

DIVISION OFFICERS

C. F. DUGGAN.....Superintendent.....Waterloo
 T. J. CASEY.....Train Master.....Waterloo
 N. P. MILLS.....Train Master.....Fort Dodge
 R. L. TOOKER.....Train Master.....Freeport
 J. M. O'CONNOR.....Ass't Train Master.....Waterloo
 L. K. McINTYRE.....Traveling Engineer.....Waterloo
 M. J. TOWNSEND.....Chief Train Dispatcher.....Waterloo
 C. O. RICHARDS.....Chief Train Dispatcher.....Chicago
 C. G. ANDERSON.....Asst. Chief Train Dispatcher.....Waterloo
 W. G. HUEBSCH.....Train Dispatcher.....Waterloo
 J. W. SEIP.....Train Dispatcher.....Waterloo
 C. F. GEYER.....Train Dispatcher.....Waterloo
 J. R. DELL.....Train Dispatcher.....Waterloo
 H. F. WEIMER.....Train Dispatcher.....Waterloo
 A. G. DONAHUE.....Train Dispatcher.....Waterloo
 A. P. GLENN.....Train Dispatcher.....Waterloo
 W. VOLLENWEIDER.....Train Dispatcher.....Waterloo
 R. O. BEESON.....Train Dispatcher.....Waterloo
 F. BELSCAMPER.....Train Dispatcher.....Waterloo
 E. T. PARKER.....Train Dispatcher.....Waterloo
 A. W. LANE.....Train Dispatcher.....Waterloo
 C. W. STOREY.....Train Dispatcher.....Waterloo
 F. E. LIVINGSTON.....Train Dispatcher.....Waterloo
 M. J. MADDEN.....Train Dispatcher.....Chicago
 S. H. DAVIS.....Train Dispatcher.....Chicago
 A. E. OLSON.....Train Dispatcher.....Chicago
 P. D. BECHELY.....Train Dispatcher.....Chicago

SPEED TABLE

This is not for authorized speed, but for information only.

SECONDS PER MILE	MILES PER HOUR	SECONDS PER MILE	MILES PER HOUR
48	75	80	45
52	70	90	40
55	65	103	35
60	60	120	30
65	55	144	25
72	50	180	20

Illinois Central System

**FREEPORT
DUBUQUE
WATERLOO
MADISON
DODGEVILLE
CEDAR RAPIDS
ALBERT LEA
DISTRICTS**

(IOWA DIVISION)

TIME TABLE No.

7

Taking Effect at 12:01 a. m.,
SUNDAY, JULY 12, 1942

Superseding Time Table No. 6
Dated May 3, 1942.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

**F. R. MAYS, Vice President and General Manager
C. F. DUGGAN, Superintendent**

FREEPORT DISTRICT—Westward

Miles from Chicago Cars with Express	TIME TABLE NO. 7 Taking Effect July 12, 1942 STATIONS	FIRST CLASS				SECOND CLASS					THIRD CLASS
		27	57	11	15	71	73	79	75	77	91
		The Sinnissippi	The Land O' Corn	The Hawkeye	The Iowan	Dispatch C. A. 1	Dispatch C. C. 1	Dispatch C W 3	Dispatch C. C. 3	Dispatch C. W. 1	Local Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Daily	Except Sunday
1.4	C.....CHICAGO.....	L 9 05AM	L 5 15PM	L 6 15PM	L 11 45PM						
9.0	.....HAWTHORNE.....					L 4 35AM	L 10 35AM	L 7 30PM	L 7 45PM	L 8 50PM	L 6 30AM
14.5	C.....BROADVIEW.....	L 9 35AM	L 5 44PM	L 6 42PM	L 12 15AM	L 5 30AM	L 11 15AM	L 8 00PM	L 8 30PM	L 9 20PM	L 8 15AM ¹²
	3.0 D.....HILLSIDE.....	9 38	5 47	6 45	12 19	5 35	11 20	8 05	8 35	9 25	8 20
90	1.8 C.....ELMHURST.....	9 40	5 49	6 47	12 21	5 40 ⁷⁸	11 25 ⁹²	8 10	8 40	9 30	8 35
88	3.0 D.....SOUTH ADDISON.....	9 43	5 52	6 50	12 25	5 45	11 30	8 14	8 51 ¹⁶	9 45 ⁶⁰	8 48
93	7.3 D.....CLOVERDALE.....	9 51	5 59	6 58	12 34	5 55	{ 11 50 ⁵⁶ 12 06PM ⁷⁶	8 24	9 04	9 55	9 16
71	5.5 D.....MUNGER.....	9 57	6 04	7 04	12 40	6 03	12 15	8 37 ¹⁶	9 12	10 03	9 32
81	3.9 C.....COLEMAN.....	10 01 ⁹¹	6 08	7 09	12 44	6 08	12 20	8 47	9 18 ⁶⁰	10 08	10 01 ²⁷
90	2.7.....YOUNGSDALE.....	10 04	6 11	7 12	12 47	6 13	12 25	8 52	9 23	10 12	10 45 ⁹²
69	5.2 D.....PLATO CENTER.....	10 10	6 16	7 18	12 53 ⁷²	6 21	12 33	9 00 ⁶⁰	9 30	10 26 ⁷⁴	{ 11 00 ⁵⁶ 11 39 ⁷⁶
101	6.3 D.....BURLINGTON.....	10 16	6 21	7 24	12 59	6 30	12 43	9 09	9 40	10 40	11 50
109	4.4.....CHARTER GROVE.....	10 21	6 26	7 28	1 03	6 36	12 50	9 15	9 47	10 48	11 58
18	3.8 D.....GENOA.....	^s 10 25	^h 6 30	7 32	1 07	6 42	12 56	9 22	9 53	10 54	12 05PM
98	1.2.....HART.....	10 27	6 31	7 34	1 09	6 52	12 58	9 30	10 00 ⁷⁴	11 01	12 20
167	4.6 C.....COLVIN PARK.....	10 32	6 36	7 39	1 14	7 09 ¹²	1 05	9 41 ⁷⁴	10 07	11 10	12 40
104	6.5 D.....IRENE.....	10 39 ⁷⁶	6 43	7 46 ¹⁶	1 21	7 20	1 14	9 49	10 20	11 18	1 00
72	5.4 D.....PERRYVILLE.....	10 44	6 49	7 52	1 27	7 28 ⁹²	1 23	9 56	10 28	11 25	1 10
177	4.4.....BUCKBEE.....	10 51 ⁵⁶	6 54	7 58 ⁶⁰	1 32	7 35	1 30	10 02	10 35	11 33	1 20
41	3.1 C.....ROCKFORD.....	^s { 10 56 11 08	^s 7 01 ¹⁶	{ 8 02 8 10	{ 1 37 1 50	7 43	1 45 ²⁸	10 10 ⁹¹	10 42	11 43 ⁷²	{ 1 40 ⁷³ 1 50 ²⁸
85	7.9.....ALWORTH.....	11 20	7 11	8 22	2 00	7 57	2 00	10 22	10 57	12 20AM	2 30
111	94.5										
89	5.8 D.....SEWARD.....	11 29	7 18 ⁶⁰	8 28 ⁷⁴	2 06	8 09	2 10	10 29	11 24 ⁷²	12 28	2 50
83	5.9.....EVARTS.....	11 38	7 25	8 34	2 13	8 23	2 20	10 36	11 35	12 35	3 15
---	7.3 C.....EAST JUNCTION.....	11 52	7 33	8 43	2 21	A 8 45AM	A 2 35PM	A 10 45PM	A 11 50PM	A 1 00AM	A 3 30PM
---	9.....FREEPORT.....	A 11 55AM	^s { 7 35 7 41	^s { 8 45 8 55	^s { 2 25 2 40						
---	2.4 C.....WEST JUNCTION.....		A 7 44PM	A 9 00PM	A 2 47AM						

^h—Receive or discharge Chicago passengers.

Note: No. 57 operated on temporary basis for experimental purposes.

FREEPORT DISTRICT—Eastward

3

Siding, Standing Room Cars with Engine.	Miles from West Junction	TIME TABLE NO. 7 Taking Effect July 12, 1942	FIRST CLASS				SECOND CLASS					THIRD CLASS	
			12	56	28	16	78	76	60	74	72	92	
			The Hawkeye	The Land O' Corn	The Mississippi	The Iowan	Dispatch W C 2	Dispatch C C 6	Stock	Dispatch C C 4	Dispatch A C 2	Local Freight	
	115.4	C.....CHICAGO.....	A 8 45AM	A 12 40PM	A 4 15PM	A 9 40PM							
	107.8	.....HAWTHORNE.....					A 6 30AM	A 1 30PM	A 10 30PM	A 12 01AM	A 3 00AM	A 1 00PM	
		See Chicago Terminal											
	102.3	C.....BROADVIEW.....	A 8 09AM ⁹¹	A 12 10PM	A 3 40PM	A 9 03PM	A 6 05AM	A 1 00PM	A 10 00PM	A 11 30PM	A 2 30AM	A s 11 40AM	
	99.3	D.....HILLSIDE.....	8 05	12 05	f 3 35	8 58	5 45	12 25	9 53	11 14	1 35	f 11 30	
90	97.5	C.....ELMHURST.....	8 03	12 03PM	f 3 31	a 8 55	5 40 ⁷¹	12 20	9 50	11 10	1 30	f 11 25 ⁷³	
88	94.5	.....SOUTH ADDISON.....	7 59	11 59	3 26	8 51 ⁷⁵	5 35	12 16	9 45 ⁷⁷	11 06	1 26	10 59	
93	87.2	D.....CLOVERDALE.....	7 51	11 50 ⁷³	f 3 17	8 44	5 20	12 06PM ⁷³	9 34	10 55	1 17	s 10 45	
71	81.7	D.....MUNGER.....	7 45	11 43	3 10	8 37 ⁷⁹	5 10	11 57	9 25	10 45	1 10	s 10 30	
81	77.8	C.....COLEMAN.....	7 41	11 39	3 05	s 8 30	5 00	11 51	9 18 ⁷⁵	10 40	1 05	s { 10 01 ⁹¹ 9 26 ²⁷	
90	75.1	.....YOUNGSDALE.....	7 38	11 36	3 01	8 24	4 50	11 47	9 14	10 35	1 01	f 9 15	
69	69.9	D.....PLATO CENTER.....	7 32	11 30 ⁹¹	f 2 54	8 18	4 38	11 39 ⁹¹	9 00 ⁷⁹	10 26 ⁷⁷	12 53 ¹⁵	f 9 01	
101	63.6	D.....BURLINGTON.....	7 25	11 24	f 2 46	8 11	4 26	11 29	8 51	10 17	12 37	f 8 45	
109	59.2	.....CHARTER GROVE.....	7 20	11 19 ⁷⁶	2 39	8 06	4 20	11 19 ⁵⁶	8 45	10 10	12 31	f 8 35	
18	55.4	D.....GENOA.....	7 16	h 11 15	s 2 33	g 8 02	4 15	11 05	8 40	10 05	12 26	f 8 25	
98	54.2	.....HART.....	7 14	11 13	2 28	8 00	4 04	11 00	8 35	10 00 ⁷⁵	12 20	8 03	
167	49.6	C.....COLVIN PARK.....	7 09 ⁷¹	11 08	2 23	7 54	3 58	10 54	8 25	9 41 ⁷⁹	12 14	f 7 50	
104	43.1	D.....IRENE.....	7 02	11 01	f 2 15	7 46 ¹¹	3 48	10 39 ²⁷	8 15	9 25	12 04AM	f 7 40	
72	37.7	D.....PERRYVILLE.....	6 56	10 55	f 2 07	7 31	3 41	10 23	8 08	9 16	11 57	f 7 28 ⁷¹	
177	33.3	.....BUCKBEE.....	6 50	10 51 ²⁷	2 00	7 24	3 34	10 17	7 58 ¹¹	9 02	11 50	7 00	
41 85	30.2	C.....ROCKFORD.....	s { 6 45 ⁹² 6 32	s 10 45	s { 1 55 ⁷³ 1 45 ⁹¹	s { 7 19 ⁵⁷ 7 01	3 28	10 10	7 43	8 53	11 43 ⁷⁷	s { 6 45 ¹² 6 25	
111	22.3	.....ALWORTH.....	6 23	10 34	1 36	6 48	3 18	9 57	7 33	8 43	11 33	f 6 10	
89	16.5	D.....SEWARD.....	6 17	10 28	f 1 30	6 41	3 10	9 48	7 18 ⁵⁷	8 28 ¹¹	11 24 ⁷⁵	f 5 55	
83	10.6	.....EVARTS.....	6 11	10 22	1 22	6 35	3 02	9 40	7 03	8 10	11 15	f 5 45	
	3.3	C.....EAST JUNCTION.....	6 03	10 14	1 13	6 27	L 2 50AM	L 9 30AM	L 6 50PM	L 8 00PM	L 11 05PM	L 5 30AM	
	2.4	.....FREEPORT.....	s { 6 00 5 45	s { 10 12 10 08	L 1 10PM	s { 6 25 6 15							
		C.....WEST JUNCTION.....	L 5 37AM	L 10 05AM		L 6 10PM							
			Daily	Daily	Daily	Daily	Except Monday	Except Monday	Daily	Daily	Daily	Except Sunday	

- a—Discharge revenue passengers from Rockford and points west.
 g—Stop on flag, Sundays only, to receive revenue passengers for Chicago.
 h—Receive or discharge Chicago passengers.

Note: No. 56 operated on temporary basis for experimental purposes.

DUBUQUE DISTRICT—Westward

Sliding, Standing Room Cars with Engine	Miles from Chicago	TIME TABLE NO. 7 Taking Effect July 12, 1942 STATIONS	FIRST CLASS			SECOND CLASS					THIRD CLASS	
			15	57	11	75	77	71	73	79	93	95
			The Iowan	The Land O' Corn	The Hawkeye	Dispatch CG3	Dispatch CW1	Dispatch CA1	Dispatch CG1	Dispatch CW3	Local Freight	Local Freight
114.4	---	FREEPORT 2.4	L 2 40AM	L 7 41PM	L 8 55PM	-----	-----	-----	-----	-----	-----	-----
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Except Sunday
116.8	---	C WEST JUNCTION 5.5	L 2 47AM	L 7 44PM	L 9 00PM	L 1 10AM	L 4 20AM	L 9 20AM ⁷⁶	L 3 15PM	L 11 15PM	L 6 00AM	-----
94	122.3	D ELERROY 4.6	2 57	7 51	9 10	1 25 ⁷⁸	4 35	9 35	3 30	11 28	6 20	-----
101	126.9	C LENA 4.1	b 3 04	7 56	b 9 17	1 32	5 15 ¹²	9 53 ⁵⁶	3 40 ⁹⁴	11 35	7 00	-----
93	131.0	D WADDAMS GROVE 4.0	3 09	8 00	9 23	1 39	5 21	10 01	3 47	11 42	7 10	-----
92	135.0	D NORA 3.5	3 14	8 04	9 28	1 45	5 28	10 06	3 53	11 48	7 20	-----
101	138.5	C WARREN 6.0	s 3 20	8 08	b 9 34 ⁷²	1 52	5 35	10 11	3 58	11 55	7 35	-----
100	144.5	D APPLE RIVER 4.2	b 3 30	8 14	b 9 42	2 02	5 45	10 19	4 06	12 05AM	8 00 ⁷⁶	-----
94	148.7	LAW 4.0	3 37	8 19	9 49	2 09	5 52	10 25	4 12	12 12	8 25	-----
50	152.7	C SCALES MOUND 1.5	b 3 47	8 23	b 9 56	2 22	6 05	10 30	4 20	12 22	9 26 ⁵⁶	-----
94	154.2	DIVERS 4.0	3 50	8 25	9 59	2 25	6 10	10 32	4 29	12 31 ⁷⁸	9 35	-----
25	158.2	D COUNCIL HILL 3.2	3 58	8 31	10 05	2 32	6 19	10 39	4 37	12 40	10 00	-----
93	161.4	BOWDEN 3.2	4 03	8 37 ⁷²	10 10	2 39	6 26	10 45 ⁹³	4 43	12 46	10 45 ⁷¹	-----
115	164.6	GRANT 9	4 17 ¹²	8 42	10 15	2 46	6 33	10 50	4 59 ¹⁶	12 52	11 25 ⁹⁴	-----
---	165.5	D GALENA 3.3	s 4 25	s 8 45	s 10 22	2 49	6 35	10 52	5 12	12 55	11 55	-----
93	168.8	C PORTAGE 12.7	4 32	8 52	10 30	2 56	6 40	11 03 ⁹⁴	5 23 ⁷⁴	1 05	12 05PM	-----
92	181.5	C EAST CABIN 2	4 46	9 05	10 44	3 16	7 00	11 20	5 45	1 25	12 25	-----
---	181.7	EAST DUBUQUE 4.6	s 4 49	9 07	10 46	3 18	7 08	11 22	5 48	1 27	12 30	-----
---	182.3	C DUBUQUE JCT. 9	4 51	9 09	10 49	3 20	7 15	11 26	5 52	1 30	12 35	-----
---	183.2	DUBUQUE 6.2	s { 4 57 5 12	s 9 15	s { 10 57 11 05 ⁷⁸	3 44 ¹²	7 50	11 50	6 15	1 45	A 12 45PM	L 6 40AM
37	189.4	C CENTER GROVE 3.4	5 25	9 27	11 17	4 05	8 05	12 05PM	6 30	2 00	-----	6 55
101	192.8	JULIEN 4.9	5 31	9 32	11 22	4 15	8 24 ⁵⁶	12 17	6 40	2 08	-----	7 05
90	197.7	C PEOSTA 4.3	5 40 ⁷⁶	9 40	11 31	4 25	8 45	12 27	7 00 ⁷²	2 18	-----	7 15
72	202.0	D EPWORTH 3.9	5 46	9 45	11 36	4 32	8 52	12 40 ⁹⁶	7 10	2 24	-----	7 25
93	205.9	D FARLEY 6.5	s 5 52	9 49	b 11 42	4 38	9 00	12 50	7 18	2 29	-----	7 35
94	212.4	C DYERSVILLE 7.7	s 6 02	9 55 ⁷⁸	c 11 50	4 55 ⁷⁶	9 25	1 05	7 30	2 47 ¹²	-----	8 00 ⁵⁶
104	220.1	D EARLVILLE 3.3	6 12	10 03	11 59	5 16	9 36	1 20	7 45	2 58	-----	8 50
91	223.9	DELAWARE 6.0	6 17	10 07	12 04AM	5 26	9 43	1 30	7 55	3 04	-----	9 05
120	229.9	C MANCHESTER 6.9	s 6 35	s 10 15	s 12 17	5 50	10 12 ⁹⁵	1 45	8 15	3 20	-----	{ 9 20 ⁷⁷ 10 50 ⁹⁶
93	236.8	D MASONVILLE 7.2	6 45	10 22	12 28	6 05	10 40	2 15 ⁷⁴	8 25	3 33	-----	11 35
91	244.0	D WINTHROP 4.5	6 55	10 30	12 37	6 16	10 55	2 24	8 45 ⁷⁸	3 43	-----	12 15PM
95	248.5	DORIS 4.0	7 02	10 35	12 43	6 22	11 05	2 38 ¹⁶	9 00	3 58 ⁷⁶	-----	12 30
96	252.5	C INDEPENDENCE 4.3	s 7 14 ⁵⁶	s 10 41	s 12 51	6 28	11 15	2 50	9 10	4 06	-----	1 00
94	256.7	D WISE 4.5	7 32 ⁹⁶	10 47	12 56	6 34	11 25	3 00	9 17	4 15	-----	1 12
98	261.2	D JESUP 3.9	f 7 40	10 52	1 01	6 40 ⁹⁶	11 35	3 08	9 25	4 25	-----	1 32 ⁷⁴
80	265.1	MARSH 4.1	7 46	10 56	1 05	6 59 ⁵⁶	11 45	3 15	9 32	4 35	-----	1 45
94	269.2	RAYMOND 4.7	f 7 51	11 00	1 10	7 12	12 01PM	3 22	9 39	4 45	-----	1 55
---	273.9	C RATH 2.4	8 00	11 05	1 20 ¹²	7 20	12 15	3 50	9 45	5 00	-----	2 05 ¹⁶
---	276.3	WATERLOO 20	A 8 10AM	A 11 15PM	A 1 35AM	A 8 10AM	A 12 45PM	A 4 00PM	A 10 00PM	A 5 30AM	-----	A 2 10PM

No. 93 handles mail between Freeport and Galena.

No. 95 handles mail and express between Dubuque and Manchester.

Note: No. 57 operated on temporary basis for experimental purposes.

b—Receive or discharge revenue and contract passengers, Freeport and beyond.

c—Receive or discharge revenue passengers.

j—Stop to unload parcel post.

DUBUQUE DISTRICT—Eastward

5

Siding, Standing Room, Cars with Baggage.	Miles from Waterloo	TIME TABLE NO. 7 Taking Effect July 12, 1942	FIRST CLASS			SECOND CLASS				THIRD CLASS	
			12	56	16	76	74	72	78	96	94
			The Hawkeye	The Land O' Corn	The Iowan	Dispatch C C 6	Dispatch C C 4	Dispatch A C 2	Dispatch W C 2	Local Freight	Local Freight
STATIONS											
	161.9	FREEPORT 2.4	A 5 45AM	A 10 08AM	A 6 15PM						
		See Freeport District									
	159.5	C WEST JUNCTION	A 5 37AM	A 10 05AM	A 6 10PM	A 9 10AM 77	A 7 30PM	A 10 30PM	A 1 40AM		A 4 30PM
94	154.0	D 5.5 ELEROY	5 25	9 58	6 00	8 40	7 10	10 00	1 25 75		4 10
101	149.4	C 4.6 LENA	5 15 77	9 53 71	b 5 54	8 30	6 58	9 53	1 17		3 40 73
93	145.3	D 4.1 WADDAMS GROVE	5 10	9 49	5 47	8 24	6 52	9 47	1 11		3 15
92	141.3	D 4.0 NORA	5 05	9 45	5 41	8 17	6 45	9 41	1 05		3 00
101	137.8	C 6.0 WARREN	5 00	9 41	f 5 37	8 10	6 35	9 34 11	12 59		2 40
100	131.8	D 4.2 APPLE RIVER	d 4 52	9 35	b 5 29	8 00 93	6 25	9 07	12 50		2 00
94	127.6	4.0 LAW	4 46	9 30	5 23	7 50	6 15	9 01	12 42		1 40
50	123.6	C 1.5 SCALES MOUND	4 40	9 26 93	b 5 18	7 40	6 05	8 56	12 36		1 30
94	122.1	4.0 DIVERS	4 37	9 24	5 15	7 34	5 52	8 51	12 31 79		1 00
25	118.1	D 3.2 COUNCIL HILL	4 30	9 17	5 09	7 23	5 43	8 43	12 22		12 50
93	114.9	3.2 BOWDEN	4 23	9 12	5 04	7 12	5 38	8 37 57	12 16		12 35PM
115	111.7	9 GRANT	4 17 15	9 07	4 59 73	7 01	5 33	8 23	12 08		11 25 93
	110.8	D 3.3 GALENA	s 4 15	s 9 05	s 4 56	6 55	5 30	8 15	12 03AM		11 15
93	107.5	C 12.7 PORTAGE	4 05	8 58	4 46	6 46	5 23 73	8 09	11 57		11 03 71
92	94.8	C 2 EAST CABIN	3 51	8 46	4 32	6 25	4 52	7 51	11 41		10 20
	94.6	8 EAST DUBUQUE	3 49	8 45	4 30	6 22	4 49	7 49	11 38		9 10
	94.0	9 C. DUBUQUE JCT.	3 46	8 42	4 27	6 16	4 44	7 45	11 33		9 05
	93.1	s 6.2 DUBUQUE	s { 3 44 75 3 36	s 8 40	s { 4 24 4 19	6 10	4 35	7 40	{ 11 30 11 05 11	A 2 00PM	L 9 00AM
37	86.9	3.4 CENTER GROVE	3 19	8 29	4 04	5 55	4 10	7 17	10 40		1 40
101	83.5	4.9 JULIEN	3 13	8 24 77	3 58 74	5 48	3 58 16	7 09	10 34		1 20
90	78.6	C 4.3 PEOSTA	3 05	8 16	3 50	5 40 15	3 30	7 00 73	10 25		12 55
72	74.3	D 3.9 EPWORTH	2 59	8 12	3 45	5 16	3 22	6 53	10 18		12 40 71
93	70.4	D 6.5 FARLEY	2 54	8 08	3 41	5 08	3 16	6 47	10 10		12 20
94	63.9	C 7.7 DYERSVILLE	c 2 47 79	8 00 95	s 3 32	4 55 75	3 04	6 37	9 55 57		12 05PM
104	56.2	D 3.8 EARLVILLE	2 38	7 52	3 22	4 45	2 52	6 25	9 32		11 15
91	52.4	6.0 DELAWARE	2 33	7 48	3 16	4 41	2 45	6 20	9 27		10 50
120	46.4	C 6.9 MANCHESTER	10 s 2 26	s 7 41	s 3 06	4 30	2 30	6 08	9 15		{ 10 30 77 9 20 95
93	39.5	D 7.2 MASONVILLE	10 2 13	7 31	2 52	4 17	2 15 71	5 53	9 00		8 45
91	32.3	D 4.5 WINTHROP	15 2 04	7 24	2 44	4 05	2 05	5 43	8 45 73		8 25
95	27.8	4.0 DORIS	1 58	7 19	2 38 71	3 58 79	1 55	5 37	8 30		8 10
96	23.8	C 4.2 INDEPENDENCE	s 1 52	s 7 14 15	s 2 32	3 50	1 46	5 30	8 20		8 00
94	19.6	4.5 WISE	1 42	7 07 96	2 26	3 44	1 39	5 22	8 02		{ 7 35 56 7 00 15
98	15.1	D 3.9 JESUP	6 1 37	7 03	2 21	3 37	1 32 95	5 14	7 45		6 40 75
89	11.2	4.1 MARSH	1 32	6 59 75	2 15	3 30	1 25	5 07	7 35		6 25
94	7.1	4.7 RAYMOND	1 26	6 55	2 11	3 24	1 19	5 00	7 25		6 18
	2.4	2.4 C. RATH	1 20 11	6 50	2 05 95	3 15	1 10	4 50	7 10		6 10
		2.4 WATERLOO	20 L 1 15AM	L 6 45AM	L 2 00PM	L 3 10AM	L 1 05PM	L 4 45PM	L 7 00PM	L 6 00AM	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday

No. 96 handles mail and express between Waterloo and Manchester.

Note: No. 56 operated on temporary basis for experimental purposes.

b—Receive or discharge revenue and contract passengers, Freeport and beyond.

c—Receive or discharge revenue passengers.

d—Receive revenue passengers for Chicago when advance arrangements are made.

WATERLOO DISTRICT—Westward

Sitting, Standing Room, Cars with Engine.	Miles from Chicago	TIME TABLE NO. 7 Taking Effect July 12, 1942	FIRST CLASS			SECOND CLASS			THIRD CLASS			
			11	15	75		77	571	73	561	591	97
			The Hawkeye	The Iowan	Dispatch C C 3		Dispatch	Dispatch C A 1	Dispatch C C 1	Stock	Local Freight	Local Freight
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Except Sunday	Except Sunday
	275.3	WATERLOO 2.2	L 1 50AM	L 8 25AM	L 9 30AM		L 2 30PM	L 4 30PM	L 10 45PM	L 12 45AM ⁷⁰	L 6 00AM	L 6 30AM
	277.5	C. WEST TOWER 1.2	1 56	8 31	9 40		2 45	4 40	10 55	12 53 ¹²	6 10	6 37
	278.7	W. WATERLOO JCT. 3.7	1 58 ⁷⁶	8 33	9 45		2 47	4 43	10 58	1 00	6 15	6 40
94	282.4	CEDAR FALLS 6.4	s 2 07	s 8 40	9 55		2 55	A 4 55PM	11 08	A 1 15AM	A 6 25AM	s 7 10
	288.8	BENSON 3.7										f 7 30
95	292.5	D NEW HARTFORD 5.8	2 23	s 8 58	{ 10 20 ⁶² 10 30 ⁷²		3 15		11 30			s 7 55
94	298.8	SINCLAIR 2.8	2 31	9 05	10 40		3 25		11 50 ⁷⁰			f 8 10
97	301.1	D PARKERSBURG 5.0	s 2 37	s 9 15 ⁹⁷	10 47		3 30		12 13AM ¹²			s { 8 30 ¹⁵ 9 35 ⁶²
95	308.1	D APLINGTON 3.9	2 43	s 9 23 ⁶²	11 01 ⁷⁴		3 50		12 22			s 9 50 ⁷²
94	310.0	AUSTINVILLE 5.4	2 48	s 9 30 ⁷²	11 10		4 05		12 30			f 10 10
94	315.4	D ACKLEY 5.0	s 3 00	s 9 43	11 25 ⁹⁸		4 25		12 45 ⁷⁶			s 10 48 ⁷⁴
94	320.4	MACY 5.7	3 08	9 50	11 35		4 55 ⁶⁶		12 55			f 11 05 ⁹⁸
187	326.1	C IOWA FALLS 6.5	s 3 26	s 10 05 ⁹⁸	11 50		5 25		1 08			s 11 40
94	332.6	ALDEN 4.8	3 36	s 10 17 ⁷⁴	12 22PM ¹⁶		5 45		1 20			s 11 55
92	337.4	WILKE 3.8	3 41	f 10 23	12 30		6 00		1 30			f 12 15PM ¹⁶
74	341.2	D WILLIAMS 5.0	3 46	s 10 28	12 40 ⁹⁷		6 15		1 40			s 12 40 ⁷⁵
73	346.2	D BLAIRSBURG 2.6	3 51	s 10 34	12 50		6 35		1 50			s 1 00
89	348.8	REINICKER 1.2	3 54	10 38	12 55		6 45		1 55			1 10
	350.0	STONEGA 5.4										f 1 15
38	355.4	C WEBSTER CITY 4.5	s 4 10	s 10 55	1 10		7 15		2 10			s 1 35
64	359.9	HIGHVIEW 4.3	4 16	11 05	1 20		7 30		2 20			f 1 45
96	364.2	D DUNCOMBE 2.8	4 21	s 11 10	1 30		7 50		2 27			s 1 55
92	367.0	JUDD 3.8	4 24	11 15	1 35		8 05		2 35			f 2 05
94	370.8	GYPsum 4.3	4 29	11 22 ¹⁶	1 40		8 30		2 50			s 2 15
	375.1	C FORT DODGE 6.4	A 4 40AM	A 11 30AM	A 2 00PM		A 9 00PM		A 3 10AM			A 2 30PM ⁶⁶

WATERLOO DISTRICT—Eastward

7

Siding, Standing Room, Car with Engine.	Miles from Fort Dodge	TIME TABLE NO. 7 Taking Effect July 12, 1942 STATIONS	FIRST CLASS		SECOND CLASS					THIRD CLASS	
			16	12	62	72	74	66	70	76	98
			The Iowan	The Hawkeye	District Stock	Dispatch	Dispatch C C 4	Stock C W 2	Dispatch	Dispatch C C 6	Local Freight
---	99.8	WATERLOO .20 2.2	A 1 55PM	A 1 00AM	A 11 10AM	A 11 25AM	A 12 05PM	A 7 00PM	A 12 45AM ⁵⁶¹	A 2 20AM	A 1 50PM
---	97.6	C. WEST TOWER .. 1.2	1 47	12 53 ⁵⁶¹	11 00	11 10	11 52	6 40	12 33	2 03	1 37
---	96.4	W. WATERLOO JCT. 3.7	1 45	12 51	10 58	11 08	11 50	6 30	12 30	1 58 ¹¹	1 35
94	92.7	.. CEDAR FALLS .6 6.4	s 1 40	s 12 45	10 50	11 00	11 45	6 20	12 20AM	1 45	s 1 25
---	86.3	.. BENSON .. 3.7	-----	-----	10 30	-----	-----	-----	-----	-----	f 1 05
95	82.6	D NEW HARTFORD 6 5.8	s 1 23	12 26	10 20 ⁷⁵	10 30 ⁷⁵	11 25	5 55	11 58	1 22	s 12 55
94	76.8	.. SINCLAIR .. 2.8	1 15	12 18	9 45	10 10	11 15	5 40	11 50 ⁷³	1 12	f 12 35
97	74.0	D PARKERSBURG 6 5.0	s 1 11	s 12 13 ⁷³	9 35 ⁹⁷	10 00	11 10	5 35	11 46	1 06	s 12 25
95	69.0	D.. APLINGTON ..8 3.9	s 1 03	12 03AM	9 23 ¹⁵	9 50 ⁹⁷	11 01 ⁷⁵	5 25	11 35	12 59	s 12 01PM
94	65.1	.. AUSTINVILLE .. 5.4	f 12 58	11 56	9 00	9 30 ¹⁵	10 55	5 15	11 28	12 52	f 11 45
94 43	59.7	D... ACKLEY .....6 5.0	s 12 52	s 11 48	8 45	9 13	10 48 ⁹⁷	5 05	11 18	12 45 ⁷³	s 11 25 ⁷⁵
94	54.7	..... MACY	12 42	11 38	8 25	8 55	10 40	4 55 ⁷⁷	11 10	12 35	f 11 05 ⁹⁷
187 25	49.0	C.. IOWA FALLS ..6 6.5	s 12 35	s 11 31	8 10	8 40	10 30 ⁹⁸	4 45	11 00	12 25	s { 10 35 ¹⁵ 9 10 ⁷⁴
94	42.5	..... ALDEN	s 12 22 ⁷⁵	11 19	7 35	8 20	10 17 ¹⁵	4 20	10 48	12 12	s 8 50
92	37.7	..... WILKE	f 12 15 ⁹⁷	11 13	7 20	8 05	9 53	4 05	10 39	12 05AM	f 8 40
74	33.9	D... WILLIAMS ...8 5.0	s 12 10	11 08	7 10	7 55	9 45	3 55	10 33	11 59	s 8 30
73	28.9	D. BLAIRSBURG ..8 2.6	s 12 03PM	11 02	6 50	7 40	9 35	3 45	10 25	11 52	s 8 00
89	26.3	.. REINICKER ... 1.2	11 56	10 58	6 35	7 30	9 25	3 35	10 20	11 47	7 40
---	25.1	.. STONEGA .. 5.4	-----	-----	6 30	-----	-----	-----	-----	-----	f 7 30
38 70	19.7	C WEBSTER CITY 6 4.5	s 11 46	s 10 47	6 10	7 00	9 00	3 20	10 05	11 32	s 7 10
64	15.2	.. HIGHVIEW .. 4.3	11 37	10 37	5 50	6 50 ⁹⁸	8 52	3 10	9 55	11 21	f 6 50 ⁷²
96	10.9	D.. DUNCOMBE ... 2.8	s 11 31	10 32	5 40	6 40	8 45	3 00	9 49	11 15	s 6 35
92	8.1	..... JUDD	11 27	10 28	5 25	6 35	8 37	2 55	9 45	11 10	f 6 25
94	4.3	..... GYPSUM	11 22 ¹⁵	10 24	5 15	6 27	8 30	2 45	9 35	11 05	s 6 15
---	---	.. C. FORT DODGE .6 4.3	L 11 15AM	L 10 15PM	L 5 00AM	L 6 15AM	L 8 20AM	L 2 30PM ⁹⁷	L 9 25PM	L 10 55PM	L 6 00AM
			Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Except Sunday

MADISON DISTRICT

WESTWARD SECOND CLASS				Sliding, Standing, Room Cars with Engine.	Miles from Freeport	TIME TABLE NO. 7 Taking Effect July 12, 1942 STATIONS	Miles from Madison	EASTWARD SECOND CLASS			
243		345	241					242	346	244	348
Mixed		Mixed	Mixed					Mixed	Mixed	Mixed	Mixed
L 12 01PM		L 9 00AM				FREEPORT	61.6		A 3 45PM	A 5 45PM	A 6 30PM
Except Sunday		Mon., Tues., Thur., Sat.	Except Sunday			See Freeport District					
L 12 20PM		L 9 25AM	L 2 00AM		2.4	C. WEST JUNCTION	59.4	A 1 55PM	A 3 20PM	A 5 15PM	A 6 15PM
f 12 34		f 9 35	2 35	15	5.5	D. SCIOTO MILLS	56.1	1 45	f 3 10	f 5 04	f 6 05
f 12 45		A 9 45AM	2 43	37	8.2	RED OAK	53.4	1 35	L 3 00PM	f 4 57	L 5 55PM
f 12 54			2 48	24	10.6	BUENA VISTA	51.0	1 25		f 4 50	
f 1 10 242			3 00	49	14.2	D. ORANGEVILLE	47.4	1 10 243		f 4 40	
f 1 25			3 10	24	17.7	CLARNO	43.9	12 45		f 4 30	
s 2 30			3 40	50	25.0	D. MONROE	36.6	12 15		s 4 15	
f 2 45			3 55		28.6	STEARNS	33.0	12 05PM		f 4 05	
A 3 20PM			f 4 20	15	35.2	D. MONTICELLO	26.4	s 11 40		L 3 45PM	
			f 4 45	43	43.8	D. BELLEVILLE	17.8	f 11 05			
			f 5 01	21	47.7	D. BASCO	13.9	f 10 50			
			f 5 15	40	52.0	FITCHBURG	9.6	f 10 35			
			f 5 25	30	57.0	SUMMIT	4.6	f 10 20			
			A 6 00AM	50	61.6	D. MADISON	6	L 10 00AM			
								Except Sunday	Wed. & Fri.	Except Sunday	Mon., & Sat.

DODGEVILLE DISTRICT

WESTWARD SECOND CLASS		Sliding, Standing, Room Cars with Engine.	Miles from Red Oak	TIME TABLE NO. 7 Taking Effect July 12, 1942 STATIONS	Miles from Dodgeville	EASTWARD SECOND CLASS	
345	Mixed					346	348
Mon., Tues., Thur., Sat.						Mixed	Mixed
L 9 45AM	37			RED OAK	57.8	A 3 00PM	A 5 55PM
f 10 00	10	5.1	D.	M'CONNELL	52.2	f 2 40	f 5 40
f 10 20	20	10.4	D.	WINSLOW	46.9	f 2 25	f 5 25
f 10 45	10	17.6	D.	DILL	39.7	f 2 00	f 5 00
f 11 05	10	22.8	D.	WOODFORD	34.5	f 1 45	f 4 45
f 11 25	30	27.8	D.	ARGYLE	29.5	f 1 30	f 4 30
f 12 01PM	40	36.9	D.	BLANCHARDVILLE	20.4	f 1 00	f 4 02
f 12 30	25	44.1	D.	HOLLANDALE	13.2	f 12 40	f 3 40
f 12 50	27	48.9	D.	JONESDALE	8.4	f 12 25	f 3 25
A 1 30PM	29	57.3	D.	DODGEVILLE	6	L 12 01PM	L 3 00PM
						Wed. & Fri.	Mon. & Sat.

CEDAR RAPIDS DISTRICT

WESTWARD SECOND CLASS		House Trunk, Standing Room Cars with Engine.	Miles from Manchester	TIME TABLE NO. 7 Taking Effect July 12, 1942 STATIONS	EASTWARD SECOND CLASS		
441	475				474	442	
Except Sunday	Except Sunday			Freight	Mixed	Freight	Mixed
L 10 15PM	L 3 40AM			C. MANCHESTER	A 2 30AM	A 9 05PM	
11 00	4 05	17	9.6	D. RYAN	1 23	8 39	
11 30	4 20	23	15.2	D. COGGON	1 08	8 24	
11 55	4 36	22	21.8	D. CENTRAL CITY	12 52	8 08	
12 34AM 474	4 54	24	29.0	D. ALBURNETT	12 34 441	7 50	
12 55	5 10		35.3	ROBINS	12 18	7 34	
A 2 30AM	A 7 40AM		42.1	C. CEDAR RAPIDS	L 12 01AM	L 7 15PM	
					Except Sunday	Except Sunday	

ALBERT LEA DISTRICT

WESTWARD						EASTWARD											
THIRD CLASS		SECOND CLASS				SECOND CLASS		THIRD CLASS									
591		561		571		572		592		576							
Local Freight		Stock		Dispatch C A 1		Dispatch A C 2		Local Freight		Dispatch C C 6							
Except Sunday		Except Monday		Daily													
See Waterloo District																	
L	6 30AM	L	2 30AM	L	5 00PM	40		-----	CEDAR FALLS	A	2 50PM	A	12 30PM	A	9 30PM		
	6 55		2 45		5 15	39	7.4	D	JANESVILLE	8	2 20		12 10PM		9 15		
	7 05		2 55		5 25	21	11.6		BABCOCK		2 10		11 55		9 00		
	7 35		3 05		5 31	43	13.6	D	WAVERLY	6	2 05		11 45		8 50		
	8 00		3 20		5 47	67	22.2	D	PLAINFIELD		1 50		11 00		8 20		
	8 35		3 35		6 03	44	30.1	D	NASHUA		1 35		10 25		7 55		
	8 45		3 45		6 11		35.0		CARRVILLE		1 23		9 40		7 00		
	9 20 ⁵⁹²		3 58		6 25 ⁵⁷⁶	60	41.9	D	CHARLES CITY	6	1 10		9 20 ⁵⁹¹		6 25 ⁵⁷¹		
	9 35		4 10		6 35		47.5		FLOYD		12 55		8 30		6 02		
	9 50		4 20		6 45	40	54.0	D	ORCHARD		12 45		8 15		5 50		
	10 40		4 35		7 05	43	58.6	D	OSAGE	10	12 35		7 55		5 35		
	10 50		4 43		7 15		62.2		MITCHELL		12 23		7 18		5 15		
	11 10		4 50		7 25	74	66.9	D	ST. ANSGAR		12 15		7 10		5 05		
	11 20		5 00		7 34		71.3		STACYVILLE JCT.		12 08		7 00		4 50		
							73.5		TOETERVILLE				6 55				
							79.0	D	STACYVILLE				6 40				
							73.5		TOETERVILLE				6 25				
	11 20		5 00		7 34		71.3		STACYVILLE JCT.		12 08		6 20		4 50		
	11 30		5 06		7 40		74.5		MONA		12 02PM		6 10		4 40		
	11 59 ⁵⁷²		6 00 ⁵⁹²		7 45	23	75.7	D	LYLE		11 59 ⁵⁹¹		6 00 ⁵⁶¹		4 35		
	12 20PM		6 15		7 55		82.1	D	LONDON		11 48		5 48		4 20		
	12 40		6 30		8 05		87.9	D	MYRTLE		11 37		5 37		4 10		
A	12 55PM	A	6 45AM	A	8 15PM	54	94.2	D	GLENVILLE		L 11 25AM	L	5 25AM	L	3 55PM		
						Be governed by C. R. I. & P. C. T. C. Rules						Daily		Except Sunday		Except Sunday	
A	1 30PM	A	7 15AM	A	9 30PM		101.0	C	ALBERT LEA		L 11 00AM	L	5 00AM	L	3 30PM		

No. 592 operates to Stacyville on Tuesdays, Thursdays and Saturdays.

No. 592 handles express.

SPECIAL INSTRUCTIONS

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

Freeport—Scale office.	Waterloo—Ticket office.
Freeport—Engine house.	Waterloo—Yard office.
Wallace—Yard office.	Waterloo—Engine house.
Dubuque—Baggage room	Albert Lea.
Cedar Rapids.	Fort Dodge—Ticket office.

14. Following code of whistle signals will be used in calling for interlocking signals:

East Junction:

For Freeport District	—
For Amboy District	— —

West Junction:

For Dubuque District	—
For Madison District	— —

Iowa Falls and Gypsum:

For siding	— —
For interchange track	o o o o

Webster City:

For house track	— —
For west siding	o o o o

20-21. Between Dubuque Junction and Portage, trains may display signals as provided by train orders of their respective roads.

S-72. Eastward trains are superior to trains of the same class in the opposite direction.

No. 242 wait at Madison for No. 241.

No. 244 wait at Monticello for No. 243.

No. 348 wait at Dodgeville for No. 345.

83. Train Registers:

Broadview
 East Junction.
 West Junction.
 Portage.
 East Cabin.
 Dubuque—Baggage room.
 Dubuque—South Junction.
 Manchester—(Cedar Rapids District trains).
 Cedar Rapids
 Rath.
 Waterloo—Ticket office.
 West Tower.
 Cedar Falls—(Albert Lea District trains).
 Fort Dodge—Ticket office.
 Madison.
 Dodgeville.

Trains may register at Broadview, East Junction, West Junction, Portage, East Cabin, South Junction, Rath and West Tower by form 905.

83 (a). First class trains may leave Freeport passenger station without a clearance, obtaining same at East Junction or West Junction.

Eastward first class trains may leave West Junction without a clearance.

First class trains may leave Waterloo passenger station without a clearance, obtaining same at Rath or West Tower.

Westward trains originating at Dubuque will obtain a clearance at South Junction. Eastward trains originating at Dubuque will obtain permission from operator at Dubuque Junction before proceeding.

Trains must obtain a clearance before leaving Albert Lea, and be governed by position of train order signal at Glenville.

83 (b). At Broadview, East Junction, West Junction, Portage, South Junction, Rath and West Tower the train dispatcher may inform trains by train order form V whether all overdue superior trains have arrived or left.

86. Second, third class and extra trains, except work extras, receiving clear train order signal at East Cabin and clear home signal at Portage may run ahead of overdue first class trains between these stations.

93. Yards:

Addison branch.	Cedar Falls.
Buckbee to Rockford, inc.	Iowa Falls.
Freeport (East Junction to West Junction).	Fort Dodge.
East Cabin	Cedar Rapids.
Dubuque.	Red Oak.
Manchester.	Monroe.
Waterloo	Madison.
(Rath to West Waterloo Junction).	Dodgeville.

First class trains using the passenger belt line, Waterloo, must move at reduced speed.

First class trains must move within yard limits at East Cabin at reduced speed.

At Stacyville, trains may expect to find cars on main track east of station.

97. Between Dubuque Junction and Portage, trains may run without train orders.

98. Trains must stop at junctions, railroad crossings and draw bridges as follows:

East Cabin—C. G. W. R. R.
East Cabin—C. B. & Q. R. R.
Dubuque—C. M. St. P. & P. Ry.
Cedar Rapids—W. C. F. & N. Ry.
Lyle—C. M. St. P. & P. Ry.
Lyle—C. G. W. R. R.
Monticello—C. M. St. P. & P. Ry.
Madison—C. M. St. P. & P. Ry.
(Gate against I. C. R. R.)
Dill—C. M. St. P. & P. Ry.

Trains must stop at stop boards located 300 feet from junction switches at East Cabin and not proceed until signaled by switch tender.

Eastward trains on belt line Waterloo, must not pass over or onto Fourth Street crossing until yellow indication is displayed in the Chicago Great Western home signal.

101. Speed Restrictions, except where lower speed is required:

Territory or Location	Miles per Hour								
	Diesel engine with passenger train	Passenger engine with passenger train, caboose or light	Passenger train with improved central or mikado type engine	Passenger train with other type freight engine	Dispatch freight with passenger or improved central or mikado type engines	Dispatch, local, mixed, work and tonnage trains with other type engines	Derricks	Engines without trucks and engines backing up with or without cars	Eight-wheel locomotive cranes on their own wheels.
Between Broadview and West Junction	75	70	55	45	50	45	25	25	30
Between West Jct. and Scales Mound	75	70	55	45	50	45	25	25	30
Between Scales Mound and east switch, Grant	50	45	45	35	35	35	25	25	30
At curve C. B. & Q. crossing, Galena	15	10	10	10	10	10	10	10	10
Between east switch Grant and Portage	40	35	35	35	35	35	25	25	30
Between Portage and East Cabin	75	70	55	45	50	45	25	25	30
Between East Cabin and Dubuque Jct.	15	10	10	10	10	10	10	10	10
Between Dubuque Junction and Peosta	40	35	35	35	35	35	25	25	30
Between Peosta and Waterloo	75	70	55	45	50	45	25	25	30
Between Waterloo and Gypsum	70	55	45	50	45	25	25	30	30
Between Gypsum and Fort Dodge	30	30	30	20	20	20	20	20	20
Between West Junction and Madison	40	*	35	*	30	20	15	15	15
Between Red Oak and Dodgeville	20	*	20	*	20	15	15	15	15
Between Manchester and Cedar Rapids	25	25	25	25	25	15	20	20	20
Between Cedar Falls and Glenville	35	35	35	35	35	20	25	30	30
Between Stacyville Jct. & Stacyville	30	30	25	25	25	15	15	15	15
Diverging Routes, Through Cross-overs, Junction and Siding Switches:									
Rath	20	20	20	20	20	20	20	20	20
West Waterloo Junction	20	20	20	20	20	20	20	20	20
Other points unless board at switch authorizes higher speed	10	10	10	10	10	10	10	10	10
101 (b) LOWER SPEEDS:									
Freeport District									
Addison branch	*	10	*	*	10	10	10	10	10
Between MP-W19 and W20-curves	35	35	35	35	35	35	25	25	25
Between MP-W39 and W41-curves	65	60							
Between MP-W76 and W78-curves	65	60	40	40	40	40	25	25	25
Between MP-W83 and W85-curves	30	25	25	25	25	25	25	25	25
Over bridge W-86-57 Rockford	40	35	25	35	25	30	25	25	25
Over bridge W-86-7 Rockford	40	35	25	35	25	30	25	25	25
Between MP-W87 and W88-curves	35	30	30	30	30	30	25	25	25
Between MP-W87 and W93	70	65	40	40	40	40	25	25	25
Dubuque District									
Over Apple River dump, mile W-147	30	20	20	20	20	20	20	20	20
Over C. B. & Q. crossing, Galena	15	10	10	10	10	10	10	10	10
Westward - Between MP-172 and W173-curves	65								
Westward - Between MP-W176 and W177-curves	70								
Westward - Mile W177.55-curve	70								
Eastward - Mile W176.35 and Mile W176.20-curves	70								
West switch, Dyersville-curve	45	40	40	40	40	40	40	40	40
East switch, Manchester-turn out	15	10	10	10	10	10	10	10	10
Between MP-W223 and W224-curve	65								
Between MP-W231 and W232-curves	50	45	35	35	35	35	35	35	35
Between MP-W245 and W246-curves	50	50	40	40	40	40	40	40	40
Between MP-W251 and W252-curves	50	50	40	40	40	40	40	40	40

*Improved mikado prohibited.

Territory or Location	Miles per Hour							
	Passenger engine with passenger train, caboose or light	Passenger train with improved central or mikado type engine	Passenger train with other type freight engine	Dispatch freight with passenger or improved central or mikado type engines	Dispatch, local, mixed, work and tonnage trains with other type engines	Derricks	Engines without trucks and engines backing up with or without cars	Eight-wheel locomotive cranes on their own wheels.
Albert Lea District								
West switch, Mona Jct.-curve	20	20	20	20	20	20	20	20
Between MP-C7 and C9-curves	30	30	30	30	30	30	20	20
Between MP-C41 and C43-curves	20	20	20	20	20	20	20	20
Over bridge C-78-8 Cedar River, 2100-2174 class engines	25	25	25	25	25	25	25	25
Waterloo District								
Between station and M. & St. L. crossing, Ackley	15	15	15	15	15	15	15	15
Over bridge W-282-6, Cedar Falls, 1501-2017, 1200-1499, class engines		30	30	30	30			
2100-2174, 2901-3025 class engines		25	25	25	25			
Between MP-W286 and W287-curve	50	30	30	30	30			
Between MP-W288 and W289-curve	50	30	30	30	30			
Between MP-W312 and W313-curve	50	30	30	30	30			
Between MP-W326 and W327-curve	50	30	30	30	30			
Over bridge W-326-29, Iowa Falls, 1000-1134 class engines	35		35	35	35			
1139-1167, 1169-1199 class engines		30	30	30	30			
1501-2017, 1200-1499 class engines		30	30	30	30			
2400-2459, class and engines								
1135-1138 and 1168	20			15	15			
2100-2174, 2901-3025 class engines			15	15	15			
Over bridge W-354-8, Webster City, 1501-2017, 1200-1499		25	25	25	25			
2400-2459 class and engines								
1135-1138 and 1168	25			25	25			
2100-2174, 2901-3025				20	20			
Between 8th St. and passenger station Fort Dodge	15	15	15	15	15	15	15	15
Madison District								
Over bridge R-2-9, Wallace	25		20		20			
Over bridge R-24, Monroe	25		25		25			
Over bridge R-43.9, Belleville, 1001-1134 class engines	15			15				
3960-3972 class engines			20		20			
651-785 class engines			25		25			
Over bridge R-56-3, Summit, 1000-1134 class engines	35			35				
Dodgeville District								
Over bridge V-15-1, Dill	20							
Over bridge V-31-3, Argyle	15		20		20			
Over bridge V-32-3, Argyle	20							
Over bridge V-34-6, Blanchardville	15							
Over bridge V-55-7, Dodgeville	10	10	10	10	10	10	10	10
Over bridge V-56-1, Dodgeville	10	10	10	10	10	10	10	10

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101. (b) Speed Restrictions—(Continued from page 11.)

Engines designated below must not be operated over the following locations:

Main Line	Class of Engines
Freeport District	1-51, 2500-2574, 7000-7049
Dubuque District	1-51, 2500-2574, 7000-7049
Waterloo District	1-51, 2500-2574, 7000-7049
Albert Lea District	Those heavier than 2100
Cedar Rapids District	Those heavier than 2100
Madison District	Those heavier than 1001-1134, 3960-3972
Dodgeville District	Those heavier than 5015-5065, 413-501
Industry Tracks:	
Elmhurst to stone quarry	Those heavier than 651-785
Munger to Morton pit	Those heavier than 1200 to 1499
Rockford,	
Bridge W-86-3 NA	Those heavier than 651-785
Bridge W-86-3 NB	Those heavier than 651-785
Monroe, Racine St. spur	Those heavier than 651-785
Sugar track	Those heavier than 651-785
Galena,	
Industry track, bridge	
W160-04N (across river)	Those heavier than 1200-1499
Fox track, (beyond scales)	Those heavier than 1200-1499
Menominee, spur	All engines beyond clearing point
Dubuque,	
River edge	All engines, except yard engines, beyond clearing point. Yard engines may go 1300 feet west of switch where sign is located, indicating end of usable track.
Cooper No. 4	Those heavier than 941-993
Delaware, C. M. St. P. & P. transfer	Those heavier than 1501 class.
Manchester,	
Barb wire	Those heavier than 1501 class.
Pump house spur	Those heavier than 941-993
Independence,	
Jameson spur	Those heavier than 941-993
Gas engine spur	Those heavier than 2100-2174
Cedar Falls,	
Gate spur	Those heavier than 651 class
Canning factory spur	Those heavier than 651 class
Wagner spur	All engines beyond clearing point
C. G. W. interchange	All engines beyond clearing point
Iowa Falls, Electric spur	All engines on trestle, west end
Nashua, Crystal ice	Those heavier than 1501 class
Charles City,	
C. C. W. R. R. interchange track	All engines, 5 M. P. H.
Elevator track	Engines must not go on or over C. C. W. R. R. crossing
Osage, tub track	All engines beyond clearing point
Robins, house	All engines beyond clearing point

Maximum loaded car permissible for movement:

Madison District — 105 gross tons } Authority must be obtained to
Dodgeville District — 80 gross tons } move heavier loads.

Cannot operate 2100-2174 and 2901-3025 between Hawthorne and Congress Street.

Engines must not double head over bridges as follows:

Dodgeville District

V-11-9, V-12-7, V-15-1, V-16-8, V-17-8, V-26-4 and V-27-6.

Dubuque District

W-182-0 Dubuque—Heavier than 1027-1134 class.

Waterloo District

W-326-3 Iowa Falls } 1135 and 1501 class and
W-354-8 Webster City } heavier.

When passenger trains handle car load freight in freight cars the speed of such trains must not exceed the time table maximum speed fixed for passenger engines handling freight trains, or freight engines handling passenger trains, as the case may be.

104. Normal position of switches:

Red Oak.....For Madison District
Cedar Falls.....For Waterloo District

105. The two sidings at Rockford are known as east and west sidings. The west siding is designated as the meeting or passing point unless otherwise directed.

109. Bulletin Boards:

Central Station—Trainmen's room.
27th Street—Engine house office.
Hawthorne—Engine house office.
Hawthorne—Yard office.
Rockford—Yard office.
Freeport—Scale office.
Freeport—Engine house.
Freeport—Baggage room.
Freeport—Passenger locker room.
Freeport—Wallace yard office.
Dubuque—Yard office.
Dubuque—Baggage room.
Dubuque—Engine house.
Manchester.
Cedar Rapids.
Waterloo—Ticket office.
Waterloo—Yard office.
Waterloo—Engine house.
Albert Lea.
Fort Dodge—Ticket office.
Fort Dodge—Engine house.

D-151. Two Tracks: Between East Cabin and Portage. Between East Junction and West Junction.

221 (c). At train order offices on Madison, Dodgeville and Cedar Rapids Districts, flags and lights will be used as train order signals:

Green flag or light,-----Indication,-----Proceed
Red flag or light,-----Indication,-----Stop

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261. Between Dubuque Junction and East Cabin, controlled manual block signals govern the use of the blocks, and unless otherwise provided, their indications supersede time table superiority without requiring the use of train orders; they do not dispense with the use or the observance of other signals whenever and wherever they may be required.

Clear Block signal located 900 feet west of Albert Lea District Junction—Cedar Falls—will authorize trains from Albert Lea District to proceed to West Tower without requiring the use of train orders and clearance. Trains not receiving clear indication, after pushing button, must communicate with operator at West Tower.

290 (A). Automatic Train Stop Device:—Locomotive enginemen upon leaving initial terminals will make required departure tests and must know that all equipment is in proper operating condition before proceeding. Before entering automatic train stop territory, enginemen will cut in automatic train stop device and know it is in proper operating condition before proceeding. Locomotive firemen upon leaving initial terminals and upon entering automatic train stop territory will ascertain from enginemen whether automatic train stop device is in proper operating condition.

(B). Engine Cab Signal:—When the electrical engine device or the signaling current in the rails has failed—pneumatic device may be cut out, electrical engine device remaining cut in—and train will proceed at restricted speed, not exceeding fifteen miles per hour, to the first available point of communication, where report must be made to the chief train dispatcher.

(C). Train will then proceed in accordance with instructions of chief train dispatcher and at a speed considered safe, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point switches prepared to stop unless the way is seen to be clear.

Chief train dispatcher will notify trains concerned by train order. He will issue order providing that the train without automatic train stop protection will be protected by holding such train at open order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

(D). In event train stop application occurs and engine-man is unable to release brakes, the pneumatic device will be cut out, electrical engine device remaining cut in, and train proceed in accordance with cab signal indication. Report must be made to chief train dispatcher from first available point of communication, and chief train dispatcher will issue order providing that train with pneumatic device cut out and electrical engine device remaining cut in will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order providing that train with pneumatic device cut out and electrical engine device remaining cut in may proceed to a definite point at restricted speed.

505. Automatic Block System territory extends from Broadview M. P.-W15 to East Cabin M. P.-W181.41 and from Dubuque M. P.-W184.05 to Farley M. P. W206.86.

Automatic train stop territory extends from Waterloo M. P.-W276.82 to Fort Dodge M. P.-W374.41.

672. At the following automatic interlocked railroad crossings, trains must not exceed a speed of twenty miles per hour until engine or leading car passes crossing:

Independence—C. R. I. & P. Ry.

Waterloo—C. G. W. R. R.

Cedar Falls—C. R. I. & P. Ry.

Waverly—C. G. W. R. R.

Charles City—C. C. W. & C. M. St. P. & P. Rys.

1201. Engines must not be blown off while passing over steel bridges

1202. Train 15 will reduce speed to fifteen miles per hour passing Apple River station, daily and Earlville and Jesup, Sundays only, to properly dispatch U. S. mail and Sunday papers.

Trains 12 and 16 will reduce speed to fifteen miles per hour at Warren daily except Sunday to dispatch U. S. mail.

1203. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

ADJUSTED TONNAGE RATINGS

- The tonnage ratings shown herein include the adjustment factor.
- In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—
Weight of cars and lading (including caboose).....5,000 tons
Adjustment factor (75 x 10).....750 tons
Adjusted tonnage of train.....5,750 tons
When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.
- Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.
- When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.
- Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

- Double Heading: Double headers exceeding 40 cars, except helpers as indicated on bottom margin of rating figures, should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotive used.
- Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.
- When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.
- When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.
- The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Superintendent of Transportation.

DUBUQUE DISTRICT

WEST JUNCTION TO DUBUQUE (Westward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	51,231	2915	2780	2645	2505	2370	2235	2100	1965
1501-1999	54,158	3070	2925	2785	2640	2495	2355	2310	2065
2100-2174	69,170	3865	3615	3500	3315	3130	2950	2765	2580
2400-2459	58,389	3295	3140	2985	2830	2675	2520	2365	2210
2901-3025	85,395	4725	4500	4270	4045	3820	3595	3365	3140

Ruling grade—West Junction to Eleroy.

DUBUQUE TO WATERLOO (Westward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 3							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	51,231	1995	1905	1815	1725	1635	1545	1455	1365
1501-1999	54,158	2100	2005	1910	1815	1720	1625	1530	1435
2100-2174	69,170	2625	2505	2380	2260	2140	2020	1895	1775
2400-2459	58,389	2250	2145	2045	1940	1840	1735	1635	1530
2901-3025	85,395	3195	3045	2895	2745	2595	2445	2295	2145

Ruling Grade—Dubuque to Peosta.

WATERLOO TO WEST JUNCTION (Eastward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	51,231	2115	2020	1925	1825	1730	1635	1540	1445
1501-1999	54,158	2225	2125	2025	1920	1820	1720	1620	1515
2100-2174	69,170	2785	2655	2525	2395	2270	2140	2010	1880
2400-2459	58,389	2385	2275	2165	2055	1950	1840	1730	1620
2901-3025	85,395	3390	3230	3070	2910	2750	2590	2435	2275

Ruling Grade—Doris to Winthrop and Council Hill to Divers.

CEDAR RAPIDS DISTRICT

BETWEEN MANCHESTER AND CEDAR RAPIDS

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	54,158	2310	2205	2100	1995	1890	1785	1675	1570
2100-2174	69,170	2895	2760	2625	2490	2360	2230	2100	1985

Ruling Grade—(Westward)—Central City to Rogers.
—(Eastward)—Central City to Coggon.

WATERLOO DISTRICT

WATERLOO TO FORT DODGE (Westward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 0							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	4085	3890	3695	3500	3310	3115	2920	2725
1501-1999	54,158	3395	3235	3070	2915	2755	2600	2435	2275
1501-1999	51,231	3220	3070	2920	2770	2620	2465	2315	2165
651-785	33,113	1950	1855	1755	1660	1560	1465	1365	1270

Ruling Grade—Cedar Falls to New Hartford.

FORT DODGE TO WATERLOO (Eastward)

Helper Service Fort Dodge to Gypsum.

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 9							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	4615	4395	4175	3950	3730	3510	3290	3070
1501-1999	54,158	3830	3650	3470	3290	3100	2925	2745	2560
1501-1999	51,231	3635	3460	3290	3120	2945	2775	2605	2430
651-785	33,113	2220	2105	1995	1885	1775	1665	1555	1440

Ruling Grade—Webster City to Stonega.

ALBERT LEA DISTRICT

WATERLOO TO ALBERT LEA (Westward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	54,158	2820	2690	2560	2425	2295	2165	2035	1905
1200-1499	65,868	3486	3218	3080	2895	2740	2590	2430	2275
2100-2174	69,170	3545	3380	3215	3040	2875	2710	2545	2380

Ruling Grade—Waverly to Plainfield—Double into Babcock.

ALBERT LEA TO WATERLOO (Eastward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	54,158	2460	2345	2235	2120	2010	1895	1780	1670
1200-1499	65,868	2960	2805	2675	2535	2400	2260	2120	1990
2100-2174	69,170	3085	2940	2800	2650	2510	2365	2220	2080

Ruling Grade—Charles City to Carrville.

FREEPORT DISTRICT

HAWTHORNE TO WALLACE (Westward)

Class of Locomotive	Lbs. Tractive force	Rating in Tons—Adjustment Factor 9							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	51,231	4105	3910	3715	3520	3325	3130	2935	2740
1501-1999	54,158	4330	4125	3915	3710	3495	3295	3090	2880
1200-1499	65,868	5220	4970	4720	4465	4215	3965	3715	3465
2400-2459	58,389	4650	4425	4205	3980	3760	3535	3315	3090

Ruling grade—Coleman to Plato Center

WALLACE TO HAWTHORNE (Eastward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 8							
		100%	95%	90%	85%	80%	75%	70%	65%
1501-1999	51,231	3780	3600	3420	3245	3065	2885	2705	2525
1501-1999	54,158	3985	3795	3605	3420	3230	3040	2850	2660
1200-1499	65,868	4805	4575	4345	4115	3885	3655	3425	3195
2400-2459	58,389	4280	4075	3870	3670	3465	3260	3055	2850

Ruling grade—Rockford to Perryville.

MADISON DISTRICT

WALLACE TO MONROE (Westward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 6							
		100%	95%	90%	85%	80%	75%	70%	65%
3960-3972	40,418	2030	1930	1825	1725	1625	1520	1420	1320
651-785	33,113	1690	1605	1520	1435	1350	1265	1185	1100
541-594	30,222	1505	1430	1355	1280	1205	1130	1055	980
401-501	23,299	1170	1110	1055	995	935	875	820	760

Ruling grade—Clarno to Monroe.

MADISON TO MONROE (Eastward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
3960-3972	40,418	1500	1425	1350	1275	1200	1125	1050	975
651-785	33,113	1250	1185	1125	1060	1000	935	875	810
541-594	30,222	1115	1060	1005	945	890	835	780	725
401-501	23,299	865	820	780	735	690	650	605	560

Ruling grade—Monticello to Monroe.

MONROE TO MADISON (Westward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
3960-3972	40,418	1595	1515	1435	1355	1275	1195	1115	1035
651-785	33,113	1325	1260	1190	1125	1060	995	925	860
541-594	30,222	1180	1120	1060	1005	945	885	825	765
401-501	23,299	920	875	830	780	735	690	645	600

Ruling grade—Monticello to Belleville.

MONROE TO WALLACE (Eastward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
3960-3972	40,418	3420	3250	3080	2905	2735	2565	2395	2225
651-785	33,113	2845	2700	2560	2420	2275	2135	1990	1850
541-594	30,222	2540	2415	2285	2160	2030	1905	1780	1650
401-501	23,299	1970	1870	1775	1675	1575	1475	1380	1280

Ruling grade—Monroe to Clarno.

DODGEVILLE DISTRICT

WALLACE TO DODGEVILLE (Westward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 5							
		100%	95%	90%	85%	80%	75%	70%	65%
541-594	30,222	1170	1110	1055	995	935	875	820	760
401-501	23,299	910	865	820	775	730	680	635	590

Ruling grade—Jonesdale to Dodgeville.

DODGEVILLE TO WALLACE (Eastward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
541-594	30,222	2540	2415	2285	2160	2030	1905	1780	1650
401-501	23,299	1970	1870	1775	1675	1575	1475	1380	1280

Ruling grade—Winslow to McConnell.

