DIVISION OFFICERS

J. W. DODGE, Superintendent ..... Waterloo

R. E. JONES, Assistant Superintendent ..... Waterloo

L. R. CLAYTON, Train Master ..... Freeport

C. E. JONES, Train Master ..... Waterloo

N. M. WRIGHT, Train Master ..... Fort Dodge

J. P. MORAN, Train Master ..... Council Bluffs

J. W. DIERS, Assistant Train Master ..... Cherokee

F. W. PARK, Traveling Engineer ..... Freeport

D. E. CLEGHORN, Traveling Engineer ..... Waterloo

E. F. KELLY, Traveling Engineer ..... Fort Dodge

R. C. BINGHAM, Train Master ..... Waterloo
(Waterloo R. R.)

R. J. STRAIN, Ass't. Train Master ..... Waterloo
(Waterloo R. R.)

SERVICE WITH SAFETY

EVERYWHERE . . .
ALL THE TIME!

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 Gulf Railroad

IOWA DIVISION

TIME TABLE No.

3

Taking Effect at 12:01 a.m.

SUNDAY, APRIL 27, 1975

Superseding Iowa Division Time Table No. 2

Dated February 9, 1975

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. L. WILLIAMS, Chief Transportation Officer
R. K. OSTERDOCK, Gen. Supt. Terminals
I. B. HALL, Gen. Supt. Transportation
J. E. MOSS, Supt. Transportation

FREEPORT DISTRICT Westward

TIME TABLE No. 3
Taking Effect April 27, 1975

Siding, Standing Room, Cars with Engine.	Siding Capacity (Feet)	Mile Posts	STATIONS	FIRST CLASS 371 The Blackhawk	SECOND CLASS 79 C F S	SECOND CLASS 75 C F-5	SECOND CLASS 71 C C-1	THIRD CLASS 91 Local
			C.....CHICAGO UNION STATION	L 6 05PM				
		8.0 9.0	C..... HAWTHORNE					
			See Chicago Division	Daily	Daily	Daily	Daily	Except Monday
		5.5 14.5	BROADVIEW	L 6 40PM	L 2 45AM	L 12 30PM	L 8 30PM	L 11 15AM
		4.8 19.3	ELMHURST	s 6 47	2 55	12 40	8 40	11 25
		3.0 22.3	SOUTH ADDISON		3 04	12 46	8 50	11 30
		7.3 29.6	CAROL STREAM					
103	5708	5.5 35.1	MUNGER	7 08	3 17	1 03	9 07	11 59 76
		8.9 39.0	COLEMAN		3 23	1 08	9 13	12 10PM
55	3058	7.9 46.9	PLATO CENTER		3 33	1 17	9 23	12 25
110	6099	6.3 53.2	BURLINGTON	7 24	3 41	1 25	9 31	12 40
		8.2 61.4	GENOA					
		1.2 62.6	HART					
117	6476	4.6 67.2	COLVIN PARK	7 37	4 01	1 45	9 51	1 00
71	3933	6.5 73.7	IRENE		4 09	1 55	9 59	1 10
		5.4 79.1	PERRYVILLE					
110	6101	4.4 83.5	BUCKBEE	7 52	4 19	2 10	10 12	1 30
		3.1 86.6	C..... ROCKFORD	s 7 57				
67	3727	.2 86.8	CASE	7 58	4 31	2 30	10 21	2 00
76	4212	7.7 94.5	ALWORTH	8 05	4 41	2 45 92	10 31	2 15
130	7175	5.8 100.3	SEWARD	8 10	4 50	2 55	10 39	2 30 92
		5.9 106.2	EVARTS					
		7.3 113.5	EAST JUNCTION	8 23	5 04	3 10	10 59 88	2 59
		.9 114.4	FREEPORT	s 8 27				
		1.2 115.6	C..... WALLACE	A 8 31PM	A 5 15AM	A 3 45PM	A 11 30PM	A 3 30PM

FREEPORT DISTRICT Eastward

Siding, Standing Room. Cars with Engine.	Siding Capacity (Feet)	Miles from Wallace	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	FIRST CLASS 370 The Blackhawk	FIRST CLASS 372 The Blackhawk		SECOND CLASS 72 S F C	SECOND CLASS 76 C C-6	SECOND CLASS 80 C C-8	THIRD CLASS 92 Local
---	---	114.6	C CHICAGO UNION STATION	A 10 10AM	A 11 45AM					
			8.0							
---	---	106.6	C HAWTHORNE							
			See Chicago Division							
			5.5							
---	---	101.1	BROADVIEW	A 9 26AM	A 11 01AM		A 10 30AM	A 12 30PM	A 2 00AM	A 6 30PM
			4.8							
---	---	96.3	ELMHURST	s 9 19	s 10 54		9 57	12 22	1 30	6 00
			3.0							
---	---	93.3	SOUTH ADDISON				9 50	12 15PM	1 15	5 50
			7.3							
---	---	86.0	CAROL STREAM							
			5.5							
103	5708	80.5	MUNGER	8 59	10 34		9 33	11 59 91	12 52	5 30
			3.9							
---	---	76.6	COLEMAN				9 27	11 53	12 43	5 00
			7.9							
55	3058	68.7	PLATO CENTER				9 17	11 43	12 33	4 40
			6.3							
110	6099	62.7	BURLINGTON	8 42	10 17		9 09	11 25	12 15AM	4 20
			8.2							
---	---	54.2	GENOA							
			1.2							
---	---	53.0	HART							
			4.6							
117	6476	48.4	COLVIN PARK	8 29	10 04		8 53	11 09	11 58	4 00
			6.5							
71	3933	41.9	IRENE				8 45	11 01	11 50	3 50
			5.4							
---	---	36.5	PERRYVILLE							
			4.4							
110	6101	32.1	BUCKBEE	8 14	9 49		8 32	10 47	11 37	3 32
			3.1							
---	---	29.0	C ROCKFORD	s 8 09	s 9 44					
			.2							
67	3727	28.8	CASE	8 06	9 41		8 23	10 38	11 30	3 00
			7.7							
76	4212	21.1	ALWORTH	8 00	9 35		8 13	10 28	11 20	2 45 75
			5.8							
130	7175	15.3	SEWARD	7 54	9 29		8 05	10 20	11 13	2 30 91
			5.9							
---	---	9.4	EVARTS							
			7.3							
---	---	2.1	EAST JUNCTION	7 41	9 16		7 50	10 05	10 59 71	2 10
			.9							
---	---	1.2	FREEPORT	s 7 39	s 9 14					
			1.2							
---	---	---	C WALLACE	L 7 34AM	L 9 09AM		L 7 45AM	L 10 00AM	L 10 45PM	L 2 00PM
				Except Sunday	Sunday Only		Daily	Daily	Daily	Except Sunday

DUBUQUE DISTRICT Westward

Siding, Standing Room, Cars with Engine.	Siding Capacity (Feet)	Mile Posts	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	FIRST CLASS 371 The Blackhawk			SECOND CLASS 71 C C-1	79 C F S	77 Local	75 C F-5
---		114.4	FREEPORT	Ls 8 27PM						
			1.2							
				Daily			Daily	Daily	Daily	Daily
---		115.6	C WALLACE	L 8 31PM			L 12 30AM	L 5 30AM	L 4 00PM	L 9 00PM
			1.2							
---		116.8	WEST JUNCTION							
			5.5							
---		122.3	ELEROY							
			4.6							
122	6756	126.9	LENA							
			4.1							
---		131.0	WADDAMS GROVE							
			4.0							
---		135.0	NORA							
			3.5							
119	6570	138.5	WARREN	s 8 59						
			6.0							
---		144.5	APPLE RIVER							
			8.2							
122	6745	152.7	SCALES MOUND							
			5.6							
---		158.2	COUNCIL HILL							
			6.6							
91	5022	164.6	GRANT							
			.9							
---		165.5	GALENA	s 9 39						
			3.3							
57	3164	168.8	PORTAGE	9 46			2 00	7 00	5 30	10 30
			12.7							
102	5633	181.5	C EAST CABIN				2 15	7 15	5 45	10 45
			.2							
---		181.7	EAST DUBUQUE	s 10 04						
			.6							
---		182.3	DUBUQUE JCT.							
			.9							
---		183.2	DUBUQUE	A 10 20PM						
			.8							
---		184.0	WOOD							
			5.6							
---		189.6	CENTER GROVE							
			3.2							
80	4424	192.8	JULIEN							
			4.9							
142	7842	197.7	PEOSTA							
			4.3							
---		202.2	EPWORTH							
			3.9							
---		205.9	FARLEY							
			6.5							
127	7022	212.4	DYERSVILLE							
			7.7							
77	4280	220.1	EARLVILLE							
			3.8							
---		223.9	DELAWARE							
			6.0							
110	6083 S	229.9	MANCHESTER							
142	7856 N		6.9							
---		236.8	MASONVILLE							
			4.1							
122	6739	240.9	BETH							
			3.1							
---		244.0	WINTHROP							
			8.5							
68	3781	252.5	INDEPENDENCE							
			8.7							
122	6716	261.2	JESUP							
			3.9							
---		265.1	MARSH							
			4.1							
---		269.2	RAYMOND							
			2.8							
---		272.0	HILLTOP							
			1.9							
---		273.9	RATH							
			2.4							
---		276.3	C WATERLOO				A 6 00AM	A 11 15AM	A 10 00PM	A 4 00AM

DUBUQUE DISTRICT Eastward

Siding, Standing Room Cars with Engine.	Siding Capacity (Feet)	Miles from Waterloo	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	FIRST CLASS 370 The Blackhawk	FIRST CLASS 372 The Blackhawk		SECOND CLASS 72 SFC	SECOND CLASS 76 CC-6	SECOND CLASS 80 CC-8	SECOND CLASS 78 Local
---		161.9	FREEPORT	As 7 39AM	As 9 14AM					
			1.2							
---		160.7	C. WALLACE	A 7 34AM	A 9 09AM		A 7 00AM	A 10 00AM	A 10 45PM	A 3 00AM
			1.2							
--		159.5	WEST JUNCTION							
			5.5							
--		154.0	ELEROY							
			4.6							
122	6756	149.4	LENA							
			4.1							
--		145.3	WADDAMS GROVE							
			4.0							
--		141.3	NORA							
			3.5							
119	6570	137.8	WARREN	s 7 07	s 8 42					
			6.0							
---		131.8	APPLE RIVER							
			8.2							
122	6745	123.6	SCALES MOUND							
			5.6							
---		118.1	COUNCIL HILL							
			6.6							
91	5022	111.7	GRANT							
			.9							
---		110.8	GALENA	s 6 27	s 8 02					
			3.3							
57	3164	107.5	PORTAGE				5 15	8 15	9 00	12 16
			12.7							
102	5633	94.8	C. EAST CABIN				5 00	8 00	8 45	12 01AM
			.2							
---		94.6	EAST DUBUQUE	s 6 02	s 7 37					
			.6							
---		94.0	DUBUQUE JCT.							
			.5							
---		93.1	DUBUQUE	L 5 55AM	L 7 30AM					
			.8							
---		92.3	WOOD							
			5.6							
---		86.7	CENTER GROVE							
			3.2							
80	4424	83.5	JULIEN							
			4.9							
142	7842	78.6	PEOSTA							
			4.3							
---		74.3	EPWORTH							
			3.9							
---		70.4	FARLEY							
			6.5							
127	7022	63.9	DYERSVILLE							
			7.7							
77	4280	56.2	EARLVILLE							
			3.8							
---		52.4	DELAWARE							
			6.0							
110	6083 S	46.4	MANCHESTER							
142	7856 N		6.9							
---		39.5	MASONVILLE							
			4.1							
122	6739	35.4	BETH							
			3.1							
---		32.3	WINTHROP							
			8.5							
68	3781	23.8	INDEPENDENCE							
			8.7							
122	6716	15.1	JESUP							
			3.9							
---		11.2	MARSH							
			4.1							
---		7.1	RAYMOND							
			2.8							
---		4.3	HILLTOP							
			1.9							
---		2.4	RATH							
			2.4							
---		---	C. WATERLOO				L 2 00AM	L 5 00AM	L 5 45PM	L 9 00PM
				Except Sunday	Sunday Only		Daily	Daily	Daily	Daily

Westward — WATERLOO DISTRICT — Eastward

TIME TABLE No. 3
Taking Effect April 27, 1975

THIRD CLASS	SECOND CLASS			Siding, Standing Room, Cars with Engine.	Siding Capacity (Feet)	Mile Posts	STATIONS	Miles from Ft. Dodge	SECOND CLASS			THIRD CLASS
97	79	71	75						80	72	76	98
Local	C F S	C C-1	C F-5						C C-8	S F C	C C-6	Local
Except Saturday	Daily	Daily	Except Sunday									
L 10 00AM	L 1 00PM	L 8 30AM	L 5 00AM	----	----------	276.3	C WATERLOO 2.4	98.8	A 4 45PM	A 1 00AM	A 2 15AM	A 12 30PM
10 13	1 13	8 43	5 13	----	----------	278.7	SUSIE 2.3	96.4	4 20	12 27	1 57	11 40
10 18	1 18	8 48	5 18	----	----------	281.0	MONA JCT. 1.4	94.1	4 13	12 23	1 53	11 35
10 23	1 23	9 00	5 28	71	3941	282.4	CEDAR FALLS 10.1	92.7	4 10	12 19	1 49	11 30
10 43	1 38	9 15	5 43	119	6566	292.5	NEW HARTFORD 5.8	82.6	3 56	12 04AM	1 34	11 15
10 49	1 45	9 22	5 49	----	----------	298.3	SINCLAIR 2.8	76.8	3 49	11 56	1 26	11 05
10 58 98	1 50	9 25	5 52	79	4389	301.1	PARKERSBURG 5.0	74.0	3 46	11 52	1 22	10 58 97
11 05	1 57	9 32	5 58	----	----------	306.1	APLINGTON 3.9	69.0	3 39	11 45	1 15	10 31
11 09	2 02	9 37	6 03	----	----------	310.0	AUSTINVILLE 5.4	65.1	3 34	11 41	1 11	10 25
11 16	2 10	9 43	6 10	72 32	4041 1789	315.4	D ACKLEY 5.0	59.7	3 27	11 34	1 04	10 16
11 22	2 17	9 49	6 18	----	----------	320.4	MACY 5.3	54.7	3 21	11 27	12 58	10 06
11 56	2 25	9 56 98	6 28	123 73	6811 4012	325.7	C MILLS 0.4	49.4	3 15	11 20	12 51	9 56 71
12 01PM	2 26	9 58	6 30	19	1050	326.1	IOWA FALLS 6.5	49.0	3 10	11 18	12 50	9 15
12 15	2 34	10 06	6 38	74	4103	332.6	ALDEN 8.6	42.5	3 00	11 10	12 41	9 05
12 30	2 50 80	10 16	6 48	122	6751	341.2	WILLIAMS 5.0	33.9	2 50 79	11 01	12 31	8 55
12 45	2 55	10 23	6 56	----	----------	346.2	BLAIRSBURG 3.8	28.9	2 35	10 50	12 21	8 45
12 50	3 00	10 28	7 00	----	----------	350.0	STONEGA 5.5	25.1	2 31	10 44	12 15	8 30
1 30	3 08	10 34	7 10	123	6804	355.5	D WEBSTER CITY 4.4	19.6	2 21	10 34	12 05AM	8 20
1 35	3 13	10 40	7 20		----------	359.9	HIGHVIEW 4.8	15.2	2 15	10 28	11 59	8 01
2 05 80	3 18	10 46	7 55 98	123	6802	364.2	DUNCOMBE 2.8	10.9	2 05 97	10 20	11 50	7 55 75
2 15	3 22	10 50	8 00	----	----------	367.0	JUDD 4.8	8.1	2 00	10 15	11 45	7 45
2 25	3 27	10 57	8 10		----------	371.8	GYPSUM 3.3	3.3	1 55	10 10	11 40	7 40
A 3 00PM	A 4 00PM	A 11 30AM	A 8 30AM	----	----------	375.1	D FORT DODGE		L 1 45PM	L 10 00PM	L 11 30PM	L 7 30AM
									Daily	Except Sunday	Except Sunday	Except Sunday

ALBERT LEA DISTRICT

Westward SECOND CLASS			Siding, Standing Room, Cars with Engine.	Siding Capacity (Feet)	Mile Posts	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	Miles from Albert Lea	Eastward SECOND CLASS		
		571 Dispatch CA1						572 Dispatch AC2		
		L 2 55PM				C WATERLOO	105.7	A 10 30AM		
		Except Saturday				See Waterloo District				
		L 3 15PM				4.7 MONA JCT.	101.0	A 10 10AM		
		3 16			0.8	0.8 JAKE	100.7	10 08		
		3 32	22	1228	7.4	7.1 JANESVILLE	93.6	9 53		
		3 46			13.6	6.2 WAVERLY	87.4	9 39		
		4 04	46	2578	22.2	8.6 PLAINFIELD	78.8	9 21		
		4 20			30.1	7.9 NASHUA	70.9	9 05		
		4 50	41	2256	41.9	11.8 D CHARLES CITY	59.1	8 41		
		5 02			47.5	5.6 FLOYD	53.5	8 29		
		5 16			54.0	6.5 ORCHARD	47.0	8 15		
		5 28			58.6	4.6 OSAGE	42.4	8 05		
		5 38			62.2	3.6 MITCHELL	38.8	7 57		
		5 48	38	2124	66.9	4.7 ST. ANSGAR	34.1	7 47		
		A 5 59PM			71.3	4.4 STACYVILLE JCT.	29.7	L 7 38AM		
					71.3	VIA STACYVILLE STACYVILLE JCT.				
					73.5	2.2 TOETERVILLE	31.9			
					79.0	5.5 STACYVILLE	37.4			
		L 5 59PM			71.3	STACYVILLE JCT.	29.7	A 7 38AM		
		6 09	11	642	75.7	4.4 LYLE	25.3	7 29		
		6 25			82.1	6.4 LONDON	18.9	7 15		
		6 37			87.9	5.8 MYRTLE	13.1	7 03		
		6 51	22	1251	94.2	6.3 GLENVILLE	6.8	6 46		
		A 6 55PM			94.4	0.2 LANE	6.6	L 6 45AM		
						Be governed by C. R. I. & P. C. T. C. Rules		Except Sunday		
		A 8 00PM			101.0	6.6 C ALBERT LEA	0.0	L 6 30AM		

Westward — OMAHA DISTRICT — Eastward

TIME TABLE No. 3
Taking Effect April 27, 1975

Westward SECOND CLASS 73 Dispatch FC3	Westward SECOND CLASS 71 Dispatch CC1	Siding, Standing Room, Cars with Engine.	Siding Capacity (Feet)	Mile Posts	STATIONS	Miles from Council Bluffs	Eastward SECOND CLASS 80 Dispatch CC8	Eastward SECOND CLASS 76 Dispatch CC6
L10 40PM	L 12 30PM			375.1	D FORT DODGE	135.8	A 12 15PM	A 10 30PM
Except Saturday	Daily				See Cherokee District			
L10 55PM	L 12 59PM	84 94	4627 5197	381.0	TARA 9.2	129.9	A 11 59AM	A 10 15PM
11 30	1 15	76	4231	390.2	KNIERIM 4.0	120.7	11 47	10 00
11 37	1 22			394.2	RICHARDS 5.9	116.7	11 42	9 53
11 45	1 30	118	6540	400.1	ROCKWELL CITY 5.2	110.8	11 34	9 45
11 55	1 40			405.3	SHERWOOD 6.7	105.6	11 26	9 38
12 05AM	1 50			412.0	YETTER 6.4	98.9	11 17	9 28
12 15	2 00			418.4	ULMER 7.4	92.5	11 08	9 18
12 25	2 10	96	5222	425.8	WALL LAKE 10.2	85.1	10 56	9 05
12 40	2 25			436.0	ELLS 6.5	74.9	10 43	8 50
12 48	2 35			442.5	DELOIT 5.8	68.4	10 34	8 42
12 56	2 43	100	5548	448.3	D DENISON 7.4	62.6	10 26	8 34
1 06	2 53			455.7	ARION 2.2	55.2	10 16	8 24
1 10	2 57			457.9	DOW CITY 7.7	53.0	10 13	8 20
1 20	3 07			465.6	DUNLAP 9.9	45.3	10 03	8 10
1 35	3 22			475.5	WOODBINE 8.0	35.4	9 50	7 55
1 45	3 32			483.5	LOGAN 7.8	27.4	9 40	7 45
1 55	3 42	122	6752	491.3	EUCLID 9.3	19.6	9 30	7 33
2 10	3 55			500.6	ASCOT 5.2	10.3	9 16	7 18
2 20	4 05			505.8	CLARA 5.1	5.1	9 08	7 10
A 2 30AM	A 4 45PM			510.9	D CO. BLUFFS 9.4	0.0	L 9 00AM	L 7 00PM
				520.3	OMAHA			
							Daily	Except Sunday

Westward — CHEROKEE DISTRICT — Eastward

TIME TABLE No. 3
Taking Effect April 27, 1975

Westward SECOND CLASS					Siding, Standing Room Cars with Engine.	Siding Capacity (Feet)	Mile Posts	STATIONS	Miles from Sioux City	Eastward SECOND CLASS				
73	675	71	217	673						80	680	676	218	76
Local	C F S	C C-1	C.N.W. No. 17	Local						C C-8	Local	S F C	C.N.W. No. 18	C C-6
Except Saturday	Except Saturday	Daily	Daily	Except Sunday										
L10 40PM	L 5 30PM	L12 30PM	.....	L 6 00AM	...	.....	375.1	D FORT DODGE	134.9	A12 15PM	A 12 30PM	A 9 45PM	.....	A 10 30PM
								0.6						
							375.7	FORT DODGE JCT.	134.3					
								5.9						
A10 55PM	5 45	A12 59PM	.....	6 15	84 94	4627 5197	381.0	TARA	129.0	L11 59AM	12 10PM	9 20	.....	L 10 15PM
								3.8						
							384.8	BARNUM	125.2					
								8.7						
.....	6 05	.....	.....	6 35	63	3477	393.5	MANSON	116.5	.....	11 50	9 00	.....	.....
								7.8						
.....	6 20	.....	.....	6 50	...	.....	401.3	POMEROY	108.7	.....	11 35	.....	.....	.....
								8.5						
.....	6 35	.....	.....	7 05	60	3352	409.8	FONDA	100.2	.....	11 20	8 35	.....	.....
								8.2						
.....	6 50	.....	.....	7 20	39	2188	418.0	NEWELL	92.0	.....	11 05	8 22	.....	.....
								5.0						
.....	.....	.....	.....	.....	...	.....	423.0	SULPHUR SPRINGS	87.0	.....	.....	.....	.....	.....
								5.5						
.....	7 10	.....	.....	7 50	70	3901	428.5	D STORM LAKE	81.5	.....	10 45	8 05	.....	.....
								5.6						
.....	7 20	.....	.....	8 05	32	1808	434.1	ALTA	75.9	.....	10 29	7 55	.....	.....
								7.4						
.....	7 40 676	.....	.....	8 20	60	3322	441.5	AURELIA	68.5	.....	10 16	7 40 675	.....	.....
								7.8						
.....	7 55	.....	.....	8 40	...	.....	449.3	ONAWA JCT.	60.7	.....	10 03	7 15	.....	.....
								1.6						
.....	9 00	.....	.....	A 9 00AM	...	.....	450.9	D CHEROKEE	59.1	.....	L 10 00AM	6 50	.....	.....
								6.0						
.....	9 15	.....	.....	.....	...	.....	456.9	MERIDEN	53.1	.....	.....	6 33	.....	.....
								4.2						
.....	9 25	.....	.....	.....	...	.....	461.1	CLEGHORN	48.9	.....	.....	6 24	.....	.....
								4.9						
.....	9 35	.....	.....	.....	81	4497	466.0	MARCUS	44.0	.....	.....	6 16	.....	.....
								8.5						
.....	9 50	.....	.....	.....	21	1178	474.5	REMSEN	35.5	.....	.....	6 01	.....	.....
								4.4						
.....	.....	.....	.....	.....	...	.....	478.9	OYENS	31.1	.....	.....	.....	.....	.....
								6.0						
.....	10 10	.....	L 8 15PM	.....	43	2404	484.9	C LE MARS	25.1	.....	.....	5 41	A 6 45PM	.....
								6.8						
.....	10 20	.....	8 25	.....	40	2242	491.7	MERRILL	18.3	.....	.....	5 31	6 30	.....
								5.0						
.....	10 30	.....	8 35	.....	...	.....	496.7	C WREN	13.3	.....	.....	5 22	6 20	.....
								1.8						
.....	10 38	.....	8 38	.....	72	3981	498.5	HINTON	11.5	.....	.....	5 19	6 17	.....
								3.7						
.....	10 45	.....	8 45	.....	...	.....	502.2	JAMES	7.8	.....	.....	5 13	6 10	.....
								3.5						
.....	.....	.....	.....	.....	...	.....	505.7	LEEDS	4.3	.....	.....	.....	.....	.....
								1.7						
.....	10 55	.....	A 8 55PM	.....	...	.....	507.4	28TH STREET	2.6	.....	.....	5 05	L 6 00PM	.....
								.5						
.....	11 07	.....	.....	.....	...	.....	507.9	D 22ND STREET	2.1	.....	.....	5 04	.....	.....
								6						
.....	11 15	.....	.....	.....	...	.....	508.5	17TH STREET	1.5	.....	.....	5 02	.....	.....
								.3						
.....	A11 30PM	.....	.....	.....	...	.....	508.8	YARD OFFICE	1.2	.....	.....	L 5 00PM	.....	.....
								6						
.....	.....	.....	.....	.....	...	.....	.....	SIOUX CITY	.....	.....	.....	.....	.....	.....
										Daily	Except Sunday	Except Sunday	Daily	Except Sunday

MADISON DISTRICT

WESTWARD	Mile Posts	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	Miles from Madison	EASTWARD
		C WALLACE	60.4	
		1.2		
	1.2	WEST JUNCTION	59.2	
		3.1		
	4.3	SCIOTO MILLS	56.1	
		8.7		
	13.0	ORANGEVILLE	47.4	
		3.5		
	16.5	CLARNO	43.9	
		7.3		
	23.8	MONROE	36.6	
		10.2		
	33.0	MONTICELLO	26.4	
		8.6		
	42.6	BELLEVILLE	17.8	
		3.9		
	46.5	BASCO	13.9	
		9.3		
	55.8	SUMMIT	4.6	
		4.6		
	60.4	MADISON		

ONAWA DISTRICT

Westward	Siding, Standing Room. Cars with Engine.	Mile Posts	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	Miles from Anthon	Eastward
			D CHEROKEE	31.3	
			1.6		
			See Cherokee District		
			ONAWA JCT	29.7	
			8.6		
		8.2	QUIMBY	21.1	
			5.5		
		13.7	WASHTA	15.6	
			8.0		
		21.7	CORRECTIONVILLE	7.6	
			7.6		
		29.3	ANTHON		

SIOUX FALLS DISTRICT

Westward SECOND CLASS 775 Local Freight	Siding, Standing Room. Cars with Engine.	Siding Capacity (feet)	Mile Posts	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	Miles from Sioux Falls	Eastward SECOND CLASS 776 Dispatch S F C
Except Saturday						
L 11 30PM				D CHEROKEE	96.4	A 8 00PM
				8.1		
11 50			8.1	LARRABEE	88.3	7 35
				5.9		
12 01AM			14.0	CALUMET	82.4	7 21
				5.6		
12 10			19.6	GAZA	76.8	7 11
				5.3		
12 20			24.9	PRIMGHAR	71.5	7 01
				6.3		
12 30			31.2	ARCHER	65.2	6 51
				7.2		
12 45	13	746	38.4	SHELDON	58.0	6 36
				6.2		
12 59			44.6	MATLOCK	51.8	6 23
				7.9		
1 20			52.5	GEORGE	43.9	6 06
				5.6		
1 35			58.1	EDNA	38.3	5 54
				5.1		
1 45			63.2	ROCK RAPIDS	33.2	5 45
				8.3		
2 05			71.5	STEEN	24.9	5 28
				4.9		
2 15			76.4	HILLS	20.0	5 21
				6.4		
2 30			82.8	BENCLARE	13.6	5 10
				4.2		
2 40			87.0	ROWENA	9.4	5 03
				9.4		
A 3 00AM	17	967	96.4	D SIOUX FALLS		L 4 45PM
						Except Sunday

CEDAR RAPIDS DISTRICT

Westward	Mile Posts	TIME TABLE No. 3 Taking Effect April 27, 1975 STATIONS	Miles from Cedar Rapids	Eastward
		MANCHESTER	42.1	
		9.6		
	9.6	RYAN	32.5	
		5.6		
	15.2	COGGON	26.9	
		6.6		
	21.8	CENTRAL CITY	20.3	
		7.2		
	29.0	ALBURNETT	13.1	
		13.1		
	42.1	CEDAR RAPIDS		

M. Trainmen and engineers 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 sides of cars and they must familiarize themselves with the location of such structures.

2. Standard Clocks:

Wallace—Engine house.
Wallace—Yard office.
Dubuque—Trainmen's Room.
Cedar Rapids—Engine house.
Waterloo—Yard office.
Waterloo—Engine house.
Albert Lea—Telegraph office.
Fort Dodge—Telegraph office.
Fort Dodge—Engine house.
Council Bluffs—Yard office.
Cherokee—Ticket office.
Sioux Falls—Freight office.
Sioux City—Engine house.
22nd Street—Telegraph office.
Sioux City—Passenger station.

4. N. Broadview is shown as the initial and terminal station of the Freeport District of the Iowa Division. Station, train and yard operations Broadview to Carol Stream MP 30 are under the jurisdiction of Chicago Division Officers.

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

Mills: For Siding — —
Wren: For C. & N. W. Ry. o o o o

When necessary to operate multiple diesel units in reverse direction for any great distance over territory where road crossings will be encountered, arrange to operate engine from the leading cab. Where this is impractical, a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary, to avoid accident.

When approaching Harlem Avenue and Riverside Drive in Berwyn, Illinois, whistle signal 14 (1) will not be sounded except in case of emergency.

17, 19, 20, 21. Between Dubuque Junction and Portage, trains may display signals as provided by train orders of their respective roads.

5-71. Eastward and Northward trains are superior to trains of the same class in the opposite direction.

83. Train Registers:

Hawthorne. Wallace.
Manchester—(Cedar Rapids District trains).
Cedar Rapids.
Waterloo—Yard office.
Mona Junction—(Albert Lea District trains when directed by train order.)
Fort Dodge—Telegraph office.
Council Bluffs—Yard office.
Cherokee. LeMars.
Wren—C. & N. W. trains originating or terminating at Wren.
22nd Street—Telegraph office.
Sioux City—Passenger Station (trains originating or terminating at Yard
Sioux Falls. office and 17th St.).

Trains may register at Wallace (except trains originating or terminating) by register ticket.

Trains may register at Hawthorne, Cherokee, LeMars, Wren, Sioux City, 22nd Street and Sioux Falls by register ticket.

93. Yard Limits:

Carol Stream M. P. 30 to Broadview.
Rockford (Rockford yard limits extends Case to 2000 feet east of Buckbee.)
Addison Branch.
West Junction to Madison.
Freeport (Freeport yard limits extends MP-109 to 3977 feet west of MP-117).
East Cabin.
Dubuque (Dubuque yard limits extends Dubuque Junction to M. P. 186.)
Cedar Rapids. (Cedar Rapids yard limits extends to Manchester.)
Waterloo (Waterloo yard limits extends Hilltop to 500 feet west of Mona Junction.)
Jake.
Glenville (extends to Lane)
Stacyville Branch.
Iowa Falls (Iowa Falls yard limits extends to Mills and 1,154 feet west of M. P. 323.)
Fort Dodge.
Tara.
Denison (Yard limits extend from M. P. 447.5 to M. P. 450.6.)
Council Bluffs (yard limits extend to Omaha).
Storm Lake.
Cherokee (yard limits extend to 320 feet east of M. P. 448).
Onawa District, Onawa Jct. to Anthon.
Sioux Falls.
LeMars.
Sioux City (Yard limits extend to 1900 feet east of M. P. 505.)

Time table superiority of all trains is suspended between Rath and yard limit sign at Mona Junction, and between westward home signal located 948 feet west of MP-376 (beginning and ending CTC) and Fort Dodge station. All trains and engines must run at YARD SPEED between these points.

Between the points indicated below, the 5 minute waiting period before a train or engine enters or fouls a main track is suspended.

All trains and engines operating on main tracks between these points must not exceed YARD SPEED. Any other signs or signals encountered, governing movement, between these points requiring a lower speed must be complied with.

Freeport — Between East Jct. and West Jct.
Waterloo — Between Rath Tower and Mona Jct.
Sioux City — Between 500 feet East of MP 505 and end of Block Signal territory MP 508.73.
Fort Dodge — Between MP 375.26 and MP 376.19.
East Cabin — Between siding switches at East end of siding and Eastward Home Signals of East Cabin Interlocking.

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 Waterloo yard without requiring the use of train orders or clearance. Trainman will obtain permission to use electric lock and signal from Waterloo Yardmaster. After permission is received, trainman will be governed by instructions posted in telephone booth.

Should this signal fail to clear and permission from Yardmaster at Waterloo obtained to use electric lock and signal, Yardmaster at Waterloo may authorize trains to proceed to Waterloo without train orders or clearance.

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

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

Cedar Rapids—I. C. G. R. R. and Waterloo R. R. .....Crossing
Lyle—I. C. G. R. R. and C. M. St. P. & P. R. R. .....Crossing
Lyle—I. C. G. R. R. and C. & N. W. R. R. .....Crossing
Sioux City—I. C. G. R. R. and C. & N. W. R. R. .....Crossing
Sioux City—I. C. G. R. R. and C. M. St. P. & P. R. R. ....Crossing
Sioux City—I. C. G. R R. and B. N. R. R. .....Crossing
Rock Rapids—I. C. G. R. R. and C. R. I. & P. R. R. .....Crossing
Sioux Falls—I. C. G. R. R. and C. & N. W. R. R. .....Crossing
Sioux Falls—I. C. G. R. R. and B. N. R. R.....Crossing
Cherokee—Sioux Falls District trains .....Junctions
Onawa Junction—Onawa District trains .....Junctions

At C. M. St. P. & P. crossing, Fonda, trains or engines on coal track must stop not less than fifty feet from crossing and know the way is clear before proceeding.

Gypsum . . C & NW Crossing (Not interlocked)

When a train or engine is stopped by stop indication of signals governing movement over this crossing, trainman shall proceed to the crossing and be governed by instructions posted at crossing.

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 (a). Crews of trains within the state of Illinois making an unscheduled stop or an unusual slowdown in Automatic Block Signal territory and Centralized Traffic Control territory must communicate with any following train entering or moving in the same block, directly or through the dispatcher or other qualified and responsible railroad employee advising as to presence and location of their train ahead.

When communication with such following trains is not established as outlined, a crew member shall station himself at the rear of the stopped or slowing train, maintain a vigilant lookout to flag against any following

train entering or moving within the same block.
These instructions shall not apply within interlocking and yard limits.

99 (c). 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 Trains:	Freight Trains:	Trains Handling Revolving Machinery on its Own Wheels
	MILE PER HOUR		
Between Broadview and MP-23	40	40	25
Between MP-23 and MP-30	60	40	25
Between MP-30 Carol Stream and MP-77	70	60	25
Between MP-77 and MP-88	60	60	25
Between MP-88 and MP-111	79	60	25
Between MP-111 and East Junction	60	60	25
Between East Junction and West Junction	30	30	25
Between West Junction and Madison	25	25	20
Between West Junction and west switch Scales Mound	60	60	25
Between west switch, Scales Mound and east switch, Grant	35	30	25
Between east switch Grant and Portage	30	30	25
Between Portage and East Cabin	60	60	25
Between East Cabin and Dubuque Junction	10	10	10
Between Dubuque Junction and Wood	30	25	25
Between Wood and M. P. 191.5	25	25	25
Between M. P. 191.5 and Peosta	30	30	25
Between Peosta and Rath	60	60	25
Between Rath and Susie	20	20	20
Between Susie and Gypsum	60	60	25
Between Gypsum and Fort Dodge	30	30	20
Between Manchester and Cedar Rapids	25	25	20
Between Mona Junction and Lane	30	30	25
Between Stacyville Junction and Stacyville	10	10	10
Between Fort Dodge and Tara	30	30	10
Between Tara and MP-510 (Omaha District)	59	49	25
Between Council Bluffs and Omaha	25	25	10
Between Tara and LeMars	40	40	25
Between LeMars and Sioux City	50	50	25
Between Cherokee and MP-37	40	40	25
Between MP-37 and MP-68	30	30	25
Between MP-68 and Sioux Falls	40	40	25
Between Cherokee and Anthon	10	10	10
Diverging Routes, Through Crossovers, Junction and Siding Switches:			
Through turnouts at spring switches unless otherwise authorized	25	25	10
On straight track at spring switches when springing points	40	40	25
Freeport—East & West Junction—crossovers and turnouts Portage—turnout east switch, multiple track Portage—B. N. Connection—turnout westward main Portage—B. N. 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 Manchester—turnout west switch, south siding Hilltop—turnout east switch, track 2 Rath—crossovers and turnouts Susie—turnout to freight main	No. 15 crossovers and turnouts		
Following sidings—turnouts east and west switches: Cedar Falls, New Hartford, Parkersburg, Ackley, Mills east siding, Mills west siding, Alden, Williams, Webster City, Duncombe	25	25	10
Tara—Junction to Omaha District Council Bluffs—East yard lead turnout Cherokee—East switch to passenger station turnout			
Leeds—East switch to siding and west switch to siding			
East Cabin—turnout eastward main until engine or leading car is on main track	10	10	10
Through turnouts at other locations	10	10	10

SPECIAL INSTRUCTIONS (Continued on page 14)

101 (a). LOWER SPEEDS:

Territory or Location	Passenger Trains:	Freight Trains:	Trains Handling Revolving Machinery on its Own Wheels
	MILE PER HOUR		
Freeport District			
Addison Branch	10	10	10
Between MP-40 and MP-41 curve	50	40	25
Between MP-75 and MP-76 curve	70	50	25
Between MP-77 and MP-78 curve	60	50	25
Between MP-79 and MP-80 curve	60	50	25
Between MP-84.5 and MP-87.5 curves	35	35	20
Between MP-110.5 and MP-111.5 curve	60	50	25
Madison District			
Over Bridge R-2-9	20	20	20
Tunnel MP-40	10	10	10
Over Bridge R-43-9	20	20	20
Dubuque District			
Galena, first curve west of depot	10	10	10
Westward—Between MP-172 and MP-173 curves	50	40	25
Westward—Between MP-177.5 and MP-178 curve	60	50	25
Eastward—Between MP-177 and MP-178 curve	60	50	25
Dubuque, between Dubuque Junction and 4th St. on tracks 1 and 2	10	10	10
Between MP-212 and MP-213	45	45	25
Over Bridge W219-0	50	50	25
Between MP-229.5 and MP-232	45	45	25
Between MP-245 and MP-246 curves	40	40	25
Between MP-251 and MP-252 curves	50	40	25
West of Independence over C. R. I. & P. crossing	50	50	25
Albert Lea District			
Between MP-41 and MP-43 curves	20	20	20
Waterloo District			
Between MP-276.5 and MP-278.6	20	20	20
Between MP-282.4 and MP-283.3 curves	35	25	20
Between MP-283.3 and MP-283.5, reverse curves C.R.I.&P. crossing	20	20	20
Between MP-283.6 and MP-284.0 curves	35	25	20
Between MP-286 and MP-287 curve	50	40	20
Between MP-288 and MP-289 curve	50	40	20
Between MP-312 and MP-313 curve	50	40	20
Between MP-326 and MP-327 curves	35	25	20
Between MP-355 and C. N. W. crossing, Webster City	25	25	25
Between MP-372 and MP-374 curves	30	30	20
Between 14th Street and passenger station, Fort Dodge	10	10	10

SPECIAL INSTRUCTIONS (Continued on page 15)

101 (a). LOWER SPEEDS:

Territory or Location	Passenger Trains:	Freight Trains:	Trains Handling Revolving Machinery on its Own Wheels
	MILE PER HOUR		
Omaha District			
Between MP-435 and MP-436 curve	40	40	25
Between MP-479 and MP-480 curve	45	35	25
Over Bridge WA-514-4	10	10	10
East Omaha: Reverse curves	10	10	10
Cherokee District			
Fort Dodge: Between passenger station and Central Avenue	10	10	10
Over Bridge W-376-0	30	20	20
Tara: Over C. & N. W. crossing	20	20	20
LeMars: Over street crossings	10	10	10
LeMars Interlocking: Westward trains—between westward approach signal and westward home signal	35	35	25
Eastward trains—between eastward approach signal and eastward home signal	30	30	25
Between MP-488 and MP-489 curve	40	40	25
Between MP-489 and MP-490 curve	40	40	25
Between MP-491 and MP-492 curve	40	40	25
Between MP-497 and MP-498 curve	40	40	25
Between MP-506 and MP-507 curve	40	40	25
Sioux City: Between 7th and 22nd Streets	25	25	25
Sioux City: Balloon Track—between 17th St. and passenger station	5	5	5
Sioux Falls District			
Over Bridge S-2-1	10	10	10
Between MP-5 and MP-6 curve	35	35	20
Over Bridge S-62-7	10	10	10
Between MP-67 and MP-68 curve	35	35	20
Over Bridge S-89-1	10	10	10
1500 feet each side MP-90	10	10	10
Sioux Falls: Sixth Street	5	5	5

101 (a). LOWER SPEEDS (continued)

Trains will not exceed 25 MPH within city limits of Rockford.

Between Broadview and Tara and between LeMars and Sioux City, speed of trains or engines is restricted as follows:

25 MPH for: (a) one diesel unit (b) two diesel units, (c) one diesel unit and one car or (d) one unit RDC (Budd) car train.

45 MPH, for: (a) one diesel unit and two cars (b) two diesel units and one car (c) three diesel units or (d) two unit RDC (Budd) car train.

Note: These restrictions do not apply to three unit RDC (Budd) car train.

Following are maximum authorized speeds on engines and certain specialized equipment, where timetable district speeds are lower then the lower speed will govern:

All switch, road switch and transfer engines ..... 45 MPH
All other freight engines ..... 65 MPH
FPA-3 (combination passenger-freight engines) ..... 80 MPH
RDC (Budd) cars ..... 80 MPH
Revolving machinery on its own wheels (must have boom trailing when practical) ..... 25 MPH

Note: This applies to both revenue and non-revenue equipment and includes the following previously described equipment: Wrecking derricks, hoisting derricks, wrecking cranes, derricks, cranes, locomotive cranes, eight-wheel locomotive cranes, pivoted machinery and rotating machinery.

Fixed cab pile drivers (boom either leading or trailing) ..... 25 MPH
Air dump cars (must be handled in trains performing local work) ..... 25 MPH
Jordan Spreaders (wings must be properly secured and must be handled in trains performing local work) ..... 25 MPH
Note: This includes following previously described equipment: Ditchers, Jordan Spreaders-ditchers and Jordan Spreader-ditcher-snowplows.
Wedge type snowplows (when plowing) ..... 40 MPH
Russell snowplows ..... 25 MPH
Ore cars with wheel base of 20 feet or less (measured between truck centers) ..... 30 MPH

Diesel engines moving through water (must not exceed three inches over top of rail) ..... 3 MPH
Cars containing panel rail ..... 30 MPH
Empty panel rail cars ..... 40 MPH
Cars containing lead slabs of 2,000 pounds or heavier ..... 40 MPH
36 inch (or larger) pipe on flat cars ..... 30 MPH
Trains handling scale test car (must be next ahead of caboose) ..... 30 MPH
Diesel truck transfer cars ..... 45 MPH

A speed of 5 MPH must not be exceeded on wye and ARCO lead at Menominee, Illinois.

All engines light, or with caboose or rider coach must not exceed a speed of 45 MPH.

A speed of 10 MPH must not be exceeded on all tracks except main tracks and sidings.

A speed of 5 MPH must not be exceeded on Manchester Wye.

Freight trains must not be operated at speeds between 13 and 20 MPH except in acceleration or deceleration.

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

Location	Class of Engines
Julien Standard Oil Track	All engines, beyond sign reading "Engine Limit" located 1178 feet from point of switch.
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.
Sioux Falls District	Heavier than GP-38 Class.
Onawa District	Heavier than GP-38 Class.

Single units only 400 class may be operated on Sioux Falls and Onawa Districts.

103. All engines with or without cars will stop before proceeding over Peoples Avenue, Rockford, Illinois and will not proceed over crossing until flag protection, on the ground, is afforded by member of crew.

Engine movements with or without cars over all tracks crossing Sixth (6th) Street west of Weber Avenue, Sioux Falls, South Dakota, must be protected by a member of train or yard crew flagging the crossing.

104. Normal position of switches.

Mona Junction ---------- For Waterloo District
Fort Dodge Junction ---------- For I. C. G. R. R.
Onawa Junction ---------- For Cherokee District
Sioux Falls District Junction ---------- For Cherokee District
28th Street ---------- For I. C. G. R. R.

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:

Rockford— Yard office.
Wallace— Engine house.
Wallace— Yard office.
Dubuque— Trainmen's Room.
Cedar Rapids.
Waterloo— Yard office.
Waterloo— Engine house.
Albert Lea.
Fort Dodge— Yard office.
Fort Dodge— Engine house.
Council Bluffs— Yard office.
Council Bluffs— Engine house.
Cherokee— Ticket office.
Cherokee— Engine house.
LeMars.
Sioux City— Passenger station.
22nd Street— Telegraph office.
Sioux City— Engine house.
Sioux Falls— Engine house.

111 (e). 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.

Hot box detectors are located and monitored as follows:

Location	Monitor Station
Omaha District:	
Dunlap	Fort Dodge
Waterloo District:	
Macy	Mills
Dubuque District:	
Masonville	Waterloo
Apple River	Chicago Train Detector Center
Freeport District:	
Irene Munger	Chicago Train Detector Center

In order to have a uniform procedure and understanding for handling hot boxes, loose wheels or dragging equipment by the employes at the monitor station with the engineers of the concerned train, the following instructions are issued:

When a hot box, loose wheel or dragging equipment is detected, the employe will contact the appropriate train in the following manner:
Monitor Station: This is the *(use name of monitor station)* calling the eastbound (or westbound) train passing *--(city)--(state)--*detector. Stop your train you have a *(loose wheel, hot box or dragging equipment).*
Train Engineer Response: This is the engineer on the train *(identity of train)* passing *--(city)--(state)--detector.* I am stopping my train.

If the above response is not received within ten (10) seconds, employe at monitor station will repeat and wait another ten (10) seconds then repeat a third time. If still no response, the employe will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, employe at monitor station will reply:

I will give you location of the car after you have your train stopped. During the time that the engineer is stopping his train, the employe will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

Monitor Station: This is *(monitor station)* calling engineer on train *(identity of train).*

Engineer Reply: This is engineer on train *(identity of train).*

Monitor Station: Engineer on train----------, you have a *(hot box, loose wheel or dragging equipment),* located---------cars from your *(lead unit or caboose)* on the *(north or south)* rail. It is the *(lead or trailing)* truck, *(lead or trailing)* wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car. All rails will be identified in relation to the timetable direction, (i.e. timetable direction east or west, identify rails as north or south).

An on-the-ground thermal inspection must be made by a member of the crew of the car reported to be defective and if defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for reported hot box defect, and examining wheels and axles or brake rigging for other reported defects.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the monitor station will withdraw from further operation, except the employe at Fort Dodge, Mills or Waterloo will relay instructions and information between the dispatcher and the engineer of the train, if requested to do so.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, nature of defect, if any, and disposition of the car, so that a record of stops may be maintained.

If defect is not found, report must be made to connecting crew so that car may be kept under observation, or report made to yard forces at final terminal.

If unable to talk direct to the train dispatcher via radio, a message containing the above information must be addressed to the train dispatcher and Chicago Hot Box Center and dropped off at the next open telegraph office where the operator on duty will report same to the train dispatcher

and Chicago Hot Box Center recording time and party notified and file same.

Train crew will be notified when hot box detectors are out of service and will make careful running inspection of their trains. When two consecutive detectors are out of service, crews must stop their train in the vicinity of the last inoperative detector and make an on-the-ground visual inspection of both sides of train.

M-151. Two Main Tracks:

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

215.

Amboy District trains may leave East Jct. without a clearance but must obtain clearance before leaving Wallace.

Trains may leave Broadview without a clearance but westward trains must obtain a clearance before leaving Hawthorne.

A clear train order signal at East Cabin will authorize eastward B. N. trains to leave East Cabin without a clearance.

Eastward trains originating at Dubuque may leave Dubuque without a clearance, but must obtain a clearance at East Cabin.

Westward B. N. trains may leave Portage without a clearance.

Westward Albert Lea District trains may leave Mona Junction without a clearance, but must obtain a clearance before leaving Waterloo.

Trains must obtain a clearance before leaving Albert Lea, and may leave Lane without clearance.

Cherokee District trains must obtain a clearance before leaving Cherokee and LeMars.

Trains originating at Yard Office may obtain register check from operator 22nd Street, and may move from Yard Office without a clearance, obtaining same at 22nd Street.

Onawa District trains may leave initial station on district without a clearance.

Extras may originate and run within CTC territory without a clearance.

Cedar Rapids District trains may leave Cedar Rapids and Manchester without a clearance.

251. Between East Cabin and Portage block signal indications supersede timetable superiority of trains moving in the same direction. All other block signal and operating rules remain in effect.

261. Between East Cabin and Dubuque Junction 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.

276. In automatic train stop territory deadhead movements 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 will be made in accordance with Rule 276, except that train dispatcher will arrange for clear block between open stations both in advance of and in the rear of this equipment.

277. Dual control switch at East Junction, Freeport District, is controlled by operator at Wallace.

279. Electric locked hand thrown switches:

Location	Switches	Controlled by
Freeport District Mile 24.5	Dupage Industry lead	Approach Locked
Carol Stream	Industry lead	Approach Locked
Rockford	J. Behr Industry track	Operator Rockford
Freeport District Mile 109.5	Kelly-Springfield Industry lead	Approach Locked
Freeport West Junction	Madison District Switch	Approach Locked
Eleroy	East and West House track switch	Approach Locked
Lena	Main to Siding crossover	Approach Locked
	East and West end house track	Approach Locked
Nora	Both ends storage track	Approach Locked
Warren	Main to Siding crossover	Approach Locked
Scales Mound	Main to Siding crossover	Approach Locked
	East and West ends of house track	Approach Locked
Dubuque Jct.	Track 2 to Adams	Operator
	Foundry Track	Dubuque Junction
Julien	East and West ends of Siding	Approach Locked
	Main to Siding crossover	Approach Locked
	Storage Track MP-185 plus 944 feet	Approach Locked
	Main to Storage Track MP-185 plus 2143 feet	Approach Locked
Farley	East and West House Track switch	Approach Locked
Dyersville	East and West end North house track	Approach Locked
Manchester	Cashway Spur	Approach Locked
	Main to North siding crossover	Approach Locked
	Main to South siding crossover	Approach Locked
	West end of South siding	Approach Locked
Winthrop	East and West Storage Track	Approach Locked
Independence	Main to siding crossover	Approach Locked
	East and West End of South House Track	Approach Locked
Jesup	Both ends of house track	Approach Locked
Marsh	Both ends of Storage track	Approach Locked
Between Hilltop and Rath	Track 1 to Rath Sheep Yards	Approach Locked
	Crossover—tracks 1 and 2 West of Switch to Rath Sheep Yards	Approach Locked
	Track 2 to Rath extension	Approach Locked
Mona Junction	Main track switch Albert Lea District	Approach Locked (See Rule 93) (Special instructions)
Manson	West end siding	Trainmen
Manson	West end house track	Trainmen
LeMars	West end C. & N. W. Ry. House track	Operator in the Depot

Trainmen desiring to use electric locked switch, except switches that are approach locked, will call controlling station by telephone and be governed by instructions on inside of door on electric lock.

290. Automatic Train Stop Devices — 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, engineman will cut in automatic train stop device and know it is in proper operating condition before proceeding.

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 ten miles per hour, to the first available point of communication, where report must be made to the train dispatcher.

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

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, train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding ten miles per hour.

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 train dispatcher from first available point of communication, and 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, 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 ten miles per hour.

505. Automatic block system territory extends from Broadview to West Junction. Portage to MP-180.41, East Cabin on westward track, from MP-180.76 to Portage on eastward track. Susie MP-278.7 to Cedar Falls MP-282.87. Fort Dodge MP-375.26 to MP-376.19. LeMars MP-484.12 to MP-508.73.

Automatic train stop territory extends westward from Susie MP-278.7 to Fort Dodge MP-373.69, and eastward from Fort Dodge MP-374.45 to Susie MP-278.7.

525. CTC is in operation between the following locations:

Location	Home Signals and Power Switches Controlled by
West Junction MP-116.8 and Portage MP-168.9	Train Dispatcher, Chicago (West Jct. by operator, Wallace)
Wood and Rath	Train Dispatcher, Chicago
Fort Dodge MP-376.19 and Tara	Operator, Fort Dodge

560. Spring Switches:

Location	Normal Position:
Munger: East and west switches, siding(*)	For main track
Burlington: East and west switches, siding(*)	For main track
Colvin Park: 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
Seward: East and west switches, siding(*)	For main track
East Junction:	
East crossover from Amboy District to Freeport District	
East Switch	For Crossover
West Switch	For main track
East switch of west crossover	For main track
West Junction: No. 1 track and yard lead	For Track No. 1
East Cabin: East switch, siding	For eastward main track
East Cabin: Intermediate switch, east end of siding	For movement to eastward main track
Wood: Track one and Track two	For track two
Manchester: East switch, south siding(*)	For main track
Susie: Freight main and passenger main(*)	For freight main
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

(*) Equipped with lunar white marker.

605. 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.

610. Automatic Interlockings:

Elmhurst—C. & N. W. R. R.	Trains or engines must not exceed speed of forty miles per hour until engine or leading car has passed over crossing.

Independence—C. R. I. & P. R. R.
Webster City—C. & N. W. R. R.
Rockwell City—C. M. St. P. & P. R. R.
Arion—C. M. St. P. & P. R. R.

Cedar Falls—C. R. I. & P. R. R. Ackley—C. & N. W. R. R. Waverly—C. & N. W. R. R. Charles City—C. C. W. R. R. 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.

Sheldon—C. M. St. P. & P. R. R. and C. & N. W. R. R. Hills—B. N. R. R.	Trains or engines must not exceed speed of twenty miles per hour until engine or leading car has passed crossing.

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 will be governed by instructions posted at crossing.

1200. Engineers will regulate the speed of westward freight trains, between West Switch Scales Mound and M.P. 161, and eastward freight trains between Peosta and M.P. 186, by a 7 to 9 lb. Equalizing Reservoir reduction with 6BL brake equipment, or a minimum reduction with 26 L brake equipment, in conjunction with properly regulated power from the locomotive.

These brake applications can be varied by Engineers, but a complete release which could allow slack run in must not be attempted while train is in motion.

These instructions apply except when dynamic brakes are used to control speed of train.

1201. Dead diesel units may be handled anywhere in the first twenty cars of a train, and when practical they should be handled next to the units handling the train.

Crews on engine should observe dead units closely for indication of sticking brakes and sliding wheels.

1203. In Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific rules, Bridge Subdivision special rules, and Bridge Subdivision time table, when using Union Pacific tracks.

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	3 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 three (3) miles per hour must not be exceeded.

1205. The following instructions must be observed when car or cars 85 or more feet in length are handled by trains and engines:

1. Such cars, loaded or empty, must not be moved over points where track curvature is 14 degrees or more, when such car is coupled to a caboose or to a car less than 40 feet in length.
2. Such cars, loaded or empty, must not be moved through a switch having a turnout less than a No. 8.

1206. Eight dump cars in series X-7838 to X-7845 inclusive are prohibited account close clearance from movement over bridge WA-479-7.

1207. Federal Railway Administration Order No. 3 requires that cars used in transporting class A explosives not equipped with non-sparking brake shoes and also equipped with continuous steel sub-floor or metal spark shields must be inspected by train crew members or carman, where available, under the following conditions:

1. Where the train and engine crews are changed.
2. The first point practicable after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more.
3. The first point practicable after an emergency application of the automatic air brakes.

The inspection required must be conducted to determine that:

1. The air brakes are released.
2. There is no evidence of fire.
3. There is no evidence of overheating of brake shoes, wheel rims, wheel treads, or journals.

If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released. If any evidence of overheating of any component of a car is discovered or the suspension system or draft gear assembly of a car found to be in unsuitable condition for service, such cars must be set out from train.

1208. Maximum loaded car permissible for movement:

Madison District— 110 gross tons on cars 44 feet or longer coupler to coupler. 177,000 pounds gross weight on cars less than 44 feet in length coupler to coupler. Authority must be obtained to move heavier loads.

Dubuque District, Bridge W-182-0 — When handling loaded ore cars, the maximum number of ore cars which may be coupled together is 3 cars for ore cars weighing up to 160,000 pounds gross, 2 cars for ore cars from 160,000 to 200,000 pounds gross and single cars only for ore cars from 200,000 to 220,000 pounds gross. These loaded ore cars, or groups of ore cars, must be separated from other ore cars, the pulling engine, or any car exceeding a gross weight of 177,000 pounds by at least 3 spacing cars. The length of each spacing car must be not less than 40 feet and each spacing car must not weigh more than 177,000 pounds gross.

Sioux Falls District — 105 gross tons — authority must be obtained to move heavier loads.

Onawa District — 105 gross tons — authority must be obtained to move heavier loads.

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 × 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 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.

100% TONNAGE RATING

Factor	9	8	6	5	5	10
Horse Power	Broadview to Wallace	Wallace to Broadview	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	16205	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	Wallace to Dubuque	Dubuque to Waterloo	Waterloo to Wallace	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

Factor	3	10	10	4	5	3	3	5	5	4
Diesel Horsepower	Ft. Dodge to Tara	Tara to Council Bluffs	Council Bluffs to Ft. Dodge	Tara to Cherokee	Cherokee to Sioux City	Sioux City to Cherokee	Cherokee to Ft. Dodge	Between Cherokee and Sioux Falls	Cherokee to Anthon	Anthon to Cherokee
1500	2250	4500	4500	2945	2620	2525	2400	2200	2850	2715
1750	2620	5250	5250	3440	3060	2945	2800	2565	3325	3165
3000	4500	9000	9000	5895	5256	5050	4800	4400	5700	5430
3250	4875	9750	9750	6390	5685	5470	5200	4765	6175	5880
3500	5245	10500	10500	6885	6125	5885	5600	5130	6650	6330
4500	6750	13500	13500	8840	7875	7580	7200	6600	8550	8145
4750	7125	14250	14250	9340	8310	7995	7600	6965	9025	8595
5000	7495	15000	15000	9830	8750	8415	8000	7330	9500	9045
5250	7870	15750	15750	10325	9185	8830	8400	7695	9975	9495

		Mile Posts	TIME TABLE NO. 3 TAKING EFFECT APRIL 27, 1975	Miles from Cedar Rapids		
		60.56	CEDAR RAPIDS	.0		
			5.23			
		55.33	ROBINS	5.23		
			5.46			
		49.87	LAFAYETTE	10.69		
			6.12			
		43.75	CENTER POINT	16.81		
			5.75			
		38.00	URBANA	22.56		
			9.41			
		28.59	BRANDON	31.97		
			10.02			
		18.57	LA PORTE CITY	41.99		
			0.69			
		17.88	INTERCHANGE	42.68		
			7.05			
		10.83	GILBERTVILLE	49.73		
			6.81			
		4.02	BELT JUNCTION	4.02		
			4.02			
		.0	WATERLOO	60.56		

B. Illinois Central Gulf Railroad Operating Department Rules will govern the operation of the Waterloo Railroad Company.

21. The display of white lights on all extras will be omitted.

93. The entire Waterloo Railroad Company trackage is yard limits.

98. Trains must stop at following railroad crossings at grade.
Cedar Rapids — CMStP & P Crossing
Cedar Rapids — ICGRR Crossing
Center Point — CRI & P Crossing
Waterloo — ICGRR Rath Extension Track Crossing.

101. Maximum permissible speed on the Waterloo R. R. Co. is 15 MPH.

101 (a). Trains must not exceed a speed of 5 MPH through Madison Street, Cedar Rapids.
Trains must not exceed a speed of 5 MPH over CMStP & P Crossing, Cedar Rapids.
A speed of 10 MPH must not be exceeded on any track except main track.

215. Trains may leave initial station on Waterloo R. R. Co. without a clearance.