

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon, La Salle Street Station.....	Chicago
J. M. L. JENSEN, Ass't Chief Surgeon, La Salle St. Station	Chicago
E. E. NYSTROM.....	Peoria
W. C. WILLIAMS, Oculist, Aurist and Examiner.....	Clinton
LESLIE K. FENLON.....	Minooka
J. J. COADY.....	Morris
W. G. SACHSE.....	Seneca
W. E. COULTER.....	Marseilles
P. R. CLARK.....	
A. J. ROBERTS.....	
M. H. SAWYER, Asst.....	Ottawa
W. P. FREAD, Oculist and Aurist.....	Utica
JAMES S. GEEN.....	
J. W. GEIGER.....	
R. H. WOODS, Oculist.....	
J. F. LEWIS, Examiner.....	La Salle
O. BALENSIEFER.....	Peru
J. J. MORAN.....	Spring Valley
L. M. DUNN.....	DePue
B. J. DYSART, Surgeon and Examiner.....	Bureau
H. E. BROWN.....	Tiskilwa
O. B. GILTNER.....	Sheffield
J. M. YOUNG.....	Annawan
C. S. YOUNG.....	
W. R. YOUNG.....	Geneseo
H. C. DEBOURCY, Surgeon and Examiner.....	Silvis
J. HENRY FOWLER, Examiner.....	Silvis-East Moline
M. S. DONNANVILLE, Examiner.....	
L. A. DONNANVILLE, Asst. Examiner.....	
A. HENRY ARP.....	
F. M. DAVENPORT.....	Moline
JOSEPH DE SILVA.....	
L. OSTROM, Oculist.....	
M. L. OSTROM, Oculist.....	Rock Island
G. F. HARKNESS, Asst. Oculist and Aurist.....	
W. G. BESSMER, Surgeon and Examiner.....	
GEORGE M. MIDDLETON, Examiner.....	Davenport
J. W. DAUGHERTY.....	Chillicothe
T. C. COGGHELL.....	Henry
R. L. EDDINGTON.....	
EMERY E. ROYCE, Sub.....	Sparland
J. T. WEAD.....	Wyoming
R. H. STEWART.....	Galva
J. E. WESTERLUND.....	Cambridge
W. L. EDDY.....	Milan
W. S. NORTON, Examiner.....	Muscatine
E. R. KING.....	Letts
JAMES W. FENCE.....	Columbus Jct.
F. M. MAHIN.....	Ainsworth
C. W. McLAUGHLIN.....	Washington
JAMES F. CLARK, Consulting Surgeon.....	
L. D. JAMES.....	Fairfield
S. H. SAWYERS, Consulting Surgeon and Examiner.....	Eldon
G. H. CLARK.....	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 Sts.....	Main-98
J. C. Hammond City Hosp.....	Geneseo, 636 N. College Ave.....	186-K
St. Anthony's Hosp.....	Rock Island, 767 Thirtieth St.....	278
St. Luke's Hosp.....	Davenport, 1228 East High St.....	3-2737
Methodist Hosp. of Central Ill.....	Peoria, 221 N. Glen Oak Ave.....	2-2782
St. Francis Hosp.....	Peoria, Glen Oak Ave.....	6131, 2-1782
Cromwell & Coggshell Hosp.....	Henry, Edwards St. and 1st Av.....	5
Mahaska.....	Oskaloosa, 1229 C Ave. East.....	330
Abbott.....	Oskaloosa, 214 Second Ave. E.....	209
Mercy.....	Oskaloosa, 214 N. Market St.....	451
Hershey Memorial.....	Muscatine, 1810 Mulberry Ave.....	88
Washington Co.....	Washington, South 4th Ave.....	7

C. L. FRANKLIN, Superintendent
G. W. RANEY, General Superintendent

A. R. RUITER, Sup't. Motive Power
J. R. PICKERING, Sup't. Transportation

G. P. TRACHTA, Asst. Chief Operating Officer (Mechanical)
C. J. BROWN, General Manager

J. D. FARRINGTON,
Chief Operating Officer

Chicago, Rock Island & Pacific Railway

TIME TABLE

ROCK ISLAND DIVISION FIRST DISTRICT

No. 3

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

TUESDAY, JANUARY 7, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

SUBDIVISION 2 STATIONS Time Table No. 3 January 7, 1941		M. P. Distance from Chicago	FIRST CLASS											
			5	9	21	501	3	7	19	505	503	25	29	43
LEAVE			Passenger	Passenger	Passenger	Rocket	Golden State Limited	Rocket	Passenger	Rocket	Rocket	Passenger	Rocket Arizona Limited	Call- formian
GO..... Chicago.....		TO 0	Daily P.M. 11.30	Daily A.M. 1.00	Daily A.M. 8.50	Daily A.M. 10.15	Daily A.M. 10.15	Daily P.M. 1.55	Daily P.M. 4.15	Daily P.M. 6.06	Daily P.M. 7.30	Daily P.M. 7.31	Daily P.M. 8.45	Daily P.M. 8.50
BI..... Blue Island.....		TO 15.7												
..... JOLIET.....		40.2	A.M. 12.21	A.M. 1.55	A.M. 9.40	A.M. 10.57	A.M. 11.08	P.M. 2.37	P.M. 5.10	P.M. 5.47	P.M. 8.12	P.M. 8.21	P.M. 9.33	P.M. 9.43
SY..... ROCKDALE.....		TO 42.4	12.24	1.58	9.43	10.59	11.11	2.40	5.13	5.49	8.14	8.24	9.36	9.46
HS..... MINOOKA.....		TO 51.1	12.33	2.07	9.52	11.06	11.20	2.47	5.23	5.56	8.21	8.34	9.44	9.55
MD..... MORRIS.....		TO 61.7	12.44	2.18	10.05	11.14	11.30	2.55	5.38	6.04	8.29	8.46	9.53	10.05
..... STOCKDALE.....		P 65.5	12.48	2.22	10.10	11.17	11.34	2.59	5.42	6.07	8.32	8.51	9.57	10.09
SN..... SENECA.....		TO 71.9	12.54	2.28	10.20	11.22	11.40	3.04	5.50	6.12	8.37	9.00	10.02	10.15
MS..... MARSEILLES.....		P-TO 77.3	12.59	2.33	10.30	11.27	11.45	3.09	5.58	6.17	8.42	9.08	10.07	10.20
WA..... OTTAWA.....		TO 84.5	1.07	2.55	10.45	11.33	11.53	3.15	6.13	6.23	8.48	9.18	10.14	10.28
..... CB&Q CROSSING.....		84.8												
..... ARZNER.....		P 89.0	1.12	3.01	10.51		11.58		6.23 505 6.28	6.27 19		9.24		10.33
K..... UTICA.....		TO 94.0	1.17	3.06	11.00	11.42	12.03	3.24	6.34	6.32	8.57	9.30	10.23	10.38
UD..... LA SALLE.....		TO 99.0	1.23	3.14	11.10	11.47	12.09	3.29	6.45	6.38	9.02	9.40	10.29	10.44
..... PERU.....		100.1	1.25	3.16	11.15	11.49	12.11	3.30	6.50	6.39	9.04	9.44	10.31	10.46
..... CB&Q CROSSING.....		101.0												
SV..... SPRING VALLEY.....		TO 104.3	1.31	3.22	11.23	11.53	12.17	3.34	6.57	6.43	9.08	9.51	10.36	10.52
D..... DE PUE.....		TO 109.9	1.37	3.28	11.30	11.58	12.23	3.38	7.07	6.47	9.13	10.00	10.40	10.58
AU..... BUREAU.....		TO 114.2	1.45	3.53	11.45	12.03	12.31	3.43	7.30	6.52	9.18	10.15	10.46	11.06
KI..... TISKILWA.....		TO 122.4	1.58	4.13	A.M. -	P.M. -	12.42	3.51	7.40	7.00	P.M. -	P.M. -	10.55	11.19
..... WYANET.....		P 128.6	2.06	4.21			12.50	3.57	7.49	7.06			11.01	11.27
SF..... SHEFFIELD.....		TO 136.5	2.15	4.33			12.59	4.04	8.00	7.13			11.08	11.36
Z..... MINERAL.....		TO 141.9	2.20	4.38			1.04	4.08	8.06	7.17			11.12	11.41
JF..... ANNAWAN.....		TO 145.6	2.24	4.45			1.08	4.11	8.10	7.20			11.15	11.45
AK..... ATKINSON.....		TO 151.5	2.30	4.55			1.14	4.15	8.17	7.24			11.20	11.51
GV..... GENESEO.....		TO 159.1	2.37	5.08			1.21	4.21	8.26	7.30			11.27	11.58
..... GREEN RIVER.....		167.8	2.45	5.18			1.29	4.27	8.35	7.36			11.34	12.06
VR..... COLONA.....		TO 169.6	2.47	5.21			1.31	4.29	8.37	7.38			11.36	12.08
..... CB&Q CROSSING.....		169.7												
..... CARBON CLIFF.....		171.8	2.49	5.23			1.33		8.39					12.10
S..... SILVIS.....		173.7	2.51	5.28			1.35	4.33	8.41	7.42			11.41	12.12
..... EAST MOLINE.....		175.1	2.54	5.33			1.37	4.35	8.45	7.44			11.43	12.14
..... MOLINE.....		178.9	3.03	5.46			1.46	4.42	8.55	7.52			11.50	12.21
RK..... ROCK ISLAND.....		TO 181.1	3.20	5.55			2.00	4.53	9.15	7.58			12.05	12.35
DI.....		140.9	A.M.	A.M.			P.M.	P.M.	P.M.	P.M.			A.M.	A.M.
..... AVERAGE SPEED PER HOUR.....			47.2	35.2	35.5	67.3	49.2	62.2	35.2	64.5	67.3	38.9	55.6	49.2
..... SCHEDULE TIME.....			2.59	4.00	2.05	1.06	2.52	2.16	4.05	2.11	1.06	1.54	2.32	2.52

AUTOMATIC BLOCK SIGNALS

TWO MAIN TRACKS

See T Rule 16

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

No. 5 receive pullman passengers for Des Moines and beyond, discharge from Chicago and Englewood.

No. 9 receive Joliet, pullman passengers for Peoria-Tri Cities and beyond, discharge Morris and Wyanet from Chicago and Englewood; Marseilles, Monday only, from Chicago and Englewood; LaSalle, Sunday only, discharge papers. Reduce speed 10 miles per hour LaSalle-Peru, discharge U. S. Mail.

Nos. 501 and 503 receive for Peoria.

No. 3 receive for Kansas City or beyond.

No. 7 receive for Des Moines and West where scheduled to stop.

No. 19 receive for East Moline and beyond, discharge from Chicago, Englewood and Peoria.

No. 505 receive Joliet, for Des Moines; Ottawa and LaSalle for Tri Cities and beyond where scheduled to stop.

No. 29 receive Joliet, Ottawa and LaSalle for Arizona; receive Moline for Kansas City, El Paso and Arizona.

No. 43 receive for Kansas City, Des Moines and beyond, discharge Moline, from Chicago and Englewood.

Main Line Eastward

SUBDIVISION 2 STATIONS Time Table No. 3 January 7, 1941		M. P. Distance from Chicago	FIRST CLASS												
			6	14	212	44	4	8	30	502	214	506	10	504	210
			Passenger	Iowa Nebraska Limited	Passenger	Call- fornian	Golden State Limited	Rocket	Rocket Arizona Limited	Rocket	Passenger	Rocket	Passenger	Rocket	Passenger
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
GO.....CHICAGO.....	TO	0													
B1.....Blue Island.....	TO	15.7													
	TO	15.7													
JOLIET.....	TO	40.2	A.M. 5:30	A.M. 6:18	A.M. 7:20	A.M. 7:42	A.M. 7:50	A.M. 8:14	A.M. 8:40	A.M. 8:45	A.M. 9:20	P.M. 12:29	P.M. 7:30	P.M. 5:50	P.M. 8:00
SY.....ROCKDALE.....	TO	42.4	5:19	6:11	7:10	7:31	7:43	8:11	8:35	8:42	9:13	12:24	7:22	5:47	7:52
HS.....MINOOKA.....	TO	51.1	5:07	6:02	6:58	7:22	7:34	8:04	8:28	8:34	9:01	12:17	7:13	5:39	7:43
MD.....MORRIS.....	TO	61.7	4:55	5:50	6:45	7:09	7:22	7:55	8:19	8:25	8:49	12:08	7:01	5:30	7:32
STOCKDALE.....	P	65.5	4:42	5:46	6:31	7:03	7:17	7:52	8:15	8:22	8:43	12:05	6:57	5:27	7:17
SN.....SENECA.....	TO	71.9	4:34	5:40	6:24	6:55	7:11	7:46	8:09	8:16	8:37	11:59	6:52	5:21	7:11
MS.....MARSELLES.....	P-TO	77.3	4:27	5:35	6:15	6:48	7:06	7:42	8:04	8:12	8:32	11:55	6:45	5:17	7:05
WA.....OTTAWA.....	TO	84.5	4:18	5:27	6:00	6:38	6:57	7:35	7:57	8:06	8:23	11:48	6:37	5:11	6:55
CB&Q CROSSING.....		84.8													
ARZNER.....	P	89.0													
K.....UTICA.....	TO	94.0	4:03	5:16	5:48	6:26	6:46	7:27	7:48	7:57	8:14	11:40	6:25	5:02	6:40
UD.....LA SALLE.....	TO	99.0	3:55	5:11	5:40 14 5:00	6:19	6:41	7:22	7:42	7:52	8:07	11:35	6:20	4:57	6:33
PERU.....	TO	100.1	3:51	5:09	4:55	6:16	6:39	7:20	7:40	7:50	8:02	11:33	6:15	4:55	6:28
CB&Q CROSSING.....		101.0													
SV.....SPRING VALLEY.....	TO	104.3	3:45	5:04	4:40	6:10	6:34	7:16	7:35	7:46	7:55	11:29	6:11	4:51	6:21
D.....DE PUE.....	TO	109.9	3:38	4:58	4:30	6:03	6:28	7:11	7:30	7:41	7:48	11:24	6:05	4:46	6:13
AU.....BUREAU.....	TO	114.2	3:30	4:50	4:20 A.M.	5:55	6:22	7:07	7:25	7:37	7:40	11:20	6:00	4:42	6:05
KI.....TISKILWA.....	TO	122.4	2:40	4:33		5:39	6:08	7:00	7:17	A.M.	A.M.	11:12	5:45	P.M.	P.M.
WYANET.....	P	128.6	2:33	4:26		5:32	6:02	6:55	7:11			11:06	5:38		
SF.....SHEFFIELD.....	TO	136.5	2:23	4:16		5:23	5:54	6:49	7:05			11:00	5:28		
Z.....MINERAL.....	TO	141.9	2:15	4:11		5:18	5:49	6:45	7:01			10:56	5:21		
JF.....ANNAWAN.....	TO	145.6	2:08	4:07		5:14	5:46	6:42	6:58			10:53	5:17		
AK.....ATKINSON.....	TO	151.5	2:00	4:01		5:08	5:40	6:38	6:54			10:49	5:11		
GV.....GENESEO.....	TO	159.1	1:50	3:53		5:00	5:33	6:32	6:48			10:43	5:01		
GREEN RIVER.....		167.8	1:34	3:43		4:51	5:24	6:25	6:41			10:36	4:51		
VR.....COLONA.....	TO	169.6	1:32	3:40		4:48	5:21	6:23	6:39			10:34	4:48		
CB&Q CROSSING.....		169.7													
CARBON CLIFF.....		171.8	1:28	3:37		4:45	5:19						4:45		
S.....SILVIS.....		173.7	1:23	3:35		4:43	5:17	6:19	6:35			10:30	4:43		
EAST MOLINE.....		175.1	1:20	3:33		4:41	5:15	6:17	6:33			10:28	4:40		
MOLINE.....		178.9	1:12	3:27		4:35	5:10	6:13	6:29			10:24	4:32		
RK.....ROCK ISLAND.....	TO	181.1	1:05	3:20		4:30	5:05	6:08	6:24			10:19	4:25		
DI.....		140.9	A.M.	A.M.		A.M.	A.M.	A.M.	A.M.			A.M.	P.M.		
LEAVE			Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily
AVERAGE SPEED PER HOUR.....			31.9	47.5	31.7	44.0	51.2	67.1	62.2	65.3	44.4	65.0	45.7	65.3	38.6
SCHEDULE TIME.....			4.25	2.58	3.00	3.12	2.45	2.06	2.16	1.08	1.40	2.10	3.05	1.08	1.55

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS
 No. 6 discharge from Davenport or beyond and No. 230. Papers Marselles-Morris.
 No. 14 receive Moline, for Englewood-Chicago; discharge Joliet, from Des Moines
 or beyond.
 No. 44 receive Geneseo, Atkinson, Annawan, Sheffield and Tiskilwa for Engle-
 wood-Chicago; discharge from West of Davenport and any station from
 Tucumcari and West; Bureau from Moline and West.
 No. 4 discharge Moline from Kansas City; Bureau from West of Davenport; any
 station from Tucumcari and beyond.

EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 No. 8 discharge Bureau from Moline and West for Peoria; LaSalle, Ottawa and
 Joliet from West of Des Moines.
 No. 30 discharge Moline from Arizona and Kansas City. La Salle, Ottawa and
 Joliet from Arizona.
 Nos. 502 and 504 discharge from Peoria.
 No. 506 receive LaSalle for Englewood-Chicago, discharge from points west of
 Davenport, arriving on No. 2 and from Des Moines.
 No. 10 receive Atkinson-Annawan for Joliet and beyond; discharge Joliet, from West
 of Bureau; Atkinson-Annawan from Moline and West. Carbon Cliff, U. S. Mail.
 No. 210 receive for Joliet and beyond, discharge from Bureau and beyond.

Main Line Eastward

SUBDIVISION 2 STATIONS Time Table No. 3 January 7, 1941

SECOND CLASS

	M. P. Distance From Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	SECOND CLASS					
						96-904	92-98	998	94	908	902
						Twin Cities Texas Kan. City Red Ball	Texas Call- formian Chicago Perishable Red Ball	Omaha- Soo Falls Cedar Rapids Red Ball	N. W. Special	Peoria Red Ball	Peoria Red Ball
..... Chicago	0	0	.....	.....	RWTTYd	P.M.	A.M.	A.M.	A.M.		
..... Blue Island	15.7	16	.....	.....	RFWTTYd	1.30	12.30	3.15	3.00	4.00	
..... JOLIET	40.2	40	63	640	RFWTTYd	P.M.	P.M.	A.M.	A.M.	A.M.	
..... ROCKDALE	42.4	42	99	322	WYd						
..... MINOOKA	51.1	51	106	53	.....					
..... MORRIS	61.7	62	101	204	FWYd						
..... STOCKDALE	65.5	66	66	140	.....					
..... SENECA	71.9	72	80	507	WYYd						
..... MARSEILLES	77.3	77	99	243	Yd						
..... OTTAWA	84.5	85	88	650	WYYd						
..... CB&Q CROSSING	84.8	.....	.....	.....	.....		
..... ARZNER	89.0	89	.....	50	.....					
..... UTICA	94.0	94	121	205	Yd						
..... LA SALLE	99.0	99	.....	226	RYd						
..... PERU	100.1	100	.....	562	FWYd						
..... CB&Q CROSSING	101.0	.....	.....	.....	.....		
..... SPRING VALLEY	104.3	104	.....	34	Yd						
..... DE PUE	109.9	110	116	166	Yd	A.M.	P.M.	P.M.	P.M.		
..... BUREAU	114.2	114	113	358	RFWTTYd	10.15	8.45	10.50	11.00	A.M.	11.40
..... TISKILWA	122.4	123	99	60	Yd					P.M.	
..... WYANET	128.6	129	.....	31	.....					
..... SHEFFIELD	136.5	137	66	75	WYd						
..... MINERAL	141.9	142	.....	62	.....					
..... ANNAWAN	145.6	146	71	60	.....					
..... ATKINSON	151.5	152	88	80	Yd						
..... GENESEO	159.1	159	53	250	WYd						
..... GREEN RIVER	167.8	168	.....	10	.....					
..... COLONA	169.6	170	.....	20	R						
..... CB&Q CROSSING	169.7	.....	.....	.....	.....		
..... CARBON CLIFF	171.8	172	.....	20	Yd						
..... SILVIS	173.7	173	.....	4400	RFWTTYd	7.30	6.00	7.30	9.00	10.30	
..... EAST MOLINE	175.1	175	.....	20	Yd	A.M.	P.M.	P.M.	P.M.	P.M.	
..... MOLINE	178.9	179	.....	344	Yd						
..... ROCK ISLAND	181.1	181	.....	637	RFWTTYd						
..... LEAVE						Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
..... AVERAGE SPEED PER HOUR						28.1	25.4	19.1	25.4	17.0	22.2
..... SCHEDULE TIME						4.45	5.15	7.00	5.15	3.30	3.20

**FOLLOWING TRAINS HAVE NO TIME TABLE
AUTHORITY ON SUBDIVISION 2.
Nos. 96-904, 92-98, 998, 94, 908 and 902**

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 7, 8, 29, 30, 501, 502, 503, 504, 505 AND 506 NOT LESS THAN 10 MINS.
Local Extra leaves La Salle 4:30 P. M. daily except Sunday for Blue Island. Local Extra leaves Silvis 6:45 A. M. daily except Sunday for La Salle.

Main Line Westward

SUBDIVISION 27 STATIONS Time Table No. 3 January 7, 1941			FIRST CLASS															
					29	125	43	23	5	9	103	3	7	505	1	19		
			M. P. Distance from Chicago	Distance from Silvis	Rocket Arizona Limited	CMSt P&P Passenger	Calif- ornian	Iowa Nebraska Limited	Passenger	Passenger	CMSt P&P Passenger	Golden State Limited	Rocket	Rocket	Passenger	Passenger		
LEAVE		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily				
S.....SILVIS.....	173.7																	
RK..ROCK ISLAND, ILL... 0 2	181.1	7.4	A.M. 12.10		A.M. 12.45	A.M. 12.50	A.M. 3.30	A.M. 6.15		P.M. 2.10	P.M. 4.53	P.M. 7.58	P.M. 9.25	P.M. 10.25				
.....CB&Q Crossing..... 1 5	181.3	7.6																
VN.DAVENPORT, IOWA... 0 9	182.8	9.1	g12.16		s12.54	s1.05	s 3.40	s 6.35		s 2.19	s 4.59	s 8.04	s 9.35	s10.40				
WU...MO DIV. JCT..... 1 2	183.7	10.0	12.18		12.57	1.08 A.M.	3.42 A.M.	6.37 A.M.		2.22	5.01 P.M.	8.06 P.M.	9.38	10.43 P.M.				
WN.WEST DAVENPORT... 1 6	184.9	11.2	12.21 125	A.M. 12.23 29	1.00				A.M. 7.45	2.25			9.42					
NA.....NAHANT..... 4 4	186.5	12.8	12.23	12.26	1.04				s 7.48	2.29			9.45					
WD.....LINWOOD..... 1 1	190.9	17.2	12.27	12.31	1.09				f 7.56	2.34			g 9.50					
.....BUFFALO..... 4 8	192.0	18.3											g 9.51					
.....MONTPELIER..... 5 8	196.8	23.1	12.32	12.37	1.16				f 8.08	2.40			g 9.56					
.....FAIRPORT..... 7 7	202.6	28.9	12.37	12.43	1.23				f 8.17	2.46			g10.02					
BT.....MUSCATINE..... 1 3	210.3	36.6	g12.47	s12.53	g 1.33				s 8.40	s 3.00			s10.15					
DY.....CULVER..... 0 0	211.6	37.9	12.50	12.56 A.M.	1.36				8.45 A.M.	3.03			10.18					
..End of Two Main Tracks.. 5 0	211.6																	
.....FRUITLAND..... 6 8	216.6	42.9	12.54		1.42					3.10 98			g10.24					
Z.....LETT'S..... 6 3	223.4	49.7	1.01		1.50					3.19			g10.32					
.....FREDONIA..... 1 1	229.7	56.0	1.07		1.57					3.26			10.38					
CJ...COLUMBUS JCT..... 0 0	230.8	57.1	1.10		g 2.02					s 3.33			s10.52					
.....CRI&P Crossing..... 5 4	230.8	57.1																
.....COTTER..... 4 8	236.2	62.5	1.16		2.11					3.42			g10.59					
DA.....AINSWORTH..... 7 2	241.0	67.3	1.21		2.17					3.48			f11.06					
WA.....WASHINGTON..... 7 4	248.2	74.5	g 1.28		g 2.27 44					s 4.00			s11.17					
.....VERDI..... 5 8	255.6	81.9	1.38		2.37					4.10			g11.27					
BR...BRIGHTON..... 2 4	261.4	87.7	1.44		2.44					4.17			s11.35					
..EAST PLEASANT PLAIN..... 4 7	263.8	90.1	1.46		2.55 4					4.20			f11.40					
.....PERLEE..... 4 3	270.3	94.8	1.54 44		3.03					4.25			g11.46					
.....OTERO..... 2 1	274.6	99.1	2.00		3.09					4.32			11.52 P.M.					
FR...CB&Q Crossing..... 0 3	276.7	101.2																
.....FAIRFIELD..... 5 7	277.0	101.5	g 2.05		g 3.14 96					s 4.38			s12.01 A.M.					
BY...LIBERTYVILLE..... 6 4	282.7	107.2	2.15		3.22					4.47			g12.09					
.....COUNTY LINE..... 5 3	289.1	113.6	2.24 4		3.30					4.55			g12.16					
.....ELDON..... 0 0	294.4	118.9	s 2.40		s { 3.43 30 3.53					s { 5.05 5.10			s { 12.35 12.45					
.....CRI&P Crossing..... 0 8	294.4	118.9																
ON...ELDON YARD..... 119.7	295.2	119.7	2.42 96 A.M.		3.56 A.M.					5.15 P.M.			12.50 A.M.					
.....AVERAGE SPEED PER HOUR.....			44.3		48.5		37.2		8.7	13.0		7.1	26.7	37.4	19.5	19.5	33.7	12.0
.....SCHEDULE TIME.....			2.32		0.33		3.11		0.18	0.12		0.22	1.00	3.05	0.8	0.8	3.25	0.13

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.
No. 29 receive Davenport for Kansas City, El Paso and Arizona. Muscatine, Washington and Fairfield for Arizona. No. 1 discharge or receive mail, express and passengers.

No. 43 receive Columbus Jet. for Kansas City and beyond. Washington for points where scheduled to stop. Discharge Washington from points where scheduled to stop; Muscatine and Fairfield from Chicago, Englewood and Peoria.

Main Line Westward

SUBDIVISION 27 STATIONS Time Table No. 3 January 7, 1941	M. P. Distance from Chicago	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	Office Hours Week Days *Sundays and Holidays	SECOND CLASS						
							909	279	93	267	265	91	275
							Freight	CMSt P&P Way Freight	Texas Special	CMSt P&P Time Freight	CMSt P&P Time Freight	Chicago Calif. Gold Ball Frt.	CMSt P&P Time Freight
LEAVE					From	To	Daily	Daily	Daily	Daily	Daily	Daily	
.....SILVIS.....	173.7	173	.....	.....	RFWTYd	Continuous.							
.....ROCK ISLAND, ILL.....	181.1	181	.....	.....	RFWTYd	Continuous.							
.....CB&Q Crossing.....	181.3	.....	.....	.....						
.....DAVENPORT, IOWA.....	182.8	183	.....	.....	Yd								
.....MO. DIV. JCT.....	183.7	184	.....	.....	Yd	Continuous.							
.....WEST DAVENPORT.....	184.9	185	.....	.....	RYd	Continuous.							
.....NAHANT.....	186.5	187	.....	.....	RYd	Continuous.	2:05	A.M. 1:30	5:35	A.M. 7:15	A.M. 8:45	5:40	P.M. 6:00
.....LINWOOD.....	190.9	191	.....	255	Yd	7:45 a.m. 4:45 p.m.							
.....BUFFALO.....	192.0	192	.....	25									
.....MONTPELIER.....	196.8	197	.....	9									
.....FAIRPORT.....	202.6	203	.....	10									
.....MUSCATINE.....	210.3	210	.....	410	WTYd	7:00 a.m. 4:00 p.m.							
.....CULVER.....	211.6	212	99	30	RYd	Continuous.	3:30	A.M. 3:00	6:15	A.M. 8:01	A.M. 9:45	6:15	P.M. 6:45
.....End of Two Main Tracks.....	211.6	.....	.....	.....						
.....FRUITLAND.....	216.6	217	87	112			3:57		6:23			6:25	
.....LETT'S.....	223.4	224	100	33		8:00 a.m. 5:00 p.m.	4:15		6:36			6:40	
.....FREDONIA.....	229.7	230	88	14	Yd		4:50		6:44			6:50	
.....COLUMBUS JCT.....	230.8	231	51	81	WYYd	{ 11:00 p.m. 3:00 p.m. *2:00 p.m. 4:00 p.m. *11:00 p.m. 9:00 a.m.	5:14		6:55			7:00	
.....CRI&P Crossing.....	230.8	.....	.....	.....						
.....COTTER.....	236.2	236	123	28			5:40		7:05			7:10	
.....AINSWORTH.....	241.0	241	77	29		7:00 a.m. 4:00 p.m.	6:00		7:15			7:20	
.....WASHINGTON.....	248.2	248	113 125	277	RFWTYd	{ 7:00 a.m. 9:30 p.m. 11:00 p.m. 7:00 a.m.	7:05		7:30			7:40	
.....VERDI.....	255.6	256	75	4			7:16		7:42			7:55	
.....BRIGHTON.....	261.4	261	88	162		7:30 a.m. 4:30 p.m.	7:25		7:50			8:05	
.....EAST PLEASANT PLAIN.....	263.8	264	53	30			7:30		7:55			8:09	
.....PERLEE.....	270.3	270	86	12			7:40		8:05			8:17	
.....OTERO.....	274.6	275	77	.....			7:50		8:15			8:25	
.....CB&Q Crossing.....	276.7	.....	.....	.....		Continuous.							
.....FAIRFIELD.....	277.0	277	64	104	WYd		7:55		8:20			8:30	
.....LIBERTYVILLE.....	282.7	283	100	22		7:00 a.m. 4:00 p.m.	8:05		8:30			8:40	
.....COUNTY LINE.....	289.1	289	100	.....			8:15		8:38			8:50	
.....ELDON.....	294.4	294	28	207	RWTYd								
.....CRI&P Crossing.....	294.4	.....	.....	.....						
.....ELDON YARD.....	295.2	295	.....	1094	RFYYd	Continuous.	8:50 A.M.		9:00 A.M.			9:30 P.M.	
.....AVERAGE SPEED PER HOUR.....							15.4	16.7	29.9	32.7	25.1	26.6	33.5
.....SCHEDULE TIME.....							7.45	1.30	4.00	0.46	1.00	4.30	0.45

AUTOMATIC BLOCK SIGNALS

TWO MAIN TRACKS

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 7, 8, 29, 30, 505 AND 506 NOT LESS THAN 10 MINS.
 TIME TABLE RULE 14A IN EFFECT.
 Local Extra leaves Silvis 7:30 A. M. daily except Sunday for Eldon.

Main Line Eastward

SUBDIVISION 27 STATIONS Time Table No. 3 January 7, 1941			FIRST CLASS													
			M. P. Distance from Chicago	Distance from Silvis	20	44	4	126	14	30	8	2	506	10	108	6
					Passenger	Call- fornian	Golden State Limited	CMSt P&P Passenger	Iowa Nebraska Limited	Rocket Arizona Limited	Rocket	Passenger	Rocket	Passenger	CMSt P&P Passenger	Passenger
SILVIS <small>7.4</small> RK. ROCK ISLAND, ILL. <small>0.2</small> CB&Q Crossing <small>1.5</small> VN. DAVENPORT, IOWA <small>0.9</small> WU. MO DIV. JCT. <small>1.2</small> WN. WEST DAVENPORT <small>1.6</small> NA. NAHANT <small>4.4</small> WD. LINWOOD <small>1.1</small> BUFFALO <small>4.8</small> MONTPELIER <small>5.8</small> FAIRPORT <small>7.7</small> BT. MUSCATINE <small>1.3</small> DY. CULVER <small>0.0</small> End of Two Main Tracks <small>5.0</small>			TWO MAIN TRACKS													
<small>6.8</small> Z. LETS <small>6.3</small> FREDONIA <small>0.0</small> CJ. COLUMBUS JCT. <small>5.4</small> CRI&P Crossing <small>4.8</small> COTTER <small>7.2</small> DA. AINSWORTH <small>4.3</small> WA. WASHINGTON <small>5.8</small> VERDI <small>2.4</small> BR. BRIGHTON <small>4.7</small> EAST PLEASANT PLAIN <small>4.3</small> PERLEE <small>2.1</small> OTERO <small>0.3</small> FR. CB&Q Crossing <small>5.7</small> FAIRFIELD <small>6.4</small> BY. LIBERTYVILLE <small>5.3</small> COUNTY LINE <small>0.0</small> ELDON <small>0.8</small> CRI&P Crossing <small>119.7</small> ON. ELDON YARD																
LEAVE																
..... AVERAGE SPEED PER HOUR.....																
..... SCHEDULE TIME.....																

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.

No. 44 receive for points where scheduled to stop; discharge from points where scheduled to stop, and any station to discharge from Tucumcari or beyond.

No. 4 receive for Englewood and Chicago, discharge from Kansas City, and any station from Tucumcari or beyond.

No. 14 receive for Chicago and Englewood, discharge from Des Moines and West.

No. 30 discharge Fairfield, Washington and Muscatine from Arizona; Davenport from Arizona and Kansas City.

No. 2 discharge or receive mail, express or passengers.

Bureau Branch Westward

SECOND CLASS					SUBDIVISION 2-A STATIONS Time Table No. 3 January 7, 1941		Office Hours Week Days *Sundays and Holidays		FIRST CLASS						
909	901	Capacity of Other Tracks	Capacity of Sidings	M. P. Distance from Chicago	LEAVE		From	To	209	221	501	227	213	503	225
Peoria Red Ball	Through Freight				Peoria Mail	Passenger Motor			Rocket	Passenger Motor	Passenger	Rocket	Passenger		
Daily	Daily Ex. Sunday								Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Sunday Only
A.M. 2.40	A.M. 2.30	358	189	114.2	AU.....	BUREAU.....	TO	Continuous.	A.M. 4.05	A.M. 7.15	P.M. 12.03 -227	P.M. 12.05 501	P.M. 7.30	P.M. 9.18	P.M. 10.15
3.05	2.55	30	95	122.1	GW.....	POTNAM.....	TO	7:00 a.m. 4:00 p.m.	s 4.15	s 7.30 502	12.11	12.14	7.40	9.25	f 10.24
3.20	3.10	30	88	127.7	HN.....	HENRY.....	TO	7:30 a.m. 4:30 p.m.	s 4.22	s 7.36	12.16	s 12.22	f 7.47	9.30	f 10.30
3.40	3.25	52	55	134.7	SD.....	SPARLAND.....	TO	7:30 a.m. 4:30 p.m.	s 4.32	s 7.44	12.22	s 12.32	f 7.55	9.36	f 10.38
4.15	3.40	75	75	142.6	HA.....	CHILLICOTHE.....	TO	Continuous.	s 4.44	s 7.55	12.30	s 12.44	s 8.05	9.44	s 10.46
4.20	3.45	.....	118	144.1	.....	COUGHLIN.....	TO		4.46	f 7.57	12.31	12.46	8.07	9.46	10.48 906
		.....	.....	145.5	.....	ROME.....	TO		f 4.48	f 7.59		12.48	8.09		10.50
4.40	4.00	23	.....	151.1	.....	MOSSVILLE.....	TO		f 4.55	f 8.06	12.37	12.54	8.16	9.52	10.56
5.00 209	4.10	5	118	155.0	.....	SANKOTY.....	P		5.00 909	f 8.10	12.40	12.59	8.21	9.55	11.00
		.....	.....	159.8	.....	PEORIA JCT.....	TO		5.09	8.16	12.45	1.06	8.28	10.00	11.07
5.25	5.00	1500	.....	160.7	.....	PEORIA YARD.....	TO	Continuous.	5.11	8.19	12.47	1.10	8.31	10.02 902	11.09
A.M.	A.M.	.....	.....	161.0	.....	PEORIA.....	TO		5.15 A.M.	8.25 A.M.	12.50 P.M.	1.15 P.M.	8.35 P.M.	10.05 P.M.	11.15 P.M.
16.9	18.6				..... AVERAGE SPEED PER HOUR.....				40.1	40.1	59.7	40.1	43.2	59.7	46.8
2.45	2.30				..... SCHEDULE TIME.....				1.10	1.10	0.47	1.10	1.05	0.47	1.00

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 501, 502, 503 AND 504 NOT LESS THAN 10 MIN.
TIME TABLE RULE 14-A IN EFFECT.

Local Extra leaves Bureau 1:00 p. m. daily except Sunday for Peoria Yard.

Westward

Oskaloosa Branch

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 27-B STATIONS Time Table No. 3 January 7, 1941		Office Hours Week Days *Sundays and Holidays		FIRST CLASS		SECOND CLASS		
429	477	473	Capacity of Other Tracks	Capacity of Sidings	M. P. Distance from Chicago	LEAVE		Station Numbers	Distance from Washington	Signs	From	To	472	476	430
Mixed	Passenger Motor	Passenger Motor				Passenger Motor	Passenger Motor				Passenger Motor	Passenger Motor	Mixed		
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday													
A.M. 10.45			277	.....	248.2	WA.....	WASHINGTON.....	TO	248	.....	RFWYd	{ 7:00 a.m. 9:30 p.m. } { 11:00 p.m. 7:00 a.m. }			A.M. 9.55
			.....	.....	248.7	.....	CMST&P Crossing.....	TO	.....	0.5					
s 11.05			49	.....	255.6	WH.....	WESTCHESTER.....	TO	I 8	7.4	.....	8:30 a.m. 5:30 p.m.			s 9.35
s 11.25			68	.....	262.9	KP.....	KEOTA.....	TO	I 15	14.7	.....	7:30 a.m. 4:30 p.m.			s 9.15
s 11.50 A.M.			35	.....	268.0	OW.....	HARPER.....	TO	I 20	19.8	.....	8:30 a.m. 5:30 p.m.			s 9.00
s 12.45 P.M.			27	20	276.6	SG.....	SIGOURNEY.....	TO	I 29	28.4	W	8:00 a.m. 5:00 p.m.			s 8.30
s 1.15			46	.....	283.9	U.....	DELTA.....	TO	I 36	35.7	.....	8:00 a.m. 5:00 p.m.			s 8.10
s 1.45			35	.....	291.1	.....	ROSE HILL.....	TO	I 43	42.9	.....				s 7.55
2.30 P.M.	3.49 476	10.33 472	123	22	301.3	GH.....	OSKALOOSA.....	TO	I 53	53.1	RWYd	7:30 a.m. 4:30 p.m.	A.M. 473 10.30	P.M. 477 3.47	7.30 A.M.
			.....	.....	301.4	.....	M&StL Crossing.....	UX	.....	53.2	.....			
	3.57 P.M.	10.48 A.M.	.....	.....	304.6	.....	EVANS JCT.....	TO	.....	56.4	RYd		10.22 A.M.	3.33 P.M.	
						LEAVE							Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
14.2	24.8	13.2				..... AVERAGE SPEED PER HOUR.....							24.8	14.1	22.0
3.45	0.08	0.15				..... SCHEDULE TIME.....							0.08	0.14	2.25

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

All trains may leave Evans Jct. without Clearance.

Extra trains authorized on Subdivision 27b may leave Oskaloosa without
Clearance when train order office is closed.

Westward

Peoria Branch

Eastward

SECOND CLASS			Signs	Station Numbers	SUBDIVISION 3 STATIONS Time Table No. 3 January 7, 1941			M. P. Distance from Peoria	Capacity of Sidings	Capacity of Other Tracts	Office Hours Week Days *Sundays and Holidays		SECOND CLASS		
		803			LEAVE	From	To				804				
		Mixed													
		Daily Ex. Sunday													
		P.M. — 9.00	RFWYYd	C 47	..... PEORIA										
		9.15	Yd	C 47	..... PEORIA JCT.....	1.2									
		9.18	Yd	D 6	..... PEORIA HEIGHTS.....	5.2	50								
		f 9.30		D 7	..... KELLER.....	6.4	25								
		f 9.40		D 11	..... ALTA	10.4	15								
				D 15	B..... DUNLAP..... TO	14.6	38	8:30 a.m. 5:30 p.m.							
					..... AT&SF Crossing	20.5									
		f 9.55		D 22	CV..... PRINCEVILLE..... TO	21.1	28 18	8:30 a.m. 5:30 p.m.							
		f 10.05		D 25	..... WADY PETRA.....	25.0	8								
		f 10.08		D 26	..... STARK.....	25.7	26								
					..... CB&Q CROSSING..... UX	30.5									
		f 10.18		D 31	G..... WYOMING..... TO	30.7	40	8:30 a.m. 5:30 p.m.							
		f 10.35		D 37	SJ..... TOULON..... TO	36.3	46 51	8:30 a.m. 5:30 p.m.							
		f 10.50		D 42	F..... LAFAYETTE..... TO	41.9	18	8:30 a.m. 5:30 p.m.							
		f 11.15	WYd	D 48	V..... GALVA..... TO	47.3	28 30	8:30 a.m. 5:30 p.m.							
					..... CB&Q CROSSING.....	47.9									
					..... CB&Q CROSSING..... UX	48.1									
		f 11.30		D 52	..... BISHOP HILL.....	51.7	26								
		f 11.42		D 57	..... ULAH.....	57.0	31								
		f 11.59		D 61	CA..... CAMBRIDGE..... TO	60.7	30 58	8:30 a.m. 5:30 p.m.							
		f 12.10		D 67	RD..... OSCO..... TO	66.6	25	8:30 a.m. 5:30 p.m.							
		f 12.20		D 72	RN..... ORION..... TO	71.4	24	8:30 a.m. 5:30 p.m.							
		12.30	R		..... ORION JCT.....	72.7									
		12.45 A.M.	R	170	VR..... COLONA..... TO	82.3	20	Continuous							
					..... LEAVE										
		21.6			..... AVERAGE SPEED PER HOUR.....										
		3.45			..... SCHEDULE TIME.....										

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.

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 type train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Mikado engines.....	50	50	.....	.....
5000 Series Engines with 74 inch Drivers.....	70	60	.....	.....
Other 5000 Series Engines.....	60	50	.....	.....
Through switch leads of turnouts (except end of two main tracks).....	.....	10	.....	10
Through switch leads of turnouts at end of two main tracks.....	.....	25	.....	25
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, side rods up.....	.....	.....	25	20
Trains hauling dead engines, side rods down.....	.....	.....	15	15
Switch engines without engine trucks.....	.....	.....	18	18
Engines running backward in road movement with or without cars.....	15	15	15	15
Engines running forward without cars not to exceed freight train speed.....	.....	.....	.....	.....
Engines with drivers blocked up.....	30	30	30	30
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
NOTE: 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 3 and 27B.....	.....	.....	40 20	40 20
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.....	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9061 with freight gears.....	.....	.....	.....	.....
Gas electric motor car 9012.....	40	40	40	40
All other gas electric motor cars.....	60	60	60	45
Gas-electric motor cars without trailers, approaching home signal and between home signal limits.....	10	10	10	10

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET TYPE TRAINS.

Distinctive roadway signals have been adopted to indicate maximum speeds of Rocket type trains.

A signal with crystal reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a signal with amber reflex diagonal bar and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The zone and curve signals will be located approximately 4000 feet from point of curve, or point where zone speed changes, unless otherwise specified.

Other restrictions for Rocket type trains are as follows:

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

BETWEEN BUREAU AND PEORIA	
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 Type trains only.

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

Rocket type trains approaching train order signal in stop position will sound four blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearances are to be delivered. The delivery of all train orders, clearances and instructions will be made on right hand side, except at regular stops delivery will be made on station side.

Rocket trains must not exceed speed of 30 miles per hour using high speed crossover east of Bureau station.

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

Mars Signal Lights on Rocket locomotives shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or M-50 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of Ten (10) miles per hour less than speed authorized for Rocket type trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket type trains.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of fifty-five (55) miles per hour and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour 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
Gas-Electric motor cars.....	3 inches

When operating under own power, controller should be in Series position.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 2.....	70	60	50	45
(Except as shown below).	.....	.....	.....	.....
Joliet—Between C&A Crossing and west end of Curve immediately west of Desplaines River Bridge.....	25	25	15	15
MP 42-5 to MP 41-43 Eastward.....	.....	45	.....	35
MP 73-2 to MP 73-33 Westward.....	.....	.....	.....	40
Ottawa—Between Fox River Bridge and CB&Q Crossing.....	50	50	40	40
MP 84.8 CB&Q Crossing.....	40	.....	30	.....
MP 87-38 to MP 87-22 Eastward.....	.....	50	.....	40
MP 88-23 to MP 88-10 Eastward.....	.....	50	.....	35
MP 96-45 to MP 96-20 Eastward.....	.....	45	.....	40
Through tunnel MP 96-30 Westward.....	.....	30	.....	20
Between IC bridge La Salle and Peru depot.....	30	30	20	20
MP 101.0 CB&Q Crossing.....	40	.....	40	.....
Between CB&Q Crossing Peru and MP 107.4.....	40	40	35	35
Bureau—Between ABS 1140 and ABS 1149.....	30	30	15	15
MP 128-7 to MP 127-40 Eastward and Westward.....	.....	50	.....	40
MP 169.7 CB&Q Crossing.....	40	.....	25	.....
MP 169.7 CB&Q Transfer Track.....	.....	10	.....	10
Curve east end of Silvis yard Westward.....	.....	.....	.....	15
Between Silvis and Nahant.....	50	50	30	30
Shop employes' train.....	20	20	.....	.....
East Moline and 25th St. (MP 179-18).....	45	45	.....	.....
Between 11th and 15th Streets, Moline.....	20	20	15	15

SPEED RESTRICTIONS—Continued.

Seneca. Engines larger than C 43 Class must not use wye.
 Stockdale. Engines must not go on hill track.
 Spoilers Spur. Engines larger than 200 switch type cannot be used.
 Ottawa. 3000, 4000 and 5000 Series engines must not be turned on wye.
 Sheffield Brick Yard Spur. Engines larger than C 43 Class must not use.
 6000 Series engines must not operate over bridge 1693 at a speed greater than 20 miles per hour on either main track when engines of any class are occupying the adjacent main track.

The following tracks must not be used by 6000 Series engines:

Morris..... Elevator track.	MP 89..... New C&IV Connection.
Seneca..... Hogan's track.	Utica..... Hill track.
Tracks 2, 3, 4 and 5.	Illinois track.
Old K&S Line.	MP 98.5..... Alpha Cement track.
MP 81..... Echo Mine tracks.	La Salle..... North House track.
Ottawa..... North House track.	Westclox track.
Kinney track.	Roundhouse Lead.
K&H Nos. 1 and 2.	Peru..... Peru Produce track.
Independent Connection.	Spring Valley... C&NW Connection.
MP 88..... Twin Bluffs.	Atkinson..... Mine tracks.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 2-A..... (Except as shown below).	60	50	45	35
Peoria MP 156-15 to MP 158-30.....	30	30	20	20
Peoria MP 158-30 to Peoria passenger station	25	25	15	15

At Sparland Brick Yard tracks, engines heavier than C 43 class must not be used.

At Sankoty Industrial track, engines must not exceed speed in excess of 5 miles per hour.

Engines 831 to 944, 950 to 979, 2300, 2500, 2600, 2700 and 4000 Series may be double headed between Bureau and Peoria observing following speed restrictions over bridges listed below:

Bridge 1147 I&M Canal.....	30 miles per hour.
Bridge 1151 Slough Creek.....	20 miles per hour.
Bridge 1152 Bureau Creek.....	20 miles per hour.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 3..... (Except as shown below).	35	30	35	30
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	25	25
MP 47.9 CB&Q Crossing.....	25	25	25	25
MP 71.4 to Orion Jct.....		20		20

Engines heavier than P33 or C43 class will not be used Subdivision 3.

Engines 831 to 944, 1600, 1700, 1900, 2000 and 2100 Series may be double headed between Peoria and Orion Jct., observing following speed restrictions over bridges listed below:

Bridges 135 and 331.....	20 miles per hour.
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LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 27..... (Except as shown below).	70	60	50	40
Mississippi River Bridge.....	10	10	10	10
Through Davenport city limits.....	12	12	12	12
MP 209-19 to 209-26.....		45		40
MP 210-10 to 210-25.....		Restricted Speed.		
MP 250-24 to 250-39.....				
MP 255-25 to 255-31.....		45		40
MP 257-0 to 257-20.....				
MP 259-17 to 259-23.....				
MP 271-2 to 272-39.....				
MP 276-0 to 276-8.....				
MP 276.7 CB&Q Crossing.....	40		25	
MP 279-13 to 279-19.....				
MP 280-13 to 280-23.....		45		40
MP 281-11 to 281-18.....				
MP 292-0 to 294-10.....	25	25	20	20
MP 294-23 to 295-10.....			Restricted Speed.	

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

950 to 979, Inclusive, 2300, 2500, 2600, 2700, 3000, 4000 and 5000 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 coach track wye, or Cedar Rapids Div. Storage track 600 ft. south of crossover leading from Cedar Rapids Div. main track. 6000 Series engines must not use Gilbert House wye.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 27-B..... (Except as shown below).	25	20	25	20
MP 248.7 CMStP&P.....	25		25	
MP 292.0 to MP 294.0.....	10	10	10	10
Oskaloosa—All street crossings.....	5	5	5	5
Loaded high side hopper bottom coal cars.....			20	15

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

Bridges 2517, 2719, 2757, 2883..... 15 miles per hour.

SPECIAL INSTRUCTIONS

2. Chicago is the initial station for westward 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 eastward first class trains originating at Peoria.

2c. Eldon is the initial station for first class trains on Subdivision 27.

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

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

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

4. Restricted use of Register Books as follows:

Chicago, Peoria, Eldon—First Class trains.
 Joliet Passenger Station—First Class trains originating or terminating.
 Joliet Yard Office, La Salle, Bureau, Colona, Silvis, Rock Island, Washington—Trains originating or terminating.
 Orion Jct. for regular trains.

4a. Trains not originating at Joliet will not be required to obtain Clearance of register at Joliet.

4b. Nos. 501, 502, 503 and 504 will register at Bureau by Form 1339.

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

4d. First Class trains will register at Peoria Yard, West Davenport and Eldon Yard by Form 1339.

4e. First Class trains, except Nos. 103 and 125, will not be required to obtain Clearance of register at West Davenport.

4f. Eastward First Class trains may register by Form 1339 at Culver, and will not be required to check or obtain Clearance of register by train order.

4g. Trains not terminating at Nahant, may register by Form 1339, and will not be required to check or obtain Clearance of register by train order.

4h. Trains originating at Silvis and Peoria Yard, and Westward trains originating at Nahant may be dispatched on check of train register by Conductor only, when he furnishes Engineer register check CT 107 B.

5. Bulletin Boards and General Order Books are located at:

Chicago—Station Master's Office.	Rock Island—Round House.
Burr Oak—Out Freight.	Rock Island—28th Street Yard Office.
Burr Oak—Round House.	
Joliet—Yard Office.	Peoria.
Joliet—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.
La Salle—Yard Office.	Culver.
Bureau.	Washington.
Silvis—Round House.	Eldon—Passenger-Station and Round House.
Silvis—Yard Office.	Eldon Yard.
Rock Island—Telegraph 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 Yard.
Burr Oak—Out Freight.	Nahant.
Joliet—Union Station.	Muscatine—Passenger Station.
La Salle—Passenger Station.	Washington.
Bureau.	Eldon.
Silvis—Yard Office.	Eldon Yard.
Rock Island—Telegraph Office.	Oskaloosa.
Peoria.	

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

SPECIAL INSTRUCTIONS—Continued.

11. WEST DAVENPORT—Home signal adjacent to CMStP&P main track north of tower, governs movement of westward CMStP&P trains. Junction switches must not be operated until this signal has been cleared.

MISSOURI DIVISION JUNCTION:

Upper light unit on westward interlocking home signal governs movement of westward Des Moines Division trains and engines.

Lower light unit governs movement of westward Subdiv. 27 trains and engines.

11a. Trains finding home signal at stop at CB&Q crossing Ottawa must stop not more than 100 feet from home signal and if signal does not indicate proceed after five (5) minutes trainman must be sent to crossing to operate hand release.

11b. At BUREAU all switches within interlocking limits will be operated by operator in passenger depot. Trains using tracks within these limits will be governed by color light signals and each movement must be completed before reverse movement made. Switches must not be operated by hand unless in emergency and then only when permission obtained from operator.

11c. At PRINCEVILLE movements of CRI&P trains over AT&SF crossing are governed by color light dwarf signals located 100 feet from crossing. CRI&P trains will stop clear of home signal then, if no AT&SF train is using crossing or approaching, push the push-button in box on pole near home signal. If a proceed signal is not displayed wait five (5) minutes, then operate release located near concrete relay house.

11d. Westward main track through Muscatine between Mile Post 210.2 and Westward home signal at Culver is signaled for reversed movement. General Rules 261 to 264, inclusive, are in effect. 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.

11e. All 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
27	230.8	Cedar Rapids Division....	Gate...	Trainmen	Cedar Rapids Division....	Red	.....
27	294.4	Des Moines Division....	Gate...	Trainmen	Des Moines Division....	Red	.....
27b	301.4	M&StL.....	No Gate	.....	.....	.....	.....

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

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

Sub-Div.	MP	Crossing	Speed MPH
2	84.8	CB&Q.....	30
2	101.0	CB&Q.....	40
27b	248.7	CMStP&P.....	20

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

Extra....." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION BOARDS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION BOARD, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on Subdivisions where so specified in footnotes of Time Table: When train order is received, reading eastward (or westward) extras (or eastward or westward extras) except extra..... wait at..... (a station in rear) until..... the train addressed is relieved from protecting its rear against such following extras or extra until the time named in the order.

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

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

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

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, Subdivision 3, Eastward trains and all switch movements must stop 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 RESTRICTED 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 For long siding—four short.
 Colona..... For short siding—four short, one long.
 For CB&Q Transfer—four short, one long.

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

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 restricted speed and when signal is clear may proceed without stopping at speed of 10 miles per hour 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.

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	CLEARANCE	
			Height Above Top of Rail	Width of Load at Height Shown
2	43.3	Viaduct (EJ&ERy.)	21 ft. - 3 in.	13 ft. - 0 in.
	47.3	Viaduct Eastbound	22 ft. - 0 in.	14 ft. - 0 in.
		Westbound	22 ft. - 2 in.	14 ft. - 0 in.
	60.8	Coal Chute	21 ft. - 6 in.	6 ft. - 0 in.
	96.3	Tunnel (Westbound)	19 ft. - 4 in.	None
	98.3	Viaduct (ICRy.)	19 ft. - 3 in.	13 ft. - 0 in.
	98.8	Viaduct Westbound	19 ft. - 9/16 in.	13 ft. - 0 in.
		Eastbound	19 ft. - 0 in.	13 ft. - 0 in.
		IC Transfer	17 ft. - 11 1/8 in.	13 ft. - 0 in.
	99.7	Viaduct Westbound	22 ft. - 9/16 in.	13 ft. - 0 in.
	99.7	Viaduct Eastbound	23 ft. - 0 in.	13 ft. - 0 in.
	104.3	Viaduct Westbound	22 ft. - 8 in.	14 ft. - 0 in.
		Eastbound	22 ft. - 6 in.	14 ft. - 0 in.
	108.8	Viaduct (NYC Ry.)	21 ft. - 3 in.	13 ft. - 0 in.
	114.6	Viaduct	22 ft. - 3 in.	13 ft. - 0 in.
	129.6	Viaduct (CB&Q Ry.)	19 ft. - 3 in.	13 ft. - 0 in.
	133.7	Viaduct	22 ft. - 1 in.	13 ft. - 0 in.
	134.2	Viaduct (C&NWRy.)	22 ft. - 4 in.	13 ft. - 0 in.
	172.9	Viaduct	21 ft. - 3 in.	13 ft. - 0 in.
	173.7	Viaduct	22 ft. - 6 in.	13 ft. - 0 in.
	182.2	Thru Span (Miss. River)	20 ft. - 2 in.	13 ft. - 0 in.
	182.5	Thru Span	21 ft. - 4 in.	13 ft. - 0 in.
	182.6	Thru Span	20 ft. - 6 in.	13 ft. - 0 in.
2-A	115.1	Thru Span (Bureau Creek)	21 ft. - 11 in.	7 ft. - 0 in.
	115.2	Thru Span (Bureau Creek)	21 ft. - 11 in.	6 ft. - 8 in.
	121.7	Viaduct	18 ft. - 6 in.	14 ft. - 0 in.
3	13.2	Viaduct (C&NWRy.)	22 ft. - 0 in.	14 ft. - 0 in.
	33.1	Thru Span (Spoon River)	21 ft. - 2 in.	5 ft. - 10 in.
27	210.2	Viaduct	22 ft. - 2 in.	14 ft. - 0 in.
	221.6	Viaduct	22 ft. - 6 in.	14 ft. - 0 in.
	252.1	Viaduct	22 ft. - 0 in.	14 ft. - 0 in.
	259.2	Thru Span	22 ft. - 0 in.	6 ft. - 11 in.
	260.6	Viaduct	22 ft. - 8 in.	14 ft. - 0 in.
	261.0	Viaduct	22 ft. - 6 in.	14 ft. - 0 in.
	267.0	Viaduct	21 ft. - 10 in.	14 ft. - 0 in.
	279.7	Thru Span	23 ft. - 0 in.	8 ft. - 8 in.

SPECIAL INSTRUCTIONS—Concluded.

Sub-Div.	Mile Post	Kind of Structure	CLEARANCE	
			Height Above Top of Rail	Width of Load at Height Shown
27b	271.9	Viaduct.....	21 ft. - 8 in.	7 ft. - 4 in.
	276.5	Viaduct.....	19 ft. - 7 in.	13 ft. - 0 in.
	285.2	Viaduct.....	22 ft. - 8 in.	13 ft. - 0 in.
	288.3	Thru Span.....	21 ft. - 10 in.	8 ft. - 8 in.
	290.5	Viaduct.....	20 ft. - 2 in.	13 ft. - 0 in.
	294.0	Thru Span.....	22 ft. - 2 in.	7 ft. - 8 in.
	301.8	Viaduct.....	17 ft. - 6 in.	13 ft. - 0 in.
	301.9	Viaduct.....	23 ft. - 5 in.	13 ft. - 0 in.
	302	Viaduct.....	16 ft. - 6 in.	13 ft. - 0 in.
	Milan to	Thru Span (Mill Creek).....	19 ft. - 4 in.	4 ft. - 7 in.
.....		Thru Span (I&M Canal).....	21 ft. - 11 in.	6 ft. - 6 in.
.....		Thru Span (Rock River).....	20 ft. - 1 in.	7 ft. - 3 in.
Rock Island	.....	Thru Span (Rock River).....	21 ft. - 8 in.	4 ft. - 10 in.
	.....	Viaduct (24th St.).....	16 ft. - 10½ in.	14 ft. - 0 in.

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

Sub-Div.	Mile Post	Name	Car Capacity
2	47.3	Birds.....	17
2	75.1	Spicers Spur.....	20
2-A	136.6	Hy-Tex Brick Co.....	20
2-A	140.6	Coogans Gravel Pit.....	75
3	4.9	Premier Pabst Brewing.....	20
27	208.2	Heinz Spur.....	36
27	213.7	Hahns Spur.....	10
27	291.8	Eldon Hill Helper Spur.....	1

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

32a. Extra freight or work trains on Subdivision 2 will not display white signals.

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

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

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

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

Utica Scale House.	Linwood, East End Yard.
De Pue East Switch.	Heinz Spur.
Atkinson Mine.	Eldon Hill Helper Spur.

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

37. Injectors must not be primed while crossing Government bridge between Rock Island and Davenport and bridges over undergrade crossings.

38. Engines assisting trains on Eldon Hill will make return movement only by authority of train order or flag protection.

39. Automatic Block Signal System Rules are in effect between Joliet and Eldon Yard and between Bureau and "End of Block" Sign, Fayette Street, Peoria.

42. An Automatic Train Control device is in service on Subdivision 2 between the following limits:

WESTWARD MAIN—WESTWARD continuous from Chicago Division to and including A.B.S. 1807. (Clearing ramp located on Bureau Branch just west of canal bridge.)

EASTWARD MAIN—EASTWARD from A.B.S. 1808 and continuing through to Chicago Division.

Trains or engines leaving a siding, or occupying main track following a train, must not exceed ten miles per hour to signal in advance, expecting to find train in block, broken rail, obstruction or switch not properly set.

NOTE.—The following letters indicate:

F—Fuel Station.
P—Train Dispatcher's Telephone.
R—Train Register Station.
T—Turntable.
W—Water Station.
Y—Wye.

UX—Railroad Crossing not protected by Interlocking.
TO—Train Order Station.
Yd—Station where Yard Limit Signs are Maintained.

TABLE OF TRAIN SPEEDS.

	Miles per Hour		Miles per Hour		Miles per Hour	
	Seconds per Mile	Seconds per Mile	Seconds per Mile	Seconds per Mile	Seconds per Mile	Seconds per Mile
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	

R. C. OWENSBY, Trainmaster, Rock Island, Ill.
Subdivision 2.

R. W. FRIDAY, Trainmaster, Rock Island, Ill.
Subdivision 27, 27a, 27b.

R. B. STRICKLER, Trainmaster, Silvis, Ill.
Tri-City Terminal.

J. W. COOK, Trainmaster, Peoria, Ill.
Subdivision 2a, 3 and Peoria Terminal.

H. C. McCULLOUGH, Master Mechanic, Silvis, Ill.

O. HYRE, Road Foreman of Equipment, Silvis, Ill.

H. A. THAYER, Chief Dispatcher.

F. H. DOMAN, Night Chief Dispatcher.

A. E. MURPHY,
R. N. WHITLEY,
L. E. WARNER,
H. L. HILL,
A. H. REINHART,
H. C. McENTIRE,

Train Dispatchers,
Rock Island, Ill.
Subdivision 2, 2a, 3.

C. C. EVANS, Chief Dispatcher.

R. S. McCOLLOM,
S. E. STROFF,
W. F. RUSH,
F. M. McKINNEY,
W. H. WEBSTER,
V. H. REISCHE,

Train Dispatchers,
Trenton, Mo.
Subdivision 27.

J. L. HALPIN, Chief Dispatcher.

G. H. LEFFLER, Night Chief Dispatcher.

A. G. TJADEN,
V. B. DAVIS,
R. C. AMOS,
D. R. LUSE,
C. H. BELL,
H. M. GOODIN,
E. BYLANDER

Train Dispatchers,
Des Moines, Iowa.
Subdivision 27b.