TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors	55 E. Washington St.	Chicago
R. L. Scott	5929 W. Chicago Ave.	Chicago
M. J. Heegn,	29 E. Madison St.	Chicago
C. H. Bern	Union Station Bldg.	Chicago
De Napoli Jewelers	5946 W. North Ave.	Chicago
Daniel Lutz	9602 Franklin Ave.	Franklin Park
Rodholm Edwards Jewelers	8 Douglas Ave.	Elgin
C. Jansen	120 West Third	Davenport
Comay's	125 W. State St.	Rockford
E. Winkler	Main St.	Savanna
G. A. Brummer, Jr.		Clinton
Hubert C. Bates	129 East Second St.	Ottumwa
Louise Quist		Mystic
Mace Jewelers	110 Union Station Lobby	Kansas City
Martyr Jewelry Co.	5512 St. John Ave.,	Kansas City
Drenon Jewelry Shop	10221 Independence Ave.,	Kansas City
E. L. Schepple		Dubuque
C. F. Saughling		McGregor
Ritchie's Jewelry Store		Prairie DuChien
Glyn Cremer		LaCrosse
Pauls Jewelry Store		LaCrosse
Kellys Watch Shop		Waukon
Rolfe Jewelry Store		Calmar
C. E. Blanchard		Mason City
Vista Jewelers	21 South Center St.	Bensenville

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

DUBUQUE & ILLINOIS DIVISION

TIME TABLE No. 6

Taking effect at 2:01 A. M.
Central Standard Time

Sunday, October 30, 1966

For the government and information of employes only

G. W. RILEY,
Assistant Superintendent.

N. D. OWEN,
Assistant Superintendent.

T. E. WITT,
Assistant Superintendent.

L. H. WALLEEN,
Superintendent.

Q. W. TORPIN,
General Superintendent of Transportation.

D. O. BURKE
Assistant General Manager.

L. V. ANDERSON,
General Manager.

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

WESTWARD — FIRST SUBDIVISION — EASTWARD

FIRST CLASS			TIME TABLE No. 6 October 30, 1966 STATIONS	FIRST CLASS		
111	103	19		20	112	104
Passenger	Passenger	Passenger		Passenger	Passenger	Passenger
Daily	Daily	Daily		Daily	Daily	Daily
L P. M. 3.00	L P. M. 6.00	L P. M. 8.10	CHICAGO	A A. M. 8.50 S	A A. M. 10.15 S	A A. M. 11.59 S
L P. M. 3.07	L P. M. 6.07	L P. M. 8.17	(C. & N. W. Crossing) TOWER A 2 WESTERN AVE.	A A. M. 8.36	A A. M. 9.59	A A. M. 11.44
3.11	6.11	8.21	TOWER A 5 (C. M. St. P. & P. Crossing)	8.33	9.54	11.41
3.23	6.23	8.33	TOWER B 17	8.17	9.39	11.18
3.24	6.24	8.34	BENSENVILLE	8.16	9.38	11.17
3.38	6.38	8.48	TOWER B 35 (C. & N. W. Crossing)	7.53	9.23	11.02
Af 3.45 P. M.	Af 6.45 P. M.	As 9.00 P. M.	ELGIN	L 7.50 A. M.	L 9.21 A. M.	L 11.00 A. M.

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

This time-table confers no authority between Elgin and Chicago.

Between Elgin and Western Ave., Chicago Terminal-Dubuque & Illinois Division First Subdivision Joint time-table and Special Instructions govern.

Chicago Union Station Co. time-table and Rules govern the operation of trains and engines using Chicago Union Station Co's. tracks under its jurisdiction between Western Ave. and Alton Jct.

BETWEEN BENSENVILLE AND WESTERN AVE. OFFICIALS OF THE CHICAGO TERMINAL DIVISION HAVE JURISDICTION

Assistant Superintendents

K. O. SCHOENECK
S. C. PULFORD

Trainmasters

B. A. WEBSTER
R. L. CRIST
E. J. HUART
P. J. ROONEY
R. A. ADAMS
T. CURLEY

Assistant Trainmasters

R. A. PULFORD

Traveling Engineer-Trainmaster

H. J. THAYER

TRAIN DISPATCHERS

SAVANNA

Z. G. REIFF
L. R. PETERSON
W. C. EDWARDS
A. P. THOSTENSON
W. J. CLIFTON
C. N. MACHANDE
C. R. MEYER

L. W. NIGUS
Chief Dispatcher

C. C. SMITH,
Night Chief
Dispatcher

Trainmasters
S. J. BARRY
Davenport, Ia.
J. T. GREGERSON
Savanna, Ill.

Traveling Engineer-Trainmasters
A. J. CINI
R. H. KENTNER

OTTUMWA

J. E. KOETTING
V. E. GERMAN
E. G. LONG
J. F. THOMPSON

J. F. THOMPSON
Chief Trick Dispatcher

DUBUQUE

E. H. MADISON
R. F. JOHNSTON
W. T. HOGAN
J. C. NAEGLE
J. F. FRANA

E. H. MADISON
Chief Trick Dispatcher

TIME TABLE No. 6

October 30, 1966

FIRST CLASS 111 Passenger Daily	FIRST CLASS 103 Passenger Daily	FIRST CLASS 19 Passenger Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Savanna	STATIONS	SEE RULE 6-A	Office Hours — Also See Page 8 For Other Assigned Hours	FIRST CLASS 20 Passenger Daily	FIRST CLASS 112 Passenger Daily	FIRST CLASS 104 Passenger Daily
L P.M. 3.45	L P.M. 6.45	L P.M. 9.00		Yard	G	101.5	(East End of Double Track) **ELGIN**	BKOPRWX	4:45 am to 12:45 pm 1:45 pm to 9:45 pm	A A.M. s 7.50	A A.M. f 9.21	A A.M. f11.00
				10		93.7	7.8 **PINGREE GROVE**	P	No Office	7.38		
		s 9.17	W-75	44	HS	87.2	6.5 **HAMPSHIRE**	P	7:00 am to 4:00 pm Except Sat. & Sun.	s 7.30		
				7		83.4	3.8 **NEW LEBANON**	P	No Office			
4.05	7.05	s 9.25		45	GN	78.9	4.5 **GENOA**	P	No Office	f 7.20	9.02	10.41
				17		75.5	3.4 **KINGSTON**	P	No Office			
		f 9.34	W-121	Yard	KD	70.8	4.7 **KIRKLAND**	JPY	7:00 am to 11:15 am Except Sat. & Sun.	f 7.10		
				15		66.4	4.4 **FAIRDALE**	P	No Office			
		9.42		24		62.9	3.5 **MONROE CENTER**	P	No Office			
s 4.25	f 7.21	s10.05	E-99	Yard	DJ	58.1	4.8 **DAVIS JUNCTION** (C. B. & Q. Crossing)	BHIKOPRV WXY	Continuous	s 6.55	s 8.43	f10.22
				35		53.5	4.6 **STILLMAN VALLEY**	P	No Office			
4.33	7.29	10.15	E-60	42	BY	49.0	4.5 **BYRON** (C. G. W. Crossing)	IPV	7:00 am to 4:00 pm Except Sat. & Sun.	6.43	8.33	10.12
				59		41.4	7.6 **LEAF RIVER**	P	No Office			
				15		36.8	4.6 **ADELINE**	P	No Office			
4.48	7.44	10.31		77	FN	31.3	5.5 **FORRESTON**	PV	7:00 am to 4:00 pm Except Sat. & Sun.	6.24	8.17	9.56
				15		28.3	3.0 **HARPER**	P	No Office			
		10.40				20.9	7.4 **KITTREDGE**	IJP	No Office			
		s10.45	W-67	219	RK	17.9	3.0 **LANARK**	P	Continuous	s 6.10		
5.04	8.00	s10.55		44	MT	10.4	7.5 **MT. CARROLL**	P	7:00 am to 4:00 pm Except Sat. & Sun.	s 6.00	7.59	9.38
						7.9	2.5 **RED BARN**	P	No Office			
						1.9	6.0 **PLUM** (West End of Double Track)	IP	No Office			
A 5.21 s P.M.	A 8.21 s P.M.	A11.15 s P.M.		Yard	SA	0.0	1.9 (East End of Double Track) **SAVANNA**	BHIJKOPRT VWXYZ	Continuous	L 5.45 A.M.	L 7.48 A.M.	L 9.27 A.M.

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

Double track is in use between Elgin and Plum and between the west end of C. T. C. and Savanna.

C. T. C. is in use between Plum and the east end of double track at Savanna.

Automatic Block Signal System is in use between Elgin and Savanna.

Between the east end of double track and the CB&Q crossing at Savanna there is no superiority of trains. All trains and engines must move at restricted speed between these points.

No. 103 stop at Davis Jct. to pick up revenue passengers for Ogden or beyond.

Rule 83 (B) does not apply to trains starting at Kirkland when operator is not on duty if train order signal indicates proceed as per Rule 200 C.

Davis Jct. is a register station only for trains originating or terminating at that point.

Rule 83 (B) does not apply at Kittredge. (See Special Instructions X-19).

Rules 251, 251 (A), 253 and 254 are in effect on eastward and westward tracks between Elgin and Plum for movements with current of traffic.

No. 104 stop at Davis Jct. to let off revenue passengers from Ogden or beyond.

Nos. 103, 104, 111 and 112 may register by register ticket at Savanna.

Nos. 112 and 104 stop at Elgin to let off revenue passengers from beyond Savanna.

WESTWARD—THIRD SUBDIVISION—EASTWARD

SECOND CLASS 87 Time Freight Daily Ex. Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Dekalb	TIME TABLE No. 6 Oct. 30, 1966 STATIONS	Distance from Kirkland	SEE RULE 6-A	Office Hours Also See Page 8 For Other Assigned Hours	SECOND CLASS 88 Time Freight Daily Ex. Sunday
L P. M. 2.00		Yard		0.0	**DEKALB** (C. & N. W. Crossing)	13.7	UVX	No Office	A P M 12.45
					5.6				
2.20				5.6	**WILKINSON** (C. G. W. Crossing)	8.1	I	No Office	12.25
					8.1				
A 2.45 P M.		Yard	KD	13.7	**KIRKLAND**	0.0	JPXY	7:00 am to 11:15 am Except Sat. & Sun.	L 12.01 P M.

Trains must not exceed maximum speed of 25 miles per hour.

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

Rule 83 (B) does not apply at DeKalb and does not apply at Kirkland when operator is not on duty.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Savanna	TIME TABLE No. 6 Oct. 30, 1966 STATIONS	Distance from Nahant	SEE RULE 6-A	Office Hours Also See Page 8 For Other Assigned Hours	
L		Yard	SA	0.0	**SAVANNA** (C. B. & Q. Crossing)	58.0	BHIJKOPRT VWXYZ	Continuous	A
					3.1				
				3.1	**AYRES**	54.9	IJP	No Office	
					6.5				
				9.6	THOMSON	48.4			
					2.0				
	75		BR	11.6	(C. B. & Q. Crossing) **EBNER**	46.4	IJP	Continuous	
					5.2				
		18		16.8	**FULTON**	41.2	P	No Office	
					1.6				
				18.4	(C. & N. W. Crossing)	39.6	I	No Office	
					5.2				
	76	33		23.6	**ALBANY**	34.4	P	No Office	
					4.0				
		Yard		27.6	**CEFFCO**	28.4		No Office	
					0.7				
		50		28.3	**NITRIN**	27.7		No Office	
					4.8				
	85			33.1	**CORDOVA**	24.9	P	No Office	
					5.4				
	82	28	RH	38.5	**PORT BYRON**	19.5	P	7:00 am to 4:00 pm Except Sat. & Sun.	
					8.9				
A	124	Yard	DZ	47.4	**EAST MOLINE**	10.6	PVXZ	7:30 am to 4:30 pm Except Sat. & Sun.	L
					3.2				
				50.6	MOLINE	7.4	PVWXZ		
					3.6				
				54.2	ROCK ISLAND	3.8	PVXZ		
					2.2				
				56.4	WEST DAVENPORT	1.6	IPVX	Continuous	
					1.6				
		Yard	NA	58.0	NAHANT	0.0	BKOPRTWX	No Office	

Trains must not exceed maximum speed of 30 miles per hour between Savanna and Ayres, 40 miles per hour between Ebner and Cordova and 30 miles per hour between Cordova and East Moline.

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

This time-table confers no authority between Ayres and Ebner. C. B. & Q. time-table and rules govern.

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

This time-table confers no authority between East Moline and Nahant. Between East Moline and West Davenport, D. R. I. & N. W. time-table and rules govern. Between West Davenport and Nahant, C. R. I. & P. time-table and rules govern.

Rule 83 (B) does not apply at Ayres. (See Special Instruction X-30).

WESTWARD—FIFTH SUBDIVISION—EASTWARD

FIRST CLASS							Distance from Savanna	TIME TABLE No. 6 Oct. 30, 1966 STATIONS	FIRST CLASS						
				111	103	19			20	112	104				
				Passenger Daily	Passenger Daily	Passenger Daily			Passenger Daily	Passenger Daily	Passenger Daily				
				L P.M. 5.28	L P.M. 8.28	L P M 11.25	0.0	(East End of Double Track) **SAVANNA** (C. B. & Q. Crossing)	A A M S 5.35	A A.M. S 7.41	A A M S 9.20				
							2.6	(West End of Double Track) **SABULA DRAWBRIDGE** (East End of Double Track)							
				A 5.34 —P.M.—	A 8.34 —P.M.—	A11.31 —P M —	2.8	**SABULA**	L 5.10 —A M.—	L 7.31 —A.M.—	L 9.10 —A.M.—				
							4.2	**SABULA JCT.**							
							15.4	**DEER CREEK**							
							17.2	**LYONS**							
							19.5	(C. & N. W. Crossing)							
							19.7	(C. & N. W. Crossing) **C. & N. W. Tower**							
							19.9	**CLINTON**							
							55.3	DAVENPORT							
							57.2	WEST DAVENPORT							
							58.8	NAHANT							

Passenger trains must not exceed maximum speed of 59 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track is in use between Savanna and Sabula, except across Sabula Drawbridge.

Automatic Block Signal System is in use between Savanna and Sabula.

CB&Q and CMStP&P trains and engines will use the main track between Clinton Union Depot and C&NW interlocking at Clinton jointly.

This time-table confers no authority between Clinton and Nahant. DRI&NW time-table and rules govern between Clinton and West Davenport. CRI&P time-table and rules govern between West Davenport and Nahant.

Trains moving to Iowa Division, starting from Savanna, must obtain Clearance Form-A endorsed with initials of Superintendent of D&I Division, and another endorsed with initials of Superintendent of Iowa Division.

Rules 251, 251(A), 253 and 254 are in effect on eastward and westward tracks between Savanna and Sabula Drawbridge for movement with the current of traffic.

Eastward Extra trains may be run with the current of traffic—Sabula to Savanna without train orders.

Rule 83 (B) does not apply at Sabula.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

SECOND CLASS				Distance from Savanna	TIME TABLE No. 6 Oct. 30, 1966 STATIONS	Distance from Nahant	Capacity in cars: Sidings	Capacity in cars: Other tracks	SEE RULE 6-A	Office Hours Also See Page 8 For Other Assigned Hours	SECOND CLASS			
	65	265	75								70	86	670	164
	Time Freight Daily	Time Freight Daily	Time Freight Daily								Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily
	L A.M. 1.00	L A.M. 8.30	L A.M. 11.00	0.0	(East End of Double Track) **SAVANNA** (C. B. & Q. Crossing)	58.8		Yard	BHIJKOPRTV WXYZ	Continuous	A A.M. 2.15	A A.M. 5.30		A P.M. 5.30
				2.6	(West End of Double Track) **SABULA DRAWBRIDGE** (East End of Double Track)	56.2			IP	Continuous				
	1.15	8.45	11.15	2.8	**SABULA**	56.0		22	JPX	No Office	1.59	5.10	—A.M.—	5.05
	1.18	8.48	11.35	4.2	**SABULA JCT.**	54.6		Yard	JPX	No Office	1.55	5.03	A 6.25	4.55
	1.35	9.05	11.50	15.4	**DEER CREEK**	43.4	127		PX	No Office	1.35	4.45	6.05	4.35
				17.2	**LYONS**	41.6		Yard	PX	No Office				
				19.5	(C. & N. W. Crossing)	39.3			MX	No Office				
				19.7	(C. & N. W. Crossing) **C. & N. W. Tower**	39.1			IPRX	Continuous				
	A 1.55 —A.M.—	A 9.30 —A.M.—	A12.15 —P.M.—	19.9	**CLINTON**	38.9		Yard	BIKPVXZ		L 1.20 —A.M.—	L 4.30 —A.M.—	L 5.50 —A.M.—	L 4.20 —P.M.—
				55.3	DAVENPORT	3.5		Yard	JKVXYZ	8:00 am to 5:00 pm Except Sat. & Sun.				
				57.2	WEST DAVENPORT	1.6			IPVX	Continuous				
	A 3.30 A.M.	A 10.45 A.M.	A 2.00 P.M.	58.8	NAHANT	0.0		Yard	BKOPRTWX	No Office	L 12.01 A.M.	L 3.00 A.M.	L 4.30 A.M.	L 3.00 P.M.

Freight trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

CMStP&P Trains entering the Fifth Subdivision will obtain Clearance Form A and train orders at C&NW Tower, Second Street, and must register by Register Ticket at that point.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars				TIME TABLE No. 6 Oct. 30, 1966 STATIONS			SECOND CLASS			
179	65	265	75	Sidings Incl. D. F. & Caboose	Other tracks	Telegraph calls	Distance from Davenport		Distance from Ottumwa	Office Hours Also see page 8 for other assigned hours	SEE RULE 6-A	186	64	70	86
Time Freight Daily Ex. Sun. & Mon.	Time Freight Daily	Time Freight Daily	Time Freight Daily									Time Freight Daily Ex. Sat. & Sun.	Time Freight Daily	Time Freight Daily	Time Freight Daily
					Yard	DN	0.0	DAVENPORT	108.8	8.00 am to 5.00 pm Except Sat. & Sun.	KPVWXZ				
							1.9	1.9 WEST DAVENPORT 1.6	106.9	Continuous	IJPVX				
	L A.M. *4.00*	L A.M. *11.15*	L P.M. *5.00*		Yard		3.5	NAHANT 24.9	105.3	No Office	BKOPTVWX		A P.M. *3.00*	A P.M. *10.00*	A A.M. *2.00*
	L A.M. 4.45	L P.M. 12.01	L P.M. 5.45	82	34	DY	28.4	**CULVER** 7.1	80.4	Continuous	IJPV		A P.M. 2.10	A P.M. 9.00	A A.M. 1.10
	5.09	12.15	5.59	96			35.5	**ARDON** 8.6	73.3	No Office	P		1.35	8.30	12.56
	5.27	12.28	6.11	115	24		44.1	(C. R. I. & P. Crossing) **CONE** 10.5	64.7	No Office	IP		1.20	8.15	12.44
	5.46	12.42	6.30	77	28		54.6	**HASKINS** 8.1	54.2	No Office	P		1.05	7.59	12.30
	6.01	64 **12.53**	6.45	110	150	WS	62.7	**WASHINGTON** (C. R. I. & P. Crossing) 5.6	46.1	8:00 am to 5:00 pm Except Sat. & Sun.	IPV		265 **12.53**	7.45	12.18
	6.10	1.05	6.54	75			68.3	**TITUS** 8.6	40.5	No Office	P		12.40	7.25	12.10
	6.25	1.18	70 **7.08**	116	26		76.9	**RUBIO** 3.4	31.9	No Office	P		12.28	75 **7.08**	A.M. 11.58
	6.32	1.24	7.14	41	26		80.3	**RICHLAND** 8.4	28.5	No Office	P		12.22	7.01	11.53
	6.45	1.38	7.27	116	12		88.7	(C. & N. W. Crossing) **LINBY** 6.3	20.1	No Office	IP		12.10	6.46	11.41
	6.54	1.50	7.36	51	26		95.0	**FARSON** 9.7	13.8	No Office	P		12.01 P.M.	6.35	11.32
L A.M. 3.19	7.07	2.10	7.49	110	88		104.7	**RUTLEDGE** 2.8	4.1	No Office	JPX	A A.M. 12.20	11.47	6.18	11.18
					Yard		107.5	(C. R. I. & P. and C. B. & Q. Crossings) 1.3	1.3	No Office	IPX				
A 3.40 A.M.	A 7.20 A.M.	A 2.30 P.M.	A 8.10 P.M.		Yard	OA	108.8	**OTTUMWA**	0.0	Continuous	BHKOPR TVWXZ	L 12.01 A.M.	L 11.35 A.M.	L 6.00 P.M.	L 11.00 P.M.

Trains must not exceed maximum speed of 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Davenport and Culver; D. R. I. & N. W. time-table and rules govern between Davenport and West Davenport, C. R. I. & P. time-table and rules govern between West Davenport and Culver.

Automatic Block Signal System is in use between Rutledge and Quincy Avenue, Ottumwa.

At Rutledge, the time of No. 186 applies at the Junction Switch.

Centralized Traffic Control System is in use between Rutledge and Quincy Avenue, Ottumwa.

Rule 83(B) does not apply at Rutledge.

For Eastward trains moving beyond Rutledge on the D. & I. Division a check of the train register at Ottumwa will suffice for Rutledge. When opposing trains are due after the train register has been checked, Rule S-83 will apply.

SECOND CLASS			Capacity in cars				TIME TABLE No. 6 Oct. 30, 1966 STATIONS	Distance from Laredo	SEE RULE 6-A	Office Hours Also see page 8 for other assigned hours	SECOND CLASS			
65	75		Sidings Incl. D. E. & Caboose	Other tracks	Telegraph calls	Distance from Ottumwa					64	86		
Time Freight Daily	Time Freight Daily										Time Freight Daily	Time Freight Daily		
A. M. L 7.30	P. M. L 8.20			Yard	OA	0.0	**OTTUMWA**	102.2	BHKOPRTVWXZ	Continuous	A A. M. 11.25	A P. M. 10.45		
		5.1												
7.39	8.29		74			5.1	**BIDWELL**	97.1	P	No Office	11.12	10.32		
		7.5												
7.50	8.40		120	26	RG	12.6	**BLAKESBURG**	89.6	P	7:30 am to 4:30 pm Except Sat. & Sun.	11.01	10.16		
		11.2												
8.08	8.57		111	25		23.8	**MORAVIA** (N&W Crossing)	78.4	IP	No Office	10.44	9.59		
		2.5												
				17		26.3	**TRASK**	75.9	PV	No Office				
		9.1												
8.26	9.15		37	22		35.4	**MYSTIC**	66.8	P	No Office	10.27	9.39		
	86	6.4										75		
8.35	**9.29**		66			41.8	**JEROME**	60.4	P	No Office	10.17	**9.29**		
		5.4												
8.43	9.37		111	57	S	47.2	**SEYMOUR**	55.0	P	7:00 am to 4:00 pm Except Sat. & Sun.	10.09	9.21		
		0.4												
						47.6	(C. R. I. & P. Crossing)	54.6	IPV	No Office				
		8.0												
8.54	9.48		32			55.6	**SEWAL**	46.6	P	No Office	9.57	9.09		
		7.5												
9.05	9.58		126	27		63.1	**POWERSVILLE**	39.1	P	No Office	9.47	8.57		
		6.3												
9.15	10.07		87	26		69.4	**LUCERNE**	32.8	P	No Office	9.38	8.48		
		6.8												
64 **9.28**	10.17		114	22	WN	76.2	**NEWTOWN**	26.0	P	7:30 am to 4:30 pm Except Sat. & Sun.	65 **9.28**	8.39		
		4.9												
9.35	10.25		44	27		81.1	**HARRIS**	21.1	P	No Office	9.21	8.33		
		7.5												
9.45	10.35		75	24		88.6	**OSGOOD**	13.6	P	No Office	9.11	8.23		
		5.9												
9.53	10.43		97	41		94.5	**GALT**	7.7	P	No Office	9.02	8.15		
		7.7												
A 10.10 A. M.	A 11.00 P. M.		114	Yard	RD	102.2	**LAREDO**	0.0	BHKPRWXY	Continuous	L 8.50 A. M.	L 7.55 P. M.		

Trains must not exceed maximum speed of 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SECOND CLASS				Capacity in cars				TIME TABLE No. 6 Oct. 30, 1966 STATIONS		SEE RULE	Office Hours Also see page 8 for other assigned hours	SECOND CLASS			
		65 Time Freight Daily	75 Time Freight Daily	Sidings Incl. D, E, & Caboose	Other tracks	Telegraph calls	Distance from Laredo		Distance from Polo	6-A		64 Time Freight Daily	86 Time Freight Daily		
		L A.M. 10.10	L P.M. 11.00	114	Yard	RD	0.0	**LAREDO**	51.4	BHKPRWXY	Continuous	A A.M. 8.50	A P.M. 7.55		
								7.7							
				75	19		7.7	**CHULA**	43.7	P	No Office				
								9.6							
				96	Yard	Q	17.3	**CHILLICOTHE**	34.1	PW	7:00 am to 4:00 pm Except Sat. & Sun.				
								9.8							
				75			27.1	**DAWN**	24.3	P	No Office				
								3.8							
					39		30.9	**LUDLOW**	20.5	P	No Office				
								6.8							
				95	70	BY	37.7	**BRAYMER**	13.7	P	7:30 am to 4:30 pm Except Sat. & Sun.				
								7.8							
				77	25		45.5	**COWGILL**	5.9	P	No Office				
								5.9 (East End of Two Main Tracks)							
		A 11.20 A.M.	A 12.10 A.M.		Yard		51.4	**POLO**	0.0	JPV	No Office	L 7.40 A.M.	L 6.45 P.M.		
								41.4 — 40.5							
							92.8	FREIGHT LINE JCT.		JPX	No Office				
								0.3							
		A 1.00 P.M.	A 2.00 A.M.		Yard	WY	93.1	WEST WYE TOWER		JKOPRTVXYZ	Continuous				
								1.3							
					Yard			KNOCHE YARD		BHPRVXZ	No Office	L 6.30 A.M.	L 5.20 P.M.		
								0.1							
							93.2	AIR LINE JCT. (West End of Two Main Tracks)		JPX	No Office				
								6.2							
							99.4	KANSAS CITY (Union) Station		KR	Continuous				

Trains must not exceed maximum speed of 50 miles per hour.

Automatic Block Signal System is in use between Laredo and Polo.
Centralized Traffic Control System is in use between a point 230 feet east of the west switch of the yard at Laredo and Polo.
Double track is in use between Freight Line Jct. and West Wye Tower.
This time-table confers no authority between West Wye Tower and Knoche Yard. Kansas City Southern time-table and rules govern.

Rule 83 (B) does not apply at Polo. Eastward trains starting at Union Depot Kansas City or West Wye Tower that are to operate beyond Polo must receive C. M. St. P. & P. clearance in addition to the required C. R. I. & P. Clearance.

Westward trains that are to enter the C. R. I. & P. at Polo must secure a C. R. I. & P. clearance at Laredo.

This time-table confers no authority between Polo and Kansas City.
C. R. I. & P. time-table and rules govern between Polo and Air Line Jct.
Kansas City Southern Ry. time-table and rules govern between Air Line Jct. and K. C. S. Jct.
Kansas City Terminal time-table and rules govern between K. C. S. Jct. and Kansas City Union Depot.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	HOLIDAYS
Elgin	.....	.....	4:45 am to 12:45 pm 1:45 pm to 9:45 pm
Hampshire	6:00 am to 8:00 am	.....	.....
Calmar	.....	5:00 pm to 1:00 am	5:00 pm to 1:00 am
Charles City	6:30 am to 8:30 am	.....	.....
Guttenberg	9:01 am to 12:01 pm	.....	.....

At stations where office hours are shown as continuous such stations will be open continuous daily including holidays.
At all other stations the office will be closed on holidays unless hours are assigned as specified above or by Bulletin.
Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by proclamation.

SECOND CLASS				Capacity in cars				TIME TABLE No. 6 Oct. 30, 1966 STATIONS		SEE RULE 6-A	Office Hours Also See Page 8 For Other Assigned Hours	SECOND CLASS			THIRD CLASS
175	303	67	81									162	76	168	368
Time Freight	Way Freight	Time Freight	Time Freight									Time Freight	Time Freight	Time Freight	Way Freight
Daily Ex. Sun.	Mon., Wed. & Fri. only	Daily	Daily Ex. Sun.	Sidings	Other tracks	Telegraph calls	Distance from Savanna		Distance from River Jct.			Daily Ex. Monday	Daily	Daily Ex. Sunday	Mon., Wed. Fri. only
A. M. *4.30*		L A.M *8.00*	L P.M. *10 00*			SA	0.0	SAVANNA 14.9	164.8	BHIJKO PRTVWXYZ	Continuous	A A.M. *6.30*	A A.M. *11.00*	A P M *7.55*	
L A.M.		L A.M.	L P.M.									A A.M.	A A.M.	A P.M.	
5.00		8.30	10.30	136	11	GE	14.9	**GREEN ISLAND** 9.2	149.9	IJPXY	Continuous	5.45	10.25	7.10	
162 **5.21**		8.50	11.38	137	107	BU	24.1	**BELLEVUE** 9.4	140.7	PX	8:00 am to 5:00 pm Except Sat. & Sun.	175 **5.21**	10.07	6.45	
5.50		9.15	11.59		66		33.5	**GORDONS FERRY** 9.6	131.3	P	No Office	5.00	9.50	6.30	
6.15		76 **9.30**	A.M. 12.20	128			43.1	**CATTESE** 2.7	121.7	P	No Office	4.42	67 **9.30**	6.15	
							45.8	**WOOD** (I. C. Crossing) 1.1	119.0	MX	No Office				
							46.9	**DUBUQUE** (C. G. W. & I. C. Crossing) 1.2	117.9	MPX	No Office				
76 **7.45**		10.30	12.50		Yard	DS	48.1	**DUBUQUE SHOPS** 4.5	116.7	BIKPRTV WXZ	Continuous	4.20	175 **9.00 7.00**	6.00	
7.55		10.40	1.10	84	30		52.6	**EDMORE** 6.6	112.2	P	No Office	4.07	6.48	5.32	
8.05		10.52	1.24	58			59.2	**SPECHTS FERRY** 6.7	105.6	P	No Office	3.57	6.36	5.22	
8.25		11.03	1.35	65			65.9	**CAMERON** 9.0	98.9	P	No Office	3.46	6.24	5.11	
9.00		11.20	1.50	64	2		74.9	**TURKEY RIVER** 6.7	89.9	P	No Office	3.30	6.07	4.55	
9.15		11.35	2.05	68	48	RG	81.6	**GUTTENBERG** 4.6	83.2	PW	7:00 am to 4:00 pm Except Sat. & Sun.	3.19	5.55	4.44	
9.25		11.45	2.15	168			86.2	**ECKARDS** 5.1	78.6	P	No Office	3.12	5.45	4.36	
9.35		11.55	2.25	64		X	91.3	**CLAYTON** 2.8	73.5	P	8:00 am to 5:00 pm Except Sat. & Sun.	3.04	5.35	4.28	
9.40		11.59	2.30	64			94.1	**SNY MAGILL** 6.0	70.7	P	No Office	2.59	5.30	4.23	
	—A. M.—				15		100.1	**McGREGOR** 1.4	64.7	PX	No Office				—P. M.—
A 10.00 —A. M.—	L 8.15	P.M. 12.40	162 A **2.45** —A. M.—	63	Yard	WS	101.5	**MARQUETTE** 7.6	63.3	BJKOP RTWXYZ	Continuous	81 L **2.45** —A. M.—	5.15	L 4.10 —P. M.—	A 12.20
	A 8.30 —A. M.—	12.55					109.1	**WAUKON JUNCTION** 3.9	55.7	JP	No Office		4.55		L 12.05 —P. M.—
		1.02		85	15		113.0	**HARPERS FERRY** 15.3	51.8	P	No Office		4.45		
		1.30		40	43	SN	128.3	**LANSING** 6.5	36.5	PW	7:30 am to 4:30 pm Except Sat. & Sun.		4.15		
		1.40		162			134.8	**KAINS** 4.9	30.0	P	No Office		3.59		
		1.50		64	43		139.7	**NEW ALBIN** 7.5	25.1	P	No Office		3.50		
		2.05		65	9		147.2	**RENO** 12.0	17.6	P	No Office		3.38		
		2.25			61		159.2	**NORMA** 2.2	5.6	P	No Office		3.18		
		2.30					161.4	**I. M. & D. Jct.** 2.4	3.4	JPX	No Office				
		3.00			30	GN	163.8	**LA CRESCENT** 1.0	1.0	JPXY	7:00 am to 4:00 pm Except Sat. & Sun.		3.10		
		A 3.30 P.M.			Yard		164.8	**RIVER JCT.**	0.0	JPX	No Office		L 3.00 A.M.		

Trains must not exceed maximum speed of 40 miles per hour

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

This timetable confers no authority between Savanna and Green Island Between Savanna and Sabula, Fifth Subdivision governs. Between Sabula and Green Island, Iowa Division timetable and rules govern.

At Marquette, trains that are not displaying signals for a following section may register by register ticket.

Eastward trains off the IM&D Division must obtain permission from the Train Dispatcher at Dubuque before entering the main track at IM&D Jct.

All movements between IM&D Jct. and River Jct. must be made in accordance with Rule 93.

Train order signal at LaCrescent has two arms. Top arm governs Eastward D&I Division trains. Lower arm governs Westward IM&D Division trains.

Rule 83(B) does not apply at River Jct., IM&D Jct. and Waukon Jct. and does not apply at LaCrescent when operator is not on duty if train order signal indicates proceed as per Rule 200(C).

Trains starting at River Jct. must secure clearance form A at La Crosse.

At Marquette and Dubuque Shops, All trains must secure clearance form A.

WESTWARD—TWELFTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars				TIME TABLE No. 6 Oct. 30, 1966 STATIONS	Distance from Mason City	SEE RULE 6-A	Office Hours Also See Page 8 For Other Assigned Hours	SECOND CLASS			THIRD CLASS
193	61	761	63	Sidings	Other tracks	Telegraph calls	Distance from Marquette					60	68	62	194
Way Freight	Way Freight	Time Freight	Time Freight									Time Freight	Time Freight	Time Freight	Way Freight
Tues., Thurs. & Sat. only	Tues., Thurs. & Sat. only	Daily Ex. Saturday	Daily Ex. Saturday									Mon., Wed. & Fri. only	Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed. & Fri. only
					Yard	WS	0.0	**MARQUETTE**	116.5	BJKOPRWXY	Continuous				
								0.8							
		L P. M. 12.01	L P. M. 3.00		Yard		0.8	**MARQUETTE YARD**	115.7	OPTWXZ	No Office		A P. M. 3.40	A A. M. 1.45	
			68					4.2					63		
		12.15	**3.30**	45			5.0	**GIARD**	111.5		No Office		**3.30**	1.15	
								3.6							
		12.25	3.38				8.6	**BEULAH**	107.9	JP	No Office		3.22	1.05	
								2.4							
		12.35	3.43	50			11.0	**VALDORA**	105.5		No Office		3.15	1.00	
								3.1							
		12.45	3.50	40	42	ON	14.1	**MONONA**	102.4	P	7:00 am to 4:00 pm Except Sat. & Sun.		3.10	12.55	
								3.4							
		12.55	3.55		38		17.5	**LUANA**	99.0	P	No Office		3.05	12.50	
								7.0							
	A. M.											A. M.			
	L10.15	1.30	4.10	62	62	V	24.5	**POSTVILLE**	92.0	BPRVX	7:55 am to 3:55 pm 9:00 pm to 5:00 am Except Sat. & Sun.	A 9.30	2.54	12.36	
								5.8							
	10.25	1.40	4.19	45	11		30.3	**CASTALIA**	86.2	P	No Office	8.55	2.46	12.26	
								5.1							
	10.45	1.55	4.28		33		35.4	**OSSIAN**	81.1	P	No Office	8.45	2.39	12.16	
								6.6							
L A. M. 6.00	11.15	A 68 **2.30** P. M.	194 **4.40**		Yard	CQ	42.0	**CALMAR**	74.5	BJKOPRTX	7:00 am to 3:00 pm 5:00 pm to 1:00 am Except Sun.	8.25	L 761 **2.30** P. M.	12.05 A. M.	A P. M. 63 **4.40**
								5.8							
6.15	11.35		4.50		65		47.8	**FORT ATKINSON**	68.7	P	No Office	8.05		11.50	4.20
								5.5							
A 6.30 A. M.	11.47 P. M.		4.59				53.3	**JACKSON JCT.**	63.2	JPR	No Office	7.50		11.40	L 4.05 P. M.
								6.9							
	12.01		5.13		31		60.2	**LAWLER**	56.3	P	No Office	7.35		11.31	
								9.0							
	12.35		5.30	40	50	NW	69.2	(C. G. W. Crossing) **NEW HAMPTON**	47.3	IPV	6:15 am to 3:15 pm Except Sat. & Sun.	7.15		11.17	
								7.8							
	1.01		5.42		22		77.0	**IONIA**	39.5	P	No Office	6.10		11.04	
								11.9							
	2.01		6.05		166	CH	88.9	**CHARLES CITY** (I. C. Crossing)	27.6	IPVX	6:30 am to 3:30 pm Except Sat. & Sun.	5.35		10.47	
								12.3							
	2.48		6.25		26	RU	101.2	**RUDD**	15.3	P	7:30 am to 11:15 am Except Sat. & Sun.	4.15		10.28	
								5.2							
	3.03		6.33	37	30	NQ	106.4	**NORA SPRINGS**	10.1	P	12:30 pm to 4:15 pm Except Sat. & Sun.	3.45		10.21	
								0.6							
	3.10		6.35		16		107.0	(C. R. I. & P. Crossing) **NORA JCT.**	9.5	IV	No Office	3.40		10.20	
								5.5							
	3.25		6.45		23		112.5	**PORTLAND**	4.0		No Office	3.20		10.12	
								4.0							
	A 3.45 P. M.		A 7.00 P. M.		Yard	H	116.5	(C. & N. W. Crossing) **MASON CITY**	0.0	BIJKOPRTVXZ	7:00 am to 3:00 pm 7:30 pm to 3:30 am Except Sunday	L 3.05 A. M.		L 10.05 P. M.	

Trains must not exceed maximum speed of 49 miles per hour between Marquette and MP 58 located between Jackson Jct. and Lawler and 40 miles per hour between MP 58 and Mason City.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains for Iowa Division starting from Calmar must obtain Clearance Form A endorsed with the initials of the superintendent of the D. & I. Division and another clearance endorsed with the initials of the superintendent of the Iowa Division.

No. 62, No. 761 and No. 63 will register at Calmar by register ticket when not displaying signals for a following section.

Rule 83 (B) does not apply at Beulah and Jackson Jct.

Jackson Jct. is a register station for No. 63 on Monday, Wednesday and and Friday only.

WESTWARD — NINTH SUBDIVISION — EASTWARD

				Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Dixon	TIME TABLE No. 6 Oct. 30, 1966 STATIONS	Distance from Nahant	SEE RULE 6-A	Office Hours Also see page 8 for other assigned hours				
			L		28		0.0	**DIXON**	26.7		No Office	A			
								6.5							
					14		6.5	**DONAHUE**	20.2		No Office				
								5.7							
					20		12.2	**ELDRIDGE**	14.5		No Office				
								3.1							
					13		15.3	**MT. JOY**	11.4		No Office				
								6.6							
			A				21.9	**WATER WORKS**	4.8	JPX	No Office	L			
								1.3							
						DN	23.2	DAVENPORT	3.5	JKV WXYZ	8:00 am to 5:00 pm Except Sat. & Sun.				
								1.9							
							25.1	WEST DAVENPORT	1.6	JPVX	Continuous				
								1.6							
					Yard	NA	26.7	NAHANT	0.0	BKOPRTWX	No Office				

Trains must not exceed maximum speed of 10 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Water Works and Nahant D. R. I. & N. W. Ry. time-table and rules govern between Water Works and West Davenport.
C. R. I. & P. R. R. time-table and rules govern between West Davenport and Nahant.

Rule 83 (B) does not apply at Water Works and Dixon. Eastward trains will obtain Clearance Form A at West Davenport.

WESTWARD — ELEVENTH SUBDIVISION—EASTWARD

SECOND CLASS 303 Freight Mon., Wed. & Fri. only	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Waukon Jct.	TIME TABLE No. 6 October 30, 1966 STATIONS	Distance from Waukon	SEE RULE 6-A	Office Hours Also See Page 8 For Other Assigned Hours	THIRD CLASS 368 Freight Mon., Wed. & Fri. only
L A. M. 8.35				0.0	**WAUKON JUNCTION**	22.8	JP	No Office	A P. M. 12.01
					9.4				
9.05		12		9.4	**WATERVILLE**	13.4	P	No Office	11.30
					13.4				
A 9.50 A. M.		68	WN	22.8	**WAUKON**	0.0	PR	8:00 am to 5:00 pm Except Sat. & Sun.	L 10.50 A. M.

Trains must not exceed maximum speed of 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

WESTWARD — THIRTEENTH SUBDIVISION — EASTWARD

SECOND CLASS 305 Freight Tues. & Sat. only	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Beulah	TIME TABLE No. 6 October 30, 1966 STATIONS	Distance from Elkader	SEE RULE 6-A	Office Hours Also See Page 8 For Other Assigned Hours	THIRD CLASS 316 Freight Tues. & Sat. only
L A. M. 2.36				0.0	**BEULAH**	19.1	JP	No Office	A A. M. 6.31
					1.7				
2.47		6		1.7	**FROELICH**	17.4		No Office	6.20
					5.1				
3.18		10		6.8	**FARMERSBURG**	12.3		No Office	5.49
					2.8				
3.35		13		9.6	**ST. OLAF**	9.5		No Office	5.32
316					9.5				305
A 4.32 A. M.		26	KA	19.1	**ELKADER**	0.0	R	8:00 am to 5:00 pm Except Sat. & Sun.	L 4.35 A. M.

Trains must not exceed maximum speed of 10 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Beulah and does not apply at Elkader when operator not on duty.

YARD LIMITS AT

Chicago Terminal.....Extend from 2000 feet west of Bensenville Depot to Tower A-2 at Western Avenue.

Elgin .....Extend from 5768 feet west of Elgin Depot to East end of double track.

Kirkland .....On Third subdivision only, extend from East Wye switch to Second subdivision main track connection switch.

Davis Jct. .....Extend from 5360 feet west of C. B. & Q. crossing to 5300 feet east of East Crossover Switch.

Savanna .....Extend from 5100 feet east of Plum River Bridge on the Second Subdivision to 1560 feet west of the CB&Q crossing on the Fifth Subdivision, and to a point 1000 feet west of Plum River Bridge on the Fourth Subdivision.

DeKalb .....Extend from 4100 feet west of C. & N. W. crossing to 3740 feet east of C. & N. W. crossing.

East Moline ....Extend from 3400 feet east of east switch of siding to connection with D. R. I. & N. W. tracks at depot.

Clinton .....Extend from 200 feet east of east switch Deer Creek to passenger depot at Clinton.

Water Works...Extend from the junction switch to 3000 feet east of the junction switch on the Ninth subdivision.

Sabula .....Extend from 50 feet west of Mississippi River Bridge to 5000 feet west of junction switch at Samoa on Iowa Division, and to 2640 feet west of junction switch at Sabula Junction.

Ottumwa .....Extend from 1819 feet east of C. R. I. & P. crossing to 1420 feet west of west switch at Ottumwa and to Jefferson Street, Ottumwa.

Laredo .....Extend from 2184 feet east of east switch to 2920 feet west of west lead switch.

Rutledge .....Extend from 1500 feet west of west switch to 4000 feet east of east switch of siding on the Sixth subdivision and to 3002 feet east of east switch on the Iowa Division Ninth subdivision.

Air Line Jct. ...Extend from 703 feet east of Missouri River Draw Bridge to Air Line Jct., and to West Wye Tower.

Green Island ...Extend from 1680 feet west of the west switch of the westward siding west of the depot to 5670 feet east of the east switch of the westward siding east of the Depot on the Iowa Division and to a point 5300 feet west of Interlocking Limits on D. & I. Division Tenth Subdivision.

Bellevue.....Extend from MP20 to 2000 feet west of MP23.

Dubuque .....Extend from 4000 feet east of I. C. R. R. Crossing at Wood to 2000 feet west of Eagle Point Lime works switch.

Marquette .....Extend from 12580 feet east of the depot to 5663 feet west of the depot on the Tenth Subdivision and from the depot to 2800 feet west of the west switch of Marquette Yard on the Twelfth Subdivision.

Bridge Switch.. LaCrescent IM&D Jct. Extend from Bridge Switch to 2000 feet east of IM&D Jct. on the D & I Division and to 2000 feet west of IM&D Jct. on the IM&D Division.

River Jct.....Extend from 5200 feet west of west switch of eastward siding to end of double track and to the Junction with D. & I. Division at La Crescent.

Postville .....Extend from 2000 feet east of east switch of house track to 2000 feet west of south hi-grade track switch.

Calmar .....Extend from 3000 feet east of east switch to 2850 feet west of west switch.

Charles City ...Extend from 5900 feet east of east switch to 2000 feet west of west switch.

Mason City.....Extend from 10560 feet east of C. & N. W. crossing on Twelfth Subdivision of D. & I. Divn. to 8455 feet west of National Brick track switch on Seventeenth Subdivision of I. M. & D. Divn. and to 2000 feet west of Ideal Sand Co. switch on Third Subdivision of I. M. & D. Division.

INDUSTRIAL TRACKS NOT OTHERWISE SHOWN AS STATIONS

Name	Location	Cars Capacity
FOURTH SUBDIVISION		
Rock Island Service Co.	1.5 miles East of Port Byron	5
NINTH SUBDIVISION		
Airport	1. mile West of Eldridge	22
TENTH SUBDIVISION		
Rose Spur	1.3 miles West of Edmore	35
North Buena Vista	4.2 miles East of Turkey River	3
Silica Track	1.8 miles East of Clayton	29
Carlson Track	2. miles West of Harpers Ferry	26
Interstate Spur	2.5 miles East of Lansing	10
TWELFTH SUBDIVISION		
Pyro-Fax Spur	2.8 miles East of New Hampton	3
Floyd Crossing	3.7 miles West of Charles City	10

Telephones for emergency use at blind sidings and stations where operators are not on duty located as follows:

BLOCK TELEPHONES

Tower B-35.....In box at St. Charles Road, and Raymond St.
Elgin.....In Conductors Room
National Street.....In flagman's shanty
Roundhouse Office.....Opposite Depot
Signal 37/2.....In Box
Chicago Rawhide Switch.....In Box
Pingree Grove.....Station building
Hampshire.....In freight room
New Lebanon.....Station building
Genoa.....Freight room
Kingston.....In box at east end crossover
Kirkland.....In freight room
In box on pole 200 feet west DeKalb Jct. switch
Fairdale.....In box at derail house track
Monroe Center.....In box at derail house track
Davis Jct...In box at crossovers 1 mile east and 1 mile west of Davis Jct.
Stillman Valley.....In box at crossover
Byron.....In box on signal relay house near R. R. Crossing
East end of Rock River bridge
Leaf River.....Shelter house signal 96-7
Adeline.....In station building
Forreston.....Freight Room
Harper.....Box at derail house track
Kittredge.....Westward Home signal (Milwaukee Division)
shelter house
Eastward Home Signal
Lanark.....East switch of eastward siding
West end of westward siding
Mt. Carroll.....In box east of of depot
Red Barn.....In shelter house
Hickory Grove.....In box on pole
W. Davenport Bridge Switch.....In shanty
West Wye Switch.....In box on pole
Sabula Drawbridge.....In bridge cabin. Home signal. E. end bridge
Sabula.....Signal bridge. West of depot
Sabula Jct.....In box. Sabula Jct. switch
Clinton.....In box at 9th Ave. to C&NW Tower 2nd St.

DISPATCHERS' PHONES

Elgin.....In box Chgo. leather goods switch
Pingree Grove.....Station building
Hampshire.....Freight room
New Lebanon.....Station Bldg.
Genoa.....Freight room
Kingston.....In box at east end crossover
Kirkland.....Freight room
In box on pole 200 feet west DeKalb Jct. switch
Fairdale.....In box at derail house track
Monroe Center.....In box at derail house track
Stillman Valley.....In box at crossover
Byron.....In box on signal relay house near R. R. Crossing
Leaf River.....Shelter house at signal 96-7
Adeline.....In station building
Forreston.....Freight room
Harper.....In box at derail house track
Kittredge.....In section shelter house
Mt. Carroll.....In box on pole east of depot
Red Barn.....In shelter house near crossover
West of MP 131.....In booth at highway crossing
Hickory Grove.....In box attached to pole
Plum.....In box on pole at first road crossing east
Eastward and Westward Home signals
Savanna.....Flexonics Corp. Spur
In box on Relay House at end of Double Track
Fulton.....Section tool house
Cordova.....In box on pole
Port Byron.....Freight room
E. Moline.....In box at 13th St.
Deer Creek.....Each end of siding in box on pole
Lyons.....In box at east end of siding
Clinton.....In box on pole at East Alley Track Switch

OTHER EMERGENCY TELEPHONES

Culver.....West Switch
Culver.....2½ Miles West
Cone.....West End of Siding
Cone.....4 Miles West Old Station Location
Washington.....On Pole Opposite Depot
Washington.....East end of siding
Rubio.....4 Miles East M. P. 73
Rutledge.....East end of siding
Rutledge.....1½ Miles West
Bidwell.....East Switch
Blakesburg.....4 Miles East
Trask.....2½ Miles West
Trask.....At Switch
Moravia.....Cable Pole at Old Depot Location
Moravia.....3 Miles East
Mystic.....4 Miles East
Mystic.....East Switch
Mystic.....Across from Depot
Seymour.....C.R.I.&P. Crossing
Jerome.....East Switch
Sewal.....East End of Siding
Powersville.....East and West Switch
Lucerne.....Across Track from Old Depot Location
Lucerne.....East end of siding
Newtown.....East and West end of Siding
Harris.....4 Miles West
Osgood.....In Depot
Galt.....East Siding Switch
Laredo.....4½ Miles West
Chula.....3 Miles West
Chillicothe.....3 Miles West
Ludlow.....3 Miles West
Cowgill.....4½ Miles East
Polo.....Shelter Shed near junction switch
Bellevue.....East and West ends of siding
Gordons Ferry.....East end of siding
Cattese.....East and west ends of siding
Dubuque Shops.....Hawthorne Street
Edmore.....West end of siding
Rose Spur.....At Main track switch
Spechts Ferry.....East end of siding
Cameron.....West end of siding
North Buena Vista.....East end spur track
Turkey River.....East end of siding
Guttenberg.....East end of siding
Eckards.....East and West ends of siding
Clayton.....West end of siding
Sny Magill.....West end of siding
Marquette.....Station Mile Board West of Marquette
Waukon Jct.....At Junction Switch
Harpers Ferry.....Booth East end of siding
Lansing.....West end of siding
Kains.....East end of siding
New Albin.....East end of siding
Reno.....East end of siding
Norma.....East end of siding
IM&D Jct.....At Jct. Switch
La Crescent.....Waiting room in depot
Giard.....Booth each end of siding
Beulah.....Booth on pole at Jct.
Valdora.....Booth each end of siding
Ridley.....Booth west end of old siding
Postville.....Near Hygrade south track switch
Castalia.....In depot
Calmar.....Booth east end of yard
Charles City.....Booth on pole at transfer switch
Floyds Crossing.....Booth on pole near old depot location

WESTWARD—FREIGHT TRAINS (INFORMATION ONLY)—EASTWARD

91	175	61	71	63	165	65	STATIONS	66	62	186	72	64	68	168
Way Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily
L A.M. 3.00		L A.M. 11.00	L P.M. 6.30	L P.M. 8.30		L P.M. 10.30	BENSENVILLE YARD	A A.M. 7.15	A A.M. 11.35		A P.M. 4.55	A P.M. 10.00	A A.M. 12.30	
4.15		11.25 P.M.	7.00				SPAULDING	6.30	10.45		4.05	9.20	11.30	
10.00		12.20	8.10	10.00		11.45	DAVIS JCT.	4.05	8.40		2.05 P.M.	8.00	10.15	
11.50	L A.M. 7.15	1.00	9.00		L P.M. 8.45		KITTREDGE			A P.M. 12.45				A P.M. 9.35
A 2.20 P.M.	A 8.00 A.M.	A 2.00 P.M.	A 9.30 P.M.	A 11.45 P.M.	A 9.40 P.M.	A 2.00 A.M.	SAVANNA	L 12.30 A.M.	L 7.15 A.M.	L 12.05 P.M.	L 11.30 A.M.	L 6.30 P.M.	L 8.45 P.M.	L 9.00 P.M.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

Chicago, Ill.

§‡Dr. R. Householder, Chief Surgeon.....Union Station, Central 6-7600
Chicago Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500

§‡Dr. Bruce R. Bodell, Asst. to Chief Surgeon.....Chicago Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500

§‡Dr. James R. Hines, Asst. to Chief Surgeon.....Chicago Wesley Memorial Hospital, 240 E. Superior St., Delaware 7-6500

	Name of Surgeon	Residence Phone No.	Office Phone No.
Bensenville	Dr. Joseph P. McKay	HO 9-5255	PO 6-0072
	*Dr. Kenneth L. Fisk	PO 6-0600	PO 6-0600
Elgin	‡Dr. S. L. Gabby	SH 1-0254	SH 1-5500
	‡Dr. Paul G. Tobin	SH 2-0449	SH 2-2055
Byron	*Dr. Robert F. Dearborn	2511	2611
	*Dr. Edw. A. Glenn	2551	2611
Lanark	Dr. MacHarper Seyfarth	493-6480	493-6480
Savanna	‡Dr. J. B. Schreiter	273-3917	273-2611
	‡Dr. B. V. Gunnarsson	273-2710	273-2241
	‡Dr. Karl H. Reddies	273-7627	273-2241
	‡ Dr. L. B. Hussey	273-2171	273-2241
Aurora	Dr. W. H. Milbacher	TW 2-0466	TW 7-4601
Rockford	*Dr. C. A. Cibellus	877-5801	963-8455
	*Dr. Alexander C. Kraft	399-9222	963-8455
Moline	Dr. Benton Holm	762-7541	762-7733
Rock Island	Dr. C. P. O'Neill	786-2914	786-7747
Davenport	§‡ Dr. R. J. Foley	326-1863	323-3688
	‡Dr. Stanley F. Smazal	355-6990	324-9185
Clinton	*Dr. R. G. Mellen	242-8320	242-6731
	Dr. K. R. Sorenson	242-3306	242-6712
Kansas City	*Dr. K. L. Shireman	CH 1-8222	BE 1-4191
	Dr. F. D. Dickson	EN 2-3298	JE 1-5757
	Dr. John R. Rufe, Oculist	EN 2-2762	BA 1-2969
	Dr. A. N. Altringer	EN 2-6616	JE 1-4777
	Rhino-Laryngologist		
	‡Dr. V. E. Flanders	HE 2-3825	HA 1-1611
Ottumwa	‡Dr. Lawrence Nelson	684-1344	684-5417
	‡Dr. Loran E. Coppec	682-6464	682-7584
	Dr. D. O. Bovenmyer (Oculist)	684-3660	684-6566
	Dr. W. C. Wolfe (Oculist)	684-5866	684-6566
	‡Dr. D. D. Emerson	682-6751	682-7571

	Name of Surgeon	Residence Phone No.	Office Phone No.
Chillicothe	Dr. Virgil VanDiver	MI 6-2604	MI 6-2976
	‡Dr. D. M. Dowell	MI 6-1776	MI-6-1780
	‡Dr. Jos. F. Gale	MI 6-0421	MI-6-1780
	Dr. Geo. Mandler (Oculist)	MI 6-2745	MI-6-2847
Excelsior Springs	*Dr. S. R. McCracken	ME 7-3249	ME 7-4651
Liberty	*Dr. G. W. Hendren	TH 7-4742	TH 7-4749
Braymer	*Dr. I. E. Goldberg	MI 5-2606	MI 5-2606
Muscatine	Dr. William Catalona	AM 3-3470	AM 3-1771
Washington	*Dr. John M. Lloyd		
Bellevue	Dr. Manly Michaelson	872-3628	872-3740
Dubuque	§Dr. John A. Thorson (Oculist)	582-4379	582-5353
	‡Dr. Douglas K. Packard	583-9576	583-3571
	Dr. T. J. Greteman	583-6665	583-3571
	‡Dr. Roger H. Ott	583-2129	583-3571
Guttenberg	*Dr. Eugene M. Downey	3901	4331
McGregor	‡Dr. D. W. Pfeiffer	2275	137
Lansing	Dr. J. W. Thornton	2582	2582
Caledonia	Dr. A. D. Davidson	724-3167	724-3326
La Crosse	Dr. R. E. McMahon	2-2818	4-3050
	Dr. B. S. Mansheim	2-9565	4-3050
	Dr. S. Gundersen	6-2811	4-6050
	‡Dr. Gerald I. Uhrich	4-4589	4-3050
	Dr. James C. Fox	2-2322	4-3050
Elkader	Dr. P. R. Hommel	191LV2	191
Monona	Dr. E. G. Kettelkamp	127	84
Calmar	Dr. G. Miller	562-3507	562-3562
Charles City	Dr. O. H. Banton	CA 8-3445	CA 8-4321
Mason City	‡Dr. Gerald L. Brady	423-7332	423-2212
	Dr. S. A. O'Brien, Oculist	423-3918	423-8861

(§) Indicates salaried Company Surgeons to be used whenever possible.
(‡) Indicates Surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.
(*) Indicates Surgeons equipped to conduct physical examinations of employes for re-examination only.

ALL SUBDIVISIONS

G-1 Employes are prohibited from:

Occupying the roof of any car not equipped with a roof running board.

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Employees are prohibited from getting inside empty or loaded gondola cars and passing over the top of empty or loaded gondola cars.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding drawbar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-2 Employes are prohibited from riding:

Or walking on the roof of moving cars, except employees may ride on the roof of cars with roof running boards when necessary during switching operations, but must not cross from the roof of one car to another.

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

G-3 When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-5 Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure hand hold and footing.

G-7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

G-9 Employes must not step on track rails nor other similar objects when it can be avoided.

G-10 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G-11 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Switch rear "S.R." cars.

G-12 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-13 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such condition, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-14 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-15 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakeman and sleeping or parlor car employes to do so.

Agents or Station Masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations when available.

G-16 A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-17 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello ..... All Trains

St. Paul ..... Freight Trains only

Minneapolis ..... Passenger Trains only

G-18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-19 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-21 In complying with Rule 3, of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-22 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G-23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engines are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G-25 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	M.P.H.
Trains handling ore cars Loaded	35
Empty	40
Trains handling ore, except silicon ore, loaded in open top equipment other than ore cars	40
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars On Branch Lines	20
On Main Lines	25
The following diesel engines either dead in train or operating under own power:	
690AB to 696AB	55
950 to 977	45
990 to 997	30

G-26 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-27 Diesel or electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.
Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-28 Unless otherwise specfied, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will aproach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-30 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-31 When two locomotive tenders are handled in the same train they must be separated from each other by one or more cars.

X-1 Trains handling wrecker derricks will not exceed the following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
Chicago Terminals	20 m.p.h.	20 m.p.h.
Between Bensenville and Savanna	40 m.p.h.	30 m.p.h.
Between Kirkland and DeKalb	20 m.p.h.	15 m.p.h.
Between Ebner and East Moline	30 m.p.h.	20 m.p.h.
Between Savanna and Ebner	20 m.p.h.	15 m.p.h.
Between Savanna and Sabula	40 m.p.h.	30 m.p.h.
Between Sabula and Clinton	30 m.p.h.	25 m.p.h.
Between Culver and Air Line Jct.	35 m.p.h.	25 m.p.h.
Between Green Island and LaCrescent	25 m.p.h.	20 m.p.h.
Between Waukon Jct. and Waukon	15 m.p.h.	10 m.p.h.
Between Marquette and Mason City	35 m.p.h.	30 m.p.h.

X-2 Trains handling locomotive cranes, Jordan Spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types, except flangers, must not exceed the speed limitation shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
Chicago Terminals	20 m.p.h.	20 m.p.h.
Between Bensenville and Savanna	35 m.p.h.	25 m.p.h.
Between Kirkland and DeKalb	20 m.p.h.	15 m.p.h.
Between Ebner and East Moline	20 m.p.h.	15 m.p.h.
Between Savanna and Ebner	20 m.p.h.	15 m.p.h.
Between Savanna and Sabula	35 m.p.h.	25 m.p.h.
Between Sabula and Clinton	30 m.p.h.	25 m.p.h.
Between Culver and Air Line Jct.	35 m.p.h.	25 m.p.h.
Between Green Island and LaCrescent	25 m.p.h.	20 m.p.h.
Between Waukon Jct. and Waukon	15 m.p.h.	10 m.p.h.
Between Marquette and Mason City	35 m.p.h.	25 m.p.h.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by special instructions or bulletin, where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Elgin	Crossover west of depot
Pingree Grove	Crossover just east of Hiway crossing
Hampshire	Crossover east of depot
	Crossover west of depot
Genoa	Crossover east of depot
Kingston	Crossover
Kirkland	Crossover
Monroe Center	Crossover
Davis Jct.	First crossover between main tracks West of C. B. & Q. R. R. crossing
Stillman Valley	Crossover
Byron	Two crossovers east of C. G. W. R. R. crossing
Leaf River	Crossover
Adeline	Crossover
Forreston	Crossover
Harper	Crossover
Lanark	East and west crossovers East and west switches of eastward and westward sidings.
Mt. Carroll	Crossover west of depot
Red Barn	Crossover
Savanna	Turnout at East end of double track East of General Yardmaster Office Turnout from eastward main track to yard running track 540 feet east of C. B. & Q. R. R. crossing. First crossover between main tracks east of C. B. & Q. R. R. crossing
Sabula Draw Bridge	Turnout at West end of double track east of draw bridge
Sabula Draw Bridge	Turnout at East end of double track west of draw bridge
Sabula	Crossover west of the depot
Culver	C. R. I. & P. westward main track to C. M. St. P. & P. main track
Polo	At crossover at the west end and at the east end of the depot
Polo	At connection east of the depot between main track and C.R.I.&P. westward track
Rutledge	At the junction switch west of the depot
I. M. & D. Jct.	Junction Switch

Turnouts laid with long frogs where maximum speed is 30 MPH are located at:

Kittredge	Junction Switch
	Crossover west of junction switch

Turnouts laid with long frogs and curved points where maximum speed for all trains is 40 M.P.H. are located at:

Plum	Turnout west end double track

X-3 (a) **SPRING SWITCHES**

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Davenport (DRI&NWRy)	Station No. 1 east end of two main tracks
Davenport (DRI&NWRy)	Station No. 2 west end of two main tracks
Davenport (DRI&NWRy)	Bridge Switch
Davenport (DRI&NWRy)	West Wye Switch
Davenport (DRI&NWRy)	East Wye Switch
Marquette	South Yard Switch

X-3 (b) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

First Subdivision.....Westbound at MP 25 and 28
Second Subdivision .....Eastbound at MP 110 and 113
Tenth Subdivision.....Eastbound at MP 82 and 85

X-3 (c) Under Rule 922, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

X-3 (d) Rule 3 (C) of the Consolidated Code of Operating Rules is amended to read as follows:

Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.

Approved type wrist watches are:
Elgin—13/0 size, 23 jewel, B. W. Raymond.
Elgin 21 Jewel B. W. Raymond Chronometer.
Ball—13 lIgne, 21 jewel, Official Railroad Standard.
Bulova Accutron—Railroad approved.

Under Rule 2, wrist watches of the above make and type may be used by the designated employes as a standard watch and they may have either a stainless steel or gold case.

X-3 (e) At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

The above instructions will apply at the following points:

Bensenville	Elgin
Nahant	Savanna
Western Ave (Chgo Trml)	Ottumwa 5:00 A.M. to 5:00 P.M.
Kansas City	Marquette 6:00 A.M. to 11:59 P.M.
Mason City	La Crosse

X-3 (f) Communicating Signals.

Rule 16 (e) is cancelled.

Rule 16 (l) is changed to read:

One long sound of communicating signal—
When standing—apply or release air brakes.
When running —approaching meeting or waiting points as prescribed by Rule S-90; brakes sticking; look back for hand signals.

X-3 (g) The fourth paragraph of Rule 7(A) of The Consolidated Code of Operating Rules is cancelled and the following will apply:

When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals, or of his light by which such signals are given, must be regarded as a stop signal except when movement is under control of a trainman on the leading car that is equipped with a backup air brake hose or pipe.

X-3 (h) Referring to Rule 103 of The Consolidated Code of Operating Rules:

When a train, engine or switching movement has been delayed or has stopped within 3000 feet of a public crossing protected by automatic crossing signals, any further movement toward the crossing must be made at restricted speed until it is determined that the crossing signals are operating for the movement. If the crossing signals are not operating for the movement, crossing must be protected by a member of the crew unless a crossing watchman is on duty.

X-3 (i) Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that any such extra length cars are coupled.

X-4 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59MPH and freight trains 49 MPH.

X-5 Five minute fusees should be used in Automatic Block Signal territory and between Waukon Jct. and Waukon and between Beulah and Elkader. Ten minute fusees should be used in all other territories.

X-6 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.

X-8 At Elgin, the train order signal applies only to trains operating through in either direction between the First and Second Subdivisions and Rules 83-(B) does not apply to such through trains if the train order signal indicates proceed as per Rule 200 C.

X-9 Trains which do not start or terminate at Elgin will not be required to register at that station. Operators at Elgin will transfer from their block sheet to train register proper register information for trains, engines and yard crews that start their trip at that station.

X-10 Within the city limits of Elgin, it shall be unlawful for any person to cause a locomotive whistle to be sounded within the corporate limits of the City of Elgin at any time; provided, that nothing herein contained shall prevent the sounding of crossing signals for street crossings not protected by automatic signal devices or flagman and provided further that nothing herein contained shall prevent the sounding of whistle either in emergencies to save life or property or as necessary train operation signals. It shall be unlawful for any person in charge of a railroad locomotive to sound or to permit to be sounded a locomotive bell except when such locomotive is in motion or immediately prior thereto. It shall be unlawful for any person directing the movement of any locomotive or train to obstruct or permit to be obstructed any street crossing or part thereof for a period longer than 5 minutes. In emergencies arising out of accident, the person in charge of the train involved shall make every effort to open railroad street crossings at the earliest possible moment.

X-11 At Elgin, a car spotted opposite the Fox Electric Supply Co. building on trestle track just east of the connection to eastward main track, will not clear man on side of car moving through connection.

SECOND SUBDIVISION

X-14 Speed restrictions (in addition to General speed restrictions).

LOCATION	Maximum Speed M.P.H. Passenger Trains	Other Trains
Byron—C. G. W. Crossing	79	60
Davis Jct.—C. B. & Q. Crossing	79	60
Davis Jct., when moving around East, West and North Wyes	13	13
Against Current of Traffic on Westward Track from yard limit sign west of Elgin to Elgin Depot	25	25
Against Current of Traffic on Eastward Track from yard limit sign to Plum	30	30
Savanna—C. B. & Q. Crossing	20	20

X-15 At Kirkland, the whistle must not be sounded while passing the stock yards except in cases of emergency.

X-16 At Davis Jct. trains or engines may use the C. B. & Q. main track at restricted speed, subject to the following:

The Conductor or Engineer must obtain permission from the operator to use the C. B. & Q. main track.

After permission has been received, second class, extra trains and engines may use main track within yard limits without protection except when carrying passengers or caretakers or when handling occupied company service cars.

When train or engine clears the main track, the Conductor or Engineer must report "clear" to the operator.

X-16 (a) Because of excessive curvature, the following restrictions and/or operating practices will apply when long loads or cars are handled on the north wye legs at DAVIS JUNCTION, Ill.

Do not handle 85'0"and 89'0" piggyback and tri-level cars **(loaded or empty)**, when coupled together, on northeast wye leg, Davis Jct. Single 85'0" and 89'0" piggyback and tri-level cars when coupled to 40'6" long cars may be handled.

Do not handle multiple loads of more than two (2) cars on northeast wye leg.

Do not handle any long flats or multiple loads on the "diner pocket" track off the northwest wye leg.

Trainmen will inspect all multiple loads after movement around the north wye legs, Davis Jct.

X-17 When delivering cars to the I. C. at Forreston, the short I. C. receiving track must be filled before cars are left on the I. C. transfer track. Ill. Cent. derails are installed on delivery and running tracks just south of highway crossing.

X-19 REMOTE CONTROL INTERLOCKING

Location of Remote Control Interlocking and by whom operated:

Station	Location	By whom operated
Kittredge	All switches	Operator at Lanark

At Lanark, the eastward train order signal has two arms. The lower arm, or light, governs trains moving to the Milwaukee Division at Kittredge. The upper arm, or light, governs all eastward trains.

At Kittredge, westward trains moving from Milwaukee Division to the D. & I. Division after receiving a proceeding indication of the governing signal, may proceed to Lanark on the WESTWARD TRACK on signal indications, but must not proceed beyond Lanark without a Clearance Form A and necessary train orders.

Operator at Lanark must not display a proceed indication of the governing signal at Kittredge for westward trains moving from Milwaukee Division to the D. & I. Division without first obtaining authority from the Train Dispatcher of the D. & I. Division.

X-21 At Savanna, Conductors of eastward trains that have cars containing livestock, will send a brakeman to the waiting room in the depot to notify the stockmen that the stock loaded in cars (giving car numbers) will go forward in his train. Conductors will also see that such stockmen are aboard before the train leaves.

X-22 C. T. C. system between Plum and the east end of double track at Savanna is controlled by the train dispatcher at Savanna.

X-23 Location of Spring switches, normal position, and signals governing:

Savanna	East end North and South switch leads at east end of "C" yard.	For North switch lead.	Dwarf signal.

These switches are not equipped with facing point locks. See Special Instructions X-3 (A).

THIRD SUBDIVISION

X-24 Speed restrictions (in addition to General speed restrictions).

LOCATION	Maximum Speed M.P.H. All Trains
Wilkinson—C. G. W. R. R. Crossing	20
DeKalb—C. & N. W. Crossing (after stopping)	20
Kirkland—Both Legs of Wye	10

X-26 Due to restricted clearance on track serving DeKalb Forge Company at DeKalb all work must be performed from the side of track opposite platform. Employes are prohibited from riding on top or sides of cars at this location.

FOURTH SUBDIVISION

X-27 Speed restrictions (in addition to General speed restrictions).

LOCATION	Maximum Speed M.P.H. All Trains
Ebner—C. B. & Q. R. R. Crossing	20
Fulton—C. & N. W. R. R. Crossing	20
Moline—17th St. Crossing	10
Cars with Gross Weight in excess of 240,000 lbs. over Bridge E-392 1.0 miles west of Savanna	5

X-29 At the Automatic Interlocking at the crossing with the C&NW RR one and six tenths miles west of Fulton if a train or engine makes a movement through the Interlocking Limits and then desires to make a reverse movement through the Interlocking Limits, a member of the crew must actuate the push-button located in box on Home Signal. If the Home Signal does not change to a proceed indication, then the member of the crew must proceed to the crossing and comply with Rule 672.

X-30 Eastward trains moving from Ebner to Savanna will obtain two clearances at Ebner—one a C. B. & Q. clearance authorizing movement from Ebner to Ayres, and the other, a C. M. St. P. & P. clearance authorizing the movement from Ayres to Savanna. When the C. M. St. P. & P. clearance is so obtained the train need not obtain another clearance at Ayres. Westward trains will receive C. B. & Q. R. R. train orders and clearances at Dispatchers office, Savanna, for movement Ayres to Ebner.

FIFTH SUBDIVISION

X-32 Speed restrictions (in addition to General speed restrictions).

LOCATION	Maximum Speed M.P.H. All Trains
Savanna—C. B. & Q. Ry. Crossing	20
Sabula—Thru crossover located 1075 ft. West of Sabula Drawbridge	20
Sabula Drawbridge	30
Sabula—Freight trains over defect detector located at west end of drawbridge	20
Lyons—7 degree curve East of Highway 30	30
Clinton—C. & N. W. R. R. Gated Crossing 0.4 miles East of Union Depot	10
Clinton—C. & N. W. R. R. Interlocked Crossing	20
Thru city limits of Clinton	20

X-33 REMOTE CONTROL INTERLOCKING

Station	By whom operated	Location
Sabula Drawbridge	Signalman at drawbridge	West end of double track

X-35 At Clinton, the normal position of the crossing gate at the C. & N. W. crossing located 0.4 miles east of the depot is against movements on the C. & N. W. Home signals operate in conjunction with the gate. Trains or engines on the C. M. St. P. & P. must approach the Home signal prepared to stop, but may proceed over the crossing at a speed not in excess of 10 miles per hour provided the track is clear, crossing is unobstructed, gate is set against the C. & N. W. and the Home signal displays a proceed indication. See Rule 98-(A).

X-36 At Savanna, Eastward trains or engines that are to enter "A" or "C" Yards may apply the provisions of Rule 516 to Signal 138-2 located just east of C. B. & Q. R. R. Crossing.

X-37 At Clinton, in order to avoid blocking street crossings, westward freight trains will be governed by a light signal located at 9th Avenue about 1.6 miles east of the depot. When yellow light is displayed, westward freight trains may proceed being governed by interlocking signals at both C. & N. W. Crossings. When no light is displayed westward freight trains must stop east of 9th Avenue and remain until yellow light is displayed, or permission to proceed is obtained from the leverman at 2nd St. Tower Clinton. Telephone for communincating with 2nd St. Tower is located at 9th Avenue. Public highway crossings Clinton must not be obstructed to exceed 10 mins. Crew subject to fine when violating.

SIXTH SUBDIVISION

X-38 Speed restrictions (in addition to General speed restrictions).

LOCATION	Maximum Speed M.P.H. All Trains
Cone, C. R. I. & P. crossing	49
Washington, C. R. I. & P. crossing	20
Linby, C. & N. W. crossing	49
Between—C. B. & Q. crossing Ottumwa and West end of C. T. C. at Quincy Ave	20

X-39 C. T. C. operation between Rutledge and East end of Ottumwa Yard (Quincy Ave.) is controlled by the train dispatcher, Ottumwa.

X-40 At Ottumwa, signal located 200 feet east of the east switch at Quincy Avenue, governs eastward movements from the main track and from the yard lead entering C. T. C.

Trains or engines on the main track that are to enter C. T. C. must not foul the crossover located opposite the yard office until this signal displays a proceed indication or authority is received from the Train Dispatcher.

Trains or engines on the yard lead that are to enter C. T. C. must not foul the main track at Quincy Avenue until this signal displays a proceed indication or authority is received from the Train Dispatcher.

X-41 At the east end of the yard at Ottumwa, a position light type indicator, located on the right-hand side of the track just east of Quincy Avenue, indicates to westward trains what track they are to use. Trains will be governed as follows:

Two lights in vertical position	Use the main track
Two lights in a 45 position	Use yard lead
Two lights in a horizontal position	Use yard lead and the Belt
When no indication is displayed	Stop and communicate with Train Dispatcher

X-42 At Ottumwa, trains or engines from the City Track or from the Sand Pit track will be governed by color-light type signal located at the clearance point. A member of the crew will operate the PUSH BUTTON CONTROL in accordance with instructions posted on inside of telephone box. When the signal displays an indication in accordance with Rule 240-L, the switch may be opened and when the signal displays a proceed indication, train or engine may proceed to the main track.

X-43 When a westward freight train is delayed at Rutledge an air-brake test must be made before starting.

X-44 Between Jefferson Street, Ottumwa, and Ottumwa, trains making backing movements or engines shoving or pulling cars must approach all street crossings at grade, prepared to stop.

At Ottumwa, EMD Class SD-9 diesel engines must not exceed 5 miles per hour on the Wabash Railroad Des Moines River Bridge. This class engine is restricted from use on No. 2 track in East Yard, inside the gate at Sinclairs, Brewery Track and Tip-top and or Schafers track.

At Vine St., Ottumwa, all train or engine movements in either direction, will stop and will not proceed until flagman has been placed on crossing to stop traffic.

SEVENTH AND EIGHTH SUBDIVISIONS

X-45 Speed restrictions (in addition to general speed restrictions).

LOCATION	Maximum Speed M.P.H. All Trains
Moravia, N&W R. R. crossing	40
Seymour, C. R. I. & P. crossing	30
Chillicothe—Westward freight trains thru city	15

X-46 At Trask, employees are restricted from riding on top of cars or engines to interchange track.

X-47 25 M.P.H. speed restriction applies at Polo for C.M.St.P.&P. trains in both directions, due to turn-out.

X-48 C.T.C. operation between Laredo and Polo is controlled by the train dispatcher at Ottumwa.

X-49 At the following locations, the main track switches of the following tracks are not equipped with electric locks:

Name of track:	Location:
Both ends of storage track	Polo
Rupp Oil Co.	Chillicothe
Both ends of House track	Lawson (on CRI&P RR)

These tracks must not be used for meeting or passing of trains and engines must not clear the main track at these locations.

Trains or engines having cars to set out or pick up must leave their train on the main track while performing such work.

In case a light engine only is used to pick up cars on these tracks, the main track switch must be left lined for such track during the time the engine is clear of the main track.

NINTH SUBDIVISION

TENTH SUBDIVISION

X-51 Speed restrictions (in addition to general speed restrictions).

LOCATION	Maximum Speed M.P.H. All Trains
Green Island through Interlocked crossover and through junction switch entering or leaving	20
Bellevue	20
Wood I. C. R. R. Crossing	13
Dubuque I. C. R. R. crossing Sixth St.	15
Dubuque C. G. W. R. R. crossing, Eighth St.	15
Between Jones St. and 17th Streets, Dubuque	15
Seventeenth St., Dubuque to Eagle Point	25
Guttenberg	15
Marquette on Wye	10
Curve at Bridge K-420 4.0 miles west of Marquette	25
Lansing	15
Through curve at Bridge Switch between M. P. 1 and 2 between West Wye Switch and River Jct.	20

X-52 C. M. St. P. & P. and Illinois Central trains will come to a stop at the railroad crossing at Wood, and will not proceed over crossing until signal is received from operator on duty. C. M. St. P. & P. trains will not proceed until they have received either a yellow flag or yellow light signal, and Illinois Central trains a green flag or green light signal.

ELEVENTH SUBDIVISION

X-53 Wrecker derricks X-4 and X-14 are restricted to 10 M.P.H. over all bridges between Waukon Jct. and Waukon and must be preceded and followed by two empty cars.

TWELFTH SUBDIVISION

X-55 Speed restrictions (in addition to general speed restrictions).

LOCATION	Maximum Speed M.P.H. All Trains
Marquette on wye	10
Postville all street crossings	6
Ossian all street crossings	6
Calmar all street crossings	8
Lawler all street crossings	10
New Hampton CGW crossing	20
New Hampton all street crossings	6
Charles City all street crossings	25
Charles City IC crossing	20
Nora Jct. C.R.I.&P. crossing	20
Mason City C.&N.W. crossing	20

X-56 Rule 98 will not apply to Twelfth Subdivision trains at Beulah. Trains entering the Twelfth Subdivision at this location must protect against Eastward movements.

THIRTEENTH SUBDIVISION