Form 1125—2

3500—11-20-10

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

CENTRAL DISTRICT.

ILLINOIS DIVISION

TIME TABLE No. 14

Taking Effect Sunday, November 20th, 1910, at 12.01 A. M.

CENTRAL TIME.

SUPERSEDING TIME TABLE No. 13.

NOTE Important Changes in Time-Table Rules.

For the exclusive guidance of Employes, not for the information of the Public. The Company reserves the right to vary from it at pleasure.

W. S. TINSMAN,
General Manager.

C. W. JONES,
General Superintendent.

H. P. GREENOUGH,
Superintendent.

Corbitt Railway Printing Company, Chicago.

ILL.

MAIN LINE WESTWARD

Second Class					SUB-DIVISION 2	FIRST CLASS																				
99	Distance from Chicago	Car Capacity of Other Tracks	Car Capacity of Passing Tracks	Station Numbers	**STATIONS** Time Table No. 14 November 20, 1910	17	15	1	119	7	129	61	133	25	139	143	19	77	149	331	159	13	11	171	3	9	5	29
Through Freight						Passenger	Passenger	Passenger	Passenger	Rocky M't'n Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Gold'n State Limited	Passenger	Passenger	Passenger
Daily					LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Saturday Only	Daily	Daily	Daily Ex. Saturday and Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....	.....	.....	.....	0	GO..... **Chicago** .....TO See Time-Table Rules 17 and 17a	AM 2.15	AM 7.00	AM 8.35	AM 8.40	AM 9.30	AM 11.45	PM 1.00	.....	PM 3.10	PM 3.15	.....	PM 4.15	PM 5.08	PM 5.15	PM 5.44	PM 5.53	PM 6.00	PM 6.10	PM 7.45	PM 9.00	PM 10.15	PM 10.32	PM 11.30
PM 7.00 13-11-159	15.7	.....	.....	16	BI..... **Blue Island** .....TO 15.7	2.40	s 7.40	**9.10** 119	s **9.15** 1	10.00	s 12.23 PM	s 1.40	s 2.25 PM	3.45	s 4.10	4.30 PM	4.47	5.36	s 5.55	6.15	s **6.48** 99	**6.30** 99	**6.42** 99	s 8.30	9.25	10.45	11.07	s 12.10 AM
.....	18.3	.....	.....	18	**Midlothian** 2.6	.....	s 7.45	9.13	s 9.20	.....	s 12.28	s 1.44	f 2.30	3.48	s 4.15	.....	4.50	5.39	f 5.59	.....	s 6.53	.....	.....	s 8.35	.....	.....	.....	12.15
.....	20.8	.....	.....	22	**Oak Forest** 2.0	2.45	s 7.48	9.16	9.25 AM	10.05	f 12.32	1.47	.....	3.51	s 4.20	4.40 PM	4.53	5.41	f 6.02	6.20	6.58	6.35	6.47	s 8.39	9.30	10.52	11.12	12.19
7.25	23.5	36	83	23	BM..... **Tinley Park** .....TO 3.2	2.49	s 7.55	9.20	.....	10.10	s 12.36	1.52	f 2.37	3.55	s 4.29	.....	4.57	5.45	s 6.07	6.24	s 7.03	6.39	6.51	s 8.45	9.34	10.56	11.17	s 12.24
7.40	29.6	60	83	30	NA..... **Mokena** .....TO 6.1	2.56	s 8.08	9.27	.....	10.18	s 12.44	2.00	f 2.45	4.02	s 4.45	.....	5.04	5.51	s 6.15	6.30	s 7.11	6.45	6.57	s 8.53	9.41	11.03	11.26	s 12.35
7.50	34.1	30	.....	34	NX..... **New Lenox** .....TO 4.5	3.01	s 8.16	9.32	.....	10.24	s 12.50	2.08	f 2.52	4.07	s 4.55	.....	5.09	5.56	s 6.23	6.35	s 7.18	6.50	7.02	s 9.00	9.46	11.08	11.32	f 12.42
.....	39.0	.....	.....	.....	E. J. & E. Crossing 5.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	40.1	.....	.....	.....	C. & A and A. T. & S. F. Crossings 1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.00	40.4	640	.....	40	SY..... **Joliet** .....TO 0.3	s 3.09	s 8.30	s 9.42	.....	10.30	1.03 PM	s 2.20	3.05 PM	s 4.18	5.10 PM	.....	s 5.20	s 6.05	6.34 PM	s 6.45	7.28 PM	s 7.00	w-o 7.13	9.10 PM	9.55	s 11.18	s 11.41	s 1.00
8.10	42.5	322	78	42	**Rockdale**..... 2.1	3.12	8.35	9.45	.....	10.37	.....	2.25	.....	4.21	.....	.....	5.23	6.10	.....	6.48	.....	7.04	7.18	.....	10.00	11.23	11.48	1.05
.....	47.4	17	.....	47	**Bird's Bridge**..... 4.9	3.18	8.43	9.51	.....	10.43	.....	2.32	.....	4.28	.....	.....	5.28	f 6.21	.....	6.55	.....	7.09	7.23	.....	10.05	11.28	11.57 PM	1.15
8.35	51.2	53	78	51	HS..... **Minooka** .....TO 3.8	3.23	s 8.51	9.56	.....	10.48	.....	s 2.37	.....	4.33	.....	.....	5.33	s 6.29	.....	u 7.01	.....	7.14	7.28	.....	10.10	11.33	12.02 AM	s 1.22
8.55	61.8	204	77	62	MD..... **Morris** .....TO 10.6	3.36	s 9.08	s 10.10	.....	11.02	.....	s **2.59** 25	.....	s 4.48	.....	.....	5.46	s 6.47	.....	s 7.16	.....	v-j 7.27	d-k-o 7.42	.....	10.22	11.46	s 12.15 AM	s 1.40
9.05	65.6	75	72	66	**Stockdale** 3.8	3.41	f 9.14	10.15	.....	11.06	.....	f 3.10	.....	4.54	.....	.....	5.51	f 6.55	.....	7.21	.....	7.32	7.47	.....	10.27	11.51	12.21	1.47
9.25	72.0	507	83	72	SN..... **Seneca** .....TO 6.4	3.50	s 9.25	10.22	.....	11.13	.....	s 3.20	.....	5.03	.....	.....	5.59	s 7.05	.....	7.29	.....	7.40	7.55	.....	10.36	11.59 PM	12.31	f 1.58
9.42	77.4	243	73	77	MS..... **Marseilles** .....TO 5.4	3.57	s 9.35	10.29	.....	11.19	.....	s 3.30	.....	s 5.13	.....	.....	6.08	s 7.15	.....	7.36	.....	7.47	8.02	.....	10.45	12.09 AM	12.38	s 2.10
10.04	84.5	310	64	85	WA..... **Ottawa** .....TO 7.1	s 4.07	s 9.49	s 10.39	.....	11.27	.....	s 3.42	.....	s 5.24	.....	.....	6.17	s 7.27	.....	s 7.45	.....	v-j 7.56	o 8.11	.....	10.55	12.18	s 12.50	s 2.25
.....	84.7	.....	.....	.....	C. B. & Q. Crossing 0.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.30	94.1	205	64	94	K..... **Utica** .....TO 9.4	4.18	s 10.04	10.52	.....	11.37	.....	s 3.55	.....	5.36	.....	.....	6.29	s 7.41	.....	7.56	.....	8.07	8.22	.....	11.08	12.30	1.01	f 2.40
10.43	99.1	226	32	99	UD..... **La Salle** .....TO 5.0	4.24	s 10.15	s 11.01	.....	11.45	.....	s 4.06	.....	s 5.46	.....	.....	6.36	s 7.50	.....	s 8.05	.....	v-j 8.14	o 8.29	.....	11.16	12.37	s 1.10	s 2.52
10.48	100.1	562	.....	100	PU..... **Peru** .....TO 1.0	4.26	s 10.20	11.03	.....	11.47	.....	s 4.10	.....	s 5.51	.....	.....	6.39	8.00 PM	.....	8.07	.....	8.16	8.31	.....	11.18	12.40	1.12	s 2.57
.....	101.5	.....	.....	.....	C. B. & Q. Crossing 1.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.03	104.4	34	76	104	SV..... **Spring Valley** .....TO 3.9	4.32	s 10.28	11.09	.....	11.52	.....	s 4.20	.....	s 5.59	.....	.....	6.44	.....	.....	8.13	.....	8.22	8.37	.....	11.24	12.45	1.18	s 3.05
11.09	107.8	162	47	108	**Marquette** 3.4	4.36	s 10.34	11.13	.....	11.56	.....	s 4.27	.....	6.04	.....	.....	6.48	.....	.....	8.18	.....	8.27	8.42	.....	11.28	12.49	1.23	3.14
11.15	110.0	66	112	110	D..... **De Pue** .....TO 2.2	4.38	s 10.39	11.16	.....	11.59 AM	.....	s 4.32	.....	d 6.07	.....	.....	6.50	.....	.....	8.21	.....	8.29	8.44	.....	11.30	12.51	1.25	f 3.17
11.38 3 PM	114.2	358	74	114	AU..... **Bureau** .....TO 4.2	s 4.50	s 10.53	s{ 11.23 11.28	.....	s 12.05 PM	.....	s{ 4.40 4.50	.....	s*{ 6.15 6.35	.....	.....	s 7.00	.....	.....	8.28 PM	.....	s 8.40	s 8.55	.....	s **11.38** 99	s 1.00	s 1.37	s{ 3.30 3.38
12.20 AM	122.5	60	78	123	KI..... **Tiskilwa** .....TO 8.3	5.00	s 11.07	11.39	.....	12.17	.....	s 5.03	.....	s 6.47	.....	.....	7.11	.....	.....	.....	.....	8.50	9.06	.....	11.49	1.11	1.48	s 3.55
12.55	128.7	68	67	129	PK..... **Wyanet** .....TO 6.2	5.08	s 11.19	11.50 AM	.....	12.25	.....	s 5.12	.....	6.56	.....	.....	7.20	.....	.....	.....	.....	8.59	9.17	.....	11.58 PM	1.22	1.57	f 4.05
.....	129.6	.....	.....	130	**C. B. & Q. Junction** 0.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.33 9	136.6	75	74	137	SF..... **Sheffield** .....TO 7.0	5.18	s 11.33	12.01 PM	.....	12.35	.....	s 5.30	.....	s 7.09	.....	.....	7.30	.....	.....	.....	.....	9.08	9.28	.....	12.07 AM	**1.33** 99	2.07	s 4.22
1.50	142.0	62	75	142	Z..... **Mineral** .....TO 5.4	5.24	s 11.40	12.07	.....	12.41	.....	s 5.38	.....	7.16	.....	.....	7.37	.....	.....	.....	.....	9.14	9.34	.....	12.13	1.39	2.14	f 4.31
2.05	145.7	60	.....	146	JF..... **Annawan** .....TO 3.7	5.28	s 11.47	12.13	.....	12.45	.....	s 5.45	.....	7.21	.....	.....	7.41	.....	.....	.....	.....	9.20	9.40	.....	12.17	1.45	2.18	f 4.40
2.27 5	151.6	80	76	152	AK..... **Atkinson** .....TO 5.9	5.34	s 11.57 AM	12.22	.....	12.50	.....	s 5.56	.....	7.29	.....	.....	7.50	.....	.....	.....	.....	9.27	9.47	.....	12.23	1.52	**2.27** 99	f 4.51
3.10	159.1	250	127	159	GV..... **Geneseo** .....TO 7.5	5.42	s 12.10 PM	12.31	.....	12.59	.....	s 6.12	.....	s 7.42	.....	.....	7.59	.....	.....	.....	.....	v-j 9.35	d 9.56	.....	12.31	2.01	n 2.36	s 5.06
3.40	167.9	30	77	168	GD..... **Green River** .....TO 8.8	5.53	s 12.25	12.40	.....	1.09	.....	s 6.25	.....	7.52	.....	.....	8.09	.....	.....	.....	.....	9.45	10.06	.....	12.40	2.11	2.47	r 5.20
3.50	169.7	20	.....	170	**Colona** 1.8	m 5.55	s 12.30	12.42	.....	1.11	.....	s 6.29	.....	7.55	.....	.....	8.11	.....	.....	.....	.....	9.47	10.09	.....	12.42	2.14	2.49	f 5.25
.....	170.0	.....	.....	.....	C. B. & Q. Crossing 0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.55	171.8	20	.....	172	JR..... **Carbon Cliff** .....TO 1.8	5.58	s 12.35	12.44	.....	1.14	.....	s 6.34	.....	7.59	.....	.....	8.14	.....	.....	.....	.....	9.49	10.12	.....	12.45	2.17	2.52	f 5.30
4.10 AM	173.7	4400	.....	173	S..... **Silvis** .....TO 1.9	6.00	s **12.47** 1	**12.47** 15	.....	1.17	.....	s 6.40	.....	8.02	.....	.....	8.17	.....	.....	.....	.....	9.52	10.14	.....	12.48	2.19	2.55	s 5.35
	175.3	20	.....	175	**East Moline** ..... 1.6 See Time-Table Rule 17b.	6.03	s 12.55	12.50	.....	1.20	.....	s 6.45	.....	8.05	.....	.....	8.20	.....	.....	.....	.....	9.54	10.17	.....	12.51	2.22	2.57	f 5.40
.....	179.3	344	.....	179	**Moline** 4.0	s 6.10	s 1.05	s 12.55	.....	s 1.25	.....	s 6.55	.....	s 8.12	.....	s 8.25	.....	.....	.....	.....	.....	s 10.00	s 10.23	.....	12.58	2.28	s 3.03	s 5.50
.....	181.1	637	.....	181	RK & DI.... **Rock Island** .....TO 1.8	6.15 AM	1.15 PM	1.00 PM	.....	1.30 PM	.....	7.00 PM	.....	8.20 PM	.....	.....	8.30 PM	.....	.....	.....	.....	10.07 PM	10.28 PM	.....	1.03 AM	2.33 AM	3.08 AM	6.00 AM
9.10					**181.1**	**4.00**	**6.15**	**4.20**	**0.45**	**4.00**	**1.18**	**5.50**	**0.40**	**4.50**	**1.55**	**0.10**	**4.15**	**2.52**	**1.19**	**2.44**	**1.35**	**4.07**	**4.18**	**1.25**	**4.03**	**4.18**	**4.36**	**6.15**
17.2					**Average Speed per Hour**	**45.2**	**28.9**	**41.7**	**27.0**	**45.2**	**31.0**	**31.0**	**37.0**	**37.4**	**21.2**	**27.6**	**42.6**	**34.9**	**30.8**	**41.1**	**25.5**	**43.9**	**42.0**	**29.5**	**44.7**	**42.0**	**39.3**	**28.9**

ILL.

MAIN LINE EASTWARD

FIRST CLASS

64	26	18	164	70	2	156	8	10	332	4	146	78	140	132	20	128	12	14	118	6	30
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Rocky M't'n Limited	Passenger	Passenger	Gold'n State Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
AM 6.50	PM 9.33	PM 7.35	.....	PM 5.25	PM 5.00	PM 3.05	PM 2.20	PM 1.45	PM 12.20	AM 10.45	.....	AM 9.50	AM 9.47	AM 8.45	AM 8.37	AM 8.35	AM 8.20	AM 8.09	AM 7.55	AM 7.25	AM 6.35
6.15	9.02	s 6.55	s PM 5.10	4.55	4.28	s 2.25	1.47	1.10	AM 11.50	10.15	AM 9.40	9.20	s 9.00	8.17	8.04	q 7.52	7.45	7.36	s 7.18	i 6.50	6.00
.....	.....	s 6.45	s 5.05	.....	.....	s 2.20	.....	s 1.05	.....	.....	.....	s 9.16	s 8.54	8.14	.....	s 7.47	.....	.....	7.10	.....	.....
.....	.....	s 6.38	5.00 PM	.....	.....	f 2.14	.....	.....	.....	.....	9.30 AM	.....	s 8.47	.....	.....	7.43	.....	.....	f 7.05	.....	.....
5.58	8.52	s 6.32	.....	4.45	4.19	s 2.10	1.37	12.58	11.40	10.05	.....	9.10	s 8.43	8.10	7.52	s 7.39	7.35	7.25	s 7.01	i 6.40	q 5.45
5.45	8.44	s 6.22	.....	4.36	4.10	s 2.02	1.29	12.51	11.32	9.55	.....	9.02	s 8.26	8.04	7.45	s 7.31	7.27	7.17	s 6.53	i 6.33	5.32
5.32	8.37	s 6.12	.....	4.27	4.00	s 1.55	1.23	12.42	11.24	9.46	.....	8.55	s 8.10	7.59	7.38	s 7.23	7.20	7.10	s 6.45	i 6.26	5.22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
s 5.20	s 8.27	s 5.58	.....	s 4.18	3.50	96 **1.45** PM	1.12	s 12.30 PM	s 11.13	9.35	.....	s 8.45	7.55 AM	7.50 AM	a 7.27	7.13 AM	p 7.10	s 6.59	6.35 AM	s 6.15	s 5.10
5.10	8.20	5.48	.....	4.11	3.43	.....	1.07	12.20	11.09	9.30	.....	8.38	.....	.....	7.22	.....	7.05	6.54	.....	6.10	5.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 8.31	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.52	8.09	s 5.33	.....	4.01	3.29	.....	12.53	AM s 11.59	10.58	9.16	.....	s 8.24	.....	.....	7.08	.....	6.51	6.43	.....	i 5.56	f 4.42
4.30	s 7.56	s 5.15	.....	s 3.47	3.15	.....	12.41	s 11.35	s 10.44	9.04	.....	s 8.08	.....	.....	a 6.54	.....	p 6.37	s 6.30	.....	i 5.42	s 4.18
4.23	7.48	f 5.05	.....	3.40	3.09	.....	12.36	f 11.25	10.36	8.59	.....	f 8.00	.....	.....	6.48	.....	6.31	6.22	.....	i 5.36	4.12
4.10	7.42	s 4.54	.....	3.31	3.01	.....	96 **12.28**	s 11.12	10.29	8.51	.....	s 7.50	.....	.....	6.40	.....	6.23	6.15	.....	i 5.28	f 3.57
3.58	7.34	s 4.43	.....	3.24	2.53	.....	12.21	s 10.59	c 10.22	8.44	.....	s 7.40	.....	.....	6.32	.....	6.15	6.07	.....	i 5.20	s 3.44
3.42	s 7.26	s 4.29	.....	s 3.13	2.45	.....	98 **12.13**	s 10.42	s 10.14	8.36	.....	s 7.27	.....	.....	a 6.23	.....	p 6.07	s 5.58	.....	c-i 5.11	s 3.29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.23	7.12	s 4.13	.....	3.00	2.33	.....	PM 12.02	s 10.20	10.02	8.25	.....	s 7.11	.....	.....	6.09	.....	5.55	5.46	.....	i 4.57	f 3.09
3.10	s 7.05	s 4.02	.....	s 2.52	2.26	.....	AM 11.54	s 10.10	s 9.55	8.17	.....	s 7.02	.....	.....	a 6.00	.....	p 5.48	s 5.38	.....	i 4.48	s 2.57
3.05	6.59	s 3.57	.....	s 2.50	2.24	.....	11.52	s 10.05	9.53	8.15	.....	6.55 AM	.....	.....	5.57	.....	5.46	5.35	.....	i 4.45	f 2.52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.59	6.52	s 3.49	.....	2.44	2.17	.....	11.45	s 9.57	c 9.47	8.08	.....	.....	.....	.....	5.51	.....	5.40	5.29	.....	i 4.39	s 2.45
2.52	6.48	s 3.42	.....	2.39	2.12	.....	11.40	s 9.50	9.42	8.03	.....	.....	.....	.....	5.46	.....	5.36	5.24	.....	i 4.33	f 2.38
2.49	6.46	s 3.37	.....	2.36	2.09	.....	11.38	s 9.45	9.39	8.01	.....	.....	.....	.....	5.44	.....	5.33	5.21	.....	i 4.31	f 2.35
s 90-30 **2.40** AM **8.15** PM	s 6.40 / 6.35	s 3.28	.....	s 2.30 / 2.20	2.01	.....	11.32	s 332 **9.35** / **9.20** 96	10-96 **9.33** AM	7.55	.....	.....	.....	.....	s 5.38	.....	s 5.25	s 5.13	.....	s 4.25	s 64 **2.25** / **2.20**
s 7.57	6.25	s 3.11	.....	2.10	1.49	.....	11.19	s **9.05**	.....	7.43	.....	.....	.....	.....	c 5.20	.....	5.13	4.58	.....	i 4.10	f 2.03
s 7.47	6.16	s 3.00	.....	2.03	1.41	.....	11.11	s 8.54	.....	7.35	.....	.....	.....	.....	5.11	.....	5.05	4.49	.....	i 4.01	f 1.49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
s 7.37	6.06	s 2.45	.....	1.54	1.33	.....	11.02	s 8.40	.....	7.26	.....	.....	.....	.....	c 5.02	.....	4.57	4 40	.....	i 3.51	f 1.31
s 7.25	5.58	s 2.34	.....	1.48	1.27	.....	10.56	s 8.30	.....	7.20	.....	.....	.....	.....	4.55	.....	4.51	4.35	.....	i 3.44	f 1.21
s 7.19	5.53	s 2.26	.....	1.43	1.23	.....	10.52	s 8.23	.....	7.15	.....	.....	.....	.....	4.50	.....	4.47	4.31	.....	i 3.39	f 1.13
s 7.05	5.45	s 2.15	.....	1.36	1.16	.....	10.45	s 8.12	.....	7.08	.....	.....	.....	.....	4.43	.....	4.40	4.24	.....	i 3.32	f 1.02
s 6.50	c-l 5.37	s 2.00	.....	1.28	1.07	.....	10.37	98 s **7.58**	.....	7.00	.....	.....	.....	.....	s 4.34	.....	4.31	4.14	.....	i 3.22	s 12.46
s 6.32	5.26	s 1.44	.....	1.18	12.57	.....	10.26	s 7.42	.....	6.50	.....	.....	.....	.....	.....	.....	4.23	.....	.....	i 3.10	f 12.31
s 6.28	5.23	s 1.40	.....	1.15	12.55	.....	10.24	s 7.38	.....	6.48	.....	.....	.....	.....	.....	.....	4.21	.....	.....	i 3.08	f 12.26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
s 6.23	5.20	s 1.36	.....	1.12	12.52	.....	10.21	s 7.34	.....	6.45	.....	.....	.....	.....	.....	.....	4.19	.....	.....	i 3.06	f 12.22
s 6.20	5.17	s 1.32	.....	1.09	12.49	.....	10.19	s 7.28	.....	96-98 **6.43**	.....	.....	.....	.....	.....	.....	4.16	.....	.....	i 3.03	s 12.18
s 6.16	5.15	s 1.28	.....	1.05	12.45	.....	10.17	s 7.23	.....	6.40	.....	.....	.....	.....	.....	.....	4.13	.....	.....	i 3.01	12.14
s 6.07	s 5.10	s 1.20	.....	s 1.00	s 12.40	.....	s 10.12	s 7.15	.....	s 6.35	.....	.....	.....	.....	.....	.....	4.10	3.52	.....	s 2.55	s 12.06
6.02 PM	5.05 PM	1.15 PM	.....	12.55 PM	12.35 PM	.....	10.07 AM	7.10 AM	.....	6.30 AM	.....	.....	.....	.....	s 4.08	.....	s 4.05	s 3.47	.....	2.50 AM	12.01 AM
Daily Ex. Sunday	Daily	Daily	Daily Ex. Saturday and Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily
6.23	**4.23**	**6.20**	**0.10**	**4.20**	**4.25**	**1.20**	**4.13**	**6.20**	**2.47**	**4.15**	**0.10**	**2.55**	**1.52**	**0.55**	**4.34**	**1.22**	**4.20**	**4.27**	**1.20**	**4.35**	**6.29**
28.3	**41.3**	**28.5**	**27.6**	**41.7**	**41.0**	**30.3**	**42.9**	**28.6**	**41.4**	**42.5**	**27.6**	**34.6**	**21.6**	**44.0**	**39.6**	**29.2**	**41.7**	**40.7**	**30.8**	**39.5**	**27.9**

SUB-DIVISION 2

STATIONS

Time Table No. 14

November 20, 1910

			Car Capacity of Passing Tracks	Location of Water, Fuel and Turning Stations	SECOND CLASS 96 Through Freight	SECOND CLASS 98 Through Freight	SECOND CLASS 90 Through Freight
GO	**Chicago**	TO					
	See Time-Table Rules 17 and 17a						
	15.7						
BI	**Blue Island**	TO		WFT	PM 3.00	PM 3.10	AM 4.30
	2.6						
	Midlothian						
	2.0						
	Oak Forest						
	3.2						
BM	**Tinley Park**	TO			2.35	2.45	4.05
	6.1						
NA	**Mokena**	TO	107		2.20	2.30	3.45
	4.5						
NX	**New Lenox**	TO			2.05	2.15	3.30
	5.1						
	E. J. & E. Crossing						
	1.1						
	C. & A. and A. T. & S. F. Crossings						
	0.3				156		
SY	**Joliet**	TO	70	WT	**1.50**	1.55	3.05
	2.1						
	Rockdale		78	WF	1.40	1.48	3.00
	4.9						
	Bird's Bridge						
	3.8						
HS	**Minooka**	TO	72		1.20	1.35	2.35
	10.6						
MD	**Morris**	TO	84	W	12.55	1.10	2.05
	3.8						
	Stockdale		76		12.43	1.00	1.47
	6.4				8 PM		
SN	**Seneca**	TO	79	WY	**12.28** AM	12.45	1.30
	5.4						
MS	**Marseilles**	TO	74		11.50	12.30	1.10
	7.1					8 PM	
WA	**Ottawa**	TO	50	W	11.25	**12.13**	12.50
	0.2						
	C. B. & Q. Crossing						
	9.4					AM	
K	**Utica**	TO	84		10.57	11.30	12.20 AM
	5.0						
UD	**La Salle**	TO	67	F	10.30	11.15	12.05 PM
	1.0						
PU	**Peru**	TO		WFT	10.25	11.10	11.59
	1.4						
	C. B. & Q. Crossing						
	3.9						
SV	**Spring Valley**	TO	34		10.10	11.00	11.42
	5.4						
	Marquette				9.58	10.43	11.32
	5.2				332		64
D	**De Pue**	TO	95		9.53	10.37	11.25
	4.2						
AU	**Bureau**	TO	57	WYF	**9.40**	10.25	s **11.10**
	8.3				10		
KI	**Tiskilwa**	TO	73		**9.05**	9.55	10.45
	6.2						
PK	**Wyanet**	TO			8.45	9.35	10.30
	0.9						
	C. B. & Q. Junction						
	7.0						
SF	**Sheffield**	TO	76	WF	8.20	9.10	10.10
	5.4						
Z	**Mineral**	TO	56		8.10	8.50	9.55
	3.7						
JF	**Annawan**	TO	77		8.00	8.40	9.45
	5.9						
AK	**Atkinson**	TO			7.45	8.20	9.30
	7.5					10	
GV	**Geneseo**	TO	67	W	7.25	**7.58**	9.10
	8.8						
GD	**Green River**	TO	52		7.00	7.15	8.45
	1.8						
	Colona				6.53	7.10	8.40
	0.3						
	C. B. & Q. Crossing						
	1.8						
JR	**Carbon Cliff**	TO			6.48	7.05	8.35
	1.9				4	4	8.30
S	**Silvis**	TO		WFT	**6.43** AM	**7.00** AM	PM
	1.6	See Time-Table Rule 17b.					
	East Moline						
	4.0						
	Moline						
	1.8						
RK & DI	**Rock Island**	TO		WFT			
	LEAVE				Daily	Daily	Daily
	181.1				**8.17**	**8.10**	**8.00**
	... Average Speed per Hour ...				**19.0**	**19.5**	**19.8**

ILL.

PEORIA MAIN LINE

WESTWARD

SECOND CLASS

381	377	385	375	379	373
R. I. S. Mixed	Mixed	Local Freight	Mixed	R. I. S. Mixed	Mixed
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday
		AM 6.45			
		s 7.15			
		s 7.35			
		s 8.05			
		s **8.51** 307			
		s 9.25			
		s 9.30			
		s **10.18** 312			
		s 10.50			
		s 11.22			
		s **11.55** 386-AM			
		s 12.20 PM			
		s 12.50			
		s 1.25			
		s **2.12** 318			
		s 2.32			
		s 2.52			
		s 3.10			
PM 6.45	PM 5.15	s **3.35** 380	PM **1.37** 318	AM **11.15** 307	AM **8.22** 312-372-378
7.00 PM	5.25	3.50	1.50	11.30 AM	8.35
	5.35	4.00	2.00		8.45
	PM	4.15 PM	PM		AM
.15	.20	9.30	.23	.15	.23
16.5	16.5	9.6	14.3	16.5	14.3

FIRST CLASS

311	325	307
Passenger	Passenger	Passenger
Daily	Daily Ex. Sunday	Daily
PM 7.00	PM 2.53	AM 8.00
s 7.05	s 2.58	s 8.05
7.19	**3.13** 386	8.20
f 7.26	s 3.20	s 8.30
s 7.33	s 3.28	s 8.39
s 7.45	s **3.40** 318	s **8.51** 385
	3.46	8.58
g 7.54	s 3.48	s 9.00
s 8.02	s 3.58	s 9.09
s 8.13	s 4.08	s 9.20
f 8.23	s 4.18	s 9.32
s 8.33	s 4.29	s **9.43** 312
f **8.41** 366	s 4.38	s 9.50
8.50	f 4.45	s 10.02
s 8.56	s 4.52	s **10.12** 386
f 9.07	s 5.02	s 10.23
s 9.16	s 5.12	s 10.32
9.23	f 5.17	s 10.41
f 9.29	s 5.24	s 10.50
s 9.40	s 5.36	s **11.03** 379
9.48	5.43	11.10
s 9.55	s 5.48	s 11.15
10.00 PM	5.53 PM	11.20 AM
3.00	**3.00**	**3.20**
30.5	**30.5**	**27.5**

Car Capacity of Other Tracks	Car Capacity of Passing Tracks	Station Numbers
786		C 47
69	30	D 7
11	88	D 11
20	23	D 15
18	29	D 22
12		D 25
26	37	D 26
62	29	D 31
51	55	D 37
39	53	D 42
59	41	D 48
26	32	D 52
31	41	D 57
53	36	D 61
28	32	D 67
24	37	D 72
39		D 76
15	33	D 79
45	28	D 85
32		D 86
60		
851		D 91
637		181

SUB-DIVISION 3

STATIONS

Time Table No. 14

November 20, 1910

Leave			Distance from Peoria	Location of Water, Fuel and Turning Stations
		Union Depot		
BN	TO	**Peoria**	6.8	WFT
		Keller	4.0 / 10.8	
		Alta	4.2 / 15.0	W
B	TO	**Dunlap**	5.5 / 20.5	
		A. T. & S. F. Crossing	1.0 / 21.5	
CV	TO	**Princeville**	3.8 / 25.3	
		Wady Petra	0.8 / 26.1	W
KS	TO	**Stark**	4.7 / 30.8	
		C. B. & Q. Crossing	0.2 / 31.0	
G	TO	**Wyoming**	5.6 / 36.6	
SJ	TO	**Toulon**	5.7 / 42.3	W
F	TO	**Lafayette**	5.8 / 48.1	F
VA	TO	**Galva**	0.4 / 48.5	
		C. B. & Q. Crossing	0.2 / 48.7	
		C. B. & Q. Crossing	3.3 / 52.0	
BH	TO	**Bishop Hill**	5.3 / 57.3	W
		Ulah	3.7 / 61.0	
CA	TO	**Cambridge**	6.0 / 67.0	
RD	TO	**Osco**	4.7 / 71.7	
RN	TO	**Orion**	4.0 / 75.7	
		Crampton	3.3 / 79.0	
D	TO	**Coal Valley**	6.2 / 85.2	WY
M	TO	**Milan**	0.9 / 86.1	
		Sears	3.2 / 89.3	T
FT	TO	**Fifth Street Yard**	0.9 / 90.2	
		D. R. I. & N. W. Crossing	0.5 / 90.7	
FR	TO	**20th Street**	0.9 / 91.6	WFT
RK & DI	TO	**Rock Island** See Time-Table Rule 17b		
		Leave		
		91.6		
		Average Speed Per Hour		

EASTWARD

FIRST CLASS

312	318	366
Passenger	Passenger	Passenger
AM 11.25	PM 4.40	PM 10.40
s 11.20	s 4.35	s 10.35
11.05	4.15	10.21
s 10.57	s 4.06	f 10.13
s 10.47	s 3.54	s 10.04
s 10.37	s **3.40** 325	s 9.49
10.30	3.32	9.40
s 10.28	s 3.30	f 9.38
s **10.18** 385	s 3.21	s 9.27
s 10.08	s 3.11	s 9.16
s 9.56	s 3.01	s 9.04
s **9.43** 307	s 2.50	s 8.52
s 9.31	s 2.40	f **8.41** 311
s 9.21	t 2.31	s 8.33
s 9.14	s 2.24	s 8.26
s 9.02	s **2.12** 385	f 8.15
s **8.52** 386	s 2.03	s 8.06
f 8.43	f 1.55	8.00
s 8.35 372-373-378	s 1.49 375	s 7.54
s **8.22**	s **1.37**	s 7.43
8.15	1.30	7.35
s 8.10	s 1.25	s 7.30
8.05 AM	1.20 PM	7 25 PM
Daily	Daily Ex. Sunday	Daily
3.20	**3.20**	**3.15**
27.5	**27.5**	**28.2**

SECOND CLASS

386	372	378	374	380	376
Local Freight	Mixed	R. I. S. Mixed	Mixed	R. I. S. Mixed	Mixed
PM 3.45 325					
s **3.13**					
s 3.00					
s 2.45					
s 2.15					
s 1.55					
s 1.50					
s 1.28					
s 12.59					
s 12.25 PM AM-385					
s **11.55**					
s 11.20					
s 10.40 307					
s **10.12**					
s 9.30 312					
s **8.52**					
s 8.25					
s 8.10	373-312 AM **8.05**	373 312 AM **8.10**	AM 9.50	385 PM **3.15**	PM 4.50
s 7.50					
7.35	7.40	7.50 AM	9.40	3.00 PM	4.38
7.25	7.30		9.30		4.30
7.15 AM	AM		AM		PM
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
8.50	**.35**	**.20**	**.20**	**.15**	**.20**
10.3	**9.4**	**16.5**	**16.5**	**16.5**	**16.5**

ILL.

BUREAU BRANCH

WESTWARD														EASTWARD											
SECOND CLASS				FIRST CLASS							SUB-DIVISION 2a STATIONS Time Table No. 14 November 20, 1910				FIRST CLASS						SECOND CLASS				
387	397			331	361	369	317	Car Capacity of Other Tracks	Car Capacity of Passing Tracks	Station Numbers			Distance from Chicago	Location of Water, Fuel and Turning Stations	302	332	370	326			388	390				
Local Freight	Through Freight			Passenger	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Passenger			Local Freight	Through Freight				
Daily Ex. Sunday	Daily			Daily	Daily	Daily	Daily				LEAVE														
PM 1.05	AM 2.25			PM 8.33	PM 4.55	AM 11.30	AM 4.55	358	189	114	AU Bureau TO		114.2	WYF	AM 1.25	AM 9.28	PM 2.20	PM 6.30			AM 10.50	PM 10.15				
s 1.35	2.50			h 8.46	s 5.07	f 11.43	5.08	30	69	C 8	GW 7.9 Putnam TO		122.1		1.10	s 9.15	h 2.08	f 6.17			s 10.05	9.50				
s 1.57	3.10			s 8.57	s 5.17	s 11.54	s 5.20	38	69	C 14	HN 5.6 Henry TO		127.7		s 1.00	s 9.03	s 1.57	s 6.07			s 9.35	9.34				
370 s 2.25	3.32			s 9.10	s 5.29	AM s 12.07	s 5.33	52	69	C 21	SD 7.0 Sparland TO		134.2		s 12.47	s 8.50	s 1.45	s 5.55			s 8.50	9.10				
s 3.00	3.58			390 s 9.24	s 5.43	PM s 12.21	s 5.47	44	69	C 29	HA 8.0 Chillicothe TO		142.7	W	s 12.34	s 8.35	s 1.32	361 s 5.43			s 8.15	8.40				
f 3.15	4.08			d-g 9.30	s 5.50	f 12.26	g 5.53		25	C 31	2.9 Rome		145.6		f 12.27	s 8.28	1.26	f 5.35			s 7.45	8.30				
f 3.35	4.27			g 9.41	s 6.01	f 12.35	g 6.04		40	C 37	5.5 Mossville		151.1		f 12.17	s 8.18	1.17	f 5.26			s 7.25	8.18				
3.45	4.35			9.47	6.10	12.42	6.12		69		4.1 Sankoty		155.0		12.12	8.10	1.10	5.20			7.05	8.01				
				9.50	6.13	12.44	6.15	17		C 42	1.4 Narrows Siding		156.4		12.09	8.07	1.08	5.18								
4.15 PM	5.00 AM			10.00 PM	6.25 PM	**12.55** 370 PM	**6.30** 388 AM	786		C 47	BN 4.8 Peoria TO		161.2	WFT	12.01 AM	8.00 AM	1.00 PM	5.10 PM			317 **6.45** AM	7.45 PM				
											LEAVE				Daily	Daily	Daily	Daily			Daily Ex. Sunday	Daily				
3.10	**2.35**			**1.27**	**1.30**	**1.25**	**1.35**				**47.0**				**1.24**	**1.28**	**1.20**	**1.20**			**4.05**	**2.30**				
14.8	**18.2**			**32.4**	**31.3**	**33.1**	**29.7**				**Average Speed per Hour**				**33.2**	**32.0**	**35.3**	**35.3**			**11.5**	**17.6**				

SHERRARD BRANCH

WESTWARD										SUB-DIVISION 3a STATIONS Time Table No. 14 November 20, 1910			EASTWARD				
SECOND CLASS													SECOND CLASS				
381	377	375	379	373	Car Capacity of Other Tracks	Car Capacity of Passing Tracks	Station Numbers				Distance from Rock Island	Location of Water, Fuel and Turning Stations	378	372	374	380	376
R. I. S. Mixed	Mixed	Mixed	R. I. S. Mixed	Mixed									R. I. S. Mixed	Mixed	Mixed	R. I. S. Mixed	Mixed
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday					LEAVE								
.....	PM 3.45	PM 12.10	.....	AM 6.50	156	29	DA 21	RA 4.3 Sherrard TO			26.4	WT	.....	AM 10.25	AM 11.00	.....	PM 6.35
	s 4.05	s 12.30		s 7.10	68	.....	DA 17	Z 1.7 Preemption TO			22.1	Y		s 10.00	s 10.45		s 6.15 / s 5.40
PM 5.50	4.10	12.35	AM 10.20	7.15	.....	.....	.....	JC 2.9 Southern Junction TO			20.4	.....	AM 8.59	9.35	10.40	377 PM 4.10	381 5.35
376 s 6.00	380 s 4.30	s 12.50	s 10.30	s 7.30	43	25	DA 12	NW 2.9 Reynolds TO			17.5	W	s 8.50	s 9.20	379 s 10.30	s 4.00	s 5.28
s 6.15	s 4.47	s 1.06	374 s 10.45	s 7.50	39	34	DA 8	RT 4.2 Taylor Ridge TO			13.3	.....	s 8.37	s 8.55	s 10.17	s 3.47	s 5.17
6.30	376 5.05	1.25	11.00	8.03	12	.....	DA 4	4.9 Black Hawk			9.1	.....	8.24	8.35	10.02	3.30	377 5.05
6.45 PM	5.15 PM	1.35 PM	11.15 AM	**8.15** 372-378 AM	45	28	D 85	M 3.6 Milan TO			5.5	WY	372-373 **8.15** AM	373-378 **8.25** AM	9.50 AM	3.15 PM	4.55 PM
									LEAVE				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday
.55	**1.30**	**1.25**	**.55**	**1.25**					**20.9**				**.44**	**2.00**	**1.10**	**.55**	**1.40**
16.3	**13.9**	**14.7**	**16.3**	**14.7**					**Average SPeed Per Hour**				**20.3**	**10.4**	**17.9**	**16.2**	**16.7**

CABLE BRANCH

WESTWARD				SUB-DIVISION 3b STATIONS Time Table No. 14 November 20, 1910			EASTWARD	
SECOND CLASS							SECOND CLASS	
3071	Car Capacity of Other Tracks	Car Capacity of Passing Tracks	Station Numbers			Location of Water, Fuel and Turning Stations	3076	
Mixed					Distance from Rock Island		Mixed	
Daily Ex. Sunday				LEAVE				
PM 6.00	62	.....	DB 5	A 5.3 Cable TO	27.4	.....	PM 5.55	
6.15 PM	68	.....	DA 17	Z Preemption TO	22.1	Y	5.40 PM	
				LEAVE			Daily Ex. Sunday	
.15				**5.3**			**.15**	
21.2				**Average Speed per Hour**			**21.2**	

F. C. WEEKS,
Train Master, Sub-Division 2,
ROCK ISLAND, ILL.

F. W. ROSSER,
Train Master, Sub-Divisions 2a, 3, 3a and 3b,
ROCK ISLAND, ILL.

C. W. LAFLER,
Chief Dispatcher,
ROCK ISLAND, ILL.

DISPATCHERS:
W. O. Litten, Ass't Chief Dispatcher.

SUB-DIVISION 2 { P. Cassidy, H. A. Thayer, A. E. Murphy.

SUB-DIVISIONS 2a, 3, 3a, 3b { C. S. Hicks, G. A. Albright.

TIME-TABLE RULES.

1. On single track westward trains are superior to eastward trains of the same class. (See General Rule 71.)

1*a*. No. 3076 is superior to No. 3071.

2. Trains date from their initial station on each Sub-Division. (See General Rule 4.)

2*a*. Chicago is the initial station for westward passenger trains originating there, except Midlothian and Oak Forest trains.

2*b*. Chicago is the initial station for westward freight trains leaving that station.

2*c*. Blue Island is the initial station for westward Midlothian and Oak Forest passenger trains.

2*d*. Burr Oak—Out Freight—is the initial station for westward freight trains leaving that station.

2*e*. Silvis is the initial station for eastward freight trains leaving that station.

2*f*. Rock Island is the initial station for eastward passenger trains leaving that station.

3. No train must leave its initial station on any Sub-Division until its Conductor has first reported at the Train Order Office, ascertained if there are any orders for his train, and obtained clearance card, Form "A."

4. Train Registering Books (See General Rule 83*a*) are located at
Chicago—Station Master's Office. (For all passenger trains.)
Burr Oak—Out Freight. (For trains originating at Blue Island.)
Burr Oak—In Freight. (For trains terminating at Blue Island.)
Blue Island—Passenger Station. (For Midlothian trains.)
Joliet. (For trains originating and terminating.)
Bureau.
Silvis. (For trains originating and terminating.)
Rock Island. (For trains originating and terminating.)
Rock Island—20th Street. (For Peoria Branch trains.)
Fifth Street Yard.
Peoria.
Milan.
Southern Junction.
Preemption.
Cable.
Sherrard.
C. R. I. & P. trains register by card at Southern Junction and Fifth Street Yard.

5. General Order Boards (See General Rule 83*b*) are located at
Chicago—Station Master's Office. (For passenger trains.)
Burr Oak—Out Freight. (For freight trains.)
Joliet. (For trains starting.)
Rock Island—Passenger station and engine house. (For trains starting.)
Rock Island—20th Street. (For trains starting.)
Fifth Street Yard. (For R. I. S. trains originating.)
Bureau. (For trains starting and Bureau Branch trains.)
Peoria. (For trains starting.)
Silvis. (For freight trains.)
Southern Junction. (For R. I. S. trains originating.)

5*a*. Conductors and enginemen are not required to consult General Order Boards at intermediate points on a Sub-Division.

6. Standard Clocks (See General Rules 3, 3*a*, 3*b* and 3*c*) are located at
Chicago—Telegraph Office; Burr Oak—Out Freight; Joliet; Bureau; Silvis—Yard Office; Rock Island—Telegraph Office; Rock Island—20th Street; Peoria and Sherrard.

7. Company's Surgeons are located as follows:

NAME.	LOCATION.	OFFICE.	RESIDENCE.
Dr. S. C. Plummer, Chief Surgeon	Chicago.....Ill.	La Salle Street Station	4539 Oakenwald Ave.
Dr. Wm. Carver Williams	Chicago ..... "	304 E. 49th St. Tel. Drexel 1631	304 E. 49th St. Tel. Drexel 1637.
Dr. A. H. Andrews, Oculist and Aurist	Chicago ..... "	900 Reliance Bldg. Tel. 3383 Central	4714 Greenwood Ave. Tel. 1382 Oak.
Dr. A. J. Brislen, Local Surgeon	Chicago ..... "	4656 Indiana Ave. Tel. 879 Oakland	614 E. 46th St. Tel. Drexel 7751.
Dr. M. W. Bacon, Local Surgeon	Chicago ..... "	248 W. 69th St. Tel. 652 Wentworth	248 W. 69th St. Tel. 652 Wentworth
Dr. Daniel P. Teter	Chicago ..... "	1204 Southport Av. Tel. Lake View 1267	1204 Southport Av. Tel. Lake View 1267
Dr. W. H. German	Morgan Park. "	Tel. Morgan Park 13	.....
Dr. J. S. Kauffman, Surg. and Examiner	Blue Island .. "	233 York St. Tel. Blue Island 4	233 York St. Tel. Blue Isl. 4.
Dr. A. B. Snider	Tinley Park .. "	East End North Avenue. Tel. 232	East End North Ave Tel. 232
Dr. J. J. Coady	Mokena ..... "	.....	.....
Dr. T. H. Wagner	Joliet..... "	200 Cutting Building. Tel. 389	209 Sherman St. Tel. 78.
Dr. A. E. Palmer	Morris..... "	303 West Main St. Tel. 3273	309 West Main St. Tel. 3271.
Dr. G. G. Wilcox	Seneca ..... "	Lincoln Street. Tel. 140	Lincoln St. Tel. 140.
Dr. M. E. Blanchard	Marseilles .... "	27 Main Street. Tel. 42 R-1	220 E. Bluff St. Tel. 42 R-2.
Dr. J. W. Pettit	Ottawa ..... "	Opera House Block. Tel. 231 Black	1401 Ottawa Av. Tl. 170 Main
Dr. A. J. Roberts	Ottawa ..... "	Maloney Bldg. Madison St. Tel. Black 231.	914 Christie St. Tel. Main 93.
Dr. P. M. Burke	La Salle ..... "	Neustadt Building. Tel. 204 X	817 Seventh St. Tel. 369 R.
Dr. J. F. Crowley (Substitute)	La Salle ..... "	1st and Gooding Sts., Horner Bldg. Tel. 185 R	536 Gooding St. Tel. 185. W.
Dr. M. J. Coveny	Spring Valley. "	St. Paul Street. Tel. R-18	Cleveland St. Tel. 761 L.
Dr. J. J. Moran (Substitute)	Spring Valley. "	Rathburn's Drug Store, Cor. St. Paul and Greenwood Sts. Tel. R-101	W. Cleveland St., bet. Hennessy and Spaulding Sts. Tel. R-801.
Dr. A. S. Rummell	DePue..... "	Tel. 20	Tel. 20.
Dr. Jas. H. McLain	Bureau..... "	.....	.....
Dr. C. F. Horner	Tiskilwa ..... "	Tel. 261	Tel. 461.
Dr. R. A. Kerr	Peoria..... "	123 So. Adams St. Tel. 1733 Main	321 No. Monroe St. Tel. 842.
Dr. S. M. Miller	Peoria..... "	701 Main St. Tel. Main 471	1120 Knoxville Ave. Tel. Bluffs 472.
Dr. C. D. Thomas, Oculist and Aurist	Peoria..... "	111 North Jefferson Avenue	205 Barker Avenue.
Dr. G. W. Newell (Substitute)	Peoria..... "	525 Jefferson Bldg. Tel. Main 845.	327 Frye Ave. Tel. Bluffs 105.
Dr. J. W. Daugherty	Chillicothe ... "	Tel. 41	Tel. 159.
Dr. J. R. Marshall	Sheffield..... "	Tel. 61 Right	Tel. 191 Left.
Dr. E. B. Gilbert	Geneseo..... "	State St., bet. 1st and 2d. Tel. 162	Cor. North and Center Sts. Tel. 154
Dr. L. D. Dunn	Moline ..... "	210 Sixteenth St. Tel. 62 East	428 19th St. Tel. 36 East.
Dr. A. H. Arp	Silvis..... "	508 Fifteenth St. Tel. 318 East	718 Fifth Ave. Tel. 6 East.
Dr. S. B. Hall, Surgeon and Examiner	Rock Island.. "	301 Twentieth St. Tel. 87 West	608 30th St. Tel. 277 West.
Dr. Joseph De Silva (Substitute)	Rock Island.. "	206 Safety Bldg. Tel. W-358	608 20th St. Tel. W-311.
Dr. J. A. Kirkland	Cambridge ... "	.....	.....

7*a*. Prompt Report Must be Made of all Accidents—Personal injuries—when train is not wrecked—by message to Superintendent, who will promptly advise Claim Department. In case of train wreck, Telegraph Accident Report must be made at once (Form 588, as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:
Personal Injury Report (Form G-41 or G-42, as appropriate).
List of Passengers (Form CT29).
Ejectment (Form 1337).
Inspection (Form 704).
Fire Report (Form MW42).
Stock Report (Enginemen—Form 1301).
Stock Report (Sectionmen—Form 1251).

7*b*. (Passengers and Employes)—Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and if seriously injured, calling the nearest competent surgeon to be had to attend them until the Company's surgeon can get to the place of the accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

7*c*. (Others)—When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only, and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred on behalf of the Company except the emergency attention above noted.

8. The following signs indicate: (See General Rule 6.)
Opposite stations:
"B" Block station
"F" Fuel station.
"T" Turn-table.
"TO" Train order station.
"W" Water station.
"Y" Wye.
Opposite schedule figures:
"f" Flag stop to receive or discharge passengers or freight.
"s" Regular stop.
"¶" Stop for meals.

a. Stop to discharge passengers from Cedar Rapids and beyond.
c. Stop on signal to receive Chicago passengers.
d. Stop to discharge passengers from Chicago.
e. Stop on signal to receive passengers from the Big Four for Moline and beyond.
g. Stop to receive and discharge passengers to and from Peoria.
h. Stop to receive and discharge passengers holding tickets to or from Joliet and Chicago.
i. Stop to discharge passengers from Denver, Colorado Springs, Pueblo and beyond.
j. Stop on signal to receive passengers for Missouri River and beyond.
k. Stop to discharge passengers from Joliet.
l. Stop on signal on Sunday.
m. Stop when thirty (30) minutes or more late to dispatch mail for C. B. & Q. Ry.
n. Stop on signal to receive passengers for Denver, Colorado Springs and beyond.
o. Stop on signal to receive passengers for Kansas City, St. Joseph and west.
p. Stop to discharge passengers from Kansas City and beyond.
q. Stop on Sunday.
r. Stop on Saturday.
u. Stop on Sunday to discharge passengers from Chicago and Joliet.
v. Stop on signal to receive passengers for St. Paul, Minneapolis and beyond.
w. Stop on signal to receive passengers for Morris.

9. Nos. 139 and 140 will stop on signal at Summit, Gillett's, Hickory Grove, Gaugers and Cherry Hill.

9*a*. Nos. 77 and 78 will stop on signal at Sand Ridge and Twin Bluffs.

9*c*. Nos. 78, 118, 128, 132 and 156 will stop at Eastern Ave., Joliet, to receive passengers.

9*d*. No. 331 will stop at Eastern Avenue, Joliet, to discharge passengers.

10. The speed of trains must not exceed the following rates:
Passenger Trains—Between Rock Island and Blue Island, 70 miles an hour on tangents (straight track); 60 miles an hour on curves, and 35 miles an hour over interlocked grade crossings.
Between Bureau and Peoria, 60 miles an hour on tangents and 50 miles an hour on curves.
Between Peoria and Keller, 30 miles an hour. Between Keller and Rock Island, 60 miles an hour on tangents and 50 miles an hour on curves.
Through Silvis Yard, 25 miles an hour. Between 11th and 15th streets, Rock Island, 15 miles an hour.
Freight Trains—Between Rock Island and Blue Island, 45 miles an hour; 25 miles an hour over interlocked grade crossings.
Between Bureau and Peoria } 20 miles an hour.
Between Peoria and Keller }

10*a*. No. 17 will reduce speed to 15 miles an hour at Geneseo to deliver U. S. Mail.

11. No. 312 will hold main track when meeting No. 307 at Galva.
No. 326 will hold main track when meeting No. 361 at Chillicothe.

12. The main line tracks at Peoria, between Wayne and Bridge streets, will be used as a double track. Semaphores governing the movement of trains are located as follows: One on the Bureau Branch track, just west of the Central City Elevator; this semaphore governs the movement of Bureau Branch trains approaching Peoria, which must stop before passing it unless semaphore is cleared in vision of engineman and switch tender signals them to proceed. One on the Peoria Line main track, just west of the Central City Elevator; this semaphore governs the movements of all Peoria Line trains approaching Peoria, which must stop before passing it and not proceed until it displays "Clear." One located west of the cross-over switches, a short distance west of the Leisy Brewery; this semaphore governs the movement of all trains leaving Peoria. Bureau Line trains will approach the cross-over with train under control and not proceed unless the semaphore is cleared within vision of the engineman and switch tender signals them to proceed. Peoria Line trains will stop at the cross-over and not proceed until signal is cleared within the vision of engineman. When the signal is cleared the engineman will sound two short blasts of the whistle and proceed.

12*a*. All railway crossings at grade are protected by Interlocking Signals (see General Rules 601 to 674), except as follows:

Joliet—C. & A. and A. T. & S. F. Rys.

Rock Island (Peoria Line)—D. R. I. & N. W. Ry.

Wyoming—C. B. & Q. Ry.

Galva—C. B. & Q. Ry.

Trains approaching these crossings will stop at a point designated by Stop-Boards and not proceed until sure that the track is clear.

Rock Island (Main Line)—C. B. & Q. Ry. (protected by pole target).

Indications { Vertical—C. R. I. & P. trains may proceed.
Horizontal—C. B. & Q. trains may proceed.

Red lights indicate the position of signals at night.

Trains approaching this crossing will stop within 300 feet and not proceed until signal is in vertical position and hand signal given by switch-tender.

13. The following are Auxiliary Lines (see General Rules 14 (*f*) and 14 (*g*)):
Blue Island—The Suburban Line of Chicago Terminal Division.
Rock Island—Peoria Main Line.

14. Passengers may be carried on last section of trains 385, 386, 387 and 388.

16. The following yards are protected by yard limits boards (see General Rule 93):

Blue Island, Joliet, Morris, Stockdale, Seneca, Marseilles,
Ottawa, Utica, La Salle, Peru, Spring Valley, Depue-Marquette,
Bureau, Geneseo, Silvis, Peoria, Rock Island.

17. Trains between Chicago and Englewood must be provided with Joint (L. S. & M. S. and C. R. I. & P.) Time-Table, and be governed by its Rules.

17*a*. Trains between Englewood and Blue Island must be provided with the Time-Table and governed by the Rules of the Chicago Terminal Division.

17*b*. Trains between Silvis and Rock Island will be governed by Joint Time-Table.

24. The main tracks between 2nd Street and 20th Street, Rock Island, will be used as double track and switches lined up for westward trains. Switch tender at 2nd Street will handle switches from 6.30 A. M. until 10.00 A. M., and from 1.30 P. M. until 5.30 P. M. All eastward trains approaching 2nd Street between 5.30 P. M. and 6.30 A. M. will operate switches, and after passing on double track will see that switches are again set for westward trains to proceed. All trains will approach end of double track under control.

1125-2

27. Automatic Block Signal System Rules Nos. 501 to 514, inclusive, are in effect between Blue Island and Rock Island.

27*a*. **Numbers of Automatic Block Signals.**

Westward		Eastward
	Blue Island	
165		170
171		182
181		
	Midlothian	
195		198
209		214
221		232
233		
	Tinley Park	
251		250
269		270
283		288
	Mokena	
303		298
323		316
		336
	New Lenox	
341		350
365		368
383		386
389		
	E. J. & E. Crossing	
393		390
401		398
		402
	Joliet	
407		412
417		420
433		432
441		442
461		460
	Bird's Bridge	
479		480
501		504
	Minooka	
517		526
541		540
563		562
583		582
609		608
	Morris	
621		624
641		646
	Stockdale	
661		660
683		682
705		704

Westward		Eastward
	Seneca	
727		724
747		746
773		772
	Marseilles	
793		792
815		814
829		828
843		
	Ottawa	
849		846
	C. B. & Q. Crossing	
853		850
873		856
893		876
909		892
933		910
		932
	Utica	
945		944
961		962
973		976
987		988
	La Salle	
995		998
1005		1008
1011		
	C. B. & Q. Crossing	
1015		1010
1035		1018
		1032
	Spring Valley	
1051		1052
1071		1072
	Marquette	
1087		1094
	De Pue	
1105		1110
1121		1124
1137		1140
	Bureau	
1145		1148
1159		1154
1179		1172
1199		1194
1217		1214
	Tiskilwa	
1237		1232
1257		1252
1275		1270

Westward		Eastward
	Wyanet	
1295		1290
1313		1310
1331		1330
1351		1350
	Sheffield	
1369		1370
1385		1384
1403		1402
	Mineral	
1425		1424
1445		1444
	Annawan	
1467		1466
1485		1484
1505		1504
	Atkinson	
1523		1522
1543		1542
1563		1562
1581		1584
	Geneseo	
1597		1600
1617		1618
1635		1640
1653		1658
1675		1674
	Green River	
1691		1692
	Colona	
1697		1698
1703		1706
1713		
	Carbon Cliff	
1721		1720
1729		1728
1737		1736
	Silvis	
1747		1742
		1748
	East Moline	
1759		1760
1773		1772
1781		1784
1785		
1791		
	Moline	
1807		1798
		1808
	Rock Island	

30. Draw bridges are located as follows (see Rule 98):
Milan—Hennepin Canal.

31. Minimum clearance of bridges, tunnels, etc., height 17 feet, width 11 feet 6 inches. (See Rule 702.)

Mile Post	Kind of Structure.	Distance to Head clearance from top of rail.	Location.
33	Overhead Highway Crossing.	20 ft. 9 in.	Three and four-tenths miles west of Mokena.
33.5	Overhead Railway Crossing.	18 " 7 "	One-half mile east of New Lenox.
40.1	Overhead Railway Crossing.	18 "	Three-tenths mile east of Joliet.
96.7	Tunnel.	19 " 6 "	Two and four-tenths miles east of LaSalle.
98.2	Overhead Railway Crossing.	21 "	One mile east of LaSalle.
98.7	Overhead Highway Crossing.	21 "	Four-tenths of a mile east of LaSalle.
99.5	Overhead Tramway Crossing.	18 "	One-half mile west of LaSalle.
129.6	Overhead Railway Crossing.	20 " 6 "	C. B. & Q. Junction.
137	Coal Chute Bridge.	21 "	One-third of a mile west of Sheffield.
169.5	Green River Bridge.	21 " 6 "	One-fourth of a mile east of Colona.
	Bureau Branch.		
121.6	Overhead Highway Crossing.	19 ft. 6 in.	One-half mile east of Putnam.
141.7	Overhead Railway Crossing.	20 " 7 "	One mile east of Chillicothe.
	Peoria Line.		
91	Overhead Highway Crossing.	17 ft. 5 in.	Twenty-fourth Street Rock Island.

32. Track scales are located as follows:

Location.	Length Feet	Capacity Tons
Joliet	40 40	80 100
Seneca	38	100
Utica	38	100
La Salle	40	100
Silvis	46 46	100 100
Moline	46	100
Rock Island	40	100
Taylor Ridge	36	80
Reynolds	38	100
Preemption	40	100
Peoria	46	100

36. The normal indication of train order signals on main line, Blue Island to Rock Island, will be "proceed." On Sub-Divisions 3A and 3B lights on train order signals will not be displayed when train order offices are closed.

40. The following hours of duty will be observed at Train Order Stations, subject to change by General Order. When so changed, all concerned will note the change *in pencil* on their copy of Time-Table:

Station.	Regular Hours.		Off For Meals.
Tinley Park	7.00 am	7.00 pm	1 Hr.
Mokena	6.45 am	6.45 pm	1 Hr.
New Lenox	6.30 am	6.30 pm	1 Hr.
Joliet	Continuous.		
Minooka	7.00 am	7.00 pm	1 Hr.
Morris	Continuous.		
Seneca	6.40 am	6.40 pm	1 Hr.
Marseilles	7.00 am	7.00 pm	1 Hr.
Ottawa	Continuous.		
Utica	7.00 am	7.00 pm	1 Hr.
La Salle	Continuous.		
Peru	7.00 am	7.00 pm	1 Hr.
Spring Valley	7.00 am	7.00 pm	1 Hr.
Marquette	7.30 am	7.30 pm	1 Hr.
De Pue	7.00 am	4.00 pm	
	4.00 pm	1.00 am	
Bureau	Continuous.		
Tiskilwa	7.30 am	5.30 pm	1 Hr.
	5.30 pm	3.30 am	1 Hr.
Sheffield	Continuous.		
Wyanet	7.00 am	7.00 pm	1 Hr.
Mineral	7.00 am	7.00 pm	1 Hr.
Annawan	7.00 am	7.00 pm	1 Hr.
Atkinson	7.00 am	7.00 pm	1 Hr.
Geneseo	Continuous.		
Green River	7.00 am	7.00 pm	1 Hr.
Carbon Cliff	7.00 am	7.00 pm	1 Hr.
Silvis Depot	7.00 am	7.00 pm	1 Hr.
Silvis Yard	Continuous.		
Rock Island	Continuous.		
" (20th St.)	7.00 am	6.00 pm	1 Hr.
W. Davenport	Continuous.		
Mo. Div. Jct	Continuous.		
Peoria	Continuous.		
Dunlap	7.30 am	7.30 pm	1 Hr.
Princeville	7.00 am	7.00 pm	1 Hr.
Wyoming	7.00 am	7.00 pm	1 Hr.
Toulon	7.00 am	7.00 pm	1 Hr.
Bishop Hill	7.00 am	7.00 pm	1 Hr.
Lafayette	7.00 am	7.00 pm	1 Hr.
Galva	7.00 am	7.00 pm	1 Hr.
Cambridge	7.00 am	7.00 pm	1 Hr.
Osco	7.00 am	7.00 pm	1 Hr.
Orion	7.00 am	7.00 pm	1 Hr.
Coal Valley	7.00 am	7.00 pm	1 Hr.
Milan	7.00 am	7.00 pm	1 Hr.
Taylor Ridge	7.00 am	6.00 pm	1 Hr.
Cable	6.15 am	5.15 pm	1 Hr.
Reynolds	7.00 am	6.00 pm	1 Hr.
Preemption	6.45 am	5.45 pm	1 Hr.
Sherrard	5.30 am	4.30 pm	1 Hr.
Putnam	7.00 am	7.00 pm	1 Hr.
Henry	7.00 am	7.00 pm	1 Hr.
Sparland	7.00 am	7.00 pm	1 Hr.
Chillicothe	Continuous.		

MAP OF

ROCK ISLAND LINES

AND

CONNECTIONS.

3-28-'10

4945