

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon, Tel. WAB 2-3200, Local 220.	Chicago
J. M. L. JENSEN, Ass't Chief Surgeon and Examiner.	
FRANK BRAWLEY, Oculist.	
J. W. CLARK, Oculist.	
R. J. KENNEDY, Local Surgeon and Examiner.	Joliet
R. STEPHEN, Asst. Local Surgeon and Examiner.	
H. N. FLEXER, Oculist and Aurist.	
D. W. FEY, Local Surgeon and Examiner.	Peoria
C. S. TURNER, Oculist and Aurist.	Clinton
H. A. AMESBURY, Local Surgeon and Examiner.	
J. B. ROTH.	Morris
P. R. CLARK.	Marseilles
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.	La Salle
J. F. LEWIS, Oculist and Examiner.	
O. BALENSIEFER.	Peru
R. E. DAVIES, Local Surgeon.	Spring Valley
GEORGE B. MEAGHER.	DePue
B. J. DYSART, Surgeon and Examiner.	Bureau-Henry
H. E. BROWN.	Tiskilwa
O. B. GILTNER.	Sheffield
WM. D. LARSON, Local Surgeon.	Annawan
J. S. PUENTES, Local Surgeon.	Atkinson
W. R. YOUNG.	Geneseo
H. C. DEBOURCY, Division Surgeon and Examiner.	Silvis
GEO. A. COOK, Asst. Local Surgeon and Examiner.	East Moline
C. D. JOHNSON, Oculist.	Moline
L. A. DONDANVILLE, Division Surgeon and Examiner.	
C. P. O'NEILL, Local Surgeon.	Rock Island
L. OSTROM, Oculist.	
M. L. OSTROM, Ass't Oculist and Aurist.	
G. F. HARKNESS, Oculist.	Davenport
R. L. PHIFER, Asst. Local Surgeon and Examiner.	
W. G. BESSMER, Surgeon and Examiner.	
H. V. THOMAS.	Chillicothe
EMERY E. ROYCE.	Sparland
J. T. WEAD.	Wyoming
P. M. SCHMIDT.	Galva
C. P. PHILLIPS, Surgeon and Examiner.	Muscatine
JAMES W. PENCE.	Columbus Jct.
M. L. CREEDY.	Washington
L. D. JAMES, Local Surgeon and Examiner.	Fairfield
J. E. KIMBALL.	West Liberty
D. F. FITZPATRICK, Surgeon and Examiner.	Iowa City
W. L. YETTER.	
R. J. HENNES.	Oxford
E. B. WILLIAMS.	Montezuma
HENRY MOERSHELL.	Homestead
W. D. HALL, Surgeon and Examiner.	Marengo
E. J. RINGENA.	Brooklyn
J. R. PARRISH.	Grinnell
JNO. W. BILLINGSLEY.	Newton
ARNOLD L. NELSON, Div. Surgeon and Examiner.	Des Moines
JAMES B. FRASER, Asst. Div. Surgeon and Examiner.	
VICTOR G. PARSONS, Asst. Divn. Surgeon and Examiner.	
C. C. JONES, Oculist and Aurist.	
CHAMBERS, TAIT and MARQUIS, Oculists.	Cedar Rapids, Iowa
D. E. BEARDSLEY, Examiner.	
J. K. VON LACKUM, Asst. Oculist, Aurist and Examiner.	
E. A. COBB, Examiner.	Burlington
FRANK G. OBER, Examiner.	
GEORGE J. PEARSON, Oculist and Aurist.	Wapello
J. H. CHITTUM.	Columbus Jct.
JAMES W. PENCE.	Vinton
J. E. BLUMGREN.	LaPorte City
R. B. FIELDS.	Cedar Falls
S. W. BARNETT.	Waterloo
F. H. LOHMAN.	Greene
B. V. ANDERSON.	Manly
G. S. WESTLY, Examiner.	Iowa Falls
WILLIAM JOHNSON, Examiner.	
ROBERT JOHNSON, Examiner.	Center Point
CHAS. G. YOST.	Independence
N. L. HERSEY.	West Union
L. L. CARR.	Decorah
A. F. FRITCHEN.	Waverly
O. C. HARDWIG.	

SEE PAGE 21 FOR HOSPITALS

Chicago, Rock Island & Pacific Railroad



TIME TABLE

ROCK ISLAND DIVISION FIRST DISTRICT

No. 2

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

SUNDAY, SEPTEMBER 27, 1953

J. F. ORLOMOSKI,
Superintendent

B. F. WELLS,
Ass't General Manager

E. E. FOULKS,
Gen. Supt. Transportation

G. J. MULICK,
General Manager

This Time Table for the exclusive use
and guidance of Employes

Main Line Westward

FIRST CLASS

FIRST CLASS											M. P. from Chicago	Station Numbers	SUBDIVISION 2 STATIONS	
													Time Table No. 2	
													September 27, 1953	
5	9	39	503	505	7	3		501	11	1				
Passenger	Passenger	Passenger	Rocket	Passenger	Rocket	Golden State		Rocket	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily				
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		A.M.	A.M.	A.M.				
10.45	9.15	9.00	7.00	5.00	2.00	1.20		10.35	9.00	1.00				
11.09	9.40	9.27	7.19	5.24	2.19	1.41		10.54	9.24	1.24				
											0	0	GO..... Chicago.....	
											15.7	16	BI..... Blue Island.....	
											24.5	16	..... JOLIET.....
											40.2	40	..... ROCKDALE.....
											42.4	42	..... MINOOKA.....
											51.1	51	..... MORRIS.....
											61.7	62	..... STOCKDALE.....
											65.5	66	..... SENECA.....
											71.9	72	..... MARSEILLES.....
											77.3	77	..... OTTAWA.....
											84.6	85	..... CB&Q CROSSING.....
											84.8	85	..... ARZNER.....
											89.0	89	..... UTICA.....
											94.0	94	..... LA SALLE.....
											99.0	99	..... PERU.....
											100.1	100	..... CB&Q CROSSING.....
											101.0	100	..... SPRING VALLEY.....
											104.3	104	..... DE PUE.....
											109.9	110	..... BUREAU.....
											114.2	114	..... TISKILWA.....
											122.4	123	..... WYANET.....
											128.6	129	..... SHEFFIELD.....
											136.5	137	..... MINERAL.....
											141.9	142	..... ANNAPAN.....
											146.6	146	..... ATKINSON.....
											151.5	152	..... GENESEO.....
											159.1	159	..... GREEN RIVER.....
											167.8	168	..... COLONA.....
											169.7	170	..... CB&Q CROSSING.....
											169.7	170	..... SILVIS.....
											173.7	173	..... EAST MOLINE.....
											175.1	175	..... MOLINE.....
											178.9	179	..... ROCK ISLAND.....
											181.1	181	.....

See TT Rule 15

TWO MAIN TRACKS—SIGNAL INDICATIONS

SEE FOOTNOTES ON PAGE 2.

Rock Island—First class trains approach passenger station at RESTRICTED SPEED.

- No. 1 discharge Marselles, Seneca, Wyanet from Chicago and Englewood. Joliet and Marselles to receive for points where scheduled to stop.
- No. 501 receive Joliet for Ottawa, LaSalle, Peoria, discharge Morris from Chicago and Englewood.
- No. 7—Joliet—receive for stop points Newton or beyond. Ottawa, LaSalle receive for Omaha and beyond; Bureau receive for Des Moines and points west.
- No. 3 receives Joliet and Bureau for El Paso or beyond. Moline discharge from Chicago or Englewood, and receive for Kansas City or beyond.

- No. 503 receive Joliet for Ottawa, LaSalle, Peoria, discharge Morris from Chicago and Englewood.
- No. 505 receive Joliet, Ottawa and LaSalle for Tri-Cities and beyond where scheduled to stop.
- No. 9 Joliet 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. Discharge Ottawa and La Salle from Chicago and Englewood on Fridays and Sundays.

Main Line Westward

SECOND CLASS					FIRST CLASS					M. P. from Chicago	Distance from Silvis	Capacity of Sidings	SUBDIVISION 4 STATIONS Time Table No. 2 September 27, 1953	
81	903	1039	99	83	505	7	1	5	9					
Freight	Freight	Freight	*Freight	Freight	Passenger	Rocket	Passenger	Passenger	Passenger					
Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P. M. 5.55	P. M. 1.35		A. M. 7.35	A. M. 6.55	P. M. 8.28	P. M. 5.05	A. M. 7.02	A. M. 3.15	A. M. 1.02	183.7	10.0		WU.	MO. DIV. JCT.
					8-36	5-12	7-10	3-25	1-10	190.1	16.4		WM.	TURNOUT
					8-41	5-16	7-17	3-31	1-15	194.9	21.2	E 49 W 46	HM.	WALCOTT
					8-45	5-20	7-23	3-36	1-19	199.2	25.5		OR.	STOCKTON
					8-48	5-23	7-29	3-39	1-22	202.0	28.3		JN.	DURANT
					8-53	5-27	7-37	3-45	1-27	207.6	33.9	E 91 W 61		WILTON
					8-57	5-30	7-43	3-50	1-31	211.1	37.4			MOSCOW
					9-01	5-34	7-51	3-55	1-36	215.9	42.2	W 49		ATALISSA
6-50	2-35 P. M.		8-35 A. M.	7-55	9-07	5-39	8-20	4-12	1-43	221.3	47.6	E 69 W 71	W.	WEST LIBERTY (CRI&P Crossing)
					9-12	5-44	8-27	4-19	1-49	226.7	53.0			DOWNEY
7-10				8-25	9-25	5-54	8-50	4-43	2-04	236.8	63.1		IC.	IOWA CITY
7-16				8-30	9-30	5-58	8-55	4-49	2-08	241.0	67.3	79		VERNON
7-22				8-35	9-34	6-01	9-06	4-53	2-12	244.7	71.0	50		TIFFIN
7-32				9-00	9-41	6-07	9-16	5-01	2-19	251.5	77.8	89	V...	OXFORD
7-40				9-06	9-07	6-11	9-25	5-07	2-24	256.6	82.9	58	HO.	HOMESTEAD
7-47				9-14	9-14	6-15	9-33	5-13	2-29	262.1	88.4	69		SOUTH AMANA
7-55				9-21	9-21	6-19	9-43	5-19	2-34	267.3	93.6	N 114 S 66	MA.	MARENGO
8-04				9-29	10-02	6-24	9-52	5-26	2-41	273.9	100.2	89	RN.	LADORA
8-13				9-37	10-08	6-29	10-01	5-32	2-47	279.9	106.2	90	WB.	VICTOR
										282.5	108.8		CA.	(C&NW Crossing) CARNFORTH
8-25				9-47	10-15	6-35	10-14	5-41	2-55	287.7	114.0	105	BN.	BROOKLYN
8-34				9-55	10-21	6-40	10-23	5-47	3-01	293.7	120.0	49	J...	MALCOM
8-39				10-00	10-25	6-43	10-28	5-51	3-05	297.3	123.6	79		ASCALON
8-47				10-07	10-34	6-49	10-45	6-09	3-14	302.7	129.0	156	GR.	(M&StL Crossing) GRINNELL
9-04				10-15	10-40	6-56	10-52	6-16	3-20	308.7	135.0	84		TURNER
9-15				10-22	10-45	7-01	11-02	6-22	3-35	313.8	140.1	78	KG.	KELLOGG
9-35				10-45	10-55	7-11	11-35	6-47	3-46	322.5	148.8	E 125 W 64	G...	NEWTON
9-45				10-54	11-01	7-19	11-45	6-55	3-52	328.6	154.9	50		METZ
9-54				11-03	11-07	7-24	11-55	7-02	3-58	334.7	161.0	86	FX.	COLFAX
10-05				11-12	11-13	7-30	12-07	7-08	4-04	340.6	166.9	78	SU.	MITCHELLVILLE
10-17			A. M. 11-45	11-21	11-19	7-36	12-17	7-15	4-10	346.9	173.2		AN.	ALTOONA
11-15 P. M.			A. M. 12-15 P. M.	1-00 P. M.	11-29	7-46	12-32	7-27	4-19	355.6	181.9		X. WX.	SHORT LINE JCT. (CRI&P Crossing)
										356.2	182.5			DMU-CGW-FtDDM&S Crs'g...
										357.2	183.5			C&NW Crossing
					11-40 P. M.	7-55 P. M.	1-00 P. M.	7-45 A. M.	4-30 A. M.	357.8	184.1		D. MS.	DES MOINES

Signal Indication
 MP 183-28 to MP 236-42
 Rules 460 to 463, Incl.

MO. DIV. JCT.	...	P
TURNOUT	...	P
WALCOTT	...	TO
STOCKTON	...	P
DURANT	...	TO
WILTON	...	TO
MOSCOW	...	P
ATALISSA	...	P
WEST LIBERTY (CRI&P Crossing)	...	TO
DOWNEY	...	P
IOWA CITY	...	TO

VERNON	...	P
TIFFIN	...	P
OXFORD	...	TO
HOMESTEAD	...	TO
SOUTH AMANA	...	P
MARENGO	...	TO
LADORA	...	TO
VICTOR	...	TO
(C&NW Crossing) CARNFORTH	...	TO
BROOKLYN	...	TO
MALCOM	...	TO
ASCALON	...	P
(M&StL Crossing) GRINNELL	...	TO
TURNER	...	P
KELLOGG	...	TO
NEWTON	...	TO
METZ	...	P
COLFAX	...	TO
MITCHELLVILLE	...	TO

ALTOONA	...	TO
SHORT LINE JCT. (CRI&P Crossing)	...	TO
DMU-CGW-FtDDM&S Crs'g...	...	UX
C&NW Crossing	...	UX
DES MOINES	...	TO

See T. Rule 101
 TWO MAIN TRACKS

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD **FORM Y ORDERS AUTHORIZED**
ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK OR WHEN OPERATING UNDER RULE 356,

No. 5 Marengo, discharge from Chicago and Englewood, receive for Des Moines and beyond.
 No. 7 Grinnell receive for Omaha and beyond, discharge from Chicago and Englewood, Newton discharge from Joliet, Englewood or Chicago and receive for Omaha and beyond.

No. 505 discharge for Nos. 61-62 West Liberty.
 No. 505 discharge from Davenport and east, receive for Des Moines and beyond at Marengo.
 Regular trains will register by Form 1339 at West Liberty, Iowa City and Altoona.

Main Line Eastward

SUBDIVISION 4

STATIONS

Time Table No. 2

September 27, 1953

		Distance from Des Moines	Capacity of Other Tracks	Station Numbers	Signs	FIRST CLASS					SECOND CLASS									
						8	506	10	2	6	82	904	1038	84	94					
						Rocket	Rocket	Rocket	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight					
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily					
Mo. Div. Jct.		174.1			Yd	A.M. 5:30	A.M. 10:02	P.M. 5:02	P.M. 11:54	A.M. 2:41	A.M. 4:55	A.M. 5:00		P.M. 6:35	P.M. 7:10					
TURNOUT		167.7		2006		5:22	9:55	4:55	11:47	2:34										
WALCOTT		162.9	48	2011		5:18	9:51	4:51	11:42	2:29										
STOCKTON		158.6	23	2016		5:14	9:47	4:47	11:38	2:23										
DURANT		155.8	80	2018		5:12	9:45	4:45	11:35	2:20										
WILTON		150.2	61	2024		5:08	9:41	4:41	11:29	2:15										
MOSCOW		146.7	12	2027		5:05	9:38	4:38	11:26	2:12										
ATALISSA		141.9	40	2032		5:01	9:34	4:34	11:21	2:07										
WEST LIBERTY (CRI&P Crossing)		136.5	390	2038	RWYd	4:56	9:29	4:29	11:15	2:01	3:57	4:00 A.M.		5:36	6:10 P.M.					
DOWNEY		131.1	42	2043		4:51	9:24	4:24	10:55	1:53										
IOWA CITY		121.0	220	2053	RFWYd	4:43	9:15	4:15	10:45	1:43	3:37			5:16						
VERNON		116.8				4:37	9:09	4:09	10:22	1:36	3:30			5:10						
TIFFIN		113.1	22	2061		4:34	9:06	4:06	10:18	1:32	3:25			5:05						
OXFORD		106.3	35	2068		4:29	9:00	4:00	10:11	1:25	3:15			4:55						
HOMESTEAD		101.2	63	2073		4:25	8:56	3:56	10:06	1:20	3:07			4:48						
SOUTH AMANA		95.7	12	2078		4:20	8:51	3:51	10:01	1:15	3:00			4:41						
MARENGO		90.5	124	2084	WY	4:15	8:47	3:47	9:56	1:10	2:53			4:34						
LADORA		83.9	15	2090		4:10	8:41	3:42	9:49	1:04	2:41			4:25						
VICTOR		77.9	20	2096		4:06	8:36	3:37	9:43	12:58	2:20			4:17						
(C&NW Crossing) CARNFORTH		75.3		2099																
BROOKLYN		70.1	73	2104		3:59	8:30	3:31	9:35	12:51	2:09			4:06						
MALCOLM		64.1	47	2110		3:54	8:25	3:26	9:29	12:45	2:01			3:58						
ASCALON		60.5		2114		3:51	8:22	3:22	9:25	12:41	1:56			3:53						
(M&StL Crossing) GRINNELL		55.1	127	2119	Yd	3:46	8:17	3:17	9:20	12:35	1:48			3:46						
TURNER		49.1		2125		3:40	8:10	3:10	9:04	12:28	1:40			3:38						
KELLOGG		44.0	54	2130		3:35	8:05	3:05	8:59	12:23	1:33			3:31						
NEWTON		35.3	210	2139	Yd	3:27	7:56	2:56	8:50	12:13	1:20			3:17						
METZ		29.2		2145		3:19	7:48	2:48	8:34	12:05	1:12			3:07						
COLFAX		23.1	66	2151		3:13	7:42	2:42	8:28	11:59	1:04			2:59						
MITCHELLVILLE		17.2	52	2157		3:07	7:36	2:36	8:22	11:53	12:56			2:51						
ALTOONA		10.9	66	2163	R	3:01	7:30	2:30	8:16	11:47	12:47		A.M. 7:00	2:42						
SHORT LINE JCT. (CRI&P Crossing)		2.2	Yard	2172	RFWYd W _a	2:51	7:20	2:20	8:06	11:36	12:35 A.M.		6:30 A.M.	2:30 P.M.						
DMU-CGW-PtDDM&S Crs'g		1.6																		
C&NW Crossing		0.6																		
DES MOINES		174.1	341	2174	RWYdF W _a	2:46 A.M.	7:15 A.M.	2:15 P.M.	8:00 P.M.	11:30 P.M.										

No. 8 discharge from Omaha and west. Receive for Englewood and beyond.
 No. 6 Newton—To receive revenue Pullman passengers for Joliet, Englewood and Chicago. Grinnell to receive Pullman passengers for Englewood and Chicago.
 No. 10 stops daily except Sunday and holidays, at West Liberty for U. S. mail.
 No. 506 discharge from Des Moines, receive for Davenport and stop points east.

SEE FOOT NOTES, PAGE 3.
PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.
 Switches and signals at Mo. Div. Jct. are remotely controlled.

Main Line Westward

SECOND CLASS				FIRST CLASS						SUBDIVISION 16 STATIONS	
	923	99	811	903	63	19				61	M. P. from Burlington	Distance from Cedar Rapids
	Freight	Freight	Mixed	Freight	Passenger	Passenger	Rocket Zephyr				
	Daily Except Sunday	Daily	Monday Wednesday Friday	Daily	Daily	Daily	Daily				
			A.M.		A.M.	A.M.	A.M.				
	P.M. 1:00	A.M. 11:15	6:30	6:00	9:55	1:30 61	1:15 19	97.3	0.0	FB.....	CEDAR RAPIDS. } See T. T. TO Rules 11c, 11d, 11e, 11f TO
	1:08	11:23	6:54 A.M.	6:08	10:00	1:37	1:18	98.1	0.8	NE.....	CEDAR RAPIDS YD. } TO
	1:18	11:33		6:18	10:07	1:43	1:23	101.7	4.4	.....	LINN.....P
	1:25	11:40		6:25	10:15	1:51	1:30	107.3	10.0	.....	PALO.....P
	1:32	12:01 94 P.M.		6:32	10:24	1:57	1:34	111.4	14.1	SQ.....	SHELLSBURG.....TO
	1:50 P.M.	12:15		6:41	10:30	2:03	1:38	116.6	18.3	.....	GREASERS.....P
		12:27		6:52	10:36	2:15 A.M.	1:44	121.0	23.7	N.....	VINTON.....TO
		12:36		7:01	10:56		1:53	128.9	31.6	.....	MOUNT AUBURN.....P
		12:48		7:13	11:08		2:00	135.3	36.0	PA.....	LA PORTE CITY.....TO
		12:56		7:20	11:20 94		2:09	143.3	46.0	.....	WASHBURN.....P
				7:30	11:26		2:15	148.2	50.9	.....	EAST YARD.....P
				7:35	11:51		2:30	150.2	52.9	.....	CGW Crossing.....
				7:44	11:54 A.M.		2:32	150.2	52.9	WD.....	WATERLOO.....TO
				7:52			2:38	151.0	54.8	.....	WCF&N Crossing.....
				8:01	12:01 P.M.		2:38	152.1	54.8	.....	BORDEN.....P
				8:08			2:47	152.2	56.9	.....	CGW Crossing.....UX
				8:19			2:47	155.5	59.2	FA.....	CEDAR FALLS.....TO
				8:29			2:54	157.5	60.2	.....	Ill. Cent. Crossing.....
				8:45			2:54	157.5	60.2	.....	NORRIS.....P
				8:55			2:59	161.3	64.0	.....	WAVERLY JCT.....P
				9:10			3:07	167.7	70.4	SH.....	SHELL ROCK.....TO
				9:28			3:14	172.1	74.8	.....	CGW Crossing.....
				9:38			3:19	178.9	81.7	CU.....	CLARKSVILLE.....TO
				9:46			3:25	179.0	81.7	.....	PACKARD.....P
				10:00 P.M.			3:34	181.3	87.8	GN.....	GREENE.....TO
				10:08 A.M.			3:45	185.1	87.8	.....	MARBLE ROCK.....TO
							3:52	190.0	92.7	RA.....	ROCKFORD.....TO
							3:56	195.7	98.4	.....	NORA SPRINGS.....TO
							3:56	203.7	106.4	NO.....	ROCKFORD.....TO
							3:56	210.7	113.4	.....	CMST&P Crossing.....
							3:56	210.7	113.4	.....	ROCK FALLS.....P
							3:56	216.4	119.1	.....	CMST&P Crossing.....UX
							3:56	219.5	122.2	.....	PLYMOUTH JCT.....P
							3:56	219.5	122.2	.....	CGW Crossing.....
							3:56	224.8	127.8	.....	MANLY.....TO
							3:56	228.1	127.8	JU.....	MANLY.....TO

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.**

No. 61 Vinton discharge from St. Louis, receive for Twin Cities: Nora Springs receive and discharge revenue passengers to and from schedule stops, Cedar Falls receive or discharge from or to regular schedule stops, also receive passengers for Nora Springs and Northfield. No. 63 receive or discharge US mail.

Between MP 224-38 and MP 225-10 movement of trains and engines are governed by signal indication. At Manly No. 61 and 62 will register by Form 1339.

Main Line Eastward

SUBDIVISION 16

STATIONS

Time Table No. 2

September 27, 1953

MP 97.3 to 225.1

Automatic Block Signals

Rules 350-356

See T. T.
Rules 116,
11d, 11e,
11f

					FIRST CLASS			SECOND CLASS										
						64	20	62	94	810	924	904						
					Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	Passenger	Passenger	Rocket Zephyr	Freight	Mixed	Freight	Freight			
.....CEDAR RAPIDS.....																		
0.8 CEDAR RAPIDS YARD.....	3097	Yard	3042	WRYd														
3.6.....LINN.....	3102	58		RFWTY Yd		8-50	9-46	10-37										
5.6.....PALO.....	3108	75	20			8-33	9-34	10-25										
4.1.....SHELLSBURG.....	3112	52	22			8-27	9-28	10-20										
4.2.....GREASERS.....	3116	53				8-19	9-22	10-15										
5.4.....VINTON.....	3121	65	167	RYd		8-05	9-15	10-09										
7.9.....MOUNT AUBURN.....	3129	53	16			7-50		9-59										
6.4.....LA PORTE CITY.....	3135	66	65			7-40		9-52										
8.0.....WASHBURN.....	3143	75	32			7-27		9-43										
4.9.....EAST YARD.....	3149	95	243	TYd		7-20		9-38										
2.0.....CGW Crossing.....																		
0.0.....WATERLOO.....	3151		375	RYd		7-15		9-35										
0.8.....WCF&N Crossing.....																		
1.1.....BORDEN.....		68		Yd		6-50		9-29										
4.1.....CGW Crossing.....																		
0.3.....CEDAR FALLS.....	3156	28	67	WYd		6-44		9-24										
1.0.....Ill. Cent. Crossing.....																		
5.8.....NORRIS.....	3160	79				6-27		9-17										
6.4.....WAVERLY JCT.....	3168		22	Y		6-20		9-10										
4.4.....SHELL ROCK.....	3172	68	62			6-15		9-05										
6.9.....CGW Crossing.....																		
0.0.....CLARKSVILLE.....	3179	106	33			6-03		8-57										
6.1.....PACKARD.....	3185		26			5-53		8-50										
4.9.....GREENE.....	3190	73	72			5-48		8-45										
5.7.....MARBLE ROCK.....	3196	83	46			5-35		8-39										
8.0.....ROCKFORD.....	3204	57	57			5-19		8-30										
7.0.....NORA SPRINGS.....	3211	66	20			5-05		8-21										
0.0.....CMST&P Crossing.....																		
6.7.....ROCK FALLS.....	3217		20			4-55		8-15										
3.1.....CMST&P Crossing.....																		
0.0.....PLYMOUTH JCT.....	3220	65				4-50		8-12										
5.3.....CGW Crossing.....																		
0.3.....MANLY.....	3225	Yard	798	RFWTYd		4-40 A.M.		8-05 P.M.										
127.8																		

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

SEE FOOT NOTES ON PAGE 6.

No. 62 Nora Springs receive and discharge revenue passengers and pickup U.S. mail from Mason City; Vinton discharge from Twin Cities receive for St. Louis.

No. 64 Plymouth Jct., Rock Falls and Washburn receive or discharge passengers or discharge U. S. mail.

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS				SUBDIVISION 15 STATIONS					FIRST CLASS		SECOND CLASS			
903	99	23	61	63								64	62	904	94	22	
Freight	Freight	C. B. & O. Mixed	Rocket Zephyr	Passenger								Passenger	Rocket Zephyr	Freight	Freight	C. B. & O. Mixed	
Daily	Daily	Daily Ex. Saturday & Sunday	Daily	Daily	M. P. from Burlington	Station Numbers				Capacity of Sidings	Capacity of Other Tracks	Signs	Daily	Daily	Daily	Daily Ex. Saturday & Sunday	
		A.M. 7:20	P. M. 10:40	A.M. 6:30	.....	3000							P.M. 1:15	A.M. 1:10		P.M. 2:55	
		7:25	10:45	6:35	0.0	.....	BN.....BURLINGTON.....			TO	.....	RYd					
		7:30	10:47	6:37	0.4	3001	.....MARKET STREET..			See T.T. Rule 18a	.....		1:02	12:59			2:50
		f 7:55	10:56	6:48	8.7	3009	BU.....BURLINGTON.....			TO	Yd	424	RFW TYd	12:59	12:57		2:46
		f 8:05	10:59	f 6:53	11.6	3012	.....LATTY.....			.....	20	.....	12:46	12:45		f 2:26	
		8:25 A.M.	11:03	f 6:58	15.2	3015	.....SPERRY.....			.....	16	17	s12:41	12:42		f 2:20	
					22.5	.....	K.....MEDIAPOLIS.....			TO	19	22	R	s12:33	12:38		2:10 P.M.
					22.8	3023	.....M&STL Crossing.....			.....	.....	.....		
			11:11	f 7:08	29.2	3029	MN.....MORNING SUN.....			TO	14	41		s12:18	12:30		
			11:18	s 7:21	40.5	231	WO.....WAPELLO.....			TO	27	46		s12:03	12:23		
			s11:31	s 7:43	40.5	.....	CJ.....COLUMBUS JCT.....			TO	47	97	YYd	s11:40	s12:10		
					46.9	.....	.....CRI&P Crossing.....			.....	.....	.....		
					47.5	3048	.....CMSt&P Crossing.....			.....	.....	.....		
			11:39	f 7:53	54.7	3055	CO.....CONE.....			TO	28	27		s11:20	11:57		
			11:49	f 8:03	61.4	.....	NC.....NICHOLS.....			TO	18	78	Y	s11:05	11:49		
					61.4	.....	.....CRI&P Crossing.....			UX	.....	.....			
			s12:12	s 8:30	61.4	2038	W....			TO	E30 W20	147	RFWY Yd	s10:55	s11:37		A.M. 3:50 P.M. 6:10
			12:18	f 8:37	66.8	3067	.....WEST LIBERTY.....			TO	75	15		f10:38	11:24		3:30 5:56
			12:21	s 8:45	69.6	3070	.....CENTERDALE.....			P	55	31		s10:33	11:21		3:25 5:51
			12:25	8:51	73.2	3073	.....WEST BRANCH.....			TO	72	22		10:23	11:17		3:19 5:46
			12:29	f 8:57	77.4	3078	.....OASIS.....			P	21	.....	f10:17	11:13		3:13 5:40	
			12:32	9:02	79.9	3080	.....MORSE.....			P	84	.....	10:13	11:10		3:08 5:36	
			12:35	f 9:07	82.2	3082	.....DELVIDA.....			TO	49	21		s10:08	11:07		3:04 5:32
			12:42	f 9:16	89.0	3089	.....SOLON.....			P	87	20		f 9:58	11:00		2:52 5:20
			12:45	9:21	92.3	3093	.....ELY.....			P	82	.....	9:53	10:57		2:45 5:15	
					97.0	.....	.....PUTLEGE.....			P	.....	.....			
					97.1	.....	.....C&NW Crossing.....			.....	.....	.....		
					97.3	3097	.....CMSt&P Crossing.....			.....	.....	.....		
			1:00 A.M.	9:30 A.M.	98.1	3097	FB.....CEDAR RAPIDS.....			TO	.....	.....	99	9:45	10:50		
					98.1	3097	NE.....CEDAR RAPIDS YARD			TO	Yd	3042	RFWYT Yd				2:30 A.M. 5:00 P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 61 AND 62 OUTSIDE ABS TERRITORY NOT LESS THAN 15 MINUTES.
 FORM Y ORDERS AUTHORIZED.

No. 61: discharge from Burlington and beyond and receive for Cedar Rapids and beyond.
 Passenger trains Subdivision 15 while doing station work at Columbus Jct. must clear crossing with Subdivision 27.
 When operator not on duty at Burlington Freight Station, clearance will be obtained at Burlington.

Information only:
 No. 932 Cedar Rapids, 8:30 p.m.; West Liberty 9:40 p.m.; Columbus Jct., 11:30 p.m.
 No. 933 Columbus Jct., 2:30 a.m.; West Liberty 3:50 a.m.; Cedar Rapids 6:00 a.m.
 At West Liberty Nos. 61, 62, 94, 99, 903 and 904 will register by Form 1339.
 All trains must obtain clearance at West Liberty.

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS		M. P. from Cedar Rapids	Station Numbers	SUBDIVISION 19 STATIONS				Capacity of Sidings	Capacity of Other Tracks	Distance from Vinton	Signs	FIRST CLASS		SECOND CLASS	
923			19				Time Table No. 2								20		924	
Freight	Daily Except Sunday	P.M. 1:50	Passenger	Daily			A.M. 2:23	September 27, 1953							Passenger	Daily	Daily Except Sunday	P.M. 9:10	P.M. 10:45
		2:06			30.2	12007	GA.....	GARRISON.....	TO	33	58	5.5			8:54	10:30		
		2:22			38.8	12016	DT.....	DYSART.....	TO	44	70	15.1			8:34	10:15		
		2:40			47.6	12024	HF.....	TRAER.....	TO	37	88	23.7			8:17	10:00		
		2:53			53.8	12031	NS.....	DINSDALE.....	TO	25	26	30.5			8:01	9:45		
		3:06			59.8	12036	KI.....	REINBECK.....	TO	53	47	36.1			7:50	9:34		
					60.0			CGW Crossing				36.3						
		3:15			63.8	12040	MO.....	MORRISON.....	TO	54	32	40.1			7:38	9:23		
		3:25			69.2	12046	GY.....	GRUNDY CENTER.....	TO	30	58	45.5			7:27	9:12		
		3:30			71.8	12048	HD.....	HOLLAND.....	TO		57	48.1			7:13	9:07		
		3:43			79.0	12056	WS.....	WELLSBURG.....	TO	37	47	55.3			6:59	8:53		
		3:55			85.6	12062		CLEVES.....			29	61.9			6:46	8:40		
		4:00			87.4	12064		ABBOTT CROSSING.....			13	63.7			6:42	8:36		
					87.4			M&STL Crossing				63.7						
		4:10			90.0	12067		ROBERTSON.....		33		66.8			6:37	8:30		
					96.7			CRISP Crossing				73.0						
					96.8			IllCont Crossing				73.1						
					97.0	12074	AO.....	IOWA FALLS.....	TO	30	112	73.3	RFWYd	6:25 P.M.				
		4:40 P.M.			97.4	12074		IOWA FALLS YARD.....		Yard	619	73.7	RFWYd Y			8:15 P.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

Westward

Washington Branch

Eastward

SECOND CLASS			M. P. from Chicago	Station Numbers	SUBDIVISION 27-B STATIONS				Distance from Ainsworth	Capacity of Other Tracks	Capacity of Sidings	Signs	SECOND CLASS	
425					Time Table No. 2								426	
Freight	Daily Ex. Sunday	A.M. 10:00			September 27, 1953								Freight	Daily Ex. Sunday	A.M. 9:00	A.M. 8:30
		10:30 A.M.	240.9	241	DA.....	AINSWORTH.....	TO	29	65		RYd			
			248.2	10007	WA.....	WASHINGTON.....	TO	7.2	277		RFWYd			

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

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

Main Line Westward

FIRST CLASS

		125	505	7	3	1		5	9	39			SUBDIVISION 27 STATIONS Time Table No. 2 September 27, 1953	
		CMSt P&P Passenger	Passenger	Rocket	Golden State	Passenger		Passenger	Passenger	Passenger		M. P. from Chicago	Distance from Silvis	
		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily				
			P.M. — 8:20	P. M. — 4:55	P.M. — 4:30	A.M. — 6:40		A.M. — 2:55	A.M. — 12:40	A. M. — 12:35		173.7		S
												181.1	7.4	VN
												181.3	7.6	
			8:25	5:03	4:37	6:59		3:12	1:00	12:45		182.8	9.1	
			8:28	5:05	4:40	7:02		3:15	1:02	12:47		183.7	10.0	
		P.M. — 11:44	P.M. —	P. M. —	4:43	A.M. —		A.M. —	A.M. —	12:49		184.9	11.2	WN
		11:47			4:45					12:51		186.5	12.8	NA
					4:50					12:56		190.9	17.2	WD
												192.0	18.3	
					4:56					1:02		196.8	23.1	
		11:58			5:02					1:07		202.6	28.9	
		P.M. —										210.3	36.6	
		12:06			5:10					1:20		211.6	37.9	DY
		A.M. —			5:12					1:23		216.6	42.9	
		12:22			5:17					1:28		216.6	42.9	
					5:24					1:35		223.4	49.7	Z
					5:30					1:42		229.7	56.0	
					5:32					1:52		230.8	57.1	CJ
												230.8	57.1	
					5:38					1:58		236.2	62.5	
					5:43					2:03		240.9	67.2	DA
					5:47					2:07		244.7	71.0	
												245.4	71.7	
					5:51					2:14		248.2	74.5	
					6:01					2:26		261.4	84.0	BR
												263.7	86.3	
												268.5	91.1	
					6:12					2:38		272.5	95.1	
												274.8	97.4	FR
					6:15					2:46		275.1	97.7	
					6:20					2:52		280.2	102.8	
					6:25					2:57		285.1	107.7	
					6:30					3:06		290.7	113.3	
					6:35					3:15		291.5	114.1	ON
					P.M. —					A.M. —				

		TWO MAIN TRACKS	
.....	SILVIS.....	.....	..*
.....	ROCK ISLAND, ILL. ....	.....	..TO
.....	CB&Q CROSSING.....	.....	..UX
.....	DAVENPORT, IOWA.....	.....	..P
.....	MO. DIV. JCT.....	.....	..P
.....	WEST DAVENPORT.....	.....	..TO
.....	NAHANT.....	.....	..TO
.....	LINWOOD.....	.....	..TO
.....	BUFFALO.....	.....	..P
.....	MONTPELIER.....	.....	..P
.....	FAIRPORT.....	.....	..P
.....	MUSCATINE.....	.....	..P
.....	CULVER.....	.....	..TO
.....	FRUITLAND.....	.....	..P
.....	LETTS.....	.....	..TO
.....	FREDONIA.....	.....	..P
.....	COLUMBUS JCT.....	.....	..TO
.....	CRI&P CROSSING.....	.....	..P
.....	COTTER.....	.....	..P
.....	AINSWORTH.....	.....	..TO
.....	KAY.....	.....	..P
.....	CB&Q CROSSING.....	.....	..P
.....	SOUTH WASHINGTON.....	.....	..P
.....	BRIGHTON.....	.....	..TO
.....	EAST PLEASANT PLAIN.....	.....	..P
.....	PERLEE.....	.....	..P
.....	OTERO.....	.....	..P
.....	CB&Q CROSSING.....	.....	..TO
.....	FAIRFIELD.....	.....	..P
.....	LIBERTYVILLE.....	.....	..P
.....	COUNTY.....	.....	..P
.....	ELDON.....	.....	..P
.....	ELDON YARD.....	.....	..TO

Rules 93 and D-93 are in effect at Silvis, Rock Island, Davenport, Missouri Division Junction, West Davenport, Nahant, Linwood, Muscatine and Culver, within Signal Indication territory.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

Switches and signals at Missouri Division Jct. are remotely controlled.

First class trains may register by Form 1339 at Eldon Yard.

Rock Island—First class trains approach passenger station at RESTRICTED 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, Muscatine discharge from Chicago and Englewood.

When operating under Rule 356 trains eastward are superior to trains of the same class westward.

Main Line Eastward

SUBDIVISION 27

STATIONS

Time Table No. 2

September 27, 1953

FIRST CLASS

Signal Indications—Rules 450-463 MP 172 Pole 42 to MP 211 Pole 24

Signal Indications—Rules 400-408 MP 211 Pole 24 to MP 291 Pole 20

Station Name	Station Number	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS									
					2	126	6	40	8	4	506	10		
					Passenger	CMS&P P&P Passenger	Passenger	Passenger	Rocket	Golden State	Rocket	Rocket		
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
SILVIS	173		Yard	RFW ^o WT Yd										
ROCK ISLAND, ILL.	181			RFWTYd	A.M. — s 12.20		A.M. — s 3.00	A.M. — s 2.30	A.M. — s 5.41	A.M. — s 8.20	A.M. — s 10.15	P.M. — s 5.15		
CB&Q CROSSING														
DAVENPORT, IOWA	183			Yd	A.M. — s 12.10		s 2.50	s 2.10	s 5.34	s 8.10	s 10.05	s 5.06		
MO. DIV. JCT.	184			Yd	P.M. — 11.54									
WEST DAVENPORT	185			RYd		A.M. — 2.49	A.M. — 2.41	1.51	5.30 A.M. —	8.06	10.02 A.M. —	5.02 P.M. —		
NAHANT	187			RYd		2.46		1.47		8.01				
LINWOOD	191	255		Yd		2.41		1.42		7.56				
BUFFALO	192	25												
MONTPELIER	197	9				2.35		1.35		7.50				
FAIRPORT	203	10				2.29		1.29		7.44				
MUSCATINE	210	Yard		WYd		s 2.20		s 1.20		s 7.36				
CULVER	212	125	30	RYd		2.10 A.M. —		1.09		7.33				
FRUITLAND	217	26						1.03		7.28				
LETT'S	224	125	33					12.56		7.21				
FREDONIA	230	125	14	Yd				12.47		7.14				
COLUMBUS JCT.	231		65	WYd				s 12.45		s 7.12				
CRIP Crossing														
COTTER	236	125						12.34		7.06				
AINSWORTH	241	28						12.29		7.01				
KAY	245	125						12.25		6.57				
CB&Q CROSSING														
SOUTH WASHINGTON	248							s 12.21 A.M. —		s 6.53				
BRIGHTON	261	125	162					12.08		6.43				
EAST PLEASANT PLAIN	264	30												
PERLEE	269	4												
OTERO	273	125						P.M. — 11.57		6.32				
CB&Q CROSSING														
FAIRFIELD	275	20	104	W				s 11.54		6.29				
LIBERTYVILLE	280	125	15					11.47		6.24				
COUNTY	285	125						11.42		6.19				
ELDON	291	46		YYd				s 11.35		s 6.13				
ELDON YARD	292	20	Yard	RFWT Yd				11.30 P.M. —		6.10 A.M. —				

SEE FOOTNOTES ON PAGE 9.

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

Westward

Bureau-Peoria Main Line

Eastward

SECOND CLASS					FIRST CLASS							SUBDIVISION 2-A STATIONS				FIRST CLASS			SECOND CLASS		
909	901	503	501	21						STATIONS		Station Numbers	Signs	22	502	504	906	910	902		
Freight	Freight	Rocket	Rocket	Passenger	Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	September 27, 1953				Passenger	Rocket	Rocket	Freight	Freight	Freight				
Daily A.M.	Daily Ex. Sunday A.M.	Daily P.M.	Daily P.M.	Daily A.M.								Daily A.M.	Daily A.M.	Daily P.M.	Daily Ex. Sunday A.M.	Daily P.M.	Daily Ex. Monday A.M.				
2.35	2.30	8.51	12.23	4.20	Yard	80	114.2	AU	.....	BUREAU.....TO	114	RWYYd	s 1.30	g 7.42	g 3.42	9.15	11.25	3.50		
3.00	2.53	8.58	12.31	f 4.30	30	92	122.1	GW	.....	PUTNAM.....TO	4008	.....	1.04	7.35	3.35	8.40	11.07	3.37	
3.27	3.03	9.03	12.36	s 4.42	30	93	127.7	HN	.....	HENRY.....TO	4014	.....	s12.55	7.30	3.30	8.20	10.58	3.27	
3.40	3.15	9.09	12.42	s 4.57	52	93	134.7	SD	.....	SPARLAND.....TO	4021	.....	s12.42	7.24	3.24	8.03	10.44	3.15	
4.15	3.40	9.17	12.50	s 5.17	75	75	142.6	HA	.....	CHILLICOTHE.....TO	4029	WYd	s12.30	7.17	3.17	7.48	10.32	3.00		
4.20	3.45	9.19	12.51	5.19	.....	102	144.1	.....	.....	COUGHLIN.....	4030	.....	12.22	7.15	3.15	7.44	10.29	2.57
4.40	4.00	9.25	12.57	f 5.27	23	.....	151.1	.....	.....	MOSSVILLE.....	4037	.....	12.15	7.09	3.09	7.32	10.20	2.46
4.47	4.10	9.28	1.00	5.32	5	102	155.0	.....	.....	SANKOTY.....P	4041	.....	12.11	7.06	3.06	7.25	10.15	2.40
		9.33	1.05	5.37	.....	.....	159.8	.....	.....	PEORIA JCT.....	.....	Yd	12.05	7.02	3.02			
5.20	5.00	9.35	1.07	5.40	Yard	.....	160.7	BY	.....	PEORIA YARD*TO	.....	RFWTTYd	12.03	7.01	3.01	7.15	10.05	2.30
A.M.	A.M.	s 9.40	s 1.10	s 5.50	.....	.....	161.0	.....	.....	PEORIA.....	4047	RYYdW	12.01	7.00	3.00	A.M.	P.M.	A.M.
		P.M.	P.M.	A.M.						46.8			A.M.	A.M.	P.M.						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. FORM Y ORDERS AUTHORIZED. PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH. No. 504 Bureau discharge for No. 7 Des Moines and beyond, No. 3 El Paso and beyond.

Westward

Peoria Branch

Eastward

SECOND CLASS						SUBDIVISION 3 STATIONS				SECOND CLASS									
803				Station Numbers	STATIONS		M. P. from Peoria	Capacity of Sidings	Capacity of Other Tracks	804									
Freight	Tues. Thurs. Sat. A.M.	7.30	7.45	7.48	8.00	8.10	8.25	8.38	8.48	9.05	9.20	9.45	10.00	10.12	10.29	10.40	10.50	11.00	11.15
Signs	Station Numbers	September 27, 1953		Station Numbers	Signs	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers	Station Numbers
Yd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yd	5006	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yd	5007	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5011	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5015	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5026	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5037	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W	5042	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W	5048	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5052	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5057	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5061	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5067	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5072	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R	170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

Westward

Montezuma Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-A STATIONS Time Table No. 2 September 27, 1953				M. P. from Muscatine	Distance from Iowa City	Signs	SECOND CLASS							
			815																		
			Freight																		
			Daily Except Sunday																		
			P.M. 2:15		210	2053	IC	IOWA CITY	TO				RFWYYd			P.M. 11:25					
			2:40		31	8007	SG	HILLS	TO		7.1					11:05					
			3:00		44	8014	VR	RIVERSIDE	TO	30.7	13.9					10:50					
			3:20		23	8021	KA	KALONA	TO	37.2	20.4					10:30					
			4:10	23	47	8028	WM	WELLMAN	TO	44.3	27.5					10:15					
			4:35		24	8036		KINROSS		52.5	35.7					9:32					
			4:50		24	8024	SN	SOUTH ENGLISH	TO	58.1	41.3					9:17					
								CMST&P Crossing	UX	62.1	45.3										
			5:05		13	8046		WEBSTER		62.4	45.6					9:07					
			5:20		27	8050	KS	KESWICK	TO	66.4	49.6					8:57					
			5:35 6:10		5	8055		THORNBURG		71.5	54.7		RY			8:45					
			6:25		18	8059		GIBSON		75.2	58.4					8:35					
			6:40		17	8064		BARNES CITY		79.9	63.1					8:25					
			7:10 P.M.		64	8071	MZ	MONTEZUMA	TO	87.2	70.4		RT			8:10 P.M.					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT NO. 815 IS SUPERIOR TO NO. 814.
TIME TABLE RULE No. 14 IN EFFECT.

Trains may leave Montezuma without clearance, when train order office is closed and train order signal indicates proceed.

Westward

What Cheer Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-B STATIONS Time Table No. 2 September 27, 1953				M. P. from Muscatine	Distance from Iowa City	Signs	SECOND CLASS							
			1057																		
			Freight																		
			Daily Except Sunday																		
			P.M. 5:55		34	45005	CH	WHAT CHEER	TO	76.1	59.3		B			P.M. 1057 5:50					
			6:10 P.M.		5	8055		THORNBURG		71.5	54.7		RY			5:35 P.M.					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT.

Trains may leave What Cheer without clearance, when train order office is closed and train order signal indicates proceed.

Westward

Postville Branch

Eastward

SUBDIVISION 16-B

STATIONS

Time Table No. 2

September 27, 1953

				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 16-B STATIONS Time Table No. 2 September 27, 1953		M. P. from Cedar Rapids	Signs					
				26	48004	Q.....	POSTVILLE.....	TO	98.3	B				
				11	11090	.....	JUNCTION.....		94.9	B				

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

Trains may leave Junction and Postville without clearance.

Westward

Waverly Branch

Eastward

SUBDIVISION 16-C

STATIONS

Time Table No. 2

September 27, 1953

				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 16-C STATIONS Time Table No. 2 September 27, 1953		M. P. from Burlington	Signs					
				22.	3168	.....	WAVERLY JCT.....		167.7	Y				
				56	40006	VY.....	WAVERLY.....	TO	172.4					

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

Trains may leave Waverly Jct. without clearance.

Trains may leave Waverly without clearance when operator not on duty.

Westward

Clinton Branch (Information Only)

Eastward

SUBDIVISION 27-A

STATIONS

Time Table No. 2

September 27, 1953

SECOND CLASS				Station Numbers	SUBDIVISION 27-A STATIONS Time Table No. 2 September 27, 1953		M. P. from Silvis	Signs	SECOND CLASS						
			1055								1054				
			Daily Ex. Saturday												
			P.M. 11.00	9035	CN.....	CLINTON.....	TO	46.5	RFWTYd						
			P.M. 1.00	185	WN.....	WEST DAVENPORT.....	TO	11.2	BYd						
			A.M.												

Eastward Freight Trains (Information Only)

SECOND CLASS											
	270	96	286	82-96-904	98	264	84-94	990	908	902	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.	
	CMSt P&P Freight	Freight	CMSt P&P Freight	Freight	Freight	CMSt P&P Freight	Freight	Freight	Freight	Freight	
..... BLUE ISLAND				P.M. 1.30	A.M. 12.30		A.M. 3.00			A.M. 9.30	
..... JOLIET				12.15 P.M.	11.25 P.M.		2.15 A.M.			8.30	
..... BUREAU									A.M. 2.00	A.M. 3.50	
..... SILVIS		A.M. 6.00		8.25 A.M.	6.00 P.M.		9.00 P.M.	A.M. 2.30	A.M. 10.30		
..... NAHANT	A.M. 1.30	4.30	A.M. 3.45	A.M.	3.15	P.M. 3.45	P.M.	1.39	P.M.		
..... CULVER	12.30 A.M.	3.53	2.45 A.M.		2.42	2.45 P.M.		1.00			
..... ELDON YARD		1.30 A.M.			12.50 P.M.			10.00 P.M.			

Westward Freight Trains (Information Only)

SECOND CLASS													
					909	95	265	279	905	91	275	901	95-83-99
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily
					Freight	Freight	CMSt P&P Freight	CMSt P&P Freight	Freight	Freight	CMSt P&P Freight	Freight	Freight
..... BLUE ISLAND										A.M. 11.00		P.M. 8.00	P.M. 10.00
..... JOLIET										11.45 A.M.		8.40 P.M.	10.45 P.M.
..... BUREAU												2.15 A.M.	
..... SILVIS					A.M. 3.00	A.M. 5.30			A.M. 10.15				
..... NAHANT					4.05	6.05	A.M. 7.00	A.M. 9.00	1.00 P.M.	7.30 P.M.			3.30 A.M.
..... CULVER					5.07	6.35	7.45 A.M.	10.11 A.M.		8.05 P.M.		6.45 P.M.	
..... ELDON YARD					8.50 A.M.	9.30 A.M.				11.30 P.M.			

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 from Peoria Main.
 MP 115 pole 34 Crossover.
 MP 148 pole 35 Crossover.
 MP 148 pole 39 Crossover.
 MP 157 pole 42 Crossover.
 MP 171 pole 2 Crossover.
 MP 172 pole 26 Crossover.
 MP 174 pole 27 Crossover.

No. 15 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 4. MP 236 pole 36 End of two main tracks.
 MP 346 pole 32 End of two main tracks.
 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.

LOCATION			Passenger Trains	Freight Trains
ALL SUBDIVISIONS				
Authorized speed through switch leads of turnouts as follows:				
No. 20	35			
No. 15	25			
No. 10	15			
See page 15 for location.				
MAXIMUM ENGINE SPEEDS				
345 to 377, inclusive	25			
500 to 528, inclusive	30			
529 to 599; 700 707, inclusive	40			
716 to 749; 752 to 835; 1000 to 1016, inclusive	40			
1301, 1303, 1305, 1307 and 1309	55			
145 to 160; 425 to 429; 450 to 474, inclusive	65			
38 to 127; 402 to 411; 430 to 441, inclusive; 675-B, 677-B	70			
1200 series: 1300, 1302, 1304, 1306, 1308, 1310 and 1311	70			
400 and 401; 485 to 499; 621 to 623, inclusive	79			
601 to 606; 625 to 656, inclusive; 75-A, 676-A and B, 677-A, 750, 751	90			
9002, 9003	65			
9006, 9012, 9014	40			
Other Motor Cars	60			
Mikado engines	60			
5000 series engines	60			
6100 series engines	70			
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30			
Road freight or passenger diesels, other than road switchers, backing up	40			
When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve				
Trains hauling dead engines with main rods removed and side rods in place	20			
With all rods down	10			
Steam switch engines without engine trucks	20			
Engines running forward light or with only one car	Freight train speed			
Steam engines running backward	25			
Steam engines with drivers blocked up	30			
Steam engines 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				
Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars				
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher				
Motor cars without cars approaching interlocking signals and within interlocking limits	10			
Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer	25			
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized				
These instructions will not apply to wrecking derricks with boom trailing, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.				
SUBDIVISION 2, 2A, 4, 27	40			
" 15, 16	35			
" 19	30			
" 16A (Except as shown below)	25			
" MP 75 to MP 118-9	15			
" 3, 27B	20			
" 16A, 16B, 16C	15			
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made. Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car. Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.				
LOCATION				
SUBDIVISION 2 (Except as shown below)				
Joliet—Between GM&O Crossing and west end of curve immediately west of Bridge 407	79		50	
MP 40-47 to MP 42-1	25		15	
MP 49-12 to MP 50-30	60			
MP 61-20 to MP 61-48	70			
MP 73-00 to MP 73-34	60			
MP 83-45 to MP 88-25 (Except as shown below)	70			
Bridge 839 5100-series engines—North track only	60			
MP 84-50 CB&Q Crossing	30		30	
MP 96-5 to MP 101-0	60			
Bridge 982 6100-series engines	55		40	
MP 101-0 to MP 101-15	30		30	
MP 101-15 to MP 106-0	60		35	
MP 109-4 to MP 109-29 (North Track only)	60		35	
MP 112-22 to MP 113-42	75			
MP 113-42 to MP 114-38	60			
MP 114-38 to MP 117-13	40		20	
Bridge 1193 5100-series engines	75			
MP 127-35 to MP 130-14	30		30	
MP 169-35 CB&Q Crossing	60			
MP 169-37 CB&Q Transfer Track	60			
MP 169-46 to MP 170-10	10		10	
MP 172-25 to MP 178-12	65		45	
MP 178-12 to MP 181-5	60		30	
	30		20	
Steam 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 the bridge on adjacent track. Steam engines double headed with any class of power must not exceed 20 MPH over bridge 1693.				
Seneca. Steam Engines must use scale track connection when turn on wye.				
Sheffield Brick Yard Spur. Steam engines must not use.				
SUBDIVISION 2-A (Except as shown below)				
MP 114-5 MP 114-25	79		50	
MP 117-35 to 118-13	30		20	
MP 126-39 to MP 127-35 Through Henry	75			
MP 142-2 to MP 143-9 Through Chillicothe	40		40	
MP 156-15 to MP 157-30	30		30	
MP 157-30 to MP 161-0 (Except as shown below)	60		40	
	30		15	
Peoria—First Class trains between Peoria Junction and Bridge Street restricted speed.				
Sparland Brick Yard tracks, steam engines larger than 2100 series must not use.				
SUBDIVISION 3 (Except as shown below)				
MP 1-0 to MP 2-0	30		30	
MP 2-0 to MP 5-0	15		15	
MP 5-0 Peoria Heights St. Crossings	25		20	
MP 20-15 AT&SF Crossings	5		5	
MP 47-27 CB&Q Crossing	20		20	
Bridge 574 Engines larger than 2100 series	20		20	
MP 72-4 MP 72-30	20		20	
SUBDIVISION 4 (Except as shown below)				
MP 183-33 to MP 185-34	79		60	
MP 186-22 to MP 187-5 (Except as shown below)	50		40	
MP 210-38 to MP 211-18	70			
MP 220-29 to MP 221-24 (Except as shown below)	40		45	
MP 221-12 CRI&P Crossings	50		40	
MP 221-24 to MP 222-12 South main track	25		25	
MP 235-30 to MP 235-40 North main track	40		40	
MP 236-10 to MP 237-28	60			
MP 237-28 to MP 252-18	30		30	
MP 254-30 to MP 255-5	70			
MP 267-0 to MP 267-30	70			
MP 282-20 C&NW Crossing	70			
MP 302-26 to MP 303-14	60			
MP 303-11 to MP 311-5 (Except as shown below)	40		40	
MP 305-16 to MP 305-29	70			
MP 314-34 to MP 315-2	60			
MP 315-36 to MP 316-8	70			
MP 316-33 to MP 317-7	60			
MP 319-3 to MP 319-21	70			
MP 323-30 to MP 323-36	70			
MP 324-22 to MP 326-28 (Except as shown below)	70			
MP 326-5 to MP 325-10	60			
MP 327-20 to MP 327-30	55			
MP 334-23 to MP 334-27	60			
MP 340-22 to MP 341-6	70			
MP 346-31 to MP 352-14 (Except as shown below)	70			
MP 347-3 to MP 347-13 South main track	70			
MP 349-34 to MP 349-39 North main track	50		40	
MP 352-14 to MP 353-15	60			
MP 353-15 to MP 355-19	45		35	
MP 355-19 to MP 357-31	50			
	30		30	

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 15 (except as shown below)	70	45
MP 0 to MP 62 (except as shown below).....	59	45
MP 0 to MP 1-20.....	25	25
MP 3-24 to MP 7-4.....	50	40
MP 15-7 to MP 15-19.....	50	40
MP 22-16 M&StL Crossing.....	20	20
MP 28-31 to MP 29-23.....	50	40
MP 35-32 to MP 36-23.....	50	40
MP 40-8 to MP 41-4.....	45	35
MP 46-29 CMStP&P Crossing.....	20	20
MP 61-3 to MP 62.....	30	30
MP 75-13 to MP 75-25.....	50	40
MP 77-26 to MP 77-34.....	50	40
MP 79-27 to MP 79-35.....	50	40
MP 82-28 to MP 83-21.....	45	35
MP 93-34 to MP 94-1.....	50	40
MP 95-37 to MP 96-3.....	50	40
MP 96-12 to MP 98-5.....	30	30
SUBDIVISION 16 (except as shown below)	70	45
MP 97-12 to MP 99-4.....	30	30
MP 99-4 to MP 100-32.....	50	35
MP 100-32 to MP 103-12.....	35	35
MP 111-32 to MP 111-38.....	50	40
MP 120-10 to MP 122-10.....	35	25
MP 124-28 to MP 125-12.....	60	40
MP 128-32 to MP 131-00.....	60	40
MP 138-29 to MP 138-35.....	50	40
MP 145-15 to MP 145-25.....	55	40
MP 147-2 to MP 147-13.....	55	40
MP 148-36 to MP 149-13.....	50	40
MP 149-13 to MP 150-13.....	20	20
MP 150-13 to MP 152-19.....	30	30
MP 152-19 to MP 154-28.....	60	40
MP 154-28 to MP 157-8.....	30	30
MP 156-8 CGW Crossing.....	10	10
MP 157-8 to MP 159-24.....	45	40
MP 157-20 Ill. Central Crossing.....	20	20
MP 159-24 to MP 165-0.....	65	40
MP 165-0 to MP 166-20.....	45	40
MP 177-17 to MP 177-23.....	65	40
MP 178-26 to MP 178-37.....	40	30
MP 178-37 CGW Crossing.....	25	25
MP 202-24 to MP 203-25.....	40	35
MP 209-30 to MP 210-28.....	45	35
MP 210-28 CMStP&P Crossing.....	40	30
MP 219-19 to MP 219-26.....	50	40
MP 219-20 CMStP&P Crossing.....	10	10
MP 224-28 to MP 225-4.....	40	35
MP 224-32 CGW Crossing.....	20	20
SUBDIVISION 19 (except as shown below)	50	40
MP 23-21 to MP 24.....	25	25
MP 47-17 to MP 47-24.....	30	25
MP 60-0 CGW Crossing.....	20	20
MP 66-21 to MP 67-21.....	40	30
MP 70-32 to MP 71-3.....	40	30
MP 87-14 M&StL Crossing.....	20	20
MP 96-24 to MP 97-4.....	20	20
SUBDIVISION 27 (except as shown below)	79	50
MP 181-5 to MP 181-15.....	10	10
MP 181-15 to MP 182-0.....	30	30
MP 182-0 to MP 182-20 Miss. River Bridge.....	10	10
MP 182-20 to MP 185-0 Through Davenport.....	12	12
MP 188-38 to MP 189-12.....	70	40
MP 198-33 to MP 199-0.....	70	45
MP 199-35 to MP 200-3.....	55	45
MP 201-39 to MP 209-16.....	60	35
MP 209-16 to MP 211-9.....	45	35
MP 220-10 to MP 220-34.....	60	35
MP 230-17 to MP 230-40.....	55	35
MP 230-40 to MP 233-32 (except as shown below).....	65	40
MP 230-40 CR&P Crossing.....	45	40
MP 245-15 CB&G Crossing.....	70	40
MP 249-0 to MP 273-34.....	70	40
MP 273-34 to MP 276-4 (except as shown below).....	60	35
MP 274-34 CB&G Crossing.....	45	35
MP 276-4 to MP 290-29.....	70	40
MP 290-29 to MP 291-20.....	50	40
SUBDIVISION 27-B	35	35

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 4A (except as shown below)	20	20
Bridge 397—Fully loaded 100,000 capacity grain cars and 140,000 capacity coal cars and steam derricks must be separated from the engine and each other by at least one car of lighter capacity.....	5	5
Bridges 597 and 739.....	20	20
SUBDIVISION 4B	20	20
SUBDIVISION 15-A	25	25
SUBDIVISION 16-A (except as shown below)	30	30
MP 9-22 to MP 9-28.....	15	15
MP 14-6 to MP 39-11.....	25	25
Independence Main Street.....	5	5
MP 39-18 Ill. Cent. Crossing.....	20	20
MP 49-25 to MP 94-27 (except as shown below).....	25	25
MP 52-27 CGW Crossing.....	15	15
MP 94-27 to MP 118-9.....	20	20
SUBDIVISION 16-B	25	25
SUBDIVISION 16-C (except as shown below)	25	20
Back-up movement over highway crossing one mile east of Waverly.....	5	5

SPECIAL INSTRUCTIONS

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.

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.

The following equipment must be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. 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
Diesel engines and Motor Cars.....	3 Inches
RDC cars 9002-9003.....	5 Inches
Lightweight passenger cars.....	7 Inches
Conventional passenger cars.....	12 Inches

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. Short Line Junction is the initial station for trains originating there.
- 2d. Des Moines is the initial station for trains originating there.
- 2e. Cedar Rapids is the initial station for trains originating there.
Cedar Rapids Yard is the initial station for trains originating there.
- 2f. Burlington is the initial station for westward first class trains and No. 23.
3. Westward trains originating at Blue Island must obtain Clearance.
Trains not originating at Joliet need not obtain Clearance at Joliet.
Sioux is the initial and terminal station for Second Class and Extra trains.

SPECIAL INSTRUCTIONS—Continued

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, Short Line Jct.,
Des Moines, Burlington Freight Station, Mediapolis, Cedar Rapids Yard,
Waterloo, Vinton, Junction and Iowa Falls Yard for trains originating
or terminating.

Orion Jct. for regular trains.

Burlington first-class trains, passenger train extras and Nos. 22 and 23.

Cedar Rapids and Iowa Falls Passenger Station—First Class trains and
passenger train extras.

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

4b. 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.	Muscatine—Engine House.
Chicago—47th St. Engine House.	Washington.
Burr Oak—Out Freight and Engine House.	Eidon Yard—Yard Office and Engine House.
Joliet—Yard Office and Engine House.	Iowa City—Yard Office.
Morris.	Iowa City—Engine House.
Seneca.	Newton.
Ottawa—Yard Office.	Short Line Jct.—Yard Office.
La Salle—Yard Office.	Short Line Jct.—Engine House.
Bureau.	Des Moines—Passenger Station.
Silvis—Engine House and Yard Office.	Burlington—(Union Station Freight Station Engine House.)
Rock Island—Telegraph Office.	Cedar Rapids—(Union Station Engine House.)
Rock Island—Engine House and Yard Office.	Waterloo Yard Office.
Peoria.	Manly/Passenger Station Engine House.
Peoria Yard—Yard Office and Engine House.	Iowa Falls Yard Office.
Nahant—Yard Office and Engine House.	Minneapolis Passenger Station.
West Davenport—Yard Office.	Estherville/Passenger Station Engine House.

5a. Conductors and Enginemen are not required to consult General Order books 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 the 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.	Iowa City.
Burr Oak—Out Freight.	Short Line Jct.—Yard Office.
Joliet—Union Station.	Short Line Jct.—Engine House.
La Salle—Passenger Station.	Des Moines—Telegraph Office.
Bureau.	Burlington/Union Station Freight Station.
Peoria.	West Liberty.
Peoria Yard.	Cedar Rapids—(Union Station Yard Office Engine House.)
Silvis—Yard Office—Engine House.	Manly/Passenger Station Yard Office.
Rock Island—Telegraph Office.	Iowa Falls/Passenger Station Yard Office.
Nahant.	Decorah.
Culver Tower.	
Washington.	
Eidon Yard.	
West Liberty—Telegraph Office.	

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

8. f—Flag stop to receive or discharge traffic.
g—Conditional stops for revenue passengers only.
s—Regular stop.

11. At Princeville movement of CRI&P trains over AT&SF crossing are governed by color light signals located 100 feet from crossing. CRI&P trains will stop clear of Home Signal, then if no AT&SF train is using crossing or approaching, push the push button in box on pole near Home Signal. If a proceed signal is not displayed, wait five (5) minutes, then operate release located in box near concrete relay house. Return to box near Home Signal and again push the push button. A proceed signal should be displayed three and one-half minutes after operating release.

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 crossover to Signal 2090.

11b. Des Moines, West 11th St. MP 358.3, Dwarf signals are located 200 feet from crossing and govern movement in normal direction of traffic, and have no automatic block signal function. When they indicate "Stop" trains and engines must be preceded by a flagman to the crossing.

11c. CEDAR RAPIDS: Movement of trains and engines over C&NW crossing at Ninth Ave. and CMStP&P junction switch east of Seventh Ave. are governed by color light dwarf home signals. Rules 325 to 356, inclusive govern, except that signals do not supersede superiority of trains.

The eastward signal at Seventh Ave. governs movements over CMStP&P junction switch; indications: yellow over red for CRI&P main track; yellow under red for CMStP&P line to west side.

Switch connecting the CMStP&P line to the west side is operated by Towerman.

Movements from Cherry track and Pinney track over C&NW crossing will be governed by main track signals. Switches must not be lined for main track until ascertained that no trains or engines are approaching on CRI&P main track.

The color light signal for Westward trains below the arm on mast of automatic block signal 965 is a two aspect signal, red for "Stop" and yellow for "Proceed." Westward trains must not pass this signal while it indicates "Stop" except by permission of Towerman. When this signal indicates yellow or "Proceed" it does not supersede the indication given by Automatic block signal 965.

Speed of ten miles per hour must not be exceeded for a distance of not less than 600 feet before reaching home signal limits, and until engine passes out of home signal limits.

When a westward freight train or engine is held at home signal 6-LB near Tenth Ave., head trainman will go immediately to Ninth Ave. tower and Towerman will communicate with Switch Tender at B Ave. and train will be governed by instructions from Towerman.

CMStP&P and IC trains and engines moving from Ninth Ave., to their station or yard will be governed by signals or instructions of Towerman at Ninth Ave.

Eastward CRI&P trains and engines, also CMStP&P and IC trains and engines moving from yard and C Ave. toward Ninth Ave. will be governed by signal from Switch Tender at B Ave. who will give "Proceed" signals with yellow flag or yellow light for movement, when authorized by Towerman at Ninth Ave.

11d. CRI&P and CMStP&P main tracks between A Ave. and Seventh Ave. will be used jointly by CRI&P, CMStP&P and IC trains and engines as directed by Towerman at Ninth Ave. and on signal from Switch Tender at B Ave. at direction of Towerman.

11e. All trains and engines will approach the crossovers at east and west end Cedar Rapids Union Station and move on station tracks at restricted speed. Trains will proceed only on signal from Switch Tender (when on duty), and in absence of such signal, will stop and flag over the switches leading into or from the station. Switch Tenders are located at Third Ave. 10:20 P.M. to 6:20 A.M. and at Seventh Ave. 7:00 P.M. to 3:00 A.M. and will use white flag by day, white light by night, to signal C&NW trains; and yellow flag by day, yellow light by night, to signal CRI&P trains.

11f. Between Cedar Rapids Yard and Cedar Rapids Union Station Subdivision 15 eastward trains must clear Subdivision 16 first-class trains. Eastward first-class trains Subdivision 16 must approach heading in switch East End Cedar Rapids Yard at restricted speed expecting to find westward freight trains heading in and must move at restricted speed between heading in switch and Union Station.

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

Sub. Div.	MP	Crossing	Sub. Div.	MP	Crossing
2	84-50	CB&Q	16	178.9	CGW
2	101-0	CB&Q	16a	39.6	III Cent
27	245-20	CB&Q	16a	62.9	CGW
15	22-5	M&StL	16	210.7	CMStP&P
16	150.2	CGW	19	87.4	M&StL
16	157.5	III Cent	19	60.0	CGW

SPECIAL INSTRUCTIONS—Continued

11h. All railroad crossings at grade are protected by interlocking except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gate Against	Light Arrangement for	
						Stop	Proceed
3	20.15	CB&Q.....	No Gate				
3	48.4	CB&Q.....	No Gate				
4	221.3	Subdiv. 15...	Electric Lock Gate	Trainmen	Subdiv. 15...	Red	
4	356.2	DMU-CGW-FtDDM&S					
4	357.2	C&NW.....				Red	Yellow (WBM)
15	61.4	Subdiv. 4....	Electric Lock Gate	Trainmen	Subdiv. 15...	Red	
16	156.2	CGW.....	Electric Lock Gate	Trainmen	CGW.....	Red	Clear
16	219.5	CMStP&P...	Electric Lock Gate	Trainmen	CMStP&P...	Red	Clear
17	252.4	CMStP&P.....					
*27	181.15	CB&Q.....	Pole Target	Switch Tender		Horizontal	Vertical

*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.

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

15a. At Peoria, between Irving St. and Bridge St., the main tracks are used as two main tracks.

15b. 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.

15c. 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.

15d. Trains operating over CB&Q, between Colona and Orion Jct., will be governed by CB&Q Time Table and Operating Rules.

15e. Trains between West Davenport and Clinton will be governed by DRI&N Wry. Time Table and Operating Rules.

15f. Trains meeting at Burlington will use CB&Q siding between High and Market Streets. Trains and engines using this siding must restrict speed to 10 miles per hour.

15g. Trains meeting at Waverly Jct. will use that portion of Subdivision 16c when required to clear main track subdivision 16.

15h. Engines and trains may move between Short Line Jct. and West Des Moines without train orders.

Trains and engines will move against the current of traffic between Des Moines Passenger Station and Short Line Tower when protection is afforded by Yardmaster and crew so notified.

Between E. 4th St. and W. 11th St., Des Moines, all trains and engines will move at LOW SPEED.

15i. Between Silvis and Nahant inferior trains and engines may occupy main track on time of First Class Trains but must avoid delay thereto.

15j. First crossover switch East of Vinton passenger Station Mile Post 120, pole 27, is the junction switch with Subdivision 16 and 19.

18. Nos. 19 and 20 moving to and from passenger station Iowa Falls will use track at rear of passenger station.

18a. Between Burlington and Market Street connection trains and engines must move at restricted speed. Trains and engines entering or leaving Burlington Union Station are governed by hand signal of CB&Q switch tender.

18b. At Mediapolis the switch connecting CB&Q main track to CRI&P siding will be left set for CB&Q track. Eastward CB&Q trains must approach this switch at restricted speed.

18c. At Peoria Heights MP 5, Subdiv. 3, all trains and switch movements must stop and attend derail and be flagged over Marletta St., Prospect Ave. and West Glenn Ave.

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

Colona..... For CB&Q Transfer—four short, one long.

Short Line Jct. for trains and engines:

To Subdiv. 18—One long and one short.

To Subdiv. 31—One long and four short.

To Westward Main Track—Two long and two short.

To Eastward Main Track—Two long.

From Short Line Jct. Yard to Des Moines—One short, two long and one short.

To enter Short Line Jct. Yard from Des Moines—One short, one long and one short.

Iowa Falls:

To or from Main Track—One long.

To or from "Old Main Track"—One long, four short, one long.

To or from "SL" Transfer—Two long, one short.

To or from IC Transfer—Four short.

Manly:

CRI&P Main Track—One long.

To M&StL Main Track—Four short.

To CGW Main Track—One long, one short.

Cedar Rapids—Eastward Trains:

CRI&P Main track—One short.

CMStP&P track to West Side—Two short.

Culver..... Westward For siding—four short, one long.

Fairfield..... Westward { For long siding—four short.
For short siding—four short, one long.

CAB SIGNAL—RULES

Cab signal territory extends from MP 13 pole 49, Blue Island to MP 181 pole 2, Rock Island. All equipped engines, both passenger and freight, operating in this territory must keep cab signal apparatus power switch in "On" position and air supply valve to warning whistle open, at all times. The above mentioned power switch must be placed in "Off" position and air supply valve closed when leaving this territory.

Cut-in sections for the purpose of informing enginemen when cab signal territory is being entered are located at the following points:

Eastward—

Rock Island—On eastward main track MP 181 pole 2 to MP 180 pole 37.

Silvis—On east lead of east yard track at MP 172 pole 45.

Bureau—On main track Subdiv. 2A, MP 115 pole 7 to MP 114 pole 38.

Westward—Blue Island—

On westward main track MP 13 pole 37 to MP 13 pole 49.

On eastward main track MP 15 pole 37 to MP 15 pole 41.

On crossover, track 5 to westward main track at MP 15 pole 30.

On crossover, track 5 to westward main track at MP 15 pole 43.

At west end of track 5 MP 15 pole 48 to MP 16 pole 11.

SPECIAL INSTRUCTIONS—Continued.

Eastward and Westward—

Joliet—On Roundhouse lead.

Running test section for eastward trains is located at MP 183 pole 12 to MP 183 pole 3, eastward main track, Davenport. Enginemen on all equipped engines, both passenger and freight, must cut in cab signal apparatus approximately 2 minutes before reaching this test section to allow time for equipment to heat up properly. A speed of not to exceed 12 MPH must be maintained while passing through the test section, Cab signal should display, Clear (green), Approach Medium (yellow over green), Approach (Yellow), and Low Approach or Low (red over yellow), signals in the order named, and proper acknowledgment should silence the cab signal whistle, while passing through test circuit. Improper operation of indications must be reported to the Chief Dispatcher at Rock Island immediately by wire or phone.

Operation of cab signal apparatus must be noted on the work report.

Non-equipped engines must not be operated in cab signal territory except: Yard engines or other engines with or without cars, speed not to exceed 20 MPH at the following general switching limits:

Silvis—MP 170 pole 30 to MP 181 pole 2—Rock Island Division.
 Sheffield—MP 135 pole 3 to MP 137 pole 43—Rock Island Division.
 Bureau—MP 111 pole 30 to MP 116 pole 10—Rock Island Division.
 LaSalle-Peru—MP 97 pole 10 to MP 101 pole 20—Rock Island Division.
 Utica—MP 91 pole 20 to MP 95 pole 3—Rock Island Division.
 Ottawa—MP 82 pole 21 to MP 88 pole 3—Rock Island Division.
 Marseilles—MP 75 pole 33 to MP 79 pole 3—Rock Island Division.
 Joliet-Rockdale—MP 37 pole 25 to MP 43 pole 30—Chicago Division.
 Blue Island—MP 14 pole 2 to MP 18 pole 25—Chicago Division.

Work trains, between Blue Island MP 15 pole 37, Chicago Division, and Rock Island, MP 181 pole 2, Rock Island Division, restricted speed not exceeding 20 MPH.

Engines for repairs, or to relieve an engine to be repaired, or to fill a new assignment, or to perform switching service, then at restricted speed not exceeding 20 MPH, unless otherwise restricted, at and between the following points:

Chicago and Rock Island Division.

Blue Island.....	MP 15.7	Joliet.....	MP 40.2
Blue Island.....	MP 15.7	Ottawa.....	MP 84.5
Morris.....	MP 61.7	Marseilles.....	MP 77.3
Ottawa.....	MP 84.5	Utica.....	MP 94.0
Depue.....	MP 109.9	Bureau.....	MP 114.2
Bureau.....	MP 114.2	Silvis.....	MP 173.7
Sheffield.....	MP 136.5	Geneseo.....	MP 151.5

Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restricted or a more favorable indication after passing a fixed signal.

A warning whistle is provided to function whenever cab signal changes to a more restrictive indication. Engineer must be governed by the more restrictive indication and acknowledged change by operating acknowledging switch, which will stop sounding of whistle.

If after passing a fixed signal, the cab signal indication changes from Low Speed to a more favorable indication, speed must not be increased until train has run its length.

Should cab signal and fixed signal indications conflict, the more restrictive indication will govern.

When cab signal apparatus fails or is cut out the train or engine may proceed according to wayside signal indication at restricted speed, not exceeding 20 MPH, to the next available point of communication where report must be made to the train dispatcher who will establish an absolute block in advance at the next point where an absolute block can be established. Where an absolute block is established in advance of the train on which the cab signal apparatus is in-operative, train may proceed not to exceed 79 MPH unless otherwise restricted.

(Ruling: An absolute block can be established by the use of ABS between absolute signals as well as manual block operators.)

When there is a failure in the cab signal apparatus, engineer will cut out the warning whistle if it continues sounding after he has acknowledged it.

If the cab signal warning whistle sounds longer than 10 seconds the fireman, or if there is no fireman, the employe nearest the operating compartment of the engine, will go to the engineer immediately.

When the cab signal warning whistle fails to sound when the cab signal aspect changes to a more restrictive indication, it constitutes a failure and must be reported the same as when the cab signal and fixed signal aspects conflict.

Cab signals will not indicate conditions ahead when engine is:

- (1) Moving against the current of traffic on track signaled only for normal direction running.
- (2) Pushing cars.
- (3) Backing up.
- (4) Other than lead engine.

Cab signal apparatus shall be cut out as follows:

- (1) On all engines except lead engine when double heading.
- (2) When leaving signal territory as indicated on roadside signs.
- (3) When defect is apparent.

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 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. All employes are hereby notified that it is dangerous to stand erect upon cars, 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.
	114.6	Viaduct (Hwy.).
	129.6	Viaduct CB&Q.
113.7	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).	
2-A	121.7	Viaduct (Hwy.).
	161.1	Building (Power Plant).
	161.2	Viaduct (Franklin Street).
3	13.3	Viaduct (C&NWRy.).
	33.1	Thru span (Spoon River).
4	208.8	Viaduct
	216.6	Viaduct
	220.8	Coal Chute
	224.8	Viaduct
	229.9	Viaduct
	236.2	Viaduct
	236.4	Viaduct
	237.9	Viaduct
	268.6	Truss Span
	278.1	Truss Span
	287.7	Viaduct
	293.5	Viaduct
	304.1	Viaduct
	312.0	Viaduct
	323.2	Viaduct
329.5	Truss Span	
332.5	Viaduct	
354.4	Viaduct	
354.8	Viaduct	
4-A	32.0	Viaduct
	32.4	Viaduct
	33.6	Truss Span
	40.1	Truss Span
	39.7	Truss Span
15	34.7	Bridge
	41.3	Bridge
	75.6	Viaduct
	91.2	Viaduct
	91.2	Viaduct
16	102.4	Viaduct
	117.2	Viaduct
	120.2	Viaduct
	135.6	Bridge
	152.2	Viaduct
	165.0	Bridge
	190.7	Viaduct

SPECIAL INSTRUCTIONS—Continued

Sub.-Div.	Mile Post	Kind of Structure
19	49.2	Viaduct
27	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.).
15-A	291.5	Coal Chute, Eldon.
	31.2	Bridge.
16-A	77.3	Bridge.
	39.8	Bridge.
	79.6	Bridge.
	85.9	Bridge.
	111.9	Viaduct.
	114.9	Bridge.
16-C	168.9	Bridge.
	172.4	Viaduct.
Milan to Rock Island	.....	Thru span (Mill Creek).
	.....	Thru span (I&M Canal).
	.....	Thru span (Rock River).
	.....	Thru span (Rock River).
	.....	Viaduct (24th St.).

31. Industrial or spur tracks 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
4	186.0	Farnam.....	32
4	238.0	Stadium.....	76
15	43.8	Smith Track.....	9
16	164.7	Winslow Spur.....	15
16-A	5	Doubling Spur.....	9
19	29.1	McCarthy Spur.....	6
27	213.7	Hahns Spur.....	10

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

34. "Precautions unusual conditions." When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

Snow plows while in road operation will not exceed 5 MPH when meeting or passing or being passed by a passenger train.

35. Emergency telephones connected with train dispatcher circuit are located as "pole sets," or in booth at the following locations: Atkinson Mine, Heinz Spur, Bridge 2540 both ends.

36. The unnecessary use of engine whistle within the corporate limits of East Moline, Moline, Rock Island and Davenport is prohibited.

NOTE.—The following letters and symbol indicate:

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

Official Hospitals are located as follows:

Name	Place	Telephone
Moline Public Hospital.....	Moline, 702 Fifth Ave.....	23651
St. Lukes.....	Cedar Rapids, Iowa, 1110 A Avenue...	6141
Mercy.....	Burlington, Iowa, 610 N. 4th St.....	138
Ellsworth.....	Iowa Falls, Iowa, 110 Rocksylvania Ave.	110
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
J. C. Hammond City Hosp.....	Geneseo, 536 N. College Ave.....	2186
St. Anthony's Hosp.....	Rock Island, 767 Thirtieth St.....	62641
St. Luke's Hosp.....	Davenport, 1228 East High St.....	3-2737
St. Francis Hosp.....	Peoria, Glen Oak Ave.....	6131, 2-1782
Hershey Memorial.....	Muscatine, 1810 Mulberry Ave.....	88
Washington Co.....	Washington, South 4th Ave.....	7
Grinnell Community.....	Grinnell, 102½ Nassau St.....	98
Iowa Lutheran.....	Des Moines, 712 Parnell.....	6-5141

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