11.20		5.28	5.32
..... <b>LEAVE</b> .....		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
..... <b>AVERAGE SPEED PER HOUR</b> .....		38.0	48.3	28.3	63.1	60.8	58.3	63.6	53.0	58.4	64.0	37.1
..... <b>SCHEDULE TIME</b> .....		3.50	2.45	2.45	2.14	1.13	2.25	2.13	2.40	1.16	2.12	3.48

**SEE FOOTNOTES ON PAGE 4.**

Maximum speed for trains 3 and 4 between Chicago and Rock Island is 80 MPH on tangent and 70 MPH on curves, except where Rocket Zone and Curve Signs indicate a lower speed, the lower speed will govern.

No. 14 discharge Joliet, from Des Moines and beyond. Joliet, Ottawa and LaSalle discharge from Kansas City or beyond.

No. 8 Bureau discharge from Atlantic and points west; LaSalle, Ottawa, Joliet discharge from Omaha and beyond.

No. 502 discharge Joliet from Ottawa, LaSalle, Peoria; receive Bureau and Morris for Englewood and Chicago.

No. 506 discharge from Tri-Cities and beyond.

No. 4 discharge Pullman passengers Bureau and Joliet from El Paso or beyond, discharge coach passengers from California points. Moline to discharge passengers from Kansas City and beyond and receive passengers for Englewood and Chicago.

No. 504 discharge Bureau for No. 7 for Des Moines or beyond. Morris from Peoria, Joliet from Ottawa, LaSalle or Peoria, Morris receive for Englewood and Chicago.

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 Bureau and Joliet from Kansas City or beyond. Ottawa, LaSalle, discharge from Tucumcari or beyond.

# Main Line Eastward

## SUBDIVISION 2 STATIONS

Time Table No. 7  
September 24, 1950

	Chicago 15.7	Blue Island 24.5	<b>JOLIET</b> 2.2	<b>ROCKDALE</b> 8.7	<b>MINOOKA</b> 10.6	<b>MORRIS</b> 3.8	<b>STOCKDALE</b> 6.4	<b>SENECA</b> 6.4	<b>MARSEILLES</b> 7.2	<b>OTTAWA</b> 0.3	<b>CB&amp;Q CROSSING</b> 4.2	<b>ARZNER</b> 5.0	<b>UTICA</b> 5.0	<b>LA SALLE</b> 1.1	<b>PERU</b> 0.9	<b>CB&amp;Q CROSSING</b> 3.3	<b>SPRING VALLEY</b> 5.6	<b>DE PUE</b> 4.3	<b>BUREAU</b> 8.2	<b>TISKILWA</b> 6.2	<b>WYANET</b> 7.9	<b>SHEFFIELD</b> 5.4	<b>MINERAL</b> 3.7	<b>ANNAWAN</b> 5.9	<b>ATKINSON</b> 7.6	<b>GENESEO</b> 3.7	<b>GREEN RIVER</b> 1.8	<b>COLONA</b> 0.1	<b>CB&amp;Q CROSSING</b> 2.1	<b>CARBON CLIFF</b> 1.9	<b>SILVIS</b> 1.4	<b>EAST MOLINE</b> 3.8	<b>MOLINE</b> 2.2	<b>ROCK ISLAND</b> 140.9
Signal Indications TT Rule 26a TT Rule 26a MP 43 MP 38 Pole 52 MP 63 MP 43 Pole 18 MP 20 Pole 18	Signal Indications TT Rule 26a MP 63 Pole 20 MP 103 Pole 1	Signal Indications TT Rule 26a MP 115 Pole 32 MP 103 Pole 1 MP 148 Pole 33 MP 115 Pole 32	Signal Indications TT Rule 26a MP 148 Pole 33 MP 172 Pole 42	AUTO-BLOCK SIGNALS																														

	M. P. from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs
0	0	0	0	0	RWTTYd
15.7	16	16	0	0	RFWTYd
40.2	40	63	Yd	0	RFWTYd
42.4	42	200	322	0	WYd
51.1	51	97	53	0	0
61.7	62	93	204	0	FW
65.5	66	61	50	0	0
71.9	72	73	507	0	WY
77.3	77	91	243	0	YdP
84.5	85	125	Yd	123	WYYd
84.8	85	125	Yd	123	0
89.0	89	0	50	0	0
94.0	94	112	205	0	YdP
99.0	99	0	226	0	RYd
100.1	100	0	Yd	0	WYd
101.0	101	0	0	0	0
104.3	104	0	34	0	0
109.9	110	114	166	0	P
114.2	114	67	Yd	0	RFWTYd
122.4	123	91	60	0	0
128.6	129	0	31	0	0
136.5	137	62	75	0	WYd
141.9	142	0	62	0	0
145.6	146	0	60	0	0
151.5	152	80	80	0	0
159.1	159	49	250	0	W
167.8	168	0	20	0	0
169.6	170	0	20	0	0
169.7	170	0	0	0	0
171.8	172	0	20	0	Yd
173.7	173	0	Yd	0	RFWTYd
175.1	175	0	20	0	Yd
178.9	179	0	Yd	0	Yd
181.1	181	0	Yd	0	RFWTYd

					SECOND CLASS				
	96-904	92-94-98	94	908	902				
	Rocket Freight	Rocket Freight	Cedar Rapids Meat	Peoria Red Ball	Peoria Red Ball				
P.M. —	— A.M. —	— A.M. —	— A.M. —	— A.M. —	— A.M. —				
1.30	12.30	3.00	5.00	4.00					
P.M. 12.15	P.M. 11.25	A.M. 2.15		A.M. 4.00					
— A.M. —	— P.M. —	— P.M. —	— A.M. —	— P.M. —					
10.15	8.45	11.00	2.00	11.40					
— A.M. —	— P.M. —	— P.M. —	— P.M. —	— P.M. —					
7.30	6.00	9.00	10.30						
— A.M. —	— P.M. —	— P.M. —	— P.M. —						
<p><b>FOLLOWING TRAINS HAVE NO TIME TABLE AUTHORITY ON SUBDIVISION 2.</b> Nos. 96-904, 92-94-98, 94, 908 and 902</p>									
Daily	Daily	Daily	Daily	Daily Except Sunday					
28.1	24.6	25.4	17.0	17.9					
4.45	5.25	5.15	3.30	4.20					

EXCEPT WHERE RULES 400 TO 406 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 400 to 406 inclusive.

Local Extra leaves Silvis about 8:00 A. M. daily except Sunday for Bureau and return.

Local Extra leaves Bureau about 5:00 P. M. daily except Sunday for Blue Island.

# Main Line Westward

SUBDIVISION 27 STATIONS Time Table No. 7 September 24, 1950			FIRST CLASS													
LEAVE			M. P. from Chicago	Distance from Silvis	125	39	5	1	9	103	3	7	505	19	23	
					CMSt P&P Passenger	Imperial	Des Moines Omaha Limited	Passenger	Passenger	CMSt P&P Passenger	Golden State	Rocket	Rocket	Passenger	Rocket	
					Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	
S	.....SILVIS.....	TO	173.7													
VN	.....ROCK ISLAND, ILL. ....	TO	181.1	7.4		A.M. 12-10	A.M. 2-55	A.M. 4-45	A.M. 6-40		P.M. 4-30	P.M. 4-53	P.M. 7-53	P.M. 10-00	P.M. 11-45	
	.....CB&Q CROSSING.....	UX	181.3	7.6												
	.....DAVENPORT, IOWA.....	TO	182.8	9.1		\$12.18	\$ 3.12	\$ 5.02	\$ 6.59		\$ 4.37	\$ 4.59	\$ 7.59	\$10.17	\$11.57	
WU	.....MO. DIV. JCT.....	TO	183.7	10.0		12.21	3:15 A.M.	5:05	7:02 A.M.		4:40	5:01 P.M.	8:01 P.M.	10:20 P.M.	11:59 P.M.	
WN	.....WEST DAVENPORT.....	TO	184.9	11.2	A.M. 12-10	12-24		5:08		A.M. 7-41	4:43					
NA	.....NAHANT.....	TO	186.5	12.8	12-13	12-27		5-11		\$ 7-45	4-45					
WD	.....LINWOOD.....	TO	190.9	17.2	12-17	12-32		5-17		† 7-52	4-50					
	.....BUFFALO.....	P	192.0	18.3												
	.....MONTPELIER.....	P	196.8	23.1	12-22	12-38		5-23		† 8-02	4-56					
	.....FAIRPORT.....	P	202.6	28.9	12-28	12-44		5-29		8-11	5-02					
BT	.....MUSCATINE.....	TO	210.3	36.6	\$12-38	\$12-53		\$ 5-43		\$ 8-32	\$ 5-10					
DY	.....CULVER.....	TO	211.6	37.9	A.M. 12-49	12-57		5-47		A.M. 8-37	5-12					
	.....End of Two Main Tracks.....		211.6													
	.....FRUITLAND.....	P	216.6	42.9				5-53			5-17					
Z	.....LETT'S.....	TO	223.4	49.7				6-01			5-24					
	.....FREDONIA.....	P	229.7	56.0				6-07			5-30					
CJ	.....COLUMBUS JCT.....	TO	230.8	57.1		\$ 1-17		\$ 6-09			\$ 5-32					
	.....CRI&P CROSSING.....		230.8	57.1												
	.....COTTER.....	P	236.2	62.5				6-27			5-38					
DA	.....AINSWORTH.....	TO	240.9	67.2				\$ 6-32			5-43					
	.....KAY.....	P	244.7	71.0				6-36			5-47					
	.....CB&Q CROSSING.....		245.4	71.7												
X	.....SOUTH WASHINGTON.....	TO	248.2	74.5		\$ 1-38		\$ 6-46			5-51					
BR	.....BRIGHTON.....	TO	261.4	84.0		1-50		\$ 7-01			6-01					
	.....EAST PLEASANT PLAIN.....	P	263.7	86.3												
	.....PERLEE.....	P	268.5	91.1												
	.....OTERO.....	P	272.5	95.1				7-16			6-12					
FR	.....CB&Q CROSSING.....	TO	274.8	97.4												
	.....FAIRFIELD.....	TO	275.1	97.7		\$ 2-08		\$ 7-28			6-15					
BY	.....LIBERTYVILLE.....	TO	280.2	102.8				\$ 7-36			6-20					
	.....COUNTY.....	P	285.1	107.7				7-42			6-25					
	.....ELDON.....	TO	290.7	113.3		\$ 2-25		\$ 7-55			\$ 6-30					
ON	.....ELDON YARD.....	TO	291.6	114.1				A.M. 2-35			P.M. 6-35					
	.....AVERAGE SPEED PER HOUR.....				41.1	44.3	7.8	31.8	7.1	28.6	54.7	19.5	19.5	7.8	10.3	
	.....SCHEDULE TIME.....				0-39	2-25	0-20	3-35	0-22	0-56	2-05	0-8	0-8	0-20	0-14	

SEE FOOT NOTES ON PAGE 6.

Between Rock Island and Eldon Yard, trains 3 and 4 must not exceed steam passenger train speed.

No. 3 receive Muscatine, Columbus Jct., and Eldon for El Paso or beyond. Davenport discharge from Chicago or Englewood and receive for Kansas City and beyond.

No. 39 discharge from Englewood or Chicago and receive for Kansas City or beyond. Make regular Passenger stop at South Washington on Sundays and holidays, Columbus Jct., receive from No. 62 for Kansas City or beyond.

No. 1 receive and discharge passengers.

# Main Line Westward

**SUBDIVISION 27**  
**STATIONS**  
**Time Table No. 7**  
 September 24, 1950

**SECOND CLASS**

Signal Indications—TT Rule 26a, MP 172 Pole 42 to MP 211 Pole 34

Signal Indications—TT Rule 26c, MP 211 Pole 34 to MP 281 Pole 20

LEAVE	M. P. from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	909	93	265	279	275	91						
						Daily	Daily	Daily	Daily	Daily	Daily	Rocket Freight	Rocket Freight	Rocket Freight	Rocket Freight		
SILVIS.....	173.7	173			RFWTYd	A.M. 3:00	A.M. 5:30				P.M. 7:30						
ROCK ISLAND, ILL.....	181.1	181			RFWTYd												
CB&Q Crossing.....	181.3																
DAVENPORT, IOWA.....	182.8	183			Yd												
MO. DIV. JCT.....	183.7	184			Yd												
WEST DAVENPORT.....	184.9	185			RYd												
NAHANT.....	186.5	187			RYd	4:05	6:05	A.M. 7:00	A.M. 9:00	P.M. 6:45	8:05						
LINWOOD.....	190.9	191		255	YdP												
BUFFALO.....	192.0	192		25													
MONTPELIER.....	196.8	197		9													
FAIRPORT.....	202.6	203		10													
MUSCATINE.....	210.3	210			Yd WYd												
CULVER.....	211.6	212	125	30	RYd	5:07	6:35	7:45	10:11	7:30	8:40						
FRUITLAND.....	216.6	217		30				A.M.	A.M.	P.M.							
LETT'S.....	223.4	224	125	33													
FREDONIA.....	229.7	230	125	14	Yd												
COLUMBUS JCT.....	230.8	231		105	FWYYd	6:15	7:13				9:15						
CRI&P CROSSING.....	230.8																
COTTER.....	236.2	236	125	18													
AINSWORTH.....	240.9	241				6:55	7:30				9:35						
KAY.....	244.7	245	125														
CB&Q CROSSING.....	245.4																
SOUTH WASHINGTON.....	248.2	248															
BRIGHTON.....	261.4	261	125	162													
EAST PLEASANT PLAIN.....	263.7	264		30													
PERLEE.....	268.5	269															
OTERO.....	272.5	273	125														
CB&Q Crossing.....	274.8																
FAIRFIELD.....	275.1	275	20	124	W	8:05	8:25				10:30						
LIBERTYVILLE.....	280.2	280	125	15													
COUNTY.....	285.1	285	125														
ELDON.....	290.7	291		46	YYd												
ELDON YARD.....	291.5	292	20		Yd RFWT Yd	8:50 A.M.	9:30 A.M.				11:30 P.M.						
AVERAGE SPEED PER HOUR.....						20.0	28.5	33.5	22.6	33.5	28.5						
SCHEDULE TIME.....						5:50	4:00	0:45	1:11	0:45	4:00						

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.

Columbus Jct. turn-around local extra leaves Silvis about 9:00 A. M. daily except Sunday.

# Main Line Eastward

## SUBDIVISION 27 STATIONS Time Table No. 7 September 24, 1950

### FIRST CLASS

	M. P. from Chicago	Distance from Silva	FIRST CLASS											
			20	6	126	14	2	8	4	506	40	10	108	
			Passenger	Passenger	CMSt P&P Passenger	La Salle Street Limited	Passenger	Rocket	Golden State	Rocket	Imperial	Rocket	CMSt P&P Passenger	
<b>S</b> .....	<b>SILVIS</b> .....	173.7												
<b>VN</b> .....	<b>ROCK ISLAND, ILL.</b> .....	181.1	A.M. s12-15	A.M. s12-45		A.M. s 3-50	A.M. s 4-10	A.M. s 5-41	A.M. s 8-20	A.M. s10-15	A.M. s11-10	P.M. s 5-15		
	<b>CB&amp;Q CROSSING</b> .....	181.3												
	<b>DAVENPORT, IOWA</b> .....	182.8	12-03	12-30		3-35	3-58	5-34	8-10	10-05	10-53	5-06		
<b>WUP</b> .....	<b>MO. DIV. JCT.</b> .....	183.7	12-01	12-25	A.M. -	3-30	3-51	5-30	8-06	10-02	10-47	5-02	P.M. -	
<b>WN</b> .....	<b>WEST DAVENPORT</b> .....	184.9	A.M. -	A.M. -	A.M. -	A.M. -	A.M. -	A.M. -	A.M. -	A.M. -	A.M. -	A.M. -	P.M. -	
<b>NA</b> .....	<b>NAHANT</b> .....	186.5			3-02		3-48		8-03		10-44		6-52	
<b>WD</b> .....	<b>LINWOOD</b> .....	190.9			2-59		3-46		8-01		10-42		6-47	
	<b>BUFFALO</b> .....	192.0			2-54		3-41		7-56		10-37		6-37	
	<b>MONTPELIER</b> .....	196.8			2-48		3-34		7-50		10-31		6-25	
	<b>FAIRPORT</b> .....	202.6			2-42		3-28		7-44		10-25		6-15	
<b>BT</b> .....	<b>MUSCATINE</b> .....	210.3	a 2-33				s 3-18		g 7-36		g10-17		s 6-02	
<b>DY</b> .....	<b>CULVER</b> .....	211.6			2-21		3-08		7-33		10-13		5-47	
	<b>End of Two Main Tracks</b> .....	211.6			A.M. -								P.M. -	
	<b>FRUITLAND</b> .....	216.6					3-03		7-28		10-08			
<b>Z</b> .....	<b>LETTS</b> .....	223.4					2-55		7-21		10-01			
	<b>FREDONIA</b> .....	229.7					2-45		7-14		9-54			
<b>CJ</b> .....	<b>COLUMBUS JCT.</b> .....	230.8					s 2-42		g 7-12		9-52			
	<b>CRIP Crossing</b> .....	230.8												
	<b>COTTER</b> .....	236.2					2-27		7-06		9-45			
<b>DA</b> .....	<b>AINSWORTH</b> .....	240.9					2-22		7-01		9-40			
	<b>KAY</b> .....	244.7					2-18		6-57		9-36			
	<b>CB&amp;Q CROSSING</b> .....	245.4												
<b>X</b> .....	<b>SOUTH WASHINGTON</b> .....	248.2					s 2-14		6-53		g 9-30			
<b>BR</b> .....	<b>BRIGHTON</b> .....	261.4					1-58		6-43		9-17			
	<b>EAST PLEASANT PLAIN</b> .....	263.7												
	<b>PERLEE</b> .....	268.5												
	<b>OTERO</b> .....	272.5					1-46		6-32		9-05			
<b>FR</b> .....	<b>CB&amp;Q CROSSING</b> .....	274.8												
	<b>FAIRFIELD</b> .....	275.1					s 1-42		6-29		g 9-01			
<b>BY</b> .....	<b>LIBERTYVILLE</b> .....	280.2					1-34		6-24		8-53			
	<b>COUNTY</b> .....	285.1					1-28		6-19		8-48			
	<b>ELDON</b> .....	290.7					s 1-20		g 6-13		g 8-39			
<b>ON</b> .....	<b>ELDON YARD</b> .....	291.5					1-15		6-10		8-35			
		114.1					A.M. -		A.M. -		A.M. -			
	<b>LEAVE</b> .....		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
	<b>AVERAGE SPEED PER HOUR</b> .....		11.1	7.8	39.1	7.8	37.8	14.1	50.9	12.0	42.7	12.0	24.6	
	<b>SCHEDULE TIME</b> .....		0-14	0-20	0-41	0-20	2-55	0-11	2-10	0-13	2-35	0-13	1-05	

SEE FOOTNOTES ON PAGE 8.

Between Rock Island and Eldon Yard, trains 3 and 4 must not exceed steam passenger train speed.

No. 4 Eldon, Columbus Jct., and Muscatine discharge from El Paso or beyond. Davenport discharge from Kansas City and beyond and receive for Englewood and Chicago.

No. 40 discharge from Kansas City or beyond and receive for Englewood or Chicago. Make regular passenger stop at So. Washington on Sundays and holidays.



# Main Line Eastward

**SUBDIVISION 27**  
**STATIONS**  
**Time Table No. 7**  
 September 24, 1950

**SECOND CLASS**

	M. P. From Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	270	286	96	264	98	990						
						CMSt P&P Time Freight	CMSt P&P Time Freight	Rocket Freight	CMSt P&P Time Freight	Rocket Freight							
..... SILVIS .....	173.7	173	.....	.....	RFWYd			A.M. 6:00		P.M. 5:00	A.M. 4:30						
..... ROCK ISLAND, ILL. ....	181.1	181	.....	.....	RFWYd												
..... CB&Q Crossing .....	181.3	.....	.....	.....													
..... DAVENPORT, IOWA .....	182.8	183	.....	.....	Yd												
..... MO. DIV. JCT. ....	183.7	184	.....	.....	Yd												
..... WEST DAVENPORT .....	184.9	185	.....	.....	RYd												
..... NAHANT .....	186.5	187	.....	.....	RYd	A.M. 1:30	A.M. 3:45	4:30	P.M. 3:45	3:15	3:40						
..... LINWOOD .....	190.9	191	.....	255	YdP												
..... BUFFALO .....	192.0	192	.....	25													
..... MONTPELIER .....	196.8	197	.....	9													
..... FAIRPORT .....	202.6	203	.....	10													
..... MUSCATINE .....	210.3	210	.....		Yd WYd												
..... CULVER .....	211.6	212	125	30	RYd	12:30 A.M.	2:45 A.M.	3:53	2:45 P.M.	2:42	3:01						
End of Two Main Tracks	211.6	.....	.....	.....													
..... FRUITLAND .....	216.6	217	.....	30													
..... LETTS .....	223.4	224	125	33													
..... FREDONIA .....	229.7	230	125	14	Yd												
..... COLUMBUS JCT. ....	230.8	231	.....	105	FWYYd			3:24		2:15	1:49						
..... CRI&P CROSSING .....	230.8	.....	.....	.....													
..... COTTER .....	236.2	236	125	18													
..... AINSWORTH .....	240.9	241	.....	.....				3:10		2:01	1:20						
..... KAY .....	244.7	245	125	.....													
..... CB&Q CROSSING .....	245.4	.....	.....	.....													
..... SOUTH WASHINGTON .....	248.2	248	.....	.....													
..... BRIGHTON .....	261.4	261	125	162													
..... EAST PLEASANT PLAIN .....	263.7	264	.....	30													
..... PERLEE .....	268.5	269	.....	.....													
..... OTERO .....	272.5	273	125	.....													
..... CB&Q Crossing .....	274.8	.....	.....	.....													
..... FAIRFIELD .....	275.1	275	20	124	W			2:00		1:18	12:44						
..... LIBERTYVILLE .....	280.2	280	125	15													
..... COUNTY .....	285.1	285	125	.....													
..... ELDON .....	290.7	291	.....	46	YYd												
..... ELDON YARD .....	291.5	292	20	Yd	RFWT Yd			1:30 A.M.		12:50 P.M.	12:01 A.M.						
<b>LEAVE</b>						Daily	Daily	Daily	Daily	Daily	Daily						
<b>AVERAGE SPEED PER HOUR.</b>						25.1	25.1	25.4	25.1	27.4	25.5						
<b>SCHEDULE TIME.</b>						1:00	1:00	4:30	1:00	4:10	4:29						

Signal Indications—TT Rule 28a, MP 172 Pole 42 to MP 211 Pole 34

Signal Indications—TT Rule 28c, MP 211 Pole 34 to MP 281 Pole 20

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, 605 AND 606 NOT LESS THAN 10 MINS.**

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 Time Table No. 7 September 24, 1950				FIRST CLASS			
909	901	Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	LEAVE	209	501	503	213
Peoria Red Ball	Through Freight					Peoria Mail	Rocket	Rocket	Passenger
Daily	Daily Ex. Sunday				LEAVE	Daily	Daily	Daily	Daily
A.M. 2:40	A.M. 2:30	Yd	80	114.2	AU	A.M. 4:30	P.M. 12:23	P.M. 8:51	P.M. 9:10
3:05	2:55	30	92	122.1	GW	f 4:40	12:31	8:58	s 9:19
3:20	3:10	30	93	127.7	HN	a 4:51	12:36	9:03	f 9:26
3:40	3:25	52	93	134.7	SD	s 5:02	12:42	9:09	f 9:34
4:15	3:40	75	76	142.6	HA	s 5:19	12:50	9:17	s 9:44
4:20	3:45	.....	102	144.1	.....	5:21	12:51	9:19	9:46
4:40	4:00	23	.....	151.1	.....	f 5:28	12:57	9:25	9:53
4:47	4:10	6	102	155.0	.....	5:34	1:00	9:28	9:57
5:20	5:00	.....	.....	159.8	.....	5:39	1:05	9:33	10:03
A.M.	A.M.	Yd	.....	160.7	BY	5:41	1:07	9:35	10:05
17.5	18.6	.....	.....	161.0	.....	5:45	1:10	9:40	10:15
2:40	2:30	.....	.....	.....	.....	A.M.	P.M.	P.M.	P.M.
..... AVERAGE SPEED PER HOUR .....						37.4	59.7	59.7	41.1
..... SCHEDULE TIME .....						1.15	0.47	0.47	1.05

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.  
FORM Y ORDERS AUTHORIZED.

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		SUBDIVISION 27-B STATIONS Time Table No. 7 September 24, 1950				SECOND CLASS				
425	429	Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	LEAVE	Station Numbers	Distance from Ainsworth	Signs	430	426
Daily Ex. Sunday	Mixed Daily Ex. Saturday								Mixed	Mixed
A.M. 10:00	P.M. 11:30	29	65	240.9	DA	241	.....	RYd	A.M. 9:00	A.M. 8:30
10:30	A.M.	277	.....	248.2	WA	10007	7.2	RFWYYd	7:00	A.M.
.....	.....	.....	.....	248.7	.....	.....	7.7	.....	.....	.....
.....	.....	.....	.....	255.6	WH	10015	14.6	.....	s 6:15	.....
.....	.....	.....	.....	262.9	KP	10022	21.9	.....	s 5:45	.....
.....	.....	.....	.....	268.0	OW	10027	27.0	.....	s 5:30	.....
.....	.....	.....	.....	276.6	SG	10036	35.6	W	s 5:00	.....
.....	.....	.....	.....	283.9	U	10043	42.9	.....	s 4:40	.....
.....	.....	.....	.....	291.1	.....	10050	50.1	.....	s 4:25	.....
.....	.....	.....	.....	301.3	GH	10060	60.3	RWYYd	4:00 A.M.	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	Daily Ex. Sunday	Daily Ex. Sunday
14.4	19.3	..... AVERAGE SPEED PER HOUR .....				17.7	21.6	..... SCHEDULE TIME .....		
0:30	2:45	..... SCHEDULE TIME .....				3:00	0:30	..... SCHEDULE TIME .....		

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, and T. O. Signal indicates proceed.

## Peoria-Bureau Main Line Eastward

FIRST CLASS				SUBDIVISION 2-A STATIONS Time Table No. 7 September 24, 1950			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. 6.15	P.M. 3.42	A.M. 7.42	A.M. 1.40	..... BUREAU .....	114.2	114	RFWTTYd	A.M. 9.15	P.M. 11.25	P.M. 11.35	
	6.03	3.35	7.35	1.25	..... PUTNAM .....	122.1	4008	.....	8.40	11.07	11.16	
	5.56	3.30	7.30	1.17	..... HENRY .....	127.7	4014	.....	8.20	10.58	11.07	
	5.47	3.24	7.24	1.08	..... SPARLAND .....	134.7	4021	.....	8.03	10.44	10.56	
	5.37	3.17	7.17	12.58	..... CHILLICOTHE .....	142.6	4029	WYd	7.48	10.32	10.43	
	5.34	3.15	7.15	12.53	..... COUGHLIN .....	144.1	4030	.....	7.44	10.29	10.34	
	5.28	3.09	7.09	12.44	..... MOSSVILLE .....	151.1	4037	.....	7.32	10.20	10.25	
	5.24	3.06	7.06	12.39	..... SANKOTY .....	155.0	4041	.....	7.25	10.15	10.20	
	5.19	3.02	7.02	12.34	..... PEORIA JCT. ....	159.8	.....	Yd				
	5.17	3.01	7.01	12.32	..... PEORIA YARD .....	160.7	.....	RFWTTYd	7.15 A.M.	10.05 P.M.	10.10 P.M.	
	5.15 P.M.	3.00 P.M.	7.00 A.M.	12.30 A.M.	..... PEORIA .....	161.0	4047	RYd				
	Daily	Daily	Daily	Daily	LEAVE				Daily	Daily	Daily Ex. Sunday	
	46.8	66.7	66.7	40.1	..... AVERAGE SPEED PER HOUR .....				23.2	34.5	32.5	
	1.00	0.42	0.42	1.10	..... SCHEDULE TIME .....				2.00	1.20	1.25	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF NOS. 601, 502, 603 AND 604 NOT LESS THAN 10 MINS.  
FORM Y ORDERS AUTHORIZED.

No. 504 Bureau discharge for No. 7 for Des Moines or beyond and for No. 3 for Pullman passengers, El Paso or beyond and coach passengers for California points.

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 September 24, 1950			SECOND CLASS					
			1055						1054			
			Daily Ex. Sunday	Station Numbers	LEAVE	M. P. from Silvis	Signs					
			P.M. 11.00	9035	CN..... CLINTON .....	46.5	RFWTTYd		P.M. 10.15			
			P.M. 1.00	185	WN... WEST DAVENPORT .....	11.2	RYd		9.00 P.M.			
			A.M.		..... LEAVE .....				Daily Ex. Sunday			
			17.7		..... AVERAGE SPEED PER HOUR .....				28.2			
			2.00		..... SCHEDULE TIME .....				1.15			

# Westward

# Peoria Branch

# Eastward

SECOND CLASS				Signs	Station Numbers	SUBDIVISION 3 STATIONS Time Table No. 7 September 24, 1950			M. P. from Peoria	Capacity of Sidings	Capacity of Other Tracks	SECOND CLASS			
803						LEAVE						804			
Freight				RFWTTYd	4047	PEORIA			1.2			Freight			
Tues. Thurs. Sat.						PEORIA JCT.						P.M. 12:10			
A.M. 7:30				Yd		PEORIA HEIGHTS			5.2	50	A.M. 11:53				
7:45				Yd	5006	KELLER			6.4	25	11:50				
7:48				Yd	5007	ALTA			10.4	15	11:40				
8:00					5011	DUNLAP TO			14.6	12	11:30				
8:10					5015	AT&SF Crossing			20.5						
8:25					5022	PRINCEVILLE TO			21.1	16	18	11:15			
8:38					5026	STARK			25.7		26	11:00			
						CB&Q CROSSING UX			30.5						
8:48					5031	WYOMING TO			30.7		40	10:50			
9:05					5037	TOULON TO			36.3	41	51	10:30			
9:20				W	5042	LAFAYETTE TO			41.9		18	10:15			
9:45				WYd	5048	GALVA TO			47.3	18	30	9:45			
						CB&Q CROSSING			47.9						
						CB&Q CROSSING UX			48.1						
10:00					5052	BISHOP HILL			51.7		26	9:25			
10:12					5057	ULAH			57.0		31	9:15			
10:29					5061	CAMBRIDGE TO			60.7	25	58	9:05			
10:40					5067	OSCO TO			66.6		25	8:50			
10:50					5072	ORION TO			71.4		24	8:40			
11:00				R		ORION JCT.			72.7			8:30			
11:15 A.M.				R	170	COLONA TO			82.3		20	8:10 A.M.			
						LEAVE						Mon. Wed. Fri.			
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 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 Crossover.  
MP 63 pole 20 Crossover.  
MP 102 pole 49 Crossover.  
MP 103 pole 2 Crossover.  
MP 112 pole 47 Crossover.  
MP 114 pole 1 Crossover.  
MP 114 pole 3 Crossover.  
MP 114 pole 4 Eastward to Peoria Main.  
MP 115 pole 34 Crossover.  
MP 148 pole 35 Crossover.  
MP 148 pole 39 Crossover.  
MP 167 pole 42 Crossover.  
MP 171 pole 2 Crossover.  
MP 172 pole 26 Crossover.  
MP 174 pole 27 Crossover.

#### No. 16 Turnouts:

##### Subdivision 2.

East end westward siding Geneseo.  
MP 171 pole 4 east end east yard, Silvis.  
MP 172 pole 31 west end Departure Yard, Silvis.  
MP 172 pole 32 freight lead to Receiving Yard, Silvis.  
MP 174 pole 19 west end west yard, Silvis.

##### Subdivision 27.

End of two main tracks Culver, MP 211 pole 26.  
West end siding Culver.  
Both ends siding Letts.  
Both ends siding Fredonia.  
Both ends siding Cotter.  
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	15
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 running backward, with or without cars, must not exceed a speed of 25 MPH .....				
When Diesel switch engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the Dispatcher .....				
Diesel switch engines, Class S-15 and other small type diesel engines must not be operated on main tracks or to foreign line connections nor through interlocking plants unless coupled with one or more cars .....				
Engines with drivers blocked up .....	30	30	30	30
Engines and passenger motor cars to be moved dead in trains will be placed in train ONLY when instructed by Chief Dispatcher who will advise all concerned regarding maximum speed permitted by train handling .....				
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, 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

### LOCATION

**NOTE:**

Ditchers and other types of spreaders, locomotive cranes, clam shells, steam shovels, drag lines and similar machines with wings or booms handled in trains in through movement must have wings and booms in trailing position, when practical, while movement being made.

**NOTE:**

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:

260 HP Diesel-Electric Switchers D-B-C-W;	25	25	25	25
360 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	50	45
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits .....	10	10	10	10

### SUBDIVISION 2

(Except as shown below)	70	60	50	45
Joliet—Between GM&O Crossing and west end of Curve immediately west of Des-plaines River Bridge .....	25	25	15	15
Ottawa—Between Fox River Bridge and Over CB&Q Crossing MP 84.8 .....	50	50	40	40
Between IC bridge La Salle and Peru depot ..	40	40	20	20
Over CB&Q Crossing MP 101.0 and to MP 107.4 .....	50	50	35	35
Bureau—Between MP 114 and MP 115 .....	30	30	15	15
MP 127-37 to 128-8 .....		50		40
MP 169.7 CB&Q Crossing, Engine only .....	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.

Marseilles. Engines larger than 200 Series must not use "Canal" and "Certaunted" 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.

Atkinson. Engines larger than C-43 Series must not use Runaround and Hill tracks.

5100 Series engines must not exceed thirty (30) MPH over Bridges 839, 982 and 1193.

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 Natick Yard.

The following tracks must not be used by 5000 or 5100 Series engines:

Morris ... Elevator track or House track switches.	Utica .....	Hill track.
Seneca ... Hogan's track.	MP 98.5 .....	Illinois track.
Tracks 3 and 4.	La Salle .....	Alpha Cement track.
Old K&S Line.		North House track.
Ottawa ... North House track.		Westclox track.
Kinney track.	Peru .....	Roundhouse Lead.
Independent Connection.	Spring Valley	Peru Produce track.
MP 88 ... Twin Bluffs.		C&NW Connection
MP 89 ... New C&I V Connection.	Tiskilwa .....	beyond derail.
		Curtis track.

### SUBDIVISION 2-A

(Except as shown below)

Peoria MP 156-15 to MP 158-30 .....	30	30	20	20
Peoria MP 158-30 to Peoria passenger station ..	25	25	15	15

Peoria—First Class trains between Peoria Jct., and Bridge Street. Restricted Speed.

At Chillicothe, engines must not use "Pit Track" of Lake Erie Mining Co. and "Hold Track" at Coogan's pit.

At Sparland Brk Yard tracks, engines heavier than C-43 class must not use.



## SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 3</b> .....	35	30	35	30
(Except as shown below)				
Peoria, Adams St. Crossing .....	5	5	5	5
Between Peoria passenger station and MP 2 .....	15	15	15	15
Over Peoria Heights crossing .....	5	5	5	5
Between MP 2 and Keller .....	30	20	20	15
MP 20.5 AT&SF Crossing .....	25		25	
MP 47.9 CB&Q Crossing .....	20		20	
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 71.4 .....	30	20	30	20

Engines heavier than P-42, and K-68-B class will not be used on 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 and Elevator Track.

Engines 831 to 944, 1600, 1700, 1900, 2000 and 2100 Series may be double headed between Peoria and Orion Jct.

Galva. Trains and engines must not exceed 20 MPH between Home Signals of Interlocking.

SUBDIVISION 27	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
(Except as shown below)	70	60	50	40
Mississippi River Bridge .....	10	10	10	10
Through Davenport city limits .....	12	12	12	12
MP 199-35 to 200-4 .....		50		40
MP 209-16 to 209-30 .....		45		40
MP 210-10 to 210-25 .....		Low	Speed.	40
MP 220-10 to 220-34 .....		50		40
MP 230-40 CR&P Crossing (engine only) .....	40		35	
MP 249 to MP 257-30 .....	60	60	45	45
Perles to Eldon .....	65	65	45	45
MP 274-8 CB&Q Crossing (engine only) .....	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 C43 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.

SUBDIVISION 27-B	Passenger Trains	Freight Trains
(Except as shown below)	35	30
Oskaloosa—All street crossings .....	5	5
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			
Coal Chute MP 60.8 .....	60	Fox River Bridge MP 83.9 .....	60
Through Morris .....	60	Through Ottawa .....	60

BETWEEN BUREAU AND PEORIA			
Through Henry .....	40	Jct. Turnout MP 159.2 .....	25
Through Chillicothe .....	30	Peoria Jct. Turnout MP 159.8 .....	25

### 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 drawbridges, railroad crossings or moving thru towns or cities where speed is governed by ordinance, must 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.

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 passenger engines and passenger trains with conventional equipment handled by Diesel engines must not exceed speed 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 covered 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

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.
- 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.
Morris.	Nahant—Yard Office and Round House.
Seneca.	West Davenport—Yard Office.
Ottawa—Yard Office.	Muscatine—Round House.
La Salle—Yard Office.	Washington.
Bureau.	Eldon Yard and Round House.
Silvis—Round House and Yard Office.	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.	Peoria.
Burr Oak—Out Freight.	Peoria Yard.
Joliet—Union Station.	Nahant.
La Salle—Passenger Station.	Culver Tower.
Bureau.	Washington.
Silvis—Yard Office—Round House.	Eldon Yard.
Rock Island—Telegraph Office.	Oskaloosa.

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

## SPECIAL INSTRUCTIONS—Continued.

11. 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 displaced wait five (5) minutes, then operate release located near concrete relay house.
- 11a. Westward main track through Muscatine between MP 210 Pole 2 and westward home signal at Culver is signaled for reversed movement. Rules 400 to 406, 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 cross-over to Signal 2090.
- 11b. 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	Switch Tender		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.....	50 Psgr. 40 Ft.
2	101.0	CB&Q.....	50 Psgr. 40 Ft.
27	245.4	CB&Q.....	70 Psgr. 50 Ft.
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. ...."

Proceeding 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.

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.

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 5, Subdiv. 3, all trains and switch movements must stop and attend derail and be flagged over Marietta 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 station 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 route desired:

Culver..... Westward	} For siding—four short, one long.
Fairfield... Westward	
Colona.....	

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

26. Automatic Block Signal Rules, are in effect between Joliet and Eldon Yard, and between Bureau and "End of Block" Sign, Fayette St. Peoria, except Mississippi River Bridge.

26a. Rules 450 to 453 are in effect between Joliet. U. D. Interlocking Ottawa Street and MP 43 Pole 18, MP 63 Pole 20 and MP 103 Pole 1, MP 115 Pole 32 and MP 148 Pole 33, MP 172 Pole 42 and MP 211 Pole 34.

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.

26c. Rules 400 to 406, inclusive, 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 and between MP 211 pole 34 to MP 291 pole 20.

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.	Mile Post	Kind of Structure
2	43.3	Viaduct (EJ&ERy.).
	45.5	Signal Bridge.
	47.4	Viaduct (Hwy.).
	60.8	Coal chute, Morris.
	61.6	Signal Bridge.
	63.3	Signal Bridge.
	86.6	Signal Bridge.
	88.5	Viaduct (Hwy.).
	98.2	Viaduct (ICRy.).
	98.7	Viaduct (Hwy.). IC Transfer
	99.7	Viaduct (Foot Bridge).
	103.1	Signal Bridge.
	104.3	Viaduct (Hwy.) EB WB.
	104.8	Signal Bridge.
	108.8	Viaduct (NYCRy.).
	112.9	Signal Bridge.
	113.0	Signal Bridge.
	114.0	Signal Bridge.
	114.5	Coal chute Bureau.
	114.6	Viaduct (Hwy.).
	129.6	Viaduct CBQ.
	133.7	Viaduct (Hwy.).
	134.2	Viaduct (C&NWRy.).
	136.3	Viaduct (Hwy.).
	150.5	Signal Bridge.
	159.2	Signal Bridge.
	159.4	Cantilever.
	169.3	Thru span (Green River).
	172.8	Viaduct (Hwy.).
	173.8	Viaduct (Foot Bridge).
	121.7	Viaduct (Hwy.).
	161.1	Building (Power Plant).
	161.2	Viaduct (Franklin Street).
13	Viaduct (C&NWRy.).	
33.1	Thru span (Spoon River).	
182.2	Thru span (Miss. River).	
182.5	Thru span (Iowa St.).	
182.6	Thru span (Pershing St.).	
210.1	Viaduct (Hwy.).	
257.1	Viaduct (M&StLRy.).	
264.2	Viaduct (Hwy.).	
267.0	Viaduct (Hwy.).	
269.9	Viaduct (Hwy.).	
270.8	Viaduct (Hwy.).	
291.5	Coal Chute, Eldon.	
251.7	Thru span (Crooked Creek).	
271.9	Thru span (German Creek).	
276.5	Viaduct (CMStP&PRy.).	
288.3	Thru span (No. Skunk River).	
290.5	Viaduct (Hwy.).	
294.0	Thru span (So. Skunk River).	
301.8	Viaduct (M&StLRy.).	
301.9	Viaduct (M&StLRy.).	
Milan to Rock Island	.....	Thru span (Mill Creek).
	.....	Thru span (I&M Canal).
	.....	Thru span (Rock River).
	.....	Thru span (Rock River).
	.....	Viaduct (24th St.).

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	Hahns Spur.....	10

32b. Extra frt. or work train extras will not display white signals on Subdivisions 2 and 27.

35. Emergency telephones connected with train dispatcher circuit are located at "pole sets," or in both 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.

### TRAIN ORDER OFFICES

Office Hours  
Week Days  
Except Saturday  
\*Sundays and Holidays  
\*\*Saturdays

	From	To
<b>SUBDIVISION 2</b>		
Minooka.....	7:00 a.m.	4:00 p.m.
Morris.....	** 7:30 a.m.	3:30 p.m.
	** 7:00 p.m.	3:00 a.m.
Seneca.....	** 6:30 a.m.	6:00 p.m.
	** 6:30 a.m.	9:30 a.m.
	8:00 a.m.	5:00 p.m.
Marselles.....	Continuous	
Ottawa.....	7:30 a.m.	4:30 p.m.
La Salle.....	Continuous	
Spring Valley.....	7:00 a.m.	4:00 p.m.
De Pue.....	** 5:00 a.m.	9:00 p.m.
Bureau.....	Continuous	
Tiskilwa.....	7:00 a.m.	4:00 p.m.
Sheffield.....	** 11:00 a.m.	7:00 p.m.
	** 11:00 p.m.	7:00 a.m.
Mineral.....	8:00 a.m.	5:00 p.m.
Annawan.....	7:30 a.m.	4:30 p.m.
Atkinson.....	7:30 a.m.	10:00 p.m.
	2:00 p.m.	10:00 p.m.
	7:30 a.m.	4:30 p.m.
Geneseo.....	Continuous	
Colona.....	Continuous	
Silvis.....	Continuous	
Rock Island.....	Continuous	
<b>SUBDIVISION 2-A</b>		
Bureau.....	Continuous	
Putnam.....	7:00 p.m.	3:00 a.m.
Henry.....	7:30 a.m.	4:30 p.m.
Sparland.....	7:00 a.m.	4:30 p.m.
Chillicothe.....	Continuous	
Peoria Yard.....	Continuous	
<b>SUBDIVISION 27-A</b>		
Clinton.....	Continuous	
West Davenport.....	Continuous	

	From	To
<b>SUBDIVISION 3</b>		
Colona.....	Continuous	
Orion.....	8:30 a.m.	5:30 p.m.
Oско.....	8:30 a.m.	5:30 p.m.
Cambridge.....	8:30 a.m.	5:30 p.m.
Galva.....	8:30 a.m.	5:30 p.m.
La Fayette.....	8:30 a.m.	5:30 p.m.
Wyoming.....	8:30 a.m.	5:30 p.m.
Princeville.....	8:30 a.m.	5:30 p.m.
Dunlap.....	8:30 a.m.	5:30 p.m.

	From	To
<b>SUBDIVISION 27</b>		
Silvis.....	Continuous	
Rock Island.....	Continuous	
Mo. Divn. Jct.....	Continuous	
West Davenport.....	Continuous	
Nahant.....	Continuous	
Linwood.....	7:45 a.m.	4:45 p.m.
Culver.....	Continuous	
Letts.....	8:00 a.m.	5:00 p.m.
Columbus Jct.....	** 10:00 a.m.	6:00 p.m.
	** 10:30 p.m.	6:30 a.m.
Ainsworth.....	** 8:30 a.m.	5:30 p.m.
Brighton.....	8:00 a.m.	5:00 p.m.
Fairfield Tower.....	Continuous	
Libertyville.....	8:00 a.m.	5:00 p.m.
Eldon Yard.....	Continuous	

	From	To
<b>SUBDIVISION 27-B</b>		
Ainsworth.....	8:30 a.m.	5:30 p.m.
Washington.....	7:30 a.m.	4:30 p.m.
	** 7:30 a.m.	4:30 p.m.
Westchester.....	7:00 a.m.	4:00 p.m.
Keota.....	7:00 a.m.	4:00 p.m.
Harper.....	7:15 a.m.	4:15 p.m.
Sigourney.....	7:30 a.m.	4:30 p.m.
Delta.....	6:30 a.m.	3:30 p.m.
Oskaloosa.....	7:30 a.m.	4:30 p.m.
	** 7:30 a.m.	4:30 p.m.

### 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	28.8
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	15.6
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



J. E. WILLIAMS, Trainmaster, Rock Island, Ill.  
Subdivision 2.

R. A. KIELY, Trainmaster, Peoria, Ill.  
Subdivisions 2a, 3 and Peoria Terminal.

D. E. MORGAN, Terminal Trainmaster, Silvis, Ill.

I. J. SCOTT, Terminal Trainmaster, Silvis, Ill.

W. D. BLY, Trainmaster, Eldon, Iowa.  
Subdivisions 27, 27a, 27b.

C. E. KLINE, Ass't Trainmaster, Ottawa, Ill.

H. MULLINIX, Master Mechanic, Silvis, Ill.

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

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

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

B. B. IRWIN, Act'g 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,  
J. L. SINCLAIR,  
G. H. WORTZ,

Train Dispatchers,  
Rock Island, Ill.