

DIVISION OFFICERS

E. H. BUELOW.....Superintendent.....Waterloo
 F. K. STANFORD.....Train Master.....Freeport
 J. R. SULLIVAN.....Train Master.....Waterloo
 S. M. FRANK.....Train Master.....Fort Dodge
 L. H. MANEMANN.....Asst. Train Master.....Dubuque
 C. S. ENOCH.....Asst. Train Master.....Waterloo
 C. S. SELSOR.....Traveling Engineer.....Freeport
 W. F. SHERMAN.....Traveling Engineer.....Waterloo
 P. M. BROWN.....Traveling Engineer.....Fort Dodge
 M. J. MADDEN.....Chief Train Dispatcher.....Chicago
 W. C. SCOTT.....Train Dispatcher.....Chicago
 D. P. BENKERT.....Train Dispatcher.....Chicago
 E. E. ELLSWORTH.....Train Dispatcher.....Chicago
 P. C. CALHOUN.....Train Dispatcher.....Chicago
 J. R. ADKINS.....Train Dispatcher.....Chicago
 L. N. FOUKE.....Train Dispatcher.....Chicago
 C. G. ANDERSON.....Chief Train Dispatcher.....Waterloo
 C. F. GEYER.....Asst. Chief Train Dispatcher.....Waterloo
 J. W. SEIP.....Train Dispatcher.....Waterloo
 J. R. DELL.....Train Dispatcher.....Waterloo
 H. F. WEIMER.....Train Dispatcher.....Waterloo
 L. W. MORTON.....Train Dispatcher.....Waterloo
 A. P. GLENN.....Train Dispatcher.....Waterloo
 W. R. McKELVIE.....Train Dispatcher.....Waterloo
 F. BELSCAMPER.....Train Dispatcher.....Waterloo
 A. W. LANE.....Train Dispatcher.....Waterloo
 C. W. STOREY.....Train Dispatcher.....Waterloo
 F. E. LIVINGSTON.....Train Dispatcher.....Waterloo
 C. C. BURMAN.....Train Dispatcher.....Waterloo
 D. E. WEILMUENSTER.....Train Dispatcher.....Waterloo
 C. C. CLARK.....Train Dispatcher.....Waterloo
 R. D. GLAW.....Train Dispatcher.....Waterloo
 J. J. LUND.....Train Dispatcher.....Waterloo
 C. M. STOREY.....Train Dispatcher.....Waterloo
 F. J. BELSCAMPER.....Train Dispatcher.....Waterloo
 J. R. LIDDLE.....Train Dispatcher.....Waterloo
 A. F. BOETTCHER.....Train Dispatcher.....Waterloo
 J. H. O'BANION.....Train Dispatcher.....Waterloo
 W. C. HARRISON.....Train Dispatcher.....Waterloo

SPEED TABLE

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

| SECONDS PER MILE | MILES PER HOUR | SECONDS PER MILE | MILES PER HOUR |
|------------------------|----------------------|------------------------|----------------------|
| | | 72 | 50 |
| 46 | 79 | 80 | 45 |
| 48 | 75 | 90 | 40 |
| 52 | 70 | 103 | 35 |
| 55 | 65 | 120 | 30 |
| 60 | 60 | 144 | 25 |
| 65 | 55 | 180 | 20 |

Illinois Central Railroad

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

(IOWA DIVISION)

TIME TABLE No.

20

Taking Effect at 12:01 a. m.,

SUNDAY, DECEMBER 9, 1951

Superseding Time Table No. 19

Dated September 30, 1951.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

C. F. DUGGAN, Vice President

C. J. FITZPATRICK, General Manager

O. H. ZIMMERMAN, General Superintendent Transportation

E. H. BUELOW, Superintendent

FREEPORT DISTRICT—Westward

| Siding, Standing Room Cars with Engine. | Mile Posts | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 STATIONS | FIRST CLASS | | | | SECOND CLASS | | | | THIRD CLASS |
|--|------------|---|---------------------------|-------------------------|---------------------------|--------------------|--------------------|-----------------------|---------------------|--|---------------|
| | | | 15 | 13 | 11 | | 77 | 71 | 73 | 75 | 91 |
| | | | The Iowan | The Land O' Corn | The Hawkeye | | Dispatch CW 1 | Dispatch CA 1 | Dispatch CC 1 | Dispatch CC 3 | Local Freight |
| | | | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | Except Sunday |
| | 1.4 | C.....CHICAGO..... | L 8 15AM | L 5 15PM | L 10 40PM | | | | | | |
| | 9.0 |HAWTHORNE..... | | | | L 12 01AM | L 2 30AM | L 10 30AM | L 9 00PM | L 6 30AM | |
| | 14.5 | C.....BROADVIEW..... | L 8 45AM | L 5 40PM | L 11 07PM | L 12 45AM | L 3 15AM | L 11 15AM | L 9 40PM | L 8 15AM ⁷⁸ | |
| 76 | 19.3 | C.....ELMHURST..... | 8 51 | 5 45 | 11 12 ⁷⁴ | 12 55 | 3 25 | 11 23 | 9 48 | 8 35 | |
| 78 | 22.3 |SOUTH ADDISON..... | 8 55 ⁹¹ | 5 48 | 11 15 | 1 00 | 3 30 | 11 36 ¹⁴ | 10 05 ⁶⁰ | 8 55 ¹⁵ | |
| 80 | 29.6 | D.....CLOVERDALE..... | 9 03 | 5 54 | 11 22 | 1 15 ⁷² | 3 45 | 11 43 | 10 15 | 9 15 | |
| 71 | 35.1 | D.....MUNGER..... | 9 08 | 5 59 | 11 27 | 1 25 | 3 53 | 11 50 ⁹² | 10 22 | 9 45 | |
| | 39.0 | D.....COLEMAN..... | 9 12 | 6 02 | 11 31 | 1 35 | 4 00 | 12 01PM ⁷⁶ | 10 35 ⁷⁴ | 10 05 | |
| 82 | 41.7 |YOUNGSDALE..... | 9 15 | 6 05 | 11 34 | 1 42 | 4 10 | 12 06 | 10 39 | 10 20 ⁹² | |
| 70 | 46.9 | D.....PLATO CENTER..... | <i>ps</i> 9 21 | 6 09 | 11 39 | 1 52 | 4 28 | 12 14 | 10 50 | 10 35 | |
| 103 | 53.2 | D.....BURLINGTON..... | <i>ps</i> 9 28 | 6 14 | 11 45 | 2 01 | 4 38 | 12 23 | 11 05 | 10 50 | |
| 96 | 57.6 |CHARTER GROVE..... | 9 33 ⁹² | 6 18 | 11 49 | 2 12 | 4 45 | 12 30 | 11 13 | { 11 04 ¹⁴ 11 25 ⁷⁶ | |
| | 61.4 | D.....GENOA..... | <i>s</i> 9 37 | <i>h</i> 6 21 | 11 52 | 2 21 | 4 55 | 12 35 | 11 18 | 11 35 | |
| 107 | 62.6 | D.....HART..... | 9 42 | 6 22 | 11 53 ⁷² | 2 31 | 5 01 | 12 40 | 11 21 | 11 45 | |
| 152 | 67.2 |COLVIN PARK..... | 9 47 | 6 26 | 11 57 | 2 43 | 5 10 | 12 50 | 11 27 | 11 55 | |
| 92 | 73.7 | D.....IRENE..... | <i>ps</i> 9 53 | 6 31 | 12 02AM | 2 55 | 5 30 ⁷⁸ | 1 02 | 11 36 ⁷² | 12 10PM | |
| 63 | 79.1 |PERRYVILLE..... | 9 59 | 6 36 | 12 07 | 3 10 | 5 38 | 1 10 | 11 43 | 12 20 | |
| 141 | 83.5 |BUCKBEE..... | 10 04 | 6 40 | 12 11 | 3 25 | 6 05 ¹² | 1 20 | 11 49 | 12 30 | |
| | 86.6 | C.....ROCKFORD..... | <i>s</i> { 10 10 10 25 | <i>s</i> { 6 45 6 50 | <i>s</i> { 12 15 12 35 | 3 40 | 6 13 | 1 25 | 11 54 | 12 40 | |
| 90 | 86.8 |CASE..... | 10 32 ⁷⁶ | 6 51 ¹⁶ | 12 36 | 4 00 | 6 14 | 1 26 | 11 58 | 12 55 | |
| 98 | 94.5 |ALWORTH..... | 10 41 | 6 58 | 12 43 | 4 15 | 6 28 | 1 40 | 12 07AM | 1 20 | |
| 79 | 100.3 | D.....SEWARD..... | <i>p</i> 10 48 | 7 04 ⁶⁰ | 12 49 | 4 33 ⁷⁸ | 6 40 | 1 53 | 12 14 | 1 35 | |
| 74 | 106.2 |EVARTS..... | 10 55 | 7 10 | 12 54 | 4 45 | 6 53 ⁹² | 2 05 | 12 22 | 1 50 | |
| | 113.5 | C.....EAST JUNCTION..... | 11 03 | 7 18 | 1 00 | A 5 00AM | A 7 15AM | A 2 15PM | A 12 30AM | A 2 05PM | |
| | 114.4 |FREEPORT..... | <i>s</i> { 11 15 11 30 | <i>s</i> { 7 25 7 28 | <i>s</i> { 1 05 1 25 | | | | | | |
| | 116.8 | C.....WEST JUNCTION..... | A 11 35AM | A 7 33PM | A 1 30AM | | | | | | |

h—Receive or discharge Chicago passengers.

p—Stop to receive and dispatch parcel post only.

ps—Conditional stop to receive and dispatch parcel post on Saturday only.

No. 13—Reduce speed to forty miles per hour to dispatch papers on Saturdays at Irene.

FREEPORT DISTRICT—Eastward

3

| Siding, Standing Room Cars with Engine. | Miles from West Junction | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 | FIRST CLASS | | | | SECOND CLASS | | | | | THIRD CLASS |
|--|-----------------------------|--|-----------------------------|--------------------------------------|-----------------------------|------------------------|--------------------------------------|---------------------|---------------------|---------------------|---------------------|--|
| | | | 12 | 14 | 16 | 78 | 76 | 60 | 74 | 72 | 92 | |
| | | | The Hawkeye | The Land O' Corn | The Iowan | Dispatch C C 2 | Dispatch C C 6 | Stock | Dispatch C C 4 | Dispatch A C 2 | Local Freight | |
| | 115.4 | C.....CHICAGO..... | A 7 40AM | A 12 15PM | A 9 15PM | | | | | | | |
| | 107.8 |HAWTHORNE..... | | | | A 9 00AM | A 1 30PM | A 10 50PM | A 12 01AM | A 2 30AM | A 2 15PM | |
| | | See Chicago Terminal | | | | | | | | | | |
| | 102.3 | C.....BROADVIEW..... | A 7 10AM | A 11 44AM | A 8 40PM | A 8 15AM ⁹¹ | A 1 00PM | A 10 20PM | A 11 20PM | A 2 00AM | A 1 35PM | |
| 76 | 97.5 | C.....ELMHURST..... | 7 05 | 11 39 | 8 34 | 7 55 | 12 41 | 10 10 | 11 12 ¹¹ | 1 40 | 1 15 | |
| 78 | 94.5 |SOUTH ADDISON..... | 7 02 | 11 36 ⁷³ | 8 31 | 7 38 | 12 35 | 10 05 ⁷⁵ | 11 04 | 1 30 | 1 00 | |
| 80 | 87.2 | D.....CLOVERDALE..... | 6 56 | 11 29 | 8 24 | 7 24 | 12 20 | 9 55 | 10 54 | 1 15 ⁷⁷ | 12 40 | |
| 71 | 81.7 | D.....MUNGER..... | 6 51 | 11 24 ⁹² | 8 19 | 7 05 | 12 10 ⁹² | 9 45 | 10 47 | 12 45 | 12 45 | { 12 15PM ¹⁴ 11 00 ⁷³ ⁷⁶ |
| 75 | 77.8 | D.....COLEMAN..... | 6 47 | 11 20 | ^d 8 13 | 6 50 | 12 01PM ⁷³ | 9 35 | 10 35 ⁷⁵ | 12 32 | 10 45 | |
| 82 | 75.1 |YOUNGSDALE..... | 6 44 ⁷⁸ | 11 17 | 8 09 | 6 44 ¹² | 11 55 | 9 26 | 10 28 | 12 27 | 10 20 ⁹¹ | |
| 70 | 69.9 | D.....PLATO CENTER..... | 6 39 | 11 13 | 8 03 | 6 28 | 11 45 | 9 17 | 10 18 | 12 18 | 10 10 | |
| 103 | 63.6 | D.....BURLINGTON..... | 6 34 | 11 08 | 7 57 | 6 16 | 11 35 | 9 07 | 10 05 | 12 10 | 9 55 | |
| 96 | 59.2 |CHARTER GROVE..... | 6 30 | 11 04 ⁹¹ | 7 51 | 6 06 | 11 25 ⁹¹ | 9 00 | 9 55 | 12 01AM | 9 33 ¹⁵ | |
| | 55.4 | D.....GENOA..... | 6 26 | ^s 10 59 | ^s 7 44 | 5 56 | 11 17 | 8 55 | 9 46 | 11 55 | 9 10 | |
| 107 | 54.2 | D.....HART..... | 6 25 | 10 58 | 7 42 | 5 50 | 11 10 | 8 50 | 9 36 | 11 53 ¹¹ | 8 55 | |
| 152 | 49.6 |COLVIN PARK..... | 6 21 | 10 54 | 7 35 | 5 40 | 11 04 | 8 40 | 9 26 | 11 44 | 8 35 | |
| 92 | 43.1 | D.....IRENE..... | 6 15 | 10 48 | 7 27 | 5 30 ⁷¹ | 10 56 | 8 30 | 9 15 | 11 36 ⁷⁵ | 8 20 | |
| 63 | 37.7 |PERRYVILLE..... | 6 10 | 10 43 | 7 20 | 5 16 | 10 48 | 8 20 | 9 05 | 11 27 | 8 08 | |
| 141 | 33.3 |BUCKBEE..... | 6 05 ⁷¹ | 10 39 | 7 15 | 5 06 | 10 42 | 8 11 | 8 51 | 11 17 | 7 55 | |
| | 30.2 | C.....ROCKFORD..... | ^s { 6 00 5 48 | ^s 10 35 | ^s { 7 10 6 55 | 4 56 | 10 37 | 7 58 | 8 42 | 11 10 | 7 45 | |
| 90 | 30.0 |CASE..... | 5 47 | 10 32 ⁷⁶ ¹⁵ | 6 51 ¹³ | 4 53 | 10 32 ¹⁴ ¹⁵ | 7 55 | 8 40 | 11 07 | 7 44 | |
| 98 | 22.3 |ALWORTH..... | 5 39 | 10 24 | 6 42 | 4 43 | 10 10 | 7 22 | 8 30 | 10 57 | 7 20 | |
| 79 | 16.5 | D.....SEWARD..... | 5 33 | 10 18 | 6 37 | 4 33 ⁷⁷ | 10 00 | 7 04 ¹³ | 8 20 | 10 49 | 7 05 | |
| 74 | 10.6 |EVARTS..... | 5 27 | 10 12 | 6 31 | 4 25 | 9 50 | 6 50 | 8 10 | 10 41 | 6 53 ⁷¹ | |
| | 3.3 | C.....EAST JUNCTION..... | 5 18 | 10 05 | 6 23 | L 4 15AM | L 9 35AM | L 6 40PM | L 8 00PM | L 10 30PM | L 6 30AM | |
| | 2.4 |FREEPORT..... | ^s { 5 15 4 55 | ^s { 10 03 9 55 | ^s { 6 20 6 05 | | | | | | | |
| | | C.....WEST JUNCTION..... | L 4 43AM | L 9 50AM | L 6 00PM | | | | | | | |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Except Sunday |

d Discharge revenue passengers from Freeport and west.

4 DUBUQUE DISTRICT—Westward

| Sliding Standing Room Cars with Engine | Mile Posts | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 STATIONS | FIRST CLASS | | | SECOND CLASS | | | | THIRD CLASS | |
|---|-----------------------------|---|----------------|--------------|---------------------|-------------------|-------------------|-------------------|--------------------|------------------|------------------|
| | | | 11 | 15 | 13 | 75 | 77 | 71 | 73 | 93 | 95 |
| | | | The Hawkeye | The Iowan | The Land O' Corn | Dispatch C C 3 | Dispatch C W 1 | Dispatch C A 1 | Dispatch C C 1 | Local Freight | Local Freight |
| 114.4 | FREEPORT 2.4 | L 1 25AM | L 11 30AM | L 7 28PM | | | | | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Except Sunday | Except Sunday | |
| 116.8 | C WEST JUNCTION | L 1 30AM | L 11 35AM | L 7 33PM | L 2 15AM | L 7 00AM | L 7 45AM | L 3 00PM | L 6 00AM | | |
| 92 122.3 | D...ELEROY... 5.5 | 1 36 | p 11 44 | 7 39 | 2 23 78 | 7 12 | 8 00 76 | 3 13 | 6 20 | | |
| 97 126.9 | C...LENA... 4.6 | 1 41 | s 11 52 | 7 43 | 2 32 | 7 22 | 8 15 | 3 21 | 6 35 | | |
| 88 131.0 | WADDAMS GROVE... 4.1 | 1 45 | p 11 59 | 7 47 | 2 40 | 7 30 | 8 24 | 3 27 94 | 6 45 | | |
| 93 135.0 | NORA... 4.0 3.5 | 1 49 78 | p 12 05PM | 7 51 | 2 48 | 7 42 76 | 8 34 | 3 33 | 6 55 | | |
| 98 138.5 | C...WARREN... 6.0 | s 1 55 | s 12 12 | s 7 56 | 2 54 | 7 55 | 8 41 | 3 38 | 7 37 76 | | |
| 99 144.5 | D...APPLE RIVER... 4.2 | 2 01 | s 12 21 | 8 03 | 3 03 | 8 05 93 | 8 51 | 3 47 | 8 05 77 | | |
| 94 148.7 | LAW... 4.0 | 2 05 | 12 26 | 8 07 | 3 09 | 8 13 | 8 58 | 3 56 | 8 25 | | |
| 126 152.7 | C...SCALES MOUND... 1.5 | 2 09 | s 12 32 | 8 11 | 3 15 | 8 23 | 9 17 74 93 | 4 02 | 9 00 71 9 25 14 | | |
| 94 154.2 | DIVERS... 4.0 | 2 11 | 12 34 | 8 13 72 | 3 18 | 8 27 | 9 23 | 4 05 | 9 30 | | |
| 23 158.2 | COUNCIL HILL... 3.2 | 2 18 | 12 40 | 8 19 | 3 25 | 8 35 | 9 30 | 4 13 | 9 40 | | |
| 93 161.4 | BOWDEN... 3.2 | 2 23 | 12 44 94 | 8 23 | 3 35 12 | 8 42 | 9 36 | 4 35 74 | 9 50 | | |
| 118 164.6 | GRANT... 3.2 | 2 28 | 12 48 | 8 28 | 3 55 | 8 59 14 | 9 43 | 4 51 16 | 9 59 | | |
| 165.5 | D...GALENA... 3.3 | s 2 37 | s 12 54 | s 8 31 | 4 03 | 9 13 | 9 46 | 4 54 | 10 10 | | |
| 93 168.8 | C...PORTAGE... 12.7 | 2 43 | 12 59 | 8 37 | 4 21 | 9 20 | 9 53 | 5 01 | 10 24 94 | | |
| 124 181.5 | C...EAST CABIN... 2 | 2 57 | 1 13 | 8 50 | 4 41 | 9 40 94 | 10 09 94 | 5 21 | 10 50 | | |
| 181.7 | EAST DUBUQUE... 6 | 2 59 | s 1 20 | f 8 52 | 4 46 | 9 48 | 10 12 | 5 24 | 10 55 | | |
| 182.3 | C...DUBUQUE JCT... 9 | 3 03 | 1 25 | 8 56 | 4 52 | 9 53 | 10 16 | 5 28 | 11 01 | | |
| 183.2 | DUBUQUE... 8 | s { 3 05 3 20 | A 1 30PM | s 9 00 | 4 57 | 10 06 | 10 30 | 5 33 | A 11 10AM | L 6 40AM | |
| 184.0 | C...WOOD... 5.6 | 3 23 | | 9 03 | 5 05 | 10 21 | 10 33 | 5 55 | | 6 43 | |
| 36 189.6 | C...CENTER GROVE... 3.2 | 3 33 | | 9 13 | 5 15 | 10 31 | 10 43 | 6 05 | | 6 55 | |
| 103 192.8 | JULIEN... 4.9 | 3 38 | | 9 18 | 5 30 76 | 10 41 | 10 53 | 6 25 72 | | 7 05 | |
| 86 197.7 | C...PEOSTA... 4.3 | 3 45 | | 9 26 | 5 40 | 10 53 | 11 05 | 6 40 | | 7 15 | |
| 71 202.0 | EPWORTH... 15 3.9 | 3 50 | | 9 30 | 5 50 | 11 01 | 11 15 | 6 50 | | 7 23 | |
| 92 205.9 | D...FARLEY... 6 6.5 | 3 54 | | 9 34 | 5 58 | 11 07 | 11 23 | 6 58 | | 7 33 | |
| 88 212.4 | C...DYERSVILLE... 8 7.7 | s 4 00 | | h 9 41 | 6 08 | 11 15 96 | 11 33 96 | 7 06 | | 7 55 14 | |
| 99 220.1 | D...EARLVILLE... 6 3.8 | 4 10 | | 9 48 | 6 22 | 11 25 | 11 47 | 7 16 | | 8 23 | |
| 92 223.9 | DELAWARE... 6.0 | 4 15 | | 9 52 | 6 28 | 11 31 | 11 53 | 7 22 | | 9 05 | |
| 125 229.9 | C...MANCHESTER... 10 6.9 | s 4 30 76 | | s 9 59 78 | 6 40 | 11 45 | 12 05PM | 7 35 | | 10 30 96 | |
| 94 236.8 | D...MASONVILLE... 10 7.2 | 4 37 | | 10 06 | 6 50 | 11 55 | 12 15 | 7 52 | | 10 45 | |
| 87 244.0 | D...WINTHROP... 15 4.5 | 4 44 | | 10 13 | 7 00 | 12 05PM | 12 25 | 8 02 | | 11 01 | |
| 93 248.5 | DORIS... 4.0 | 4 49 | | 10 18 | 7 17 14 | 12 12 | 12 32 | 8 10 | | 11 10 | |
| 89 252.5 | CINDEPENDENCE... 8 4.2 | s 4 55 | | s 10 23 | 7 27 96 | 12 18 | 12 38 | 8 17 | | 11 30 | |
| 93 256.7 | WISE... 4.5 | 5 00 | | 10 28 | 7 34 | 12 25 | 12 45 | 8 40 78 | | 11 40 | |
| 93 261.2 | D...JESUP... 6 3.9 | 5 04 | | 10 32 | 7 41 | 12 32 | 12 52 | 8 57 | | 11 50 | |
| 88 265.1 | MARSH... 4.1 | 5 08 | | 10 36 | 7 47 | 12 38 | 12 58 | 9 02 | | 11 57 | |
| 269.2 | RAYMOND... 2.8 | 5 12 | | 10 40 | 7 54 | 12 45 | 1 05 | 9 08 | | 12 05PM | |
| 272.0 | HILLTOP... 1.9 | 5 15 | | 10 43 | 7 59 | 12 50 | 1 10 | 9 18 | | 12 10 | |
| 273.9 | C...RATH TOWER... 2.4 | 5 17 | | 10 46 | 8 05 | 12 55 | 1 15 74 | 9 22 | | 12 15 | |
| 276.3 | WATERLOO... 20 | A 5 30AM | | A 10 55PM | A 9 15AM | A 2 45PM | A 3 00PM | A 9 30PM | | A 12 30PM | |

p—Stop to receive and dispatch parcel post only.

h—Discharge revenue passengers from Freeport and east thereof.

No. 11—Reduce speed to twenty-five miles per hour to dispatch papers on Sundays at Lena

No. 13—Flag stops are for revenue passengers only.

DUBUQUE DISTRICT—Eastward

5

| Sling, Standing Room Cars with Engine | Miles from Waterloo | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 | FIRST CLASS | | | | SECOND CLASS | | | | THIRD CLASS | |
|---------------------------------------|---------------------|---|------------------|---------------------|--------------|--|-------------------|-------------------|-------------------|-------------------|------------------|------------------------|
| | | | 12 | 14 | 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 C C 2 | Local Freight | Local Freight |
| STATIONS | | | | | | | | | | | | |
| | 161.9 | FREEPORT 2.4 | A 4 55AM | A 9 55AM | A 6 05PM | | | | | | | |
| | | See Freeport District | | | | | | | | | | |
| | 159.5 | C WEST JUNCTION 5.5 | A 4 43AM | A 9 50AM | A 6 00PM | | A 9 10AM | A 7 20PM | A 10 00PM | A 3 15AM | | A 4 30PM |
| 92 | 154.0 | D ELEROY 4.6 | 4 36 | 9 45 | 5 52 | | 8 00 71 | 6 05 | 9 06 | 2 23 75 | | 4 10 |
| 97 | 149.4 | C LENA 4.1 | s 4 30 | 9 41 | s 5 47 | | 7 54 | 5 59 | 9 00 | 2 06 | | 3 45 |
| 88 | 145.3 | WADDAMS GROVE 4.0 | 4 22 | 9 37 | 5 40 | | 7 48 | 5 52 | 8 54 | 1 59 | | 3 27 73 |
| 93 | 141.3 | NORA 3.5 | 4 17 | 9 33 | 5 35 | | 7 42 77 | 5 46 | 8 49 | 1 49 11 | | 3 00 |
| 98 | 137.8 | C WARREN 6.0 | d 4 12 | s 9 30 | s 5 30 | | 7 37 93 | 5 40 | 8 44 | 1 35 | | 2 40 |
| 99 | 131.8 | D APPLE RIVER 4.2 | f 4 02 | 9 25 | f 5 22 | | 7 28 | 5 32 | 8 36 | 1 27 | | 2 00 |
| 94 | 127.6 | LAW 4.0 | 3 55 | 9 21 | 5 16 | | 7 22 | 5 21 | 8 30 | 1 20 | | 1 45 |
| 126 | 123.6 | C SCALES MOUND 1.5 | f 3 49 | 9 17 71 93 | f 5 11 74 | | 7 15 | 5 11 16 | 8 23 | 1 13 | | 1 30 |
| 94 | 122.1 | DIVERS 4.0 | 3 46 | 9 15 | 5 07 | | 7 09 | 4 54 | 8 13 13 | 1 07 | | 1 10 |
| 23 | 118.1 | COUNCIL HILL 3.2 | 3 40 | 9 09 | 5 01 | | 7 00 | 4 43 | 7 53 | 12 57 | | 12 56 |
| 93 | 114.9 | BOWDEN 3.2 | 3 35 75 | 9 04 | 4 56 | | 6 52 | 4 35 73 | 7 46 | 12 50 | | 12 44PM 15 |
| 118 | 111.7 | GRANT .9 | 3 29 | 8 59 77 | 4 51 73 | | 6 46 | 4 29 | 7 40 | 12 43 | | 11 28 |
| | 110.8 | D GALENA 3.3 | s 3 26 | s 8 57 | s 4 49 | | 6 43 | 4 26 | 7 37 | 12 40 | | 11 25 |
| 93 | 107.5 | C PORTAGE 12.7 | 3 11 | 8 52 | 4 36 | | 6 35 | 4 19 | 7 30 | 12 32 | | 10 24 93 |
| 124 | 94.8 | C EAST CABIN .2 | 2 50 | 8 40 | 4 23 | | 6 15 | 3 59 | 7 10 | 12 12 | | { 10 09 71 9 40 77 |
| | 94.6 | EAST DUBUQUE .6 | 2 47 | f 8 39 | f 4 21 | | 6 12 | 3 56 | 7 07 | 12 09 | | 9 30 |
| | 94.0 | C DUBUQUE JCT. .9 | 2 43 | 8 35 | 4 17 | | 6 08 | 3 52 | 7 03 | 12 02AM | | 9 20 |
| | 93.1 | DUBUQUE .8 | s { 2 40 2 28 | s 8 33 | L 4 15PM | | 6 04 | 3 48 | 6 59 | 11 55 | A 2 00PM | L 9 15AM |
| | 92.3 | C WOOD 5.6 | 2 26 | 8 31 | | | 5 48 | 3 36 | 6 44 | 11 21 | | 1 45 |
| 36 35 | 86.7 | C CENTER GROVE 3.2 | 2 15 | 8 22 | | | 5 37 | 3 26 | 6 32 | 11 11 | | 1 30 |
| 103 | 83.5 | JULIEN 4.9 | 2 09 | 8 17 | | | 5 30 75 | 3 19 | 6 25 73 | 11 01 | | 1 10 |
| 86 | 78.6 | C PEOSTA 4.3 | 2 01 | 8 09 | | | 5 20 | 3 11 | 6 17 | 10 51 | | 12 55 |
| 71 | 74.3 | EPWORTH 15 3.9 | 1 55 | 8 05 | | | 5 14 | 3 05 | 6 11 | 10 43 | | 12 40 |
| 92 | 70.4 | D FARLEY 6.5 | 1 51 | 8 02 | | | 5 09 | 3 00 | 6 06 | 10 36 | | 12 20PM |
| 88 | 63.9 | C DYERSVILLE 7.7 | s 1 43 | f 7 55 95 | | | 4 58 | 2 50 | 5 56 | 10 25 | | { 11 33 71 11 15 77 |
| 99 | 56.2 | D EARLVILLE 3.8 | 1 33 | 7 47 | | | 4 48 | 2 40 | 5 46 | 10 15 | | 11 00 |
| 92 | 52.4 | DELAWARE 6.0 | 1 28 | 7 43 | | | 4 43 | 2 35 | 5 41 | 10 10 | | 10 40 |
| 125 123 | 46.4 | C MANCHESTER 10 6.9 | s 1 15 | s 7 36 | | | 4 30 11 | 2 24 | 5 30 | 9 59 13 | | 10 30 95 |
| 94 | 39.5 | D MASONVILLE 7.2 | 1 08 | 7 29 | | | 4 07 | 2 14 | 5 20 | 9 16 | | 9 00 |
| 87 | 32.3 | D WINTHROP 4.5 | 1 01 | 7 22 | | | 3 57 | 2 04 | 5 10 | 9 06 | | 8 45 |
| 93 | 27.8 | DORIS 4.0 | 12 55 | 7 17 75 | | | 3 51 | 1 57 | 5 04 | 8 58 | | 7 55 |
| 89 | 23.8 | C INDEPENDENCE 4.2 | s 12 50 | s 7 12 96 | | | 3 46 | 1 50 | 4 58 | 8 50 | | { 7 27 14 7 05 75 |
| 93 | 19.6 | WISE 4.5 | 12 44 | 7 08 | | | 3 41 | 1 44 | 4 52 | 8 40 73 | | 6 40 |
| 93 | 15.1 | D JESUP 3.9 | 12 40 | 7 04 | | | 3 35 | 1 38 | 4 46 | 8 33 | | 6 30 |
| 88 | 11.2 | MARSH 4.1 | 12 36 | 7 01 | | | 3 30 | 1 33 | 4 41 | 8 28 | | 6 25 |
| | 7.1 | RAYMOND 2.8 | 12 32 | 6 57 | | | 3 22 | 1 23 | 4 33 | 8 20 | | 6 18 |
| | 4.3 | HILLTOP 1.9 | 12 29 | 6 54 | | | 3 18 | 1 18 | 4 28 | 8 15 | | 6 13 |
| | 2.4 | C RATH TOWER 2.4 | 12 26 | 6 52 | | | 3 15 | 1 15 71 | 4 25 | 8 10 | | 6 10 |
| | | WATERLOO 20 | L 12 20AM | L 6 45AM | | | L 3 10AM | L 1 00PM | L 4 00PM | L 8 00PM | | L 6 00AM |
| | | | Daily | Daily | Daily | | Daily | Daily | Daily | Daily | | Except Sunday |

d—Receive revenue passengers for Rockford and east thereof.

No. 12—Reduce speed to twenty-five miles per hour to dispatch mail at Warren.

No. 12—Reduce speed to forty-five miles per hour to dispatch mail at Apple River.

No. 14—Flag stops are for revenue passengers only.

6

WATERLOO DISTRICT—Westward

| Siding, Standing Room Cars with Engine. | Mile Posts | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 STATIONS | FIRST CLASS | | SECOND CLASS | | | | | THIRD CLASS | | |
|--|------------|---|----------------|-------|------------------|-------|------------------|------------------|------------------|------------------|------------------|--|
| | | | 11 | | 75 | | 571 | 77 | 73 | 591 | 97 | |
| | | | The Hawkeye | | Dispatch CC 3 | | Dispatch CA 1 | Dispatch WC 3 | Dispatch CC 1 | Local Freight | Local Freight | |
| | | Daily | | Daily | | Daily | Except Sunday | Daily | Except Sunday | Except Sunday | | |
| | 276.3 | WATERLOO.20 1.2 | L 5 50AM | | L 10 00AM | | L 2 30PM | L 5 00PM | L 10 15PM | L 6 00AM | L 6 30AM | |
| | 277.5 | C. WEST TOWER 1.2 | 5 57 | | 10 10 | | 2 40 | 5 10 | 10 25 | 6 10 | 6 37 | |
| | 278.7 | SUSIE 2.3 | 5 59 | | 10 13 | | 2 43 | 5 13 | 10 28 | 6 15 | 6 40 | |
| | 281.0 | MONA JCT. 1.4 | 6 02 | | 10 18 | | A 2 50PM | 5 18 | 10 33 | A 6 20AM | 6 45 | |
| 92 | 282.4 | D.CEDAR FALLS.6 10.1 | s 6 13 | | 10 25 | | | 5 35 66 | 10 40 | | 7 10 | |
| 90 | 292.5 | D NEW HARTFORD 6 5.8 | 6 27 | | 10 48 98 | | | 5 52 | 11 02 | | 7 30 | |
| 98 | 298.3 | SINCLAIR 2.8 | 6 34 | | 11 00 74 | | | 6 00 | 11 22 12 70 | | 7 45 | |
| 102 | 301.1 | C PARKERSBURG 6 5.0 | s 6 42 | | 11 20 | | | 6 05 | 11 30 | | 8 20 | |
| 93 | 306.1 | D. APLINGTON...8 3.9 | 6 49 | | 11 31 | | | 6 13 | 11 38 | | 8 40 | |
| 95 | 310.0 | AUSTINVILLE... 5.4 | 6 53 | | 11 40 | | | 6 20 | 11 45 | | 8 50 | |
| 94 41 | 315.4 | D. ACKLEY...6 5.0 | s 7 03 | | 11 50 | | | 6 30 | 11 57 | | 9 15 98 | |
| 96 | 320.4 | MACY 5.3 | 7 10 | | 12 09PM | | | 6 36 | 12 15AM | | 9 30 | |
| 91 92 | 325.7 | C. MILLS... 0.4 | 7 18 | | 12 40 | | | 6 44 | 12 30 76 | | 10 15 74 | |
| 22 | 326.1 | IOWA FALLS...6 6.5 | s 7 33 | | 12 42 | | | 6 49 | 12 40 | | 10 23 | |
| 92 | 332.6 | ALDEN... 8.6 | 7 42 98 | | 12 57 | | | 7 04 | 1 00 | | 10 40 | |
| 106 | 341.2 | D. WILLIAMS...8 5.0 | 7 51 | | 1 10 | | | 7 17 | 1 20 | | 10 55 | |
| 68 | 346.2 | D. BLAIRSBURG...8 2.6 | 7 57 | | 1 18 | | | 7 25 | 1 30 | | 11 10 | |
| 87 | 348.8 | REINICKER... 1.2 | 8 00 | | 1 27 | | | 7 29 | 1 35 | | 11 25 | |
| | 350.0 | STONEGA... 5.5 | | | | | | | | | 11 30 | |
| 91 | 355.5 | C WEBSTER CITY 6 4.4 | s 8 15 | | 1 38 | | | 7 39 | 1 48 | | 11 43 | |
| 65 | 359.9 | HIGHVIEW... 4.3 | 8 21 | | 1 48 | | | 7 46 | 1 58 | | 11 50 | |
| 96 | 364.2 | D. DUNCOMBE... 2.8 | s 8 28 | | 1 56 | | | 7 52 | 2 06 | | 12 20PM | |
| 94 | 367.0 | JUDD... 4.8 | 8 33 | | 2 00 | | | 7 56 | 2 10 | | 12 30 | |
| 94 | 371.8 | D. GYPSUM... 3.3 | 8 39 74 | | 2 06 | | | 8 02 | 2 16 | | 12 45 | |
| | 375.1 | C. FORT DODGE.6 | A 8 55AM | | A 2 15PM | | | A 8 15PM | A 2 30AM | | A 1 00PM | |

WATERLOO DISTRICT—Eastward

7

| Siding, Standing Room Cars with Engine | Miles from Fort Dodge | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 | FIRST CLASS | | SECOND CLASS | | | | THIRD CLASS |
|---|--------------------------|---|----------------|--|------------------|---------------|-----------|------------------|------------------|
| | | | 12 | | 74 | 66 | 70 | 76 | 98 |
| | | | The Hawkeye | | Dispatch CC 4 | Stock CC 2 | Dispatch | Dispatch CC 6 | Local Freight |
| | 98.8 | WATERLOO...20 1.2 | A 12 05AM | | A 12 05PM | A 6 00PM | A 12 30AM | A 2 20AM | A 11 45AM |
| | 97.6 | C WEST TOWER... 1.2 | 11 50 | | 11 40 | 5 50 | 11 59 | 1 50 | 11 30 |
| | 96.4 | SUSIE... 2.3 | 11 48 | | 11 35 | 5 45 | 11 55 | 1 45 | 11 25 |
| | 94.1 | MONA JCT... 1.4 | 11 44 | | 11 29 | 5 40 | 11 50 | 1 38 | 11 20 |
| 92 | 92.7 | D CEDAR FALLS...6 10.1 | s 11 41 | | 11 27 | 5 35 77 | 11 47 | 1 35 | 11 15 |
| 90 | 82.6 | D NEW HARTFORD...6 5.8 | 11 20 | | 11 10 | 5 18 | 11 30 | 1 18 | 10 48 75 |
| 98 | 76.8 | SINCLAIR... 2.8 | 11 14 73 | | 11 00 75 | 5 10 | 11 22 73 | 1 10 | 10 30 |
| 102 | 74.0 | C PARKERSBURG...6 5.0 | s 11 10 | | 10 55 | 5 05 | 11 18 | 1 06 | 10 20 |
| 93 | 69.0 | D APLINGTON...8 3.9 | 11 02 | | 10 49 | 4 55 | 11 11 | 12 59 | 10 05 |
| 95 | 65.1 | AUSTINVILLE... 5.4 | 10 58 | | 10 43 | 4 50 | 11 06 | 12 54 | 9 45 |
| 94 41 | 59.7 | D ACKLEY...6 5.0 | s 10 52 | | 10 35 | 4 38 | 10 58 | 12 46 | 9 15 97 |
| 96 | 54.7 | MACY... 5.8 | 10 43 | | 10 25 | 4 30 | 10 50 | 12 38 | 8 25 |
| 91 92 | 49.4 | C MILLS... 0.4 | 10 37 | | 10 15 97 | 4 23 | 10 42 | 12 30 73 | 8 05 |
| 22 | 49.0 | IOWA FALLS...6 6.5 | s 10 35 | | 10 11 | 4 20 | 10 40 | 12 28 | 8 00 |
| 92 | 42.5 | ALDEN... 8.6 | 10 20 | | 9 56 | 4 06 | 10 24 | 12 10AM | 7 42 11 |
| 106 | 33.9 | D WILLIAMS...8 5.0 | 10 11 70 | | 9 43 | 3 55 | 10 11 12 | 11 57 | 7 10 |
| 68 | 28.9 | D BLAIRSBURG...8 2.6 | 10 06 | | 9 33 | 3 45 | 10 00 | 11 50 | 6 50 |
| 87 | 26.3 | REINICKER... 1.2 | 10 03 | | 9 27 | 3 35 | 9 55 | 11 45 | 6 40 |
| | 25.1 | STONEGA... 5.5 | | | | | | | 6 35 |
| 91 | 19.6 | C WEBSTER CITY...6 4.4 | s 9 49 | | 9 12 | 3 20 | 9 40 | 11 30 | 6 20 |
| 65 | 15.2 | HIGHVIEW... 4.3 | 9 44 | | 9 02 | 3 10 | 9 31 | 11 23 | 5 42 |
| 96 | 10.9 | D DUNCOMBE... 2.8 | 9 40 | | 8 55 | 3 02 | 9 25 | 11 17 | 5 32 |
| 94 | 8.1 | JUDD... 4.8 | 9 37 | | 8 50 | 2 55 | 9 20 | 11 13 | 5 25 |
| 94 | 3.3 | D GYPSUM... 3.3 | 9 32 | | 8 39 11 | 2 45 | 9 10 | 11 05 | 5 15 |
| | | C FORT DODGE...6 | L 9 25PM | | L 8 15AM | L 2 30PM | L 9 00PM | L 10 55PM | L 4 45AM |
| | | | Daily | | Daily | Daily | Daily | Except Sunday | Except Monday |

MADISON DISTRICT

| WESTWARD SECOND CLASS | | | | Mile Posts | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 STATIONS | Miles from Madison | EASTWARD SECOND CLASS | | | |
|--------------------------|--|--|------------------|-----------------------|---|-----------------------|--------------------------|--|--|-----|
| | | | 275 | | | | | | | 274 |
| | | | Freight | | | | Freight | | | |
| | | | Except Sunday | See Freeport District | | | | | | |
| | | | L 2 00AM | 2.4 | C..... WEST JUNCTION | 59.4 | A 1 55PM | | | |
| | | | 2 10 | 5.5 | D..... SCIOTO MILLS | 56.1 | 1 45 | | | |
| | | | 2 20 | 8.2 | RED OAK | 53.4 | 1 35 | | | |
| | | | 2 30 | 10.6 | BUENA VISTA | 51.0 | 1 25 | | | |
| | | | 2 40 | 14.2 | D..... ORANGEVILLE | 47.4 | 1 10 | | | |
| | | | 2 50 | 17.7 | CLARNO | 43.9 | 12 45 | | | |
| | | | 3 10 | 25.0 | D..... MONROE | 36.6 | 12 15PM | | | |
| | | | 3 35 | 35.2 | D..... MONTICELLO | 28.4 | 11 40 | | | |
| | | | 3 55 | 43.8 | D..... BELLEVILLE | 17.8 | 11 05 | | | |
| | | | 4 05 | 47.7 | BASCO | 13.9 | 10 50 | | | |
| | | | 4 25 | 57.0 | SUMMIT | 4.6 | 10 20 | | | |
| | | | A 6 00AM | 61.6 | D..... MADISON | 6 | L 10 00AM | | | |
| | | | | | | | Except Sunday | | | |

No. 274 wait at Madison for No. 275

CEDAR RAPIDS DISTRICT

| WESTWARD SECOND CLASS | | | | Mile Posts | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 STATIONS | EASTWARD SECOND CLASS | | | |
|--------------------------|-----------|------------------|--|---------------------|---|--------------------------|------------------|-----|--|
| 477 | | 475 | | | | 492 | | 478 | |
| Freight | | Freight | | Local Freight | | Freight | | | |
| Except Sunday | | Except Monday | | | | | | | |
| L 9 30PM | L 9 00AM | | | | C..MANCHESTER.. | A 8 15AM | A 8 20PM | | |
| 10 00 | 9 25 | 9.6 | | D..... RYAN | 7 30 | 7 53 | | | |
| 10 15 | 9 45 | 15.2 | | D..... COGGON | 7 15 | 7 39 | | | |
| 10 35 | 10 10 | 21.8 | | D..CENTRAL CITY... | 6 55 | 7 22 | | | |
| 10 55 | 10 35 | 29.0 | | D..ALBURNETT.... | 6 35 | 7 04 | | | |
| A 11 30PM | A 11 30AM | 42.1 | | C.CEDAR RAPIDS..6 | L 6 00AM | L 6 30PM | | | |
| | | | | | | Except Monday | Except Sunday | | |

ALBERT LEA DISTRICT

9

| WESTWARD | | | | | | EASTWARD | | | |
|-------------|------------------|-------------------|---|---|-----------|-------------------|------------------|-------------|--|
| THIRD CLASS | | SECOND CLASS | | TIME TABLE NO. 20 Taking Effect Dec. 9, 1951 STATIONS | | SECOND CLASS | | THIRD CLASS | |
| | 591 | 571 | | | | 572 | 592 | | |
| | Local Freight | Dispatch C A 1 | Siding, Standing Room, Cars with Engine. | | | Dispatch A C 2 | Local Freight | | |
| | L 6 00AM | L 2 30PM | | -----WATERLOO----- | A 2 20PM | A 5 00PM | | | |
| | Except Sunday | Daily | | See Waterloo District | | | | | |
| | L 6 20AM | L 2 50PM | | -----MONA JCT.----- | A 2 00PM | A 4 40PM | | | |
| | 6 22 | 2 52 | 43 0.3 | -----JAKE----- | 1 58 | 4 35 | | | |
| | 6 37 | 3 05 | 32 7.4 | D-----JANESVILLE-----8 | 1 39 | 4 17 | | | |
| | 6 47 | 3 14 | 16 11.6 | -----BABCOCK----- | 1 33 | 4 10 | | | |
| | 7 35 | 3 19 | 40 13.6 | D-----WAVERLY-----6 | 1 30 | 4 00 | | | |
| | 8 00 | 3 33 | 59 22.2 | D-----PLAINFIELD----- | 1 15 | 3 33 | 571 | | |
| | 8 35 | 3 50 | 33 30.1 | D-----NASHUA----- | 1 00 | 3 10 | | | |
| | 9 20 | 4 08 | 56 41.9 | D-----CHARLES CITY-----6 | 12 40 | 2 50 | | | |
| | 9 32 | 4 18 | 47.5 | -----FLOYD----- | 12 30 | 2 20 | | | |
| | 9 46 | 4 29 | 35 54.0 | D-----ORCHARD----- | 12 16 | 2 05 | | | |
| | 10 20 | 4 45 | 23 58.6 | D-----OSAGE-----10 | 12 07PM | 1 55 | | | |
| | 10 27 | 4 52 | 62.2 | -----MITCHELL----- | 11 50 | 1 35 | | | |
| | 10 35 | 5 01 | 51 66.9 | D-----ST. ANSGAR----- | 11 42 | 1 25 | | | |
| | 10 43 | 5 10 | 71.3 | -----STACYVILLE JCT.----- | 11 34 | L 1 10 | | | |
| | | | 71.3 | VIA STACYVILLE -----STACYVILLE JCT.----- | | A 1 10 | | | |
| | | | 73.5 | -----TOETERVILLE----- | | 12 55 | | | |
| | | | 79.0 | D-----STACYVILLE----- | | 12 40 | | | |
| | | | 73.5 | -----TOETERVILLE----- | | 12 25 | | | |
| | | | 71.3 | -----STACYVILLE JCT.----- | | L 12 15 | | | |
| | 10 43 | 5 10 | 71.3 | 2.2 -----STACYVILLE JCT.----- | 11 34 | A 12 15 | | | |
| | 11 01 | 5 20 | 16 75.7 | 4.4 -----LYLE----- | 11 28 | 12 01PM | | | |
| | 11 19 | 5 32 | 82.1 | D-----LONDON----- | 11 19 | 591 | 11 49 | | |
| | 11 38 | 5 43 | 87.9 | D-----MYRTLE----- | 11 08 | 11 38 | 591 | | |
| | A 11 50AM | A 6 00PM | 31 94.2 | D-----GLENVILLE----- | L 10 55AM | L 11 25AM | | | |
| | | | | Be governed by C. R. I. & P. C. T. C. Rules | Daily | Except Sunday | | | |
| | A 1 30PM | A 8 30PM | 101.0 | 6.8 C-----ALBERT LEA----- | L 10 30AM | L 11 00AM | | | |

No. 591, 592, handle express.

No. 592 operates via Stacyville Mondays, Wednesdays and Fridays.

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—Passenger depot. | Waterloo—Ticket office. |
| Freeport—Engine house. | Waterloo—Yard office. |
| Wallace—Yard office. | Waterloo—Engine house. |
| Dubuque—Yard office. | Albert Lea—Telegraph office. |
| Dubuque—Baggage room. | Fort Dodge—Telegraph office. |
| Dubuque—Engine house. | Fort Dodge—Engine house. |
| Cedar Rapids—Engine house. | |

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 | — — |

Mills:

| | |
|------------|-----|
| For siding | — — |
|------------|-----|

Webster City:

| | |
|-----------------|---------|
| For house track | — — |
| For siding | o o o o |

Gypsum:

| | |
|-----------------------|---------|
| For siding | — — |
| For interchange track | o o o o |

20, S-20, 21. Suitable lights will be substituted as classification signals for both day and night use, except on diesel-electric locomotives.

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.

83. Train Registers:

Broadview
 East Junction.
 West Junction.
 Madison.
 Portage.
 East Cabin.
 Dubuque—Baggage room.
 Wood.
 Manchester—(Cedar Rapids District trains).
 Cedar Rapids.
 Rath Tower.
 Waterloo—Ticket Office.
 West Tower.
 Mona Jct.—(Albert Lea District trains when directed by chief train dispatcher).
 Fort Dodge—Telegraph office.

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

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

Eastward trains may leave West Junction without a clearance.

Trains may leave Waterloo without a clearance, obtaining same at Rath Tower or West Tower.

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

83 (a). Continued.

Eastward trains from the yard at Dubuque intending to move through interlocking at Dubuque Junction may leave First Street when the signal located 200 feet west of MP-C183 displays a yellow light, and be governed by indication of eastward home signal of the interlocking at Dubuque Junction.

Albert Lea Dist. trains may leave Mona Jct. without a clearance, but must obtain a clearance before leaving West Tower.

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, Wood, Rath Tower and West Tower the train dispatcher may inform trains by train order, form V, whether all overdue superior trains have arrived or left.

For movements between East Junction and West Junction, trains and engines will not be required to obtain check of overdue trains.

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

93. Yards:

Rockford (Rockford yard limits extends Buckbee to Case.)
 Freeport (Freeport yard limits extends East Jct. to West Junction).

East Cabin.

Dubuque (Dubuque yard limits extends Dubuque Junction to Mile Post C186.)

Manchester.

Waterloo (Waterloo yard limits extends Hilltop to Susie).
 Jake.

Iowa Falls (Iowa Falls yard limits extends to Mills).

Fort Dodge.

Addison branch.

Monroe.

Madison.

Cedar Rapids.

First class trains must move at reduced speed between East Junction and West Junction.

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 must expect to find cars on main track east of station.

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

98. Trains and engines must stop at junctions and railroad crossings as follows:

| | | |
|------------------------------------|-------|----------|
| Wood—C. M. St. P. & P. R. R. | | Crossing |
| Cedar Rapids—W. C. F. & N. R. R. | | Crossing |
| Lyle—C. M. St. P. & P. R. R. | | Crossing |
| Lyle—C. G. W. Ry. | | Crossing |
| Monticello—C. M. St. P. & P. R. R. | | Crossing |

I. C. and C. M. St. P. & P. trains after stopping for crossing at Wood, will not proceed until signaled by operator. A green flag or a green light will be used to signal Illinois Central trains. A yellow flag or yellow light will be used to signal C. M. St. P. & P. trains., switches are handled by operators.

Eastward trains on belt line Waterloo, must not pass over or onto Fourth Street crossing until yellow indication is displayed by the C. G. W. home signal. When train is ready to depart from Waterloo passenger station and does not have this yellow indication, engineman will signal operator at C. G. W. tower by turning headlight on bright.

98 (a). Madison C. M. St. P. & P. R. R. crossing is protected by gates. When gates are lined for main track, trains will not be required to stop but must not exceed a speed of five miles an hour over crossing.

101. Speed Restrictions: Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

| Territory or Location | Passenger trains with Diesel engines | Passenger engine with passenger train, cabooses or light | Passenger train with improved Mikado type engine | Passenger train with central type engine | Freight trains with passenger or central, Mikado or 2030 type engines | Passenger or freight trains with other type engines | Engines without trucks and engines backing up with or without cars | Derricks and eight-wheel locomotive cranes on their own wheels |
|--|--------------------------------------|--|--|--|---|---|--|--|
| | MILES PER HOUR | | | | | | | |
| Between Broadview and West Junction..... | 79 | 79 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between West Junction and east switch Scales Mound..... | 79 | 79 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between east switch, Scales Mound and east switch, Grant..... | 45 | 45 | 45 | 35 | 35 | 35 | 25 | 25 |
| Between east switch Grant and Portage..... | 40 | 40 | 35 | 35 | 35 | 35 | 25 | 25 |
| Between Portage and East Cabin..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between East Cabin and Dubuque Junction..... | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Between Dubuque Junction and Wood..... | 30 | 30 | 30 | 30 | 25 | 25 | 25 | 25 |
| Between Wood and west switch Peosta..... | 40 | 40 | 35 | 35 | 35 | 35 | 25 | 25 |
| Between west switch Peosta and east switch Epworth..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between east switch Epworth and Waterloo..... | 79 | 79 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between Waterloo and Gypsum..... | 70 | 60 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between Gypsum and Fort Dodge..... | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 |
| Between West Junction and Madison..... | * | 30 | * | * | * | 30 | 15 | 20 |
| Between Manchester and Cedar Rapids..... | 25 | 25 | 25 | * | 25 | 25 | 20 | 20 |
| Between Mona Junction and Glenville..... | 40 | 40 | 40 | * | 40 | 35 | 25 | 25 |
| Between Stacyville Junction and Stacyville..... | 30 | 30 | 30 | * | 25 | 25 | 15 | 15 |
| Diverging Routes, Through Crossovers, Junction and Siding Switches: | | | | | | | | |
| Through turnouts at spring switches unless otherwise authorized..... | 25 | 25 | 25 | 25 | 25 | 25 | 15 | 15 |
| On straight track at spring switches when springing points..... | 40 | 40 | 40 | 40 | 40 | 40 | 25 | 30 |
| Charter Grove, Colvin Park, Irene and Perryville— turnouts east and west switches, siding | | | | | | | | |
| Alworth—turnout east switch, siding | | | | | | | | |
| Seward, Evarts—turnouts east and west switches, siding | | | | | | | | |
| Freeport—East Junction—crossovers and turnouts | | | | | | | | |
| Freeport—West Junction—crossovers and turnouts | | | | | | | | |
| Portage—turnout east switch, double track | | | | | | | | |
| Portage—C.B. & Q. Connection—turnout westward main | | | | | | | | |
| Portage—C.B. & Q. Connection—turnout eastward main | | | | | | | | |
| East Cabin—westward main—turnout east switch siding | | | | | | | | |
| Dubuque—at west end Passenger Station—turnout | | | | | | | | |
| Dubuque—Wood—turnout | | | | | | | | |
| Dubuque—Wood—C.M.St. P. & P. Connection—turnout | | | | | | | | |
| Peosta—turnout west switch, siding | | | | | | | | |
| Manchester—turnout west switch, south siding | | | | | | | | |
| Masonville—turnout east switch, siding | | | | | | | | |
| Hilltop—turnout east switch, track 2 | | | | | | | | |
| Rath Tower—crossovers and turnouts | | | | | | | | |
| West Belt Junction—turnout | | | | | | | | |
| Susie—turnout to freight main | | | | | | | | |
| New Hartford—turnout east switch, siding | | | | | | | | |
| Sinclair, Aplington, Austinville—turnouts east and west switches, siding | | | | | | | | |
| Ackley—turnout east switch, east siding | | | | | | | | |
| Macy—east and west switches, siding | | | | | | | | |
| Mills—west switch, east siding | | | | | | | | |
| Mills—east and west switches, west siding | | | | | | | | |
| Alden—Williams—turnouts east and west switches, siding | | | | | | | | |
| Webster City—turnout east switch, siding | | | | | | | | |
| Highview, Duncombe, Judd, Gypsum—turnouts east and west switches, siding | | | | | | | | |
| East Cabin—turnout eastward main until engine or leading car is on main track..... | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Through turnouts at other locations..... | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |

No. 15 crossovers and turnouts...

101 (a). A yellow flag or metal sign by day and a yellow light or reflector sign by night, as required by Transportation Department Rule 10(g) and Maintenance of Way Department Rule 27, will be placed a minimum distance of 1½ miles from the point where reduced speed is required in the following territories:

- Between Broadview and east switch, Scales Mound
- Between Portage and East Cabin
- Between west switch, Peosta, and Gypsum

In all other territories yellow flag or sign by day and yellow light or

reflector sign by night will be placed a minimum of 1 mile from point where reduced speed is required.

101 (b). LOWER SPEEDS: At points where two or more successive curves over which speed must be reduced are located fifteen hundred (1,500) feet or less apart, one sign will be used to cover them. In such cases a metal plate, painted yellow and bearing heavy black figure or figures, is attached to the right hand side of the post below the triangular sign to indicate the number of curves the sign governs.

*Prohibited.

101. (b). (Continued from page 11.)

| Territory or Location | Passenger trains with Diesel engines | Passenger engine with passenger train, caboose or light | Passenger train with improved Mikado type engine | Passenger train with central type engine | Freight train with passenger or central, Mikado or 2030 type engines | Passenger or freight trains with other type engines | Engines without trucks and engines backing up with or without cars | Derricks and eight-wheel locomotive cranes on their own wheels |
|--|---|--|--|--|--|---|--|--|
| | MILES PER HOUR | | | | | | | |
| Freeport District | | | | | | | | |
| Addison branch..... | * | 15 | * | * | 15 | 15 | 15 | 10 |
| Between MP-C19 and MP-C20-curve..... | 50 | 50 | 50 | 50 | 50 | 45 | 25 | 30 |
| Elmhurst, Over C. G. W.-C. A. & E. crossing..... | 50 | 50 | 50 | 50 | 50 | 45 | 25 | 25 |
| Between MP-C21 and MP-C22-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C40 and MP-C41-curve..... | 50 | 50 | 40 | 40 | 40 | 40 | 25 | 30 |
| Between MP-C75 and MP-C76-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C77 and MP-C78-curve..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C79 and MP-C80-curve..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C84.5 and MP-C87.5-curves..... | 35 | 35 | 35 | 35 | 35 | 35 | 20 | 20 |
| Between MP-C110.5 and MP-C111.5-curve..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Dubuque District | | | | | | | | |
| Between MP C 122.5 and MP C 123.5-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Galena, at curve C. B. & Q. crossing..... | 15 | 15 | 10 | 10 | 10 | 10 | 10 | 10 |
| Between MP-C167.5 and MP-C169-curves..... | 30 | 30 | 30 | 30 | 30 | 30 | 25 | 25 |
| Westward-Between MP-C172 and MP-C173-curves..... | 50 | 50 | 40 | 40 | 40 | 40 | 25 | 25 |
| Westward-Between MP-C177.5 and MP-C178-curve..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Eastward-Between MP-C177 and MP-C178-curve..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Dubuque, between Dubuque Jet. and 4th St. on tracks 1 and 2..... | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Between MP-C188.5 and MP-C189.5-curves..... | 30 | 30 | 25 | 25 | 25 | 25 | 25 | 25 |
| Between MP C 203.5 and MP C 204.5-curve..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP C 205 and MP C 206-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP C 209 and MP C 211-curves..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C212 and MP-C213-curve..... | 50 | 50 | 50 | 50 | 50 | 45 | 25 | 30 |
| Between MP C 218 and MP C 219-curves..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Over bridge W219-0..... | 50 | 50 | 40 | 40 | 40 | 40 | 25 | 30 |
| Between MP C 220.5 and MP C 222-curves..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C223 and MP-C224-curves..... | 65 | 65 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C231 and MP-C232-curves..... | 50 | 50 | 35 | 35 | 35 | 35 | 25 | 30 |
| Between MP-C245 and MP-C246-curves..... | 50 | 50 | 40 | 40 | 40 | 40 | 25 | 30 |
| Between MP C 246 and MP C 248-curves..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP-C251 and MP-C252-curves..... | 50 | 50 | 40 | 40 | 40 | 40 | 25 | 30 |
| West of Independence over C. R. I. & P. crossing..... | 50 | 50 | 50 | 50 | 50 | 45 | 25 | 30 |
| Between MP C 266 and MP C 267-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP C 267 and MP C 268-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP C 268 and MP C 269-curve..... | 70 | 70 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP C 269 and MP C 270-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| Between MP C 270 and MP C 271-curve..... | 75 | 75 | 60 | 55 | 50 | 45 | 25 | 30 |
| East of Waterloo over C. G. W. crossing..... | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Albert Lea District | | | | | | | | |
| Over bridge C-7-S..... | 40 | 40 | 40 | 20 | 40 # | 20 | 20 | 25 |
| Between MP-MJ7 and MP-MJ9-curves..... | 30 | 30 | 30 | 25 | 30 # | 25 | 20 | 25 |
| Between MP-MJ27.5 and MP-MJ30-curves..... | 30 | 30 | 30 | 25 | 30 # | 25 | 20 | 25 |
| Between MP-MJ31.5 and MP-MJ32-curve..... | 30 | 30 | 30 | 25 | 30 # | 25 | 20 | 25 |
| Between MP-MJ41 and MP-MJ43-curves..... | 20 | 20 | 20 | 20 | 20 # | 20 | 20 | 20 |
| Over bridge C-54-3..... | 40 | 40 | 40 | 20 | 40 # | 20 | 20 | 25 |
| Between MP-MJ75 and MP-MJ76-curves..... | 30 | 30 | 30 | 25 | 30 # | 25 | 20 | 25 |
| Over bridge C-78-8 Cedar River..... | 40 | 40 | 35 | 25 | 35 # | 25 | 20 | 25 |
| Waterloo District | | | | | | | | |
| Over bridge W-282-6..... | 35 | 35 | 25 | 25 | 25 | 25 | 20 | 20 |
| Between MP-C282.4 and MP-C283.3-curves..... | 35 | 35 | 25 | 25 | 25 | 25 | 20 | 20 |
| Between MP-C283.3 and MP-C283.5-reverse curves C.R.I. & P. crossing..... | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| Between MP-C283.6 and MP-C284.0-curves..... | 35 | 35 | 25 | 25 | 25 | 25 | 20 | 20 |
| Between MP-C286 and MP-C287-curve..... | 50 | 50 | 30 | 30 | 30 | 30 | 20 | 20 |
| Between MP-C288 and MP-C289-curve..... | 50 | 50 | 30 | 30 | 30 | 30 | 20 | 20 |
| Between MP-C312 and MP-C313-curve..... | 50 | 50 | 30 | 30 | 30 | 30 | 20 | 20 |
| Ackley, between station and M. & St. L. crossing..... | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Between MP-C326 and MP-C327-curves..... | 35 | 35 | 35 | 25 | 25 | 25 | 20 | 20 |
| Between MP-C372 and MP-C374 curves..... | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 |
| Between 14th St. and passenger station, Fort Dodge..... | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| Madison District | | | | | | | | |
| Over bridge R-2-9..... | * | 20 | * | * | * | 20 | 15 | 20 |
| Over bridge R-24..... | * | 30 | * | * | * | 30 | 15 | 20 |
| Over bridge R-43-9..... | * | 15 | --- | * | * | 15 | 15 | 15 |
| Cedar Rapids District | | | | | | | | |
| Over bridge Z-14-9..... | 20 | 20 | 20 | --- | 20 | 20 | 20 | 20 |

*Prohibited

Freight trains with central type engines restricted to speed shown in next column.

101. (b). Lower Speeds—(Continued from page 12.)

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of dispatch train for class of engine handling the train must not be exceeded.

When 50 per cent of cars in train are loaded tank cars, speed of train must not exceed forty miles per hour.

Trains handling loaded high ore cars with short wheel base will not exceed speed of twenty-five miles per hour over the Madison and Albert Lea Districts.

Trains handling diesel switch engines or diesel road switchers in tow will not exceed a maximum speed of forty-five (45) miles per hour and will be governed by timetable special instructions where lower speeds are required, or any other restrictions affecting the movement of such locomotives.

Trains handling special diesel truck transfer cars must not exceed 45 miles per hour.

Trains handling ditchers, spreaders or air dump cars loaded or empty must not exceed a speed of twenty-five (25) miles per hour.

On Manchester wye, all classes of engines must not exceed 5 miles per hour.

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

| Location | Class of Engines |
|---|---|
| Dubuque District | 2600 |
| Albert Lea District | 2600 |
| Cedar Rapids District | Heavier than 2100 |
| Madison District | Heavier than 1000-1103, 3962 |
| Elmhurst to stone quarry | Heavier than 700 |
| Rockford, Industry track, bridge Bridge W-86-3 NB | Heavier than 700 |
| Monroe, Racine St. spur | Heavier than 700 Gas Plant spur and beyond. |
| Gas Plant track | Heavier than 700 culvert and beyond. |
| Egg House track | All engines |
| Water Works track | All engines |
| Sugar track | Heavier than 700 |
| Galena, Fox track | All engines, scales and beyond. |
| Dubuque, River edge | All engines, except yard engines, 750 feet beyond clearing point. Yard engines may go 1300 feet west of switch where sign is located, indicating end of usable track. |
| Cooper No. 4 | Heavier than 700 |
| Algonquin Chemical Co. Beyond point of Switch Track No. 2 | Heavier than 1500 |
| Julien, Standard Oil track | All engines, beyond sign reading "Engine Limit" located 1178 feet from point of switch. |
| Dyersville, Onyx track | Heavier than 1500 |
| Independence, Gas engine spur | Heavier than 2100 |
| Cedar Falls, Gate spur | Heavier than 1500. Engines using this track must not exceed speed of 5 miles per hour. |
| Wagner spur C. G. W. interchange | All engines beyond clearing point All engines beyond clearing point |
| Iowa Falls, Electric spur | All engines on unloading pit under shed: cars must be left outside of shed and off the pit. |

Fort Dodge—
National Mill
Track No. 1
Bordens—crossover
All engines beyond door No. 5
All engines

Osage, tub track
Maximum loaded car permissible for movement:
All engines beyond clearing point
Madison District—105 gross tons—Authority must be obtained to move heavier loads.

Cannot operate 2100, 2500, 2700, 2800 class between Hawthorne and Congress Street.

Other Bridge Restrictions:

Freeport District
Bridges W-78-3 and W-111-8. Engines heavier than 1200-1599 must not exceed 15 miles per hour when double heading.

Madison District
Bridges R-2-9 and R-43-9. All engines must not exceed 15 miles per hour when double heading.

Dubuque District
Bridge W-182-0. Engines heavier than 1000-1103, double heading prohibited, and when handled in trains must be separated from any engine by at least eight cars.

When handling loaded ore cars the pulling engine or any car exceeding a gross weight of 210,000 lbs., shall be separated by at least eight car lengths from any ore car. The length of the eight separating cars shall not be less than 40 feet for each car. Not more than three ore cars shall be coupled together, and these shall be separated from any other ore car by at least three cars. The length of each separating car shall be not less than 40 feet.

99-102. Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is unobstructed and safe.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of rules 99 and 102.

Instructions governing operation and use of Mars Rear End Oscillating Red Light

Use of the rear end oscillating red light does not in any way relieve train and enginemen from complying with rules 99 and 102.

Light is installed in the roof above rear door of observation cars in streamlined trains.

A selector switch and detailed instructions concerning operation of light are located in electric locker inside of car.

A pilot light marked "Mars Light," located in door of electric locker, is provided to indicate whenever the Mars Light is operating.

When selector switch is in the "On Auto" position light operates automatically when speed is below approximately 18 miles per hour or train is stopped.

Conductors and trainmen on trains equipped with the Mars Light must become familiar with its operation and use and comply with the following instructions:

(Continued on page 14)

Instructions governing operation and use of Mars Rear End Oscillating Red Light—(Continued from page 13.)

Selector switch in control box shall be placed in the "On Auto" position at all times—day and night—except as outlined in last paragraph, conditions "A", "B", "C", and "D", or in case of failure of axle generator, or automatic control, in which case selector switch shall be used to manually turn light "on" and "off."

Before departure from originating station it is the duty of flagman to see that light functions when selector switch is in automatic and manual positions. He must know, upon departure from originating station, or any intermediate station, where position of control of selector switch might have been changed, that selector switch is set for automatic control.

If automatic control feature, or axle generator, fails light will burn continuously regardless of speed. In such event light must be operated manually with selector switch.

While pilot light, when lit, indicates light is burning, flagman must make frequent inspections to determine if light is burning and functioning properly.

If both Mars light and pilot light fail to burn, fuses must be checked.

Mars Lights use a 250 watt 32 volt locomotive headlight bulb. Spare bulb will be carried in rack in electric locker. A burned out bulb must be reported by the conductor to next servicing point where bulb can be replaced.

In multiple track territory, while light is displayed on a preceding train, engineman on a following train on same track, observing the light, must stop a safe distance before light is reached. Engineman on a following train, on an adjacent track, must reduce speed and be prepared to stop before passing the light. If it is seen the route ahead is unobstructed and safe, train may then pass.

Mars Light must be extinguished under the following conditions: (A) While train is standing in the clear at originating or terminating stations. (B) While switching is being performed from rear of train. (C) While train is clear of main track on siding and until a train to be met or passed has gone; after which light must again be placed in operation before entering main track. (D) When cars equipped with this light are not the rear cars.

104. Normal position of switches:

Mona Jct.-----For Waterloo District

Electrically locked hand throw switches:

| Location | Switches | Controlled by |
|--------------------------------|---|------------------------|
| West of East Cabin | House track switch | Signalman East Cabin |
| Dubuque Jct. | Track 2 to Adams Foundry Track | Signalman Dubuque Jct. |
| Between Hilltop and Rath Tower | Track 1 to Rath Sheep Yards | Signalman Rath Tower |
| | Crossover-tracks 1 and 2 West of Switch to Rath Sheep Yards | Signalman Rath Tower |
| | Track 2 to Rath extension | Signalman Rath Tower |
| East Belt Jct. | West switch crossover east of East Belt Jct. | Signalman Rath Tower |
| Mona Jct. | Main track switch Albert Lea Dist. | Signalman West Tower |

Trainmen desiring to use electrically locked switch will call controlling station by telephone and be governed by instructions on inside of door on electric lock.

105. Mills—East siding is designated as the meeting, waiting and passing point by time table or train order unless otherwise instructed.

The siding located on North side of main track at Ackley is the designated track for which time shown in time table schedules and unless otherwise specified time shown in train orders as the time for Ackley applies.

The siding located on South side of main track and East of Ackley is designated as East Siding, Ackley.

109. Bulletin Boards:

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

D-151. Two Tracks:

Between East Junction and West Junction.

Between Portage and East Cabin.

Between Hilltop and Rath Tower.

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

261. Between East Cabin and Dubuque Junction and tracks one and two between Hilltop and Rath Tower, block signal indications supersede timetable superiority for opposing and following movements without requiring the use of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

Clear block signal located 300 feet west of Albert Lea District Junction switch at Mona Junction will authorize trains from Albert Lea District to proceed to West Tower without requiring the use of train orders and clearance. Trainman will push button located in telephone booth, then unlock box located near switch stand and when indicator clears, will throw handle to the left, then open main line switch which will cause signal to clear. If signal does not clear, trainman must communicate with operator at West Tower. After movement is completed handle must be restored to original position and box left locked.

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 train order office 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 engineman 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 not exceeding fifteen miles per hour.

505. Automatic block system territory extends from Broadview M. P.-C15 to M. P.-C181.41, East Cabin on westward track, from M. P.-C180.76 to Portage on eastward track, and from Dubuque, M. P.-C184.05 to M. P.-C274.69 on passenger main, Waterloo, and from Waterloo M. P.-C276.49 to Cedar Falls M. P.-C282.87.

Automatic train stop territory extends Westward from Waterloo M. P.-C276.82 to Fort Dodge M. P.-C373.69 and Eastward from Fort Dodge M. P.-C374.45 to Waterloo M. P.-C277.60.

535. Spring Switches.

| Location: | Normal Position: |
|---|------------------------------|
| Cloverdale: East and west switches, siding(*) | -----For main track |
| Coleman: West switch, siding(*) | -----For main track |
| Youngsdale: West switch, siding(*) | -----For main track |
| Burlington: East and west switches, siding(*) | -----For main track |
| Hart: East and west switches, siding(*) | -----For main track |
| Buckbee: East and west switches, siding(*) | -----For main track |
| Case: West switch, siding(*) | -----For main track |
| Alworth: West switch, siding(*) | -----For main track |
| Lena: West switch, siding(*) | -----For main track |
| Warren: East and west switches, siding(*) | -----For main track |
| Scales Mound: West switch, siding(*) | -----For main track |
| Divers: East and west switches, siding(*) | -----For main track |
| Grant: East switch, siding(*) | -----For main track |
| East Cabin: East switch, siding(*) | -----For eastward main track |
| East Cabin: Intermediate switch, } east end of siding } main track | |
| Julien: East and west switches, siding(*) | -----For main track |
| Dyersville: East and west switches, siding(*) | -----For main track |
| Manchester: West switch, north siding(*) | -----For main track |
| Independence: East and west switches, siding(*) | -----For main track |
| Waterloo: East Belt Jct., switch | -----For main track |
| Cedar Falls: West switch, siding(*) | -----For main track |
| New Hartford: West switch, siding(*) | -----For main track |
| Parkersburg: West switch, siding(*) | -----For main track |
| Ackley: West switch, east siding(*) | -----For main track |
| Mills: East switch, east siding(*) | -----For main track |
| Webster City: West switch, siding(*) | -----For main track |

(*) Equipped with lunar white marker.

When stop and proceed signals at spring switches are equipped with a lunar white marker, to indicate the position of switch points, if the block signal indicates Stop, and lunar white marker is displayed, trains and engines may pass the signal without stopping, proceeding under provisions of Rule 509 (a).

If the block signal indicates Stop and the lunar white marker is not displayed, stop must be made and switch examined before proceeding.

605. Trains and engine movements over C. B. & Q. railroad crossing at Rockford will be governed by color light home signals controlled by Operator in Illinois Central passenger station.

The two industry track switches in the I. C. track between the home signals are electrically locked. Derails on the industry tracks are pipe connected to, and operated by, switch mechanisms. Trainmen must contact operator for permission to operate the electrically locked hand throw switches. Instructions covering their operation are posted near the switches.

When train or engine is stopped by stop indications on home signals with no conflicting moves evident, trainmen must contact operator. Telephone is located in booth at crossing.

672. Automatic Interlockings:

Independence—C. R. I. & P. Ry.

Cedar Falls—C. R. I. & P. Ry.

Ackley—M. & St. L. Ry.

Waverly—C. G. W. Ry.

Charles City—C. C. W. Ry. and
C. M. St. P. & P. R. R.

Trains and engines are restricted to 20 miles per hour between home signals with engine or leading car.

When a train or engine is stopped by the Stop indication of an automatic interlocking signal, and no immediate conflicting train movement is evident, a trainman shall proceed to the crossing and operate "Release". If the signal does not change its indication at expiration of time interval, the trainman may signal his train to proceed over the crossing if there is no train or engine approaching on conflicting routes.

728. To provide for the handling in tow of diesel switching and diesel road switching locomotives, Rule 728 is supplemented to permit a maximum of four such units to be handled in one train, and each unit must be separated by not less than two cars from any other unit or locomotive. Diesel units constituting passenger or freight locomotives will not be separated from each other as these locomotives at times consist of four units, but they must be separated from any other locomotive by not less than five cars.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of the car or lading. Packing must be pulled from the blazing box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

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

1202. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1204. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

| | |
|--|-----------------|
| Diesel locomotives and trains handling diesel truck | |
| transfer cars | ----- 4 inches |
| Streamlined passenger cars | ----- 5 inches |
| Office cars | ----- 5 inches |
| Conventional passenger cars | ----- 9 inches |
| Freight cars | ----- 25 inches |

When trains are operated through water, a maximum speed of five (5) miles per hour must not be exceeded.

ADJUSTED TONNAGE RULES AND RATINGS

1. The tonnage ratings shown herein include the adjustment factor.
2. 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.
3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.
4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons of locomotive and tender weight.
5. 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.

6. 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.
7. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.
8. 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.
9. 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.
10. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent Transportation.

| Factor | | 9 | 8 | 6 | 3 | 6 | 5 | 6 |
|-----------|-------------------|------------------------------|---------------------------------|-----------------------------------|---------------------------|------------------------------------|--|--------------------------------|
| | | Hawthorne to Wallace | Wallace to Hawthorne | West Junction to Dubuque | Dubuque to Waterloo | Waterloo to West Junction | Between Manchester and Cedar Rapids | * Waterloo to Albert Lea |
| Engines | Tractive Force | 100 Per Cent Tonnage Rating | | | | | | |
| 1200-1499 | 69500 | 5220 | 4805 | 3695 | 2580 | 2835 | 2930 | 3486 |
| 1500-1599 | 75000 | 5640 | 5190 | 3990 | 2785 | 3060 | 3165 | 3765 |
| 1600-1628 | 54000 | 4060 | 3740 | 2920 | 2060 | 2250 | 2310 | 2750 |
| 1700-1745 | 57500 | 4290 | 3945 | 3080 | 2170 | 2375 | 2240 | 2905 |
| 2030-2099 | 51500 | ----- | ----- | 2790 | 1975 | 2155 | 2205 | 2625 |
| 2100-2140 | 73000 | 5450 | 5035 | ----- | ----- | ----- | ----- | ----- |
| 2400-2459 | 66000 | 4930 | 4535 | 3465 | 2350 | 2650 | ----- | ----- |
| 2400-2459 | 62000 | 4630 | 4260 | 3255 | 2207 | 2490 | ----- | ----- |
| 2500-2555 | 78000 | 5850 | 5380 | ----- | ----- | ----- | ----- | ----- |
| 2700-2749 | 96500 | ----- | ----- | 5040 | 3515 | 4150 | ----- | ----- |
| 2750 | 104500 | ----- | ----- | 5425 | 3790 | 4560 | ----- | ----- |
| 2800-2820 | 110500 | 8300 | 7640 | 5760 | 4020 | 4810 | ----- | ----- |
| 700- 770 | 38500 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3969 | 47000 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3962 | 66000 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Factor | | 5 | 0 | 9 | 6 | 5 | 5 | 10 |
| | | Albert Lea to Waterloo | Waterloo to Fort Dodge | Fort Dodge to Waterloo | Wallace to Monroe | Monroe to Madison | Madison to Monroe | Monroe to Wallace |
| Engines | Tractive Force | 100 Per Cent Tonnage Rating | | | | | | |
| 1200-1499 | 69500 | 2960 | 4285 | 4815 | ----- | ----- | ----- | ----- |
| 1500-1599 | 75000 | 3195 | 4625 | 5200 | ----- | ----- | ----- | ----- |
| 1600-1628 | 54000 | 2340 | 3335 | 3745 | ----- | ----- | ----- | ----- |
| 1700-1745 | 57500 | 2480 | 3520 | 3960 | ----- | ----- | ----- | ----- |
| 2030-2099 | 51500 | 2240 | 3170 | 3560 | ----- | ----- | ----- | ----- |
| 2100-2140 | 73000 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 2400-2459 | 62000 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 2500-2555 | 78000 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 2700-2749 | 86500 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 2750 | 104500 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 2800-2820 | 110500 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 700- 770 | 38500 | ----- | ----- | ----- | 1690 | 1325 | 1250 | 2845 |
| 3969 | 47000 | ----- | ----- | ----- | 2030 | 1595 | 1500 | 3420 |
| 3962 | 66000 | ----- | ----- | ----- | 2530 | 2095 | 2000 | 3920 |

* Double into Babcock.