

Davenport, Rock Island & North Western Railway Co.

TIME TABLE

No.

6

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

THURSDAY, JANUARY 1, 1976

B. A. WEBSTER
General Manager

TABLE OF TRAIN SPEEDS

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

WESTWARD

FIRST SUBDIVISION

EASTWARD

THIRD CLASS	SECOND CLASS				Capacity of Siding Cars	Telegraph Calls	Distance from Clinton	STATIONS	SEE RULE 6-A	TRAIN ORDER Office Hours	SECOND CLASS				THIRD CLASS
	91	671	231	251							241	230	252	670		242	92
Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily
P. M. 6.01	P. M. 9.39	P. M. 7.50	A. M. 10.01	A. M. 8.10	Yard	CN	(C&NW Crossing) C&NW TOWER.....	CIPQRY	Continuous		A. M. 5.25	P. M. 2.25	P. M. 3.15	P. M. 11.55	A. M. 2.11
6.15	9.48	7.59	10.10	8.20	204	MA	CLINTON..... 4.9	BKOPRYZ	6:00 p.m. to 3:00 a.m.		5.16	2.03	3.06	11.41	2.02
6.30	10.03	8.14	10.26	8.36	44		CAMANACHE..... 10.1	P	No Office		5.01	1.48	2.51	11.25	1.47
6.38	10.17	8.28	10.37	8.48	94	CA	PRINCETON..... 5.7	P	No Office						
							LECLAIRE..... 3.8	OP	7:00 a.m. to 3:00 p.m. 3:59 p.m. to 11:59 p.m. Except Sat. & Sun.		4.53	1.30	2.43	11.17	1.39
							GOVT. SWITCH..... 1.0		No Office						
6.46	10.25	8.36	10.46	8.56	48		PLEASANT VALLEY..... 5.9	PY	No Office		4.45	1.22	2.35	11.09	1.31
6.56	10.35	8.46	10.55	9.05	175	BN	BETTENDORF..... 2.4	PYZ	No Office		4.35	1.12	2.25	10.59	1.21
7.03	10.42	8.53	11.02	9.12			WATER WORKS..... 0.4	JPY	No Office		4.28	1.04	2.18	10.50	1.14
7.04	10.49	8.54	11.03	9.13			STATION No. 1..... 0.9	PY	No Office		4.27	1.03	2.17	10.49	1.13
7.07	10.52	8.57	11.06	9.16	Yard	DN	DAVENPORT..... 0.9	OPWYZ	8:00 a.m. to 5:00 p.m. Except Sat. & Sun.		4.24	1.00	2.14	10.46	1.10
7.10	10.55	9.00	11.11	9.19			STATION No. 2..... 0.1	Y	No Office		4.21	12.57	2.11	10.42	1.07
7.11	10.56	9.01	11.12	9.20			EAST WYE SWITCH..... 0.4	PTY	No Office		4.20	12.55	2.09	10.41	1.01
P. M.	10.58	9.03	11.13	9.22			WEST WYE SWITCH..... 0.3	PTY	No Office		4.18	12.54	2.08	10.40	A. M.
	A. M. 11.01	A. M. 9.06	A. M. 11.16	A. M. 9.25		WN	WEST DAVENPORT.....	CIPQY	Continuous		A. M. 4.15	P. M. 12.50	P. M. 2.05	P. M. 10.35	

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 East Wye switch and Water Works.

CMStP&P trains and engines from Iowa Division Seventh Subdivision must secure permission from train dispatcher before entering main track at Water Works.

At Clinton, the train register applies only to BN and CRI&P Trains.

BN and CRI&P trains will obtain Clearance at Clinton.

Bulletins, Notices, Train Orders, and Clearances will be issued over the signature of the General Manager.

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays, unless otherwise specified by bulletin or train order.

Stations other than those shown as open continuously 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, Veterans Day, Thanksgiving Day and Christmas or day set by Proclamation.

CMStP&P trains entering the DRI&NW at Clinton must obtain Clearance and train orders at C&NW Tower and will register by register ticket at that point.

Trains between Clinton and West Davenport operate in accordance with Rules 91 and 91 (A) of CONSOLIDATED CODE OF OPERATING RULES.

At LeClaire, due to track curvature, the eastward and westward train order signals are located in advance of the station building. Trains or engines may pass these signals displaying a Stop indication at reduced speed, but must make stop at station building.

WESTWARD

SECOND SUBDIVISION

EASTWARD

THIRD CLASS					Capacity of Storing Cars	Telegraph Calls	Distance from East Wye	STATIONS	SEE RULE 6-A	TRAIN ORDER Office Hours	THIRD CLASS				
91											92				
				Daily											Daily
				P. M. 7.11			0.0	..... EAST WYE SWITCH.....	PTY	No Office					A. M. 1.01
							0.3	..... BRIDGE SWITCH.....	PTY	No Office					
						B	0.6	MISSISSIPPI RIVER BRIDGE	CIPY	Continuous					
					28		1.6	ROCK ISLAND 17th ST. C. R. I. & P. CROSSING..	PYZ	No Office					
				7.26		X	1.9	..... ROCK ISLAND.....	PY	No Office					12.56
							2.5	..... STATION No. 3.....	Y	No Office					
							2.7	..... C. R. I. & P. CROSSING..							
				A 7.36			2.7	..... TERMINAL JCT.....	PY	No Office					12.46
				P. M.			4.7	..... C. R. I. & P. CROSSING..							A. M.
					104		4.7	..... SYLVAN.....	MPY	No Office					
					Yard		5.5	..... MOLINE.....	YZ	No Office					
					Yard	DZ	8.7	..... EAST MOLINE.....	BOPRYZ	7:30 a.m. to 4:30 p.m. Except Sat. & Sun.					
							8.8	..... C. M. St. P. & P. CROSSING.		No Office					

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 Terminal Jct. and East Wye Switch.

BN trains must secure permission from train dispatcher before entering main track at Terminal Jct.

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

TRAIN DISPATCHERS OTTUMWA

J. F. Thompson

W. J. Clifton

E. G. Long

J. F. Frana

L. W. Sallee

Chief Dispatcher—A. P. Thostenson

Trainmaster & Road Foreman of Engines Davenport—W. R. Fonger

SPEED RESTRICTIONS

LOCATION	All Trains MPH
All Crossovers and Turnouts not otherwise specified	10
All Railroad Crossings	10
City Limits of Camanche	25
At Camanche over Lums Crossing on siding	10
Over entrance Road Crossing at Clinton Foods 1½ miles west of Clinton	20
LeClaire Station	35
Over slides between MP 24 and MP 25	15
31st, 33rd and 35th St. Crossings, Bettendorf	25
Water Works over Jct. Switch	15
East Wye Switch to Bridge Switch	15
East Wye Switch and Bridge Switch to West Davenport	15
West Davenport, C. R. I. & P. connection	10
Mississippi River Bridge	15
17th St. to 20th St. Rock Island	10
¼ mile west to ¼ mile east of Moline Station	10
Over Street Crossings Rock Island and Moline	10
13th Street Crossing East Moline	10

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	MPH
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	25

Employees of tenant lines will be governed by instructions in their respective time-tables as to speed of train and location in train when handling the following equipment:

- Dead engines
- Bad order cars
- Occupied or unoccupied outfit cars
- Passenger car equipment through water above top of rail.

Speed control signs have been placed at various locations to indicate the maximum authorized speed around curves and at points where normal speed must be restricted.

A yellow sign with black figures, placed at an upward angle of 45° on the right hand side of track indicates the authorized speed beginning 3000 feet distant corresponds in miles per hour to the figure shown. This speed must be maintained until a sign is reached on which the figures indicate the speed to be maintained until the next sign is reached.

These signs do not apply to trains, which by time-table or other instructions are restricted to lower speed.

Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must 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
Between Clinton and Water Works	25	20
Between Water Works and West Davenport	15	10
Between East Moline and East Wye Switch and West Wye Switch	10	10

Trains handling snow plows of all types, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations 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 and 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
Between Clinton and Water Works	25	20
Between Water Works and West Davenport	15	10
Between East Moline and East Wye Switch and West Wye Switch	10	10

OVERHEAD CLEARANCE

Gov't. Bridge, Davenport	Westward Track	19 Feet 3 Inches
Gov't. Bridge, Davenport	Eastward Track	19 Feet 6 Inches
Centennial Bridge		35 Feet
D. R. I. N. W. Mississippi River Bridge		19 Feet 5 Inches
Gov't. Bridge, Rock Island		17 Feet
Arsenal Bridge, 16th St. Moline		27 Feet

Moline—Bettendorf Highway Bridges:

At Bettendorf	22 Feet 3 Inches
At Moline	22 Feet 4 Inches

SPECIAL INSTRUCTIONS

1. Employees are prohibited from:

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

Standing on top of engines.

Getting on the end of an engine or 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 draw bar in position to make a coupling with an approaching car or engine.

2. Rule M of the Consolidated Code of Operating Rules is hereby modified to the following extent:

Train, Engine and Yard Service Employees must not occupy roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

The second, third, and fourth paragraphs of Rule M and all instructions inconsistent with the above modification are hereby cancelled.

All other paragraphs of Rule M continue to apply.

3. Employees are prohibited from riding:

On engine footboards or pilot steps.

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

On ends of cars containing lading which may shift.

4. When cutting off cars or engines on freight, transfer and switching movements proceed as follows:

When detaching the engine or cars, or a combination of such, a full service brake pipe reduction must be made from the engine and after the service exhaust stops blowing, the Engineer will advise the trainman accordingly. Then it is absolutely essential that the brake pipe angle cock be left fully open on car or cars left standing.

5. When, for any reason, adjustment is necessary to a draw bar, 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.

6. 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, employees 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 employees are out from between the cars or engines, and under no circumstances must employees 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.

7. Employees 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.

8. When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

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

10. In case of heavy rain or violent windstorm, the operator must notify the proper authority.

11. When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

12. 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 time slip.

13. Rule 34 of the Consolidated Code of Operating Rules Edition of 1967 is revised as follows:

Rule 34 Rev.

Employees located in the cab of engine must communicate to each other in an audible and clear manner, the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the Engineer to have each employee comply with these requirements, including himself.

It is the Engineer's responsibility to have each employee located in the cab of engine, maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the Engineer has become incapacitated or should the Engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring the speed to be reduced, other members of the crew must communicate with the crew member controlling the movement, at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

SPRING SWITCHES

14. Spring switches are located at the end of double track at Station No. 1 and Station No. 2 also at East Wye Switch, West Wye Switch, Bridge Switch and west end of siding at Camanche.

Facing point movements over these switches are protected by color light type signals displaying red and green aspects. When signal displays a Stop indication, Rule 104 (H) must be complied with before proceeding.

Spring switch at west end of siding at Camanche is equipped with a facing point lock permitting movement at normal speed.

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 point at the following spring switches:

Station No. 1—east end of two main tracks
Station No. 2—west end of two main tracks
Bridge Switch
West Wye Switch
East Wye Switch

MISSISSIPPI RIVER BRIDGE

15. In case of failure of the Absolute Signal governing movements over the drawbridge, during period navigation is open, authority to proceed must be obtained from the bridge operator on duty. Movement may then be made at restricted speed.

During the period navigation is closed, movement may be made under flag protection only after a member of the crew has determined that the lift rails are in proper position and the bridge is properly lined for the movement. Movement may then be made at restricted speed.

Sand must not be used while passing over draw span except in an emergency.

EAST MOLINE

16. All trains and yard engines must register in train register or by register ticket.

Particular care must be taken to avoid blocking of all street crossings when the various industries are changing shifts of their employes going on or off duty.

DRI&NW and CMStP&P trains and yard engines must approach station prepared to stop clear of station in order to avoid an accident at 10th St. crossing.

TERMINAL JCT.

17. Eastward trains in making stop for CRI&P crossing must not foul BN or DRI&NW main tracks regardless of position of switch.

Normal position of switch, Station No. 3, is for DRI&NW.

Normal position of switch, Terminal Jct., is for BN.

All movements between Station No. 3 and Terminal Jct. are controlled by switchtender.

Power-operated stop gates protecting eastward and westward movements over the CRI&P crossing located between Terminal Jct. and Station No. 3 are in service.

Stop gates are controlled by switch tender located in switch tender shanty adjacent to the crossing. When gates are in vertical position, movement may proceed without stopping.

CLINTON

18. Eastward trains clearing the main track for other trains must pull in at the crossover switch to track known as "Old Main".

Train and engine movements in both directions on main track over C&NW connection and crossover at Clinton Foods, Inc., about 1.5 miles west of Depot at Clinton, are governed by color light absolute and fixed semaphore type approach signals. Rules of the DRI&NW Operating Department apply.

C&NW Yard Crews moving from their yard to Clinton Foods Inc., must obtain authority from Train Dispatcher before fouling DRI&NW main track.

In the event absolute signal fails to clear and no conflicting movement is evident, train or engineman may signal his train to proceed after examining switches within the absolute signal limits and assuring himself they are in proper position.

For movement from C&NW yard to the Clinton Foods, Inc. tracks, following will govern as locks will be electrically locked with a train approaching on the approach circuits to the absolute signals on the DRI&NW but can be released for a movement from the DRI&NW track to C&NW track or from the DRI&NW track to the Clinton Foods, Inc., track by a train or engine stopping within 130 feet of either crossover switch.

The following instructions govern the operation of the electric locks:

1. Depress latch and remove the switch padlock.
2. Indicator light on top of lock should light.
3. Depress the foot pedal and switch may be thrown in usual manner.
4. Proceed to other end of crossover and throw that switch in usual manner. Do not lock switch with padlock until through with switch. To lock switch, depress latch, insert padlock and lock with padlock.

If either of the absolute signals are clear due to a train standing in the approach circuit and that train does not intend to proceed past the absolute signal, proceed to the "Push Button" at switch box and follow instructions posted in the box.

Clinton Corn Processing Company track adjacent to main track, derail west end. Track to be used for Clinton Corn Processing Company cars only.

BETTENDORF

19. Except when trains are moving over them, the entrance crossings to the J. I. Case Plant at 17th, 21st, 23rd and 26th Streets, Bettendorf, must be kept clear to permit emergency vehicles to have access to the plant at all times.

STATION NUMBERS

Camanche.....6003	Bettendorf.....6009
Princeton.....6005	Davenport.....6010
LeClaire.....6006	Rock Island.....6011
Gov't. Switch.....6007	Moline.....6012
Pleasant Valley.....6008	East Moline.....6013

COMPANY SURGEONS

Davenport.....	DR. PAUL H. BECKMAN, Unit 27—Village Shopping Center Chief Surgeon and Examiner.
Rock Island.....	DR. C. P. O'NEIL.....1740 Ninth Avenue
Clinton.....	DR. J. E. O'DONNELL.....Springdale Drive and 13th Ave. North

LOCATION DISPATCHERS TELEPHONES

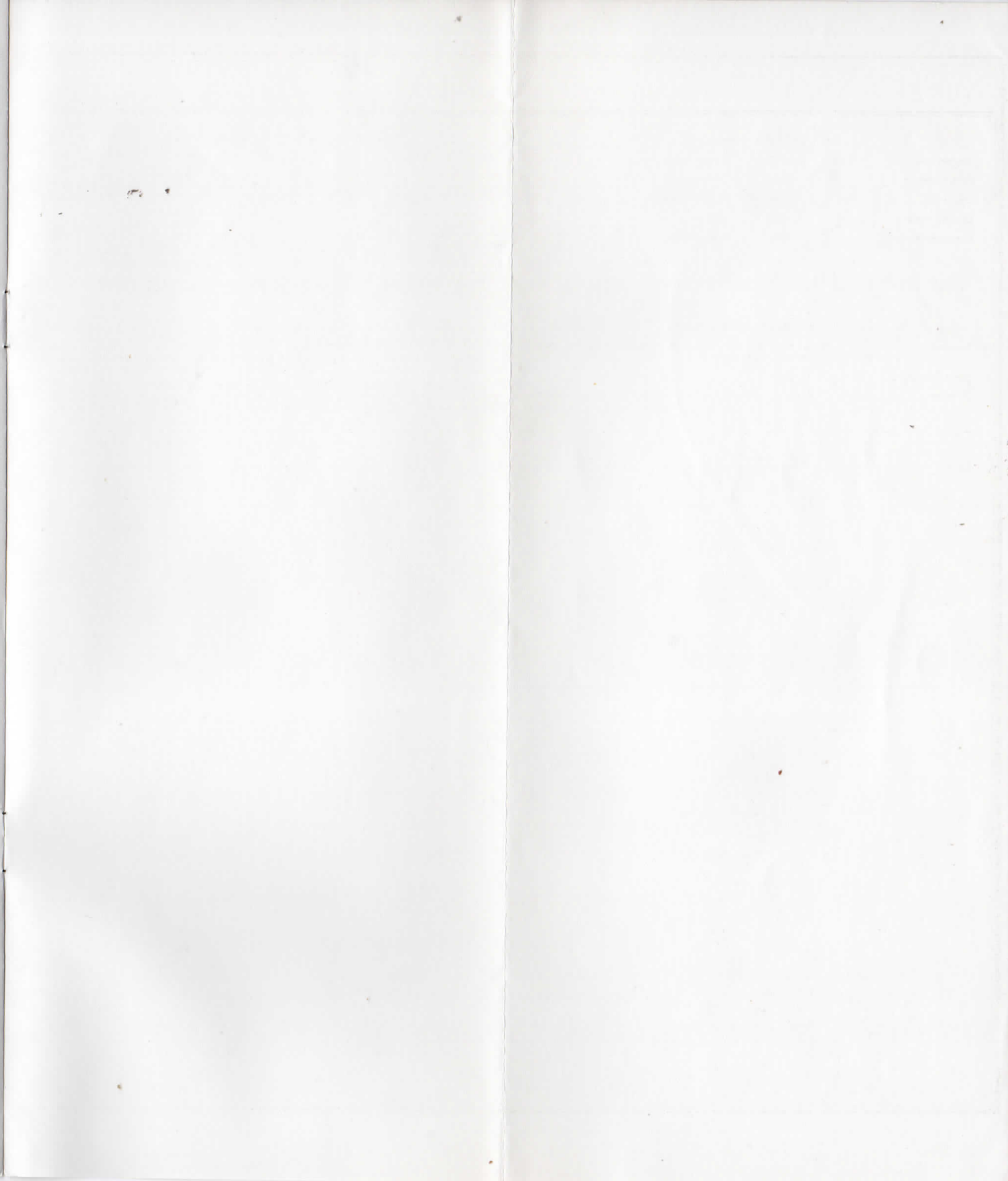
Yard Office, Davenport.	Gaines Street—In CMStP&P Yard Office.
West switch Bettendorf siding.	East switch Camanche siding.
Bettendorf Yard Office.	On pole just west of Lums crossing
Bettendorf—On pole at Oil Terminal Crossing.	Camanche siding.
Riverside Power Spur.	Station No. 1.
East Wye Switch.	Alcoa Spur Switch M.P. 30.1.
West Wye Switch.	Rock Island Freight House.
Bridge Switch.	On pole just west of Lost Grove Road Crossing at Princeton.
East switch LeClaire Siding.	On pole near C&NW connection to Clinton Foods, Inc.
Clinton.	
East Moline—In waiting room.	
Tri-City telephones located at East Moline, Moline, DRI&NW Roundhouse, Bettendorf Station, Bettendorf Yard Office, Davenport Yard Office.	

YARD LIMITS

Yard limits Clinton extend from C&NW Tower to M.P. 4.

Yard limits extend from 300 feet east of east siding switch at Pleasant Valley, to East Moline and to West Davenport and each leg of wye.

Movements under the provisions of Rule 93 between stations within yard limits must not be made without verbal permission of the train dispatcher at Ottumwa, unless movement is authorized by train order or by time table.



Name: _____
 Address: _____
 City: _____
 State: _____
 Zip: _____

Name: _____
 Address: _____
 City: _____
 State: _____
 Zip: _____

Name: _____
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 City: _____
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