

ILLINOIS CENTRAL SYSTEM

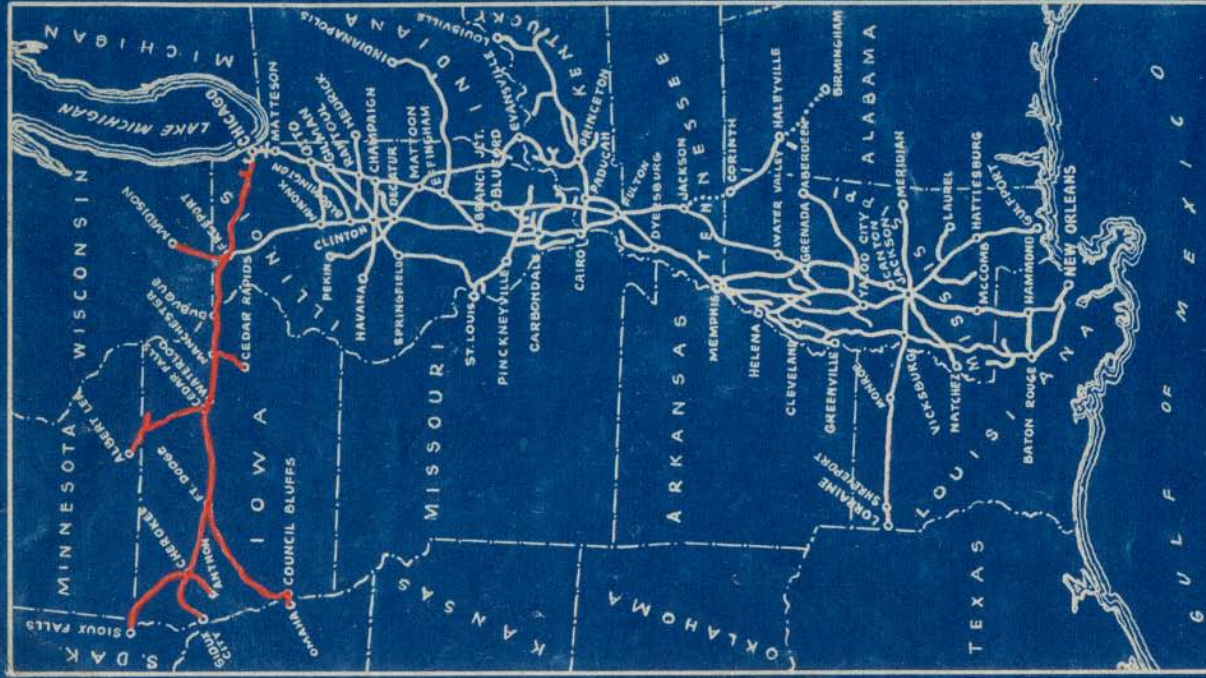
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IOWA DIVISION  
CONDENSED PROFILE

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OFFICE OF CHIEF ENGINEER, CHICAGO, ILLINOIS

1944



# ILLINOIS CENTRAL SYSTEM

IOWA DIVISION —

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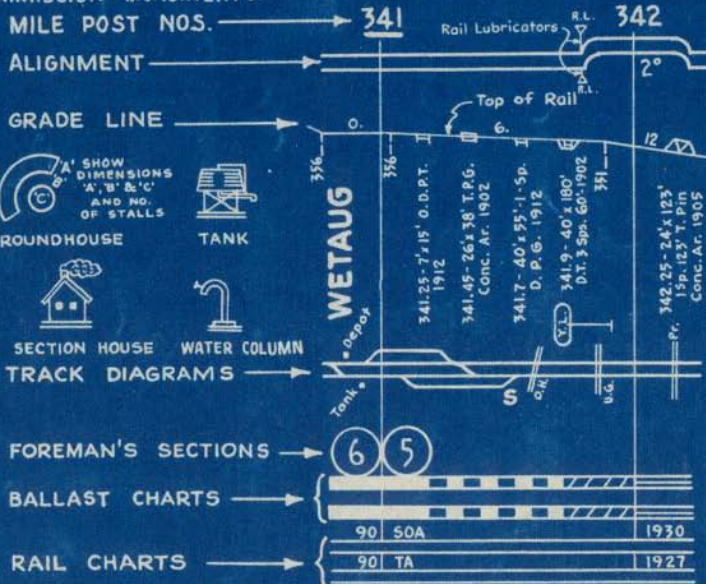
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NOTE: UNDERLINED MILE POSTS INDICATE LOCATION OF INTERSTATE COMMERCE COMMISSION MONUMENTS.

# EXPLANATIONS

TRACING REDRAWN  
JAN. 1, 1943  
REVISED - JAN. 1, 1944



1" = 4000' HORIZONTAL SCALE FOR PROFILE ALIGNMENT, TRACKS AND CHARTS  
1" = 60' VERTICAL SCALE FOR PROFILE

NUMBERS ON GRADE LINE ARE FEET PER MILE

ELEVATIONS ARE IN FEET ABOVE SEA LEVEL AT TOP OF RAIL. BILOXI DATUM.

STREET OR PUBLIC ROAD } CROSSINGS

PRIVATE CROSSINGS ARE MARKED

OVERHEAD	"	"	Pr.
UNDER GRADE	"	"	O.H.
SPRING SWITCHES	"	"	U.G.
SNOW FENCES	"	"	S
			S.F.

## KEY TO BALLAST CHART

- BROKEN STONE --- [Symbol]
- SLAG --- [Symbol]
- SCREENINGS --- [Symbol]
- GRAVEL --- [Symbol]
- CINDERS --- [Symbol]
- SAND --- [Symbol]
- CHATS --- [Symbol]
- EARTH --- [Symbol]

## EXPLANATIONS

### ABBREVIATIONS USED ON RAIL CHARTS














FR	INDICATES	ILLINOIS	STEEL	CO.	FRICITIONLESS	O. H. PROCESS			
"S"	"	"	"	"	A. S. C. E.	BESSEMER	"	1st. QUALITY	
S. C.	"	"	"	"	COMMON STD.	"	"	"	
SO	"	"	"	"	A. S. C. E.	OPEN HEARTH	"	"	
SOA	"	"	"	"	A. R. A. "A"	"	"	"	
SOA TIT.	"	"	"	"	A. R. A. "A"	"	TITANIUM	"	
T	"	TENN. COAL & IRON.	"	"	A. S. C. E.	"	"	"	
"TA"	"	"	"	"	A. R. A. "A"	"	"	"	
"TC"	"	"	"	"	COMMON STD.	"	"	"	
MBA	"	MARYLAND STEEL	"	"	A. R. A.	BESSEMER	"	MAYARI	
C	"	CARNEGIE	"	"	A. S. C. E.	"	"	"	
CAM. A.	"	CAMBRIA	"	"	A. R. A. "A"	OPEN HEARTH	"	"	
AOA	"	ALGOMA	"	CORP.	A. R. A. "A"	"	"	"	
NOA	"	INLAND	"	"	A. R. A. "A"	"	"	"	
LA	"	LACKAWANA	"	CO.	"	"	"	"	
RI	"	INLAND	"	CORP.	A. R. E. A.	"	"	"	
RS	"	ILLINOIS	"	CO.	A. R. E. A.	"	"	"	
RT	"	TENN. COAL & IRON	"	"	A. R. E. A.	"	"	"	
MI	"	INLAND STEEL	CORP.	"	MANGANESE (INT.)	"	"	"	
MS	"	ILLINOIS	"	CO.	"	"	"	"	
MT	"	TENN. COAL & IRON	"	"	"	"	"	"	
C	CONTROLLED COOL								
N	NORMALIZED								
H	END HARDENED								
W	"	"	(TELEWELD	PROCESS)					
O	"	"	(OXWELD	PROCESS)					

(RR-'34) - Rerolled rail with original date of rolling.  
 (Rel-'34) - Relieved " " " " " "  
 (Swd-'34) - Sawed " " " " " "  
 "Fis" - Fissure

NOTE: Figure 2 used with symbol indicates second quality rail. Example SOA<sub>2</sub>

# EXPLANATIONS

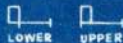
## SIGNAL KEY

AUTOMATIC SIGNALS			INTERLOCKING SIGNALS		
	LOWER QUADRANT	UPPER QUADRANT	MECHANICAL	ELECTRIC	FIXED
 PHANTOM	 HOME	 ABSOLUTE	 HOME	 HOME	 HOME
 SMASH BOARD	 DISTANT	 PERMISSIVE	 DISTANT	 DISTANT	 DISTANT
	 DISTANT				

NOTE : SIGNALS ALWAYS SHOWN IN NORMAL POSITION

WORKING QUADRANTS OF NORMAL DANGER SIGNALS SHOWN

THUS :



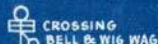
LOWER UPPER



CROSSING GATE



CROSSING BELL



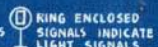
CROSSING BELL & WIG WAG



RING BELL & HALL DISC.



FLASHING LIGHT SIGNALS



RING ENCLOSED SIGNALS INDICATE LIGHT SIGNALS



FLASHING LIGHT SIGNALS WITH STOP DISC.

HIGH WATER MARK SHOWING YEAR AND ELEVATION IN FEET ABOVE SEA LEVEL. BILOXI DATUM. - H. W. M.  
1912  
760'

PIPE CULVERTS SHOULD NOT BE SHOWN IN THIS BOOK.



15 16 17 18 19 20

**BROADVIEW**  
(POP. 14,57)



C.M. & ST. P. R.R.  
3 W

W 15.1 - Conc. Bt. 12' x 14' x 40'-6" - 22' Flow 1918  
 W 15.24 - T.P.G. 15p-20' x 62'8" Conc. Abut. 1914  
 Creo. Tits 1934  
 Over I.H.B.R.R.  
 H.W.M. 1913 655'

W 15.6 - 6' x 7' x 46' 6" x 27' 3"

Conc. Ar. 1897

W 15.7 - 2 Sps. 56' 4"

T.P.G. Conc. Abuts.  
 St. Col. (Sub.) 1918 - H. 14' Roosevelt Rd.

W 15.9 - T.P.G. 33' x 95' 8" Conc. Abut. & St. Col. on Conc. Pk. 1926.  
 over C. & W.C. Ry. Co. W 16.1 - Conc. Sub. 14' x 68' - 1928  
 Mannheim Road

W 16.3 - 2-18' Conc. Slabs, Abuts. & Prs. 1911 over Elec. Ry. H. 14'-6"-Cl.

**OAK RIDGE**  
OAK RIDGE AVE.

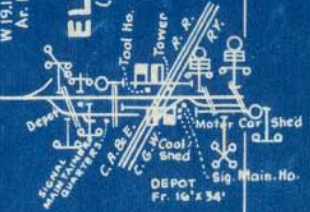
**HILLSIDE**  
(POP. 1080)

DEPOT:  
Fr. 18' x 48'

W 18.0 - SEG. Conc. Ar. 12' x 7' x 19' - 1901  
Cattle Pass & Water Way 11" Flow.

W 19.1 - 12' x 5' x 20' Seg. Conc. Ar. 1905 9' Flow  
**ELMHURST**  
(POP. 18000)

7114 pr. 3 Bell



INTERLOCKER: MECHANICAL  
76 L.F. 32 W.L. 45 L.

112 RS (CH)

1940

112 RS (CH) 1939 112 RS (CH) '39

90 50A '22

20 21 22 23 24 25

H.W.M.  
1913  
671'

W20.9 - T.P.G. on Skew  
14' x 139' - 2-69' 5"  
Spns. IBm. Dk. Conc.  
Sl. Top Conc. Prs.  
& Abuts. 1937

W21.0 - 3' x 3' Sfd. Cir. Sfo.  
Ar. L. 49' - 8' Flow. 1887

W21.05 - T.P.G. 10' x 108' Sfo.  
Abuts. 1921 - Salt Creek

W21.1 - 3' x 3' x 34' S. Cir.  
Sfo. Ar. 7' Flow 1889

H.W.M.  
1913  
665'

H.W.M.  
1913  
705'

H.W.M.  
1913  
691'

H.W.M.  
1913  
691'

H.W.M.  
1913  
696'

H.W.M.  
1913  
727'

# SUBURB HILL

# SOUTH ADDISON

(POP. 37)

W21.03-04-C. & N.W.  
R.R. (5 Trks) over I.C.R.R.  
85' T.P.G. Sp. Sfo. Abts. 1911

W21.03N-D.D. & T.P.G. 1930  
12' x 98' - 1 Pol. O.D. at Each  
End of 70' D.P.G. CREO.P.

W21.8 - Conc. O.H.H.  
22' x 133' 8" 1940  
(Ardmore Ave.)

Lab. Ho.

C.L. 3854'

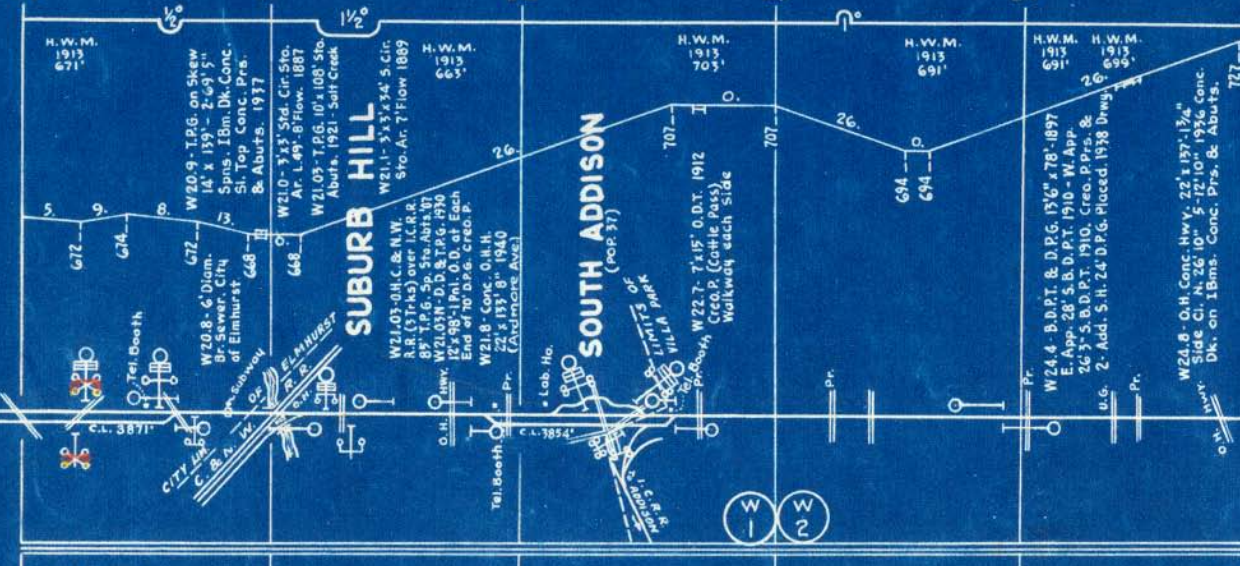
W22.7 - 7' x 15' O.D.T. 1912  
CREO.P. (Cattle Pass)  
Walkway each Side

W24.4 - B.D.P.T. & D.P.G. 13'6" x 78' - 1897  
E. App. 28' S.B.D.P.T. 1910 - W. App.  
26' 3" S.B.D.P.T. 1910, CREO.P.Prs. &  
U.G. 2-Add. S.H. 24' D.P.G. Placed. 1938 Drwy.

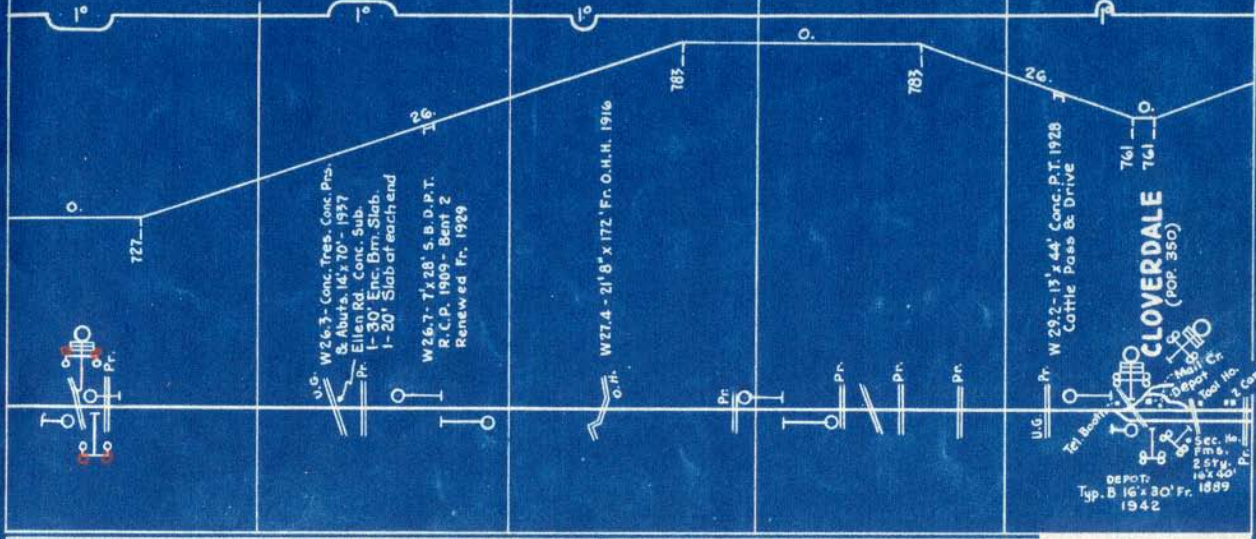
W24.8 - O.H. Conc. Hwy. 22' x 137' - 13/4"  
Slide Cl. N. 26' 10" - 5-12' 10" 1936 Conc.  
Dk. on IBms. Conc. Prs. & Abuts.

112 RS (CH)

1939



25 26 27 28 29 30



W26.3 - Conc. Ties, Conc. Pts.  
& Abuts. 14' x 70' - 1937  
Ellen Rd. Conc. Sub.  
1-30' Enc. Bm. Slab.  
1-20' Slab at each end

W26.7 - 7' x 28' S. B. D. P. T.  
R. C. P. 1909 - Bent 2  
Renewed Fr. 1929

W27.4 - 21' 8" x 172' Fr. O.H.H. 1916

W 29.2 - 15' x 44' Conc. P.T. 1928  
Cattle Pass & Drive

**CLOVERDALE**  
(POP. 350)

DEPOT:  
Typ. B 16' x 30' Fr. 1889

2 Car Bodies

Sec. Ho.  
Fms.  
25Y.  
16' x 40'

Mail Cr.  
Depot Cr.  
Tool Ho.

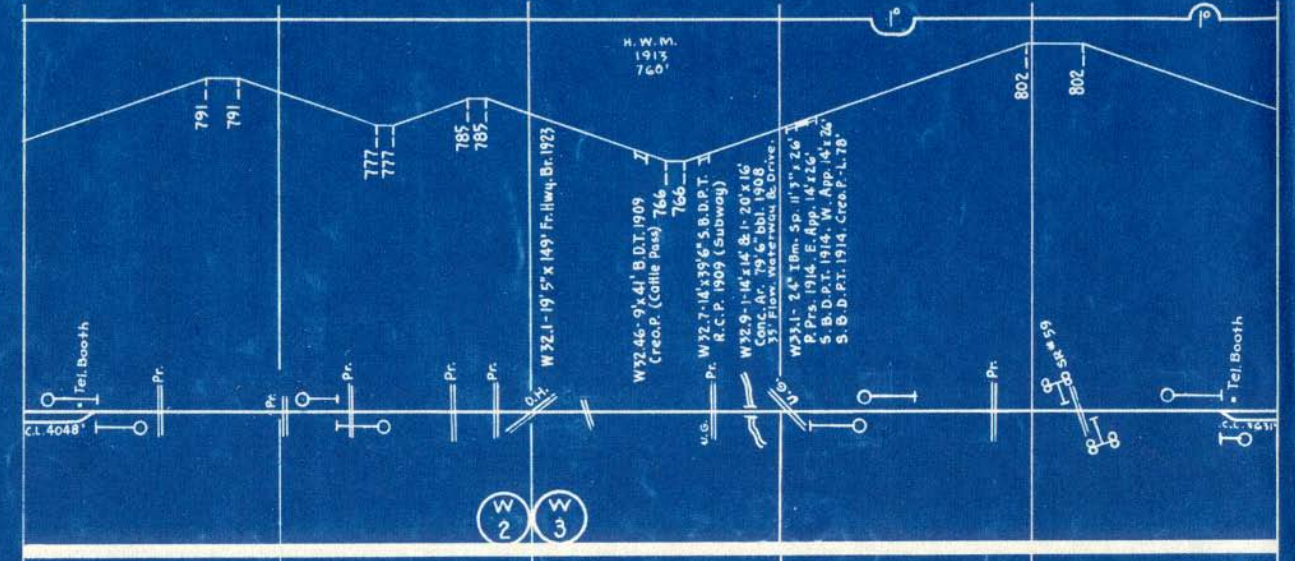
112 RS(CH)

1939

112 RI (c) 1940  
112

1941

30 31 32 33 34 35



112

1941

35 36 37 38 39 40

H.W.M. 1913 760' 25.

H.W.M. 1913 750'

H.W.M. 1913 697'

TANK: 20' x 30' H.W.M. 100,000 gal. 1907 1913 Wood. Elec. Pump 732' Supply-Well

MUNGER (POP. 25)

W35.8 - E.J.&E.-OH Cl. 17' 9" Side: 7 1/2" S. 8 1/2' 20' N. L. 42' - 1910 St. Abuts. 758

ELGIN JCT.

W37.5 - Conc. O.H.H. 21' 3" x 447" 11" - 1939 C. & N.W. (Co. H.)

W37.6 - 75' T.P.G. - O.H. 21' 3" O.H. Cl. - Side Cl. - S. 8 1/2' N. 23' 9" Conc. Abuts - 1907 (over C.&A.E.)

W37.7 - Pony Tr. O.H. - C. & N.W. - 1887 L. 86' 8" - 11.20' 9" Side Cl. 5.7' 2" N. 18' 11" W. 37.8 - 4' 6" x 27' O.D. Creop. P. - 1918

W58.9 - 46' 6" x 527' 6" 6.3 ps. Dr. Riv. Ts. 07' 11" 3 Trs per sp. Center Ts. 1921 - Outside Tr. 1931. Ste. Pns. & Abuts.

W39.0 SO. D. P.T. Creop. P. 12' 8" x 55' 6" 1938 - (Driveway)

COLEMAN (POP. 20)

W39.1 - T. Pin Sp. 95' 8" O.H.H. 20' 10" O.H. Cl. 1900 Creop. Fr. br. Seats 1991

2 5 1/4' 18' x 48' R. Part 5 R. 3. W. = 9' = 1911

W39.8 - 8' x 8' x 60' 9" Conc. Ar. - 22' Flow - 1911

DEPOT: Tap. B 16' x 50' 1942

Agri. Ho. Depot - Tap. B Tel. Booth

Car Repairmans Ho.

DU PAGE CO. KANE CO.

C. & A. & E. CO.

D. L. O. HWY. CO. H.

R. R. CO. H.

Elgin - St. Charles Rd.

R. V. Fox

A. E. & S. T. Co. (U.G. Crp.) Tool Ho. Pump Ho. Tel. Booth Depot

C.L. 3542'

112

1941 112 RS CH

1942

40 41 42 43 44 45

W 40.1 - 8' Cl. x 7' 10" Conc. Sl., Conc. Abt. 1914  
(Cattle Pass)

W 40.2 - 4' x 5' 6" x 82' Sto. Ar. 30' Flow.

W 40.3 - 8' x 11' 8" Conc. Dk. 14' L. 15' Flow - 1915

W 40.07 - B. D. & IBm. Sub. 14' 1" Cl. x 82' 1932  
32' IBms. on Creo. P. Prs. B. D. E. 26'  
W. 23' 3" (Subway)

H.W.M.  
1913  
741'

W 41.0 - 21' 1" x 132' O.H.H. F.T.  
Side Cl. 5.12.8" - N. 9' 6" - 1922  
Creo. Dk. Plank 1939

### YOUNGSDALE

(POP. 55)

W 42.4 - 12' x 20' Waterway  
Conc. Ar. 30' Flow.  
14' x 14' Cattle Pass. 30' Fl.  
46' 6" L. 1903

H.W.M.  
1913  
778'

W 42.6 - 12' 6" Cl. x 59' S.B.  
D.T. Creo. P. 1909 - 1924  
(Subway)

W 42.9 - 10' Cl. x 57' S.B.D.T.  
1909 (Sub.) R.C. &  
Creo. P.

H.W.M.  
1913  
790'

W 43.3 - IBms. 1-30' 5p. 1937  
Sto. Abt. 1887 - 15' 7" Cl.  
Subw. Creo. Ties.

W 43.5 - 40' S.B.D.T.  
7' 6" Cl. H. - Creo. 1942  
(Cattle Pass)

### BOWES

(POP. 20)

Pn. W 44.9 - 21' 6" x 100' Fr. Hwy. 1924  
Side Cl. 9' 6" Pr. O.H. Cross.

u.g.

Pr

W  
3

W  
4

798

C.L. 3996'

798

Tel. Booth

Pr

u.g. Pr

u.g. Pr

Pr

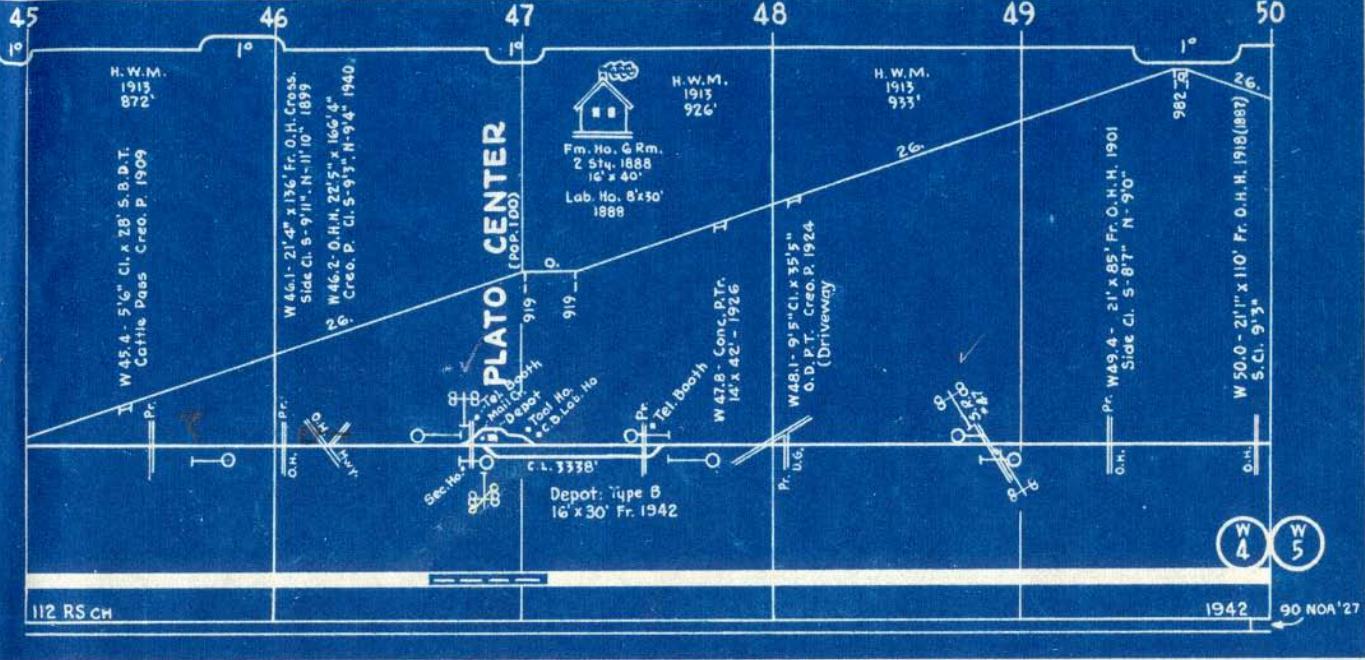
Tool Ho.

519 - Merr. Ho.  
Tel. Booth

O.H.

112 RS CH

1942



H. W. M.  
1913  
872'

W 45.4 - 5'6" Cl. x 28' S. B. D. T.  
Cattle Pass Creo. P. 1909

46

W 46.1 - 21'4" x 136' Fr. O. H. Cross.  
Side Cl. 5-9'11" N-11'10" 1899

W 46.2 - O. H. H. 22'5" x 166'4"  
Creo. P. Cl. 5-9'3" N-9'4" 1940

# PLATO CENTER

(Pop. 1,000)



Fm. Ho. & Rm.  
2 Stq. 1888  
16' x 40'  
Lab. Ho. 8' x 50'  
1888

H. W. M.  
1913  
926'

48

W 47.8 - Conc. P. Tr.  
14' x 42' - 1926

W 48.1 - 9'5" Cl. x 35'5"  
O. D. P. T. Creo. P. 1924  
(Driveway)

H. W. M.  
1913  
933'

49

Pr. W 49.4 - 21' x 85' Fr. O. H. H. 1901  
Side Cl. 5-8'7" N-9'0"

50

982'

W 50.0 - 21'1" x 110' Fr. O. H. H. 1918 (1887)  
S. Cl. 9'3"



Depot: Type B  
16' x 30' Fr. 1942

Sec. Ho.

C. L. 3338'

Pr. U. G.



112 RS CH

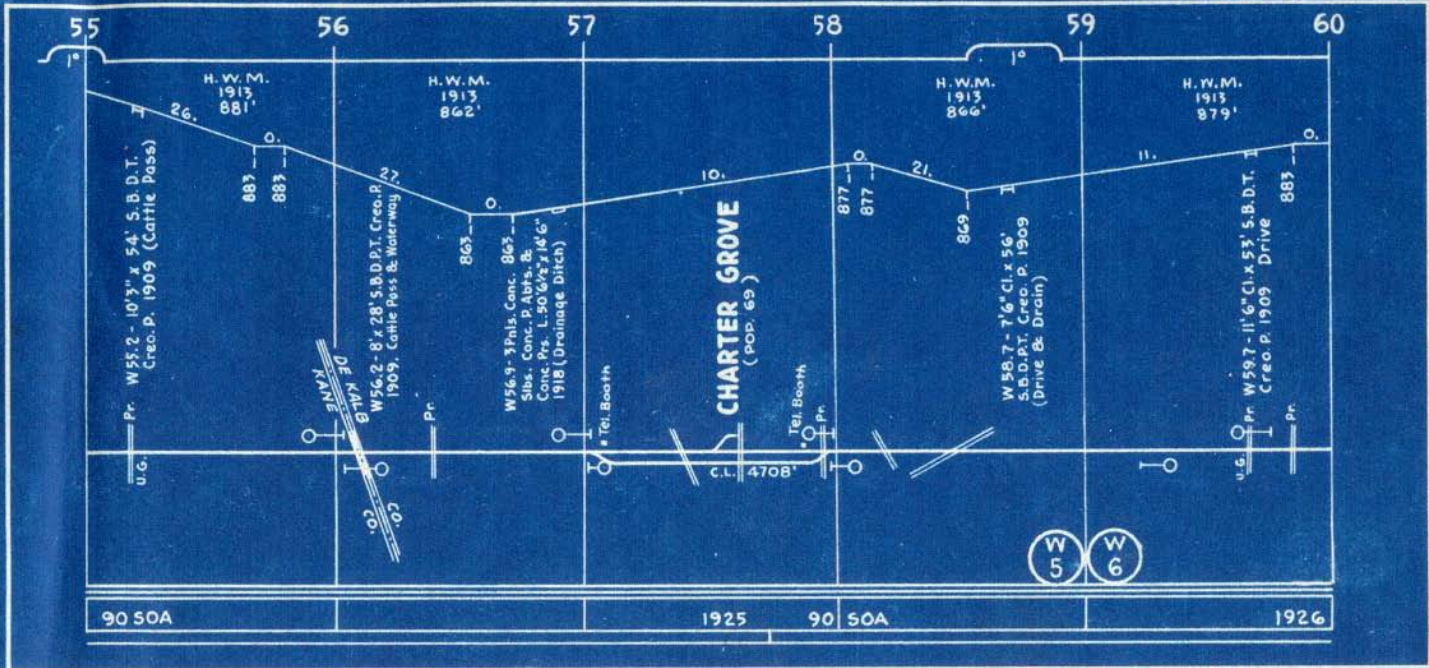
W 4 W 5

1942

90 NOA' 27







60 61 62 63 64 65

O.H.  
 Pr. W60.0-21'8" x 110' O.H.H. Br. 883-  
 St.L. & Fr. Bents - 1909, Rebuilt 1928  
 Side Cl. - 5-8", N-10'  
 W 60.3- O.H.H. 21'9" x 186'5" Creo. P.  
 1 Sp. 37'10" 1Bms. Side Cl.  
 S-8'10", N-9'3", 1940  
 W 60.5- 5' x 14' B. D. P. T.  
 Creo. P. 1937

Pr.  
 W 60.8- O.H.H. Conc. Dr.  
 22' x 139' - 1926  
 Side Cl: N-23'11"-S-9'11"



### GENOA (POP. 1290)

W 61.7- Inc. 1Bm  
 Sl. 6-20'-18'-95"  
 Bms. Conc. Abts.  
 13'6" Cl. (Pr. Drive)

Depot: Typ. A,  
 16' x 36' Fr.  
 1942

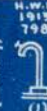
U.G.  
 C.M. ST. P. & A.  
 R. P.

W 62.2- 21'1" x 160' 976"  
 10 P. G. 34'4" x 17' P. G. 73'6"  
 Inc. 1Bm. 1-10' R. G. 35'3" 616"  
 Z.T.P. G. 18' 5/8" on Skew.  
 (Over C.M. St. P. & P.R.R.)  
 Conc. Mas. 1921, Conc. Dk.

829  
 TANK: 25' x 28' 8"  
 Steel 100,000 gal.  
 Elec. Pumps  
 Sup. Crk. & Well  
 1911



W 62.6- 2-20' 1Bm. Sps. Conc.  
 Pr. & Abts. 14' x 40' Walkway  
 each side. (Subway)



H.W.M.  
 1915  
 798'

### HART

W 62.15- 20'8" x 169' B. D. & D. P. G.  
 (Sub.) 1932. 1-63'3" D.P.G. on  
 Creo. P. Prs. B.D. E-52, W-52.7"

801  
 W 63.2- 16' x 174' S. B. D. P. T.  
 Creo. P. 1911 - 1918 (2)

801  
 W 63.4- 10' x 16' Conc. Sl. on  
 Sps. & Conc. Abts. 1914-1918  
 (2 Trks)

W 63.6- 9'9" x 28' S. B. D. P. T.  
 R. C. P. 1909

C.OALING FACILITIES:  
 Auto. Bucket Elect.  
 4 Pkfs. - 300 T. Cap.  
 2 Trks. 1916.



819



90 SOA

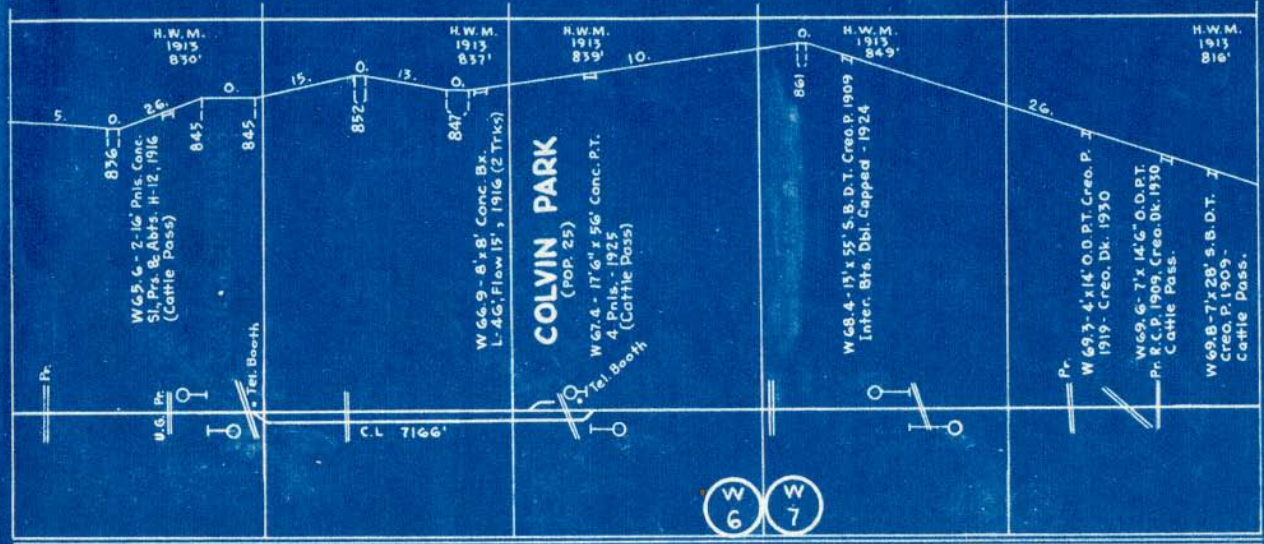
1926

90 SOA

1925 90 SOA

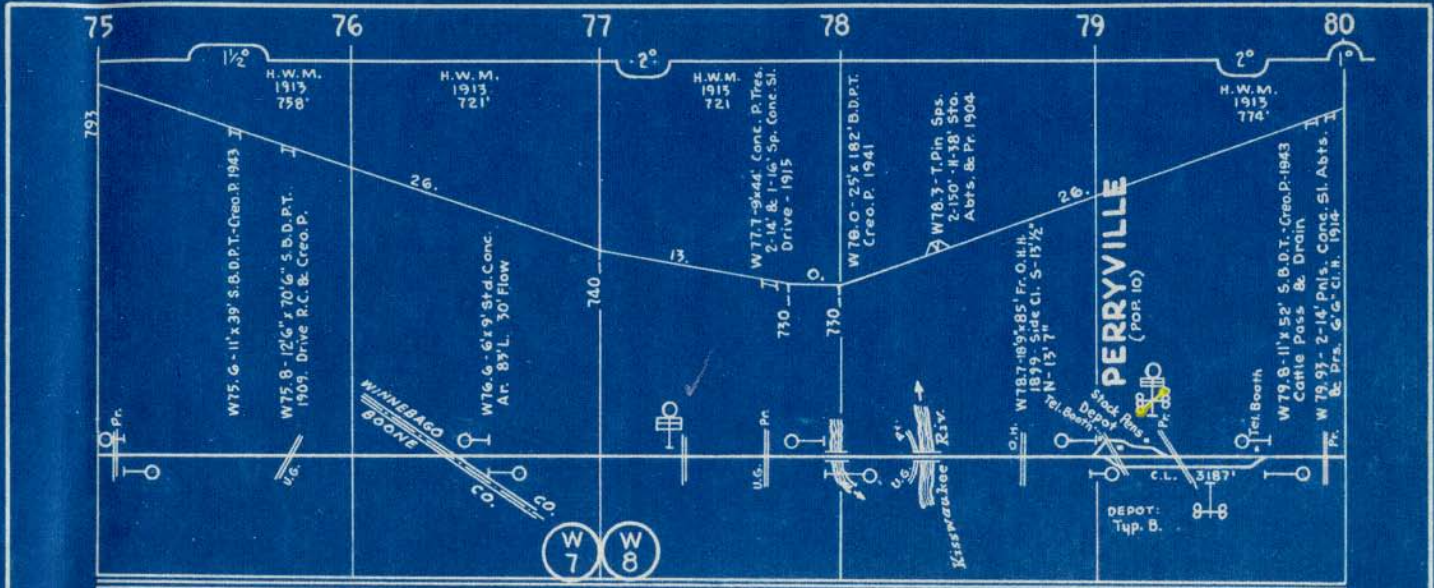
90-NOA-1927  
1924

65 66 67 68 69 70

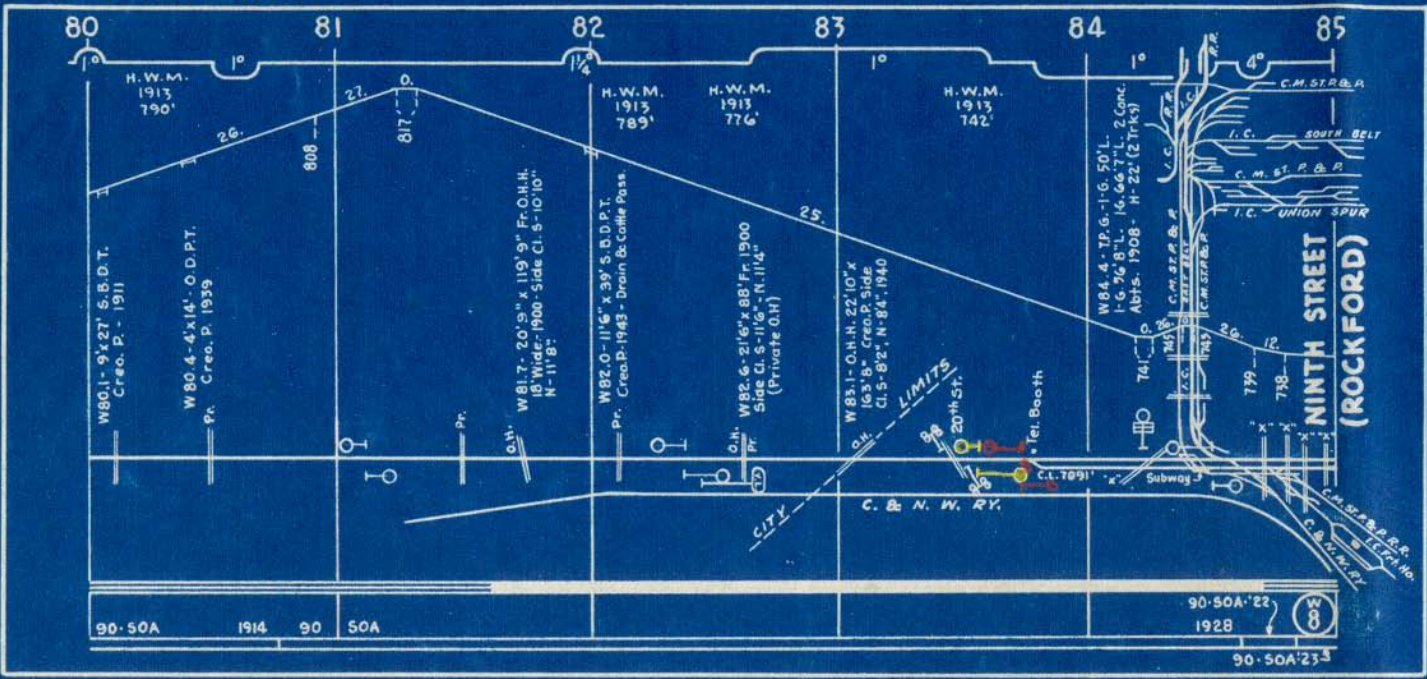


90 NOA 1927





90-50A	1928	90-7A, Rel. '33	90-50A	1928	90-50A-M
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90.50A

1914

90

50A

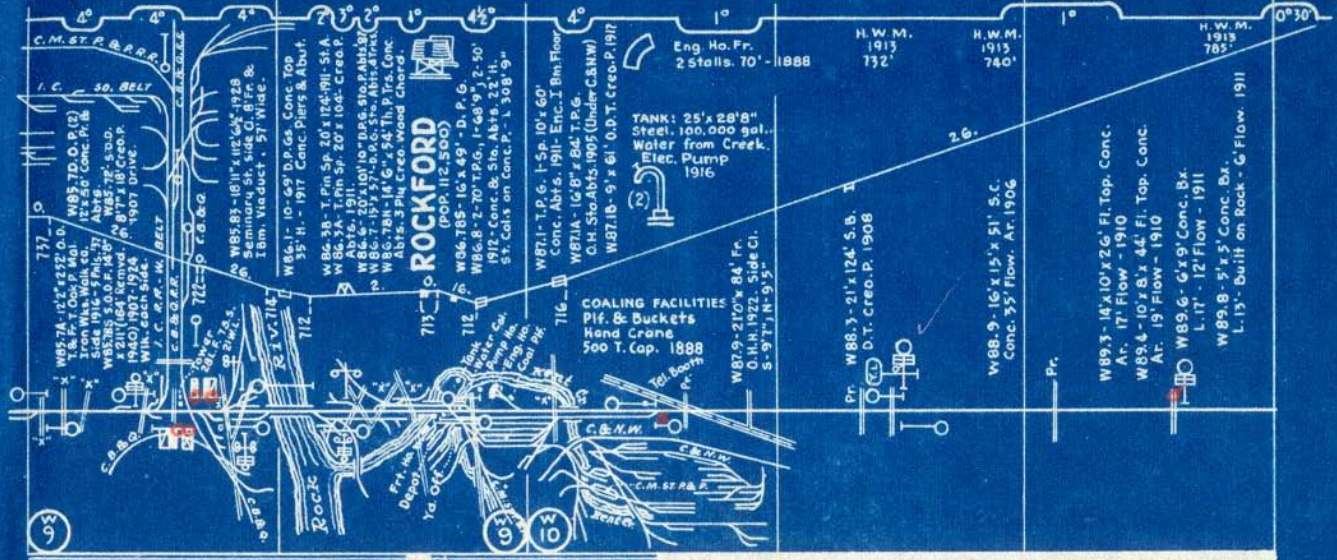
90.50A'22

1928

90.50A'23

W 80

85 86 87 88 89 90



**ROCKFORD**  
(POP. 112,500)

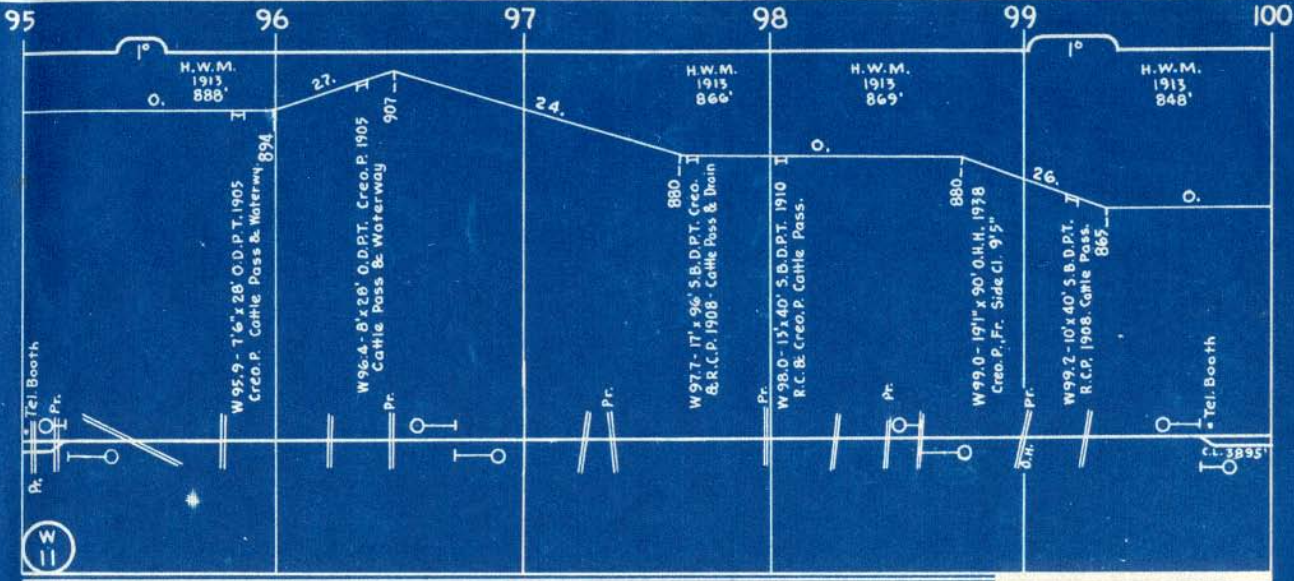
**COALING FACILITIES**  
Plf. & Buckets  
Hand Crane  
500 T. Cap. 1888

**TANK: 25' x 28' 8"**  
Steel. 100,000 gal.  
Water from Creek.  
Elec. Pump  
1916

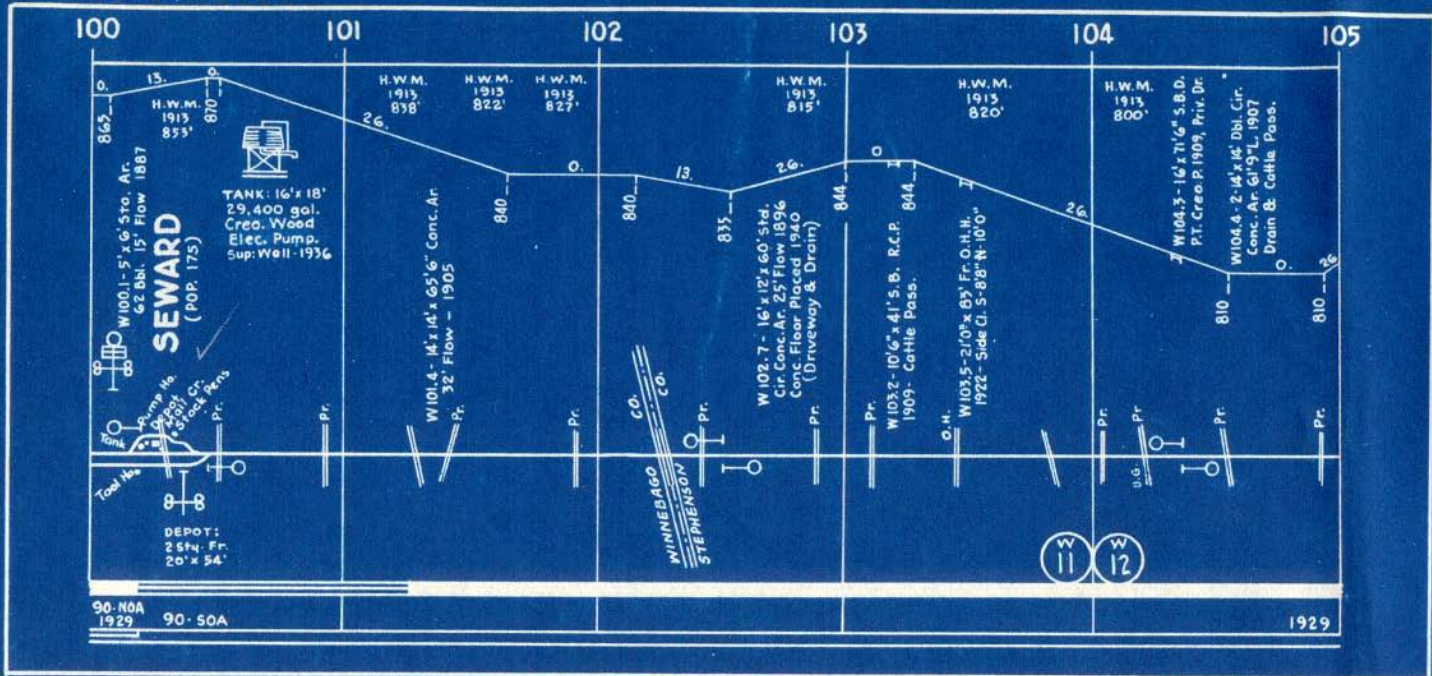
90-50A	90-50A	90-50A	90-50A	90-50A	90-50A	90-50A	90-50A	90-50A
1913	1919	1923	1928	1919	1923	1933	1928	1928
1923	1919	1923	1928	1919	1923	1933	1928	1928
1923	1919	1923	1928	1919	1923	1933	1928	1928







90-50A	1928	90-NOA	1929	90-50A	1929	90-NOA	1929
90-50A-1929							



105 106 107 108 109 110

H.W.M.  
1935  
812'

26.

840

**EVARTS**  
(POP. 18)

W 106.37 - 2-19' Conc. Sl. Sps. on 3  
Conc. Pts. 14' Pnls. Conc. P. Tres.  
Main & Side Trk. Subway - 1918.



6 5 2  
x 5 2  
4 3 2

W 106.4 - 9' x 28' S.B.D. (2 Trk.)  
R.C.P. - 1908 (Cattle Pass)  
Walkway So. Side

• Tel. Booth

• Sec. Ho.

Pr. Tel. Booth

O.H. Pr.

Tool Ho.  
2295 12

U.G.

W 107.0 - 22 1/2" x 86' Fr. O.H.H.  
Side Cl., 5-11' 9", N-12' 9", 1900

H.W.M.  
1913  
800'

U.G. Pr. W 107.6 - 13' x 54' S.B.D. T. Creo. P.  
1911 - (Cattle Pass)

U.G. W 107.76 - D.P.G. 15p. 31' 2 1/2" L.  
Conc. Abut. S. Skew Sp.

U.G. Pr. 12' 3" Cl. 94' 16' 8" Bms. Ea. End. T.  
& Creo. P. 1909

Pr. W 108.1 - 9' x 28' S.B.D. T.  
Pr. Creo. P. 1909 - (Cattle Pass)

Pr.

Pr.

H.W.M.  
1913  
784'

H.W.M.  
1913  
784'

U.G.

W 108.5 - 9' x 28' S.B.D.  
Creo. P. 1941 - Drwy.

W 108.9 - 18' x 73' 3/4" Conc.  
Tr. 1927 - 21' Rd. Opening

H.W.M.  
1913  
768'

W 109.4 - 23' x 136' S.B.D. T.  
Creo. P. 1908 - Drain &  
Cattle Pass.

26.

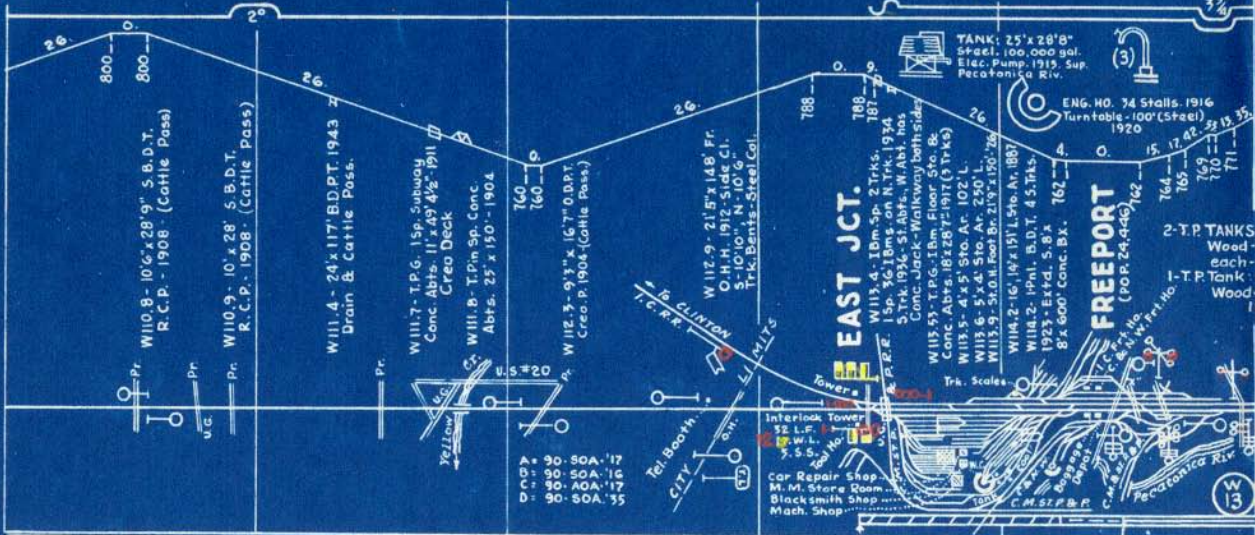
H.W.M.  
1913  
754'

90 - 50A

1929 90 50A

1930

110 111 112 113 114 115



90. SOA

W 12 W 13

90 NOA 126 90 SOA 1926 90 AOA 16 A B 90 SOA 35 90 SOA 1926 E.B.

1930 90 SOA 1926 C D 90 SOA 1926 W.B.

FREEMPT 2ND MAIN MADISON DIST.

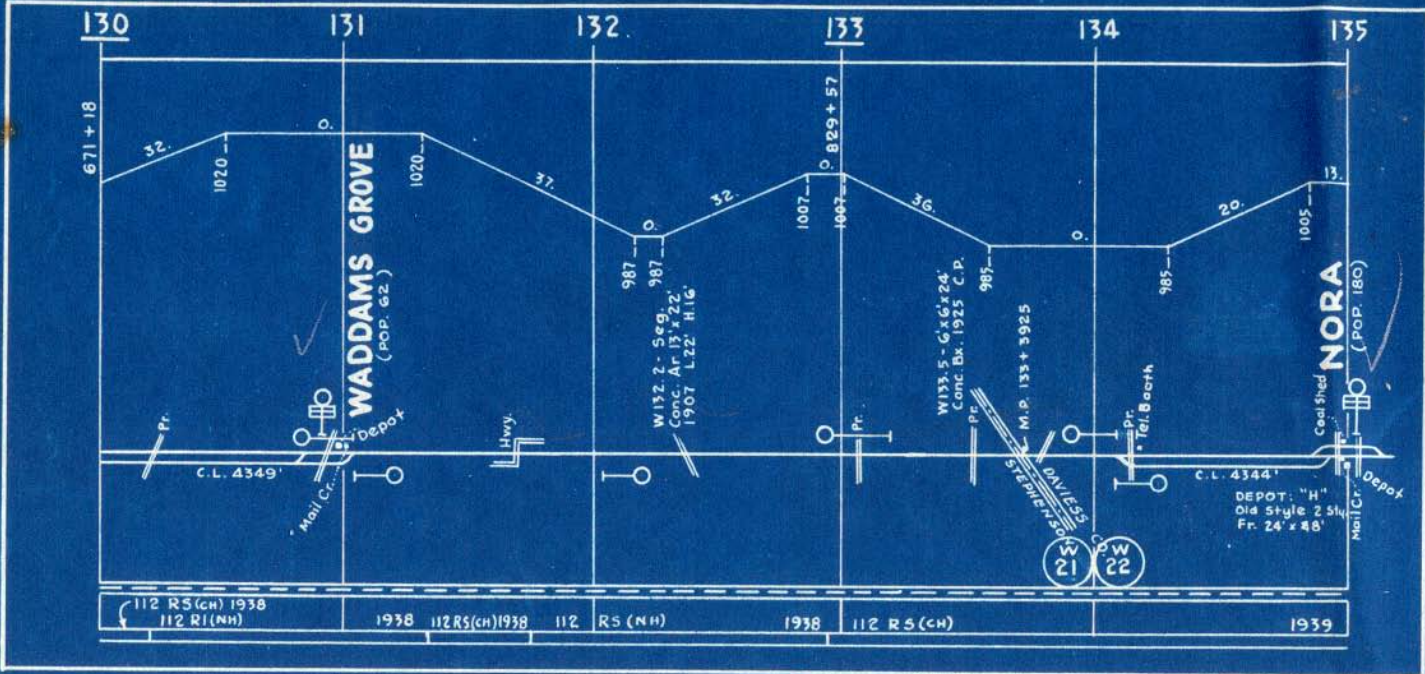
AMBLY DIST. 113.40 113.46 EAST JCT.

114+30

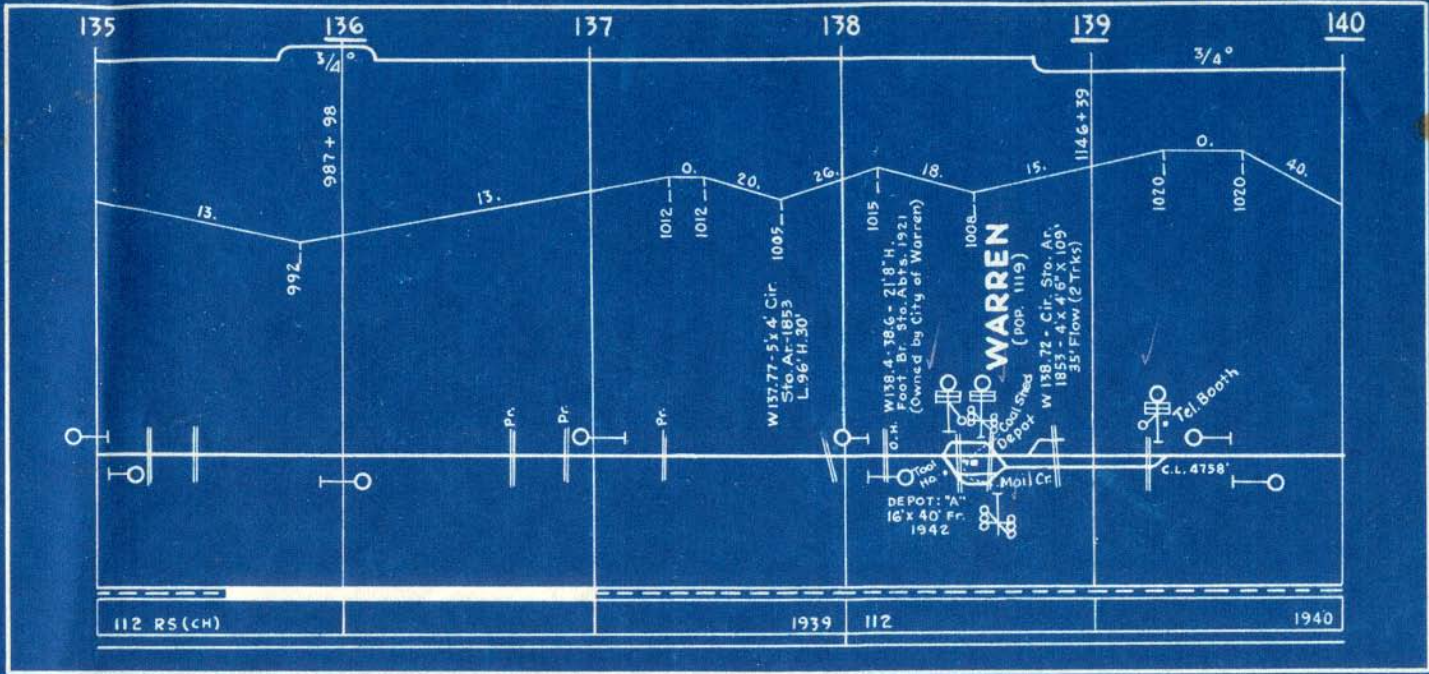










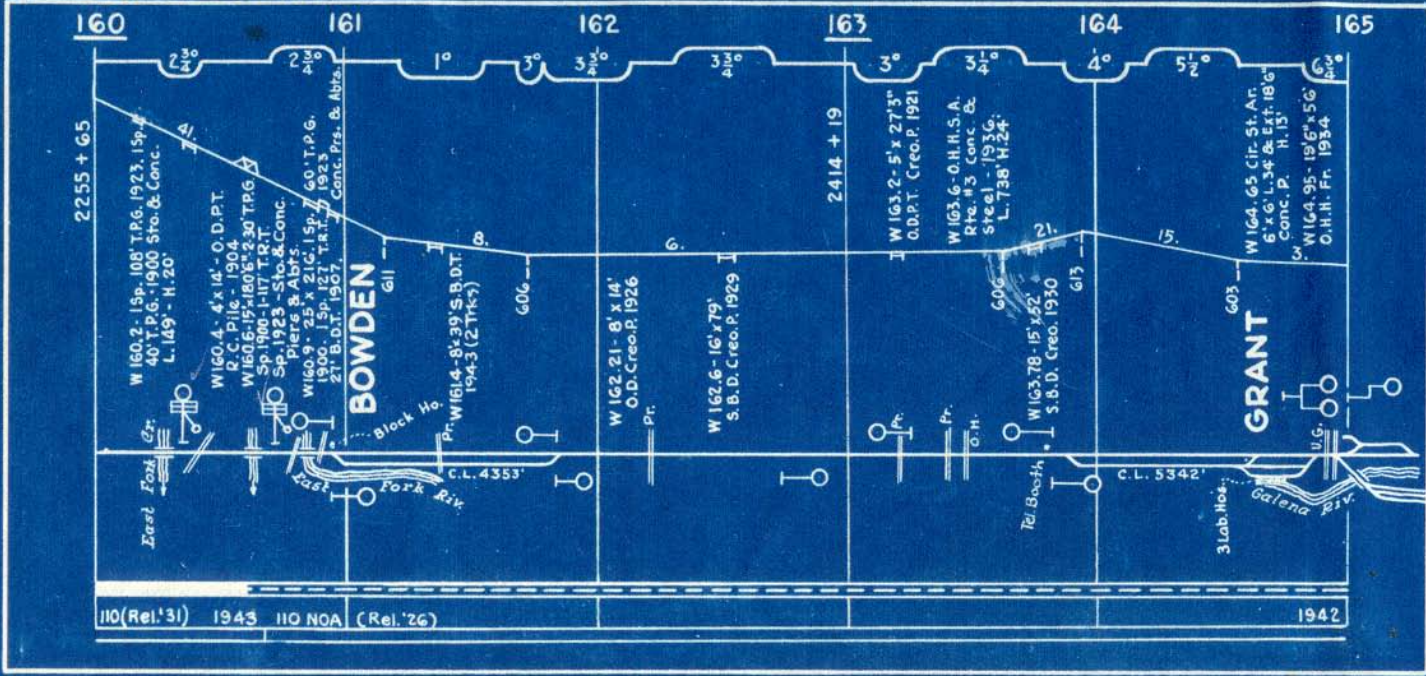


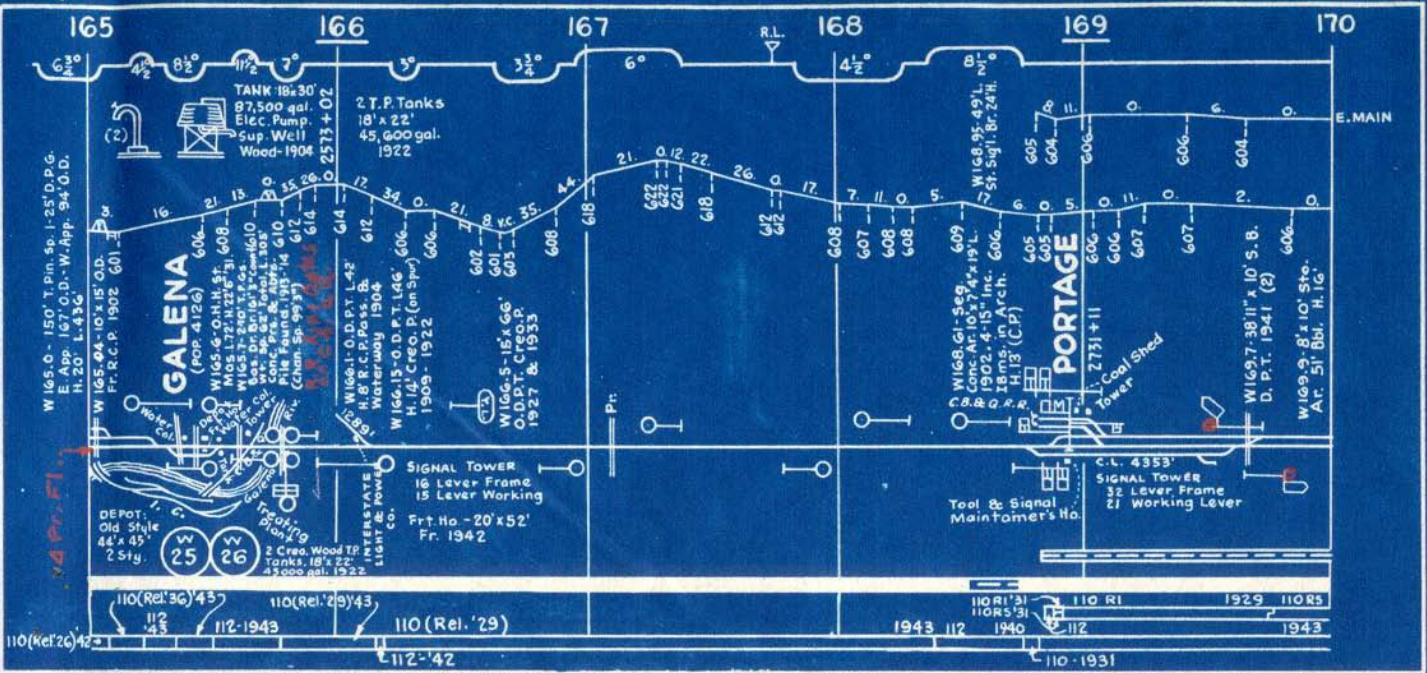


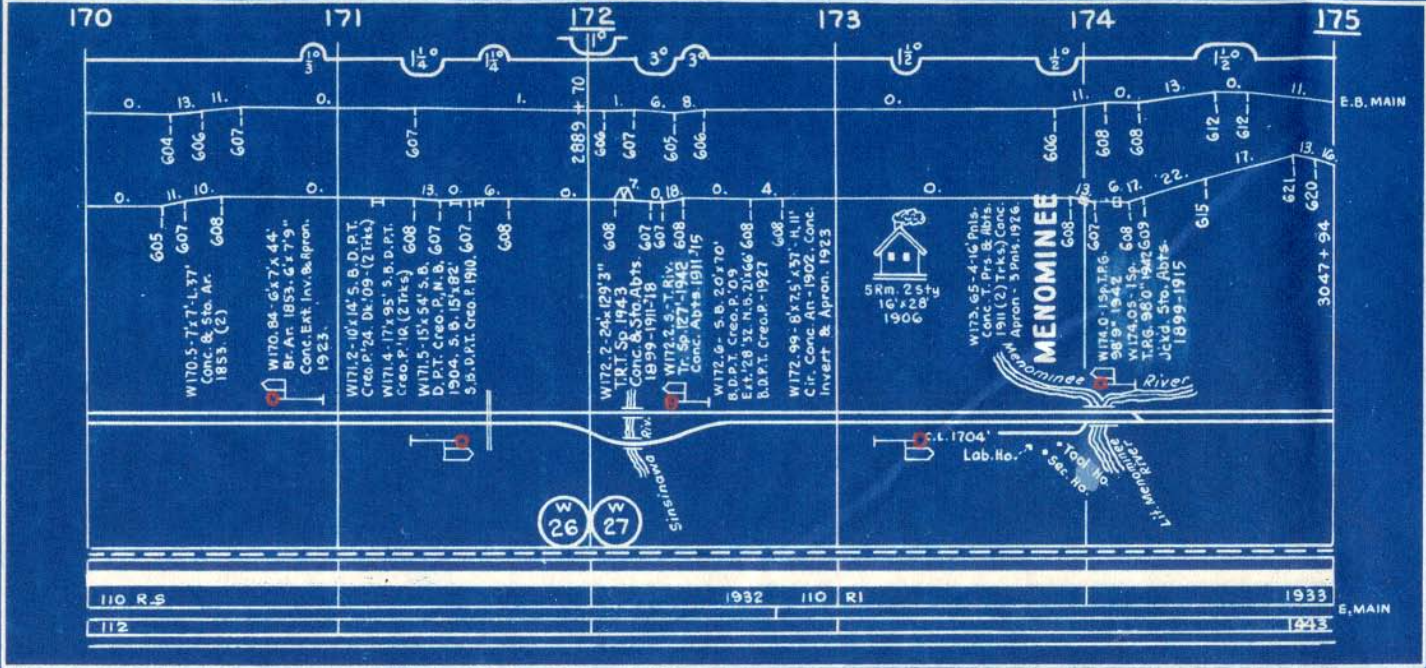










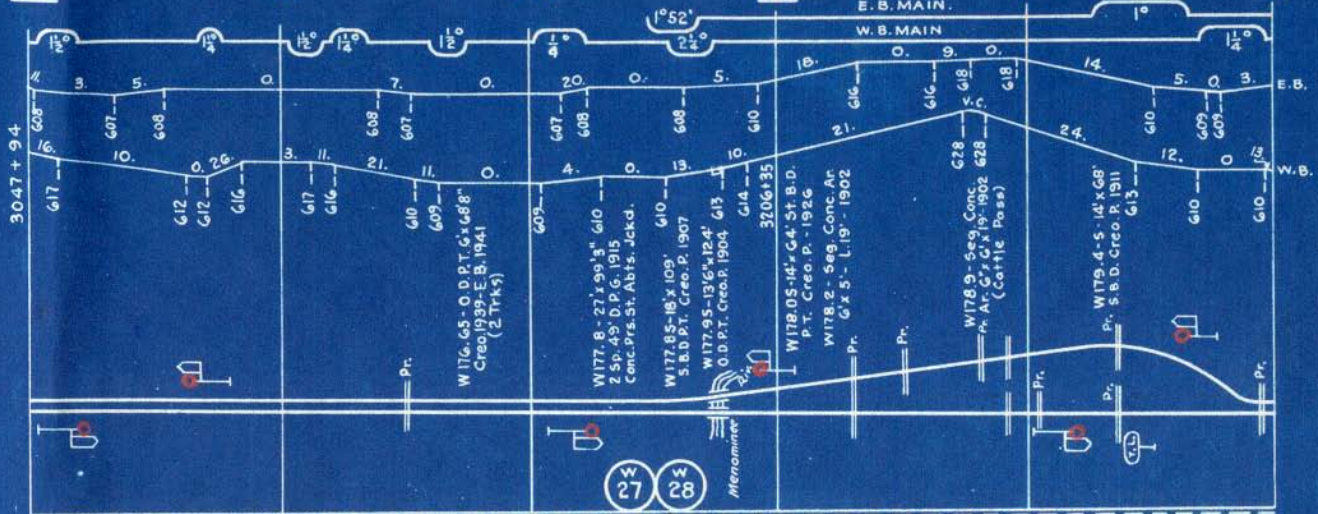


E. B. MAIN

E. MAIN



175 176 177 178 179 180



3047 + 94

W 27 W 28

Menominee

W 116.65 - O.D.P.T. 6' x 68' 8"  
 2 Sp. 49' D.P.G. 1915  
 Conc. Prs. St. Abfs. Jckd.  
 (2 Trks)

W 177.8 - 27' x 99' 3" 610  
 2 Sp. 49' D.P.G. 1915  
 Conc. Prs. St. Abfs. Jckd.

W 177.85 - 18' x 109'  
 S.B.D.P.T. Creo. P. 1907

W 177.95 - 13' 6" x 124'  
 O.D.P.T. Creo. P. 1904

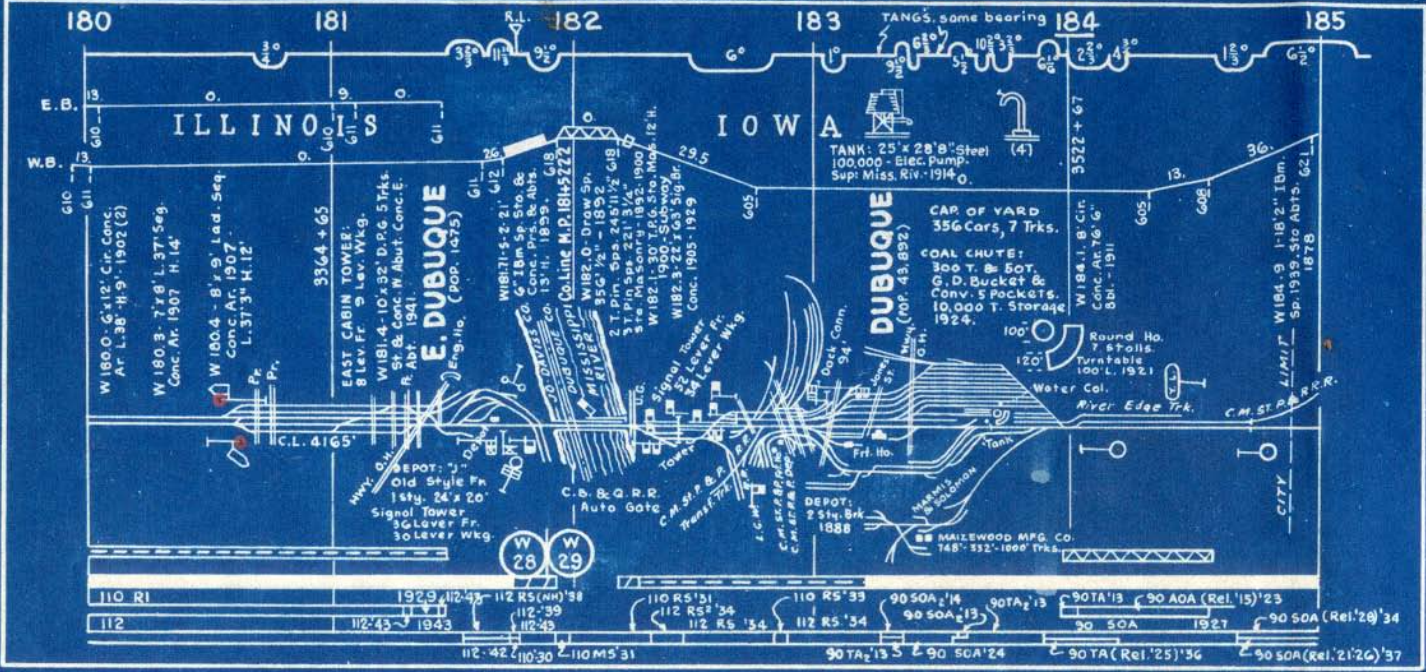
W 178.05 - 14' x 64' St. B.D.  
 P.T. Creo. P. 1926

W 178.2 - 569' Conc. Ar.  
 6' x 5' - L. 19' - 1902

W 178.9 - 569' Conc.  
 Pr. Ar. 6' x 19' - 1902

W 179.4 - 5 - 14' x 68'  
 Pr. S.B.D. Creo. P. 1911

110 RI 1933 112 R5 CH '41 112 R5 CH 1939 110 RI '30 110 RI '35 110 RI 1929  
 112 110 RI '30 1943



ILLINOIS

IOWA

**E. DUBUQUE**  
Eng. Ho. (POP. 1475)

**DUBUQUE**  
(POP. 43,892)

W 180.0 - 6' x 12' Cir. Conc.  
Ar L. 38' - H. 9' - 1902 (2)

W 180.3 - 7' x 8' L. 37' Seg.  
Conc. Ar. 1907 H. 14'

W 180.4 - 8' x 9' Lad. Seg.  
Conc. Ar. 1907  
L. 37' 3" H. 12'

EAST CABIN TOWER:  
8 Lev. Fr. 9 Lev. Wkg.

W 181.4 - 10' x 32' D.P.G. 5 Trks.  
St. & Conc. W. Abut. Conc. E.  
R. Abt. 1941

W 181.71 - 5' - 2' 21"  
6' 18m Sp. Sto. &  
Conc. Prs. & Abts.  
C. 13' H. 1859. C. 18

MISSISSIPPI  
RIVER  
W 182.0 - Draw Sp.  
356' 1/2" - 1852  
2 T. Pin. Sps. 245 1/2' G. 18  
3 T. Pin. Sp. - 221' 3 1/2"  
Site. Masonry - 1892, 1900  
W 182.1 - 30' T.P.G. Sto. Mak. 12 H.

W 182.3 - 22' x 63' 5 1/8' Br.  
Conc. 1905 - 1929

TANK: 25' x 28' 8" Steel  
100,000 - Elec. Pump  
Sup: Miss. Riv. - 1914

CAP OF YARD  
356 Cars, 7 Trks.  
COAL CHUTE:  
300 T. & 50T.  
C. D. Bucket &  
Conv. 5 Pockets.  
10,000 T. Storage  
1924.

W 184.1 - B' Cir.  
Conc. Ar. 76' 6"  
Bbl. - 1911

Round Ho.  
7 Stalls.  
Turntable  
100' L. 1921

W 184.9 - 1-18' 2" I.D.M.  
Sp. 1935, Sto Abts.  
1878

C.M. ST. P. & P. R.R.

CITY

110 RI

112

1929

1943

112 R5 (NH) '38

112 R5 '34

112 R5 '34

112 R5 '34

112 R5 '34

112 R5 '34

90 SOA '14

90 SOA '13

90 TA '13

90 AOA (Rel. '15) '23

90 SOA

1927

90 SOA (Rel. '20) '34

90 TA '13

90 SOA '24

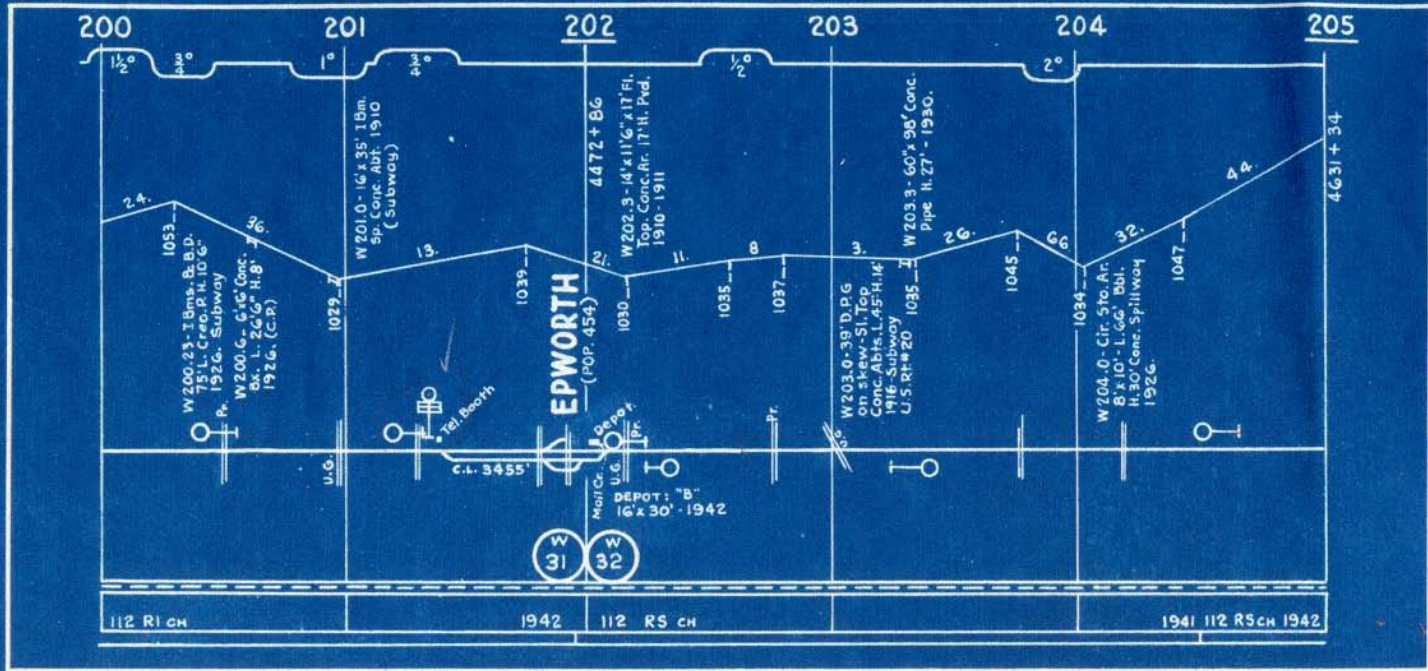
90 TA (Rel. '25) '36

90 SOA (Rel. '21'26) '37

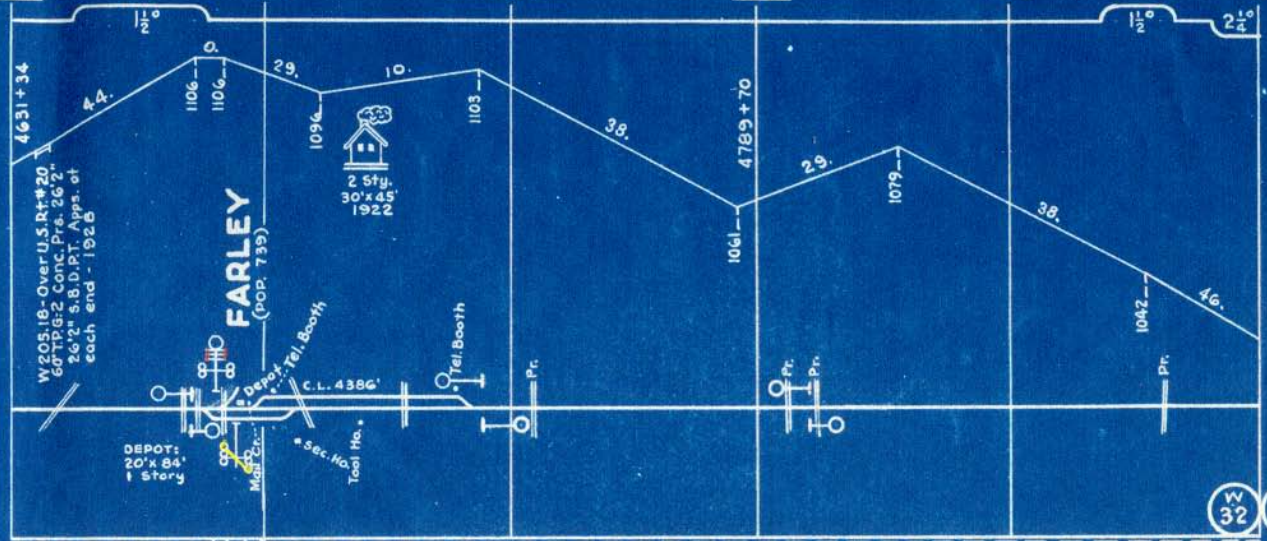








205                      206                      207                      208                      209                      210



112 RS Ch

1942 112

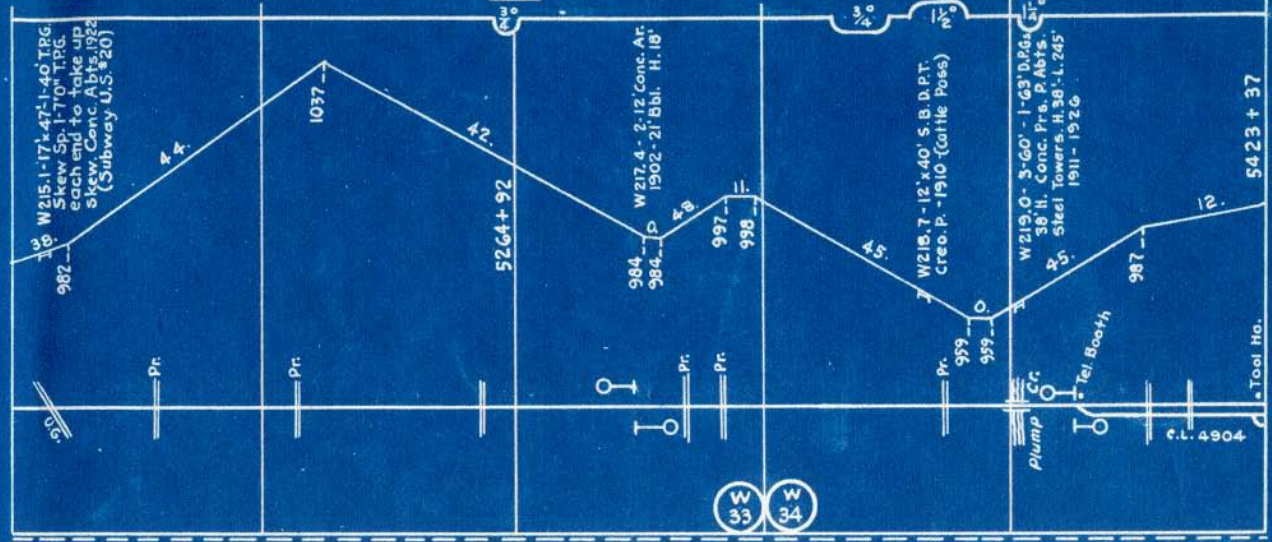
1941

W 32      W 33



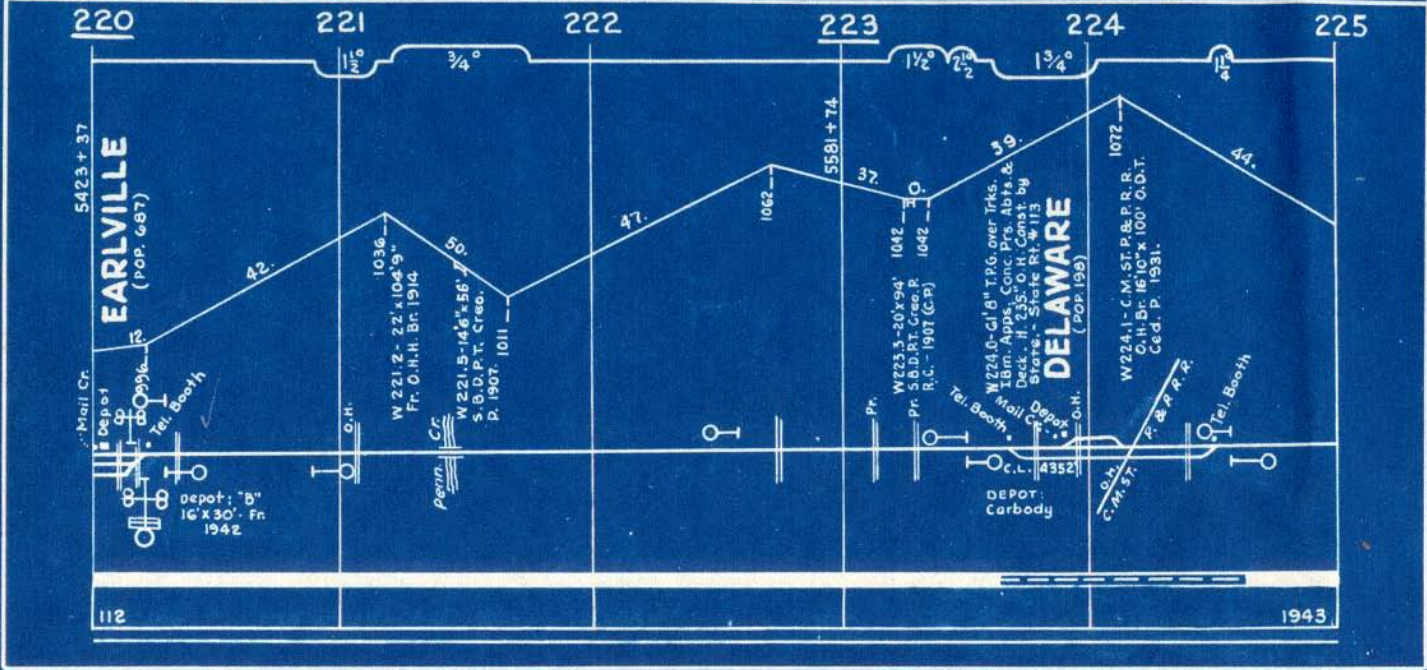


215                      216                      217                      218                      219                      220



W 33      W 34

112 RS ch                      1942 112                      1940 112 (Rel. 14-'20)' 35 1943



220

221

222

223

224

225

5423 + 37

**EARLVILLE**  
(POP. 687)

Mail Cr.

Depot

9996

Tel. Booth

Depot: "B"  
16' x 30'. Fn.  
1942

42.

1036

W 221.2 - 22' x 104' 9"  
Fr. O.H.H. Br. 1914.

Penn. Cr.

50.

W 221.5 - 14' 6" x 56'  
S.B.D.P.T. Crea. P.  
P. 1907. 1011

47.

1062

223

5581 + 74

37.

W 223.3 - 20' x 94'  
S.B.D.P.T. Crea. P.  
R.C. - 1907 (C.P)

1042

1042

Pr.

Tel. Booth

Mail Cr.

Depot

C.L. 4352

39.

W 224.0 - 61' 8" T.P.G. over Trks.  
18m. Apps. Conc. Prs. Abts. &  
Deck. fl. 235". O.H. Const. by  
State. - State Rt. #113

**DELAWARE**  
(POP. 198)

C.M. ST.  
R. & P.R.R.

1072

W 224.1 - C.M. ST. P. & P.R.R.  
O.H. Br. 16' 10" x 100'. O.D.T.  
Ced. P. 1931.

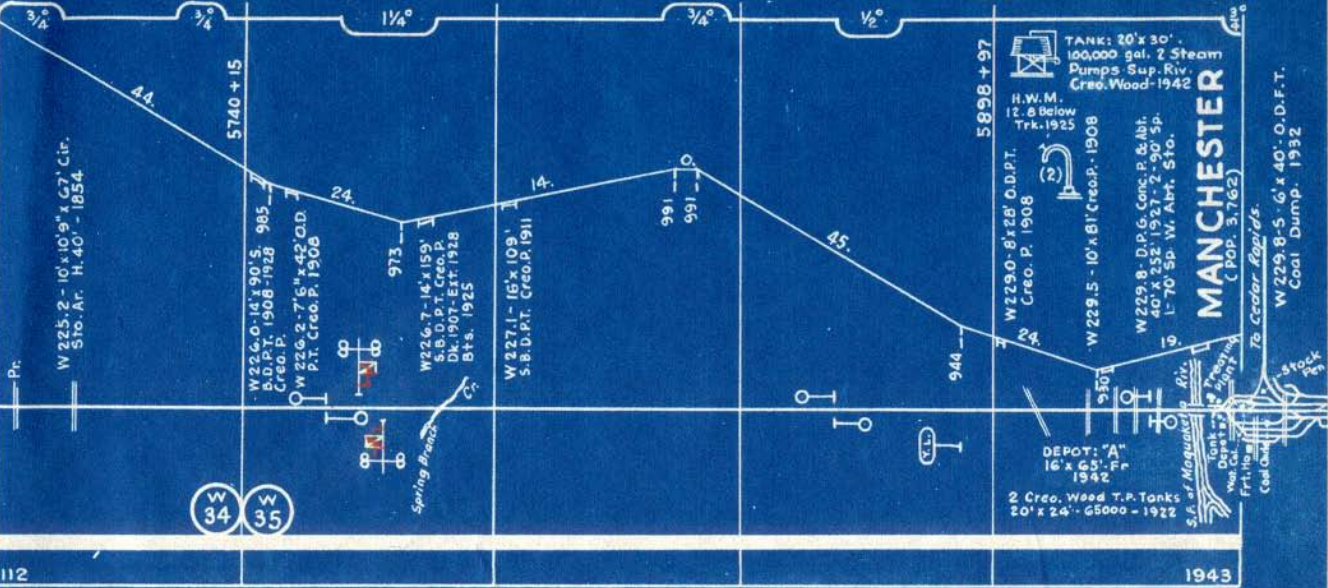
Tel. Booth

44.

112

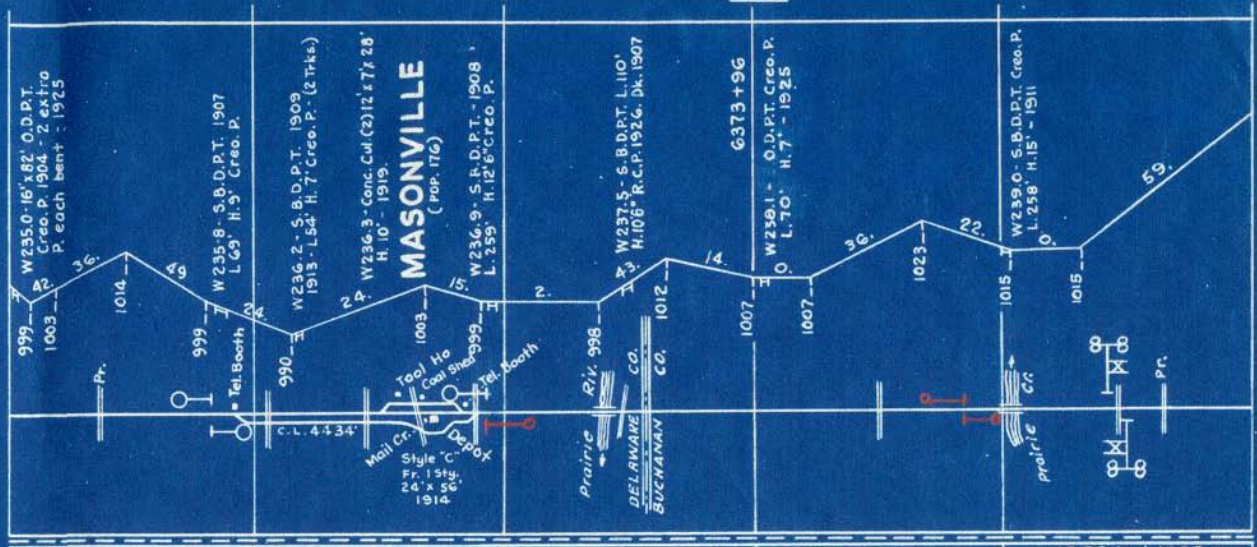
1943

225                      226                      227                      228                      229                      230





235 236 237 238 239 240



**MASONVILLE**  
(POP. 176)

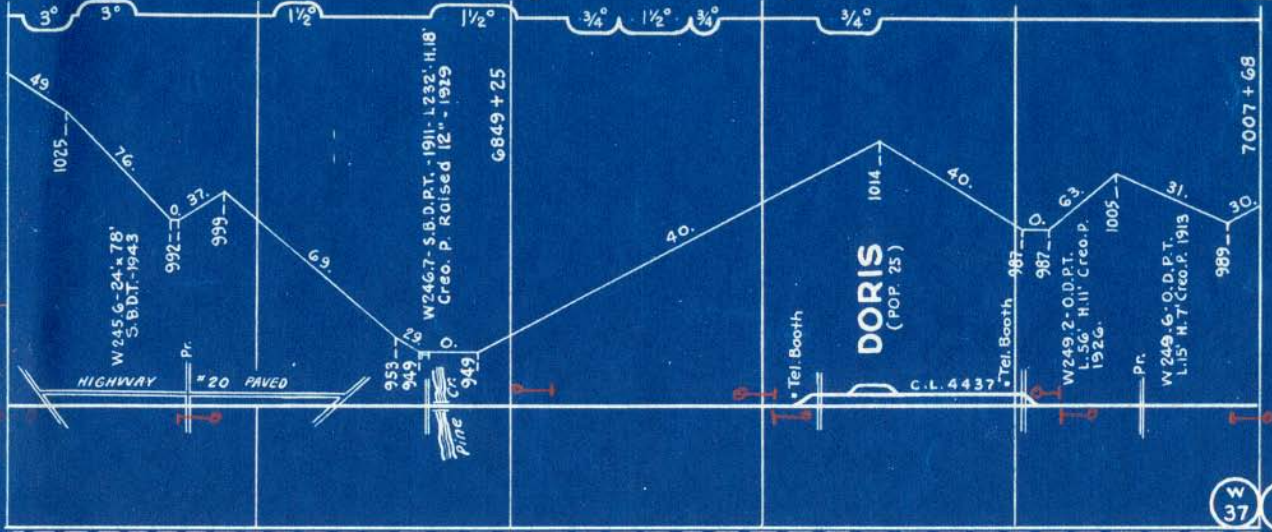
Style 'C'  
Fr. 1 sty.  
24' x 56'  
1914

112 R1(CH)

112 R5 (CH) 1938  
1938



245                      246                      247                      248                      249                      250



112 R5 (CH)

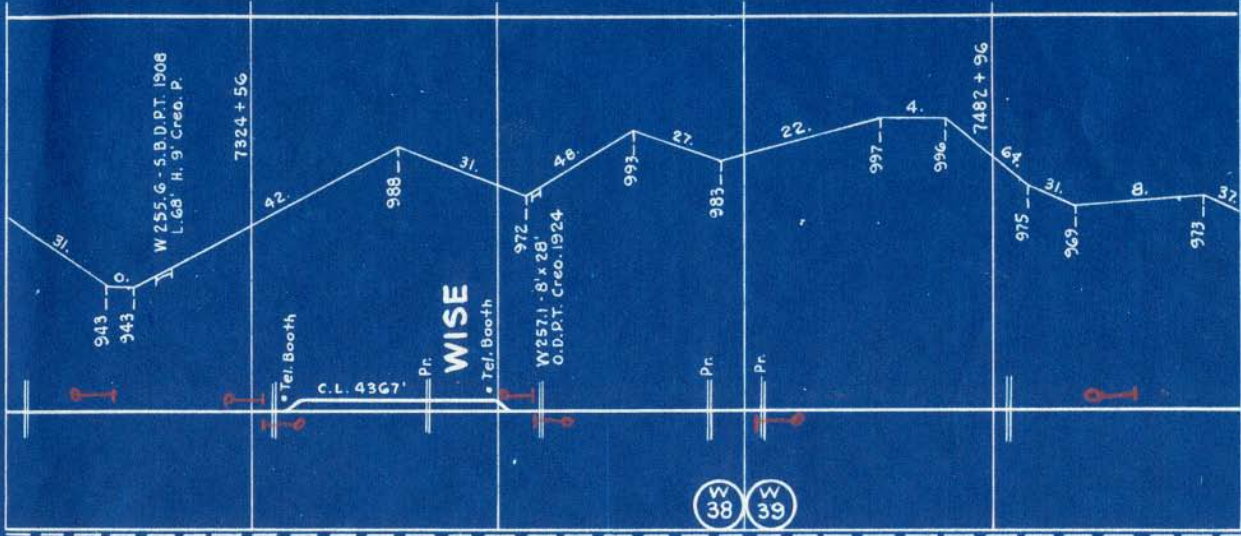
1941 90 60A 1928 90 50A 1921  
 90 NOA '32                      90 50A '19

S.R.  
N.R.

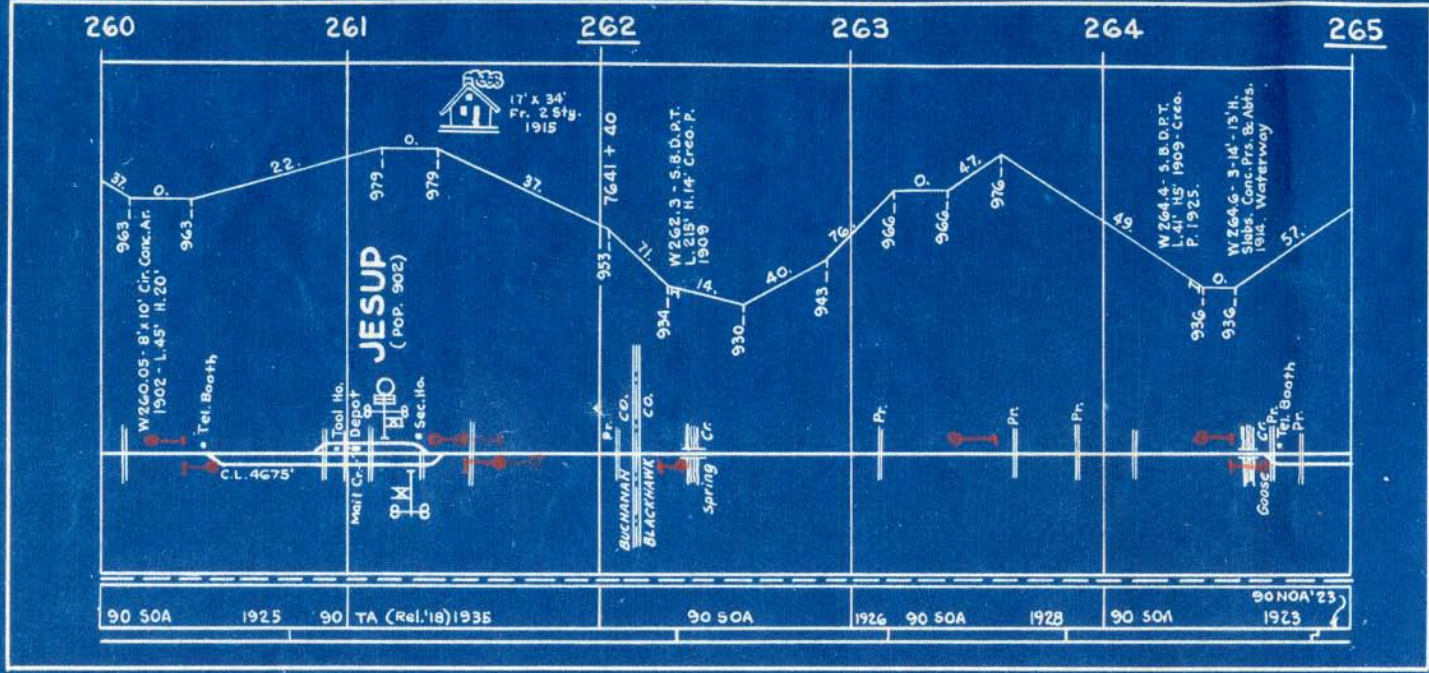




255                      256                      257                      258                      259                      260



90 50A'18  
90 50A                      19 33 90 50A                      1918                      90 50A                      1928 90 50A 1925



90 50A

1925

90

TA (Rel.'18) 1935

90 50A

1926

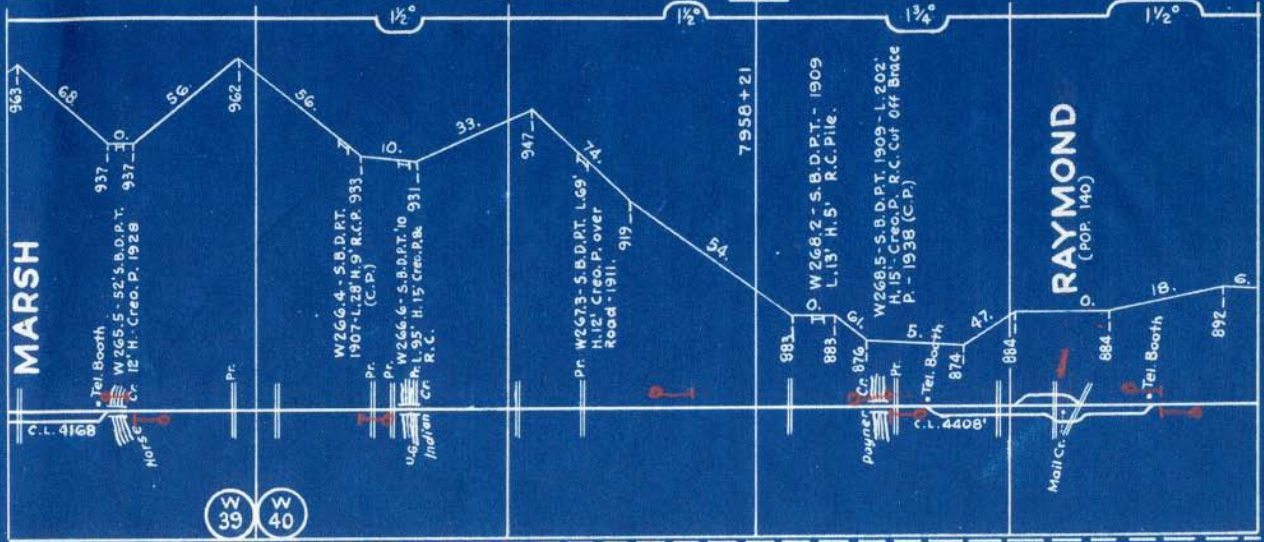
90 50A

1928

90 501

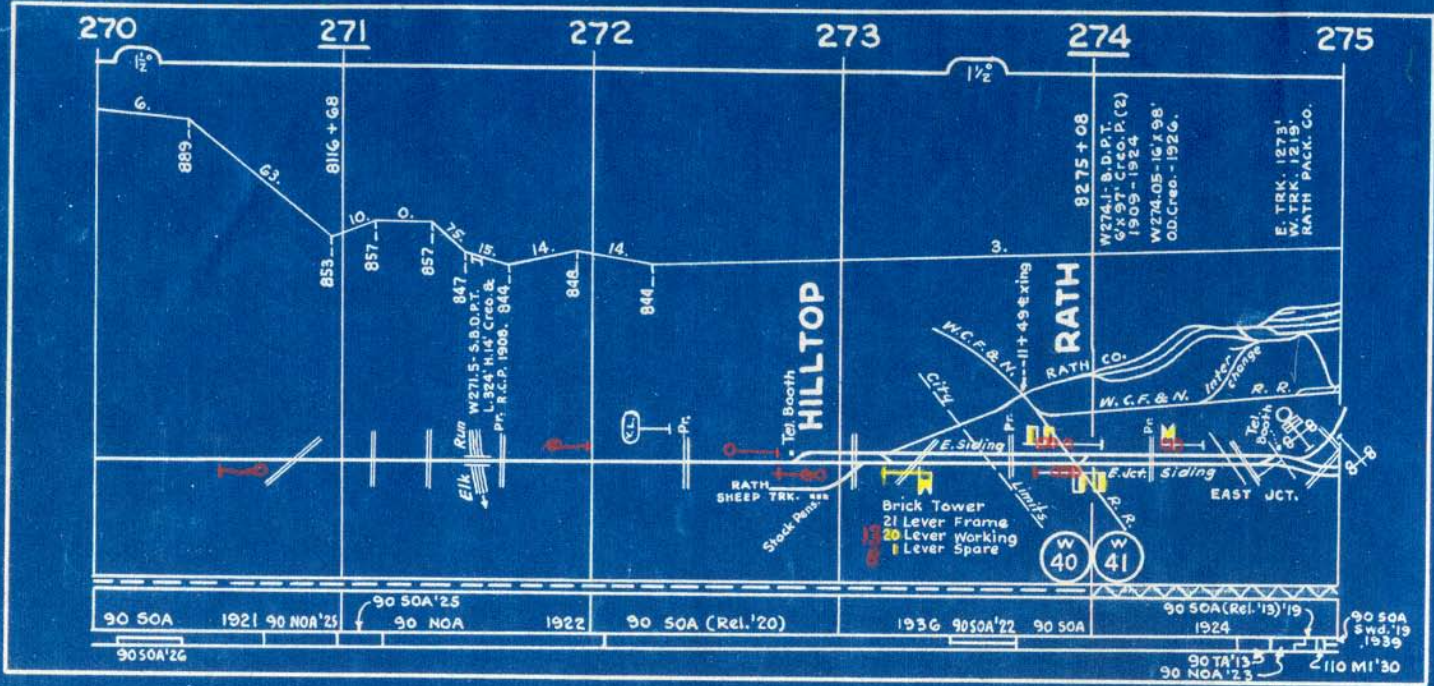
90 NOV '23  
1923

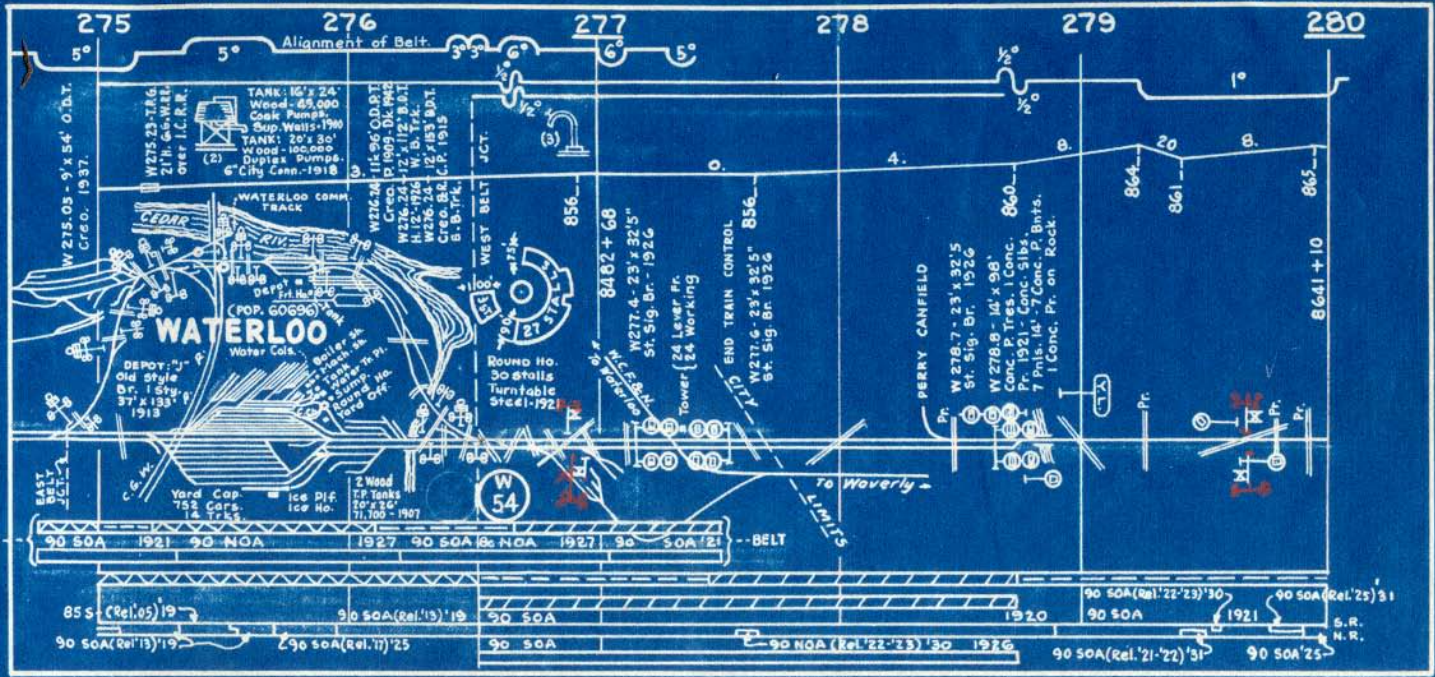
265                      266                      267                      268                      269                      270

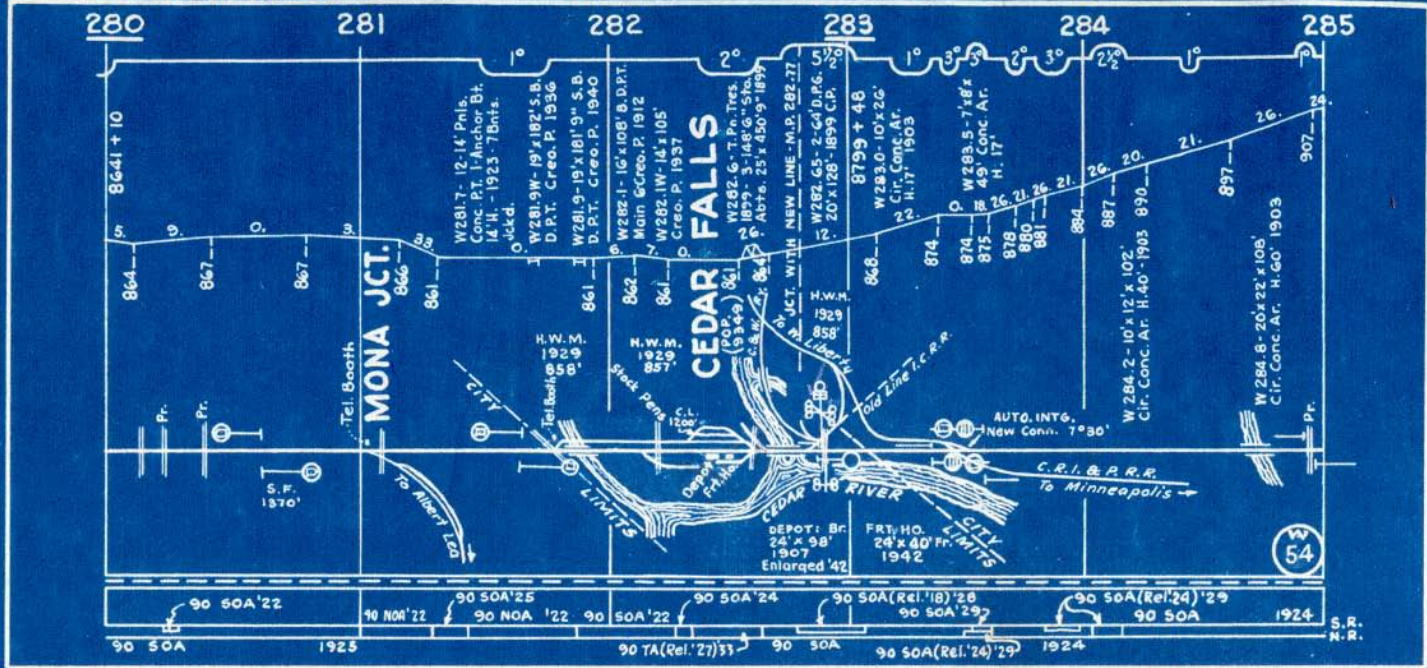


W 39      W 40

90 SOA'27	90 NOA	1923	90 SOA	1924	90 NOA'31	90 SOA'24	90 NOA	1923	90 SOA'22	90	SOA (Rel. '19)	1935	90	SOA	1920	90 SOA	1921
										90 SOA'27							
												90 SOA 1926					

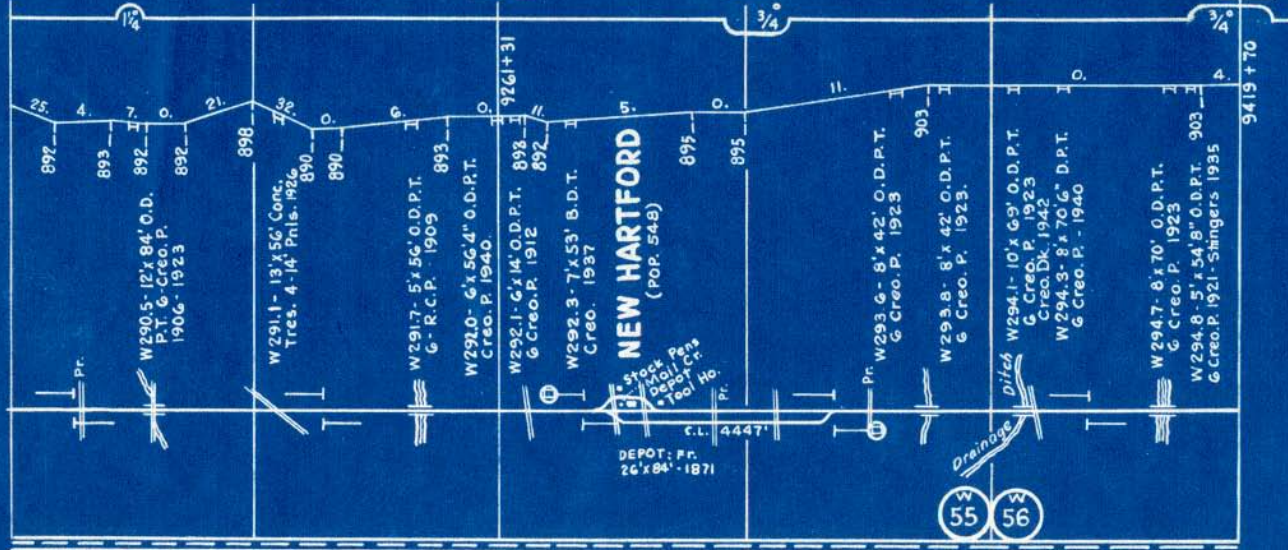








290 291 292 293 294 295



W 290.5 - 12' x 84' O.D.  
P.T. G. Creo. P.  
1906 - 1923

W 291.1 - 13' x 56' Conc.  
Tres. 4-14 Pnls. 1926

W 291.7 - 5' x 56' O.D.P.T.  
G. R.C.P. 1909

W 292.0 - 6' x 56' 4" O.D.P.T.  
C. P. 1940

W 292.1 - 6' x 14' O.D.P.T.  
G. Creo. P. 1912

W 292.3 - 7' x 53' B.D.T.  
C. P. 1937

**NEW HARTFORD**  
(POP. 548)

Stock Pens  
Mail Cr.  
Depot  
Tool Ho.

DEPOT: Fr.  
26' x 84' - 1871'

C.L. 4447'

W 293.6 - 8' x 42' O.D.P.T.  
G. Creo. P. 1923

W 293.8 - 8' x 42' O.D.P.T.  
G. Creo. P. 1923.

W 294.1 - 10' x 69' O.D.P.T.  
G. Creo. P. 1923  
C. P. Dk. 1942

W 294.3 - 8' x 70' 6" D.P.T.  
G. Creo. P. - 1940

W 294.7 - 8' x 70' O.D.P.T.  
G. Creo. P. 1923

W 294.8 - 5' x 54' 8" O.D.P.T.  
G. Creo. P. 1921 - Singers 1935

90 SOA 1924  
90 SOA

1923

9419 + 70







305

306

307

308

309

310

9947 + 85

0.

967 - E  
W305.8 - 7' x 41' O.D.  
P.T. G.R.C.P. 1906 (Tr.)  
Main Trk Str. 1933  
Mail Cr.

**APLINGTON**  
(POP. 588)  
970

969 - W  
W306.3 - 9' x 40' C' B.  
D.P.T. G.R.C.R. - 1910

Depot

DEPOT: "A"  
16' x 36' - 1942

20.

970 - II

975 - I  
W306.B - 9' x 39' B.D.  
P.T. G.R.C.P. 1941

Pr.

2.

976

Cr

990 - 0  
990 - 0  
W307.7 - 45' D.P.G., Conc.  
Prs. 1 - Pnl. B.D.T., East.  
3-Pnls. West. H.19'  
L. '98' 1930

Pr.

10106 + 27

18.

994

993 - I  
W308.B - 2-14' Pnls., Conc.  
P.T. 7' x 28' - 1919

Pr.

DEPOT: "C"  
10' x 12' - 1942

Depot

Stock Pens  
Tool Ho.

**AUSTINVILLE**  
(POP. 75)

18.

0.

18.

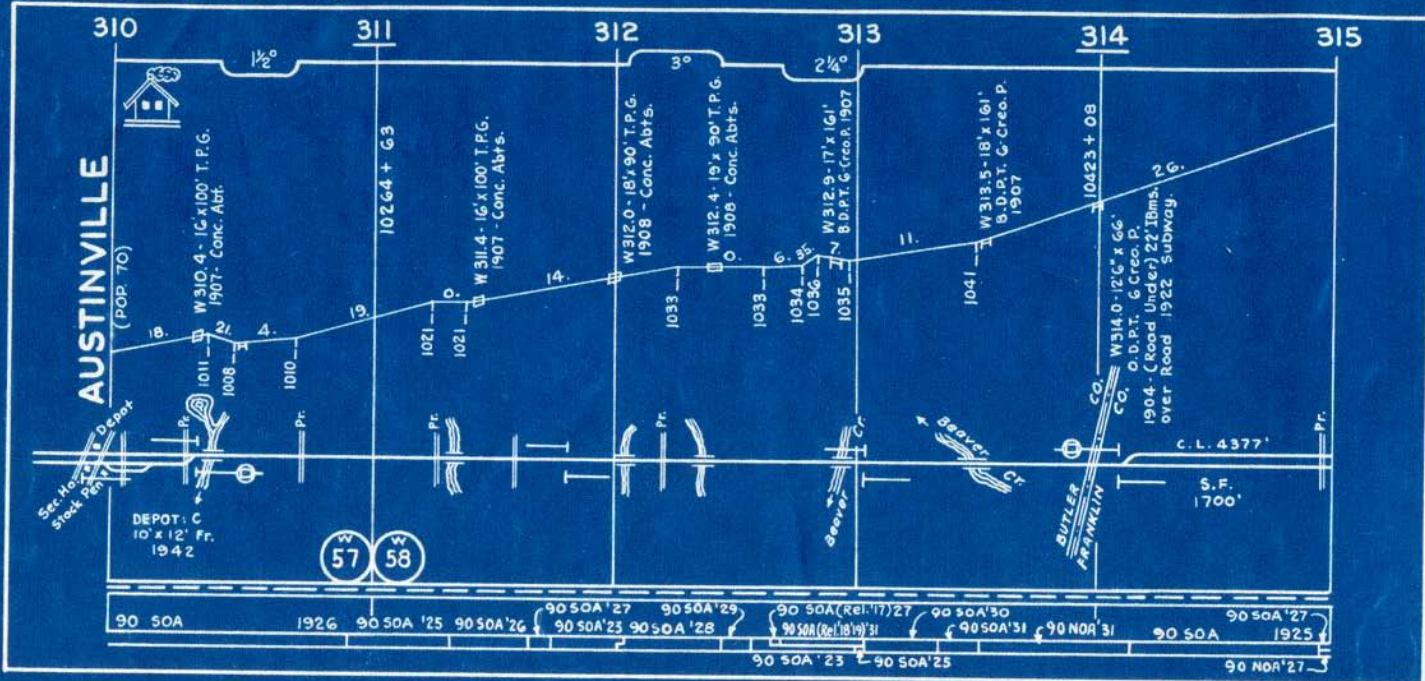
3/4°

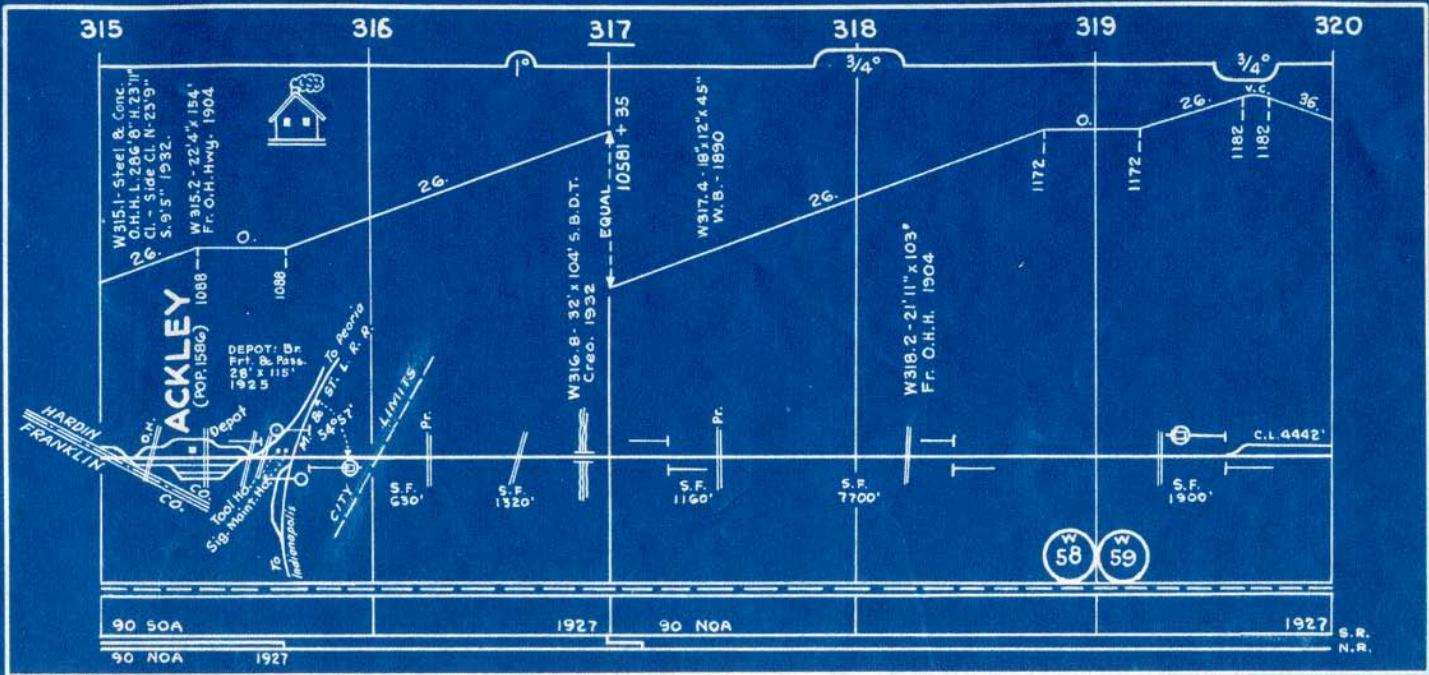
3/4°

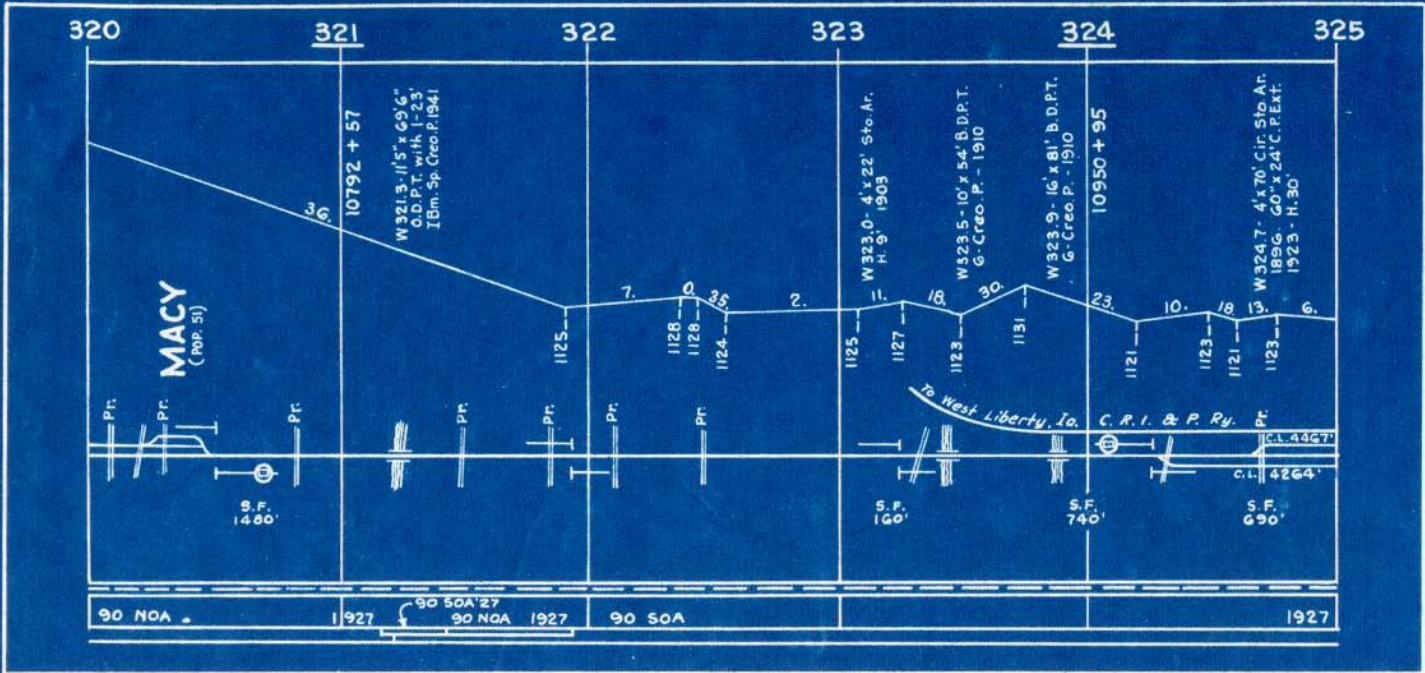
1/2°

90 SOA

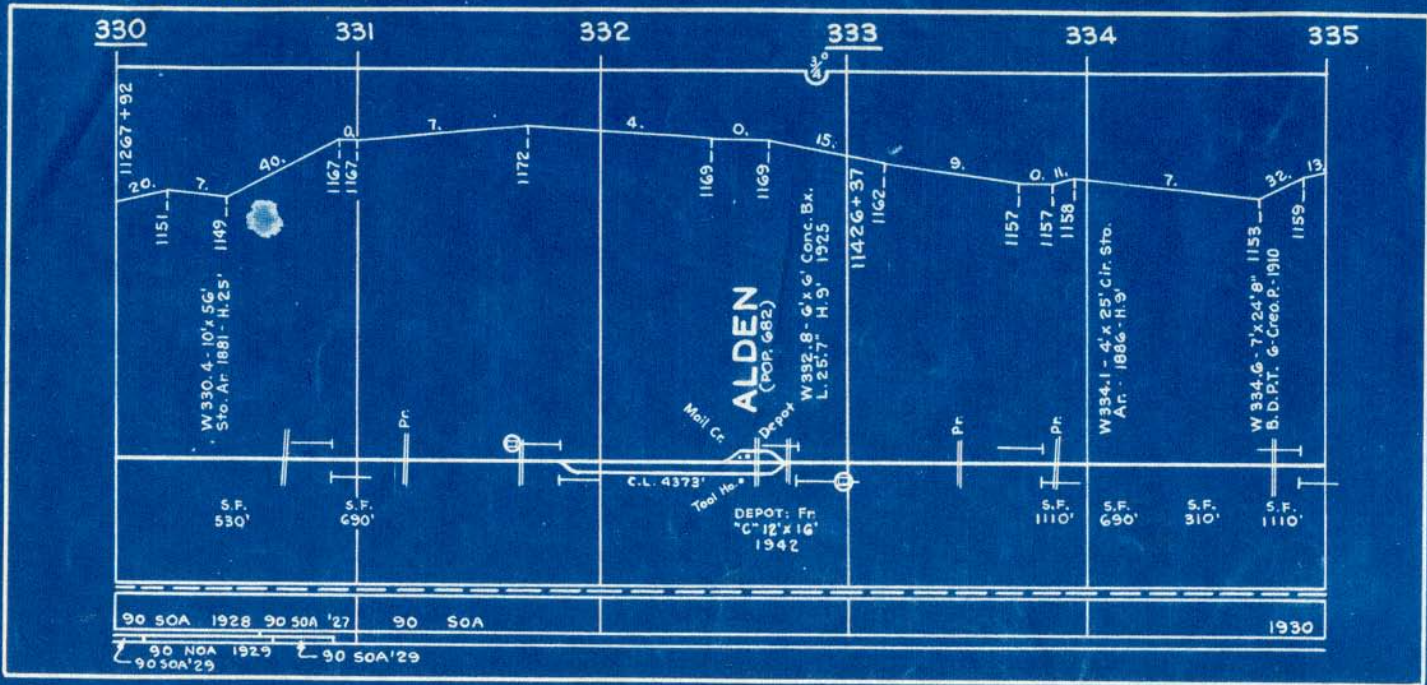
1926





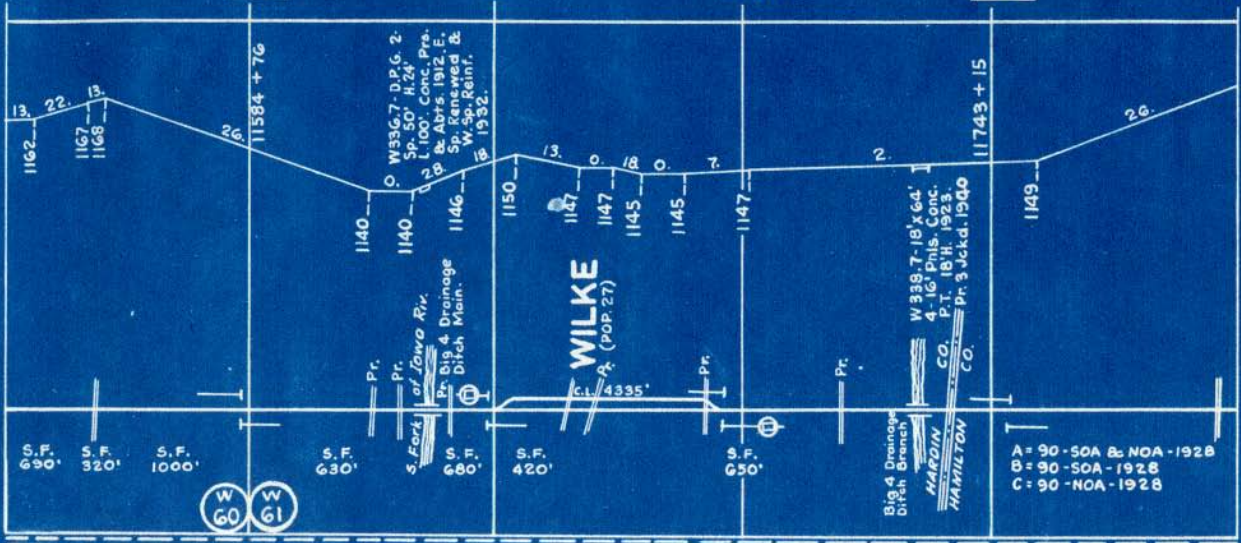








335                      336                      337                      338                      339                      340

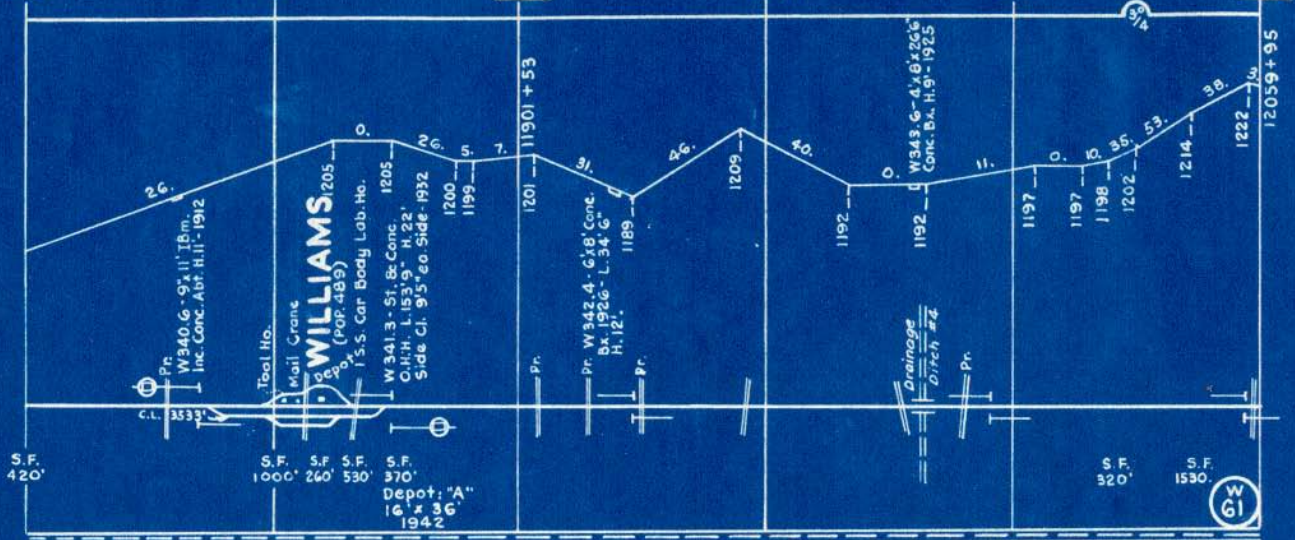


W 60      W 61

A = 90-SOA & NOA-1928  
B = 90-SOA-1928  
C = 90-NOA-1928

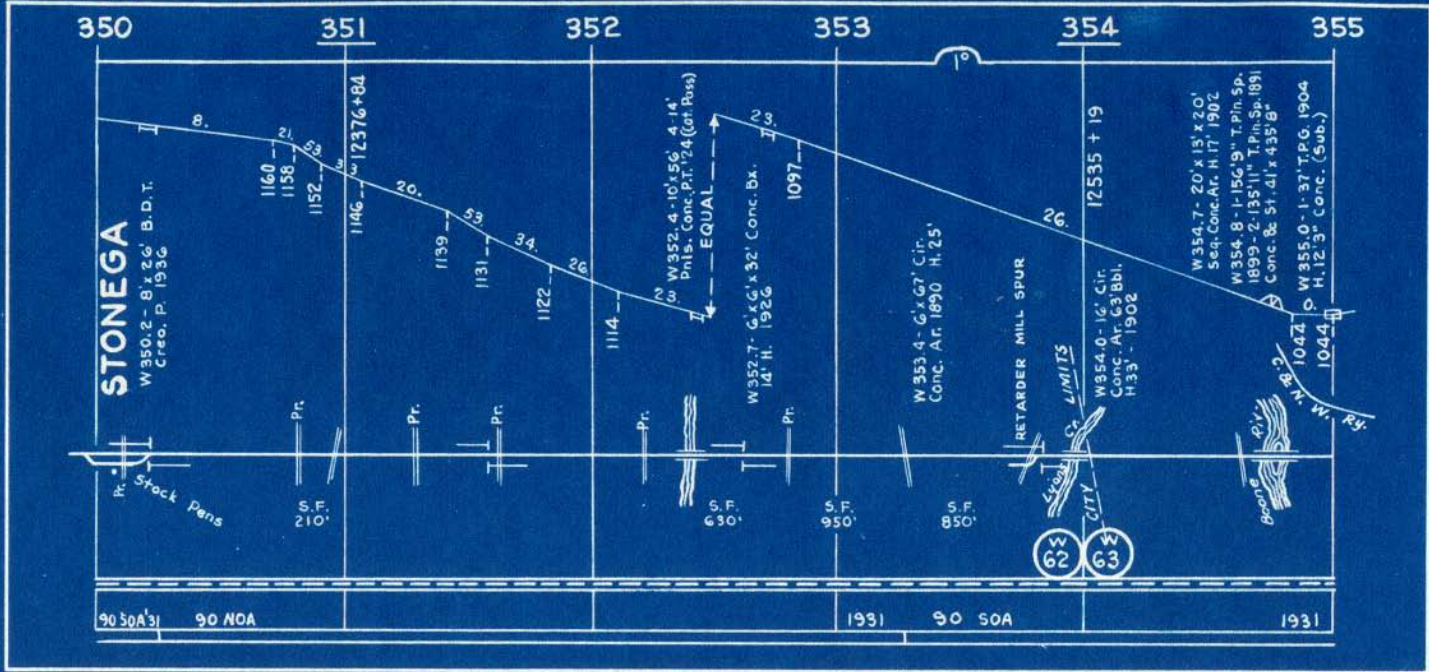


340 341 342 343 344 345



90 50A 1928







355

356

357

358

359

360

# WEBSTER CITY

(POP. 6738)



TANK: 25' x 28' 8"  
Steel - 100,000  
Steam Pumps  
Sup. Boone Riv.  
1916

T.P. TANK: Steel  
25' x 28' 8" Cap.  
100,000 - 1923

Note: Furnish C.N. &  
W. with Water:

W356-4 - Conc. O.H.H.  
L. 205' 3" H. 21' 8" Side  
C.L. 22' 2" Each Side  
1930



DEPOT:  
Fr. 22' x 149'  
1900.

SIGNAL TOWER  
24 Levers  
17 Working  
5 Spare L.  
2 Sp.

W355-3 - 3' x 3'  
x 112' L. S.A. 1891

F.I.D. D.M. & So. Ry.  
To Ft. Dodge

C.L. 3332'

1094  
1054  
12694 + 37

CITY LIMITS

1093

1103  
1104

Drainage Ditch  
No. 29 Hamilton Co.

W358-3 - 21' x 68'  
B.D.P.T. Creo. P.  
1925

Pr.

Drainage Ditch  
No. 29 Hamilton Co.

W359-1 - 8' x 54' S.B.D.P.T.  
G. Creo. P. 1909 (Cat. Pass)

C.L. 3052'

# HIGHVIEW

(POP. 51)

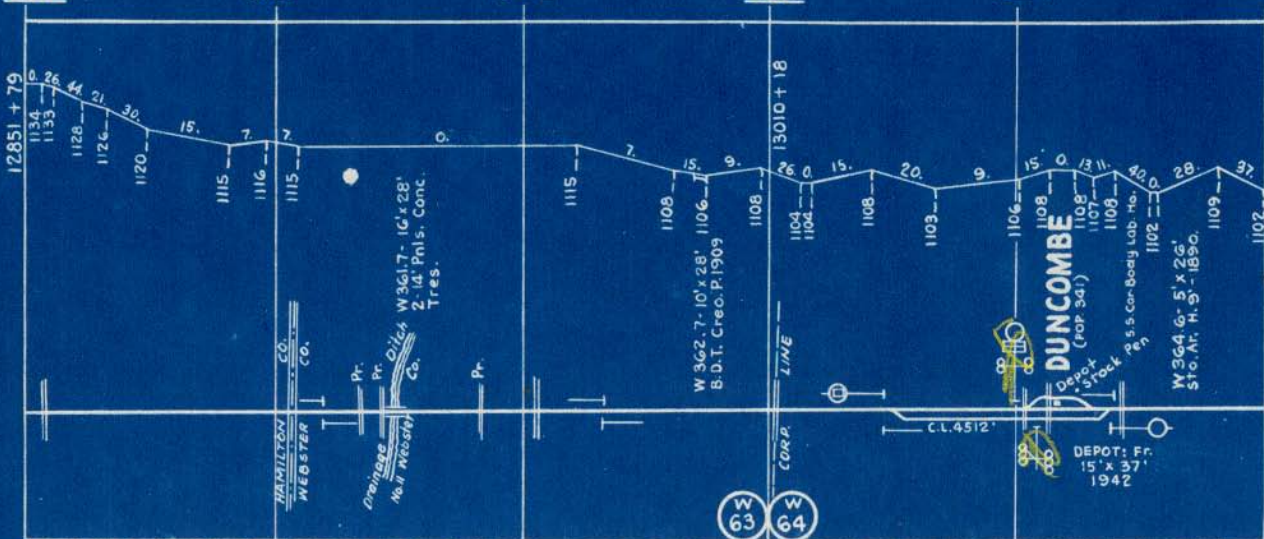
1134  
12851 + 79

90 50A 1931

90 50A

1919

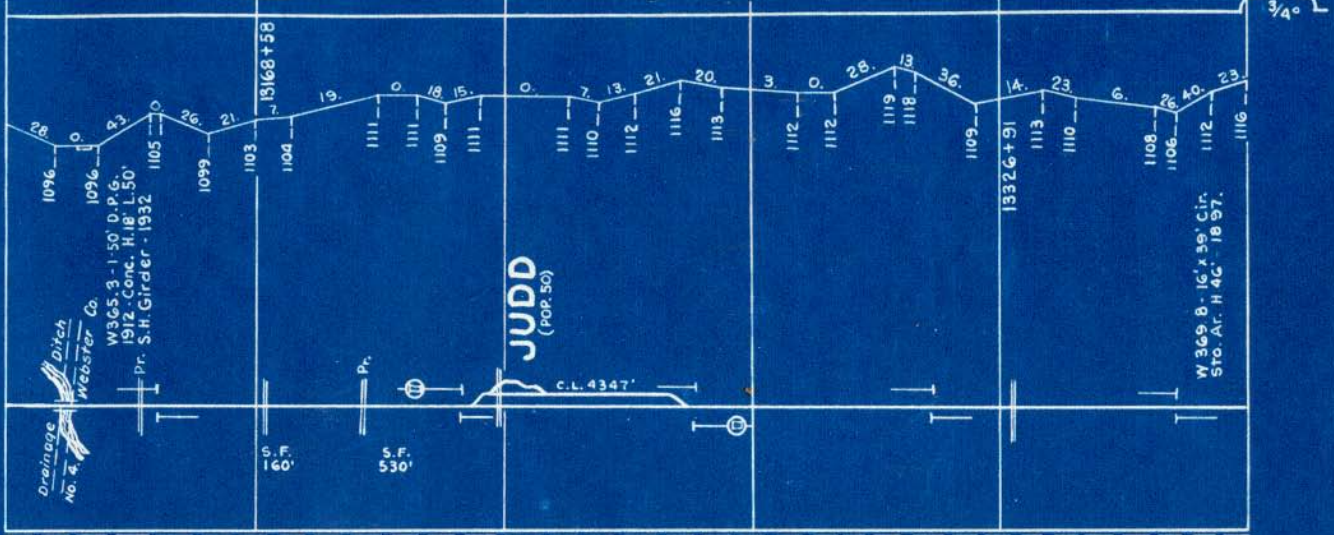
360 361 362 363 364 365



90 SOA

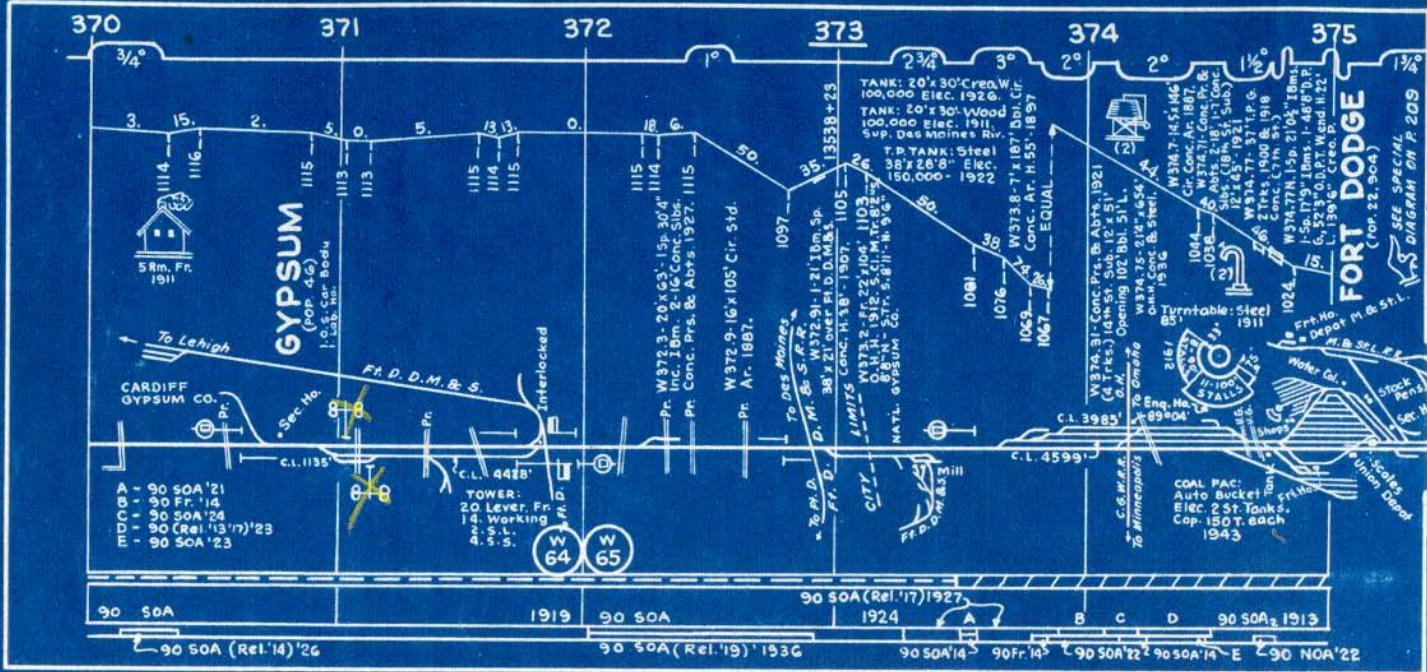
1919

365                      366                      367                      368                      369                      370



90 SOA                      1919                      90 SOA                      1926

90 SOA'30



**GYPSUM**  
(POP. 46)  
1 - C.S. Car Body  
1 - Lab. Bldg.

- A - 90 SOA '21
- B - 90 FF. '14
- C - 90 SOA '24
- D - 90 (Rel. '13/'17)'23
- E - 90 SOA '23

TOWER:  
20 Lever Fr.  
14 Working  
20' x 14'  
4.5-5.5'

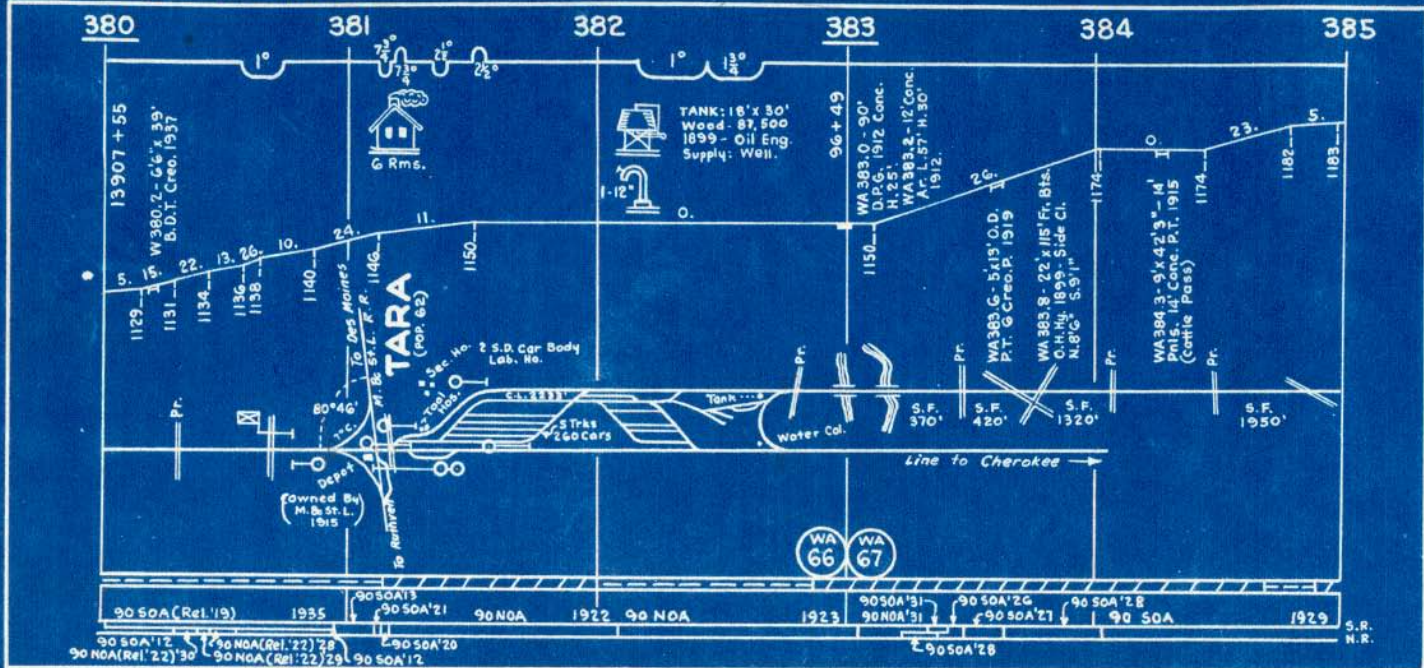
W 64  
W 65



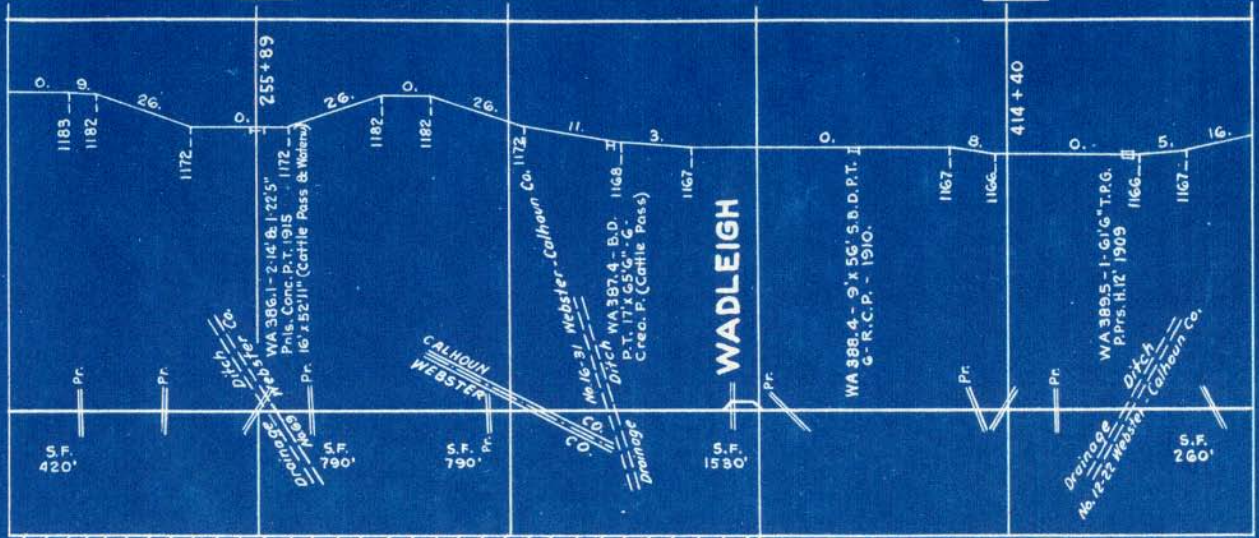
**FORT DODGE**  
(Pop. 22,304)  
SEE SPECIAL  
DIAGRAM ON P. 209





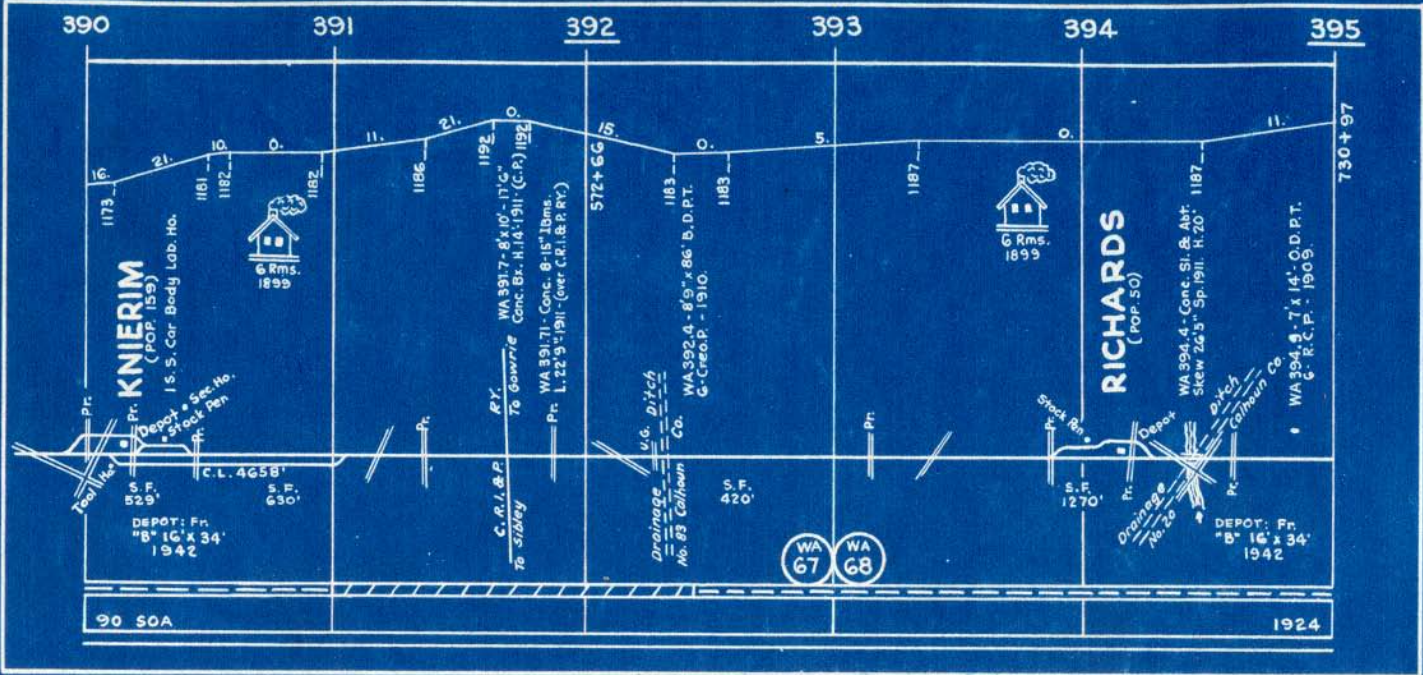


385                      386                      387                      388                      389                      390

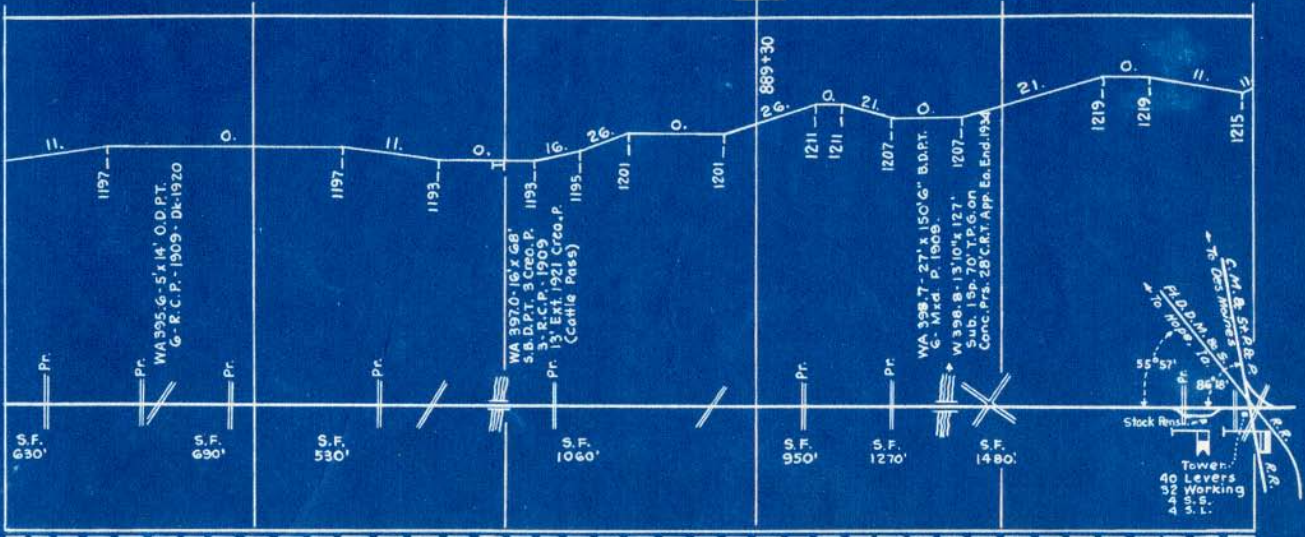


90 NOA '30    90 NOA    1923    90 SOA                      1923    90 SOA                      1924

90 NOA '31                      90 SOA (Rel. '21) '26



395 396 397 398 399 400



90 50A

1924

Tower  
40 Levers  
32 Working  
4 S.S.  
4 S.L.

Stock Rm.



WA 398.7-27' x 150' 6" B.D.P.T.  
G. Mxd. P. 1909.  
W 398.8-13' 10" x 127'  
Sub. 1 Sp. 70' T.P.G. on  
Conc. Prs. 28' C.R.T. App. Eo. End. 1934

WA 397.0-16' x 68'  
S.B.D.P.T. 3 Crco. P.  
3- R.C.P. - 1909  
Pr. 15' EXT. 1921 Crco. P.  
(Cattle Pass)

WA 395.6-5' x 14' O.D.P.T.  
G- R.C.P. - 1909 - Dk-1920



405

406

407

408

409

410

**SHERWOOD**  
(POP. 46)

Stock Pen  
Depot

S.F.  
320'

DEPOT: "C"  
10' x 12'  
1942

Pr.

S.F.  
1580'

WA 406.1 - 22' x 110' Fr. O.H.  
Wagon Br. - 1914 - S. Cl.  
5.8'8" - N-6'11"

Drainage  
Ditch No. 48  
Co.

WA 406.6 - 5.8. Dk. 2-16'  
Pals. on C.P. 1-30' Sp.  
on Conc. Prs. 1-16' Pnl.  
on C.P. (Hwy. Under)  
9'6" x 78' - 1928

Pr.

S.F.  
690'

1199 -  
1197 -  
= 1364 + 35

S.F.  
1480'

1197 -

S.F.  
580'

1196 -

S.F.  
370'

S.F.  
160'

1187 -

S.F.  
2750'

WA 409.0 - 22' x 111' Fr.  
O.H.H. 1914. Ext. 1-Pnl.  
of Ea. End 1935 - S. Cl.  
N-9'0" - S-8'11"

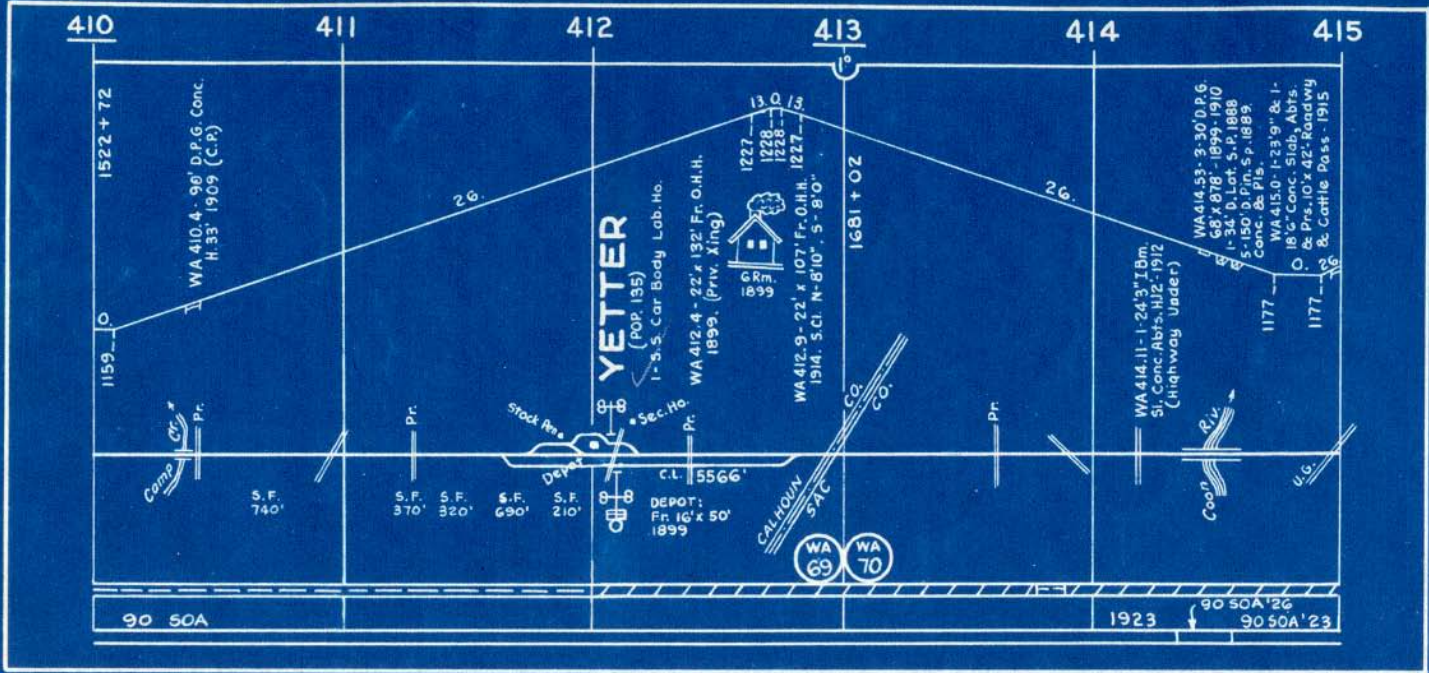
1923

WA 409.9 - 2-14' 1 1/2" Slabs.  
1-23' 6" IBM. Slab - Conc. Prs.  
& Abts. 14' x 58' - 1913

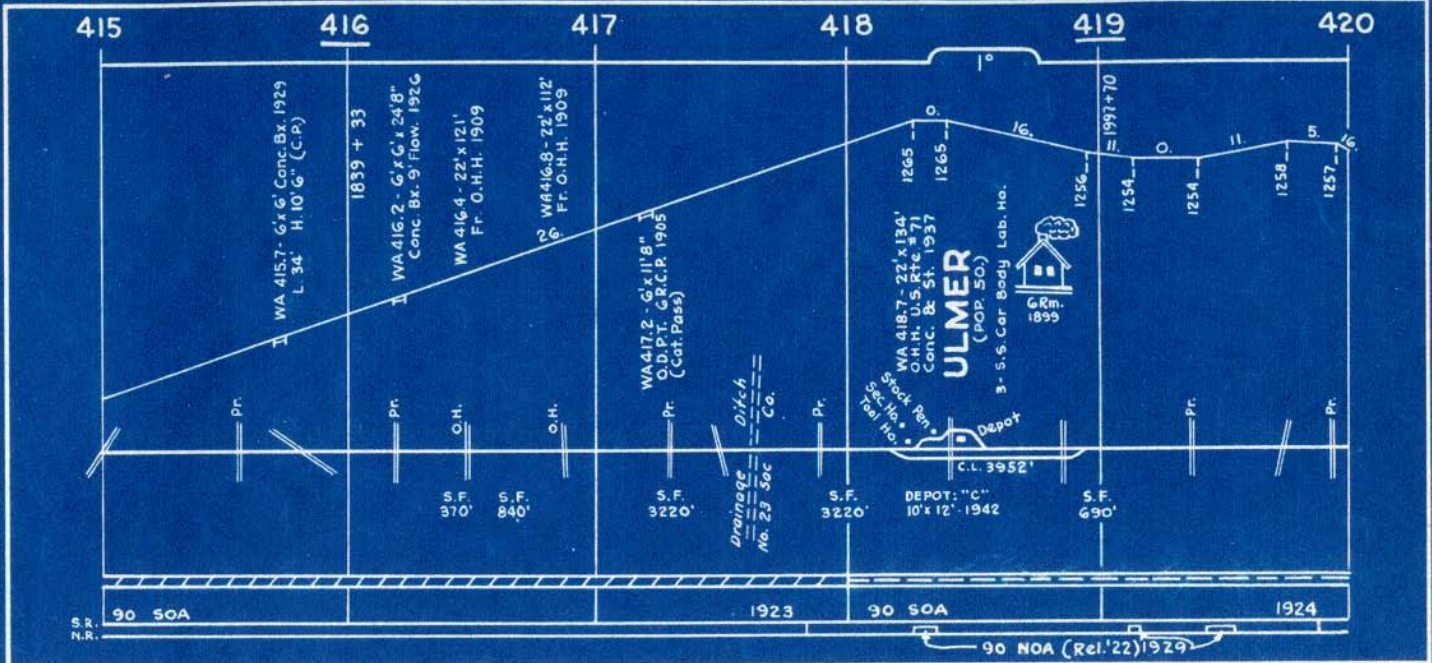
1159 -

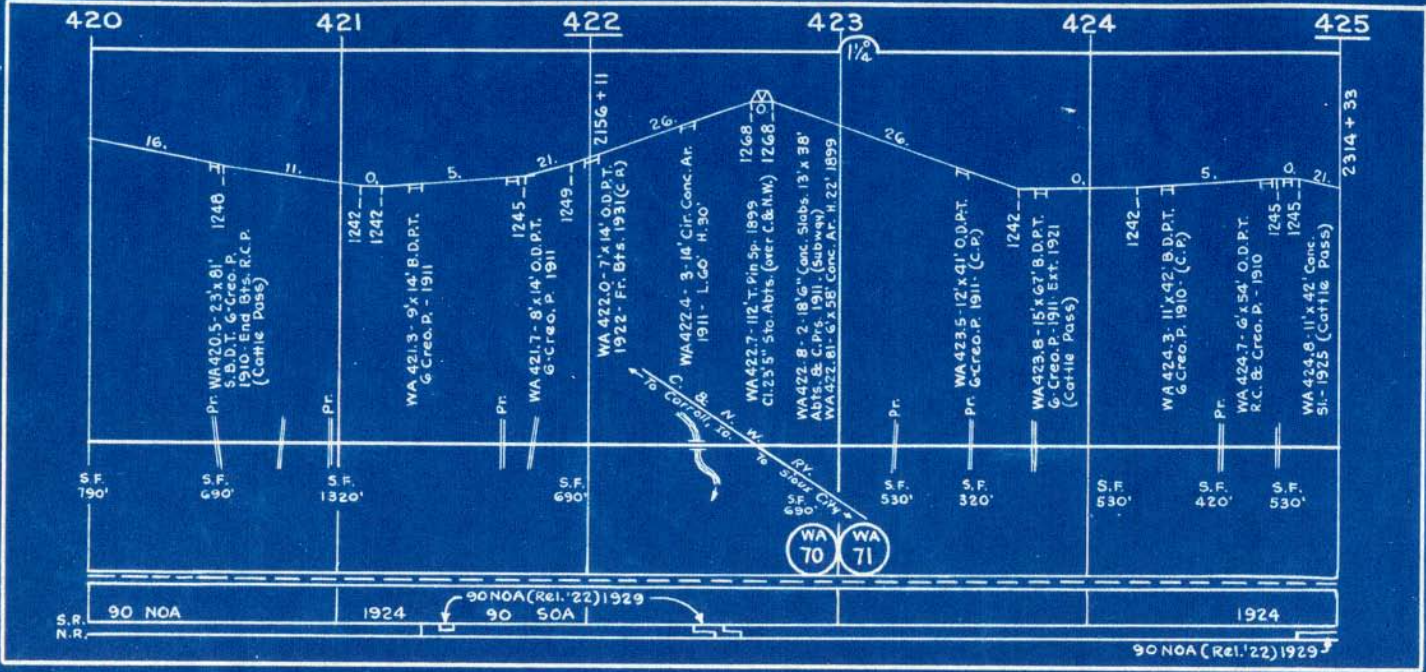
U.G.

90 SOA



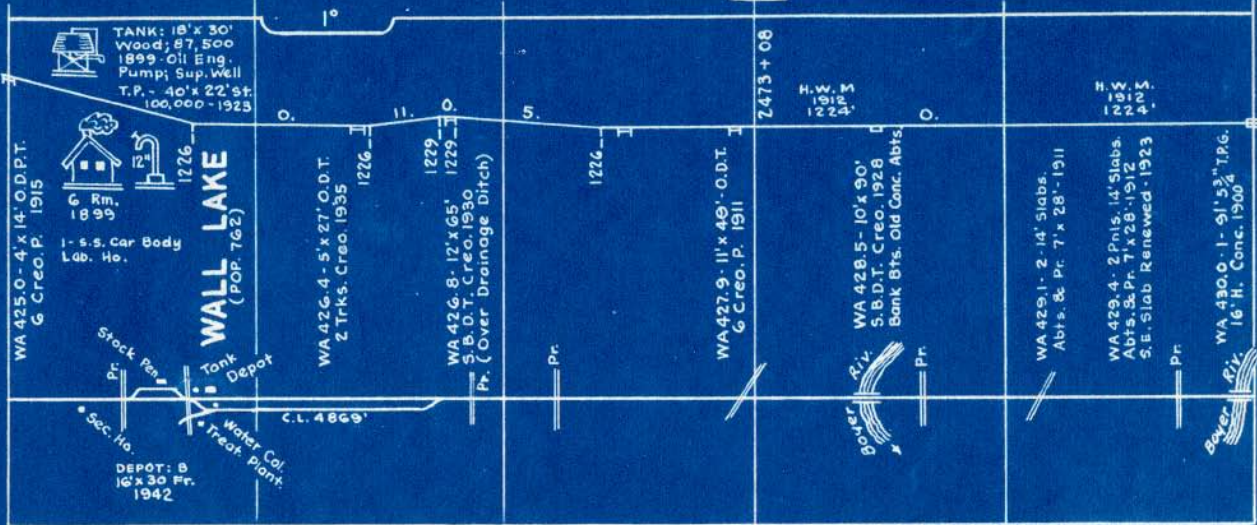






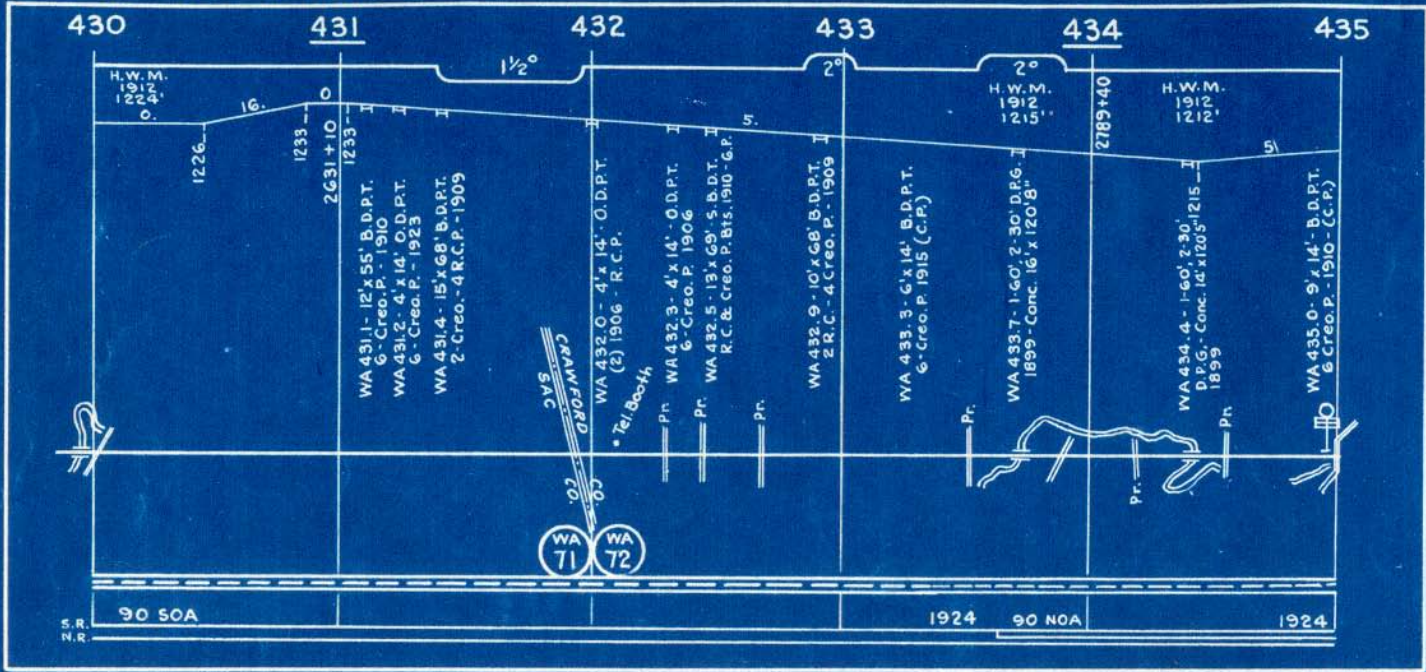
S.R. N.R. 90 NOA 1924 90 NOA (Rel.'22) 1929 90 SOA 1924 90 NOA (Rel.'22) 1929

425                      426                      427                      428                      429                      430



90 SOA

1924



S. R.  
N. R.

90 SOA

1924

90 NOA

1924

H.W.M.  
1912  
1224'  
0.

1226--  
16.

1233--  
0  
2631+10  
1233--

WA 431.1 - 12' x 55' B.D.P.T.  
6-Creo.P. - 1910  
WA 431.2 - 4' x 14' O.D.P.T.  
6-Creo.P. - 1923  
WA 431.4 - 15' x 68' B.D.P.T.  
2-Creo. - 4 R.C.P. - 1909

1/2°

432

WA 432.0 - 4' x 14' O.D.P.T.  
(2) 1906 - R.C.P.  
• Tel. Booth

Pr.  
Pr.  
Pr.

WA 432.3 - 4' x 14' - O.D.P.T.  
6-Creo.P. 1906  
WA 432.5 - 13' x 69' - 5 B.D.T.  
R.C. & Creo.P. Bts. 1910 - 6.P.

51

433

WA 432.9 - 10' x 68' B.D.P.T.  
2 R.C. - 4 Creo.P. - 1909

WA 433.3 - 6' x 14' B.D.P.T.  
6-Creo.P. 1915 (C.P.)

Pr.

WA 433.7 - 1-60' 2-30' D.P.G.  
1899 - Conc. 16' x 120' 8"

H.W.M.  
1912  
1215'

434

2789+40

WA 434.4 - 1-60' 2-30'  
D.P.G. - Conc. 14' x 120' 5" - 1215 -  
1899

Pr.  
Pr.

H.W.M.  
1912  
1212'

435

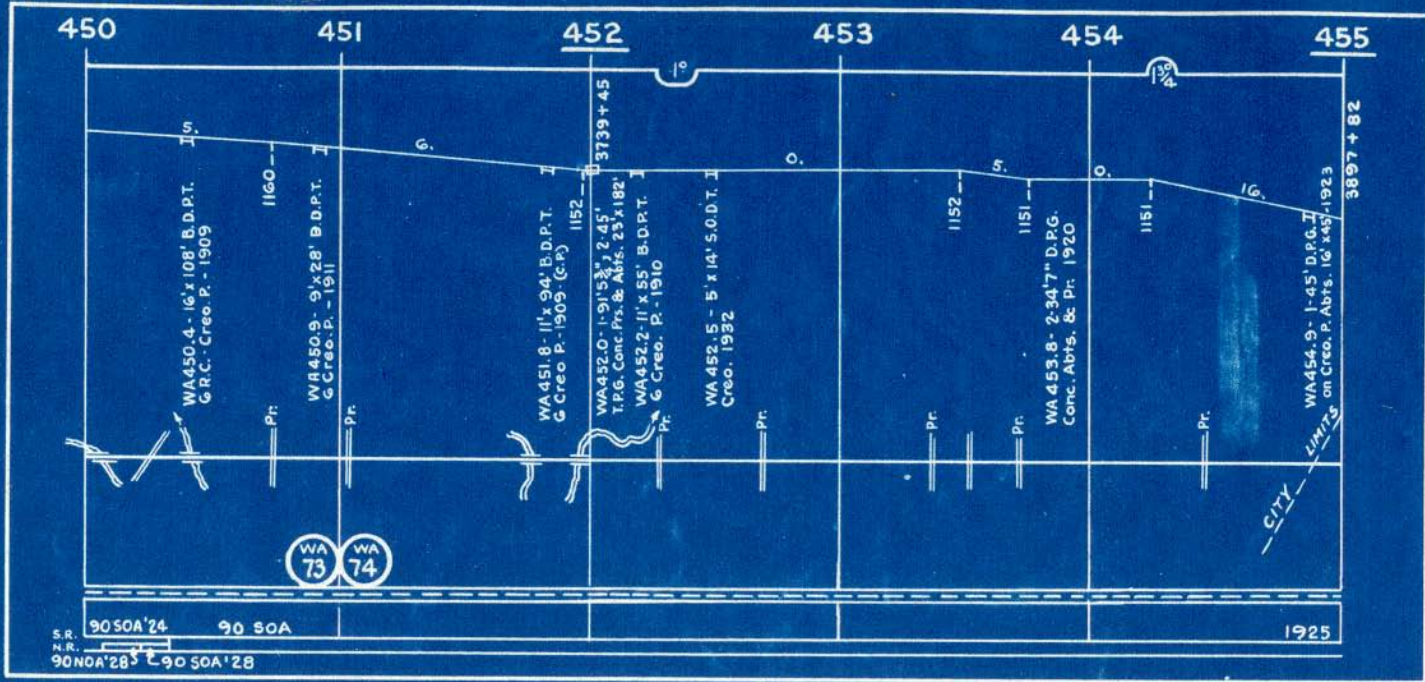
WA 435.0 - 9' x 14' - B.D.P.T.  
6 Creo.P. - 1910 - (C.P.)

51



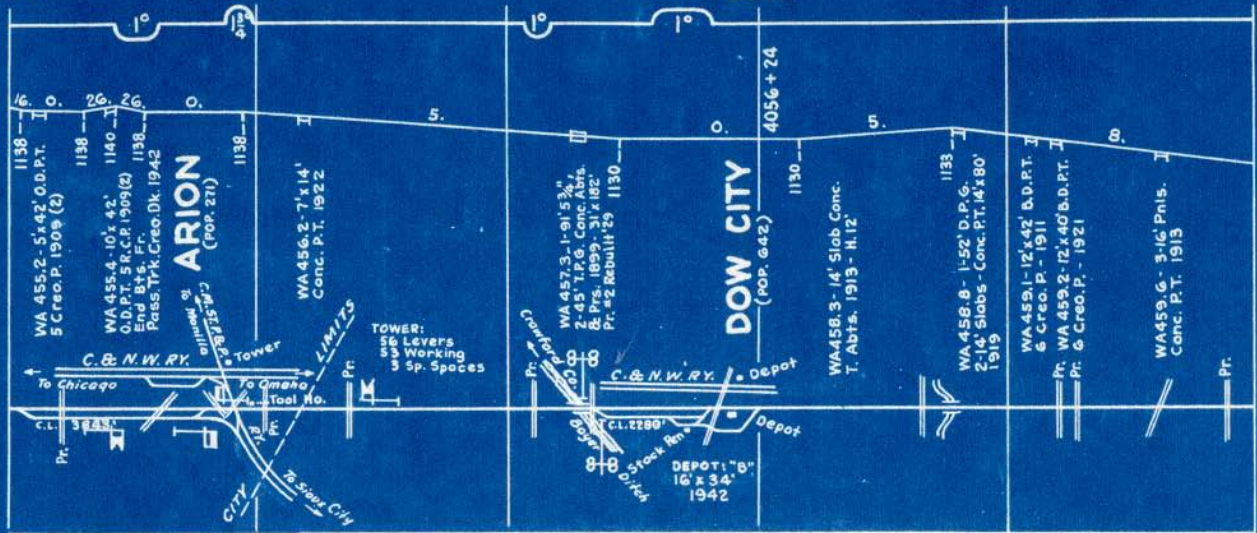








455                      456                      457                      458                      459                      460



**ARION**  
(POP. 271)

**DOW CITY**  
(POP. 642)

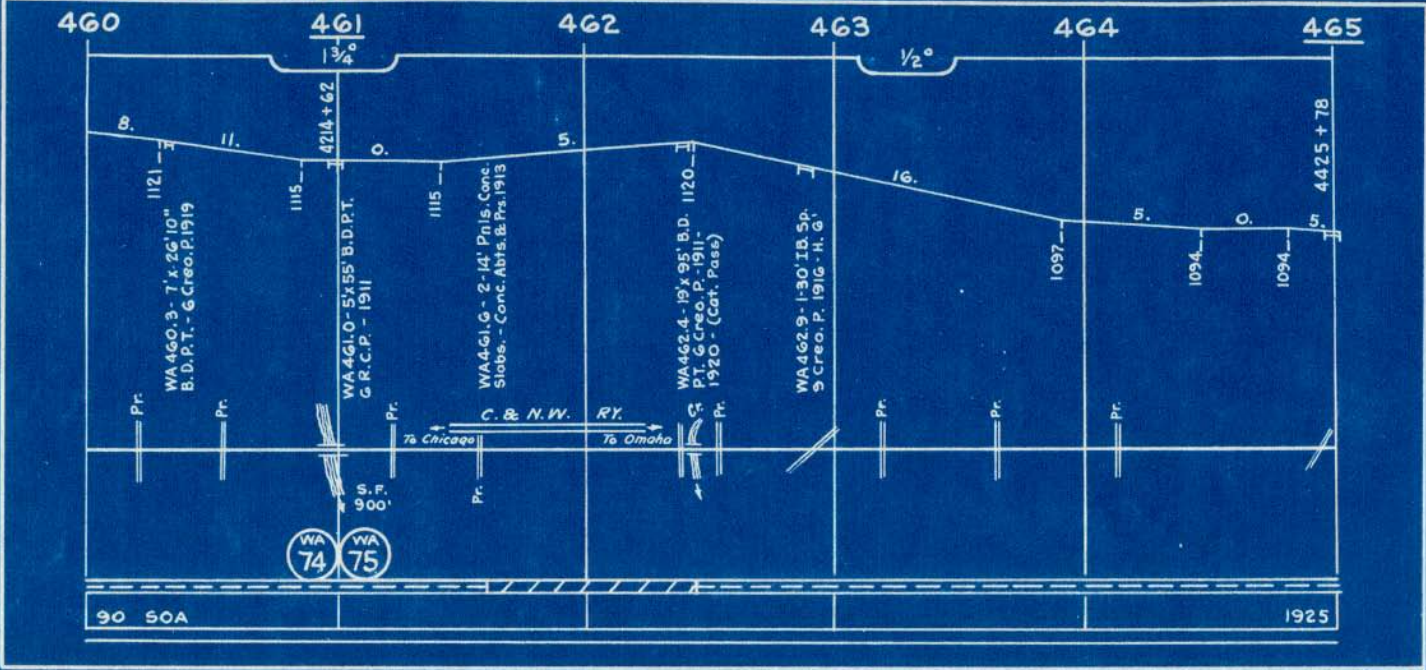
TOWER:  
56 Levers  
59 Working  
3 Sp. Spaces

Crawford  
Dover  
C.I. 2280'

DEPOT: "B"  
16' x 34'  
1942

90 SOA

1925





470

471

472

473

474

475

4689 + 74

WA 470.2 - 9' x 94' B.D.P.T.  
Main - 5 Creo. P. 1908 (2 Trks)  
Side - 5 R.C.P.

**BAIRD**

*G. & N. W. RY.*

→ To Chicago    To Omaha →

WA 75

WA 76

WA 471.2 - 8' x 53'  
S.B.D.T. - 1943

WA 471.6 - 8' x 14' - O.D.P.T.  
G.R.C.P. 1911.

WA 472.1 - 1-60' P.G.  
1916 - 21' E. & 14' W. B.D.  
P.T. H. 20' - 1911

WA 472.4 - 11' x 69' 8" B.D.T.  
G. Creo. P. 1911.

WA 473.2 - 1-30' 1Bm, 1062-  
Sp. G. Creo. P. 1917-28'  
Std. B.D.T. 1917 -  
57' 8" L., 12' H.

WA 473.4 - 12' x 30' 1Bm. Sp.  
E. 14' 6" W. 25' O.D.P.T. G. Creo. P.  
12' x 67' 6" 1919 - Creo. Dk. 1942

WA 473.5 - 4' x 14' - Q.D. 1060 -  
P.T. G. Creo. P. 1915.

WA 474.9 - 5-14' Pnls. Conc.  
St. Abts. & Conc. Pr. T. 10 x 10' - 13

S.F.  
580'

Powley  
Drainage  
Ditches

90 SOA

1925

475 476 477 478 479 480

WA 475.2 - 11' x 54' O.D.P.T.  
5 Creo. P. 1914 - (2 Trks.)

**WOODBINE**  
(POP. 14-67)

WA 476.0 - 9' x 42' O.D.P.T.  
(2) 6 Creo. P. - 1910.

WA 476.3 - 9' x 55' B.D.P.T.  
6 Creo. P. - 1911

WA 476.6 - 20' x 83' 30' IBm. Creo.  
1919. 27' O.D. East, 26' O.D. West.

WA 476.7 - 5' x 14' O.D.P.T. 1058  
6 Creo. P. 1910

WA 476.74 - 7' x 14' O.D.P.T.  
6 Creo. P. 1918

WA 477.9 - 4-14' Pnls. Conc.  
Pr. T. 1913 - 10' x 56'

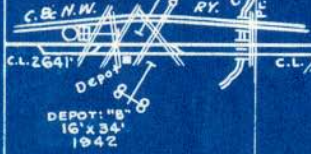
WA 478.2 - 8' x 39' 1-24'  
IBm. Sp. Creo. P. Pr.  
E.G. O.D. - W. 10' O.D. 1921

WA 478.4 - 5' x 14' O.D.P.T.  
Creo. P. 1922

WA 478.7 - 14' Flat Top Conc.  
Ar. 1907 - 34' 6" Bbl.

WA 479.0 - 26' Slab. 11' 6" Cl.H.  
Conc. Abfb. 1917 (over road)

WA 479.7 - 129' 9 1/4" T. Fin Sp. 1066  
59' 8" D.P.G. 44' 8" D.P.G.  
1899 - Sto. L 249' H 25'  
(Cover C. & N.W. Ry. C.L. 21' 9")

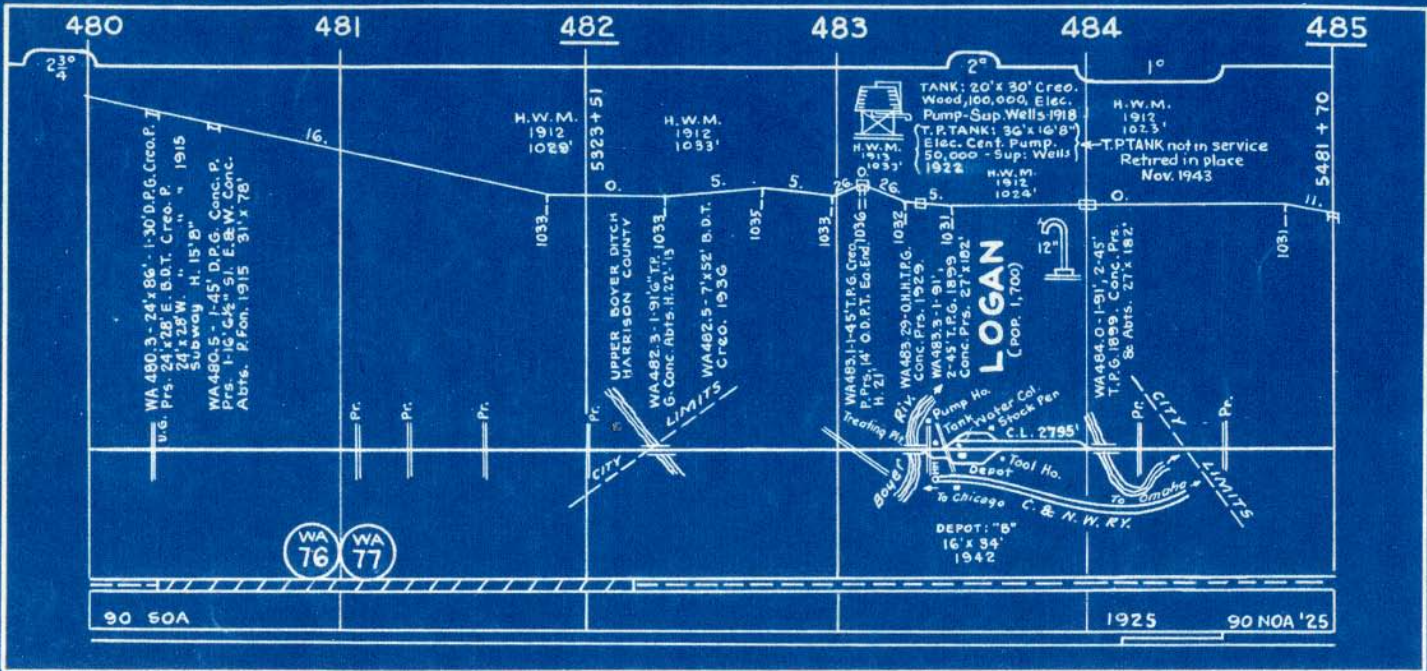


Tel. Booth  
C.L. 4689



90 SOA

1925





490 491 492 493 494 495

WA 490.4 - 7' x 42' B.D.P.T.  
Std. C.Creo. P. 1917

WA 490.9 - 9' x 96'  
O.D.P.T. 6R.C.P. 1911

WA 491.2 - 5' x 14' O.D.  
P.T. C.Creo. 1939

### EUCLID (POP 50)

Pr. WA 491.4 - 1-45' Sp. 1005  
T.P.G. 1899 - 2 Trks  
Conc. Prs. W. End 42'  
O.D.P.T. E. End 56' O.D.  
P.T. 1922 C.Creo. & R.C.P.

WA 492.3 - 10' x 83' O.D.  
P.T. C.Creo. P. 1919



WA 492.8 - 1-45' T.P.G.  
Conc. Abts. H. 16' 1915

WA 493.4 - 1-40' T.P.G. Conc.  
Sl. Dk. Conc. Abts. H. 18' Sub. 1923

Pr. WA 493.6 - 21' x 95' B.D.P.T.  
P. 6 R.C. C.Creo. P. - 1910

WA 494.5 - 23' x 94' B.D.  
P.T. C.Creo. P. 1911

WA 494.7 - 1-90', 2-75' D.P.G.  
1899 - Sto. 35' x 240' St. Towers

WA 495.0 - 1-94' 6" T.P.G. 1899  
Sto. 37' x 94' 6" - Over  
C. & N. W. Ry. C.L. 22' 2"

WA 77

WA 78

Z.S. R.R.

90 50A

1925

90 NOA

1925

90 50A  
1921

POTAWATTAMIE  
CO.  
NARRISON

To Chicago  
C. & N. W. Ry.  
To Omaha

5957+00

H.W.M.  
1913  
1015'

H.W.M.  
1915  
1015'

1008  
1005

1005  
1006

1005

1017

1020

1016

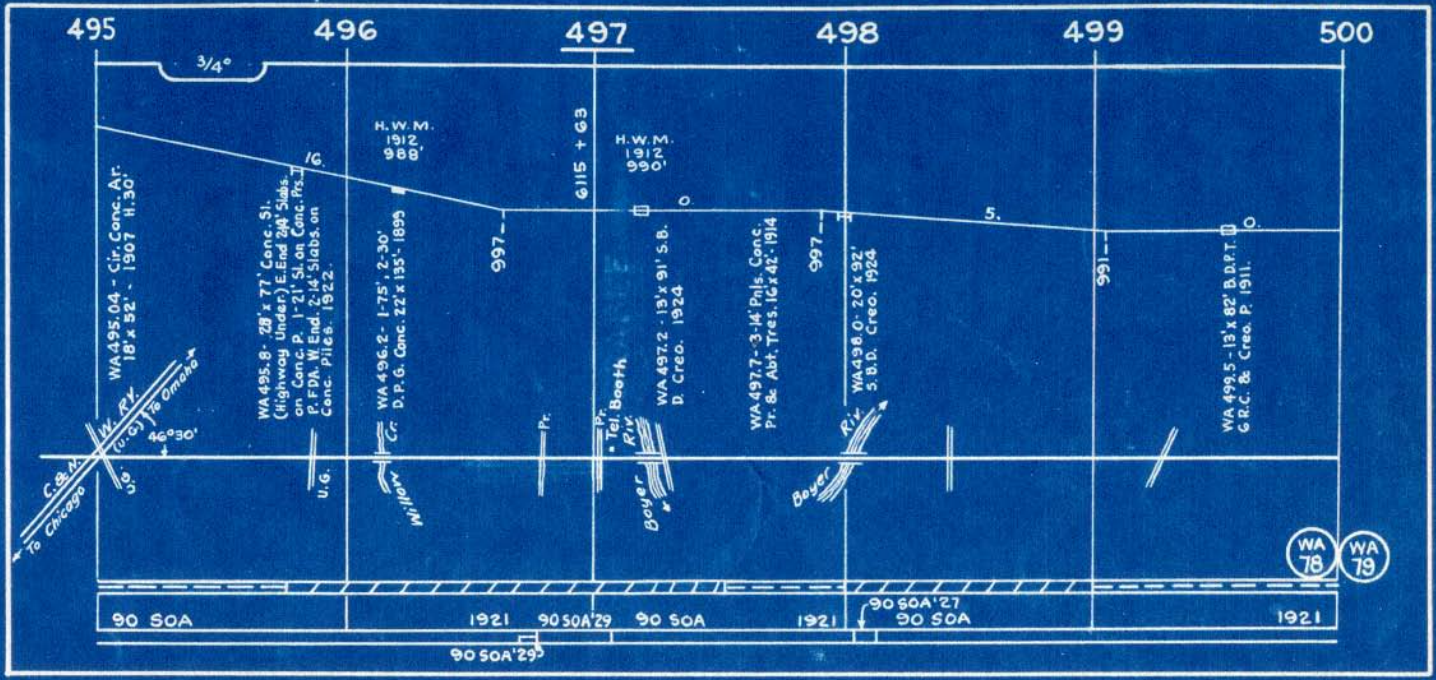
1014

1014

1023

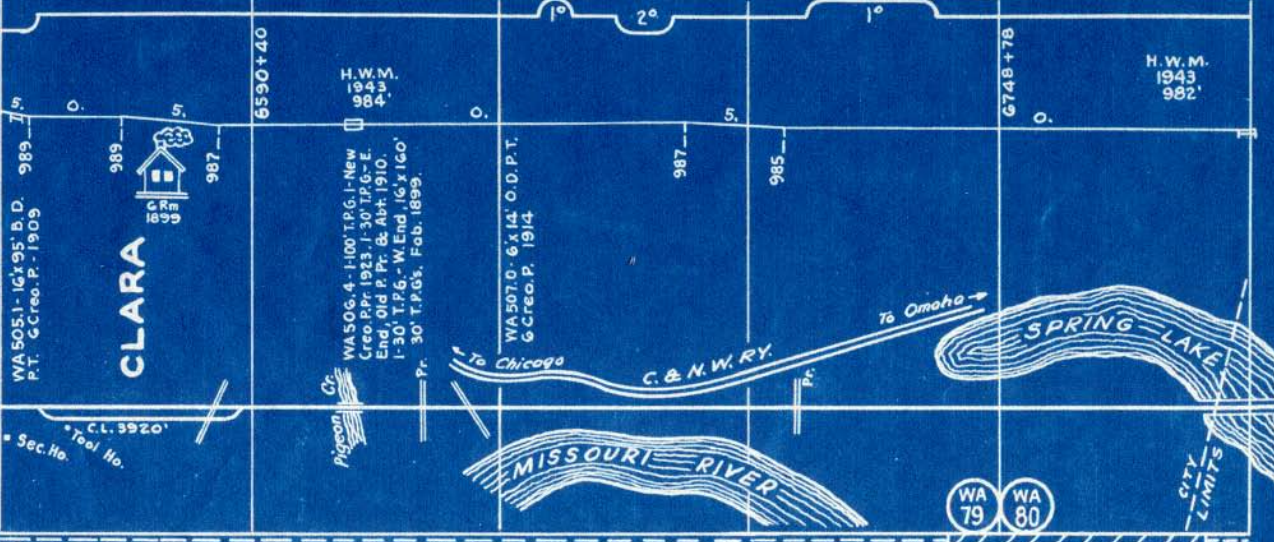
1023





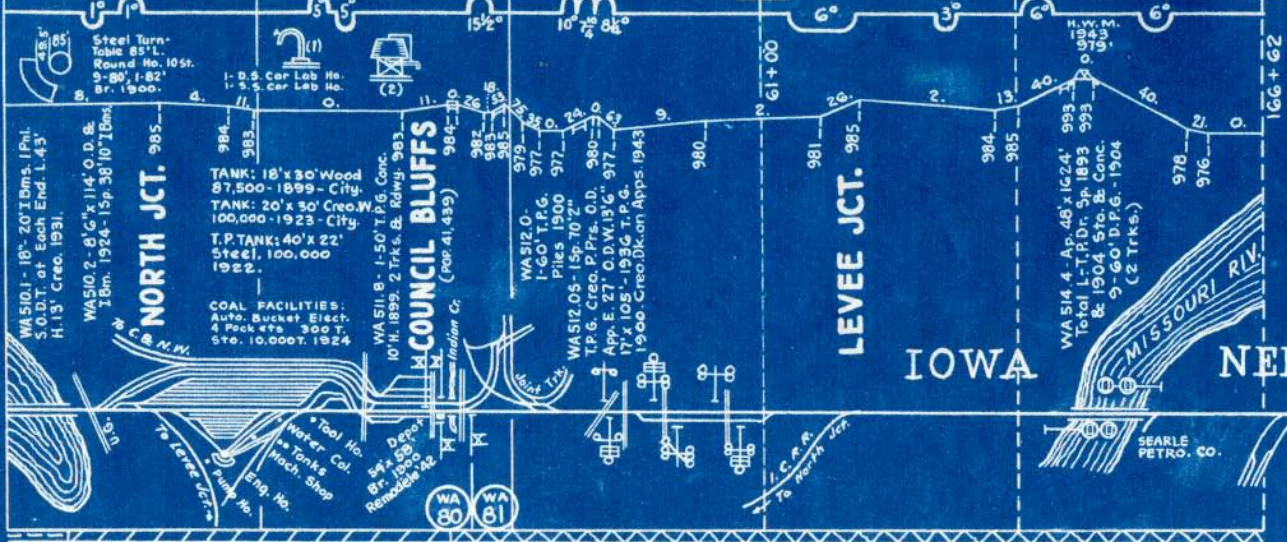


505 506 507 508 509 510



90 50A 1922 90 50A 1923

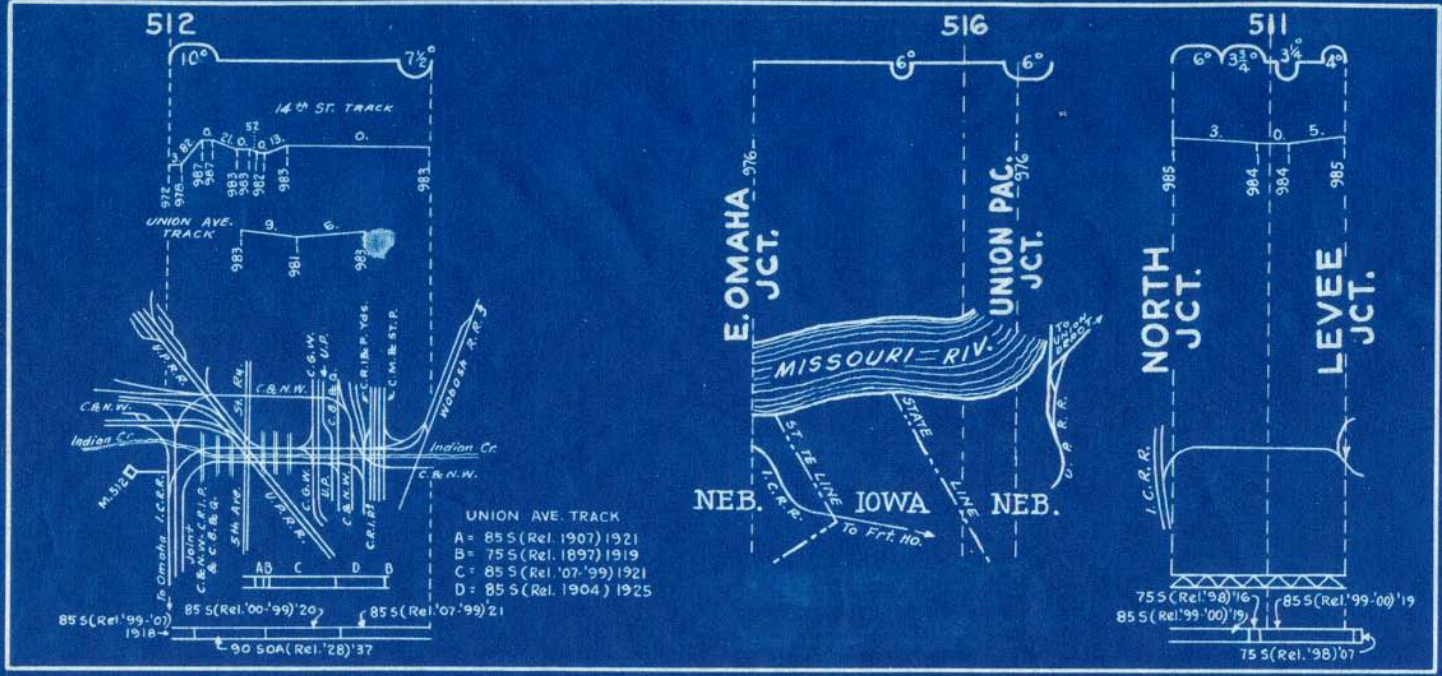
510 511 512 513 514 515



90 SOA '24 90 SOA 1923 90 SOA '24 90 SOA (Rel.'17-'19-'21 to '28) 1929 90 AOA (Rel.'16)'26 90 SOA (Rel.'15)'27 90 SOA (Rel.'17-'28)'30

511.85 90 SOA (Rel.'22-'23-'24) 1931 90 SOA (Rel.'15 to '28)'29





512

516

511

10° 7½°

6° 6°

6° 3¾° 3¾° 4°

14<sup>th</sup> ST. TRACK

E. OMAHA JCT.

UNION PAC. JCT.

NORTH JCT.

LEVEE JCT.

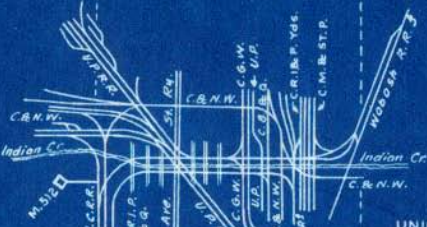
UNION AVE. TRACK

MISSOURI RIV.

NEB.

IOWA

NEB.



UNION AVE. TRACK

- A = 85 S (Rel. 1907) 1921
- B = 75 S (Rel. 1897) 1919
- C = 85 S (Rel. '07-'99) 1921
- D = 85 S (Rel. 1904) 1925

85 S (Rel. '99-'07) 1918

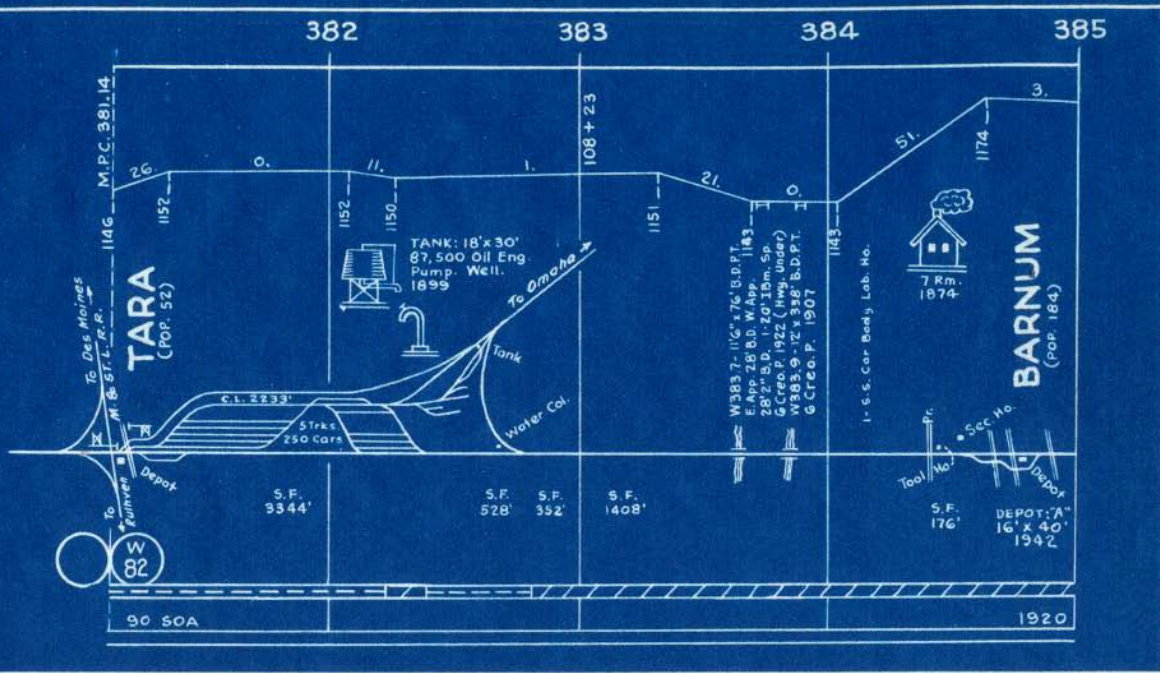
85 S (Rel. '00-'99) '20

85 S (Rel. '07-'99) '21

90 50A (Rel. '28) '37

75 S (Rel. '98) '16  
85 S (Rel. '99-'00) '19

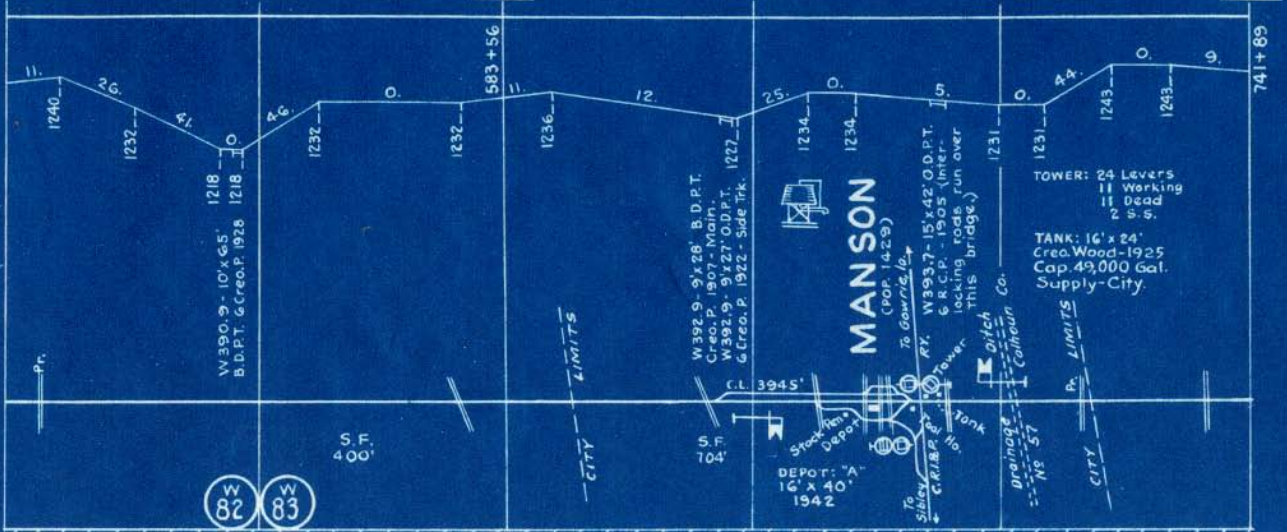
75 S (Rel. '98) '07







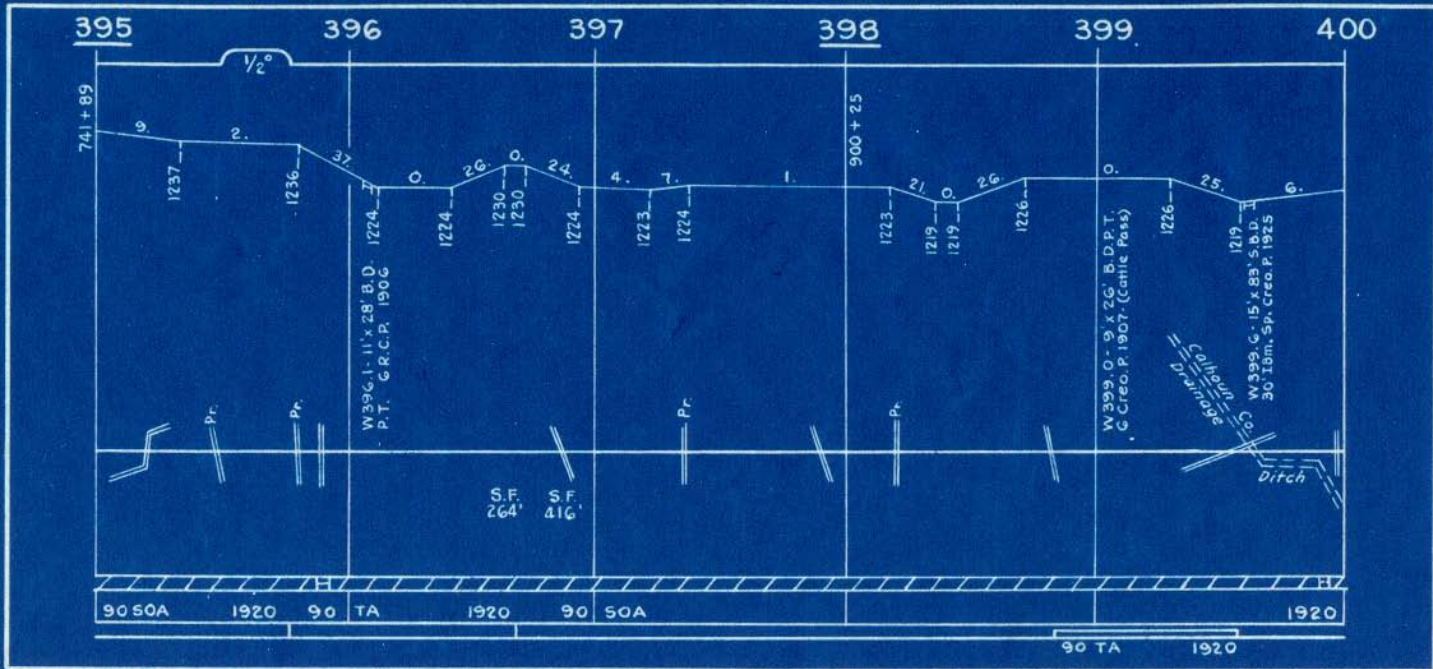
390                      391                      392                      393                      394                      395



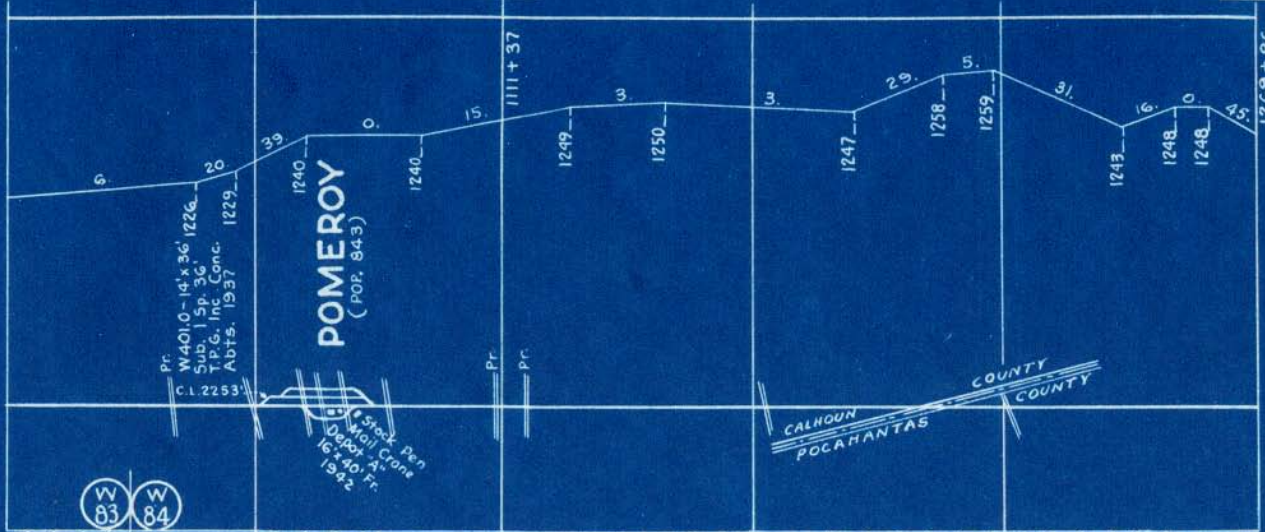
W 82      W 83

90 TA 1920  
90 SOA

1920



400                      401                      402                      403                      404                      405



Pr. W 401.0 - 14' x 36' 1226  
 Sub. 1 Sp. 36'  
 T.P.G. Inc. Conc.  
 Abts. 1937 1229

**POMEROY**  
 (POP. 843)

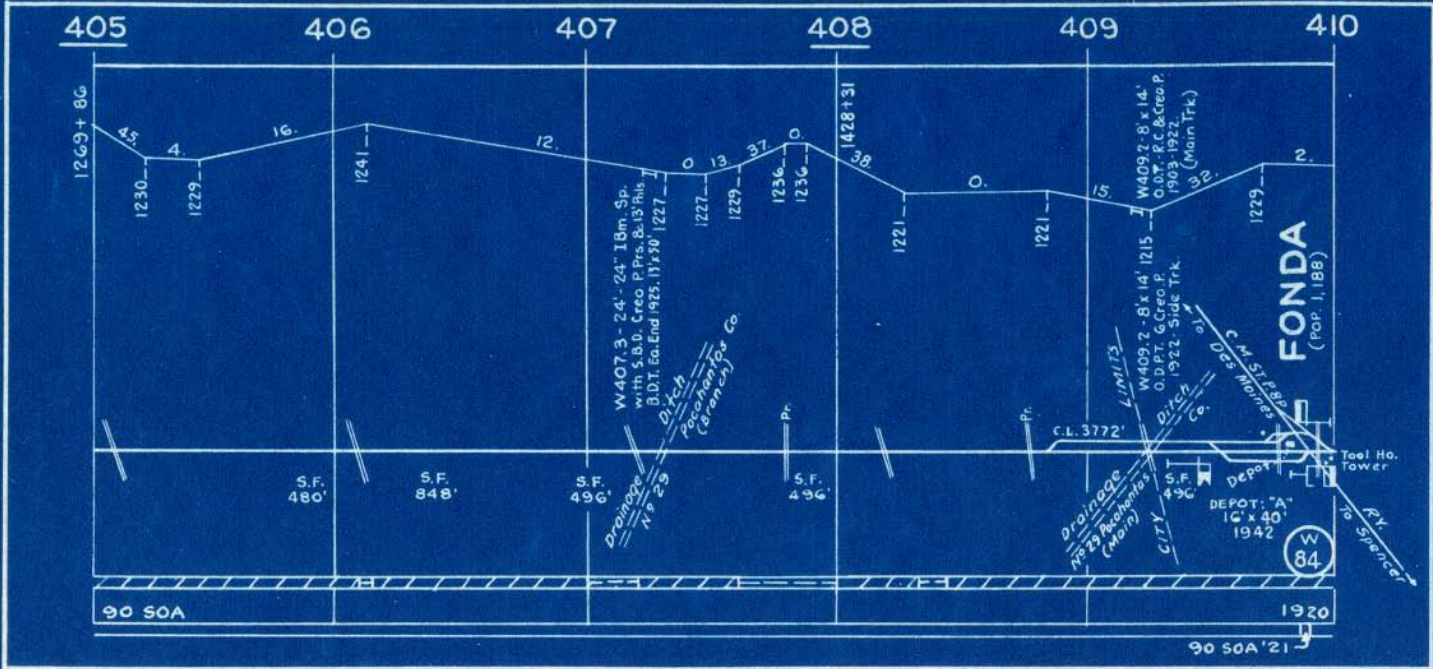
Pr. Pr.

Stock Pen  
 Mail Crane  
 Depot  
 16' x 40' Fr.  
 1942

W 83    W 84

90 SOA

1920



90 SOA

1920

90 SOA '21

410                      411                      412                      413                      414                      415

W410.0-158'6"  
T Pin Sp. H. 34'  
Sto. Abris. 1891

1228  
1228  
1229  
1228

CEDAR Cr.  
LIMITS  
CITY  
S.F. 475'

85

1586 + 68

Pr.

Pr.

CORA  
(POP. 3)

W412.7-22'6" x 466'8"  
D.H. Prim. Rd. #5 Conc.  
& St. - 1937

BUENA VISTA  
POCAHONTAS  
CO.  
S.F. 960'

Pr. W413.8-9' x 26'  
S.B.D. 1928'

Pr.

1241

40.  
1257  
1257  
47.

1248

1248

32

1257

1257  
1257  
1255

1244

1745 + 22

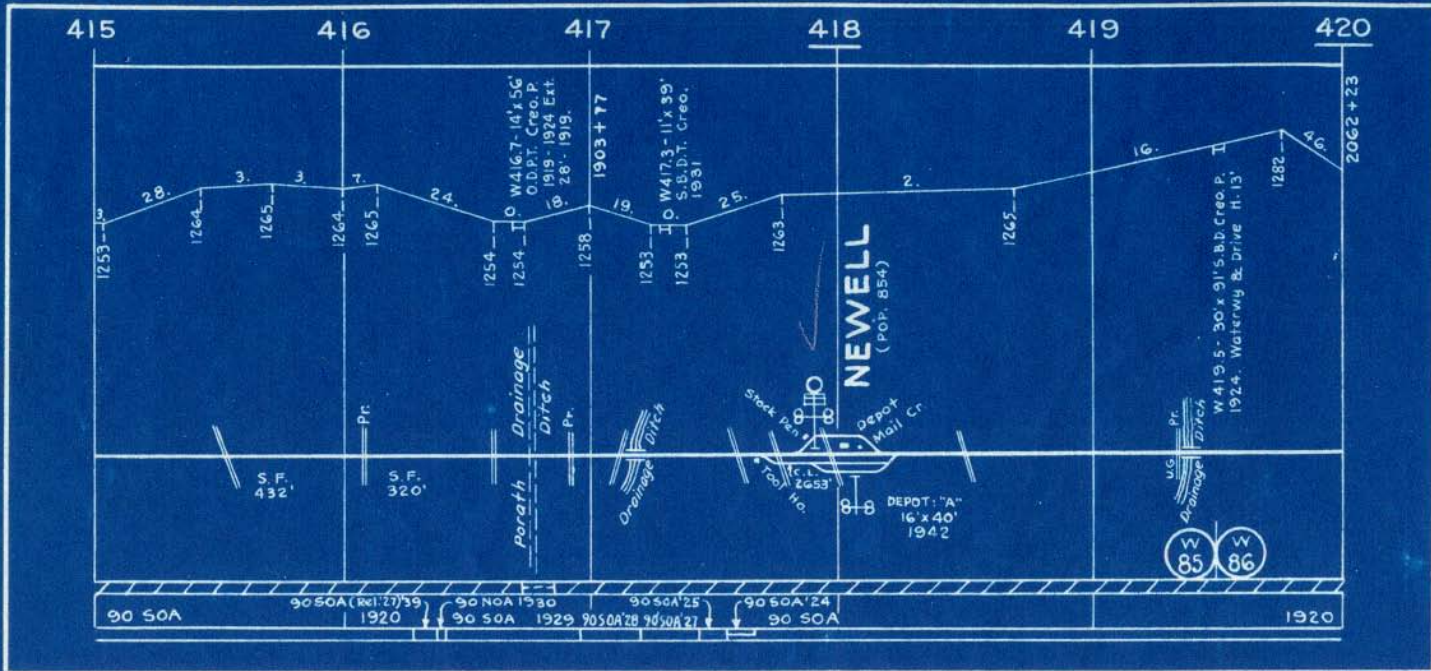
26.  
1243

1254

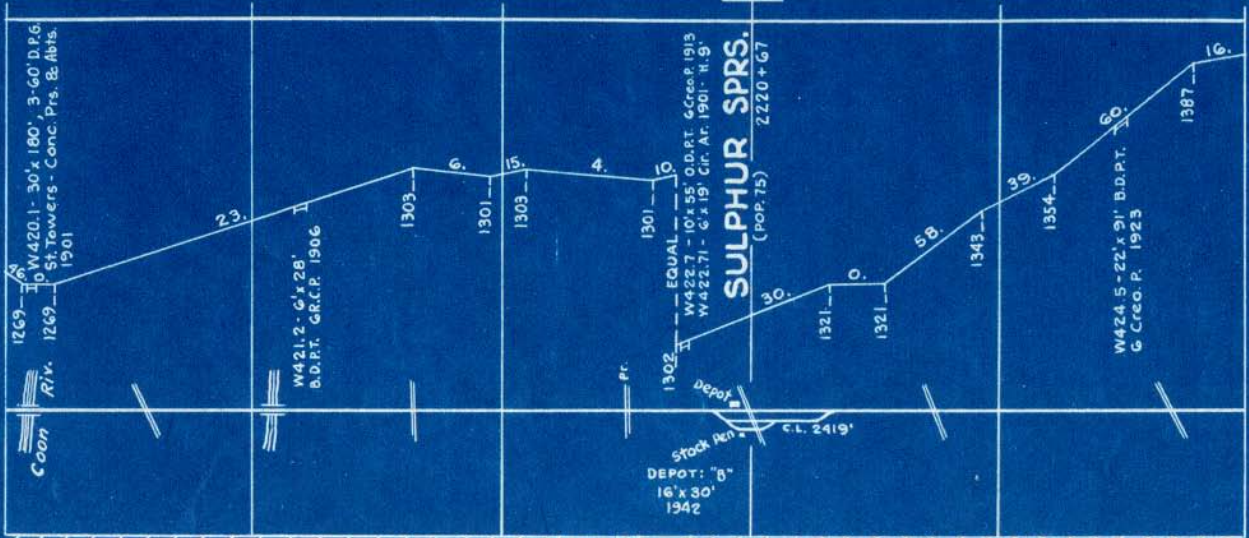
3.

90 SOA

1920



420 421 422 423 424 425



90 SOA 90 AOA (Rel.'16)'27 1920 90 SOA 1917 90 SOA'18

425

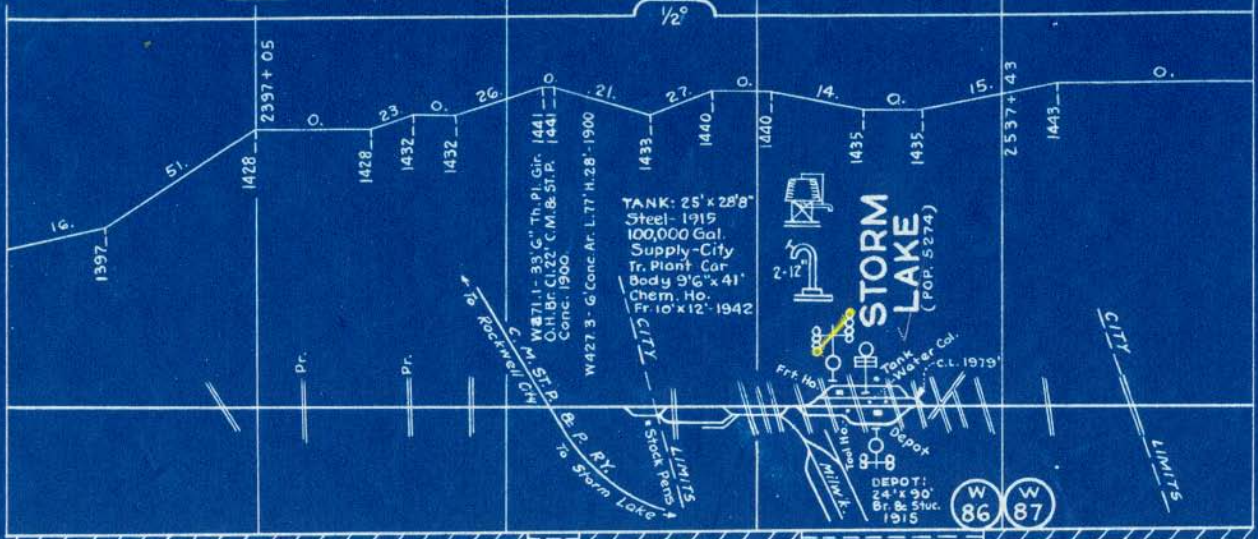
426

427

428

429

430



W 427.1 - 33" C.I. Th. Pl. Gir. 1441  
 O.H. Br. Cl. 22" C.M. & ST. P. 1441  
 Conc. 1900.

W 427.3 - 6' Conc. Ar. L. 77' H. 28' - 1900

TANK: 25' x 28' 8"  
 Steel - 1915  
 100,000 Gal.  
 Supply - City  
 Tr. Plant Car  
 Body 9' 6" x 41'  
 Chem. Ho.  
 Fr. 10' x 12' - 1942

**STORM LAKE**  
 (POP. 5274)

DEPOT:  
 24' x 90'  
 Br. 8' x 5' x 15'  
 15

W 86 W 87

90 SOA

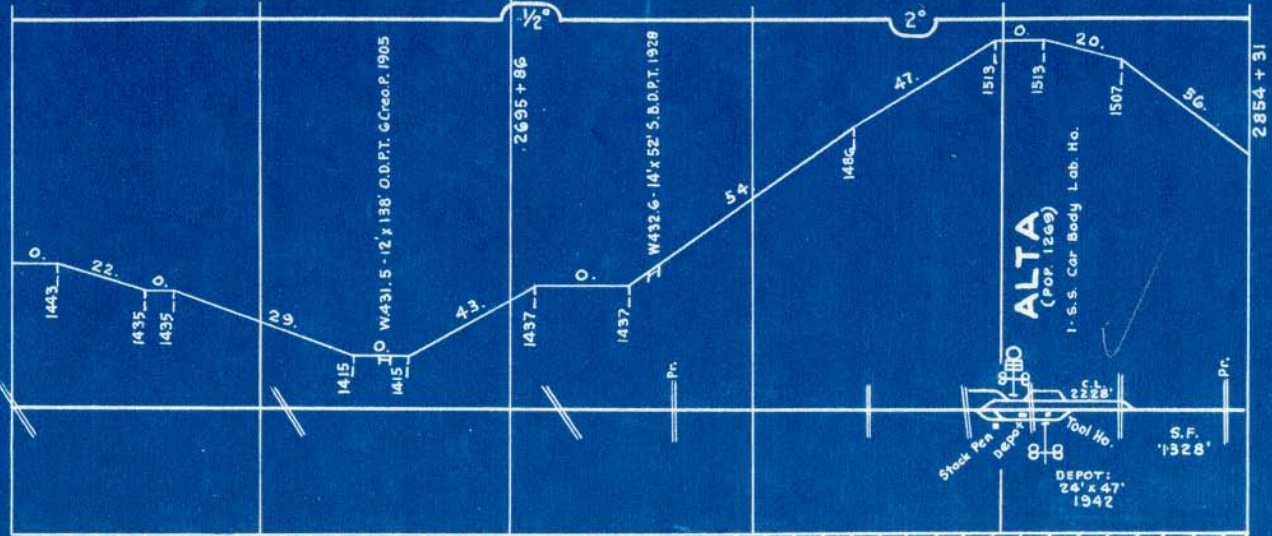
1918

90 SOA

1919



430 431 432 433 434 435

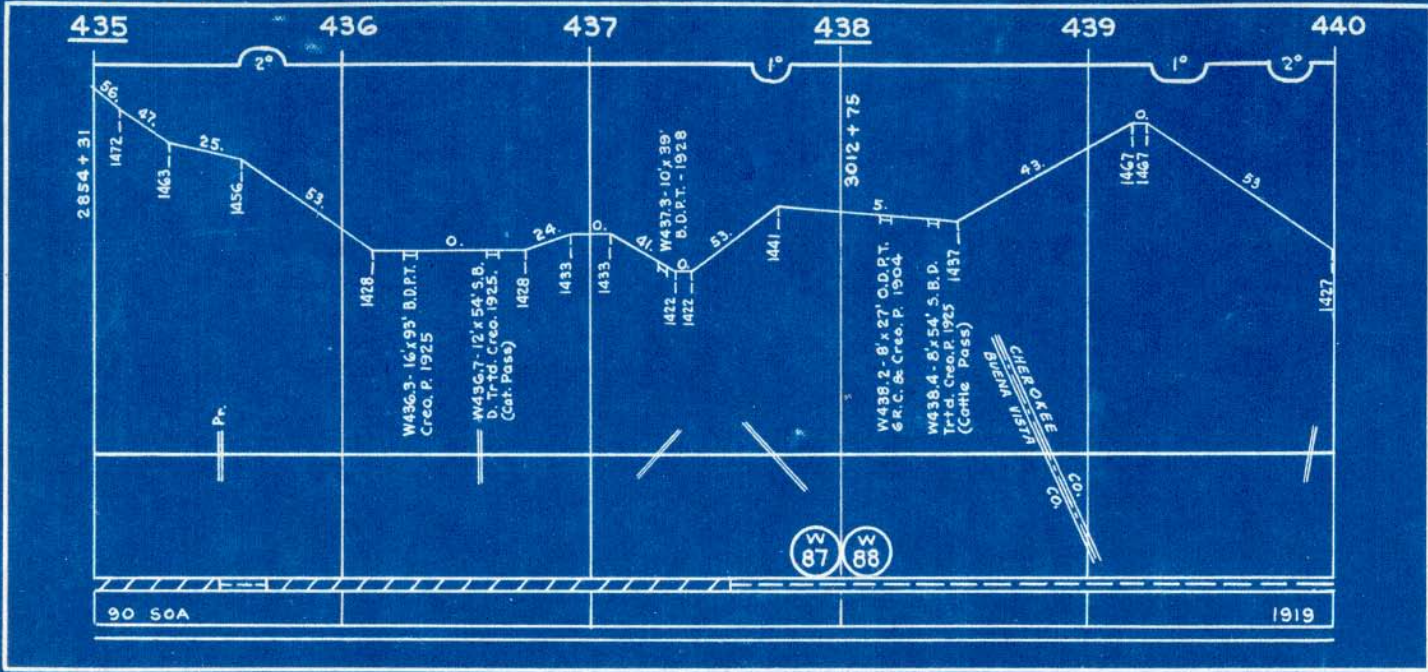


90 50A

1919 90 50A' 30

90 50A

1919



435

436

437

438

439

440

2854 + 31

1472

1463

1456

53

1428

W436.3-16x93' B.D.P.T. I  
Creo. P. 1925

W436.7-12x54' S. B.  
D. Tr'd. Creo. 1925. I  
(Catt. Pass)

1428

1433

1433

1422

W437.3-10x39'  
B.D.P.T. - 1928

1422

41

53

1441

3012 + 75

W438.2-8x27' O.D.P.T. I 5m  
6 R.C. & Creo. P. 1904

W438.4-8x54' S. B. D.  
Tr'd. Creo. P. 1925 1457  
(Cattle Pass)

BUENA VISTA  
CO. CHEROKEE

CO.

1467

1467

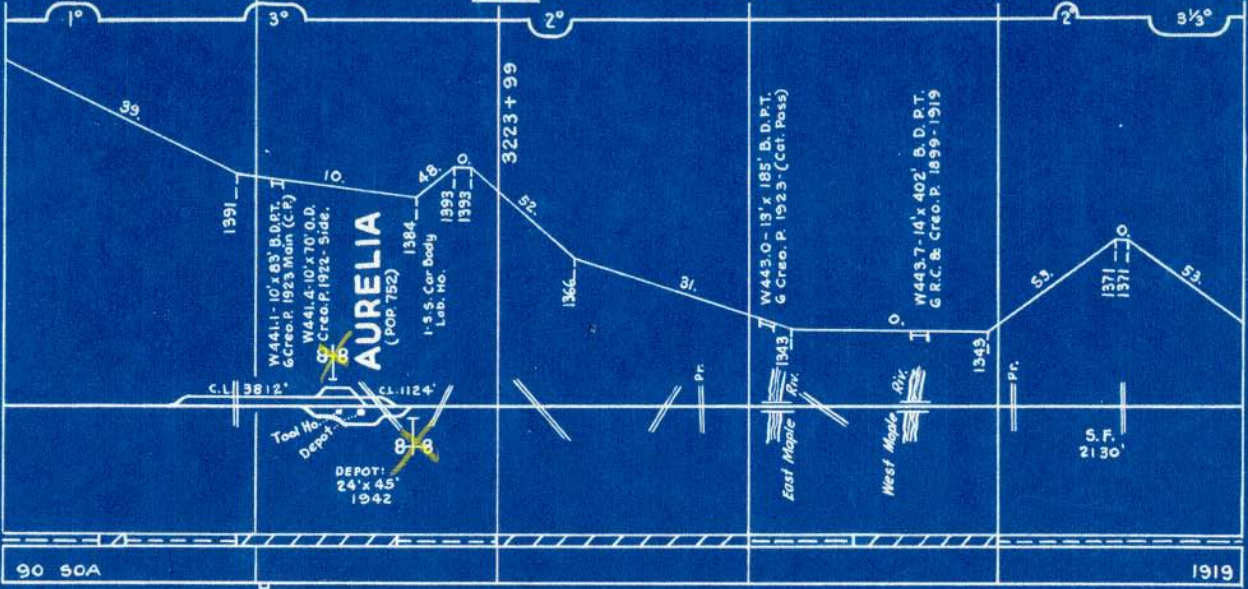
53

1427

W 87

W 88

440                      441                      442                      443                      444                      445



1°

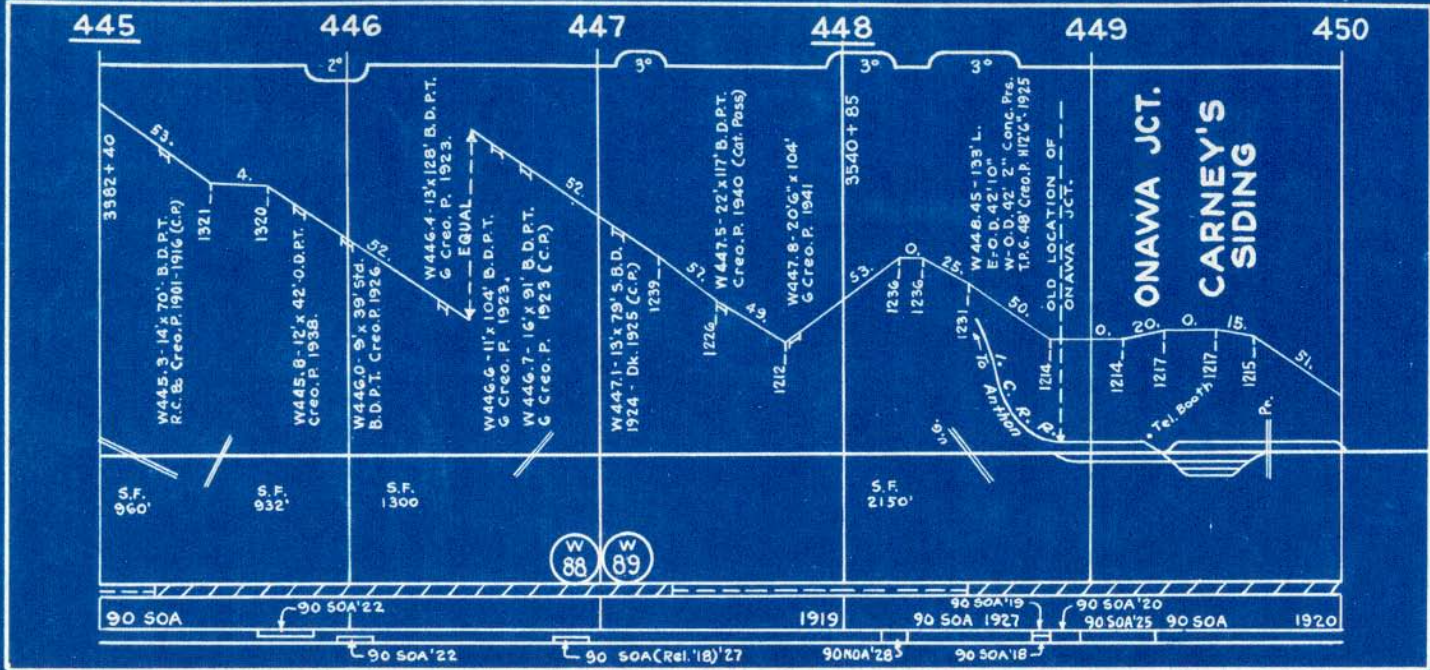
3°

2°

2°

2°

3 1/3°



450

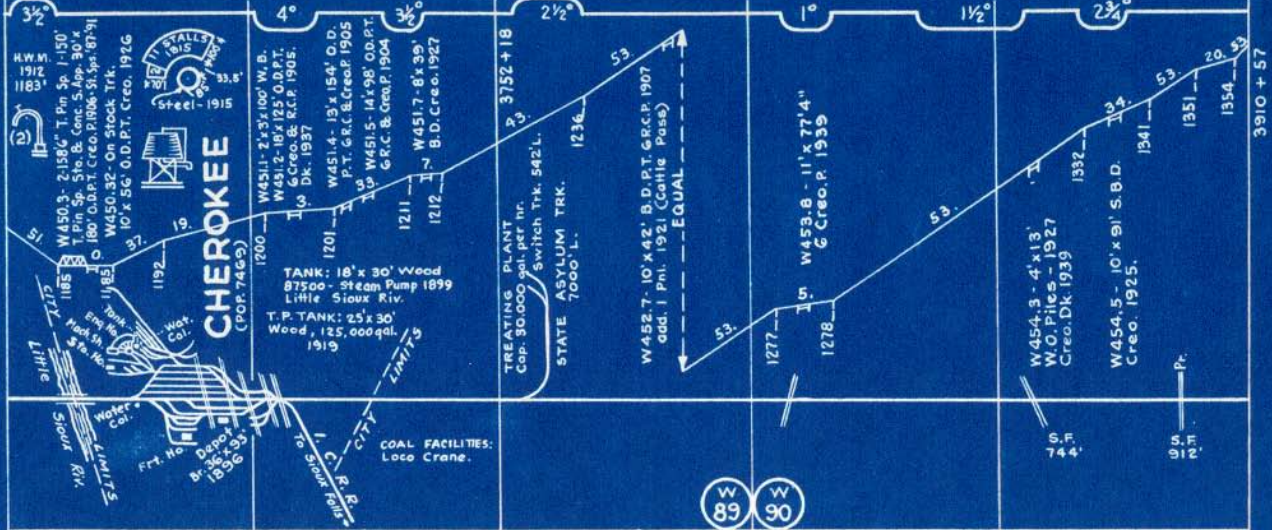
451

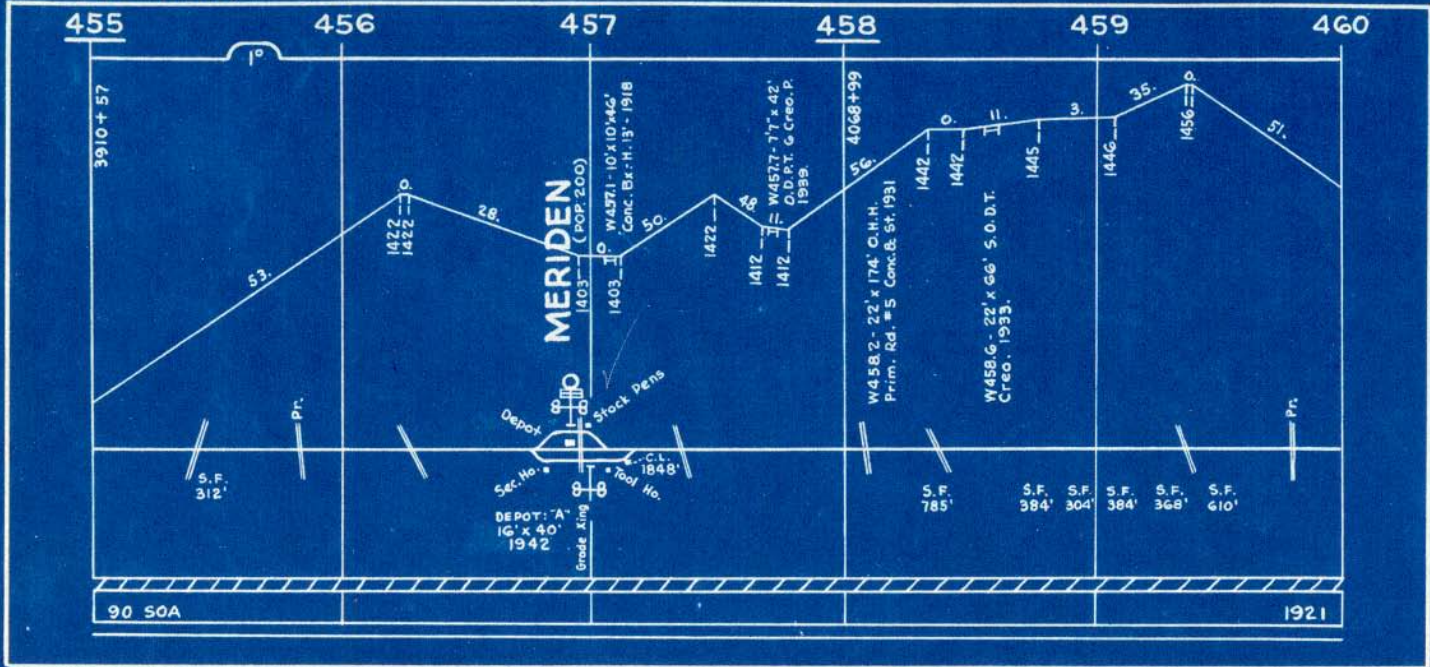
452

453

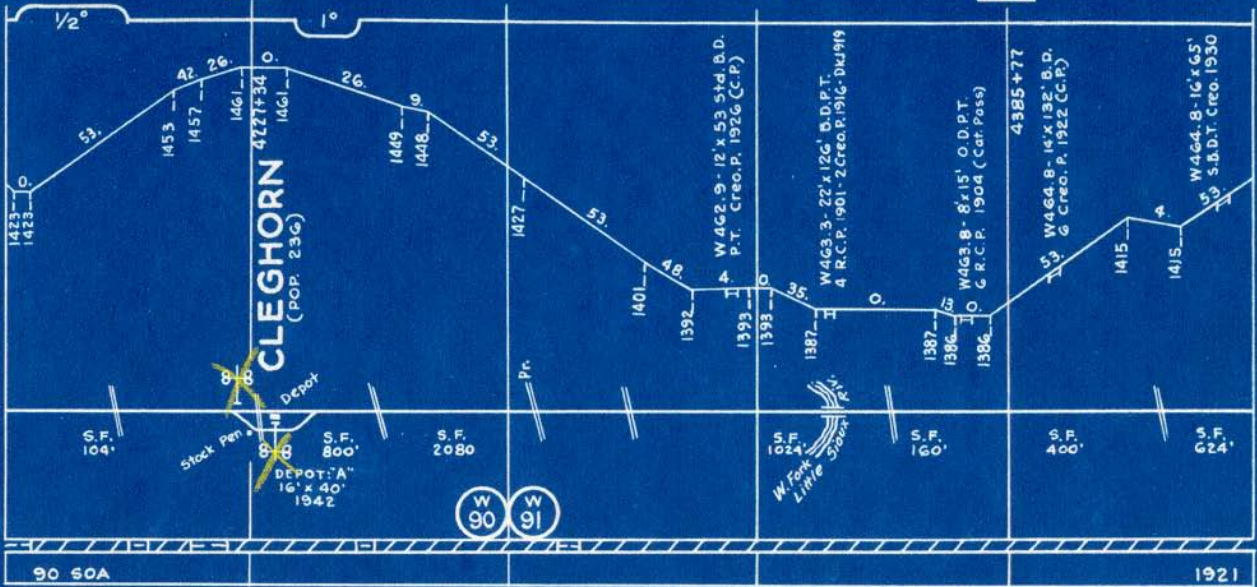
454

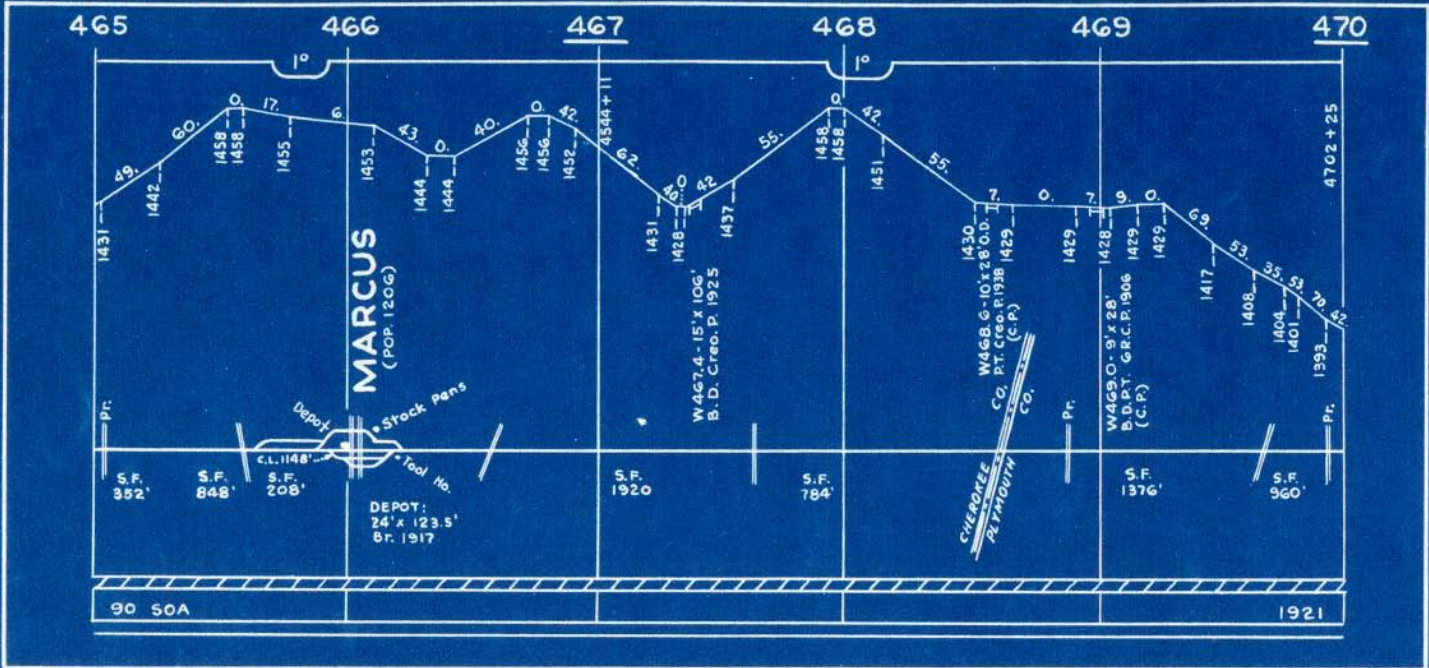
455





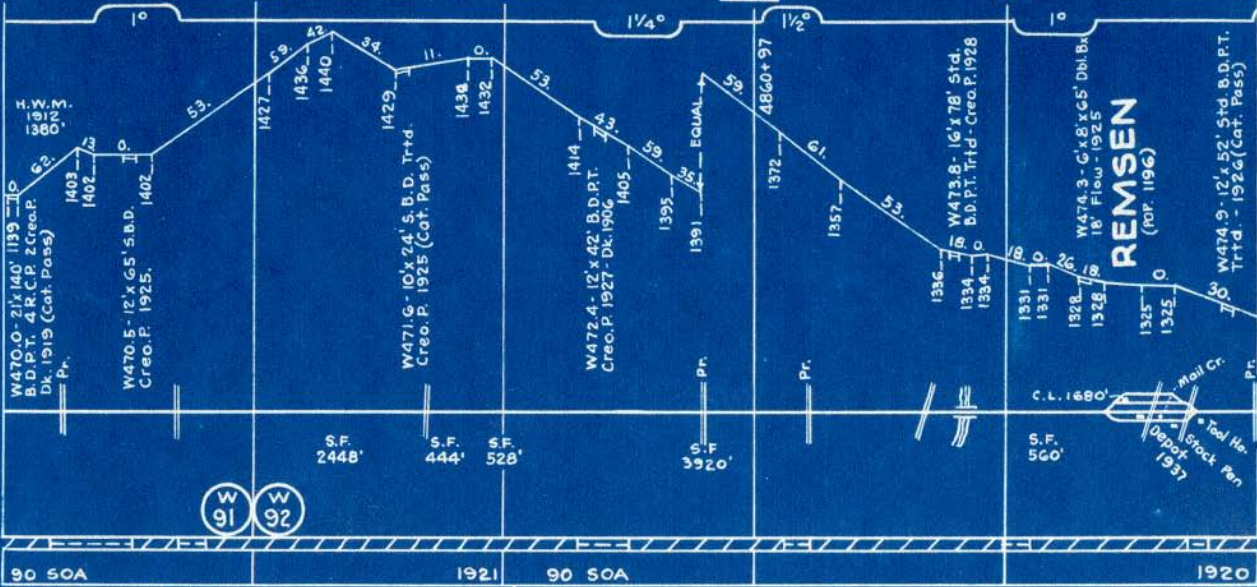
460 461 462 463 464 465







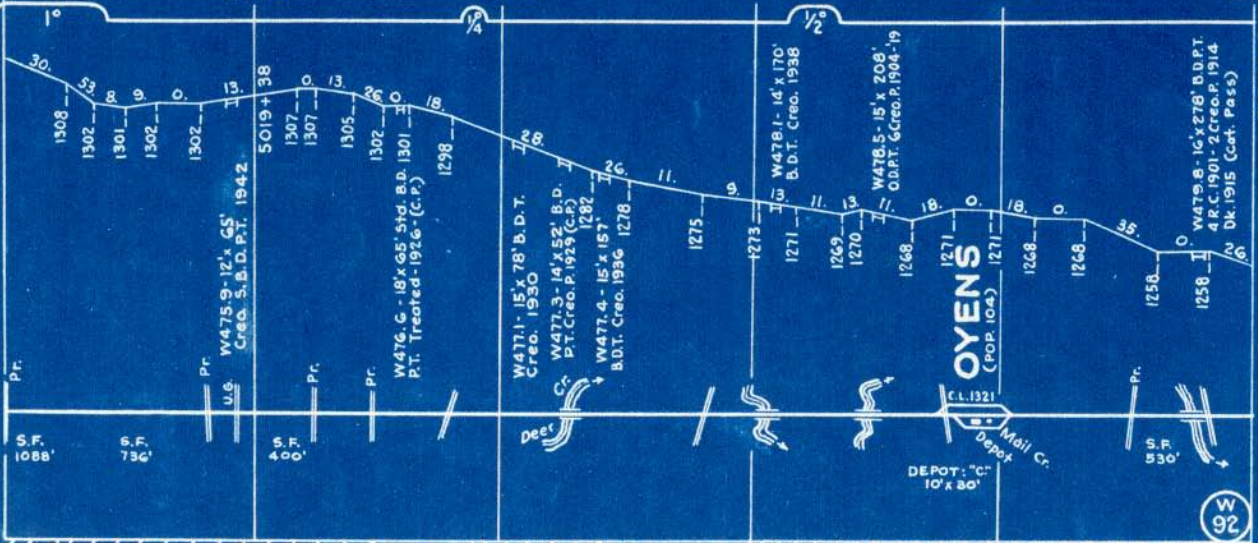
470                      471                      472                      473                      474                      475



90 SOA                      1921                      90 SOA                      1920

90 SOA (Ret. 16) 27

475                      476                      477                      478                      479                      480

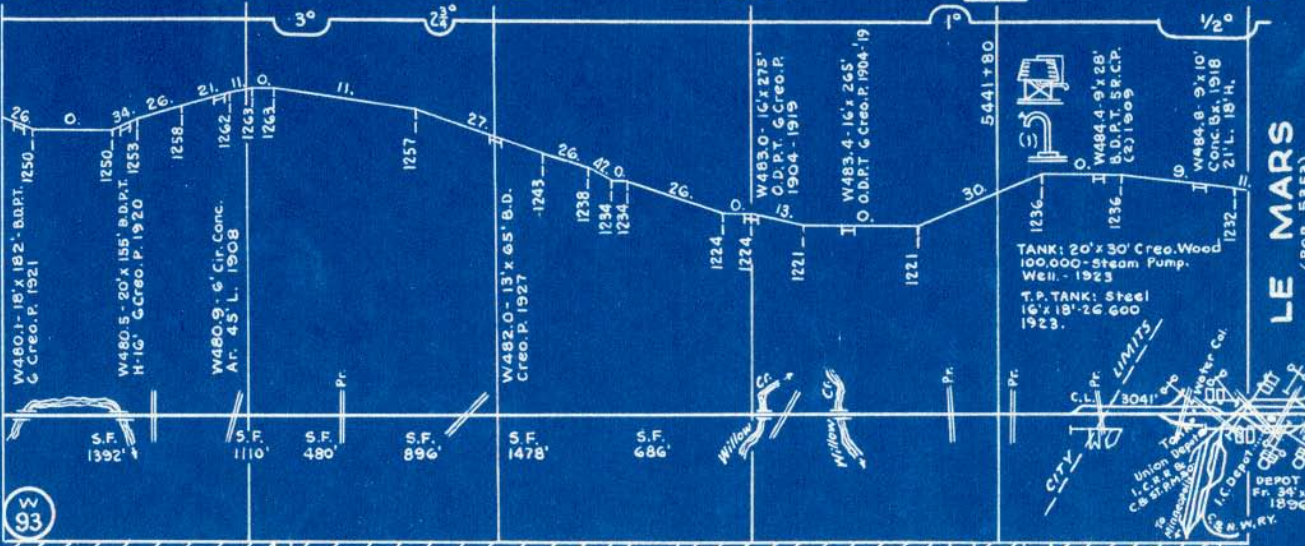


90 SOA 1920      90 50A' 30'      90 SOA      1920      90TA 1920      90 SOA      1920

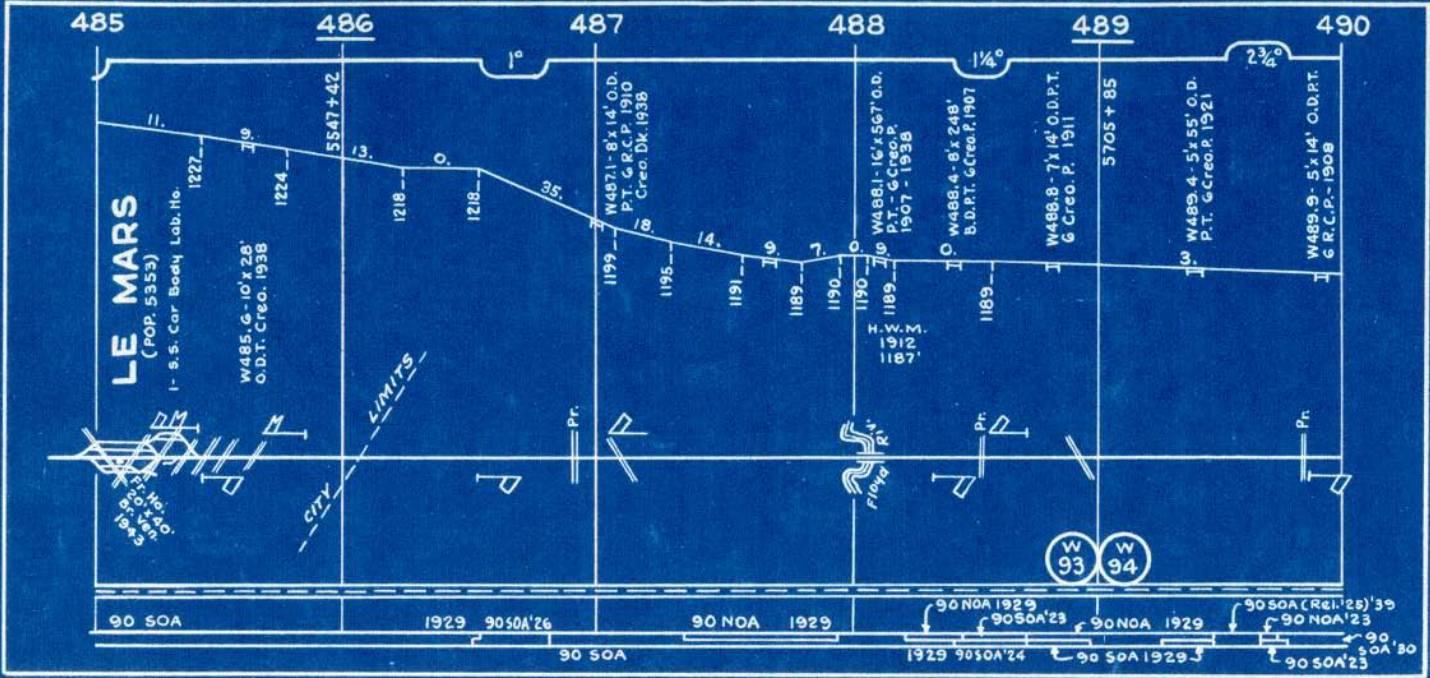
5230+59

W 92

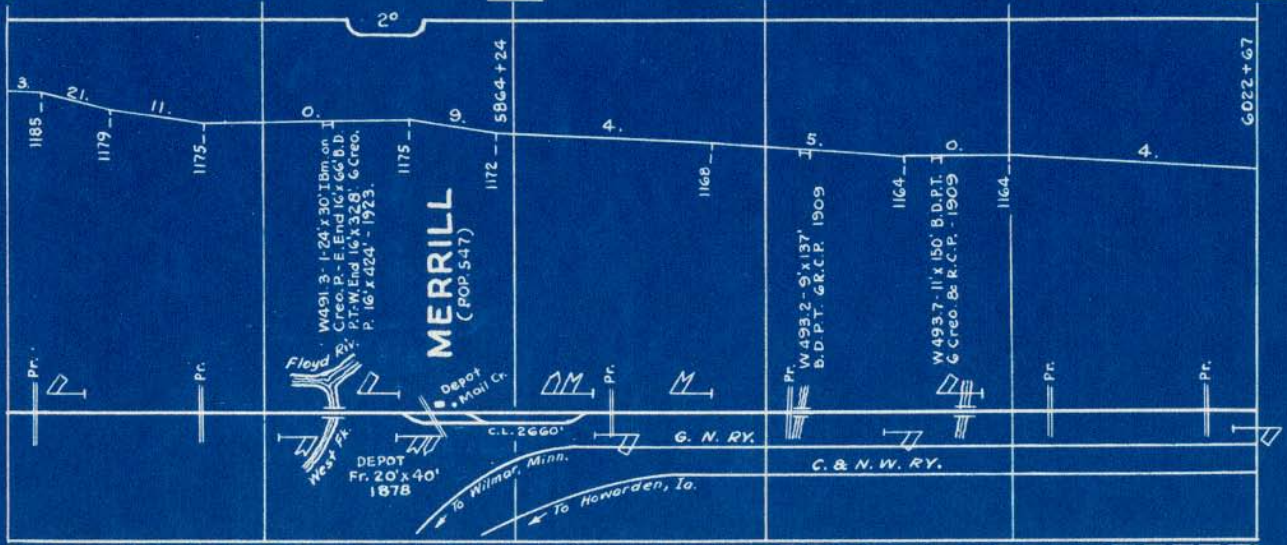
480 481 482 483 484 485



90 SOA 1920 90-50A'29

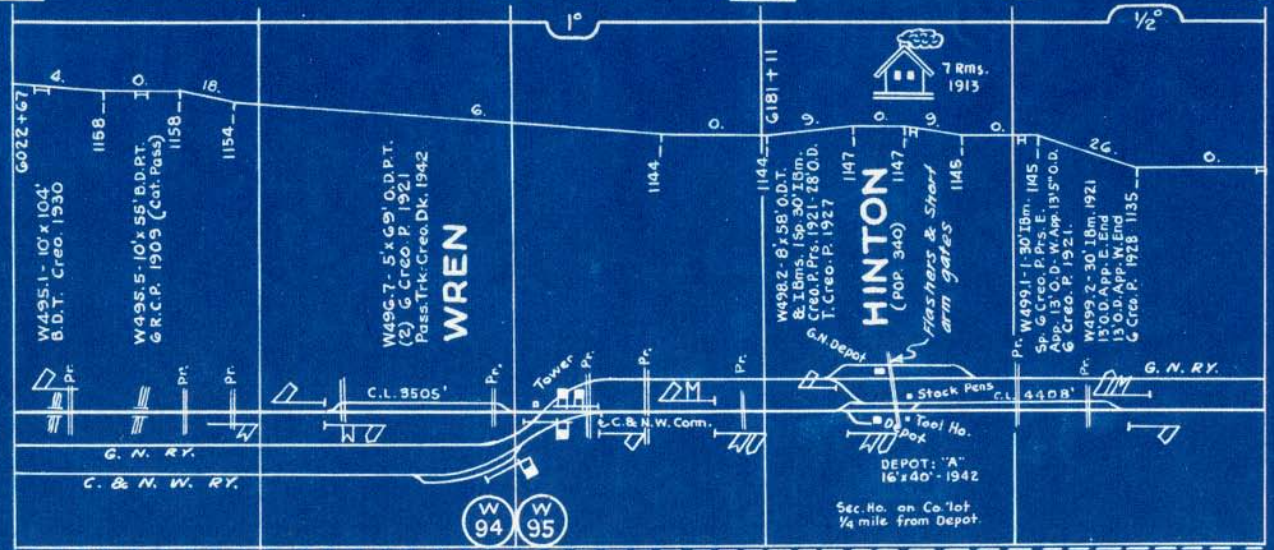


490                      491                      492                      493                      494                      495



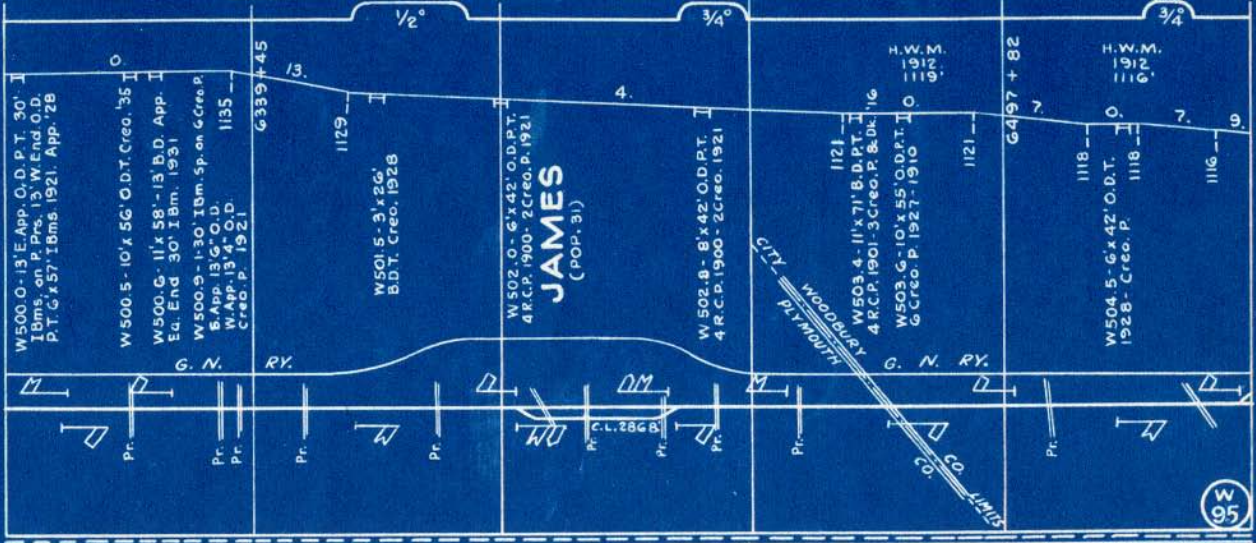
90 50A                      90 50A (Rel. 25) 39                      90 NOA 30                      90 50A 30                      90 50A 29                      90 NOA                      1929                      90 50A                      1929

495 496 497 498 499 500



90 50A '29 90 SOA	1930	90 50A '26	90 50A	1927	90 50A '26	90 50A '25
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500      501      502      503      504      505



90 50A	90 NOA'24 1925	90 50A (Rel.'24)'26	90 50A	1927 90 50A'24	90 50A	1926	90 50A 1927 90 50A'24
		90 50A 1923					90 50A'27-3

505 506 507 508 509 510

H.W.M. 1912 1110'

H.W.M. 1912 1109'

TANK: 20' x 30' Creo. 100,000 - 1925  
CITY WATER

T.P. TANK: 40' x 22' 100,000 - 1922

W505.0 - Conc. & Steel. O.H.H. 22' x 54' 0 1/2" 1931  
W505.7 - 7' x 28' O.D.T. 1909 - 1933  
**LEEDS**  
(POP. 3,500)  
W505.8 - 7' x 27' O.D.P.T. 4 R.C.P. 1905, 2 Creo. P. 1921

W506.2 - 12' x 79' B.D.P.T. 6 Creo. P. - 1921

W506.7 - 9' x 39' O.D.T. Creo. Gents - 1930  
Creo. Deck - 1942

**SPRINGDALE**

C. & N. W. CONNECTION  
M.P. - C.507.39

1105 - W508.6 - 9' x 42' O.D.P.T. 6 Creo. P. 1941  
W508.7 - 8' x 9' O.D.P. Over Open Stone Bk. 9' x 8' Dk. 1929  
W508.75 - 8' x 42' O.D.P.T. 2 Trks. 6 Creo. P. 1938

1105 - W509.55 - Grand Av. Via. L. 3970' 6" Conc. Prs. & Abts.  
W509.3 - 4th St. 1104. Via. 21.5' x 25.3' O.H.H. D.P.G. Sps. on Steel Cols. - 1891

END OF I.C.R.R. - M.P. C.509.68  
W 509.5 - Wall St. Via. 1444' L. 1088' 6" of Dk. Girders, Maintained by C.&N.W.Ry. - I.C.R.R. Proportion 18% - 1909

**SIoux CITY**  
(POP. 32,364)

NOTE: See P. 212 Showing Conn. of Sioux City

DEPOT: 24' x 42' Ft. 1889  
DROWN COAL CO. SPUR  
G.N.R.Y. Depot  
C.L. 3202

Round Ho. B-100' Stalls Brick - 1925  
Turntable 85' - 3pt.  
Water. Calc.  
Sec. Ho. MINTELS & METALS Mill Co.  
Coal Shed  
C. & N. W. (Eng. Abs.)

WALL ST. VIADUCT  
4th ST. VIADUCT

C. & N. W. B. I. C. Station

COAL FACES:  
G.D. Buckets  
Elec. 4 Pock.  
Chute. 300T  
1925

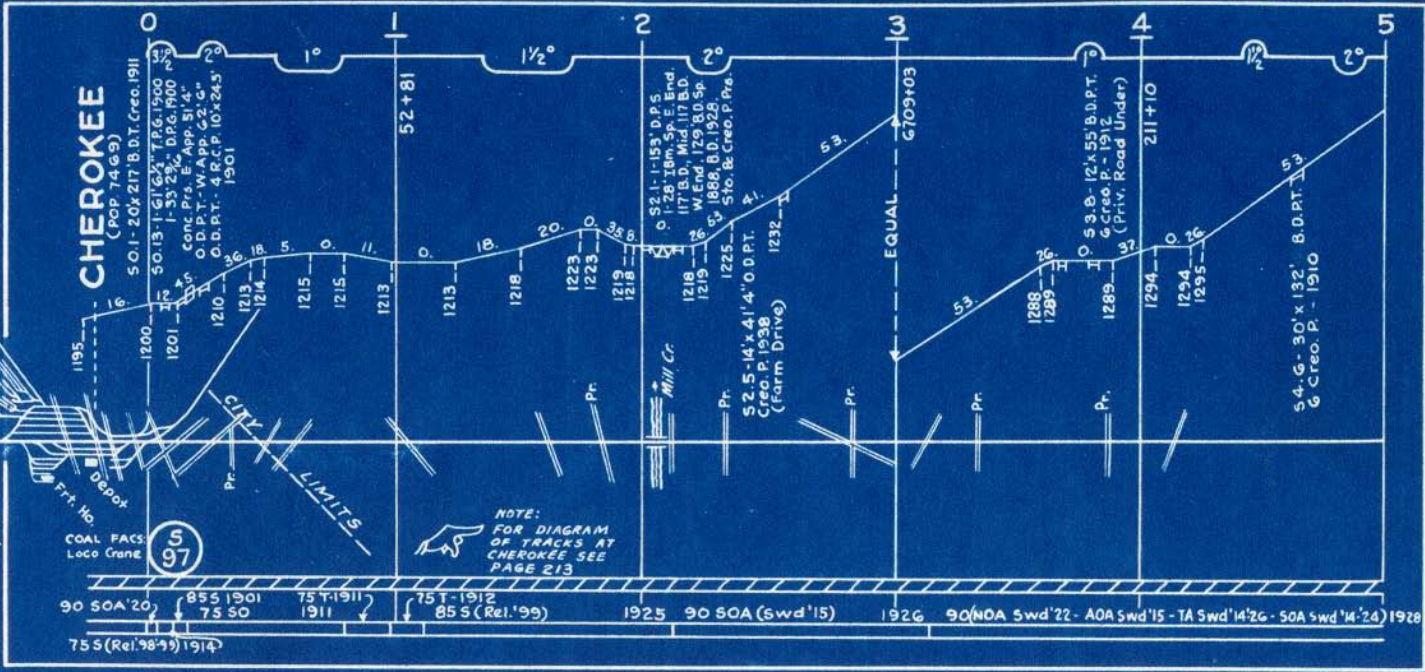
NOTE: See P. 211 for Diagram of tracks from M.P. 509 to C. & N. W. Sta. Scale 1" = 1000'

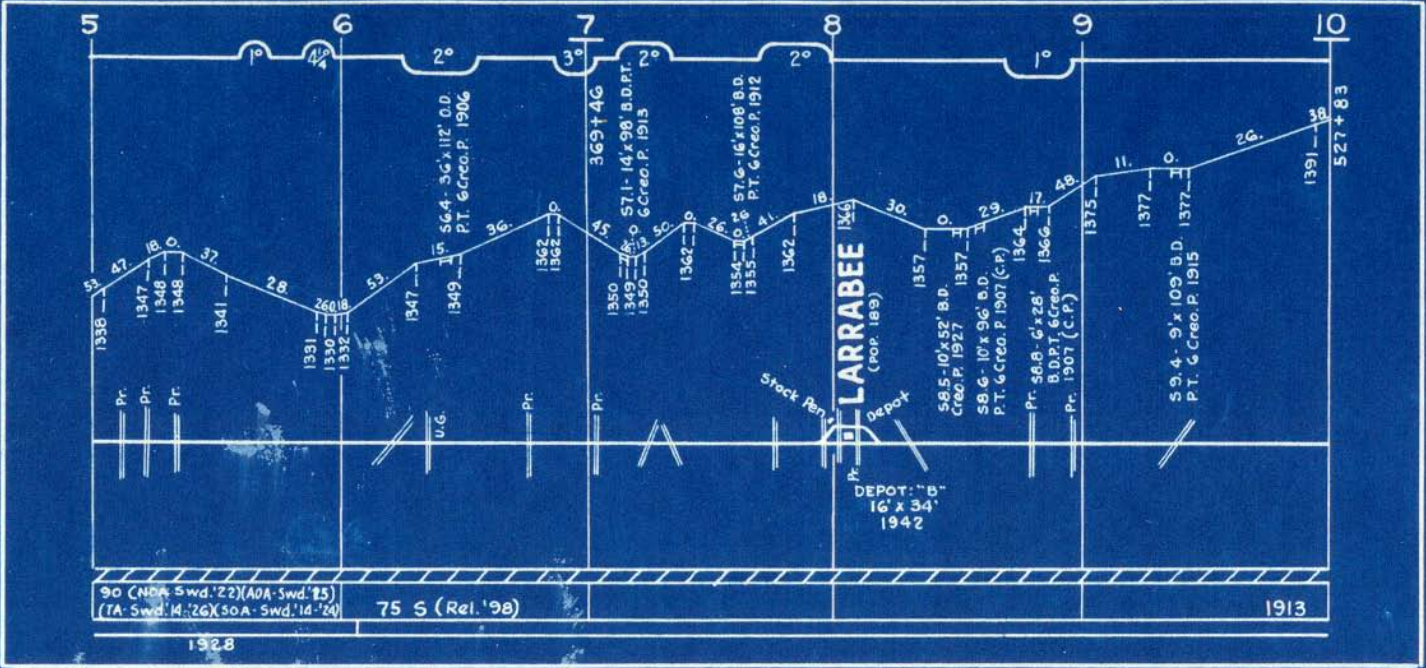
W 95 W 96

W 96







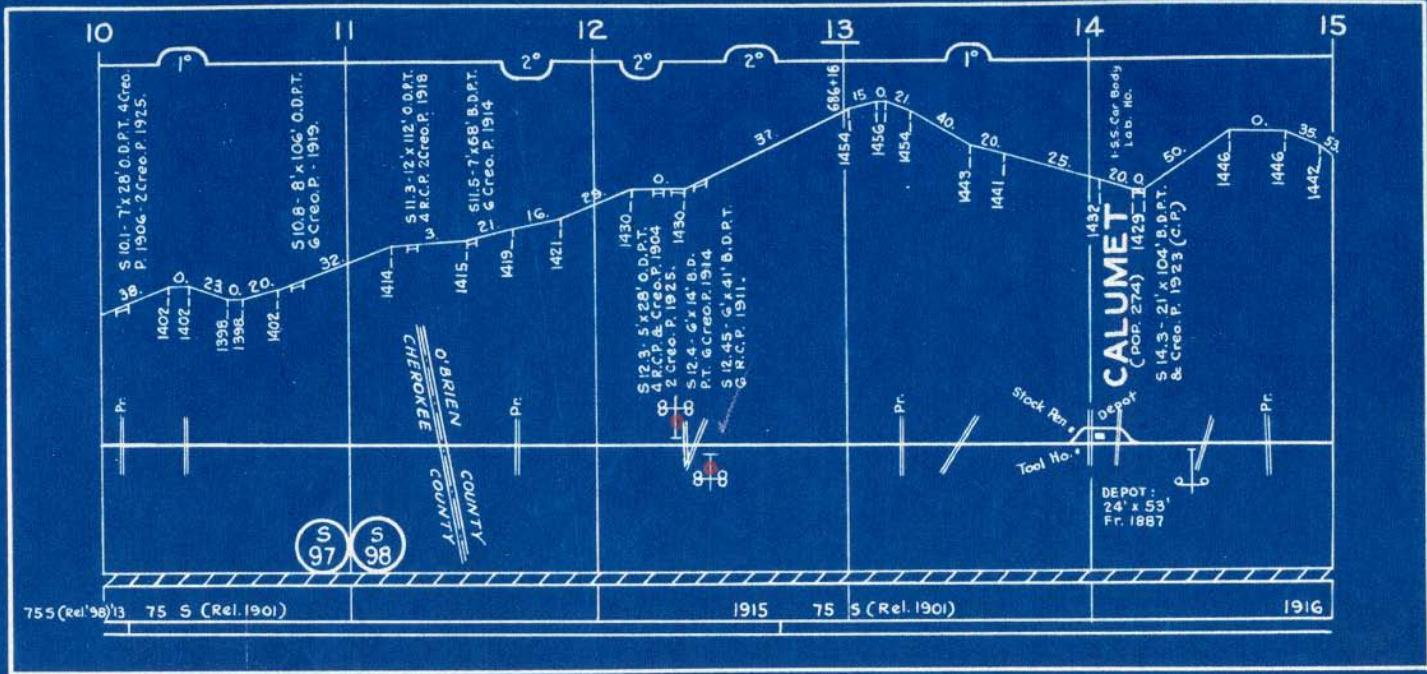


90 (NDA Swd.'22)(A0A-Swd.'25)  
 (TA-Swd.'14.'26)(50A-Swd.'14.'24)

75 S (Rel. '98)

1913

1928



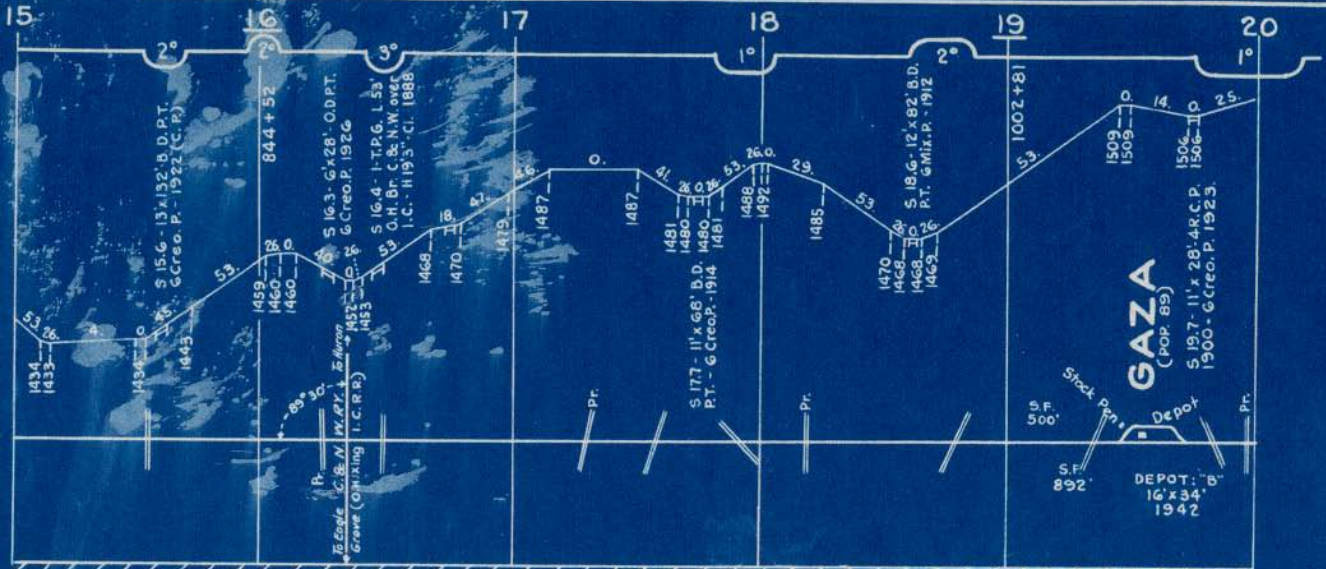
755 (rel. '96) 13

75 S (Rel. 1901)

1915

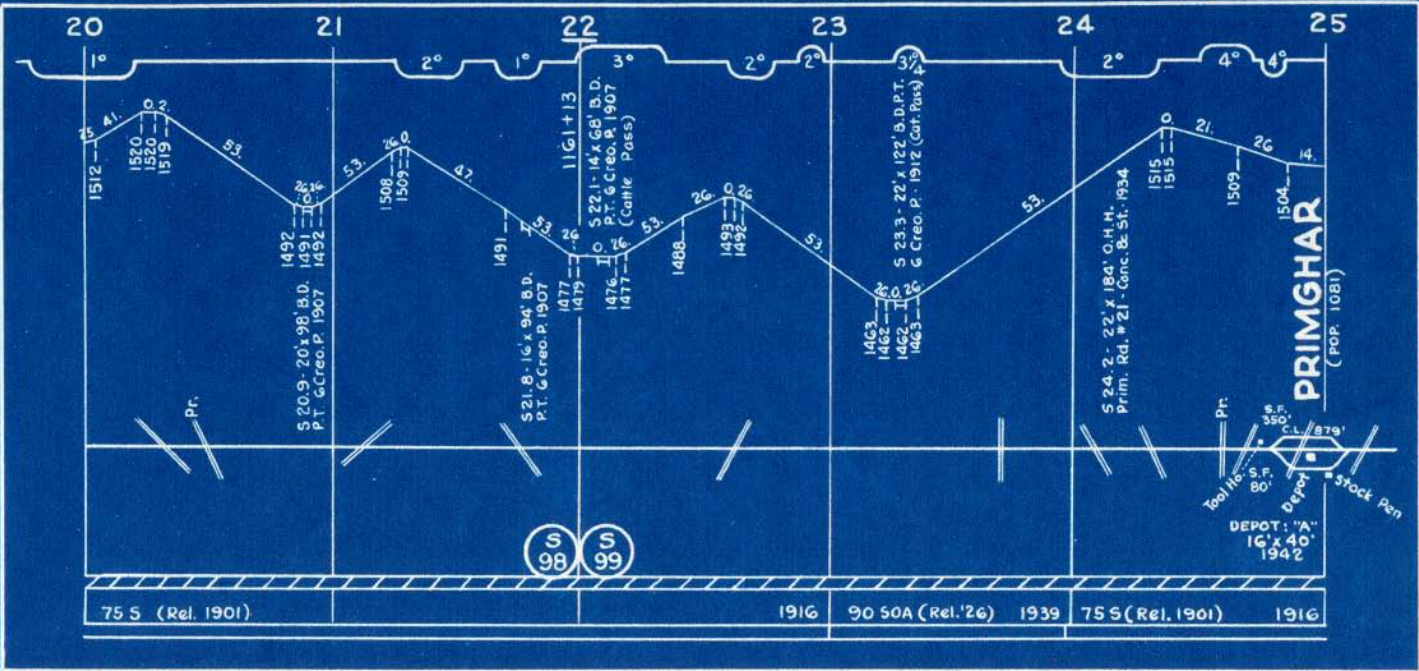
75 S (Rel. 1901)

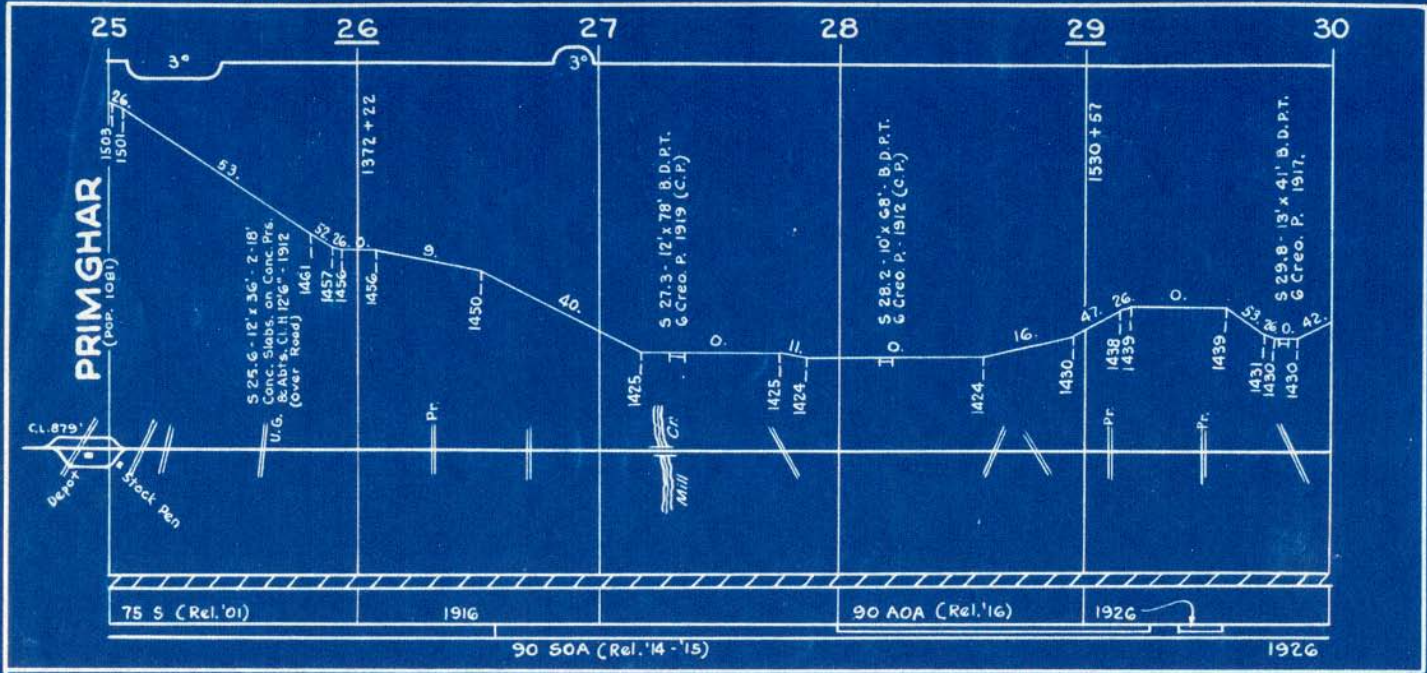
1916



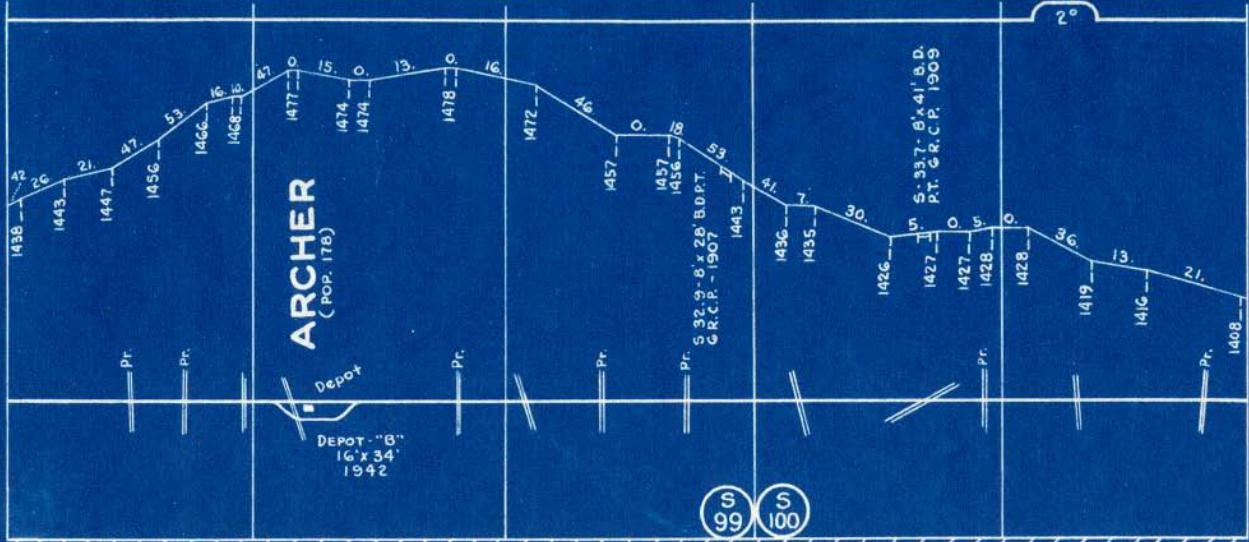
75 5 (Rel. 1901)

1916 7550'16 755 (Rel. 01)'16





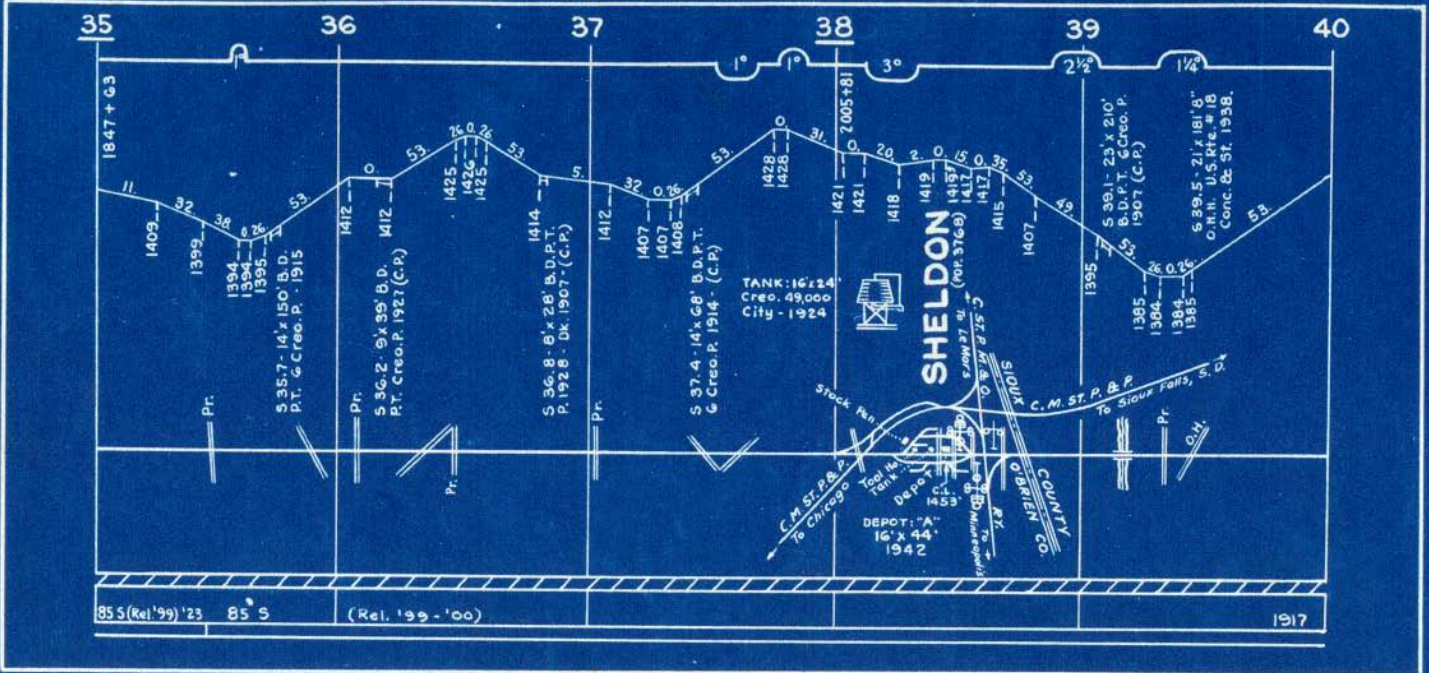
30 31 32 33 34 35



90 SOA (Rel.'14-'15)

1926 85 S (Rel.'99) 1916 85 S (Rel.'99-'00)

1917 85 S (Rel.'99) 1923



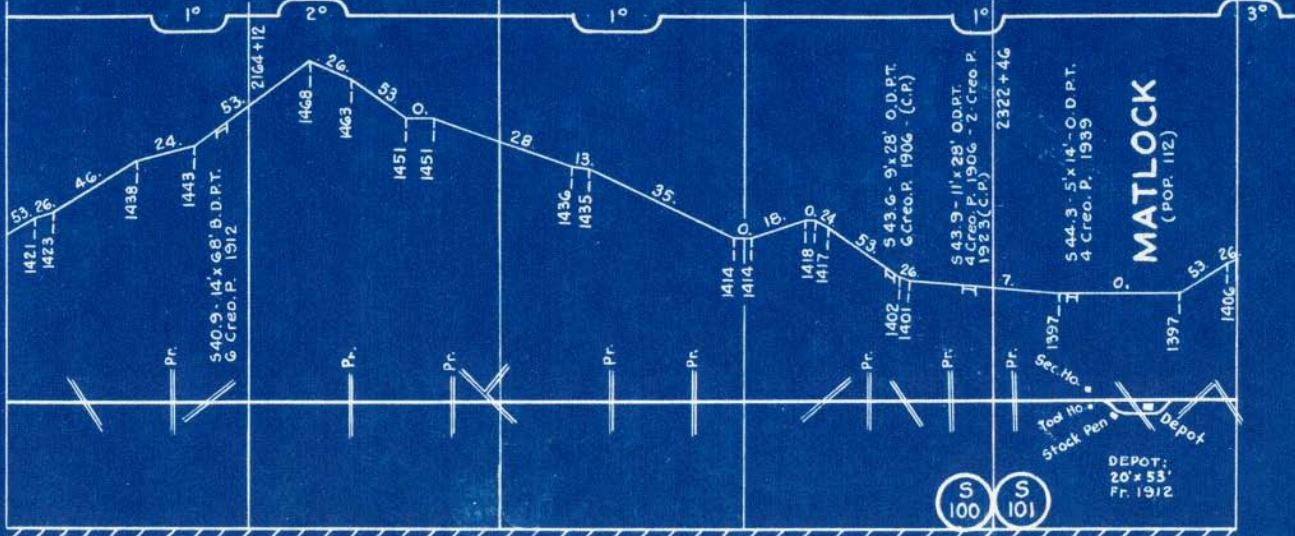
855 (Rel. '99) '23 85 5

(Rel. 199 - '00)

1917



40 41 42 43 44 45



Pr.  
540.9 - 14' x 68' B.D.P.T.  
6 Creo. P. 1912

Pr.

Pr.

Pr.

Pr.

Pr.

Pr.

Pr.

Sec. Ho.

Tool Ho.

Stock Pen

Depot

DEPOT:  
20' x 53'  
Fr. 1912

**MATLOCK**  
(POP. 112)

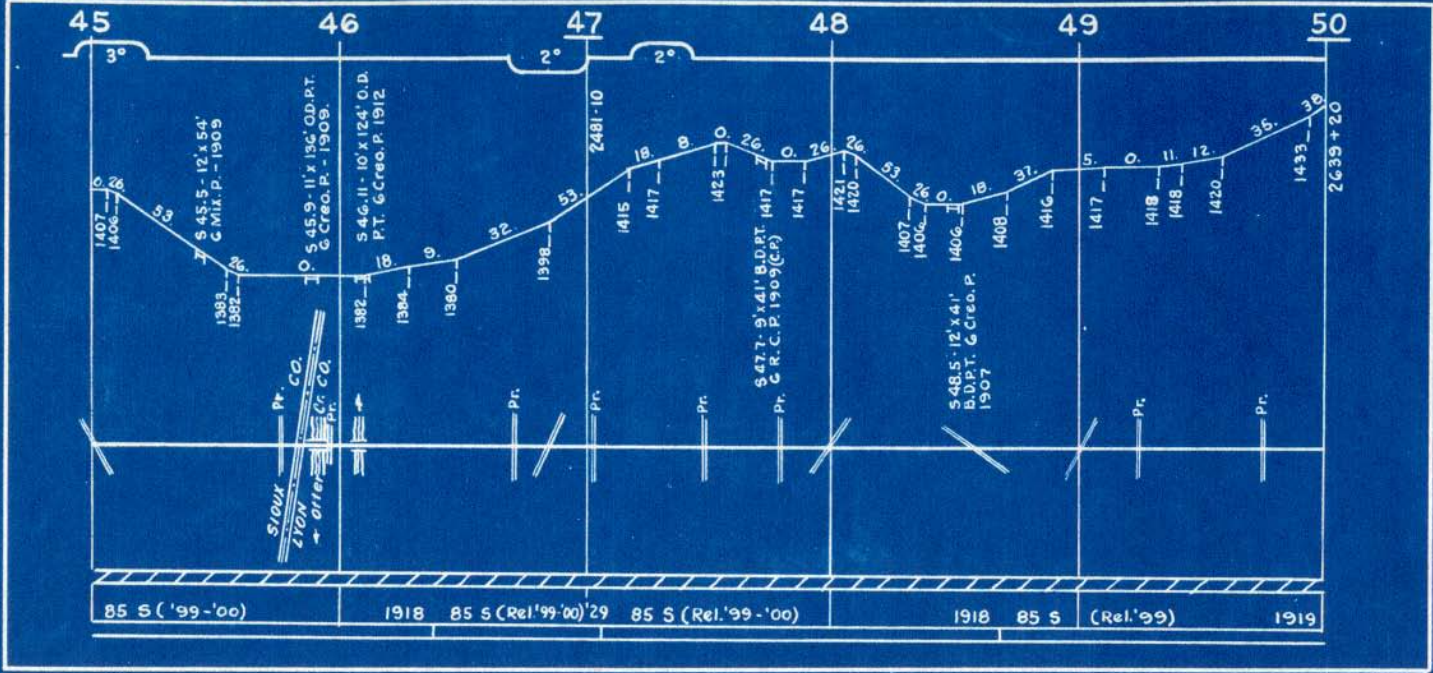
S  
100

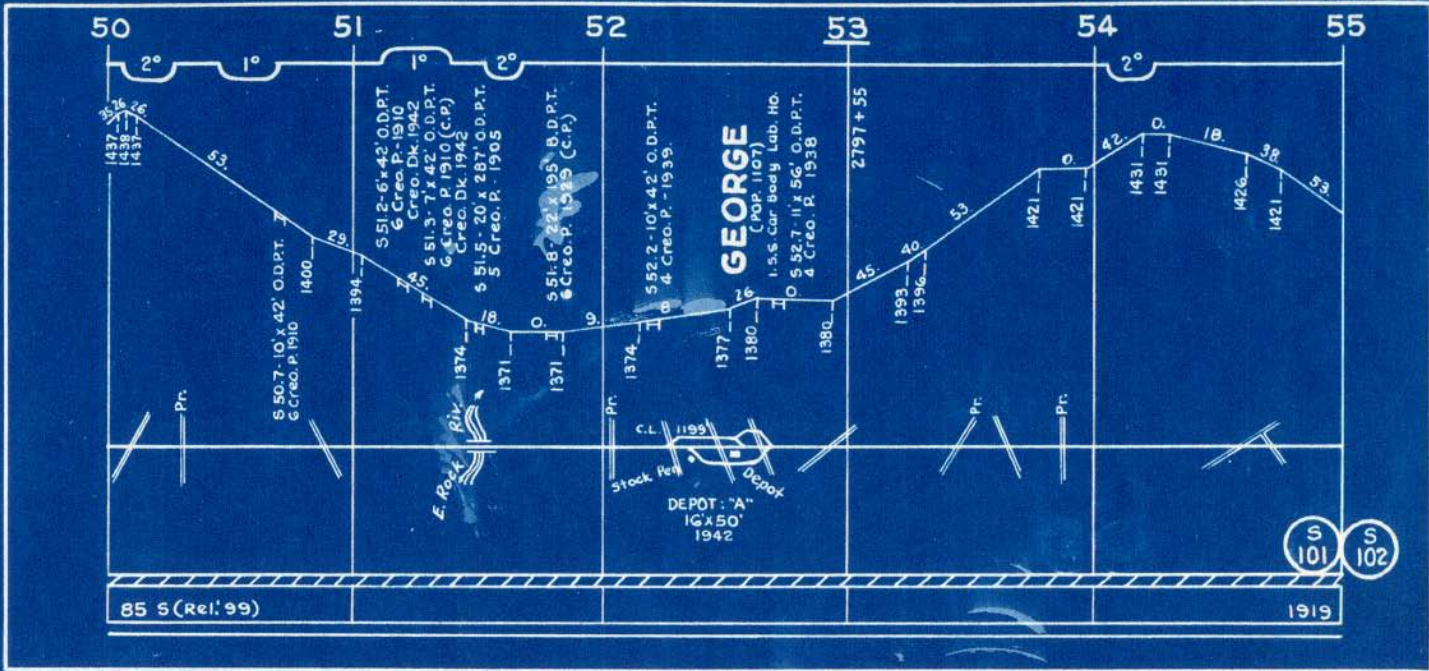
S  
101

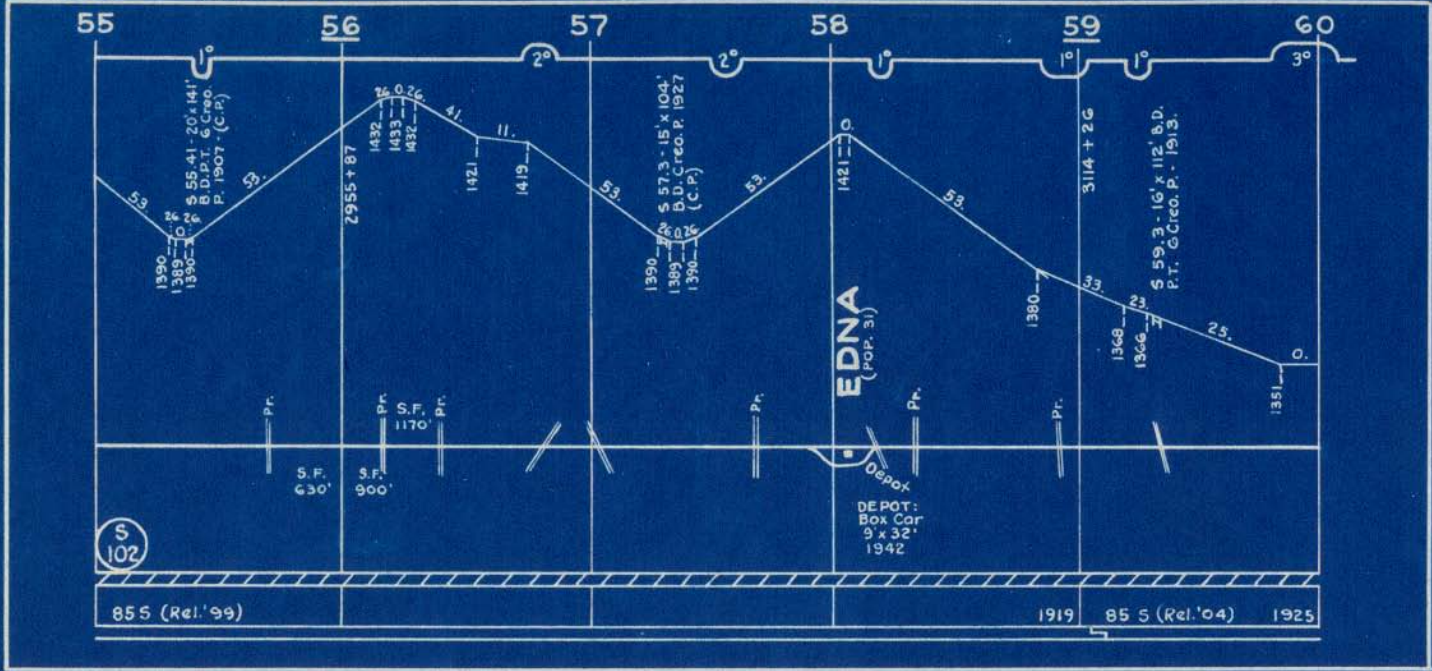
855 (Rel.'99-'00) 1917

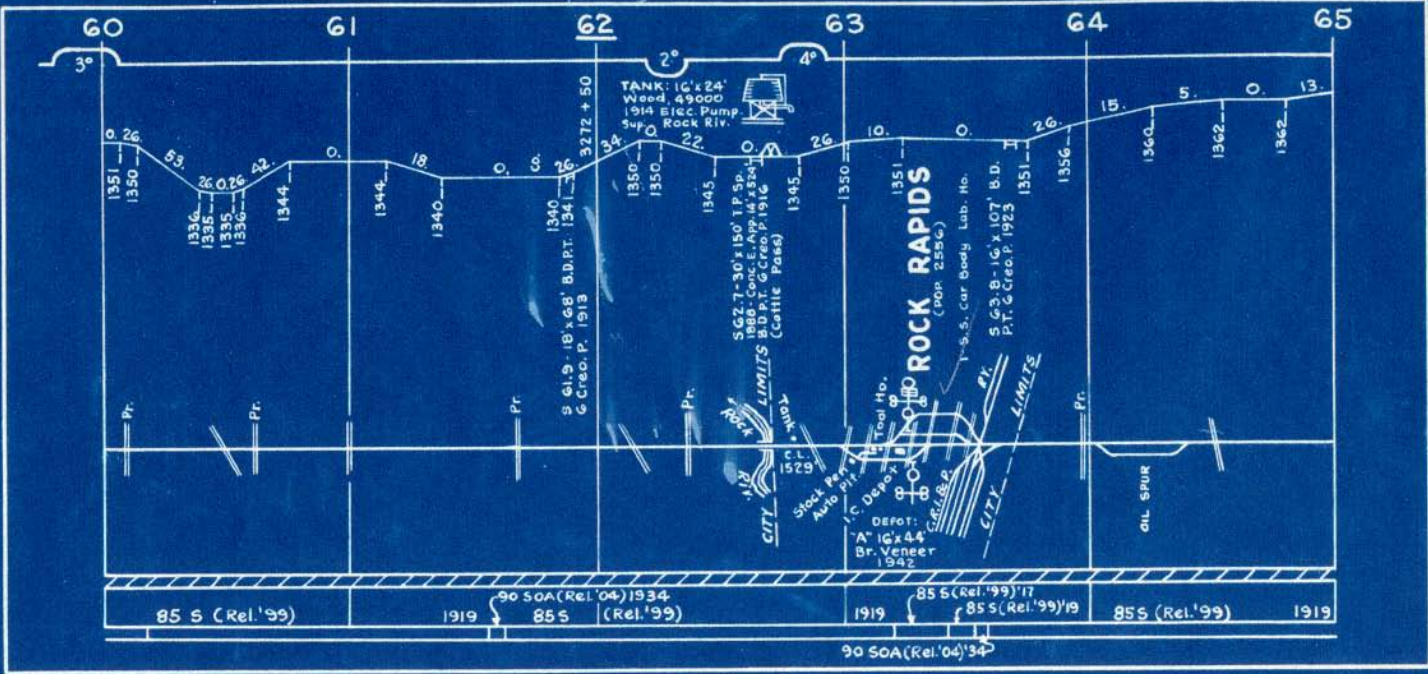
855 (Rel.'99-'00)

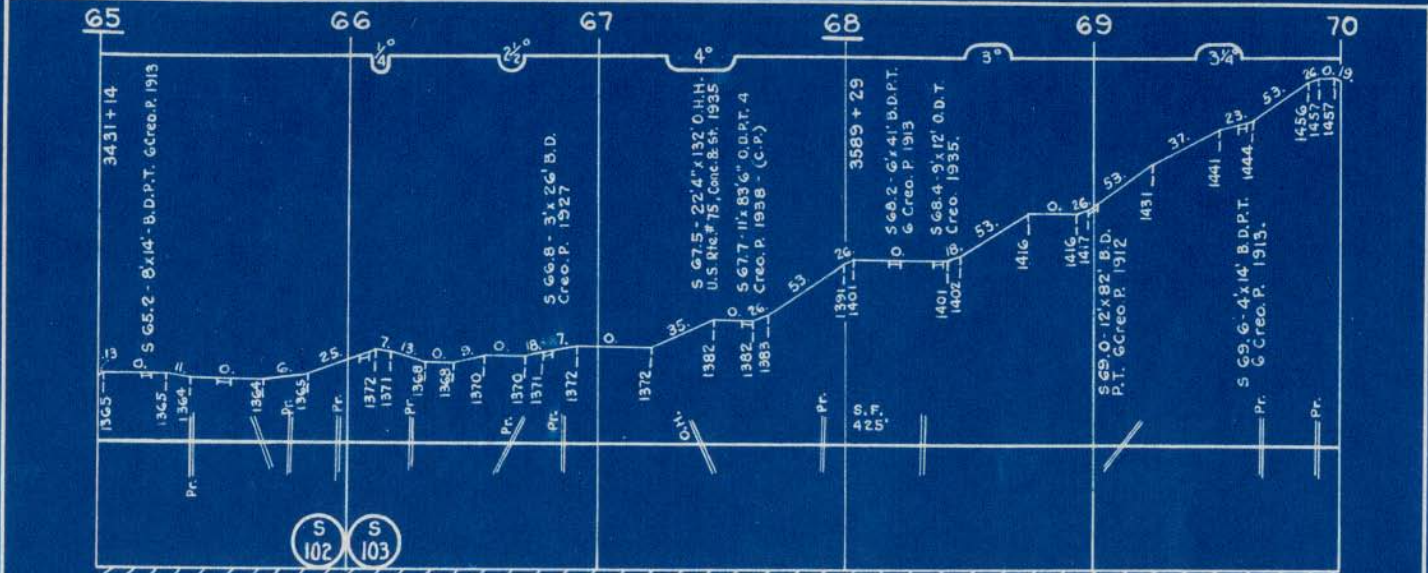
1918





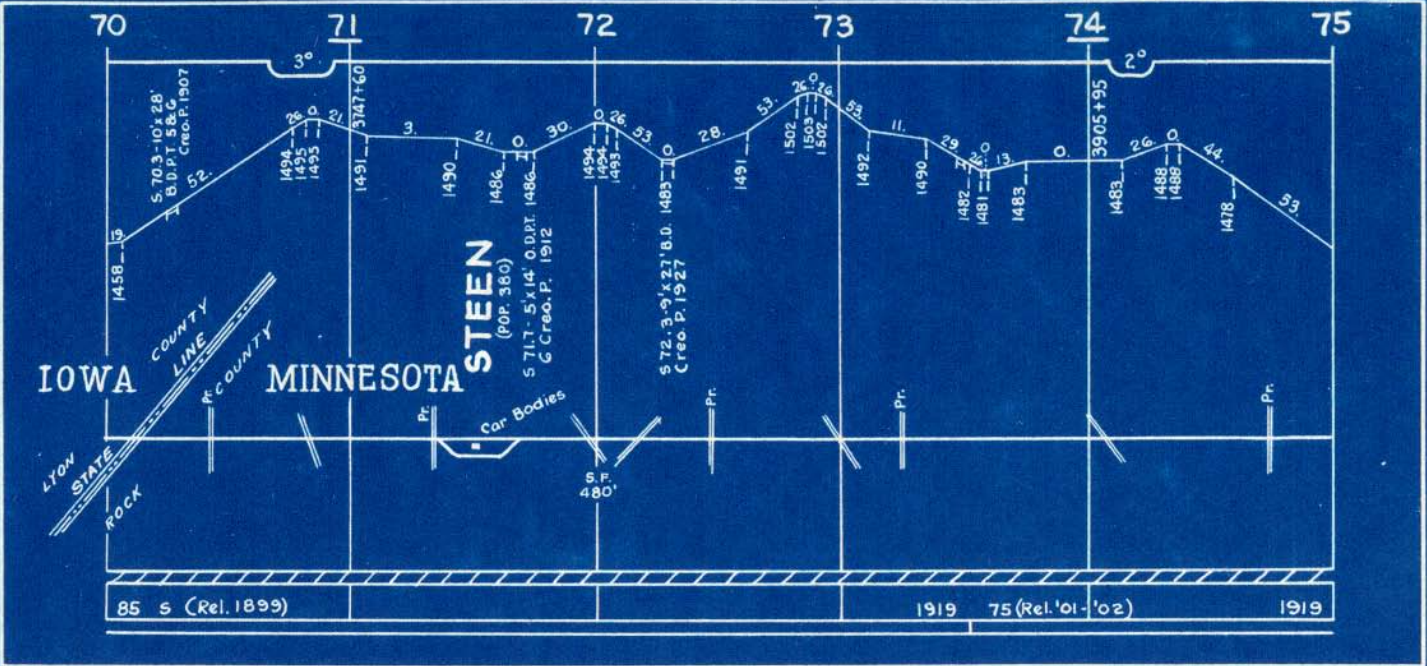


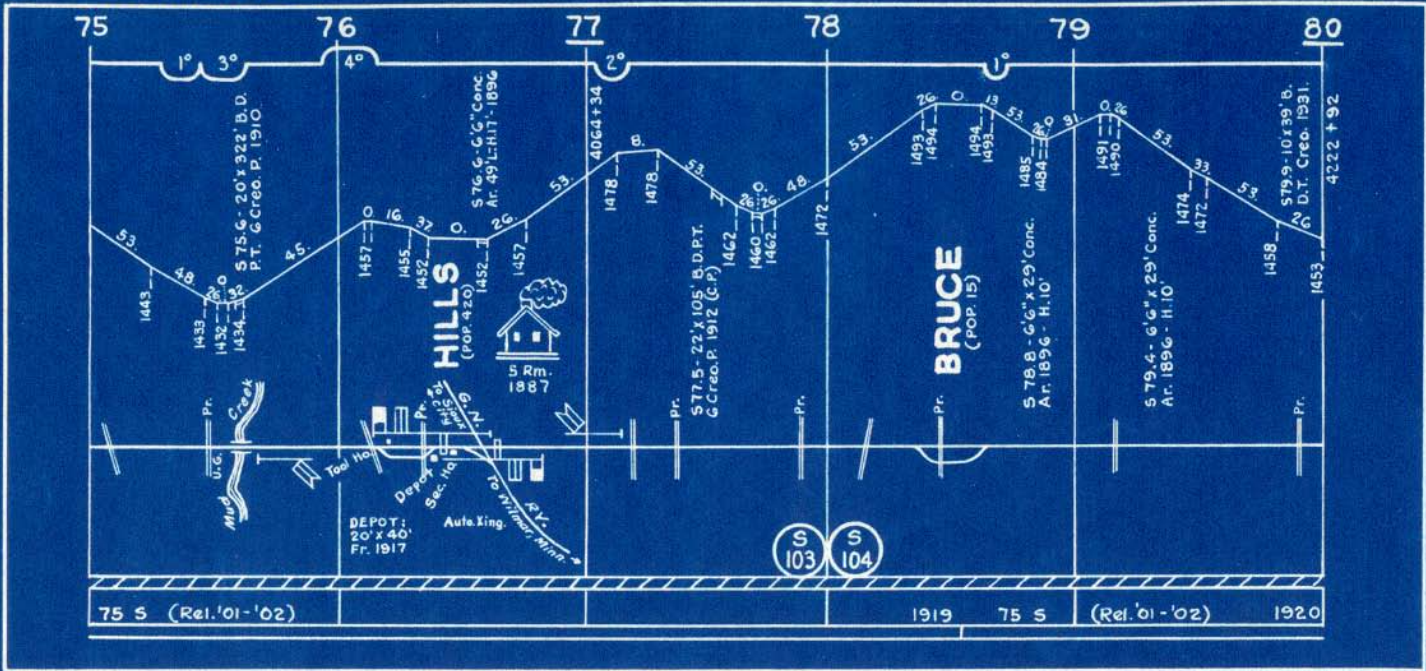




85 S (Rel. '99)	1919	90 SOA (Rel. '24) '34	85 S (Rel. '99) '19	85 S (Rel. '99) '29	85 S (Rel. 1899)	1919
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S 102    S 103







80 81 82 83 84 85

MINNESOTA

SOUTH DAKOTA

**BEN CLARE**  
(POP. 9)

S 80.2 - 7' x 14' O.D.P.T.  
 6 Creo. P. 1913  
 S 80.4 - 12' x 82' B.D.P.T.  
 6 Creo. P. 1914  
 S 80.6 - 12' x 105' B.D.P.T.  
 6 Creo. P. 1921 (C.P.)  
 S 80.8 - 7' x 26' B.D.  
 Creo. P. 1928 (C.P.)

S 82.4 - 8' x 27' S.B.D. I  
Creo. P. (C.P.)

ROCK  
 MINNESOTA  
 COUNTY

Blood  
C.

Pt.

Pt.

1453

1442

1442

1436

1436

1437

1486

1499

1499

4380+83

1494

1494

1502

1502

1480

1479

1480

1480

1483

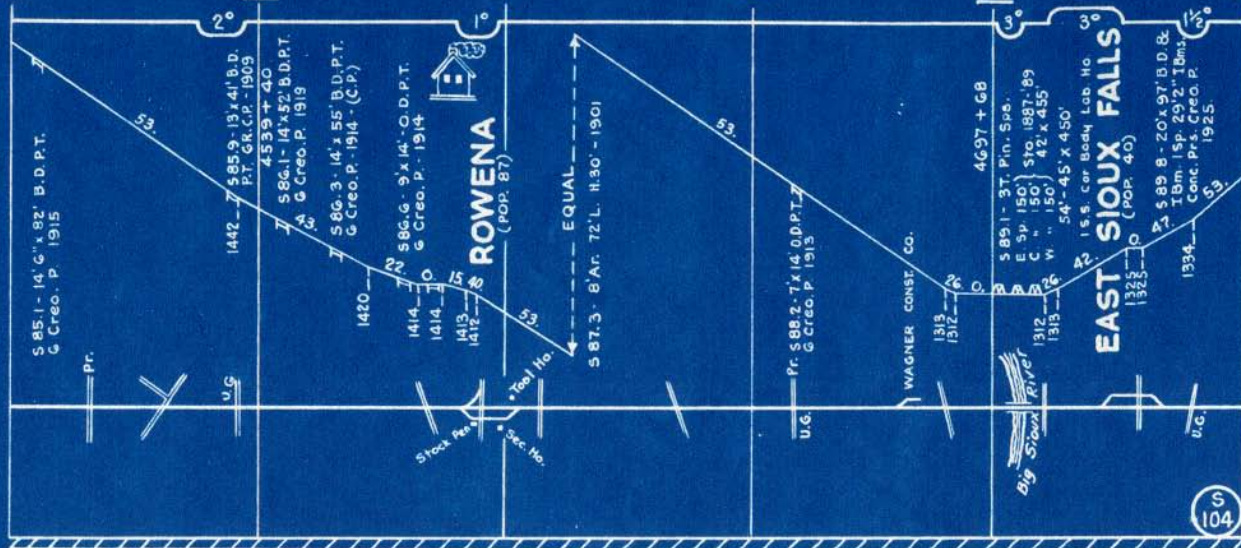
1500

1500

75 S (Rel. '01-'02)

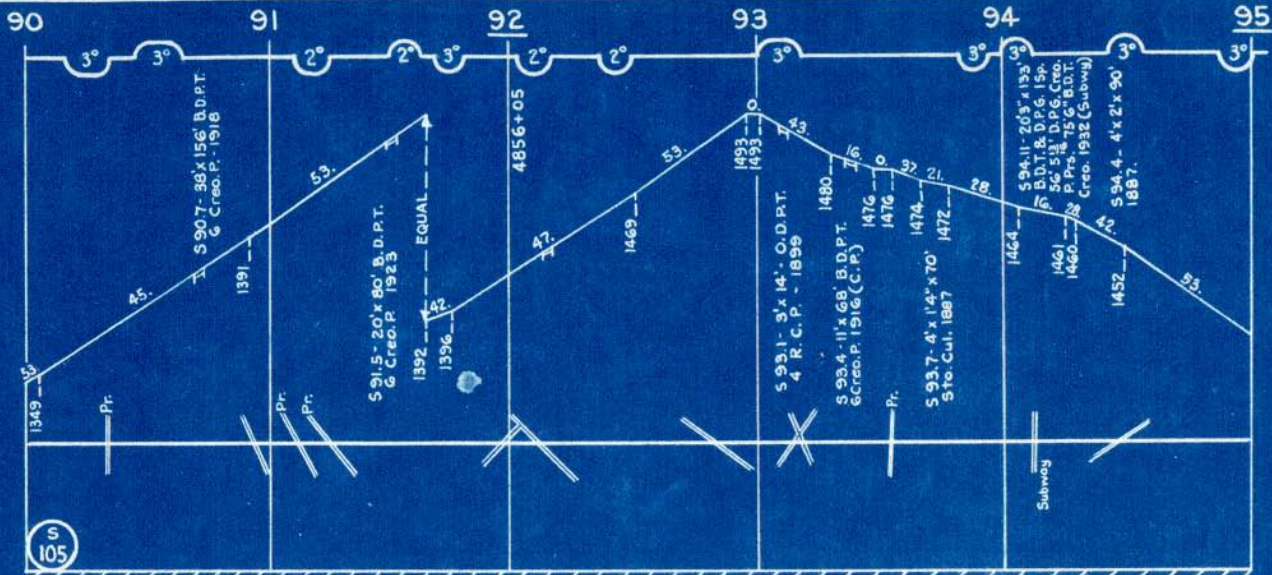
1920

85 86 87 88 89 90



75 S (Rel. '01-'02)	1920	75 S	(Rel. '01)	1919	75 S	(Rel. '99)	1915
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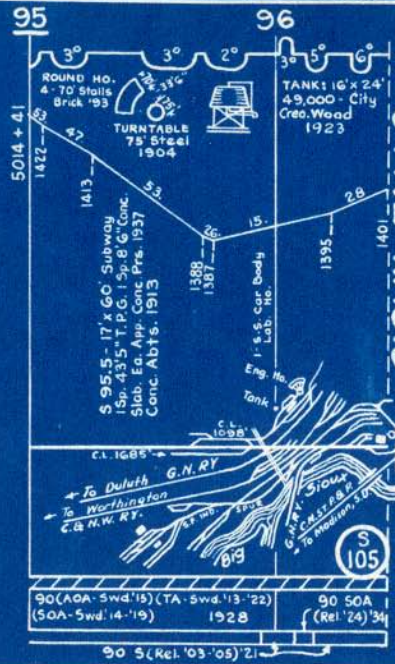
S  
104



75 S (Rel.'99)

1915 755 (Rel.'98-'99)'14

90 (A0A-Swd'15)(TA-Swd'13-'22)(50A-Swd.'14-'19) 1928



**SIoux FALLS**  
(Pop. 40,832)

ANGLES OF CROSSINGS

I. C.	C. G. N.	C. B. & N. W.
=	=	=
=	19° 15'	23° 22'
=	=	24° 22'
=	=	25° 22'

SIoux FALLS L. & P. CO., BR.  
16' x 245' O.D. Coal Trk. Conc. Pts. 1912

MORRELL P'KING CO. BR.  
9' x 225' O.D. Coal Trk. Conc. Pts.

MORRELL P'KING CO. BR.  
9' x 16' O.D. on Conc. Abts.  
Driveway

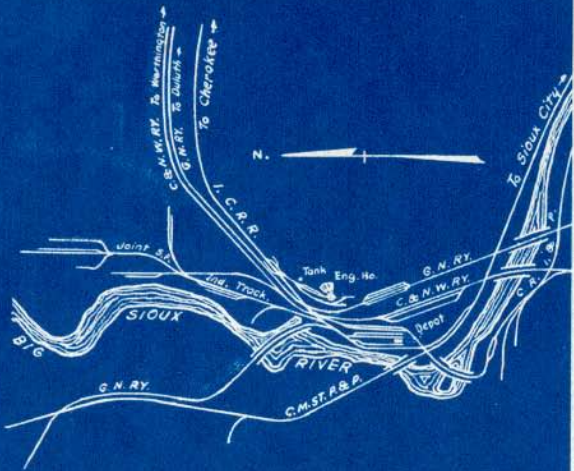
DEPOT & FRT. HO.  
Cut Granite 24' x 142'  
1888

COAL FAC:  
Pif. & Buckets  
Air Hoist  
Shed Storage  
500 Tons

90 (AOA-5wd.'15) (TA-5wd.'13-'22)  
(50A-5wd.'14-'19) 1928

90 50A  
(Rel.'24)'34

90 S (Rel.'03-'05)'21



CONNECTIONS  
AT  
**SIoux FALLS**

CARNEY'S SDG.  
ONAWA JCT.

OLD ONAWA JCT. 1214

T 0.1-4'x14' O.D.P.T.  
C.C.R.P. 1920

T 106

90 SOA-1920  
75

T 0.7-28'x163' B.D.  
P.T. C.C.R.P. 1918

1213  
1206  
37  
53  
H  
192  
193  
6  
0  
2  
3

1887

Pr.

52+86

1169  
1168

T 1.2-4'x14' O.D.P.T. 4  
R.C.P. 1907-DK. 1937  
T 1.3-4'x14' O.D.P.T.  
C.C.R.P. 1912

Pr.

H.W.M.  
1912  
1158

T 1.6-7'x82' O.D.P.T.  
C.C.R.P. 1920

Pr.

T 2.0-11'x41' O.D.  
4 R.C.P. 1906-2 C.C.R.P. 1920

1168  
1167



T 2.5-16'x125' O.D.P.T.  
6 R.C. & C.C.R.P. 1910 (C.P.)

H.W.M.  
1912  
1158

T 2.7-26'x127' 1/2"  
O.T.R.S. 1886-102' W.  
App. B.D.P.T. 350' E.  
App. B.D.P.T. 66 C.C.R.P.  
1918-26'x57 1/2'

Pr.

1167  
1171  
1171  
1172

T 3.4-4'x14' O.D.P.T.  
C.C.R.P. 1919

H.W.M.  
1912  
1158

T 3.6-13'x66' O.D.  
P.T. C.C.R.P. 1918

Pr.

1190  
1194  
1193

H  
1177  
1177  
1177  
1178

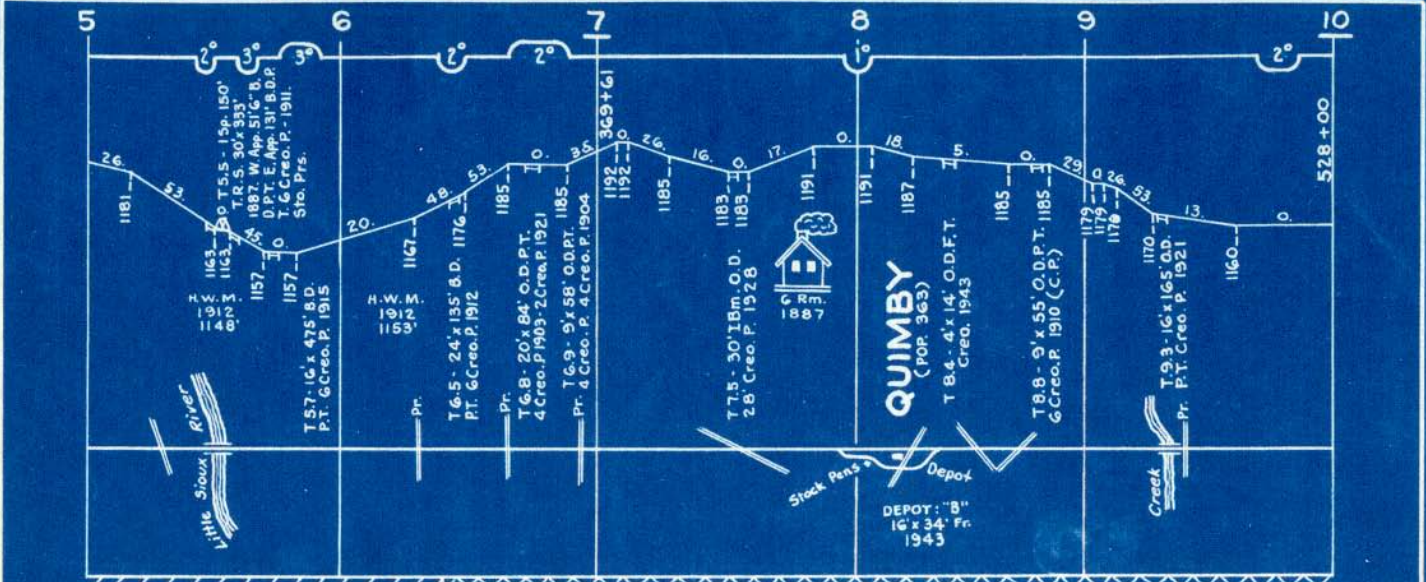
T 4.4-10'x36' B.D.  
O.P.T. C.C.R.P. 1915

NORTHWESTERN  
GRAVEL  
SPUR

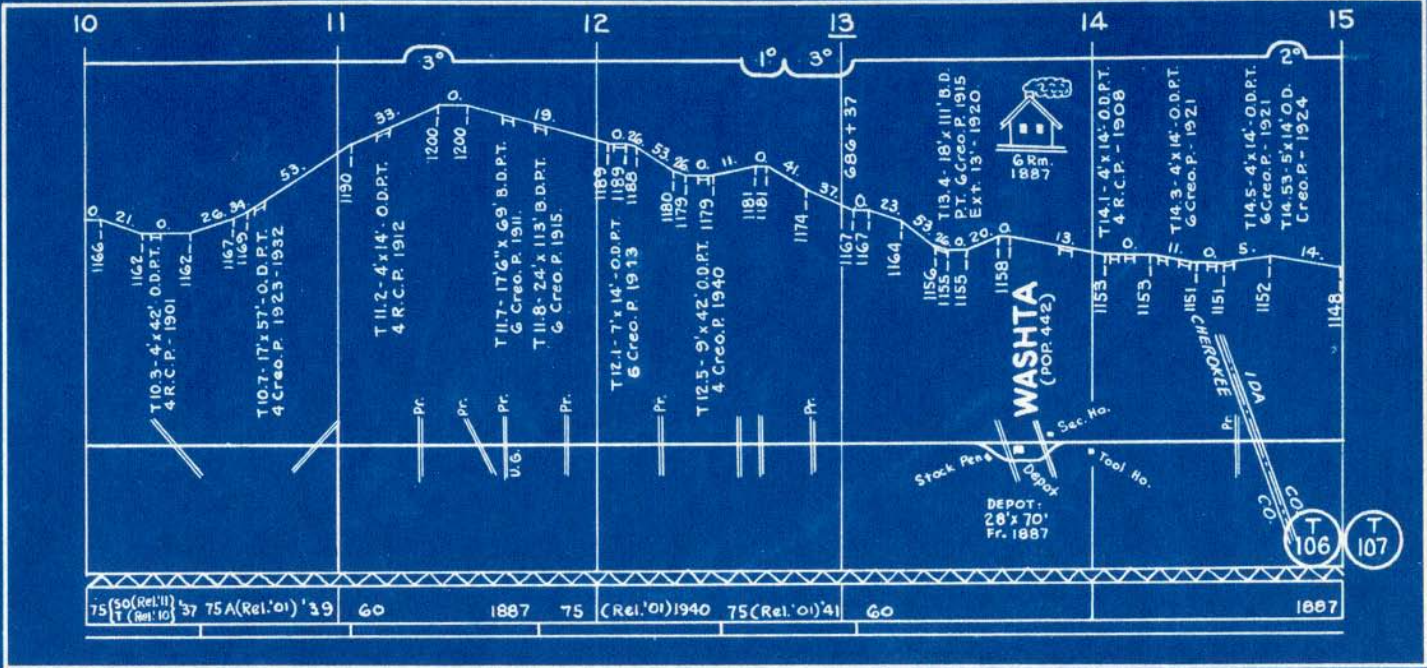
1928

1187  
1188

211+22  
211+22  
53  
26  
53  
26



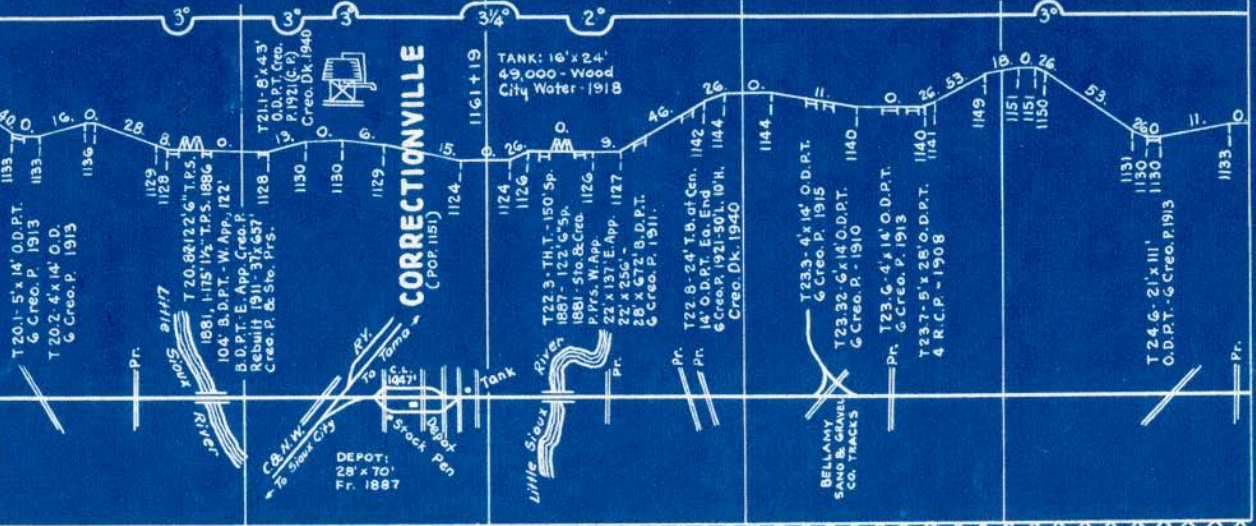
75 S (Swd. '01-'02-'03) 1928	75 S (Swd. '95-'05) 1936	75 SO (Rel. '11) & T (Rel. '10) 1937	60-1887	75 SO (Rel. '11) & T (Rel. '10)	1937
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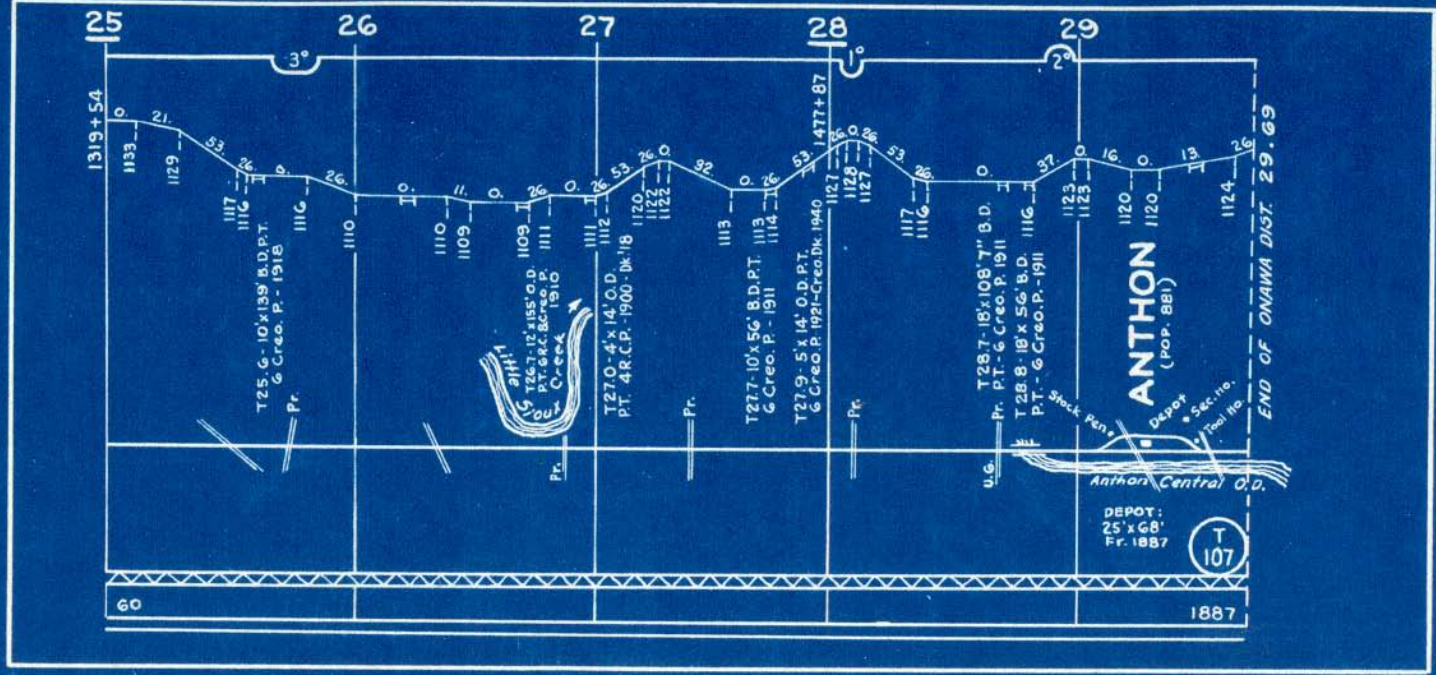


20 21 22 23 24 25



60

1887



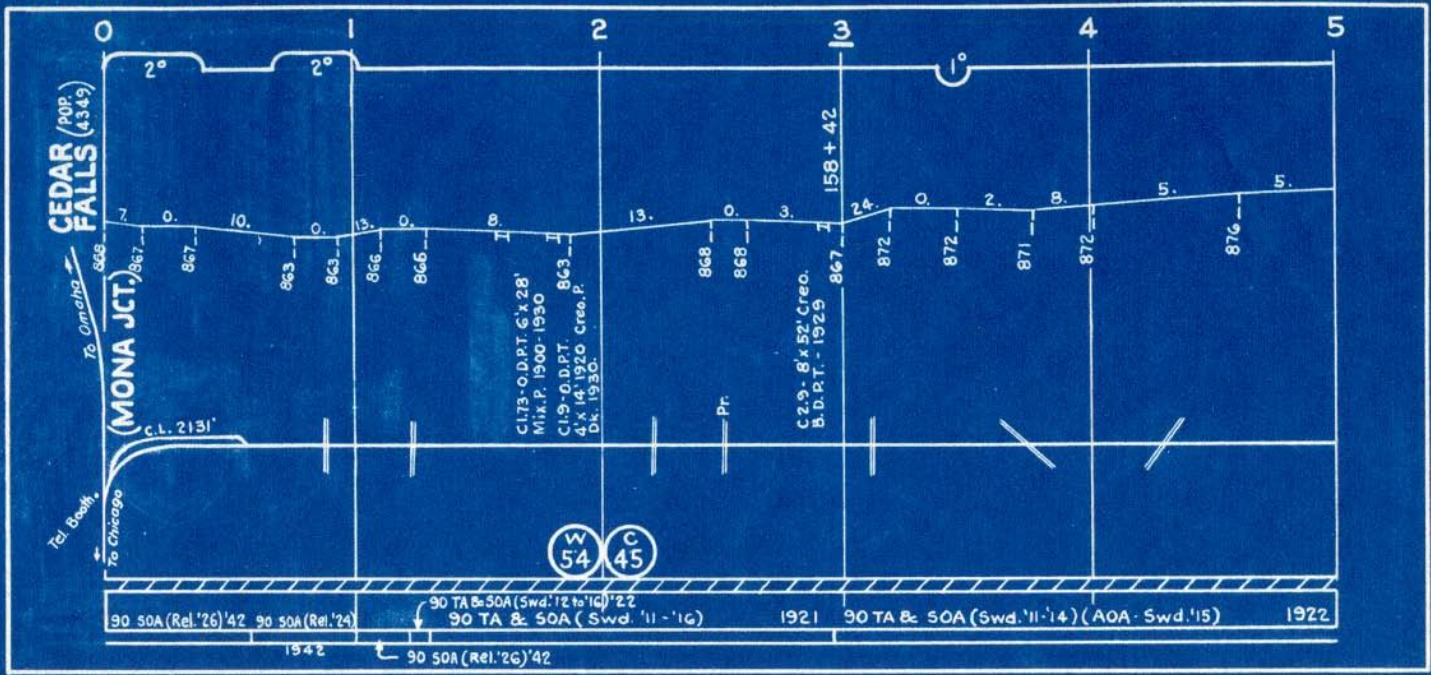
END OF ONAWA DIST. 29.69

ANTHON  
(POP. 881)

DEPOT  
25' x 68'  
Fr. 1887

T  
107

1887



CEDAR FALLS (POP. 4349)

To Omaha

To Chicago

0

1

2

3

4

5

2°

2°

1°

7

10

13

8

13

0

3

24

0

2

8

5

5

868

867

863

863

866

866

868

868

867

872

872

871

872

876

C.L. 2131'

C1.73-O.D.P.T. 6'x28'  
MIX.P. 1900-1930  
C1.9-O.D.P.T.  
4'x14' 1920-Creo.P.  
Dk. 1930.

C2.9- 6'x52' Creo.  
B.D.P.T. - 1929

W 54 C 45

90 50A (Rel.'26)'42 90 50A (Rel.'24)

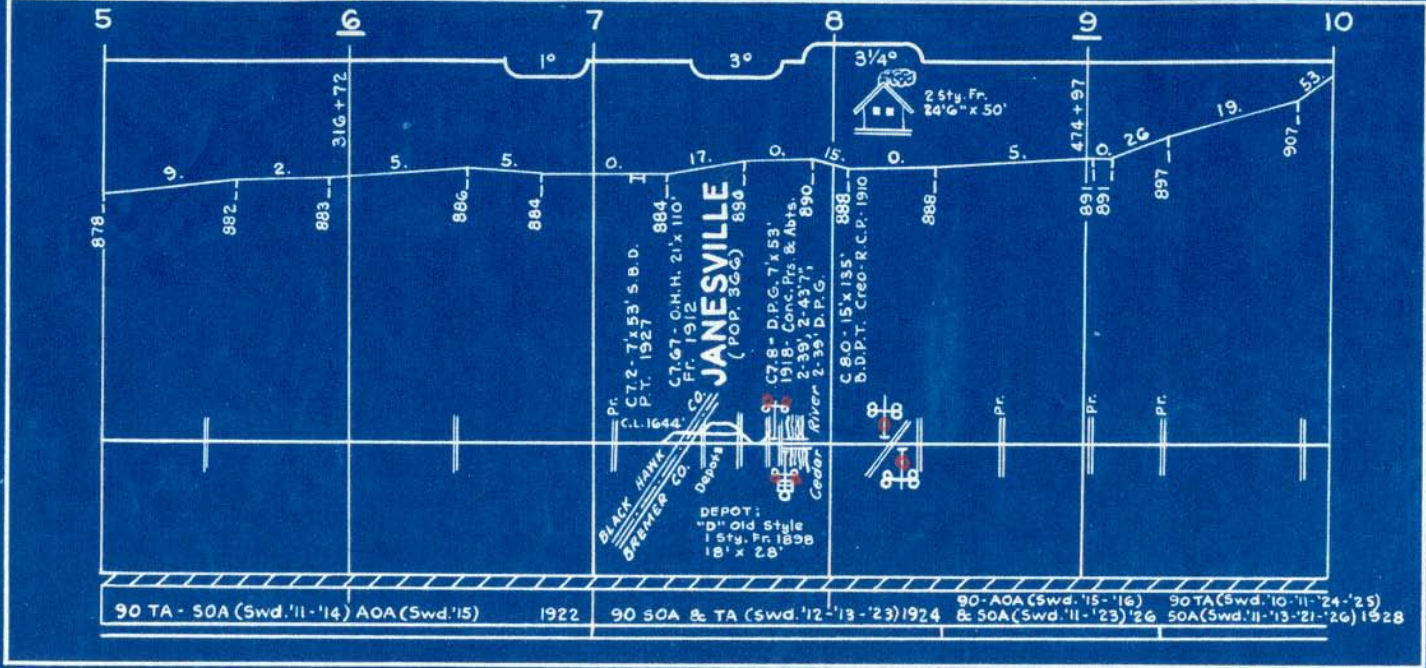
90 TA & 50A (Swd.'12 to '16)'22  
90 TA & 50A (Swd.'11-'16)

1921 90 TA & 50A (Swd.'11-'14) (AOA-Swd.'15)

1922

1942

90 50A (Rel.'26)'42



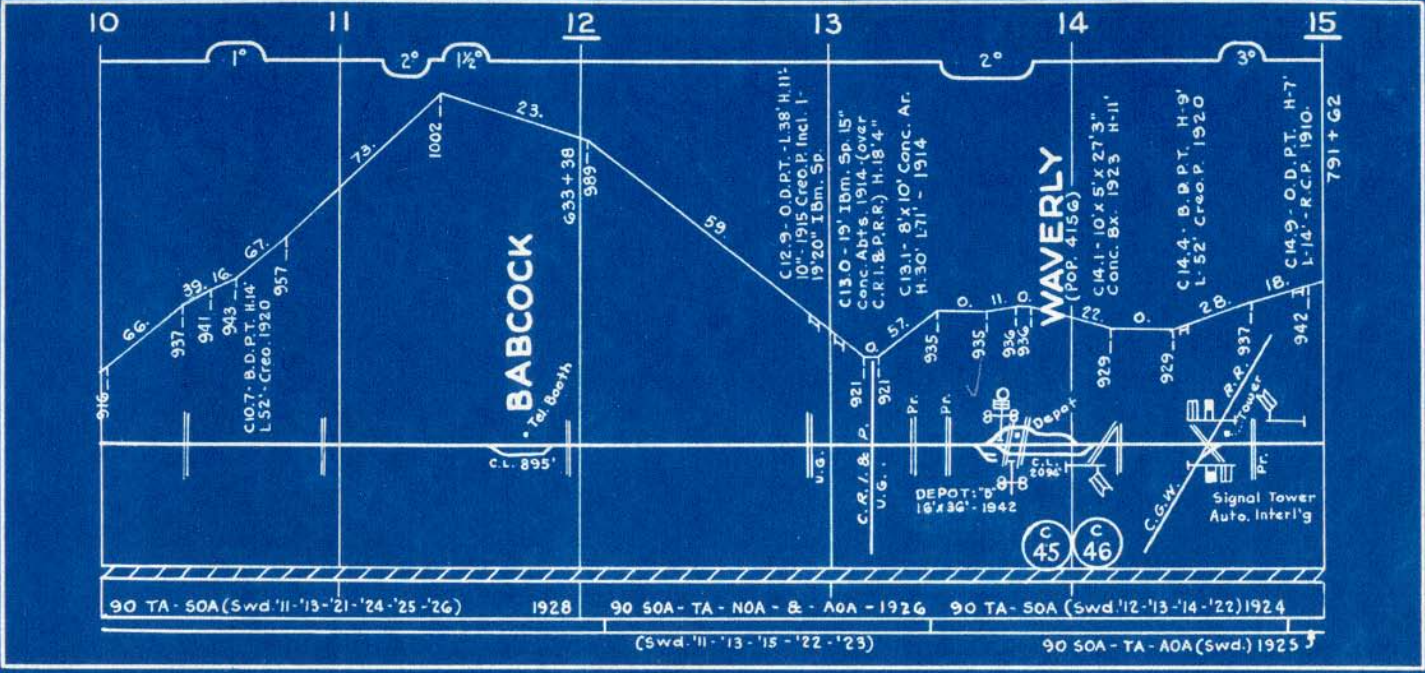
Pr. C.7.2-7'x55' S.B.D. P.T. 1927  
 C.L. 1644  
**BLACK HAWK BREMER CO.**  
 Pr. C.7.67-0.H.H. 21'x110' Fr. 1912  
**JANESVILLE**  
 (POP. 366) 896  
 Pr. C.7.8-D.P.G. 7'x53' 1918- Conc. Prs. & Abts. 2-39, 2-43, 7, 890  
 Cedar River 2-39, D.P.G.  
 Pr. C.8.0-15'x135' 888 B.D.P.T. Creo. R.C.P. 1910  
 Pr. C.8.88  
 Pr. C.8.91  
 Pr. C.8.97  
 Pr. C.8.99

DEPOT:  
 "D" Old Style  
 1 Sty. Fr. 1898  
 18' x 28'



Depots

Cedar River



10

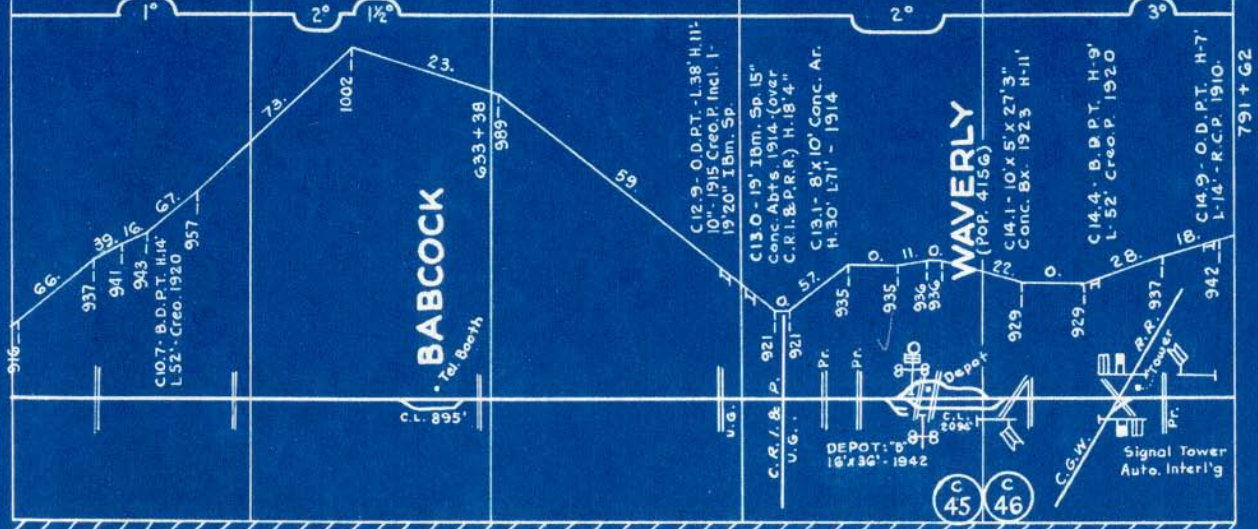
11

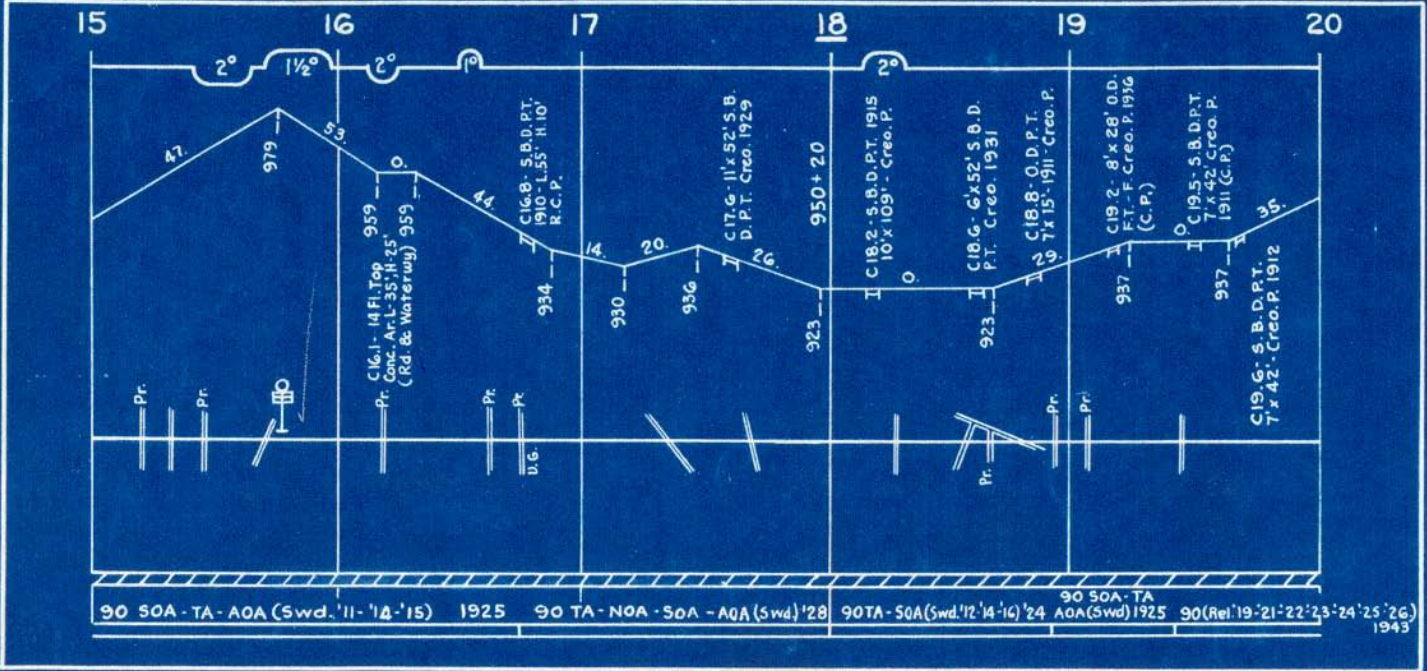
12

13

14

15





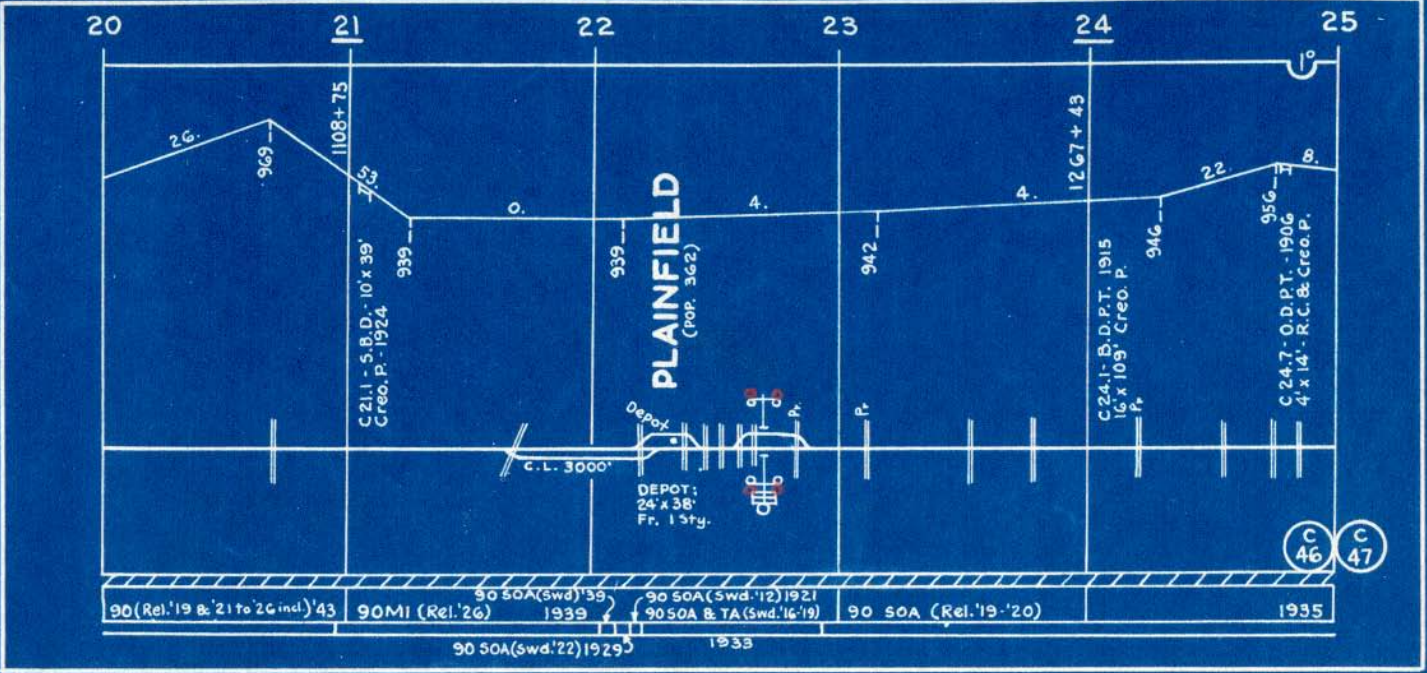
90 SOA - TA - AOA (Swd. '11 - '14 - '15) 1925

90 TA - NOA - SOA - AOA (Swd) '28

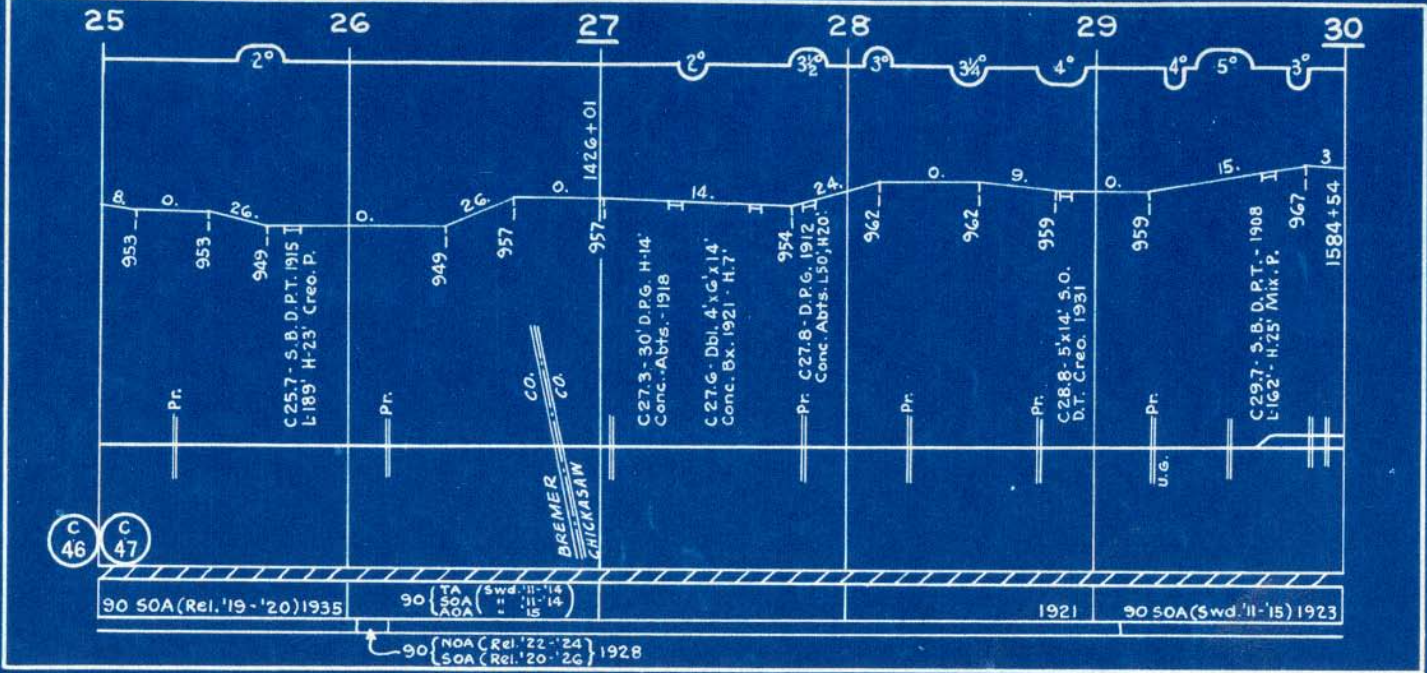
90 TA - SOA (Swd. '12 - '14 - '14) '24

90 SOA - TA

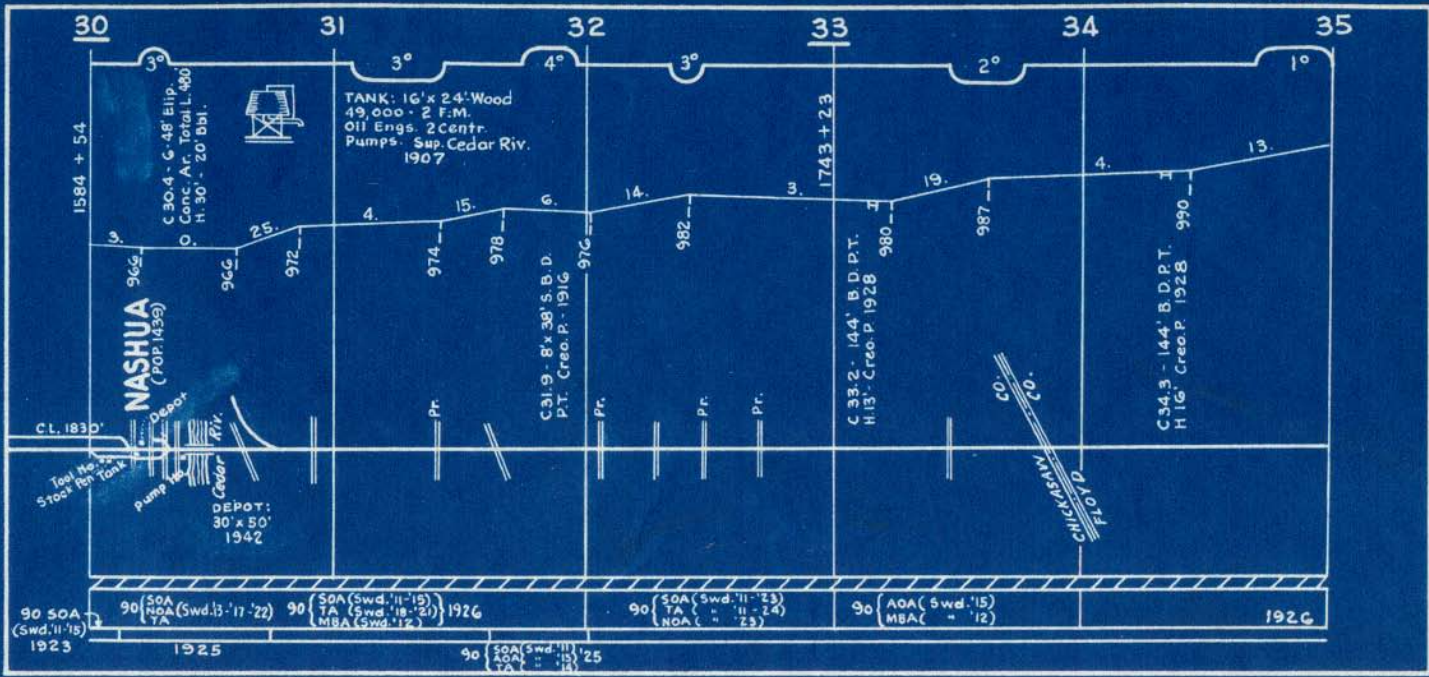
AOA (Swd) 1925 90 (Rel. '19 - '21 - '22 - '23 - '24 - '25 - '26) 1943



C 46 C 47







90 SOA (Swd.'11-'15) 1923

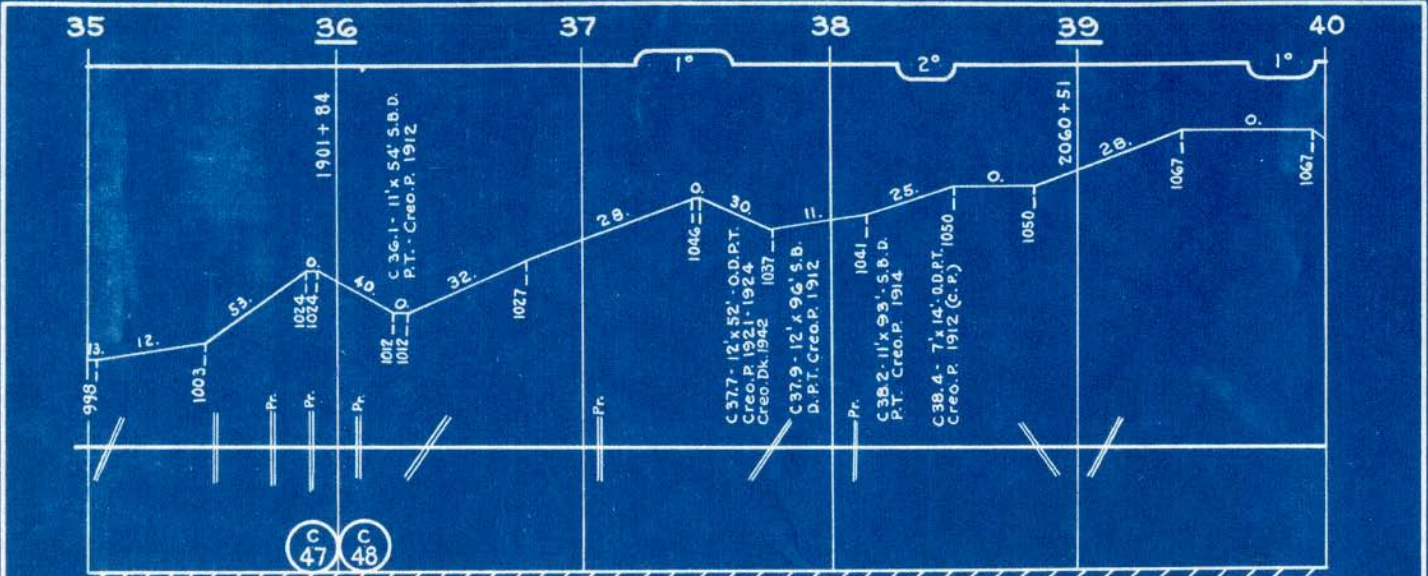
90 { SOA (Swd.'13-'17-'22) NOA (Swd.'18-'21) TA (Swd.'19-'21) } 1926

90 { SOA (Swd.'11-'15) TA (Swd.'18-'21) MBA (Swd.'17) } 1926

90 { SOA (Swd.'11-'23) TA (Swd.'11-'24) NOA (Swd.'23) } 1926

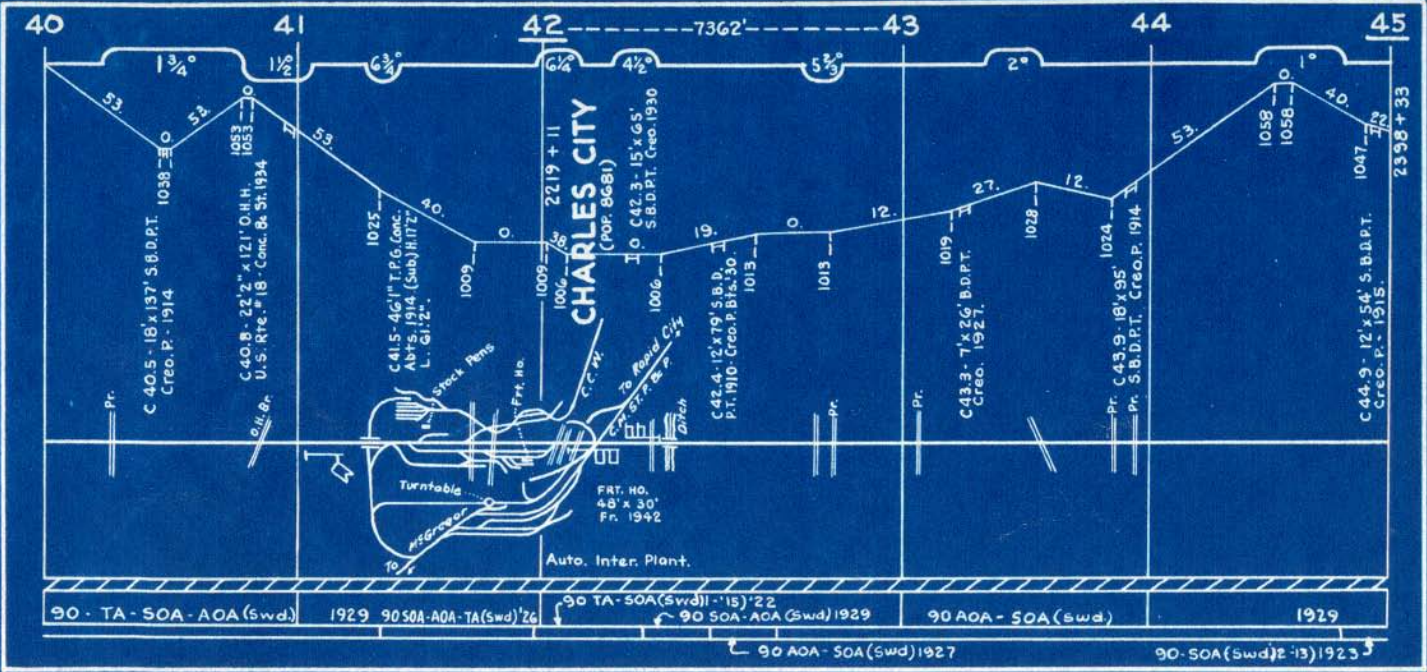
90 { AOA (Swd.'15) MBA (Swd.'12) } 1926

90 { SOA (Swd.'11) AOA (Swd.'13) TA (Swd.'14) } 25



90-50A-NOA-40A-TA-&-MBA (Swd.)	1926	90-TA-50A-40A-	(Swd.)	1929
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SOA(Swd.'11-'13) NOA(Swd.'23) (MBA(Swd.'12)  
 TA(" '11-'14) 40A(" '15)



**CHARLES CITY**  
(Pop. 8681)

Stock Pens

Turntable

FRT. HO.  
48' x 30'  
Fr. 1942

Auto. Inter. Plant.

90 TA - SOA (Swd) 11' 15' 22  
90 SOA - AOA (Swd) 1929

90 TA - SOA - AOA (Swd)

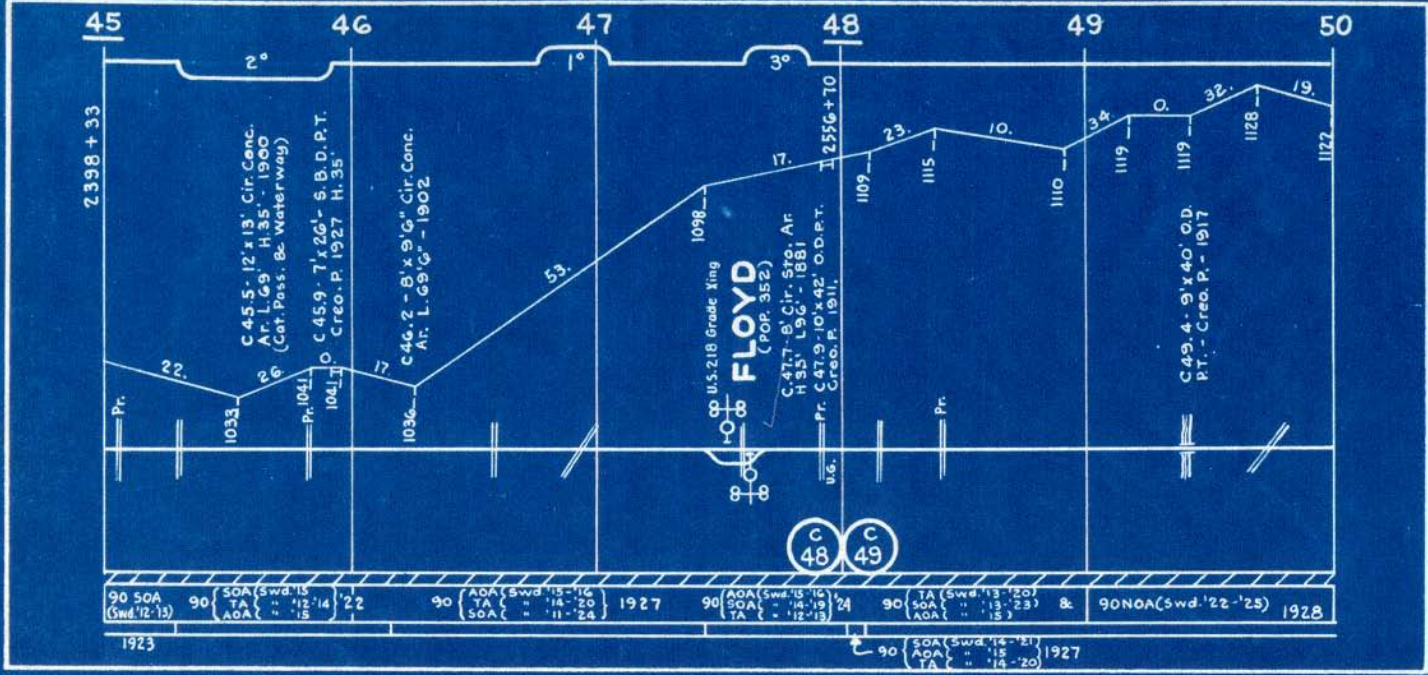
1929 90 SOA - AOA - TA (Swd) 26

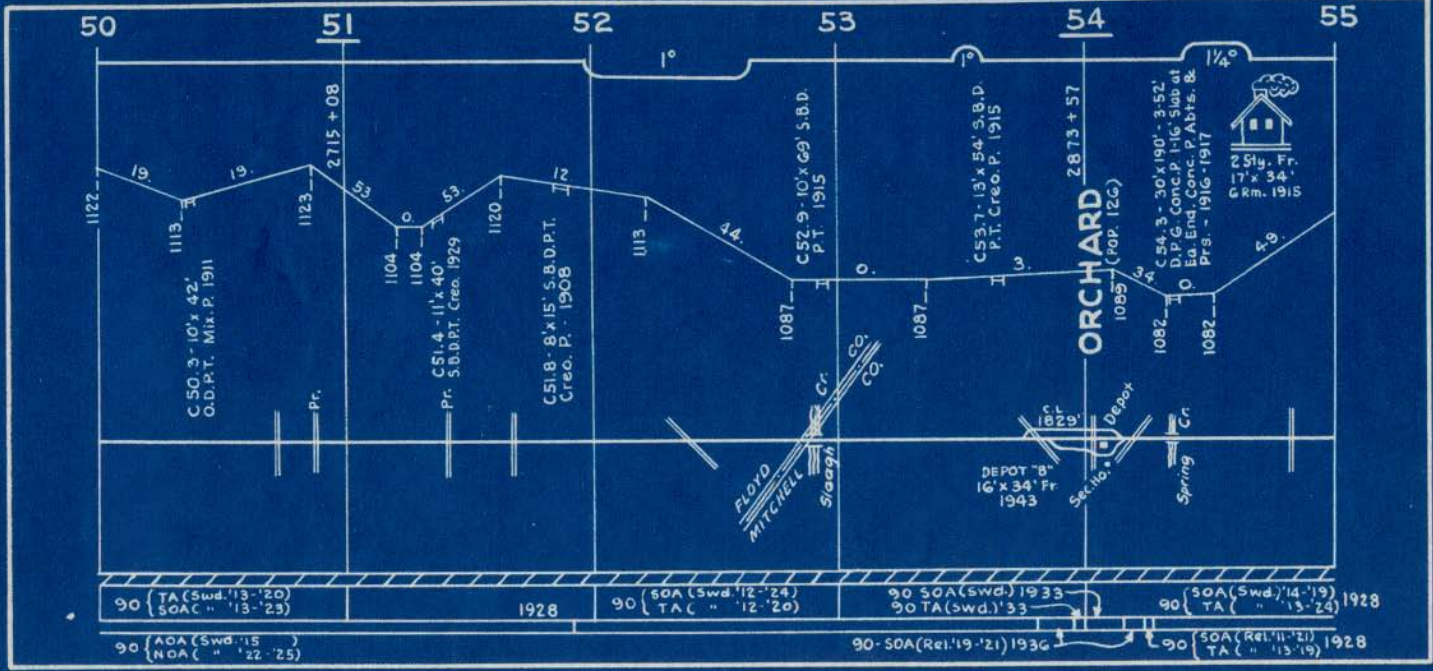
90 AOA - SOA (Swd)

1929

90 AOA - SOA (Swd) 1927

90 SOA (Swd) 12' 13' 1923





C 50.3-10'x 42'  
O.D.P.T. Mix. P. 1911

C 51.4-11'x 40'  
S.B.D.P.T. Creo. 1929

C 51.8-8'x 15' S.B.D.P.T.  
Creo. P. 1908

C 52.9-10'x 69' S.B.D.  
P.T. 1915

C 53.7-13'x 54' S.B.D.  
P.T. Creo. P. 1915

**ORCHARD**  
(Pop. 126)

C 54.3-30'x 190' - 3-52'  
D.P.C. Conc. P. 1-16' Slab at  
Ea. End. Conc. P. Abts. &  
Prs. - 1916-1917



2 5/8' Fr.  
17' x 34'  
Grm. 1915

FLOYD  
MITCHELL  
Slaagh  
CO.  
CO.

DEPOT "B"  
16' x 34' Fr  
1943

Set. No. 1085  
Depot

Spring  
Cr

90 { TA (Swd. '13-'20)  
SOAC " '13-'23)

1928

90 { 50A (Swd. '12-'24)  
TAC " '12-'20)

90 SOA (Swd.) 1933  
90 TA (Swd.) '33

90 { 50A (Swd.) '14-'19)  
TA ( " '13-'24)

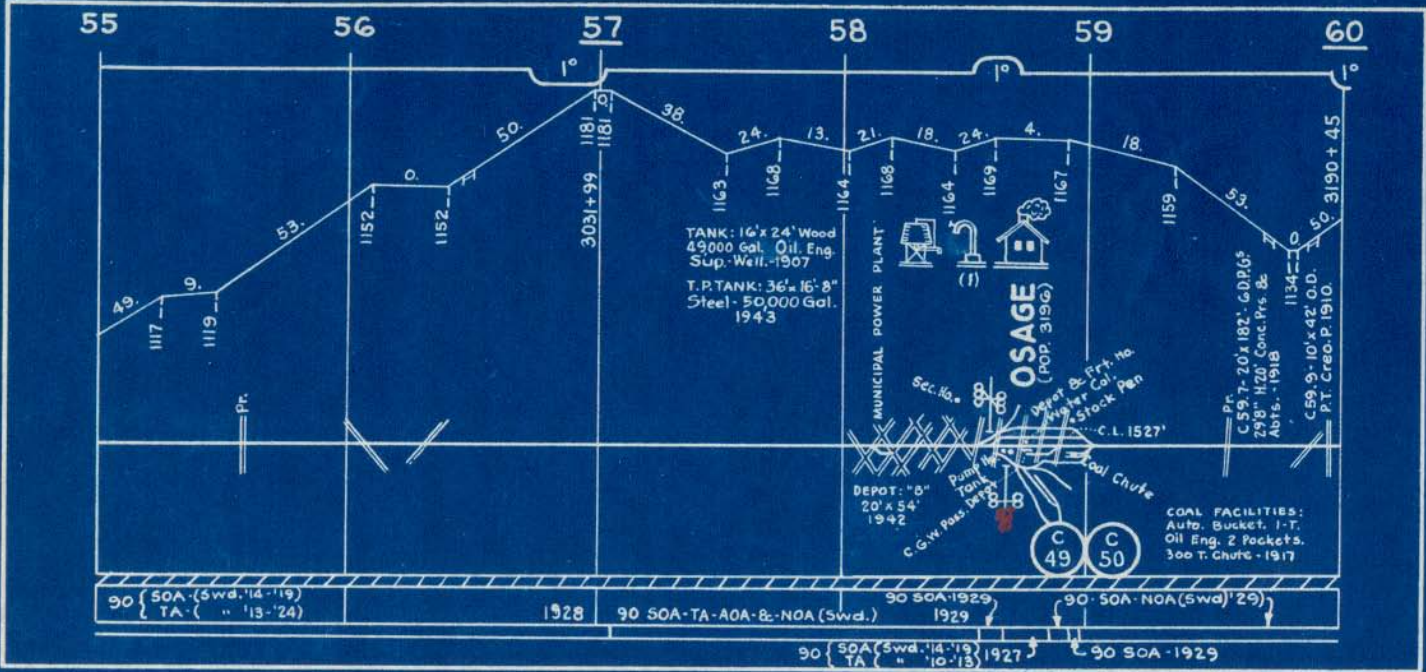
1928

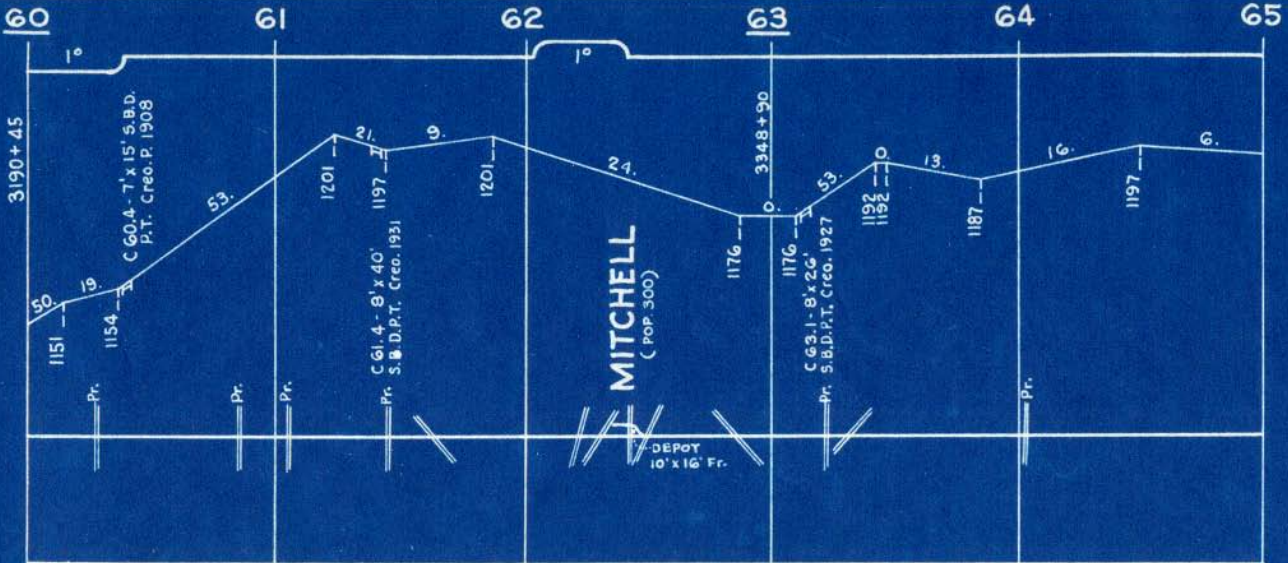
90 { AOA (Swd. '15 )  
NOA ( " '22-'25)

90 SOA (Rel. '19-'21) 1936

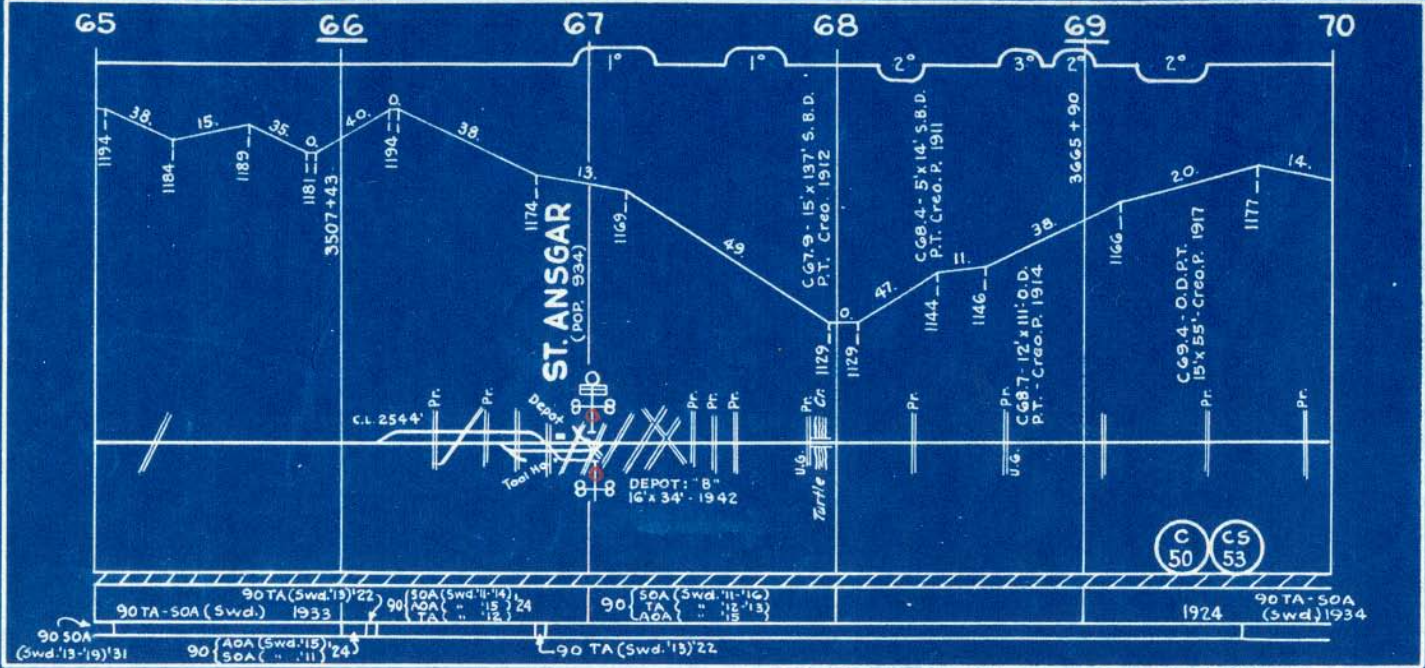
90 { 50A (Rel. '11-'21)  
TA ( " '13-'19)

1928



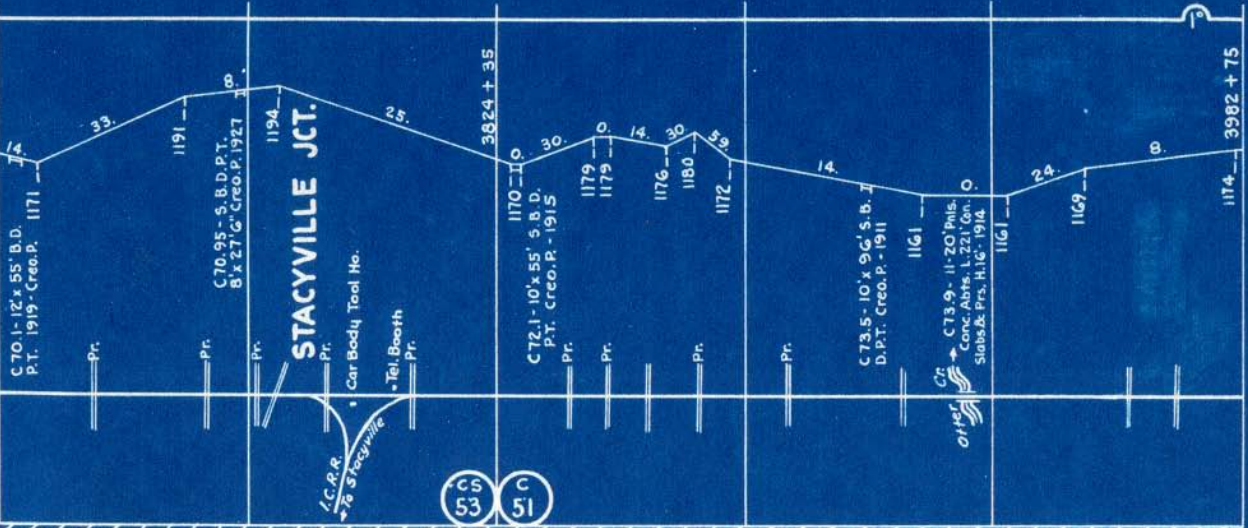


90 50A & NOA (Swd.)	1929	90 50A - TA (Swd.) 1926	90 50A (Swd. '13-'19)	1931
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70 71 72 73 74 75



**STACYVILLE JCT.**

CS 53 C 51

90 (TA (5wd. '16-'18-'19-'27)  
 50A ( " '13-'18-'19-'21-'22-'25-'26-'28) 90 - AOA - 50A - TA (5wd.) 1927

1934

75 76 77 78 79 80

Turnout Curves  
Jct. I.C.R.R. &  
C.M. & ST. P. & P.R.R.

Slight kink  
in Main Trk.  
I.C.R.R. 1-4"

IOWA MINNESOTA

STATE LINE  
LYLE  
(POP. 489)

CO. STATE LINE  
County Line M.R. 75+3022  
MITCHELL CO. CO. STATE LINE  
MOWER CO. C.M. & ST. P. & P.R.R.  
C.G.W. & G.W. Depot  
C.L. 1004'  
Tool Ho.  
Water Ch.  
DEPOT: "B"  
18' x 34'  
1942

C.T. 77 - S. D. P.T. 8 x 14'  
Creo. P. 1915

C78.8 - 192' 0 3/4" C.C. Pins.  
T. Pin. Sp. 190' - Conc.  
H. 2.3' - 350' B.P.D. App.  
20' H. 1916-1919

C79.5 - D.P.G. 47' Conc. Pr.  
& Abts. D.P.G. 53' H. 11'  
L. 101 - 1901

Cedar Riv.

Woodbury Cr.

90 AOA-TA- 85 5 (Rel. '05)' 22  
SOA (Swd.)  
1927 90 (TA (Swd. '13)' 22  
AOA ( " '15)' 22

90 50A (Rel. '19)' 36  
90 50A (Rel. '19)' 30  
90 50A (Rel. '19)' 37

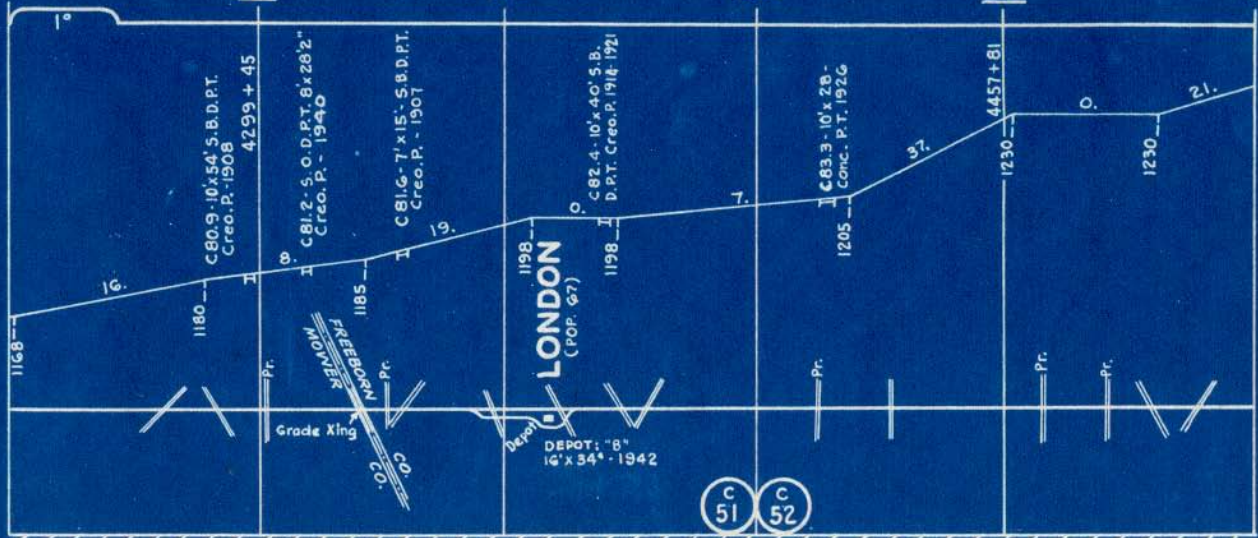
90 50A (Rel. '19-'21)

1936

90 50A (Rel. '18)' 1934  
90 50A (Rel. '19-'21)' 36

90 50A (Rel. '25)' 37  
75 50A '11

80 81 82 83 84 85



90 50A (Rel.'25)

1937

90 50A (Rel. '19-'20) 1936

90 50A (3wd.'18)'31

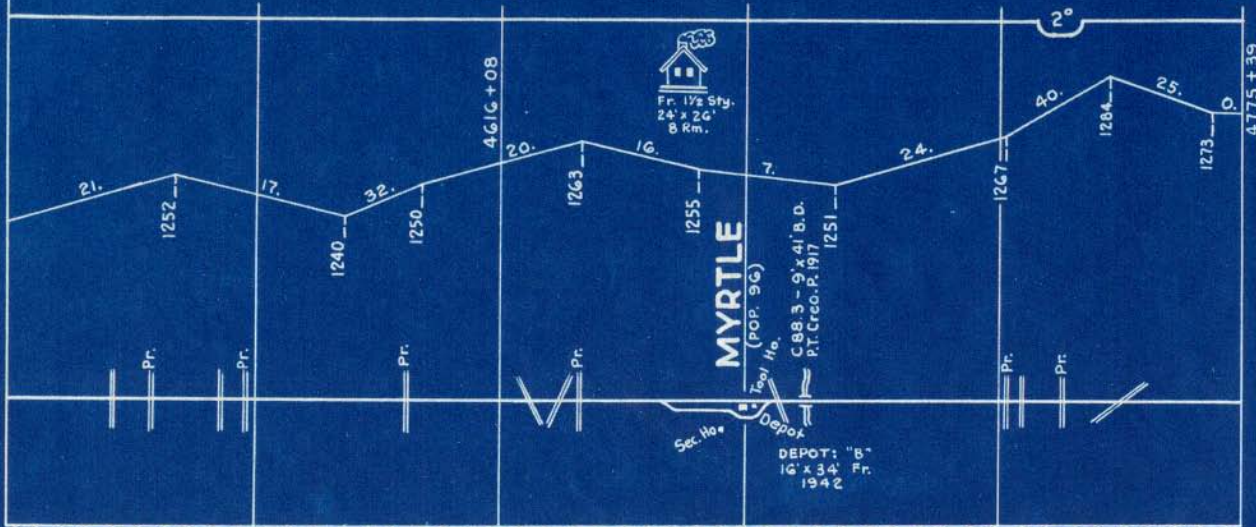
90 50A (Rel.'19-'21)

1936

855-1923 (Rel.'03)

C 51 C 52

85 86 87 88 89 90



4775 + 39

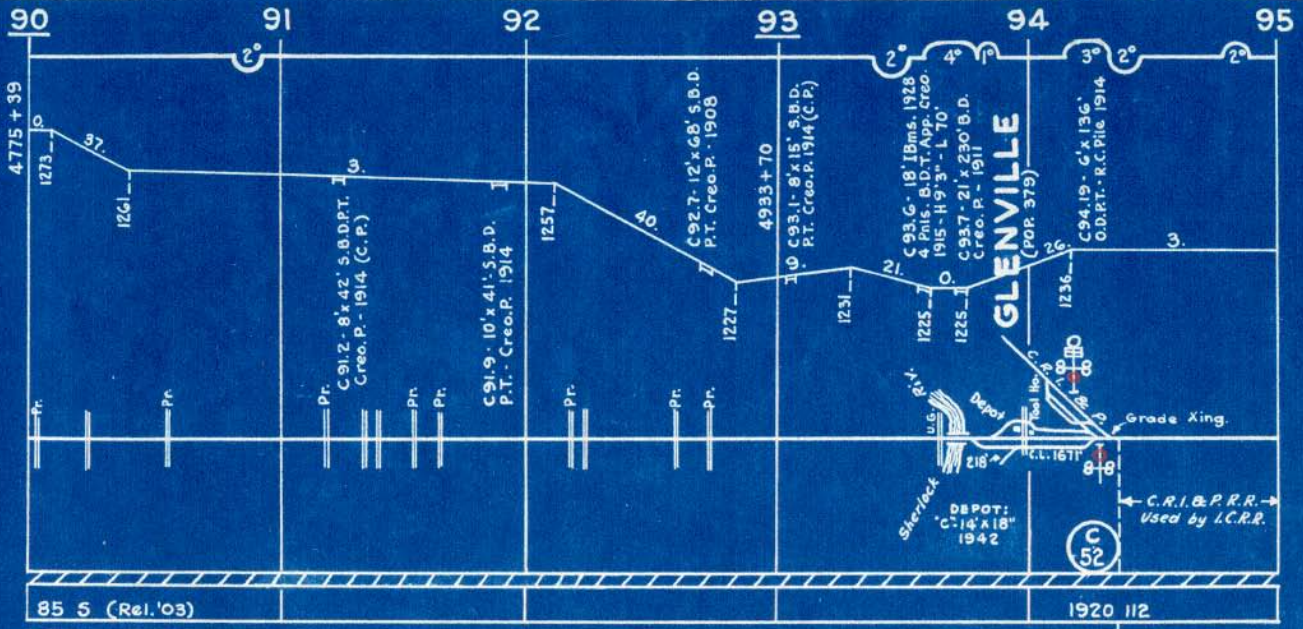
85 S 1923 (Rel.'03)

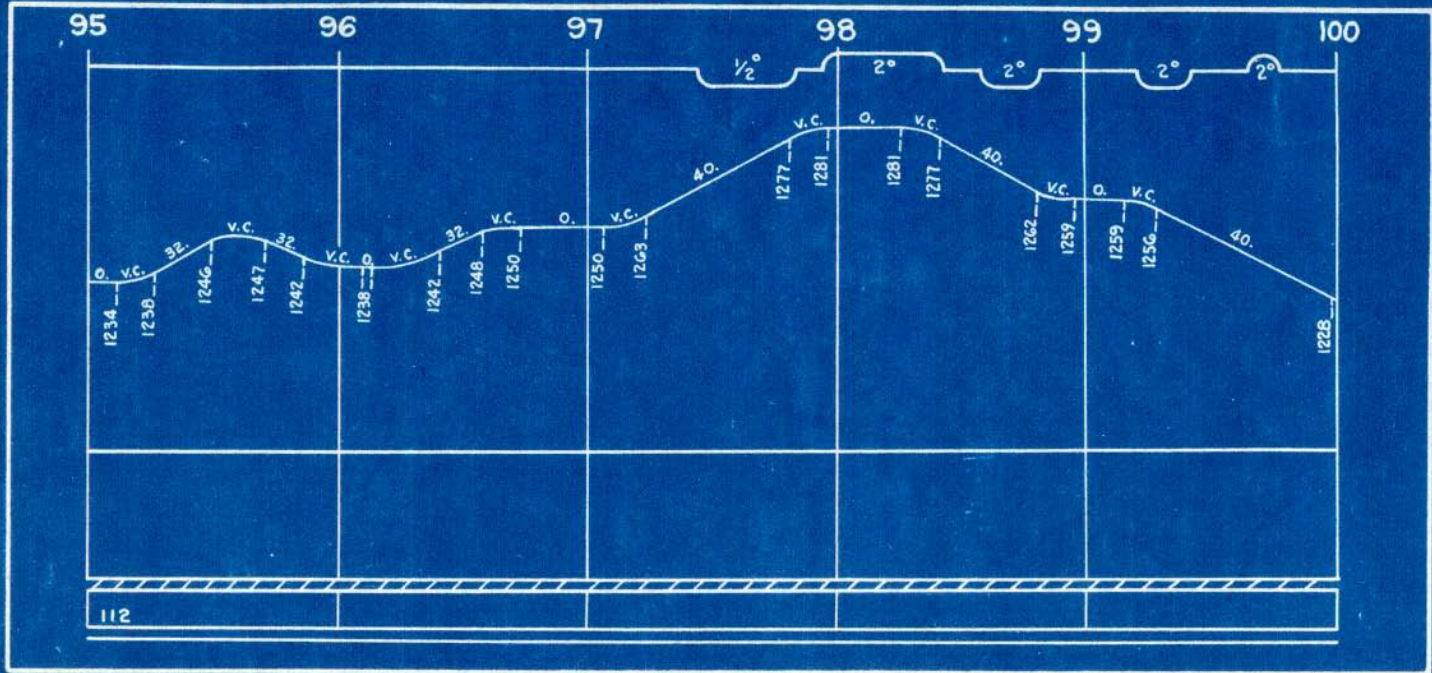
85 S (Rel.'03)'18

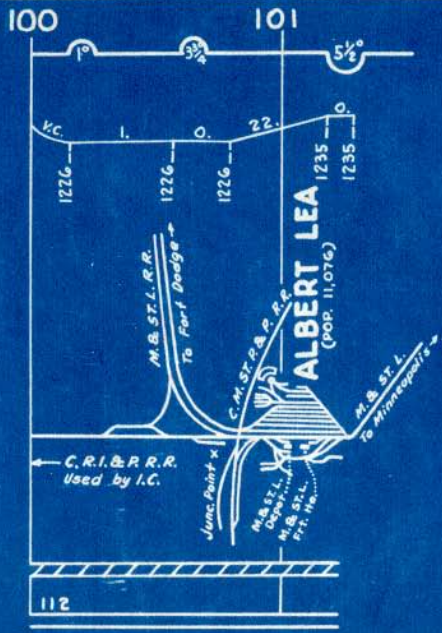
85 S (Rel.'03)

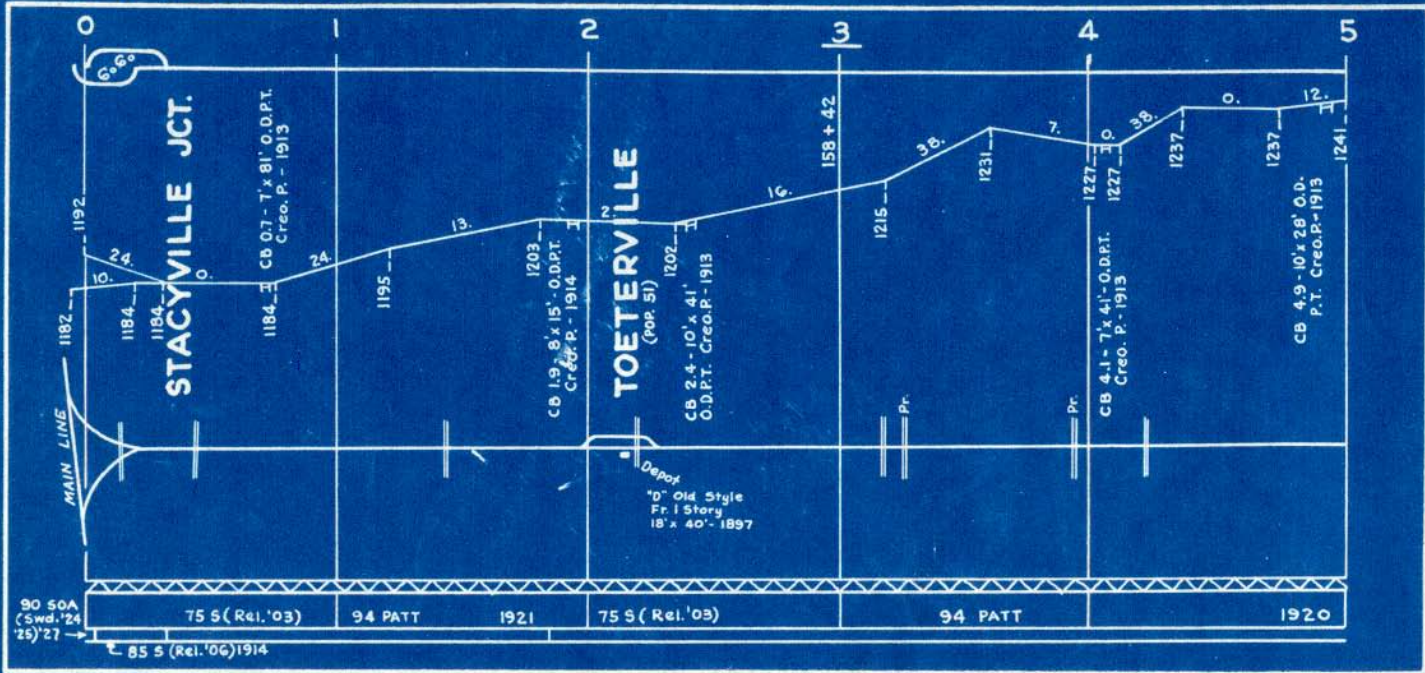
85 S (Rel.'03)'19

1920

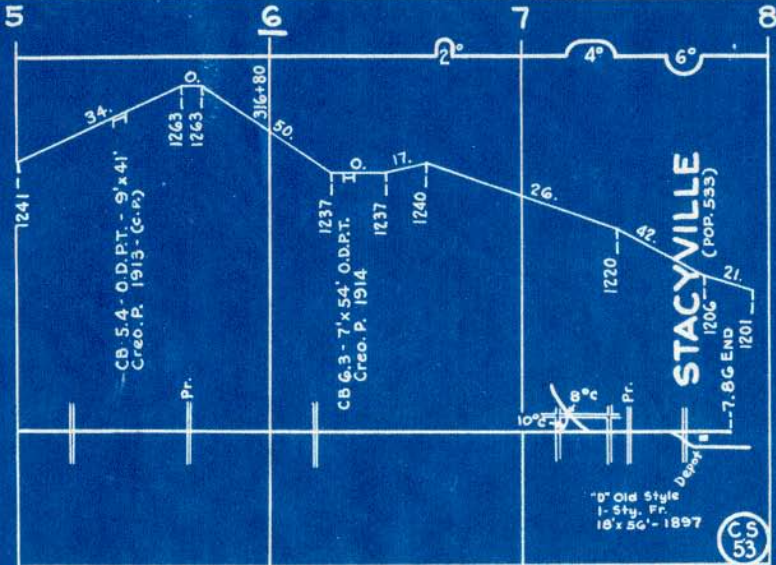












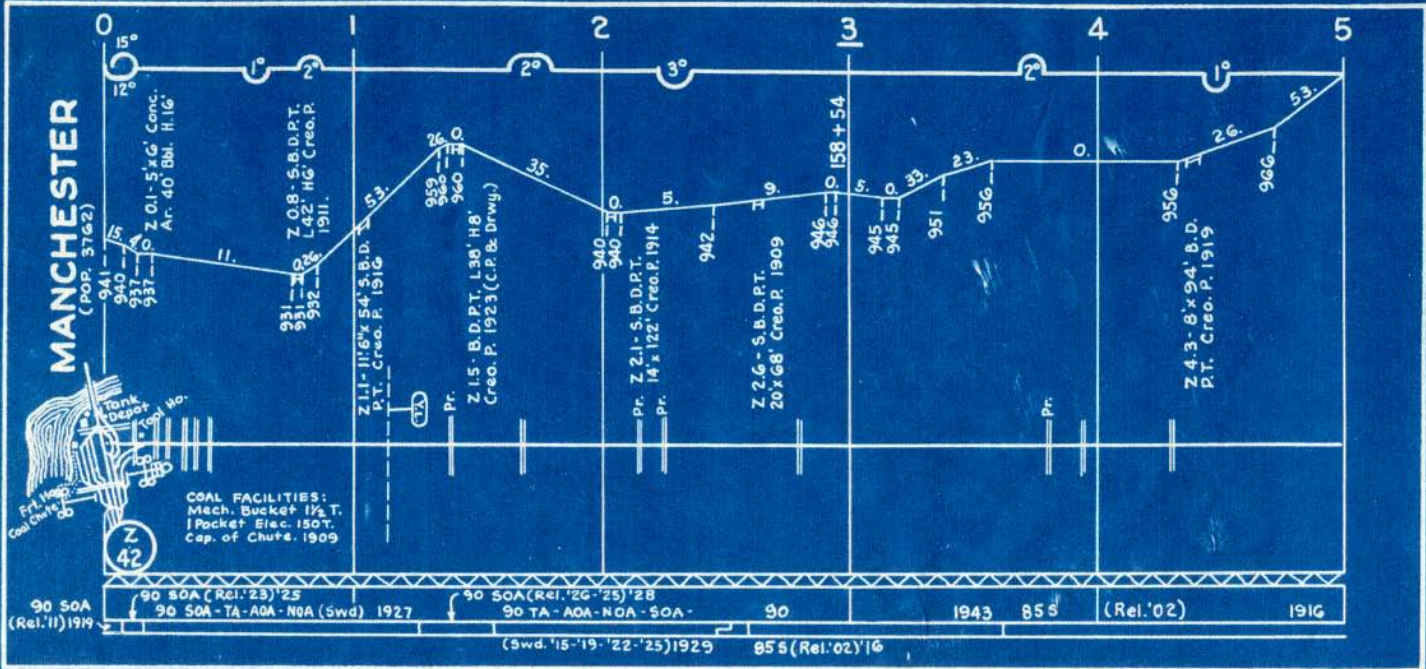
75 S (Rel. '03)

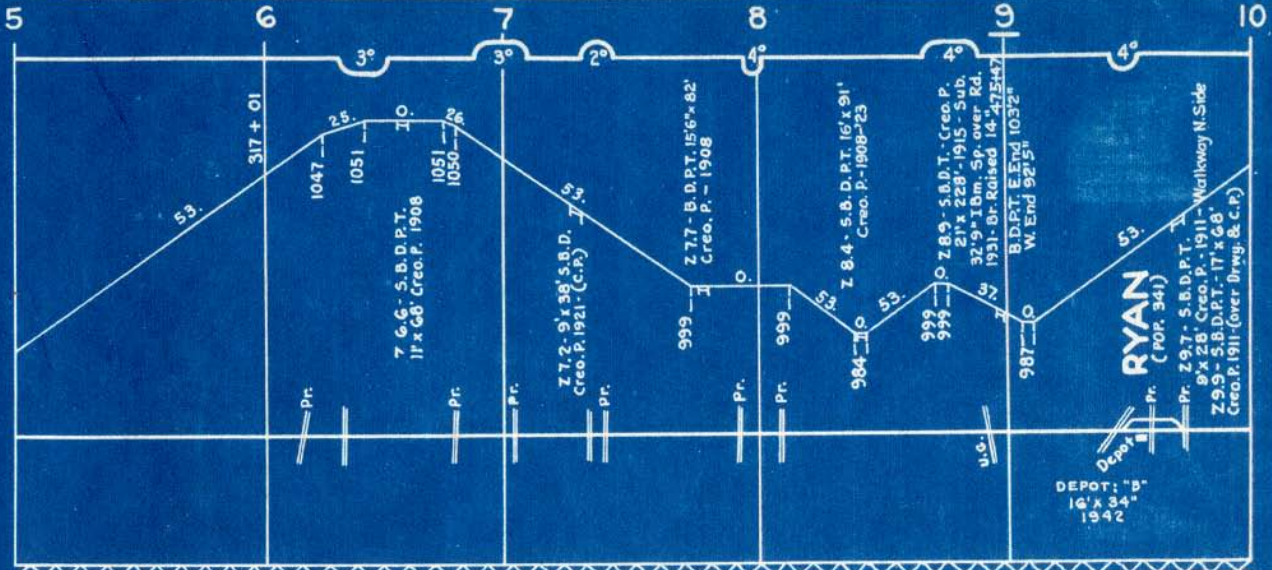
94 PATT

1920

75 S (Rel. '03) 94 PATT - 1920

85 S (Rel. '06) 1914





85 S (Rel. '02) 1916

85 S (Rel. '03)

90 50A (Swd. '26) 1930  
 1917 85 S (Rel. '03) 1917

**RYAN**  
 (POP. 341)

DEPOT: "B"  
 16' x 34"  
 1942

Z 6.6 - S.B.D.P.T.  
 11' x 68' Creo. P. 1908

Z 7.2 - 9' x 38' S.B.D.  
 Creo. P. 1921 - (C.P.)

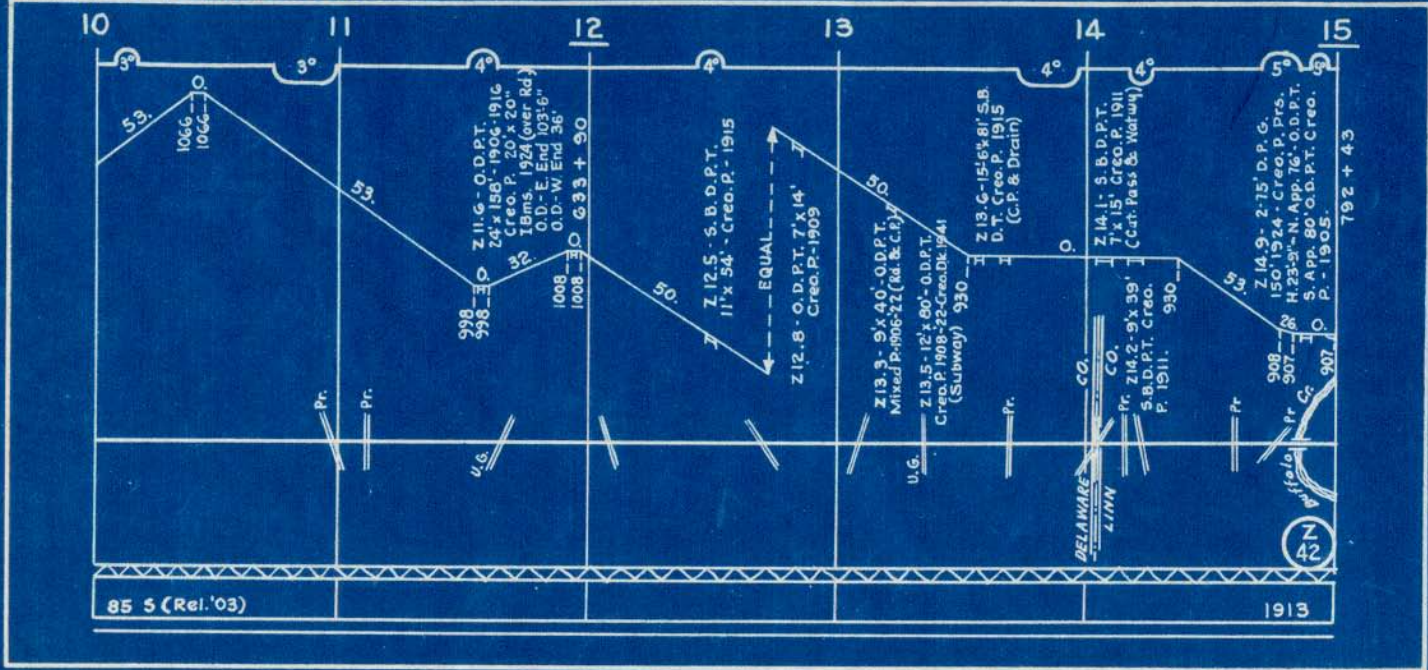
Z 7.7 - B.D.P.T. 15'6" x 82'  
 Creo. P. - 1908

Z 8.4 - S.B.D.P.T. 16' x 91'  
 Creo. P. - 1908-23

Z 8.9 - S.B.D.T. - Creo. P.  
 21' x 228' - 1915 - Sub.  
 32'9" 18m. Sp. over Rd.  
 1931 - Dr. Raised 14' 4.75' 47'

B.D.P.T. E. End 1032"  
 W. End 92' 5"

Z 9.7 - S.B.D.P.T.  
 9' x 28' Creo. P. - 1911 - Walkway N. Side  
 Z 9.9 - S.B.D.P.T. - 17' x 68'  
 Creo. P. 1911 - (over Drwy. & C.P.)

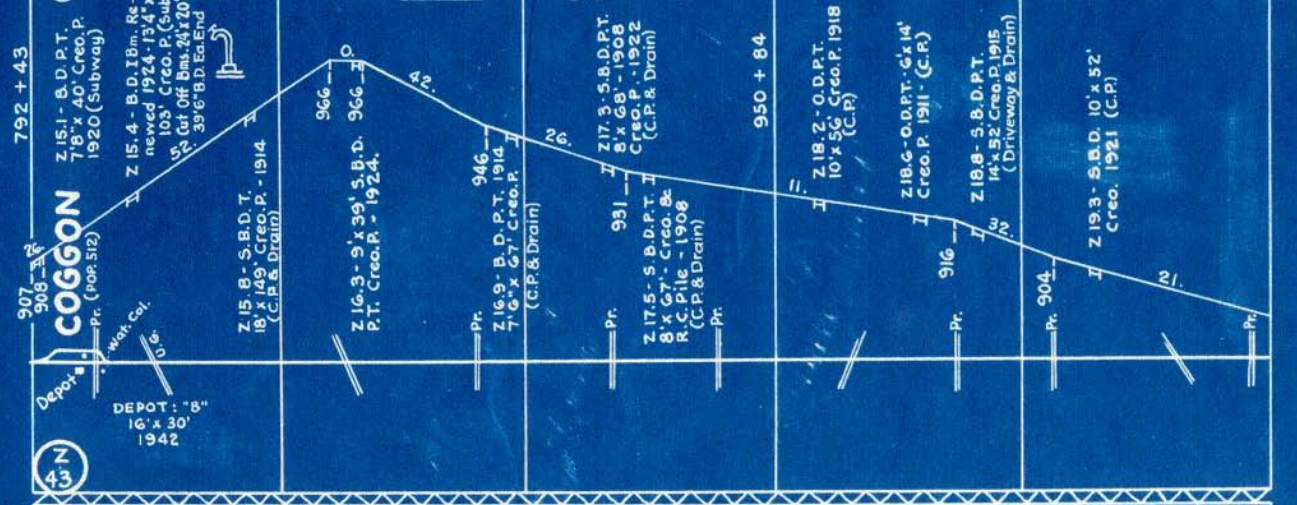


85 5 (Rel. '03)

1913

15 16 17 18 19 20

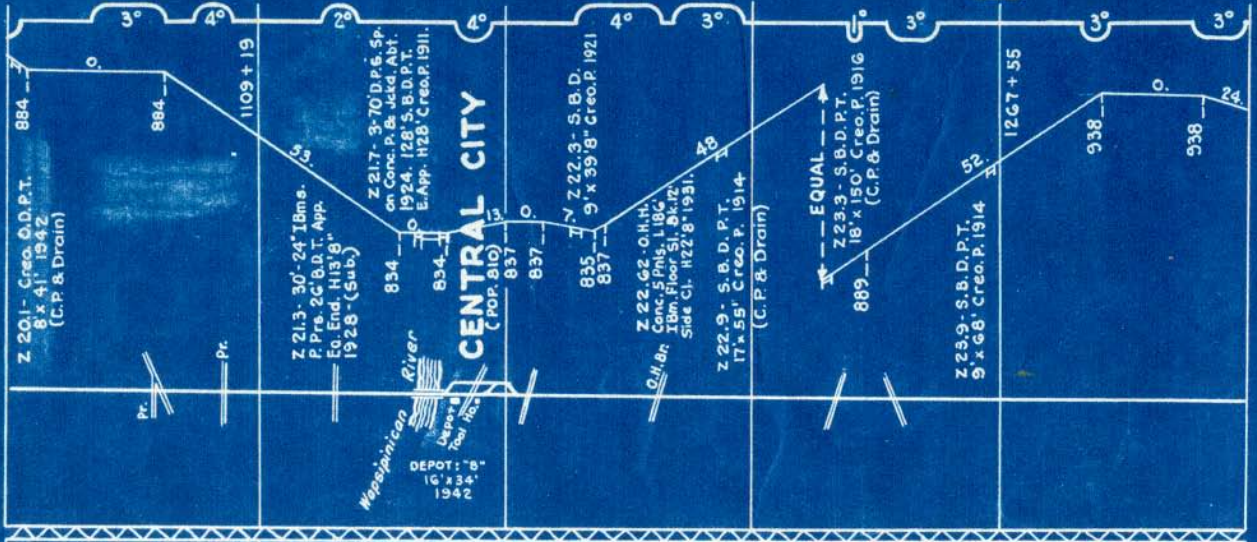
4° 2° 2° 2° 3° 3° 4° 3°



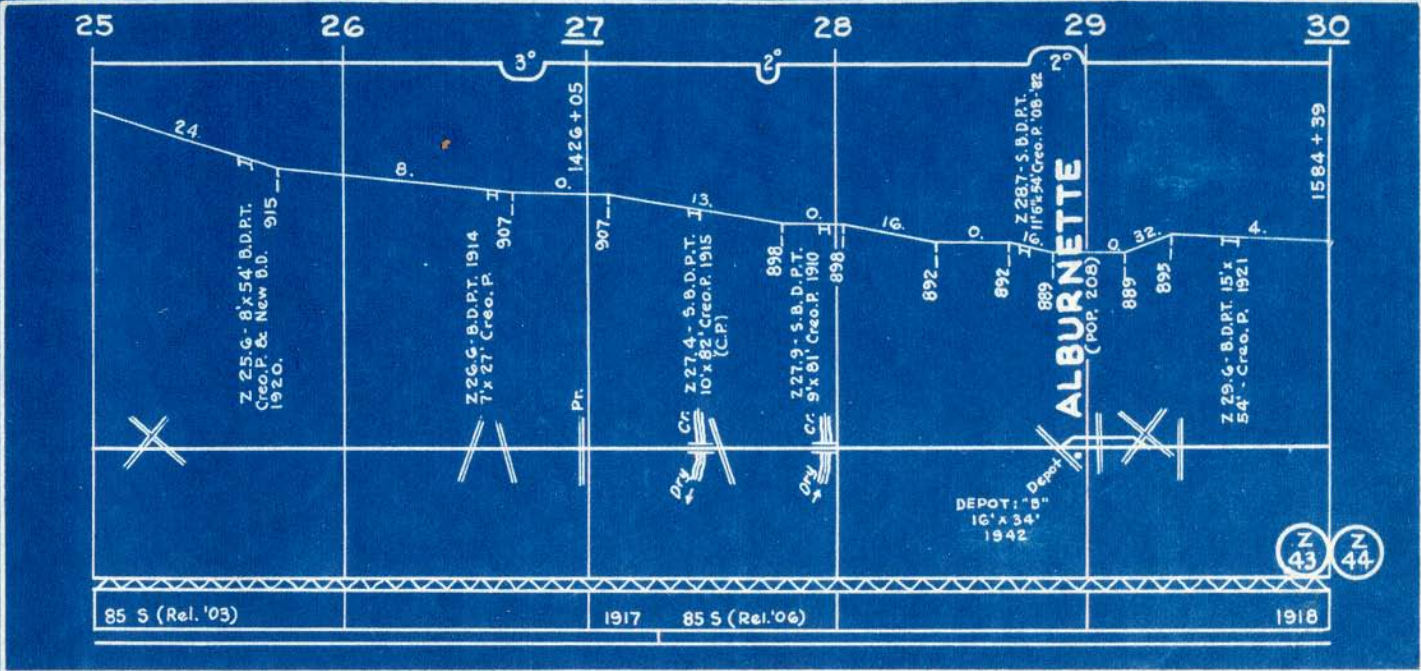
85 S (Rel. '03)

1917

20 21 22 23 24 25

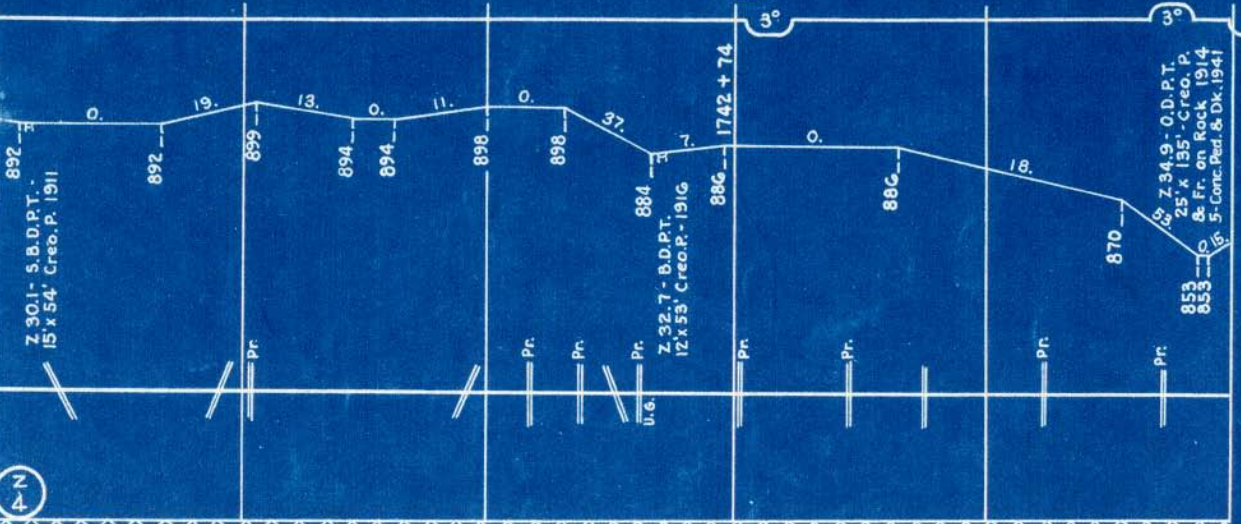


85 S (Rel. '03) 1917



30 31 32 33 34 35

1584 + 39

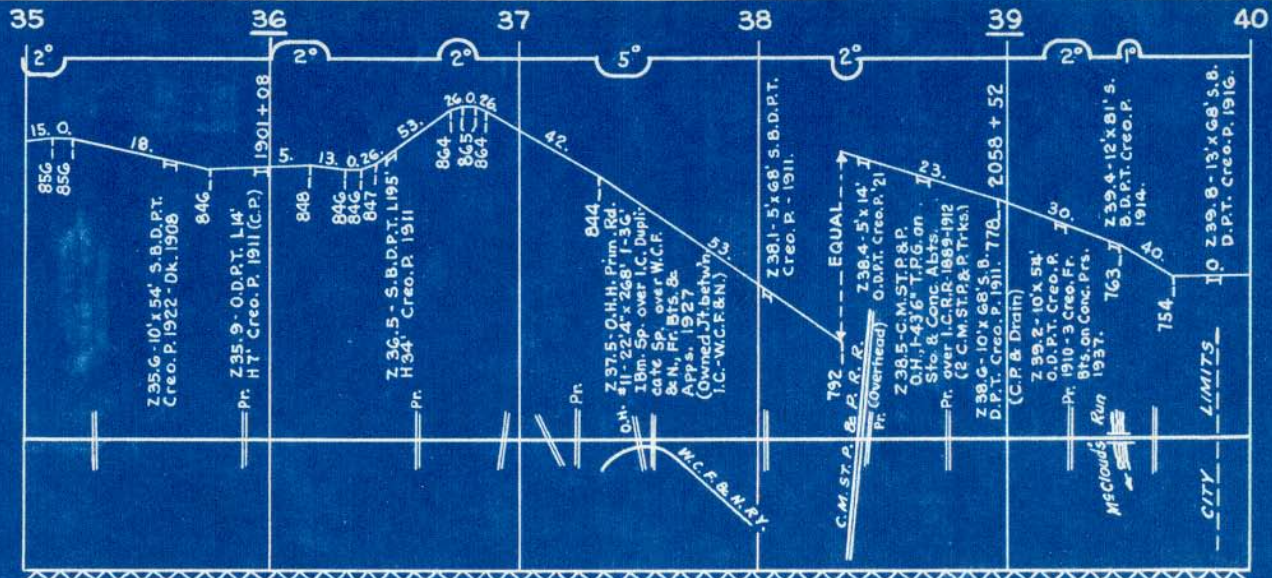


(N)  
(4)

85 S (Rel.'06)

9050A (Rel.'27) 1933  
1918

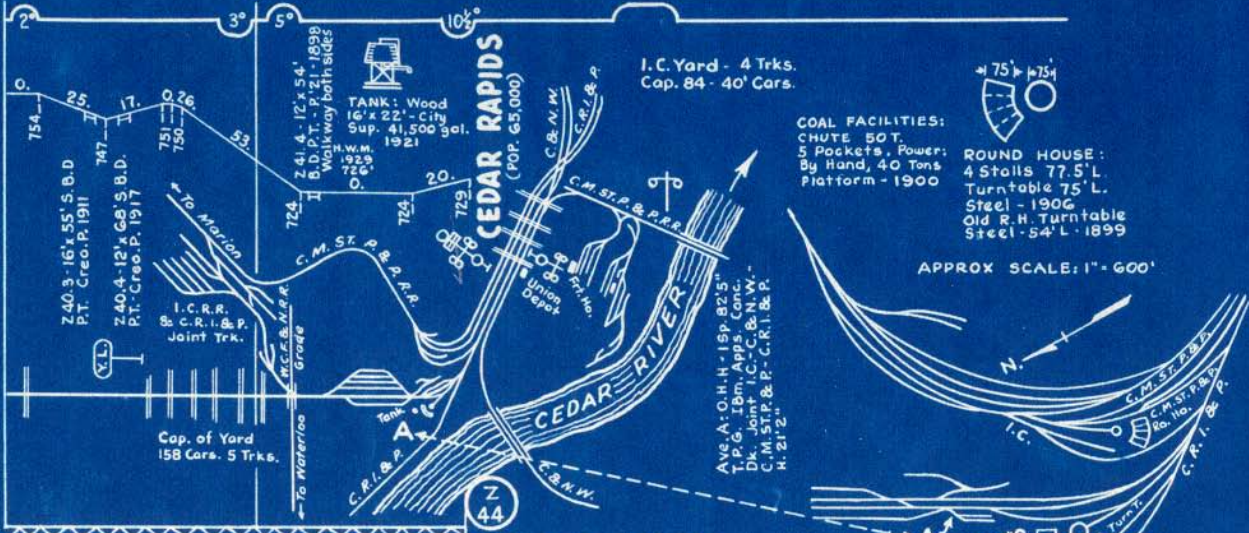




90 50A (Rel.'27)'33	90 50A (Rel.'26)	1939	90 50A (Swd)'19	1940	90 (Rel.)	1941
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40

41



I.C. Yard - 4 Trks.  
Cap. 84 - 40' Cars.

COAL FACILITIES:  
CHUTE 50T.  
5 Pockets, Power;  
By Hand, 40 Tons  
Platform - 1900

ROUND HOUSE:  
4 Stalls 77.5' L.  
Turntable 75' L.  
Steel - 1906  
Old R.H. Turntable  
Steel - 54' L - 1899

APPROX SCALE: 1" = 600'

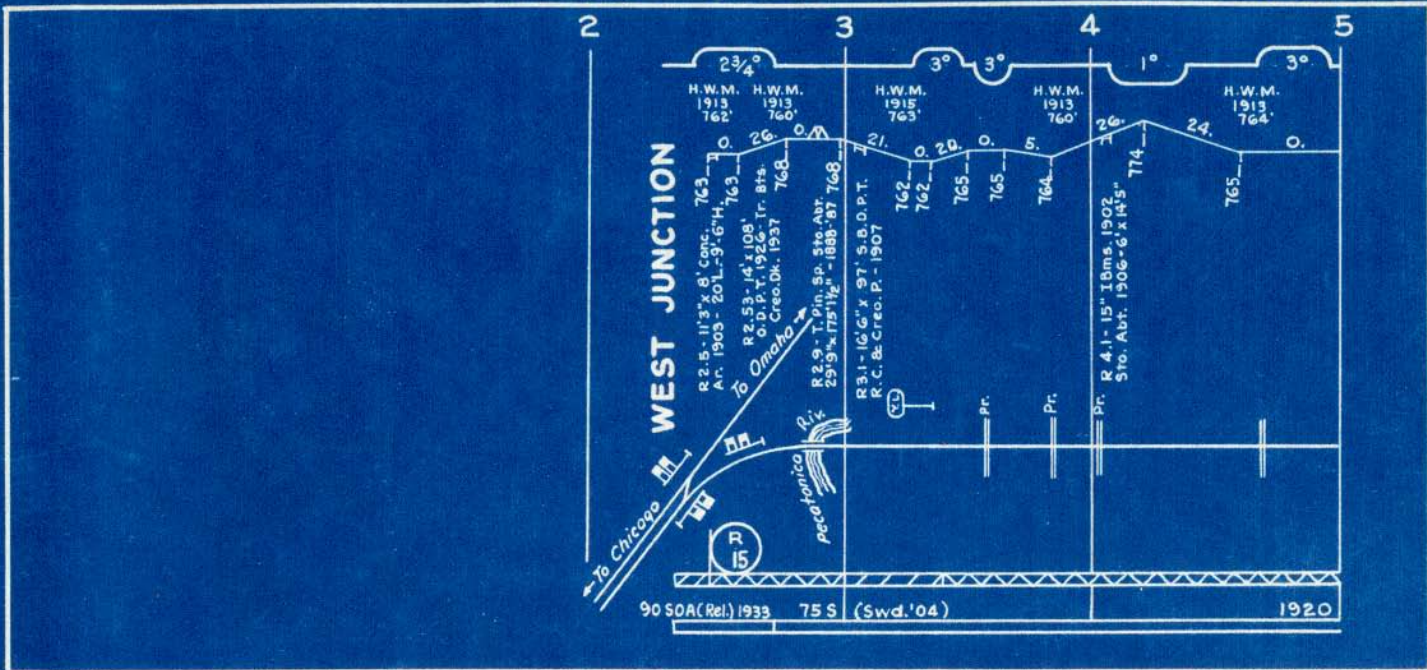
Ave. A: O.H.H. - 15p. 82'5"  
T.P.G. 1Bm. Apps. Conc.  
Dk. Joint I.C. - C.&N.W. -  
C.M. St.P. & P. - C.R.I. & P.  
H. 21'2"

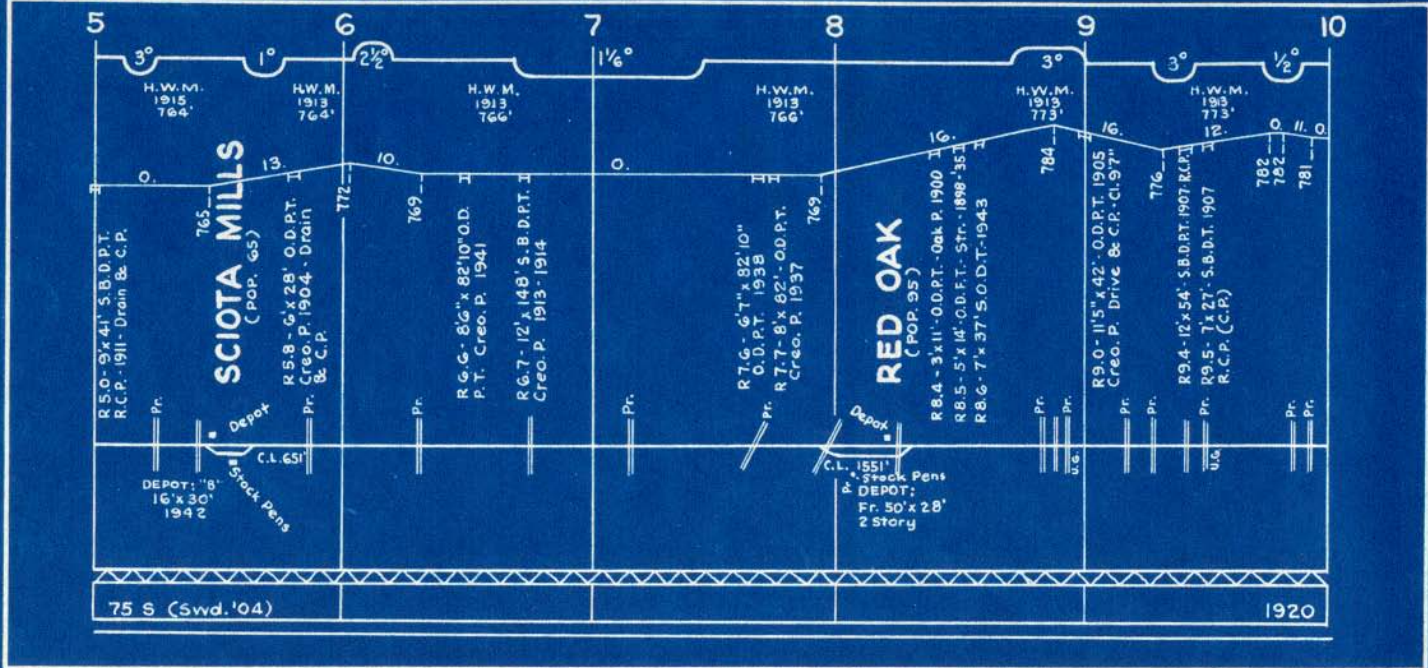
90 SOA (swd. '17-'18-'19)'31  
90 (Rel.) 1941  
85 S (Rel. '02)'21 - SOA & NOA (swd. '15-'26)'1930  
90 NOA - TA - SOA (Rel. '25-'26)'1929  
90 SOA (swd. '15-'21)'30

Z 44

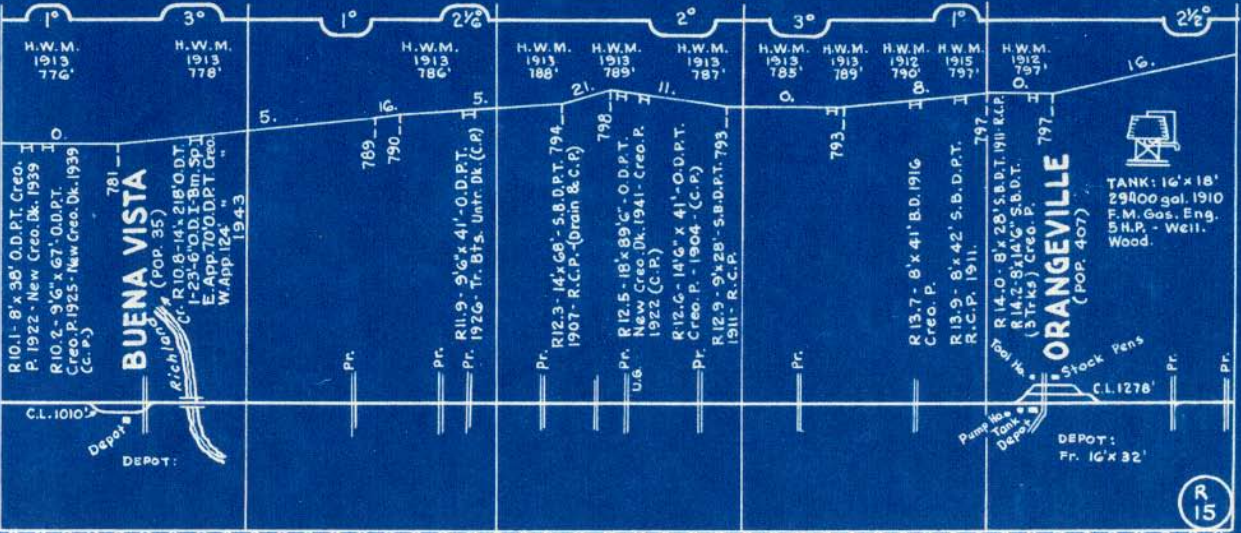
I.C. Turntable

I.C. Tank



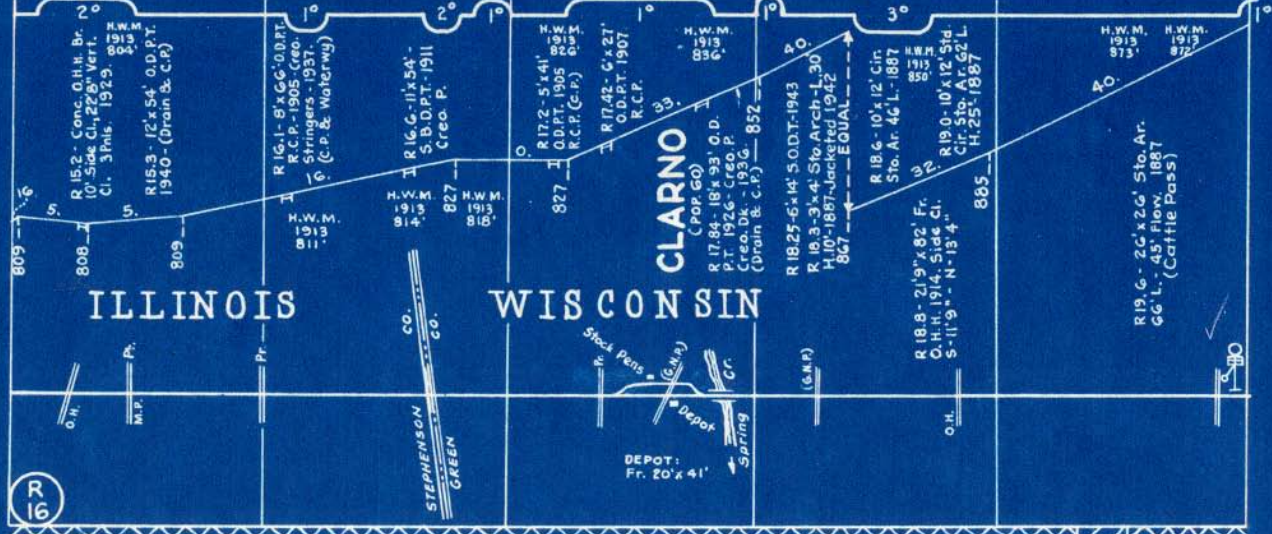


10 11 12 13 14 15



75 S (Swd. '04) 1920

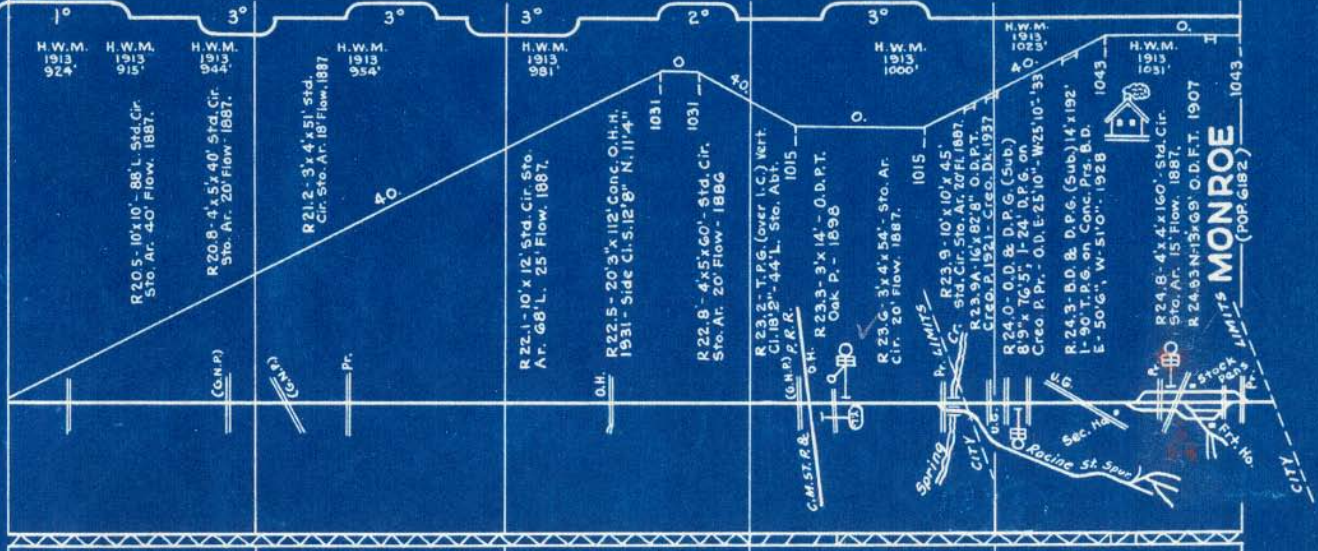
15 16 17 18 19 20



R 16

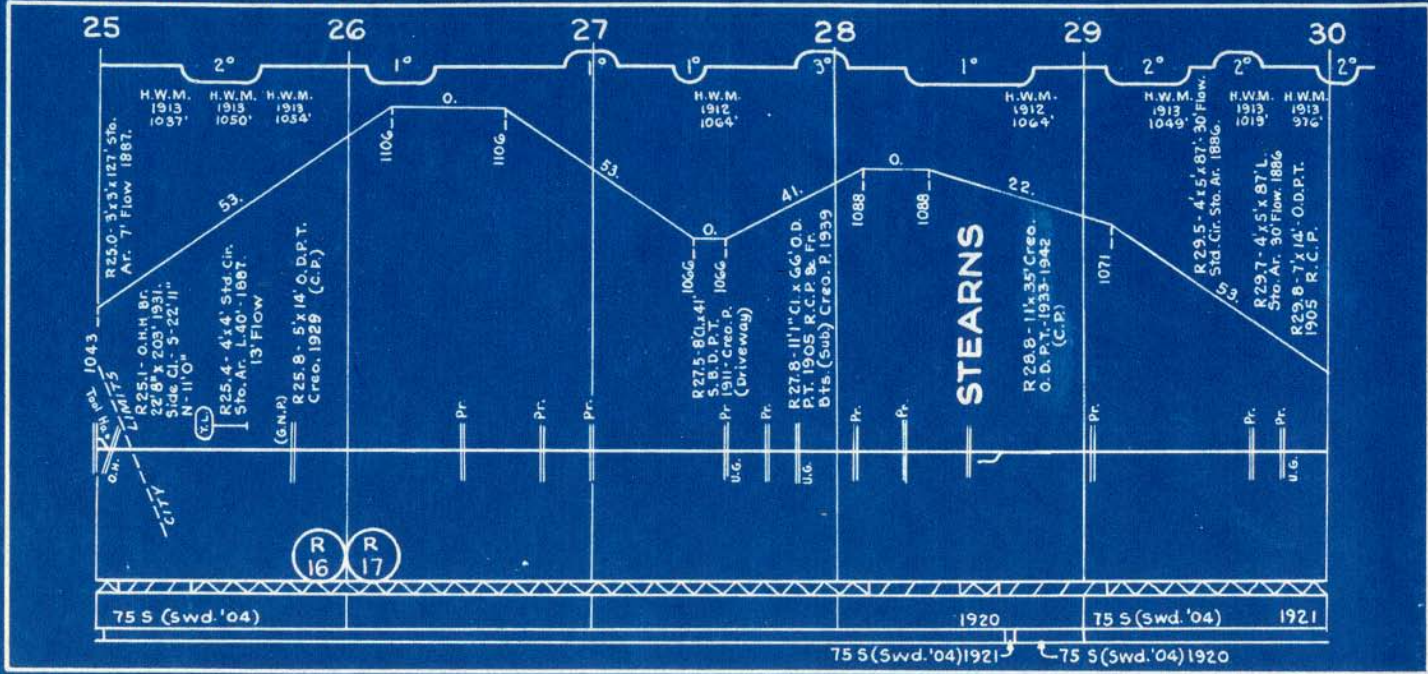
75 S (Swd. '04) 1920 75 S (Swd. '04) 1920 75 S (Swd. '04) 1921

20 21 22 23 24 25



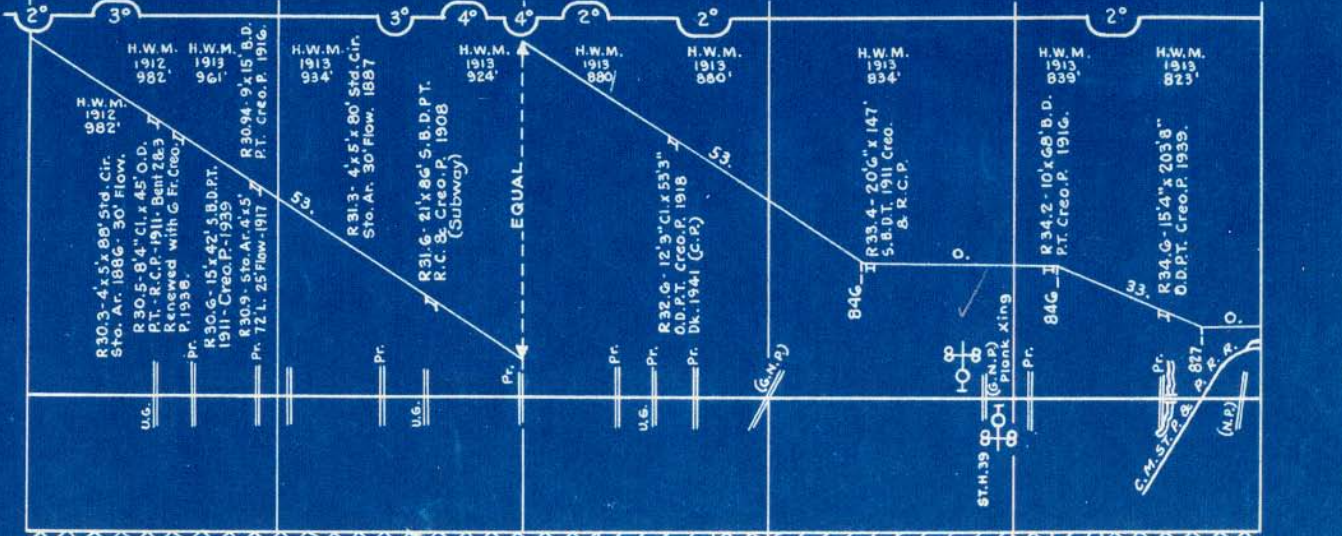
**MONROE**  
(POP. 6182)

75 S (Swd. '04) 1920 75 S (Swd. '04) 1920 75 S (Swd. '04) 21  
75 S (Swd. '04) 21





30 31 32 33 34 35



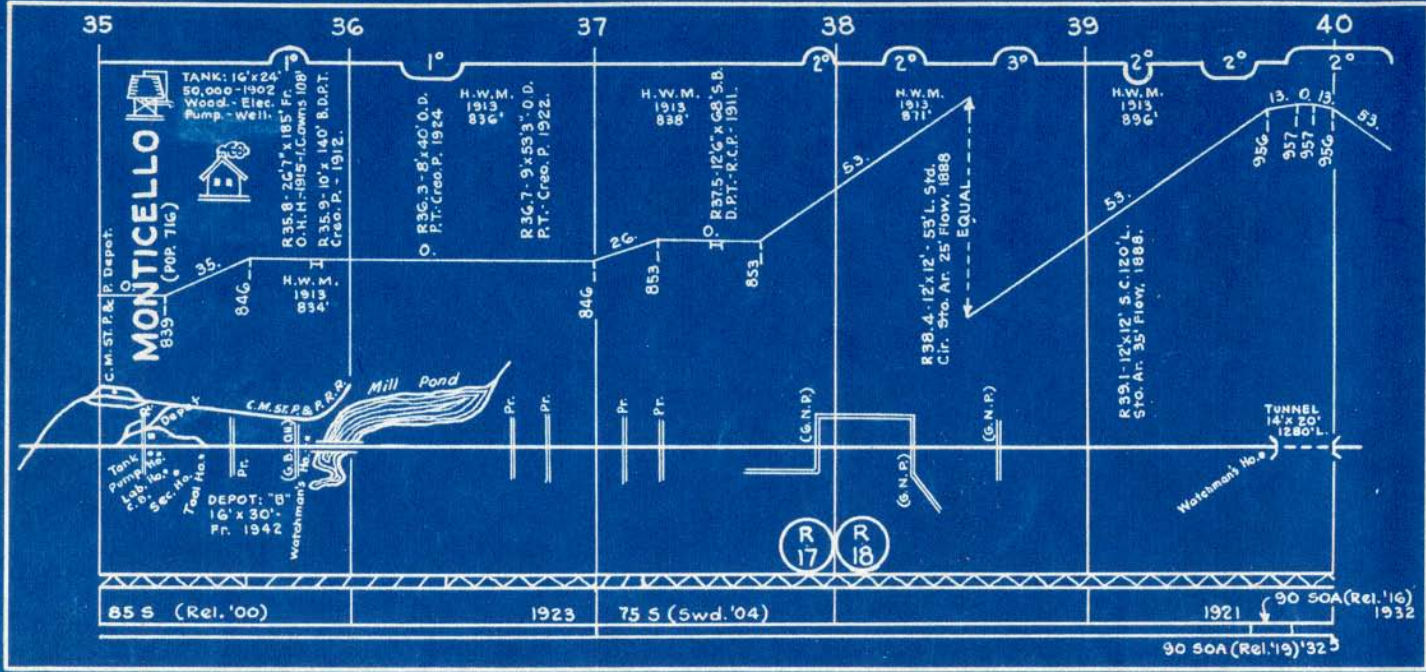
75 S (Swd. '04)

1921

85 S (Rel. '00) 1923

85 S (Rel. '00) 1923

85 S. Rel. 1941



**MONTICELLO**  
839-- (POP. 716)

TANK: 16' x 24'  
50,000 - 1902  
Wood - Elec.  
Pump - Well.



C.M. ST. P. & P. Depot.

Tank Pump  
Lab. Ho.  
Sec. Ho.  
Tool Ho.

DEPOT: 16' x 30'  
Fr. 1942

Watchman's Ho.

R 35.8 - 26'7" x 18'5" Fr.  
O.H.H. - 1915 - (Crows 108)  
R 35.9 - 10' x 140' B.D.P.T.  
Creo. P. - 1912.

R 36.3 - 8' x 40' O.D.  
P.T. - Creo. P. 1924

H.W.M. 1913 836'  
R 36.7 - 9' x 53'3" O.D.  
P.T. - Creo. P. 1922.

H.W.M. 1913 838'

R 37.5 - 12'6" x 68' S.B.  
D.P.T. - R.C.P. - 1911.

N.W.M. 1913 871'

R 38.4 - 12' x 12' - 53' L. Std.  
Cir. Sto. Ar. 25' Flow. 1888

H.W.M. 1913 896'

R 39.1 - 12' x 12' - 5' C. 120' L.  
Sto. Ar. 35' Flow. 1888.

TUNNEL  
14' x 20'  
1280' L.

Watchman's Ho.

R 17 R 18

85 S (Rel. '00)

1923

75 S (5wd. '04)

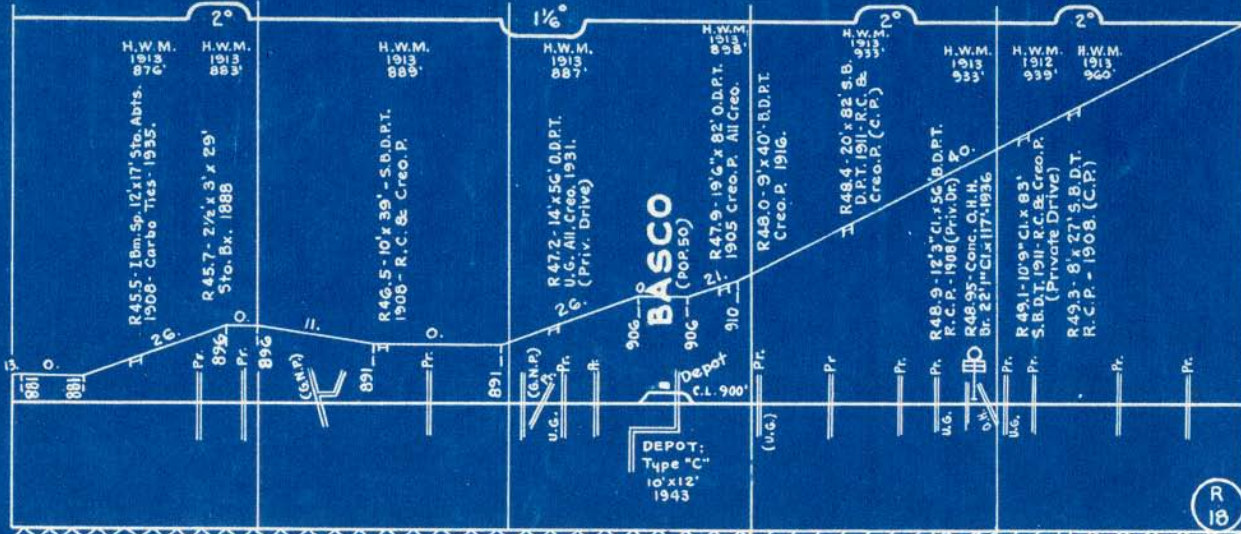
1921

90 SOA (Rel. '16) 1932

90 SOA (Rel. '19)' 32.5'



45 46 47 48 49 50



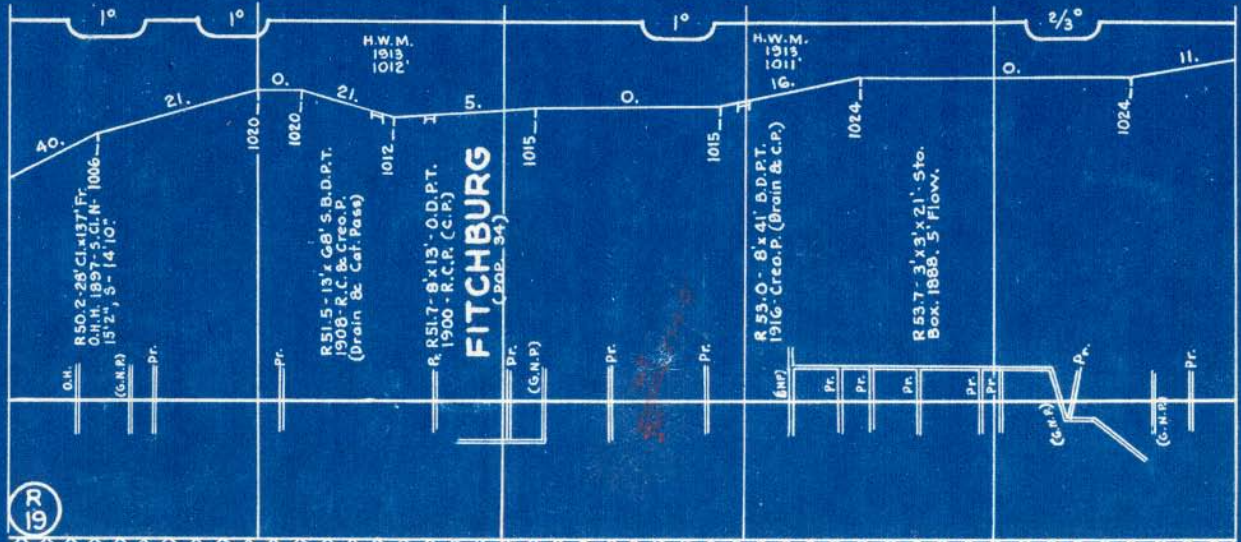
85 S (Rel. '00)

1923

75 S (Swd. '04)

1921

50 51 52 53 54 55



R50.2 - 28' C.I. x 137' Ft.  
 O.H.H. 1897 - S.C.I.N. 1006  
 15' 2" S - 14' 10"

R51.5 - 13' x 68' S.B.D.P.T.  
 1900 - R.C. & Creo. P.  
 (Drain & Caf. Pass)

R51.7 - 8' x 13' - O.D.P.T.  
 1900 - R.C.P. (C.P.)

**FITCHBURG**  
 (POP. 34)

R53.0 - 8' x 41' B.D.P.T.  
 1916 - Creo. P. (Brain & C.P.)

R53.7 - 3' x 3' x 21' - S.B.  
 Box. 1888, 5' Flow.

H.W.M.  
 1913  
 1012'

H.W.M.  
 1915  
 1011'

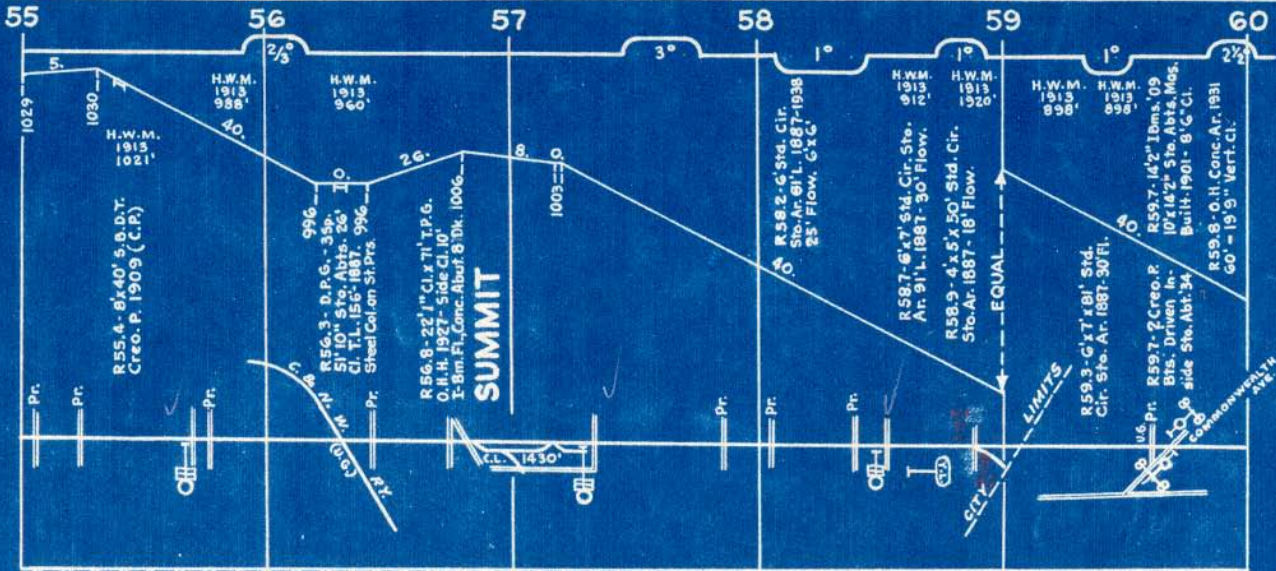
19

75 S (Swd. '04)

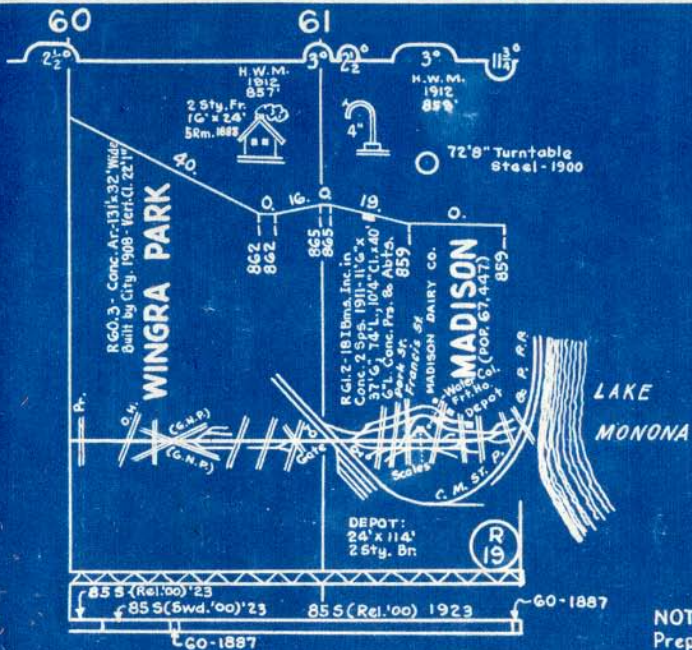
1921

85 S (Swd. '90)

1922



85 S (Swd.'00)	1922	85 S (Rel.'00)	1923	90 { 17 SOA-Rel.'14, 08 SOA-Rel.'19, 08 SOA-Rel.'22, 20 AOA-Rel.'15 } 1927	03 " " '16, 22 " " '20, 07 " " '23.
			85 S (Rel.'00)	1923	



CROSSINGS AT MADISON, WIS.

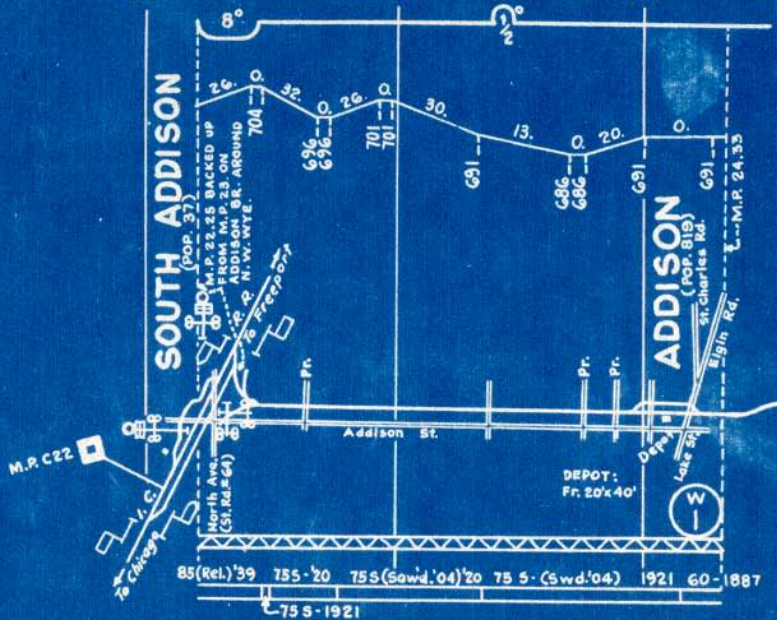
M. P.	Grade, Flashers	Commonwealth Ave.
59 + 3945'	Overhead	Spooer St.
60 + 1420'	Grade, no Protection	Oakland Ave.
60 + 2570'	" " "	Monroe St.
60 + 3630'	" " "	Warren "
60 + 4100'	" " "	Bruen "
60 + 4560'	" " "	Charter "
60 + 5010'	" " "	Mills "
61 + 1070'	" " "	Murrey "
61 + 1490'	" " "	Lake "
61 + 1920'	" " "	Francis "
61 + 2460'	" " "	Mifflin "
61 + 2900'	" " "	Washington "
61 + 3300'	" " "	Main "
61 + 3670'	" " "	Doty "
61 + 4025'	" " "	Bedford "
61 + 650'	Under, "	Park "

NOTE: Crossings on Lines in Wisconsin Located From List Prepared for R. R. Commissioners State of Wisconsin, Aug. 1911.

22

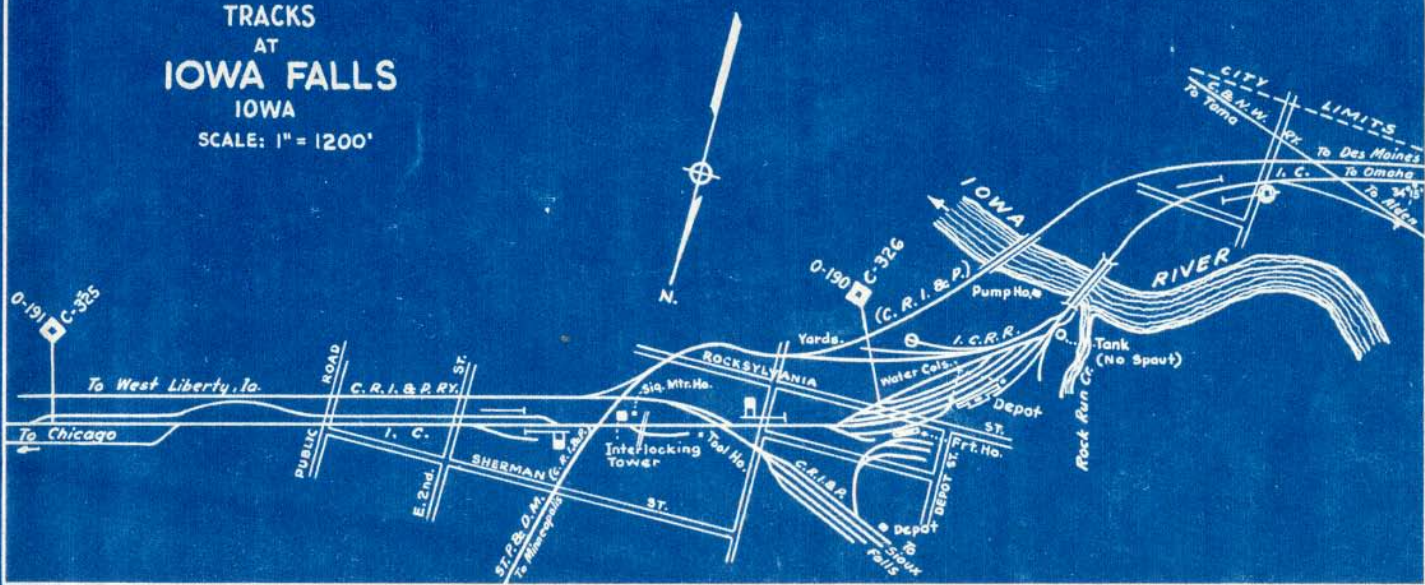
23

24

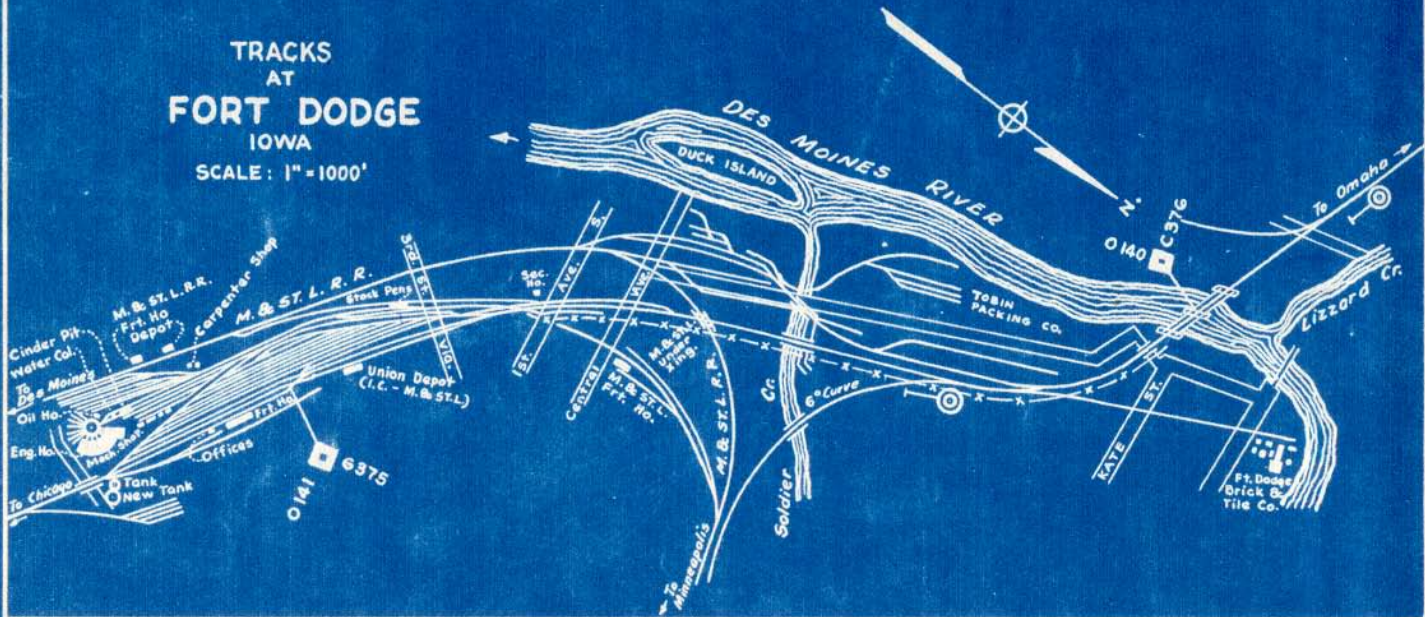


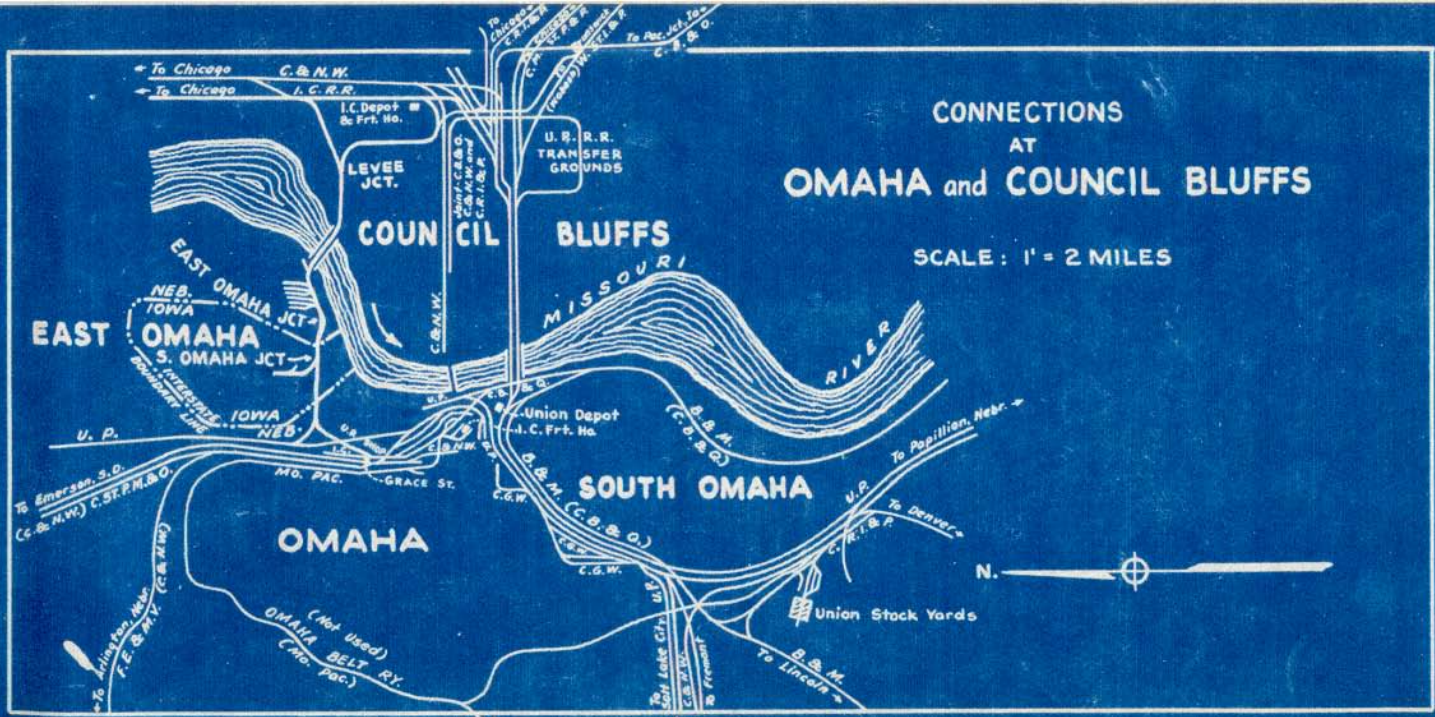


TRACKS  
AT  
**IOWA FALLS**  
IOWA  
SCALE: 1" = 1200'



TRACKS  
AT  
**FORT DODGE**  
IOWA  
SCALE: 1" = 1000'





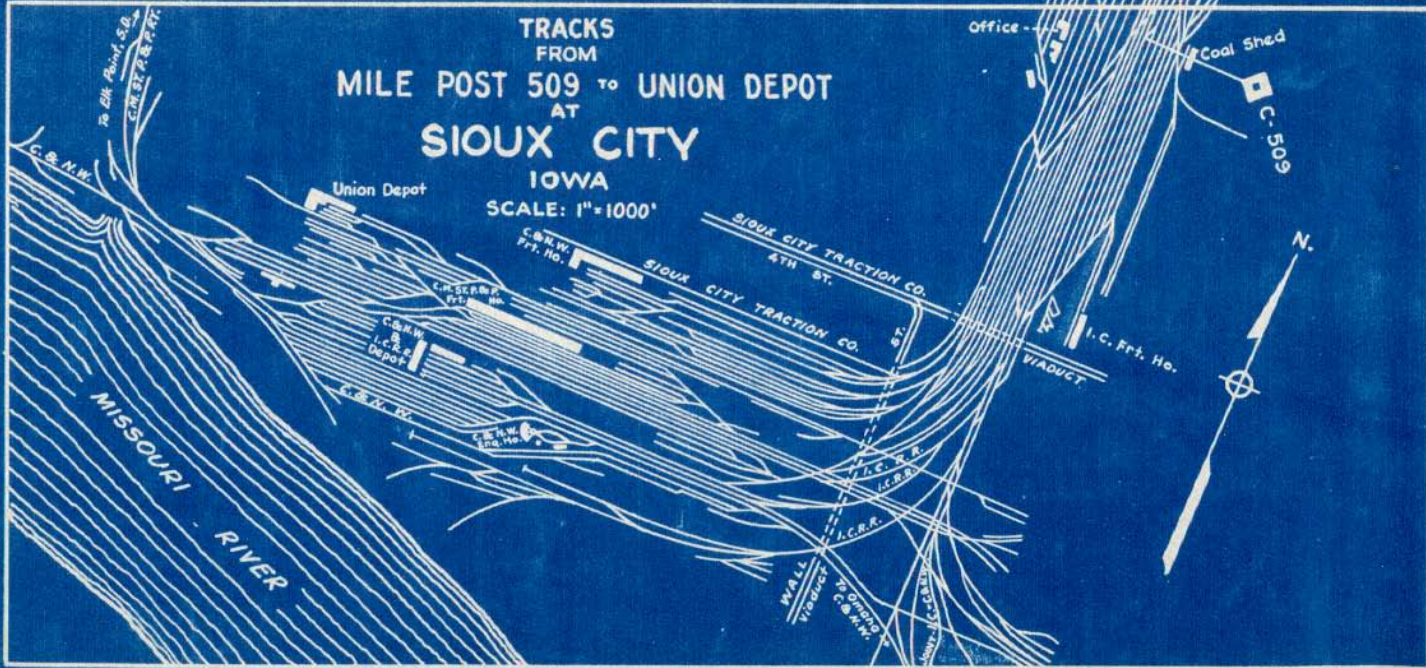
CONNECTIONS  
AT  
**OMAHA and COUNCIL BLUFFS**

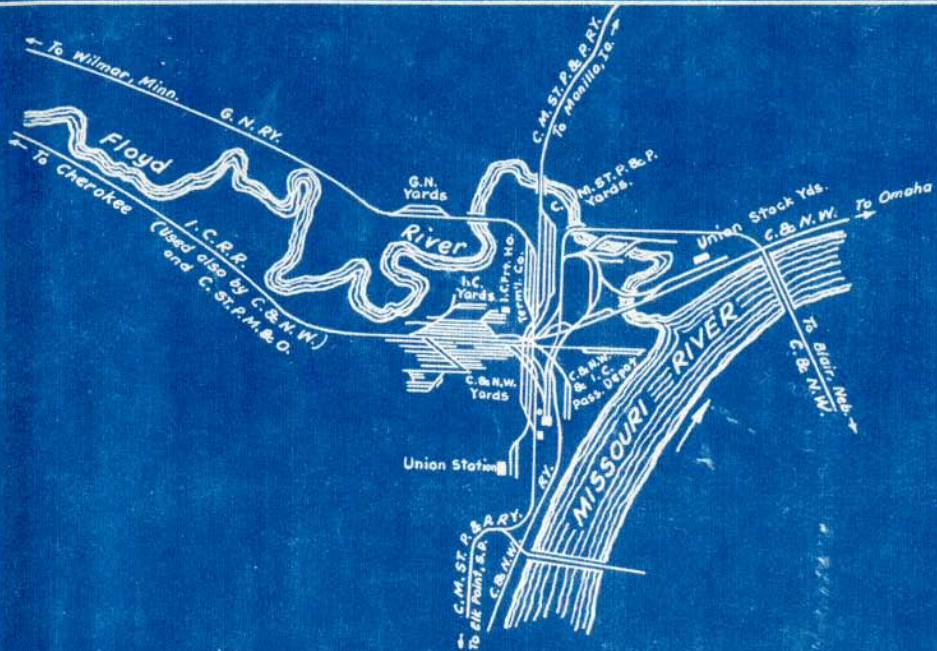
SCALE: 1" = 2 MILES



TRACKS  
FROM  
MILE POST 509 TO UNION DEPOT  
AT  
**SIoux CITY**  
IOWA

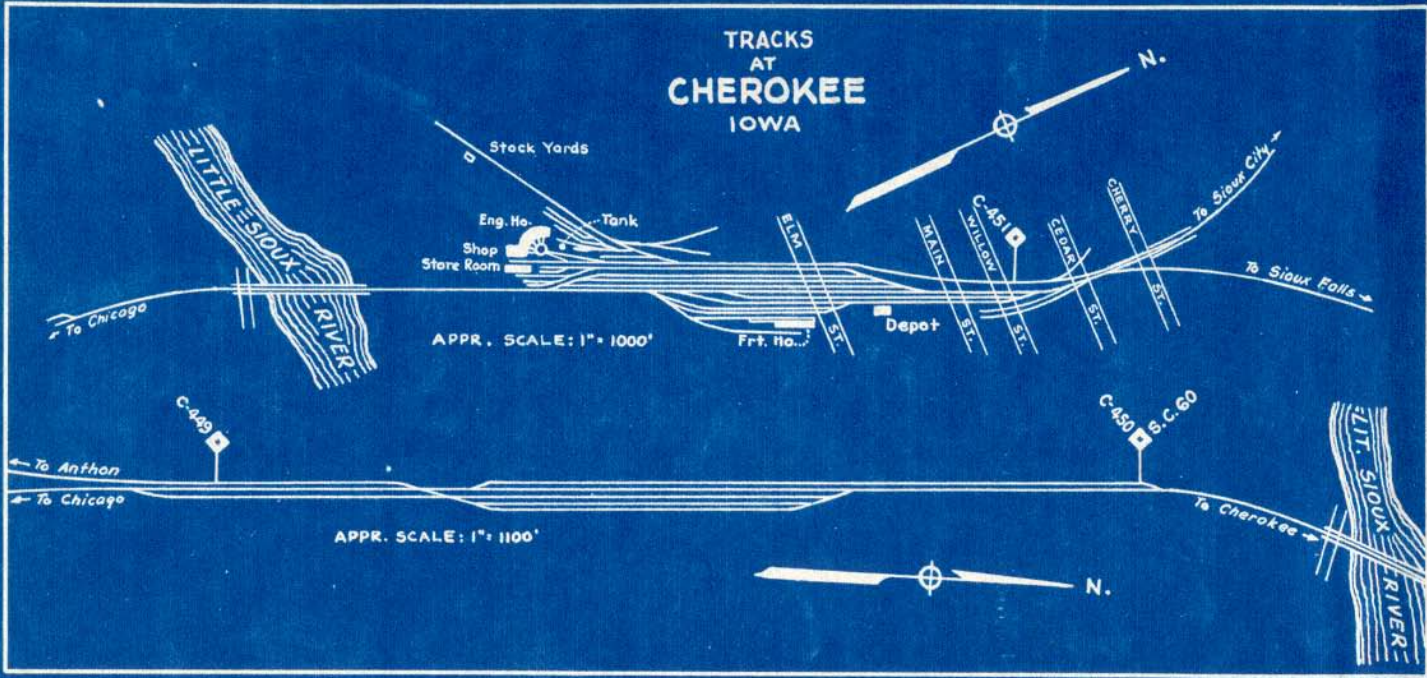
SCALE: 1" = 1000'





CONNECTIONS  
AT  
**SIoux CITY**  
SCALE: 1" = 5000'

# TRACKS AT CHEROKEE IOWA



# OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED
FREEPORT	I. H. B. R. R.	BROADVIEW	16	SUBWAY	J. C. R. R.
"	CHI. RAPID TRANS. LINES	WEST CHESTER	16	SUBWAY	"
"	C. A. & E. ELEC.	OAKRIDGE	17	"	C. A. & E. ELEC.
"	"	ELMHURST	20	GRADE	I. C. R. R.
"	C. G. W. RY.	"	20	"	"
"	C. & N. W. R. R.	SO. ADDISON	22	OVERHEAD	"
"	E. J. & E.	MUNGER	36	"	"
"	C. A. & E. ELEC.	COLEMAN	38	"	"
"	C. & N. W. R. R.	"	38	"	"
"	E. A. & S. T. B. CO.	"	39	SUBWAY	"
"	C. M. ST. P. & P. R. R.	HART	63	"	"
"	"	"	"	"	"
"	C. M. ST. P. & P. R. R.	BUCKBEE	85	SUBWAY	"
"	C. B. & Q. R. R.	E. ROCKFORD	85	GRADE	I. C. R. R.
"	C. M. ST. P. & P. R. R.	FREEPORT	114	SUBWAY	"
"	"	"	"	"	"
DUBUQUE	"	"	"	"	"
"	C. B. & Q. R. R.	GALENA	166	"	C. B. & Q. R. R.
"	"	E. DUBUQUE	182	"	I. C. - C. B. & Q. R. R. JOINT
"	"	DUBUQUE	183	"	C. B. & Q. R. R.
"	C. M. ST. P. & P. R. R.	DELAWARE	225	OVERHEAD	"
"	C. R. I. & P. R. R.	INDEPENDENCE	254	GRADE	C. R. I. & P. R. R.
"	W. C. F. & N. R. R.	WATERLOO	274	"	W. C. F. & N. R. R.
"	C. G. W. RY.	"	276	"	I. C. R. R. BILL. - G. G. W. 1/2
"	"	"	276	OVERHEAD	C. G. W. RY.
"	W. C. F. & N. R. R.	"	276	GRADE	"
"	"	"	277	"	"

# OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
WATERLOO	W. C. F. & N. RY.	WATERLOO	277	GRADE	W. C. F. & N. RY.
"	C. R. I. & P. RY.	CEDAR FALLS	284	"	I. C. R. R.
"	C. & N. W. RY.	PARKERSBURG	300	OVERHEAD	
"	M. & ST. L. R. R.	ACKLEY	316	GRADE	M. & ST. L. R. R.
"	C. R. I. & P. RY.	IOWA FALLS	326	"	ST. P. & D. M. R. R.
"	C. R. I. & P. RY.	" "	326	"	C. R. I. & P. RY.
"	C. & N. W. RY.	" "	327	SUBWAY	
"	"	WEBSTER CITY	356	GRADE	C. & N. W. RY.
"	FT. D. D. M. & S. R. R.	" "	372	"	FT. D. D. M. & S. R. R.
"	"	FT. DODGE	373	SUBWAY	
OMAHA	C. G. W. R. R.	" "	375	OVERHEAD	
"	M. & ST. L. R. R.	" "	376	SUBWAY	
"	"	TARA	382	GRADE	M. & ST. L. R. R.
"	C. R. I. & P. RY.	KNIERIM	392	SUBWAY	
"	C. M. ST. P. & P. R. R.	ROCKWELL CITY	400	GRADE	I. C. R. R.
"	FT. D. D. M. & S. R. R.	" "	400	"	FT. D. D. M. & S. R. R.
"	C. & N. W. RY.	WALL LAKE	423	SUBWAY	
"	"	" "	"	"	
"	C. M. ST. P. & P. R. R.	ARION	456	"	I. C. R. R.
"	C. & N. W. RY.	LOGAN	480	SUBWAY	
"	"	FINDLEY	495	"	
CHEROKEE	C. R. I. & P. RY.	MANSON	394	GRADE	C. R. I. & P. RY.
"	C. M. ST. P. & P. R. R.	FONDA	410	"	C. M. ST. P. & P. R. R.
"	"	STORM LAKE	428	OVERHEAD	
"	G. N. RY.	WREN	498	GRADE	G. N. RY.



For Railroad Crossings at Council Bluffs, Ia., see Diagram on Page No.

" " " " Omaha, Neb., " " " "

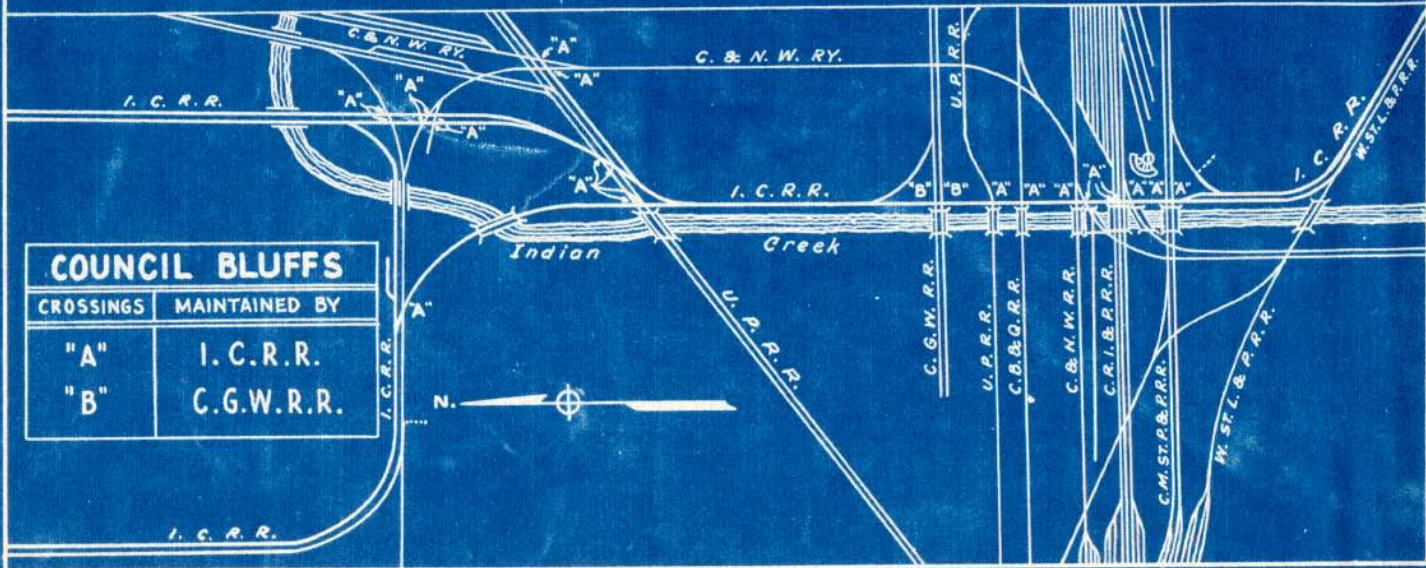
" " " " Sioux City, Iowa, " " " "



## OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

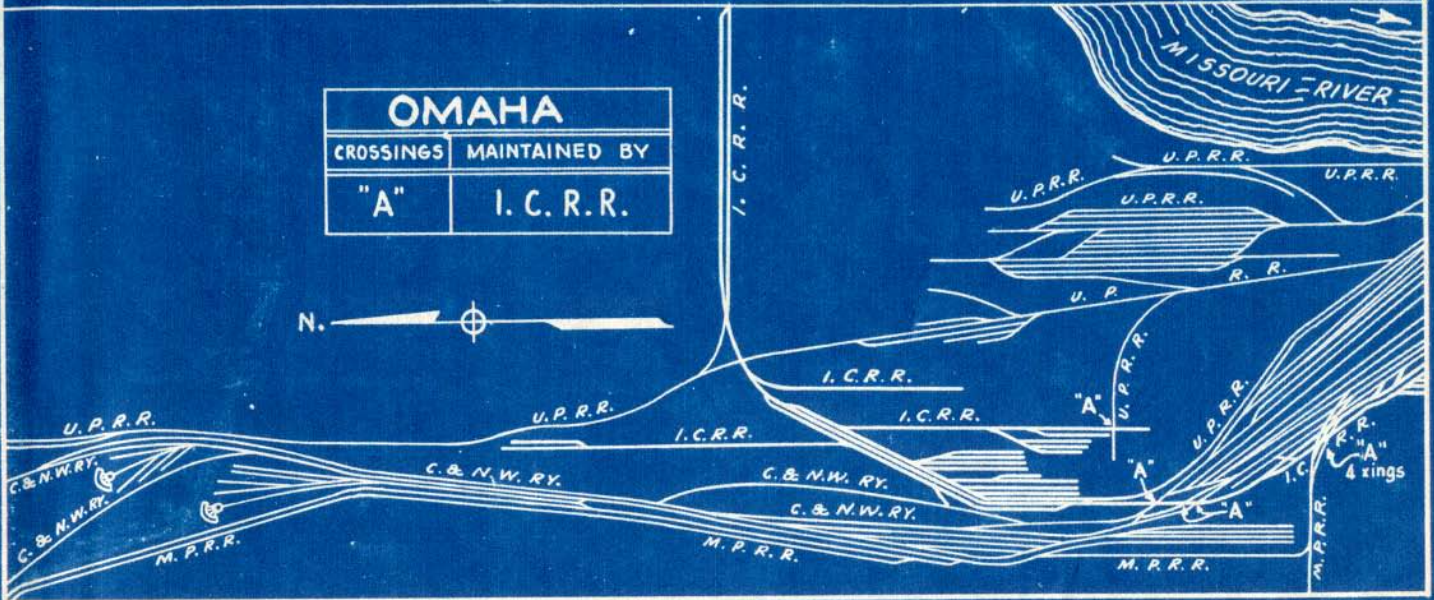
DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
SIoux FALLS	C. & N. W. RY.	CALUMET	17	OVERHEAD	
"	C. M. ST. P. & P. R. R.	SHELDON	39	GRADE	I. C. R. R.
"	C. & N. W. RY.	"	39	"	I. C. R. R.
"	C. R. I. & P. RY.	ROCK RAPIDS	64	"	I. C. R. R.
"	G. N. RY.	HILLS	77	"	G. N. RY.
"	W. & S. F. R. R.	SIoux FALLS	97	"	W. & S. F. R. R.
"	C. ST. P. M. & O. R. R.	"	97	"	I. C. R. R.
ONAWA	C. & N. W. RY.	CORRECTIONVILLE	22	"	I. C. R. R.
ALBERT LEA	C. R. I. & P. RY.	WAVERLY	14	SUBWAY	
"	C. G. W. RY.	"	15	GRADE	C. G. W. RY.
"	C. C. W. R. R.	CHARLES CITY	42	SUBWAY	
"	"	"	42	GRADE	C. C. W. R. R.
"	C. M. ST. P. & P. R. R.	"	43	"	I. C. R. R.
"	"	LYLE	76	"	I. C. R. R.
"	C. G. W. RY.	"	76	"	I. C. R. R.
CEDAR RAPIDS	C. M. ST. P. & P. R. R.	CEDAR RAPIDS	39	OVERHEAD	
"	W. C. F. & N. R. R.	"	42	GRADE	W. C. F. & N. R. R.
MADISON	C. M. ST. P. & P. R. R.	MONROE	24	OVERHEAD	
"	"	MONTICELLO	35	GRADE	I. C. BILL. - C. M. ST. P. & P. 1/2
"	C. & N. W. RY.	SUMMIT	57	SUBWAY	
"					
"	C. M. ST. P. & P. R. R.	MADISON	62	GRADE	I. C. R. R.
"				"	

# OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

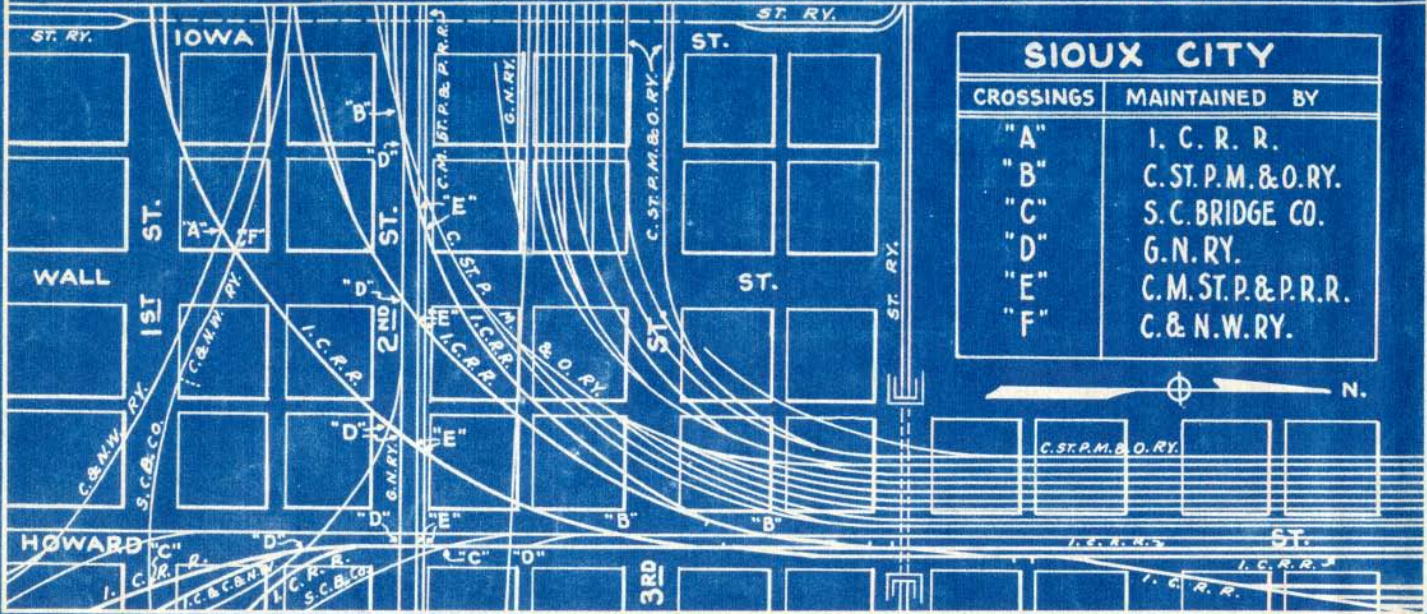


# OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

OMAHA	
CROSSINGS	MAINTAINED BY
"A"	I. C. R. R.



# OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION



SIOUX CITY	
CROSSINGS	MAINTAINED BY
"A"	I. C. R. R.
"B"	C. ST. P. M. & O. RY.
"C"	S. C. BRIDGE CO.
"D"	G. N. RY.
"E"	C. M. ST. P. & P. R. R.
"F"	C. & N. W. RY.



# RULING AND MAXIMUM GRADES ON THE IOWA DIVISION

DISTRICT	LENGTH of DISTRICT	LOCATION		N. or E. BOUND %		S. or W. BOUND %		LENGTH OF GRADE	REMARKS
		MILE POST	STATION	RULING	MAXIMUM	RULING	MAXIMUM		
FREEPORT	99.50	115	FREEPORT				0.66	1,810'	
"		87-93	ALWORTH			0.50		38,900'	
"		99	SEWARD		0.59			2,600'	
"		81	PERRYVILLE	0.50				15,200'	
DUBUQUE	159.22	244	WINTHROP				1.46	1,350'	
"		194	JULIEN			0.89		20,850'	
"		244	WINTHROP		1.57			1,200'	
"		267	RAYMOND	1.40				2,000'	
WATERLOO	98.31	302	PARKERSBURG				1.13	720'	
"		318	ACKLEY			0.50		13,820'	
"		374	FT. DODGE		1.40			500'	
"		373	"	1.00				2,640'	
OMAHA	141.17	378	FT. DODGE				1.20	3,700'	
"		378	"			1.20		3,700'	
"		512	COUNCIL BLUFFS		1.40			420'	
"		406	SHERWOOD	0.50				5,280'	
CHEROKEE	128.47	470	MARCUS		1.33			600'	
"		444	AURELIA	1.00				5,280'	
"		470	MARCUS				1.17	1,200'	
"		424	SULPHUR SPRG.			1.20		2,700'	
SIoux FALLS	96.47	94	SIoux FALLS		1.00			5,600'	
"		94	" "	1.00				5,600'	
"		88	ROWENA				1.00	9,900'	
"		88	"			1.00		9,900'	

# RULING AND MAXIMUM GRADES ON THE IOWA DIVISION

DISTRICT	LENGTH OF DISTRICT	LOCATION		N. or E. BOUND %		S. or W. BOUND %		LENGTH OF GRADE	REMARKS
		MILE POST	STATION	RULING	MAXIMUM	RULING	MAXIMUM		
ONAWA		11	WASHTA				1.00	2,100'	
"		11	"			1.00		2,100'	
"		0	ONAWA JCT.		1.00			2,100'	
"		0	" "	1.00				2,100'	
ALBERT LEA	95.02	11	BABCOCK		1.38			3,200'	
"		11	"	1.38				3,200'	
"		12	"			1.12	1.12	6,100'	
"		12	"					6,100'	
STACYVILLE BR.	7.93	3	TOETERVILLE		0.72			2,200'	
"		5	STACYVILLE	0.64				4,049'	
"		6	"			0.95	0.95	2,700'	
"		6	"					2,700'	
CEDAR RAPIDS	41.85	5	GOLDEN				1.00	8,100'	
"		5	"			1.00		8,100'	
"		11	RYAN		1.00			5,700'	
"		11	"	1.00				5,700'	
MADISON	61.77	38	EXETER		1.00			11,000'	
"		22	MONROE	0.76				19,272'	
"		30	SCHULTZ			1.00	1.00	22,500'	
"		30	"					22,500'	
ADDISON BRANCH	2.12	22	SO. ADDISON		0.50			1,000'	
"		22	" "	0.50				1,000'	
"		22	" "				0.60	1,300'	
"		23	" "			0.55		1,760'	





ILLINOIS CENTRAL