

## Leg: Chicago to Iowa City, 191 miles.

157. ELMHURST, ILL.—17 miles from Chicago, 174 miles from Iowa City; Chicago & North Western Railroad, Chicago & Great Western Railroad, Illinois Central Railroad, and Aurora, Elgin & Chicago (electric) Railroad; long-distance telephone and telegraph; gas and oil; three landing spots within one-half mile of railroad station; planes in distress have landed here several times. *Landmarks:* Greenhouses with about 3 acres under glass, four large buildings, six elevators, large piles of crushed stone, water tower.

158. VILLA PARK, ILL.—18 miles from Chicago, 173 miles from Iowa City; Chicago Great Western Railroad, Aurora, Elgin & Chicago Electric Third Rail; long-distance telephone but no telegraph; gas and oil obtainable; no suitable tract of land for emergency field. *Landmarks:* Pressed-brick building 50 by 75 feet, roof supported by exposed trusses; post office located in this building; midway between two railroads; (Villa Park Feed & Milling Co., white letters on gray roof.)

159. GLENELLYN, ILL.—23½ miles from Chicago, 167½ miles from Iowa City; Chicago & North Western Railroad, Aurora, Elgin & Chicago Electric Third Rail Line; long-distance telephone and telegraph; gas and oil; landing fields only to south or west of village, vicinity being full of hills and natural woods; pasture on the Paul Wendt farm south of Glenellyn, where planes might land, but it is only 1,000 feet square. *Landmarks:* Water tower north of railway depot; Roosevelt Road running through town leads directly from the Maywood Field to Batavia, Ill.

160. WHEATON, ILL.—26 miles from Chicago, 165 miles from Iowa City; Chicago & North Western Railway; Aurora, Elgin & Chicago Railroad (electric); long-distance telephone and telegraph; gas and oil procurable; suitable landing site about 500 feet south of the standpipe; permission obtained from owner, Henry W. Wheaton, to land here. *Landmarks:* Standpipe mentioned above, 185 feet high, with "Welcome to Wheaton" painted on side in large letters; courthouse, red brick with clock in tower; pumping station, green roof; high-school building with brick tower.

161. WEST CHICAGO, ILL.—31 miles from Chicago, 160 miles from Iowa City; Chicago & North Western Railway; long-distance telephone and telegraph; gas and oil procurable; suitable field for landing planes on west side of town. *Landmarks:* Union Tool Co.'s plant, with red tile roof on south; Borden's milk plant on east; standpipe and city waterworks on north.

162. GENEVA, ILL.—36 miles from Chicago, 155 miles from Iowa City; Chicago & North Western Railway; long-distance telephone and telegraph; gas and oil procurable; landing field of 15 acres

known as Geneva Golf Club golf grounds, on edge of town. *Landmark*: Dome of Kane County Courthouse.

163. BATAVIA, ILL.—36 miles from Chicago, 155 miles from Iowa City; on a branch of the Chicago & North Western Railway,  $2\frac{1}{2}$  miles south of the main line which runs from Chicago to Omaha; long-distance telephone and telegraph; gas and oil; piece of land (inclosed by wire fence) about 750 by 1,320 feet, which has been used by planes; this land about three-fourths mile directly west of the chimney of the Batavia power house, which is just south of the post office. *Landmarks*: Chimney of Batavia power house, mentioned previously; also two large chimneys on the Aurora, Elgin & Chicago power house, which is located about 1 mile south of the Batavia power house; chimney on Batavia power house lettered "Batavia" in letters 5 feet high.

164. LAFOX, ILL.—40 miles from Chicago, 151 miles from Iowa City; Chicago & North Western Railway; long-distance telephone and telegraph; gas and oil obtainable; large field just west of town and one-half mile from station suitable for landing planes. *Landmarks*: Large elevator that can be seen for miles.

165. STEWARD, ILL.—71 miles from Chicago, 120 miles from Iowa City; Chicago, Burlington & Quincy Railroad; Chicago, Milwaukee & St. Paul Railroad; long-distance telephone and telegraph; gas and oil obtainable; two fields where planes land, one on north edge of town, two blocks from depot of Chicago, Burlington & Quincy Railroad; the other south and west, and south of schoolhouse, a large two-story building on west edge of town. *Landmarks*: Three large grain elevators near Chicago, Burlington & Quincy depot.

166. ASHTON, ILL.—82 miles from Chicago, 109 miles from Iowa City; Chicago North Western Railroad; long-distance telephone and telegraph; gas and oil procurable; suitable field for landing 1 mile south of depot, near cemetery. *Landmarks*: Large church one-half mile north of depot at an elevation of 75 feet; city water tank north of church, 90 feet high, with electric light on top at night.

167. NACHUSA, ILL.—91 miles from Chicago, 100 miles from Iowa City; Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil obtainable; only available tract of land for emergency landings is pasture, 20 by 80 rods, situated about 50 feet south of railroad station and grain elevator. *Landmarks*: Grain elevator located on Chicago & North Western right of way.

168. NELSON, ILL.—102 miles from Chicago, 89 miles from Iowa City; Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil procurable; fields for landing planes, one  $\frac{1}{2}$  mile north of town, one  $\frac{1}{2}$  mile south of town, and one 1 mile south of town. *Landmarks*: Two large coal chutes on railway; barn  $\frac{1}{2}$  mile

north, roof about 100 feet square. Pilots claim they see this barn about 18 miles away.

169. **STERLING, ILL.**—107 miles from Chicago, 84 miles from Iowa City; Chicago, Burlington & Quincy Railroad and Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil; three places for landing planes which have been used at different times. Sterling expects to provide a permanent landing field next spring. *Landmarks:* United States Government dam across Rock River; only thing of its kind between Chicago and Omaha.

170. **ROCK FALLS, ILL.**—107 miles from Chicago, 84 miles from Iowa City; Chicago & North Western Railroad, Chicago, Burlington & Quincy Railroad; long-distance telephone and telegraph; gas and oil obtainable; just west of Country Club there is available piece of land, 40 acres of hay and pasture land without fencing, property of George G. Hendryx. *Landmarks:* Landing field can be identified by a canal feeder which is located 2 miles west of this land; also situated between two railroad bridges to northwest and northeast; on north side of main traveled road, known as Dixon Road, between Rock Falls and Dixon.

171. **EMERSON, ILL.**—110 miles from Chicago, 81 miles from Iowa City; nearest railroad, Chicago & North Western, 1 mile distant; long-distance telephone but no telegraph; gas and oil procurable; no suitable landing field. *Landmarks:* None outstanding.

172. **GALT, ILL.**—110 miles from Chicago, 81 miles from Iowa City; Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil procurable; landing field (used by pilots) 1 mile east of Galt and one-fourth mile from railroad. *Landmarks:* Rock River to south.

173. **ROUND GROVE, ILL.**—114 miles from Chicago, 77 miles from Iowa City; Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil procurable; suitable field for landing planes one-half mile south of railroad station. *Landmarks:* Elevator at station, county farm buildings 1 mile west and north of tracks.

174. **MORRISON, ILL.**—119 miles from Chicago, 72 miles from Iowa City; Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil obtainable; piece of unplowed land of about 10 acres used for exhibition planes, about 1,200 feet from any house, about  $1\frac{1}{2}$  miles south of post office on edge of town; land around this district very hilly, hard to find level cleared ground. *Landmarks:* Landing field is due south of big Gallentine hothouses, whose glass roofs can be seen from the air.

175. **SUNBURY, IOWA.**—165 miles from Chicago, 26 miles from Iowa City; Chicago, Rock Island & Pacific Railroad; long-distance telephone and telegraph; gas and oil obtainable; field north of town.

now in corn, best location for landing field. *Landmarks:* Grain elevator.

176. CENTERDALE, IOWA.—180 miles from Chicago, 11 miles from Iowa City; Rock Island Railroad; no telephone but telegraph; gas and oil obtainable; several tracts of land near station suitable for landing planes. *Landmarks:* Two barns.

177. WEST BRANCH, IOWA.—185 miles from Chicago, 6 miles from Iowa City; Chicago, Rock Island & Pacific Railroad; long-distance telephone and telegraph; gas and oil obtainable; piece of land about 25 acres at south edge of town, fairly level. *Landmarks:* Very large schoolhouse being erected just north of center of town, on hill; a bit to the northwest of this is water tower over 100 feet high set on a hill.

178. IOWA CITY.—191 miles from Chicago. Government landing field.

**Leg: Iowa City to Omaha, 233 miles.**

177. WILLIAMSBURG, IOWA.—24 miles from Iowa City, 209 miles from Omaha; Chicago, Milwaukee & St. Paul Railway; long-distance telephone and telegraph; gas and oil; no field large enough to be desirable for emergency landing field.

178. DEEP RIVER, IOWA.—42 miles from Iowa City, 191 miles from Omaha; Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil; pasture 1 mile east and one-half mile south of railroad station, and one-half mile southeast of schoolhouse, suitable for forced landings. *Landmarks:* Schoolhouse has name of town on roof.

179. MONTEZUMA, IOWA.—51 miles from Iowa City, 182 miles from Omaha; Chicago, Rock Island & Pacific Railroad and Minneapolis & St. Louis Railroad; long-distance telephone and telegraph; gas and oil; landing field for planes has been marked with cross, each arm of which is 25 feet long and 4 feet wide, painted white; wind indicator put up; edges of field marked with white posts; field located in north-east part of town and can be readily located by fliers, as many planes have already alighted there: 2,000 feet long by 800 feet wide, length east and west, level meadow tract. *Landmarks:* Water tower located within four blocks of field.

180. SEARSBORO, IOWA.—61 miles from Iowa City, 172 miles from Omaha; Minneapolis & St. Louis Railroad; long-distance telephone and telegraph; gas and oil; landing field one-half mile north of schoolhouse. *Landmarks:* Schoolhouse, church south of same, both on high hill; town surrounded by hills.

181. LYNVILLE, IOWA.—64 miles from Iowa City, 169 miles from Omaha; Minneapolis & St. Louis Railroad; long-distance telephone connections and telegraph; gas and oil; tract of ground which has

been used for take-off and landing of planes, about 1 mile from post office and station. *Landmarks:* Nothing unusual other than a small river.

182. SULLY, IOWA.—67 miles from Iowa City, 166 miles from Omaha; Minneapolis & St. Louis Railroad; long-distance telephone and telegraph; gas and oil; tract of land more than 2,000 feet east and west, 1,500 feet north and south, laid out in town lots and graded for streets, immediately south of town; fair place to land planes. *Landmarks:* Cemetery just east of town and north of the road; water tower in south part of town 108 feet high and 18 feet wide.

183. REASNOR, IOWA.—76 miles from Iowa City, 157 miles from Omaha; Chicago, Rock Island & Pacific Railroad; long-distance telephone connection only; gas and oil; field three-fourths mile from station; meadow field 100 by 160 rods, good condition, one-half mile east of South Skunk River. *Landmarks:* South Skunk River one-half mile west of station; range of sand hills and pasture land east; town located in the river valley.

184. MONROE, IOWA.—80½ miles from Iowa City, 152½ miles from Omaha; Des Moines & Keo branch of Rock Island, Newton & Monroe Branch Railroad; long-distance telephone and telegraph; gas and oil; no large tract of land free from obstructions for landing field. *Landmarks:* City flagstaff, public-school building.

185. RUNNELS, IOWA.—94½ miles from Iowa City, 138½ miles from Omaha; Wabash Railroad; long-distance telephone and telegraph; gas and oil; unable to find tract of land large enough to make desirable landing field. *Landmarks:* Large consolidated school building about 2,000 feet north main part of town.

186. ADELPHI, IOWA.—98 miles from Iowa City, 135 miles from Omaha; Wabash Railroad; long-distance telephone and telegraph; gas and oil; tract of land 2,000 feet long and 1,000 feet wide for landing planes, just across railroad on south side from depot.

187. CARLISLE, IOWA.—101 miles from Iowa City, 132 miles from Omaha; Chicago, Rock Island & Pacific Railroad; long-distance telephone and telegraph; gas and oil; 40-acre lot close to large lumber shed. *Landmarks:* Schoolhouse in town, Watts Hill 2 miles east of town, flat-top lumber shed mentioned above.

188. AVON, IOWA.—102 miles from Iowa City, 131 miles from Omaha; Chicago, Rock Island & Pacific Railroad; long-distance telephone connections, but no telegraph; gas and oil in small quantities; all land under cultivation. *Landmarks:* Railroad station and small store constitute whole town and would be hard to discern from the air.

189. NORWALK, IOWA.—111 miles from Iowa City, 122 miles from Omaha; Chicago, Burlington & Quincy Railroad; long-distance telephone and telegraph; gas and oil; open fields suitable for landing planes, one-half to 1 mile north of town; straight north of town and

west of railroad, fairly level, with no ditches. *Landmarks:* Lumber yard and depot, in extreme east edge of town, on same side of railroad.

190. IRILLIA, IOWA.—114 miles from Iowa City, 119 miles from Omaha; Chicago Great Western Railroad; long-distance telephone and telegraph; gas and oil; suitable landing field for planes, level tract.

191. WIOTA, IOWA.—173 miles from Iowa City, 60 miles from Omaha; Rock Island Railroad; long-distance telephone and telegraph; gas and oil; no suitable place for landing field. *Landmarks:* Large brick school building in north part of town; woods on south and east of town, which is in a hollow. All buildings except two are but one story.

192. LEWIS, IOWA.—184 miles from Iowa City, 49 miles from Omaha; Chicago, Rock Island & Pacific Railroad; long-distance telephone and telegraph; gas and oil; ideal plot of land for landing field, used by planes with success, large enough to land from all directions. *Landmarks:* High elevator, lumber shed with "Lewis" painted on roof; Nishna Botna River.

193. OAKLAND, IOWA.—199½ miles from Iowa City, 33½ miles from Omaha; Chicago, Rock Island & Pacific Railroad; long-distance telephone and telegraph; gas and oil; tract of land where airplanes make frequent landings, located about one-fourth mile directly west of business part of town. *Landmarks:* Town water standpipe, high school building, Christian Church building, all located on prominent elevations and easily discerned by air men.

194. McCLELLAND, IOWA.—214 miles from Iowa City, 19 miles from Omaha; Chicago Great Western Railroad; long-distance telephone and telegraph; field 1 mile southeast of town, now in alfalfa, can be used at this time for landing (marked by large supply tank and only large brick building in vicinity). *Landmarks:* Orchard on west of field; landings must be made from south on account of wires running on north and northeast; not very desirable landing.

195. COUNCIL BLUFFS, IOWA.—228 miles from Iowa City, 5 miles from Omaha; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific; Chicago Great Western; Burlington, Chicago & North Western; Illinois Central; Union Pacific; Wabash Railroads; long-distance telephone and telegraph; gas and oil; landing field 3 miles south of post office, 500 yards north of Lake Manawa; street car runs along west side and highway on east side (field controlled by Nielson Aerial Co., who have given permission for its use in emergency). *Landmarks:* Large grain elevator 1½ miles north of field; large bluffs 3 miles east of Missouri River; two glass greenhouses 1,000 feet long, 2½ miles south of city, with very large smokestack; county courthouse two blocks south and one block east of post office. The

landing field proper is  $4\frac{1}{2}$  miles east of Omaha landing field and a little south. Lake Manawa and T-shaped hangar fine landmarks for Nielson's field.

194. OMAHA, NEBR.—233 miles from Iowa City. Government field.

**Leg: Omaha to North Platte, 248 miles.**

197. ELKHORN, NEBR.—14 miles from Omaha, 234 miles from North Platte; Union Pacific Railroad; long-distance telephone and telegraph; gas and oil; landing field 1 mile north of Elkhorn stand-pipe. *Landmarks:* Windmill tower at north end of town, white buildings with red roofs at south end of town.

198. WATERLOO, NEBR.—16 miles from Omaha, 232 miles from North Platte; Union Pacific Railroad; long-distance telephone and telegraph; gas and oil; blue-grass pasture suitable for landing planes, one-half mile north of town. *Landmarks:* Three large seed warehouses.

199. YUTAN, NEBR.—23 miles from Omaha, 225 miles from North Platte; Chicago, Burlington & Quincy Railroad; long-distance telephone and telegraph; gas and oil; suitable tract of land, 40 acres, three-fourths mile south of water tank, which is highest object in town and has name of town painted in white on southeast and northwest sides of it. *Landmarks:* Water tank above mentioned, 170 feet high, on west side of town.

200. MEAD, NEBR.— $28\frac{1}{2}$  miles from Omaha, 219 $\frac{1}{2}$  miles from North Platte; O. & R. V. branch of Union Pacific from Valley to Central City; long-distance telephone and telegraph; gas and oil; 140 acres of meadow clear of everything but a few haystacks, northeast of town, 5,300 feet from water tank 130 feet high, 5,000 feet from railroad station and concrete grain elevator 100 feet high. *Landmarks:* Water tower and grain elevator mentioned above.

201. COLON, NEBR.—35 miles from Omaha, 213 miles from North Platte; Chicago & North Western Railroad; long-distance telephone and telegraph; gas and oil; tract of land directly west of Colon, about 250 yards due west of depot, about 1,350 by 600 feet, in fine shape for landing planes, just off public road. *Landmarks:* Concrete elevator situated about one block directly south of metal-covered elevator, both at northern limits of city; Catholic Church with white asbestos roof two blocks east and two blocks north of latter; all quite high and easily seen from air.

202. BRAINARD, NEBR.—55 miles from Omaha, 193 miles from North Platte; Chicago & North Western Railroad, Union Pacific Railroad; long-distance telephone and telegraph; gas and oil; only available place for emergency landings is about  $1\frac{1}{2}$  miles north of town, about one-half mile long and one-fourth mile wide, somewhat cut up by