

DIVISION OFFICERS

J. W. DODGE.....Superintendent.....Waterloo
 J. F. REENTS.....Asst. Superintendent.....Waterloo
 N. L. MEADOWS, Jr.....Train Master.....Freeport
 P. S. GHOLSON.....Train Master.....Waterloo
 S. M. FRANK.....Train Master.....Fort Dodge
 D. D. FULFER.....Traveling Engineer.....Freeport
 P. M. BROWN.....Traveling Engineer.....Waterloo
 K. J. KERLIN.....Traveling Engineer.....Fort Dodge
 W. C. SCOTT.....Chief Train Dispatcher.....Chicago
 D. P. BENKERT.....Train Dispatcher.....Chicago
 E. E. ELLSWORTH.....Train Dispatcher.....Chicago
 P. C. MITCHELL.....Train Dispatcher.....Chicago
 L. N. FOUKE.....Train Dispatcher.....Chicago
 J. L. ANDERSON.....Train Dispatcher.....Chicago
 W. B. BAXTER.....Train Dispatcher.....Chicago
 R. J. FUECHTMAN.....Train Dispatcher.....Chicago
 P. R. CALHOUN.....Train Dispatcher.....Chicago
 A. W. LANE.....Chief Train Dispatcher.....Waterloo
 C. W. STOREY.....Asst. Chief Train Dispatcher.....Waterloo
 F. BELSCAMPER.....Train Dispatcher.....Waterloo
 F. E. LIVINGSTON.....Train Dispatcher.....Waterloo
 D. E. WEILMUNSTER.....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
 P. C. CALHOUN.....Train Dispatcher.....Waterloo
 J. R. ADKINS.....Train Dispatcher.....Waterloo
 A. F. BOETTCHER.....Train Dispatcher.....Waterloo
 R. E. CALLAHAN.....Train Dispatcher.....Waterloo
 M. R. SCHILLER.....Train Dispatcher.....Waterloo
 D. C. POWELL.....Train Dispatcher.....Waterloo
 L. G. STEELE.....Train Dispatcher.....Waterloo
 B. E. QUISTORFF.....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.

24

Taking Effect at 12:01 a. m.,

SUNDAY, OCTOBER 25, 1959

Superseding Time Table No. 23

Dated April 26, 1959

FOR THE GOVERNMENT OF EMPLOYES ONLY

O. H. ZIMMERMAN, Vice President

E. H. BUELOW, General Manager

W. A. JOHNSTON, JR., Gen. Supt. Transportation

H. F. WILSON, Superintendent Transportation

J. W. DODGE, Superintendent

FREEPORT DISTRICT—Westward

Siding, Standing Room Cars with Engine.	Mile Posts	TIME TABLE NO. 24 Taking Effect October 25, 1959 STATIONS	FIRST CLASS				SECOND CLASS					THIRD CLASS
			13	11			77	71	73	79	75	91
			The Land O' Corn	The Hawkeye			Dispatch C W 1	Dispatch C C 1	Dispatch	Dispatch CFS3	Dispatch CAC-5	Local Freight
		Daily	Daily			Daily	Daily	Daily	Daily	Daily	Except Sunday	
	1.4	C.....CHICAGO.....	L 5 00PM	L 10 00PM								
	9.0	.....HAWTHORNE.....				L 12 01AM	L 3 30AM	L 10 30AM	L 6 40PM	L 10 25PM	L 5 30AM	
	14.5	C.....BROADVIEW.....	L 5 25PM	L 10 27PM		L 12 45AM	L 4 00AM	L 11 15AM	L 7 10PM	L 10 55PM	L 7 10AM	
	19.3	4.8 C.....ELMHURST.....	5 30	10 32		12 53	4 08	11 23	7 18	11 05	7 20	
78	22.3	3.0.....SOUTH ADDISON.....	5 33	10 35		12 57	4 12	11 36 14	7 22	11 15 72	7 30	
	29.6	7.3.....CLOVERDALE.....	5 39	10 42		1 07	4 22	11 48	7 32	11 24	7 45	
126	35.1	5.5 C.....MUNGER.....	5 44	10 47		1 15	4 30	11 56	7 46 74	11 32 80	8 15	
	39.0	3.9.....COLEMAN.....	5 47	10 51 72		1 20	4 35	12 01PM	7 54	11 37	8 35 92	
82	41.7	2.7.....YOUNGSDALE.....	5 50	10 54		1 24	4 39	12 05	7 59	11 41	8 50	
70	46.9	5.2 D.....PLATO CENTER.....	5 54	10 59		1 32	4 47 78	12 13	8 09	11 48	9 21 76	
103	53.2	6.3 D.....BURLINGTON.....	5 59	11 05 80		1 41	4 56	12 22	8 19	11 56	9 31	
	57.6	4.4.....CHARTER GROVE.....	6 03	11 09		1 48	5 03	12 29	8 27	12 02AM	9 39	
	61.4	3.8 D.....GENOA.....	h 6 06	11 12		1 53	5 08	12 34	8 33	12 07	9 45	
107	62.6	1.2.....HART.....	6 07	11 13		1 56	5 10	12 37	8 36	12 09	9 49	
152	67.2	4.6.....COLVIN PARK.....	6 11	11 17		2 04	5 17	12 45	8 45	12 15	9 59	
92	73.7	6.5 D.....IRENE.....	6 16	11 22		2 13	5 26	12 54	8 56	12 23	10 12	
63	79.1	5.4.....PERRYVILLE.....	6 21	11 27		2 21	5 40 12	1 02	9 05	12 30	10 22	
141	83.5	4.4.....BUCKBEE.....	25 6 25 74	11 31		2 30	5 50	1 12	9 15	12 38	10 39 14	
	86.6	3.1 C.....ROCKFORD.....	25 6 30 6 35	11 35 11 55		2 40	6 00	1 22	9 25	12 48	10 49	
90	86.8	.2.....CASE.....	25 6 36	11 56		2 48	6 01	1 23	9 34 72	12 49	11 01	
98	94.5	7.7.....ALWORTH.....	6 43	12 03AM		3 11 78	6 13	1 37	9 54 80	1 03	11 20	
79	100.3	5.8 D.....SEWARD.....	6 49	12 09		3 26	6 23 92	1 47	10 06	1 13	11 30	
74	106.2	5.9.....EVARTS.....	6 55	12 14		3 34	6 31	1 55	10 14	1 21	11 40	
	113.5	7.3 C.....EAST JUNCTION.....	7 03	12 20		A 3 45AM	A 6 45 AM	A 2 05PM	A 10 25 PM	A 1 30AM	A 11 55AM	
	114.4	9.....FREEPORT.....	7 10 7 13	12 25 12 50								
	116.8	2.4 C.....WEST JUNCTION.....	A 7 18PM	A 12 55AM								

h—Discharge Chicago passengers & receive passengers for Dubuque and west, also stop on Saturday to unload newspapers.

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

FREEPORT DISTRICT—Eastward

Siding, Standing Room Car with Engine.	Miles from West Junction	TIME TABLE NO. 24 Taking Effect October 25, 1959 STATIONS	FIRST CLASS			SECOND CLASS					THIRD CLASS
			12	14		78	76	74	72	80	92
			The Hawkeye	The Land O' Corn		Dispatch WC 2	Dispatch CC 6	Dispatch CC 4	Dispatch AC 2	Dispatch CC 8	Local Freight
	115.4	C.....CHICAGO.....	A 7 15AM	A 12 15PM							
	107.8	.....HAWTHORNE.....				A 6 20AM	A 10 40AM	A 8 50PM	A 12 01AM	A 12 30AM	A 11 10AM
		See Chicago Terminal									
	102.3	C.....BROADVIEW.....	A 6 45AM	A 11 44AM		A 5 40AM	A 10 10AM	A 8 20PM	A 11 30PM	A 12 01AM	A 10 30AM
	97.5	C.....ELMHURST.....	6 38	11 39		5 29	10 00	8 10	11 19	11 53	10 10
78	94.5	C.....SOUTH ADDISON.....	6 34	11 36 73		5 24	9 55 92	8 05	11 15 75	11 48	9 55 76
	87.2	.....CLOVERDALE.....	6 27	11 29		5 14	9 45	7 56	11 06	11 39	9 18
126	81.7	C.....MUNGER.....	6 21	11 24		5 05	9 37	7 46 79	10 58	11 32 75	9 08
75	77.8	.....COLEMAN.....	6 17	11 20		4 59	9 31	7 40	10 51 11	11 27	8 35 91
82	75.1	.....YOUNGSDALE.....	6 14	11 17		4 54	9 28	7 35	10 38	11 22	8 15
70	69.9	D.....PLATO CENTER.....	6 09	11 13		4 47 71	9 21 91	7 28	10 31	11 15	8 07
103	63.6	D.....BURLINGTON.....	6 04	11 08		4 38	9 05	7 19	10 23	11 05 11	7 57
96	59.2	.....CHARTER GROVE.....	6 00	11 04		4 31	8 58	7 12	10 17	10 47	7 49
	55.4	D.....GENOA.....	5 56	10 59		4 26	8 53	7 07	10 12	10 42	7 43
107	54.2	.....HART.....	5 55	10 58		4 23	8 50	7 04	10 10	10 40	7 39
152	49.6	.....COLVIN PARK.....	5 51	10 54		4 17	8 44	6 58	10 04	10 34	7 32
92	43.1	D.....IRENE.....	5 45	10 48		4 09	8 36	6 50	9 56	10 26	7 23
63	37.7	.....PERRYVILLE.....	5 40 71	10 43		4 01	8 28	6 38	9 49	10 19	7 15
141	33.3	.....BUCKBEE.....	5 35	10 39 91		3 50	8 17	6 25 13	9 43	10 13	7 03
	30.2	C.....ROCKFORD.....	5 30 5 18	10 35		3 40	8 07	6 11	9 35	10 05	6 53
90	30.0	.....CASE.....	5 17	10 32		3 21	8 06	6 10	9 34 79	10 04	6 41
98	22.3	.....ALWORTH.....	5 09	10 24		3 11 77	7 56	5 55	9 24	9 54 79	6 31
79	16.5	D.....SEWARD.....	5 04	10 18		3 03	7 48	5 47	9 17	9 47	6 23 71
74	10.6	.....EVARTS.....	4 59	10 12		2 55	7 40	5 39	9 09	9 39	6 09
	3.3	C.....EAST JUNCTION.....	4 52	10 05		L 2 45AM	L 7 30AM	L 5 30PM	L 9 00PM	L 9 30PM	L 6 00AM
	2.4	.....FREEPORT.....	4 50 4 25	10 08 9 55							
		C.....WEST JUNCTION.....	L 4 15AM	L 9 50AM							
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Except Sunday

DUBUQUE DISTRICT—Westward

Siding, Standing Room Car with Engine	Mile Posts	TIME TABLE NO. 24 Taking Effect October 25, 1959 STATIONS	FIRST CLASS		SECOND CLASS						THIRD CLASS		
			11	13	79	75	61	71	77	73	95		
			The Hawkeye	The Land O' Corn	Dispatch CFS-3	Dispatch CAC-5	Freight	Dispatch CC1	Dispatch CW1	Dispatch	Local Freight		
114.4	---	FREEPORT 2.4	L 12 50AM	L 7 13PM	---	---	---	---	---	---	---	---	---
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
116.8	C	WEST JUNCTION 5.5	L 12 55AM	L 7 18PM	L 12 05AM	L 1 45AM	L 4 25AM	L 7 40AM	L 9 00AM	L 3 00PM			
122.3		ELEROY 4.6	1 01	7 24	12 14	1 52	4 35	7 47	9 07	3 07			
150 126.9	C	LENA 4.1	f 1 06	78 n 7 28	12 21	1 58	4 41	7 53	9 13	3 13			
131.0		WADDAMS GROVE 4.0	1 10	7 32	12 26	2 03	4 46	7 58	9 18	3 18			
135.0		NORA 3.5	1 14	7 36	12 31	2 07	4 51	8 03	9 23	3 23			
98 138.5	D	WARREN 6.0	s 1 20	s 7 41	12 46 78	2 11	5 08	8 07	9 30 14	3 27			
99 144.5	D	APPLE RIVER 8.2	f 1 26	n 7 48 72	12 53	2 17	5 20	8 14	9 38	3 35			
150 152.7	C	SCALES MOUND 5.5	1 34	n 7 56	1 02	2 27	6 06 76	8 23	9 47	4 03 74			
158.2		COUNCIL HILL 6.4	1 43	8 04	1 19	2 37	6 24	8 35	9 57	4 15			
118 164.6		GRANT 9	1 53	8 13	1 38	3 07 12	6 46	8 59 14	10 09	4 29			
165.5	D	GALENA 3.3	s 2 02	s 8 16	1 41	3 23	6 52	9 03	10 13	4 32			
98 168.8	C	PORTAGE 12.7	2 08	8 22	1 48	3 30	7 15	9 10	10 20	4 39			
124 181.5	C	EAST CABIN 2	2 22	8 35	2 05	3 46	7 40	9 26	10 40	4 52			
181.7		EAST DUBUQUE 6	2 25	f 8 37	2 07	3 48	7 45	9 28	10 43	4 54			
182.3	C	DUBUQUE JCT. 9	2 29	8 41	2 13	3 52	7 50	9 32	11 01 60	4 58			
183.2		DUBUQUE 8	s { 2 35 2 50	12 s 8 45	2 15	3 58	8 33 14	9 38	11 06	5 03			
184.0	C	WOOD 5.6	2 53	8 48	2 18 12	4 04	8 38	9 44	11 12	5 09			
36 189.6		CENTER GROVE 3.2	3 03	8 58	2 36	4 16	8 50	9 57 60	11 24	5 21			
108 192.8		JULIEN 4.9	3 08	9 03	2 46	4 25 76	8 56	10 06	11 33	5 31			
86 197.7	C	PEOSTA 4.3	3 15	79 9 11	3 15 11	4 35	9 05	10 16	11 43	5 41			
71 202.0		EPWORTH 3.9	3 20	9 15	3 23	4 41	9 11	10 22	11 49	5 48 72			
92 205.9	D	FARLEY 6.5	3 24	9 19	3 30	4 46	9 20 60	10 27	11 54	5 53			
88 212.4	D	DYERSVILLE 7.7	s 3 30	m 9 26	3 50 76	4 54	9 35	10 35	12 04PM	6 03			
99 220.1	D	EARLVILLE 3.8	3 40	76 9 33	4 00	5 04	9 45	10 45	12 16	6 15			
87 223.9		DELAWARE 6.0	3 45	9 37	4 05	5 09	9 55	10 50	12 21	6 20			
125 229.9	C	MANCHESTER 6.9	s 4 00	s 9 44 78	4 30	5 18	10 15	10 59	12 36	6 35	L 10 00AM		
94 236.8	D	MASONVILLE 7.2	4 07	9 51	4 41	5 29	10 25	11 08	12 46	6 45	10 10		
87 244.0	D	WINTHROP 4.5	4 14	9 58	4 51	5 38	10 35	11 17	12 56	6 55	10 20		
98 248.5		DORIS 4.0	4 19	10 03	4 57	5 44	10 42	11 23	1 02	7 03	10 30		
89 252.5	C	INDEPENDENCE 4.2	s 4 25	s 10 08	5 03	5 50	10 47	11 29	1 07 74	7 08	10 36		
98 256.7		WISE 4.5	4 30	10 13	5 10	5 56	10 55	11 35	1 14	7 13	10 42		
98 261.2	D	JESUP 3.9	4 34	10 17	5 17	6 02	11 01	11 41	1 21	7 20	10 50		
88 265.1		MARSH 4.1	4 38	10 21	5 23	6 07	11 06	11 46	1 26	7 25	10 55		
269.2		RAYMOND 2.8	4 42	10 25	5 29	6 12	11 12	11 51	1 31	7 30	11 01		
272.0		HILLTOP 1.9	4 45	10 28	5 33	6 16 60	11 17	11 55	1 36	7 35	11 06		
273.9	C	RATH 2.4	4 47	10 31	5 40	6 25	11 20	11 58	1 41	7 40	11 10		
276.3		WATERLOO 2.0	A 5 00AM 14	A 10 40PM 12	A 5 50AM	A 6 40AM	A 11 30AM	A 12 05PM	A 1 50PM	A 7 50PM	A 11 20AM		

n—Discharge revenue passengers from Chicago

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

m—Discharge revenue passengers from Freeport and east thereof.

DUBUQUE DISTRICT—Eastward

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Siding, Standing Room Cars with Engines	Miles from Waterloo	TIME TABLE NO. 24 Taking Effect October 25, 1959 STATIONS	FIRST CLASS			SECOND CLASS					THIRD CLASS
			12	14		76	60	74	72	78	96
			The Hawkeye	The Lond O' Corn		Dispatch C C 6	Freight	Dispatch C C 4	Dispatch A C 2	Dispatch W C 2	Local Freight
	161.9	FREEPORT 2.4	A 4 25AM	A 9 55AM							
		See Freeport District									
	159.5	C WEST JUNCTION 5.5	A 4 15AM	A 9 50AM		A 7 00AM	A 1 59PM	A 5 00PM	A 8 30PM	A 1 30AM	
	154.0	ELEROY 4.0	4 05	9 45		6 50	1 50	4 45	8 15	1 16	
150	149.4	C LENA 4.0	s 3 55	d 9 41		6 44	1 40	4 33	8 10	1 06 <i>11</i>	
	145.3	WADDAMS GROVE 4.1	3 50	9 37		6 38	1 35	4 28	8 05	12 56	
	141.3	NORA 4.0 3.5	3 46	9 33		6 32	1 30	4 23	8 00	12 50	
98	137.8	D WARREN 6.0	d 3 42	s 9 30 <i>77</i>		6 27	1 25	4 19	7 56	12 46 <i>79</i>	
99	131.8	D APPLE RIVER 8.2	f 3 36	9 25		6 19	1 15	4 12	7 48 <i>13</i>	12 38	
150	123.6	C SCALES MOUND 5.5	f 3 26	9 17		6 06 <i>61</i>	1 01	4 03 <i>73</i>	7 35	12 29	
	118.1	COUNCIL HILL 6.4	3 17	9 09		5 51	12 17	3 50	7 21	12 15	
118	111.7	D GRANT 9	3 07 <i>75</i>	8 59 <i>71</i>		5 37	12 05PM	3 37	7 08	12 02AM	
	110.8	D GALENA 3.3	s 3 05	s 8 57		5 34	11 59	3 34	7 05	11 59	
98	107.5	C PORTAGE 12.7	2 55	8 52		5 26	11 45	3 27	6 58	11 52	
124	94.8	C EAST CABIN 2	2 43	8 40		5 07	11 25	3 08	6 39	11 33	
	94.6	EAST DUBUQUE 8	s 2 41	f 8 39		5 05	11 05	3 06	6 37	11 31	
	94.0	C DUBUQUE JCT. 9	2 37	8 35		5 01	11 01 <i>77</i>	3 02	6 33	11 27	
	93.1	DUBUQUE 8	s { 2 35 2 20 <i>11</i>	s 8 33 <i>61</i>		4 55	10 30	2 56	6 27	11 21	
	92.3	C WOOD 5.6	2 18 <i>79</i>	8 31		4 49	10 11	2 50	6 21	11 15	
86	86.7	CENTER GROVE 3.2	2 08	8 22		4 35	9 57 <i>71</i>	2 36	6 09	11 05	
103	83.5	JULIEN 4.9	2 02	8 17		4 25 <i>75</i>	9 50	2 30	6 03	10 59	
86	78.6	C PEOSTA 4.3	1 54	8 09		4 15	9 40	2 24	5 54	10 49	
71	74.3	EPWORTH 3.9	1 48	8 05		4 09	9 29	2 18	5 48 <i>73</i>	10 43	
92	70.4	D FARLEY 6.5	1 44	8 02		4 00	9 20 <i>61</i>	2 13	5 43	10 36	
88	63.9	D DYERSVILLE 7.7	s 1 36	f 7 55		3 50 <i>79</i>	9 00	2 03	5 33	10 25	
99	56.2	D EARLVILLE 3.8	1 26	7 47		3 40 <i>11</i>	8 30	1 53	5 23	10 15	
87	52.4	DELAWARE 6.0	1 22	7 43		3 23	8 25	1 48	5 18	10 10	
125 123	46.4	C MANCHESTER 6.9	s 1 10	s 7 36		3 15	8 15	1 40	5 10	9 44 <i>13</i>	A 9 00AM
94	39.5	D MASONVILLE 7.2	1 03	7 29 <i>60</i>		3 05	7 29 <i>14</i>	1 30	5 00	9 16	8 45
87	32.3	D WINTHROP 4.5	12 56	7 22		2 55	7 03	1 20	4 50	9 06	8 35
93	27.8	DORIS 4.0	12 50	7 17		2 48	6 49	1 13	4 43	8 58	8 21
89	23.8	C INDEPENDENCE 4.2	s 12 46	s 7 12		2 42	6 44	1 07 <i>77</i>	4 37	8 50	8 15
93	19.6	WISE 4.5	12 39	7 08		2 36	6 38	1 01	4 31	8 40	7 46
93	15.1	D JESUP 3.9	12 35	7 04		2 30	6 32	12 55	4 25	8 33	7 40
88	11.2	MARSH 4.1	12 31	7 01		2 25	6 27	12 50	4 20	8 28	7 30
	7.1	RAYMOND 2.8	12 27	6 57		2 17	6 20	12 42	4 12	8 20	7 24
	4.3	HILLTOP 1.9	12 24	6 54		2 13	6 16 <i>75</i>	12 38	4 08	8 15	7 13
	2.4	C RATH 2.4	12 22	6 52		2 10	6 10	12 35	4 05	8 10	7 10
		WATERLOO 20	L 12 15AM <i>13</i>	L 6 45AM <i>11</i>		L 2 00 AM	L 6 00AM	L 12 30PM	L 4 00PM	L 8 00PM	L 7 00AM
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Except Sun.

No. 12 will wait at Waterloo passenger station for No. 13, and No. 14 will wait at Waterloo passenger station for No. 11.

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.

WATERLOO DISTRICT—Westward

Sling, Standing Room Cars with Legend.	Mile Posts	TIME TABLE NO. 24 Taking Effect October 25, 1959 STATIONS	FIRST CLASS		SECOND CLASS						THIRD CLASS	
			11		75	591		79	71	571	73	97
			The Hawkeye		Dispatch CAC-5	Local		Dispatch CFS-3	Dispatch CC 1	Dispatch CA 1	Dispatch WC 3	Local Freight
		Daily		Daily	Monday Wednesday Friday		Daily	Daily	Daily	Except Sunday	Except Sunday	
276.3	WATERLOO 20 1.2	L 5 20AM		L 7 00AM	L 7 05AM		L 8 50AM	L 1 00PM	3 30PM	L 9 00PM	L 10 01AM	
277.5	C. WEST TOWER 1.2	5 27		7 10	7 15		9 00	1 10	3 40	9 10	10 08	
278.7	SUSIE 2.3	5 29		7 13	7 18		9 03	1 13	3 48	9 13	10 11	
281.0	MONA JCT. 1.4	5 31		7 18	A 7 25AM		9 08	1 18	A 3 55PM	9 18	10 16	
92 282.4	D. CEDAR FALLS 10.1	5 40		7 20			9 10	1 20		9 21	10 27 74	
146 292.5	D NEW HARTFORD 5.8	5 53		7 34			9 25 98	1 37		9 40	10 43	
298.3	SINCLAIR 2.8	5 58		7 40			9 32	1 43		9 46	10 50	
102 301.1	D PARKERSBURG 5.0	6 03		7 43			9 35	1 46		9 49	10 55	
306.1	D APLINGTON 3.9	6 07		7 48			9 40	1 51		9 54	11 01	
310.0	AUSTINVILLE 5.4	6 11		7 52			9 50 74	1 55		9 58	11 06	
94 315.4	D ACKLEY 5.0	6 18		7 58			10 19	2 03 80		10 06	11 30	
320.4	MACY 5.3	6 22		8 03			10 25	2 13		10 12	11 40	
150 325.7	C MILLS 0.4	6 27		8 09 98			10 31	2 20		10 39 12	11 48	
22 328.1	IOWA FALLS 6.5	6 40		8 10			10 33	2 25		10 44	1 00PM	
92 332.6	ALDEN 8.6	6 48		8 18			10 40	2 35		10 54	1 12	
150 341.2	D WILLIAMS 5.3	6 56		8 27			10 49	2 50		11 04 70	1 30 80	
346.2	D BLAIRSBURG 3.8	7 00 98		8 32			10 55	2 55		11 10	1 35	
350.0	STONEGA 5.5											
91 355.5	D WEBSTER CITY 4.4	7 18		8 44 74			11 10	3 07 97		11 30 76	3 07 71	
65 359.9	HIGHVIEW 4.3	7 22		8 49			11 15	3 12		11 38	3 17	
150 364.2	D DUNCOMBE 2.8	7 26		8 54			11 20	3 22		11 45	3 25	
367.0	JUDD 4.8	7 29		8 57			11 23	3 25		11 50	3 30	
94 371.8	D GYPSUM 3.3	7 33		9 08			11 30	3 36		11 59	3 45	
375.1	C FORT DODGE	A 7 50AM		A 9 15AM			A 11 40AM	A 3 45PM		A 12 30AM	A 3 55PM	

WATERLOO DISTRICT—Eastward

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Siding, Standing Room Cars with Engine	Miles from Fort Dodge	TIME TABLE NO. 24 Taking Effect October 25, 1959	FIRST CLASS		SECOND CLASS				THIRD CLASS
			12		74	80	70	76	98
			The Hawkeye		Dispatch C C 4	Dispatch C C 8	Dispatch	Dispatch C C 6	Local Freight
	98.8	WATERLOO...20 1.2	A 12 01AM		A 11 00AM	A 3 00PM	A 1 00AM	A 2 20AM	A 10 00AM
	97.6	C...WEST TOWER... 1.2	11 45		10 40	2 51	12 44	1 50	9 50
	96.4	SUSIE... 2.3	11 43		10 35	2 49	12 40	1 45	9 46
	94.1	MONA JCT... 1.4	11 39		10 29	2 46	12 35	1 38	9 43
92	92.7	D...CEDAR FALLS... 10.1	s 11 36		10 27 97	2 44	12 32	1 35	9 40
146	82.6	D NEW HARTFORD... 5.8	11 16		10 12	2 29	12 15	1 18	9 25 79
	76.8	SINCLAIR... 2.8	11 11		10 05	2 23	12 07	1 10	9 00
102	74.0	D PARKERSBURG... 5.0	s 11 08		10 02	2 20	12 03AM	1 06	8 55
	69.0	D...APLINGTON... 3.9	11 00		9 56	2 15	11 56	12 59	8 50
	65.1	AUSTINVILLE... 5.4	10 57		9 50 79	2 10	11 51	12 54	8 42
94 41	59.7	D...ACKLEY... 5.0	s 10 52		9 42	2 03 71	11 43	12 46	8 35
	54.7	MACY... 5.3	10 44		9 35	1 57	11 35	12 38	8 17
150 92	49.4	C...MILLS... 0.4	10 39 73		9 28	1 50	11 27	12 30	8 09 75
22	49.0	D...IOWA FALLS... 6.5	s 10 38		9 26	1 48	11 25	12 28	8 00
92	42.5	ALDEN... 8.6	10 26		9 18	1 40	11 15	12 10AM	7 42
150	33.9	D...WILLIAMS... 5.0	10 19		9 09	1 30 97	11 04 73	11 57	7 20
	28.9	D...BLAIRSBURG... 3.8	10 15		9 04	1 24	10 45	11 50	7 00 11
	25.1	STONEGA... 5.5							
91	19.6	D WEBSTER CITY... 4.4	s 10 01		8 44 75	1 06	10 25	11 30 73	6 20
65	15.2	HIGHVIEW... 4.3	9 57		8 39	1 00	10 15	11 23	5 42
150	10.9	D...DUNCOMBE... 2.8	9 53		8 34	12 55	10 09	11 17	5 32
	8.1	JUDD... 4.8	9 50		8 29	12 47	10 05	11 13	5 25
94	8.3	D...GYPSUM... 3.3	9 46		8 23	12 40	10 00	11 05	5 15
		C...FORT DODGE...	L 9 40PM		L 8 10AM	L 12 30PM	L 9 50PM	L 10 55PM	L 4 45AM
			Daily		Daily	Daily	Except Sunday	Daily	Except Monday

MADISON DISTRICT

WESTWARD SECOND CLASS				Mile Posts	TIME TABLE NO. 24 Taking Effect October 25, 1959	Miles from Madison	EASTWARD SECOND CLASS			
			275							274
			Freight				Freight			
			Except Sunday	See Freeport District						
			L 2 00AM	2.4	C.....	61.6				
			2 10	5.5	D.....	59.4	A 1 55PM			
			2 20	8.2	.....	56.1	1 45			
			2 30	10.6	.....	53.4	1 35			
			2 40	14.2	D.....	51.0	1 25			
			2 50	17.7	.....	47.4	1 10			
			3 10	25.0	D.....	43.9	12 45			
			3 35	35.2	.....	36.6	12 15PM			
			3 55	43.8	D.....	26.4	11 40			
			4 05	47.7	.....	17.8	11 05			
			4 25	57.0	.....	13.9	10 50			
			A 6 00AM	61.6	D.....	4.6	10 20			
							L 10 00AM			
							Except Sunday			

No. 274 wait at Madison for No. 275

CEDAR RAPIDS DISTRICT

WESTWARD SECOND CLASS		Mile Posts	TIME TABLE NO. 24 Taking Effect October 25, 1959	EASTWARD SECOND CLASS	
477					478
Freight			STATIONS	Freight	
Daily					
L 9 30PM			C..MANCHESTER..	A 8 20PM	
10 00		9.6	D.....RYAN.....	7 53	
10 15		15.2	D.....COGGON.....	7 39	
10 35		21.8	D..CENTRAL CITY..	7 22	
10 55		29.0	D..ALBURNETT..	7 04	
A 11 30PM		42.1	C.CEDAR RAPIDS..	L 6 30PM	
				Daily	

ALBERT LEA DISTRICT

9

WESTWARD				Siding Standing Room. Cars with Engines.	Mile Posts	TIME TABLE NO. 24 Taking Effect October 25, 1959		EASTWARD					
SECOND CLASS						SECOND CLASS							
		591	571			STATIONS		592	572				
		Local	Dispatch CA 1			Local	Dispatch AC 2						
	L	7 05AM	L	3 30PM		-----	WATERLOO	A	11 00AM	A	2 00PM		
		Monday Wednesday Friday		Daily		-----	See Waterloo District						
	L	7 25AM	L	3 55PM		-----	MONA JCT. 0.3	A	10 40AM	A	1 40PM		
		7 26		3 56	48	0.8	-----	JAKE 7.1	10 35		1 35		
		7 37		4 07	32	7.4	-----	JANESVILLE 4.2	10 17		1 23		
		7 45		4 15	16	11.6	-----	BABCOCK 2.0	10 10		1 15		
		7 50		4 18	40	13.6	D-----	WAVERLY 8.6	10 00		1 11		
		8 10		4 33	59	22.2	D-----	PLAINFIELD 7.9	9 33		12 57		
		8 30		4 46	33	30.1	D-----	NASHUA	9 15		12 45		
		9 30		5 10	56	41.9	D-----	11.8 CHARLES CITY 5.6	8 50		12 27		
		9 40		5 20	---	47.5	-----	FLOYD 6.5	8 20		12 18		
		9 55		5 31	---	54.0	D-----	ORCHARD 4.6	8 05		12 06PM		
		10 45		5 40	23	58.6	D-----	OSAGE 3.6	7 55		11 58		
		10 55		5 47	---	62.2	-----	MITCHELL 4.7	7 35		11 52		
		11 44 ⁵⁷²		5 55	51	66.9	D-----	ST. ANSGAR 4.4	7 25		11 44 ⁵⁹¹		
	A	11 55AM	A	6 05PM	---	71.3	-----	STACYVILLE JCT.	L	7 10AM	L	11 37	
						71.3	-----	VIA STACYVILLE STACYVILLE JCT. 2.2	A	7 10AM			
						73.5	-----	TOETERVILLE 5.5		6 55			
						79.0	D-----	STACYVILLE 5.5		6 40			
						73.5	-----	TOETERVILLE 2.2		6 25			
						71.3	-----	STACYVILLE JCT.	L	6 15AM			
	L	11 55AM	L	6 05PM	---	71.3	-----	2.2 STACYVILLE JCT. 4.4	A	6 15AM	A	11 37	
		12 05PM		6 15	16	75.7	-----	LYLE 6.4		6 01		11 29	
		12 17		6 27	---	82.1	D-----	LONDON 5.8		5 49		11 15	
		12 27		6 37	---	87.9	D-----	MYRTLE 6.3		5 38		11 03	
		12 40		6 47	31	94.2	D-----	GLENVILLE 0.2		5 26		10 46	
	A	12 45PM	A	6 50PM	---	94.4	-----	LANE	L	5 25AM	L	10 45AM	
							-----	Be governed by C. R. I. & P. C. T. C. Rules		Tuesday Thursday Saturday		Daily	
	A	1 00PM	A	7 05PM	---	101.0	C-----	6.6 ALBERT LEA	L	5 00AM	L	10 30AM	

No- 592 operates via Stacyville Tuesday, Thursday and Saturday

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.
Cedar Rapids—Engine house.	Fort Dodge—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	— —
------------	-----

17, 19, 20, 21. Self-propelled roadway machines will not display signals as prescribed by rules 17, 19, 20 and 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.

83. Train Registers:

Broadview.
 East Junction.
 West Junction.
 Madison.
 Portage.
 East Cabin.
 Wood.
 Manchester—(Cedar Rapids District trains).
 Cedar Rapids.
 Rath.
 Waterloo—Ticket Office.
 West Tower.
 Mona Jet.—(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 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 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-183 displays a yellow light, and be governed by indication of eastward home signal of the interlocking at Dubuque Junction.

Westward 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 may leave Lane without clearance

83 (b). At Broadview, East Junction, West Junction, Portage, Wood, Rath 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 Case to 2000 feet east of Buckbee).

Freeport (Freeport yard limits extends East Jet. to West Junction).

East Cabin.

Dubuque (Dubuque yard limits extends Dubuque Junction to Mile Post 186).

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—Waterloo 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. R. 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. R. 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.

99 (b.) Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen

on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

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 and Express Trains: Passenger Engines	Passenger and Express Trains: GP Type Engines (See Note A)	Freight Trains: Passenger or GP Type Engines (See Note A)	All Trains: Switcher or Transfer Engines (See Note A)	Wrecking Derricks and Eight-Wheel Locomotive Cranes
Between Broadview and West Junction.....	79	65	50	45	30
Between West Junction and east switch Scales Mound.....	79	65	60	45	30
Between east switch, Scales Mound and east switch, Grant.....	45	45	35	35	25
Between east switch Grant and Portage.....	40	40	35	35	25
Between Portage and East Cabin.....	75	65	60	45	30
Between East Cabin and Dubuque Junction.....	10	10	10	10	10
Between Dubuque Junction and Wood.....	30	30	25	25	25
Between Wood and west switch Peosta.....	40	40	35	35	25
Between west switch Peosta and east switch Epworth.....	75	65	50	45	30
Between east switch Epworth and Waterloo.....	79	65	50	45	30
Between Waterloo and Gypsum.....	79	65	60	45	30
Between Gypsum and Fort Dodge.....	30	30	30	30	20
Between West Junction and Madison.....	30	30	30	30	20
Between Manchester and Cedar Rapids.....	25	25	25	25	20
Between Mona Junction and Lane.....	40	40	40	40	25
Between Stacyville Junction and Stacyville.....	25	25	25	25	15
Diverging Routes, Through Crossovers, Junction and Siding Switches:					
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	15
On straight track at spring switches when springing points.....	40	40	40	40	30
Charter Grove, Colvin Park, Irene and Perryville—turnouts east and west switches, siding	No. 15 crossovers and turnouts...	25	25	25	15
Alworth—turnouts east and west switches, 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—crossovers and turnouts					
West Belt Junction—turnout					
Susie—turnout to freight main					
Following sidings—turnouts east and west switches: Cedar Falls, New Hartford, Parkersburg, Ackley, Mills east siding, Mills west siding, Alden, Williams, Blairsburg, Webster City, Highview, Duncombe, Gypsum					
East Cabin—turnout eastward main until engine or leading car is on main track.....	15	15	15	15	15
Through turnouts at other locations.....	15	15	15	15	15

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.

NOTE A. Maximum permissible speed for GP type engines, except 9200 and 9201, is 65 miles per hour, and for switcher and transfer engines is 45 miles per hour. GP type engines 9200 and 9201 maximum permissible speed is 83 miles per hour, and when handling passenger trains they should be considered same as passenger engines, and subject to same speed restrictions.

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

Territory or Location	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: GP Type Engines (See Note A)	Freight Trains: Passenger or GP Type Engines (See Note A)	All Trains: Switcher or Transfer Engines (See Note A)	Wrecking Derricks and Eight-Wheel Locomotive Cranes
Freeport District					
Addison branch.....	15	15	15	15	15
Between MP-19 and MP-20-curve.....	50	50	50	45	30
Elmhurst, Over C. G. W.-C. A. & E. crossing.....	40	40	40	40	25
Between MP-21 and MP-22-curve.....	75	65	50	45	30
Between MP-25 and MP-26.....	70	65	50	45	30
Between MP-26 and MP-27.....	70	65	50	45	30
Between MP-40 and MP-41-curve.....	50	50	40	40	30
Between MP-75 and MP-76-curve.....	75	65	50	45	30
Between MP-77 and MP-78-curve.....	70	65	50	45	30
Between MP-79 and MP-80-curve.....	70	65	50	45	30
Between MP-84.5 and MP-87.5-curves.....	35	35	35	35	20
Between MP-110.5 and MP-111.5-curve.....	70	65	50	45	30
Dubuque District					
Between MP-122.5 and MP-123.5-curve.....	75	65	60	45	30
Galena, at curve C. B. & Q. crossing.....	15	15	10	10	10
Between MP-167.5 and MP-169-curves.....	30	30	30	30	25
Westward—Between MP-172 and MP-173-curves.....	50	50	40	40	25
Westward—Between MP-177.5 and MP-178-curve.....	70	65	50	45	30
Eastward—Between MP-177 and MP-178-curve.....	70	65	50	45	30
Dubuque, between Dubuque Jct. and 4th St. on tracks 1 and 2.....	10	10	10	10	10
Between MP-188.5 and MP-189.5-curves.....	30	30	25	25	25
Between MP-203.5 and MP-204.5-curve.....	70	65	50	45	30
Between MP-205 and MP-206-curve.....	75	65	50	45	30
Between MP-209 and MP-211-curves.....	70	65	50	45	30
Between MP-212 and MP-213-curve.....	45	45	45	45	30
Between MP-218 and MP-219-curves.....	75	65	50	45	30
Over bridge W219-0.....	50	50	40	40	30
Between MP-220.5 and MP-222-curves.....	75	65	50	45	30
Between MP-223 and MP-224-curves.....	65	65	50	45	30
Between MP-231 and MP-232-curves.....	50	50	35	35	30
Between MP-242 and MP-243.....	75	65	50	45	30
Between MP-245 and MP-246-curves.....	50	50	40	40	30
Between MP-246 and MP-248-curves.....	75	65	50	45	30
Between MP-251 and MP-252-curves.....	50	50	40	40	30
West of Independence over C. R. I. & P. crossing.....	50	50	50	45	30
Between MP-266 and MP-267-curve.....	75	65	50	45	30
Between MP-267 and MP-268-curve.....	75	65	50	45	30
Between MP-268 and MP-269-curve.....	70	65	50	45	30
Between MP-269 and MP-270-curve.....	75	65	50	45	30
Between MP-270 and MP-271-curve.....	75	65	50	45	30
East of Waterloo over C. G. W. crossing.....	20	20	20	20	20
Albert Lea District					
Between MP-7 and MP-9-curves.....	30	30	30	30	25
Between MP-27.5 and MP-30-curves.....	30	30	30	30	25
Between MP-31.5 and MP-32-curve.....	30	30	30	30	25
Between MP-41 and MP-43-curves.....	20	20	20	20	20
Between MP-75 and MP-76-curves.....	30	30	30	30	25
Waterloo District					
Between MP-282.4 and MP-283.3-curves.....	35	35	25	25	20
Between MP-283.3 and MP-283.5-reverse curves C. R. I. & P. crossing.....	20	20	20	20	20
Between MP-283.6 and MP-284.0-curves.....	35	35	25	25	20
Between MP-286 and MP-287-curve.....	50	50	40	40	20
Between MP-288 and MP-289-curve.....	50	50	40	40	20
Between MP-312 and MP-313-curve.....	50	50	40	40	20
Ackley, between station and M. & St. L. crossing.....	15	15	15	15	15
Between MP-326 and MP-327-curves.....	35	35	25	25	20
Between MP-372 and MP-374-curves.....	30	30	30	30	20
Between 14th St. and passenger station, Fort Dodge.....	15	15	15	15	15
Madison District					
Over bridge R-2-9.....	20	20	20	20	20
Tunnel MP-40.....	10	10	10	10	10
Over bridge R-43-9.....	15	15	15	15	15

NOTE A. Maximum permissible speed for GP type engines, except 9200 and 9201, is 65 miles per hour, and for switcher and transfer engines is 45 miles per hour. GP type engines 9200 and 9201 maximum permissible speed is 83 miles per hour, and when handling passenger trains they should be considered same as passenger engines, and subject to same speed restrictions.

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 high ore cars with short wheel base will not exceed speed of twenty-five miles per hour.

Between Broadview and Portage, and between Dubuque and Fort Dodge, speed of train handled by single unit diesel locomotive is restricted as follows:

Single unit diesel light or with one car
(which may be coach or caboos).....25 miles per hour

Single unit diesel with two cars
(one of which may be coach or caboos).....45 miles per hour

Trains handling diesel switch engines or transfer units 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.

Eastward Madison District trains will not exceed speed of 20 miles per hour between home signals at West Jct., Freeport.

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

Location	Class of Engines
Hillside Quarry Track	More than one unit, derail & beyond
Monroe	
Egg House Track	All engines
Water Works Track	All engines
Galena	
Fox Track	All engines, scales and beyond
Julien	
Standard Oil Track	All engines, beyond sign reading "Engine Limit" located 1178 feet from point of switch.
Cedar Falls	
Wagner Spur	All engines beyond clearing point
C. G. W. Interchange	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.
Osage, Tub Track	More than one unit beyond clearing point.

Maximum loaded car permissible for movement:

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

Cedar Rapids District—105 gross tons—Authority must be obtained to move heavier loads.

Dubuque District
Bridge W-182-0

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.

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	Track 1 to Rath Sheep Yards	Signalman Rath
	Crossover-tracks 1 and 2 West of Switch to Rath Sheep Yards	Signalman Rath
	Track 2 to Rath extension	Signalman Rath
East Belt Jct.	West switch crossover east of East Belt Jct.	Signalman Rath
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.	Manchester.
Hawthorne — Engine house office.	Cedar Rapids.
Hawthorne — Yard office.	Waterloo — Ticket office.
Rockford — Yard office.	Waterloo — Yard office.
Freeport — Engine house.	Waterloo — Engine house
Freeport — Passenger Depot.	Albert Lea.
Freeport — Freight house locker room.	Fort Dodge — Yard office.
Freeport — Wallace yard office.	Fort Dodge — Engine house.
Dubuque — Yard office.	

D-151. Two Main Tracks:

- Between East Junction and West Junction.
- Between Portage and East Cabin.
- Between Hilltop and Rath.

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 and between Rath and East Belt Jct. 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.

287. On the Freeport, Dubuque and Waterloo Districts trains and engines may move through trailing point switch at speed not to exceed 25 miles per hour when block signal shows a "slow-clear" indication.

290. (A). **Automatic Train Stop Device:**—Locomotive engineers 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, engineer 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 engineers 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 engineer 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.-15 to M.P.-180.41, East Cabin on westward track, from M. P.-180.76 to Portage on eastward track, and from Dubuque, M. P.-184.05 to M. P.-274.69 on passenger main, Waterloo, and from Waterloo M. P.-276.49 to Cedar Falls M. P.-282.87.

Automatic train stop territory extends westward from Waterloo M. P.-276.82 to Fort Dodge M. P.-373.69 and eastward from Fort Dodge M. P.-374.45 to Waterloo M. P.-277.60.

509 (a.) Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossings protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

If train or engine with or without cars moving on main tracks over public crossing protected by automatic devices stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted or set out between the crossing and insulated rail joint nearest the crossing on that track.

Trains or engines proceeding in accordance with Rule 509 (a) will also proceed expecting to find crossing protection devices not working properly.

539. Spring Switches.

Location:	Normal Position:
Munger: East switch, 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: East and west switches, siding(*)	For main track
Warren: East and west switches, siding(*)	For main track
Scales Mound: East switch, siding(*)	For main track
Grant: East switch, siding(*)	For main track
East Cabin: East switch, siding	For eastward main track
East Cabin: Intermediate switch,	} For movement to eastward 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
Mills: West switch, west siding(*)	For main track
Williams: West switch, siding(*)	For main track
Webster City: East switch, siding	For main track
Webster City: West switch, siding(*)	For main track
Duncombe: West switch, siding(*)	For main track
Gypsum: West switch, siding	For main track

(*) Equipped with lunar white marker.

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.

Gypsum—Ft. D. DM. & S. Ry.

Webster City—C. & N. W. 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.

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.

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.

1203. When four (4) or more than four (4) GP type diesel locomotives are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three (3) units in multiple there is danger of a jack-knife action of the units which may re-

sult in rail turning over under locomotive. Before making back-up movement with more than three (3) units, engines of the leading units must be isolated and only the rear three (3) units allowed to work power. Enginemen must see that these instructions are strictly observed.

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.

1205. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners, and other such heavy equipment which cannot readily be removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed (See Rule 672).

Levermen or operators must not operate any switches or derails in the route lined for this equipment while it remains within the interlocking limits.

In Automatic Train Stop Territory deadhead movements of this equipment will be authorized and made according to existing Timetable Special Instructions, except that Train Dispatchers will arrange for clear block between open stations both in advance of and in the rear of this equipment.

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. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.

6. 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.

7. 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.

8. 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	5	5	10
Horsepower	Hawthorne to Wallace	Wallace to Hawthorne	Wallace to Monroe	Monroe to Madison	Madison to Monroe	Monroe to Wallace
1500	4735	4360	2765	2270	2045	4655
1750	5525	5090	3225	2650	2385	5430
3000	9470	8720	5530	4540	4090	9310
3250	10260	9450	5990	4920	4430	10085
3500	11050	10180	6445	5300	4770	10860
4500	14205	13080	8295	6810	6135	13965
4750	14995	13810	8755	7190	6475	14740
5000	15785	14540	9215	7570	6815	15515
5250	16575	15270	9675	7950	7155	16290

Factor	6	3	6	5	6	5	0	9
Horsepower	West Jct. to Dubuque	Dubuque to Waterloo	Waterloo to West Jct.	Between Manchester and Cedar Rapids	*Waterloo to Albert Lea	Albert Lea to Waterloo	Waterloo to Fort Dodge	Fort Dodge to Waterloo
1500	3350	2340	2570	2660	3160	2685	2585	4370
1750	3910	2730	3000	3105	3685	3130	4530	5100
3000	6705	4680	5140	5320	6320	5730	7770	8740
3250	7260	5070	5570	5760	6845	5815	8415	9470
3500	7820	5460	5995	6205	7370	6260	9060	10200
4500	10055	7015	7710	7975	9480	8055	11655	13110
4750	10615	7405	8140	8420	10005	8500	12300	13840
5000	11175	7795	8565	8865	10530	8945	12945	14570
5250	11730	8185	8995	9310	11055	9390	13590	15300

* Double into Babcock.