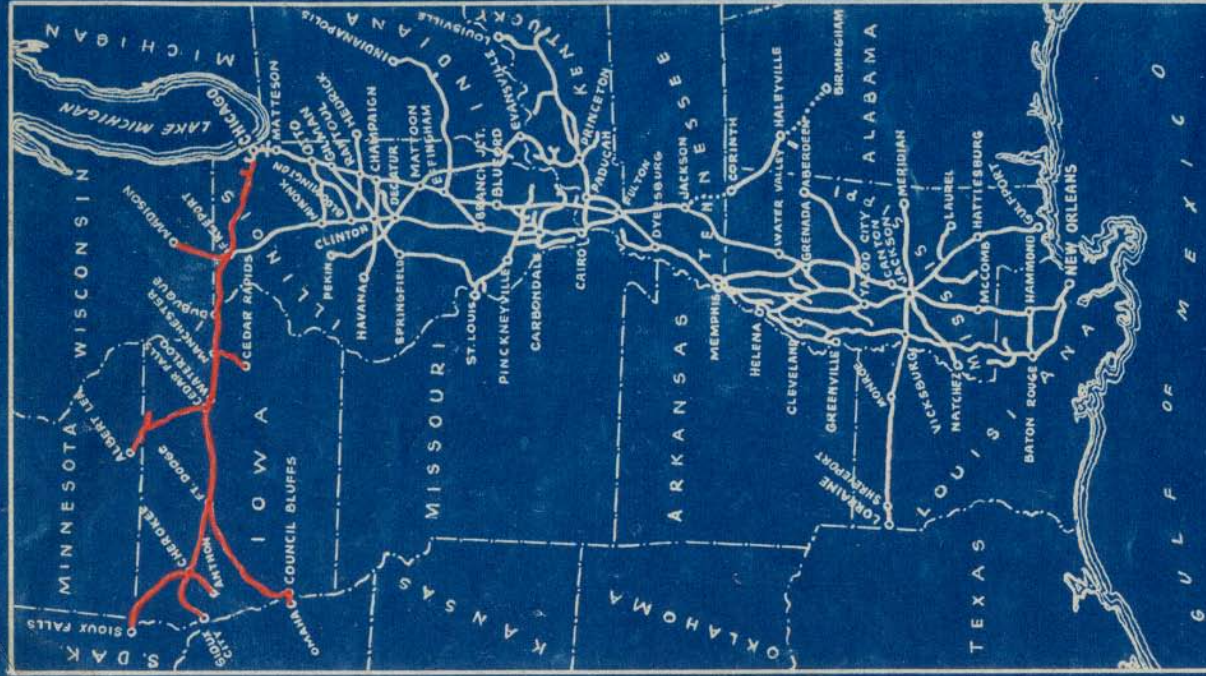


ILLINOIS CENTRAL SYSTEM

IOWA DIVISION
CONDENSED PROFILE

OFFICE OF CHIEF ENGINEER, CHICAGO, ILLINOIS

1944



ILLINOIS CENTRAL SYSTEM

IOWA DIVISION

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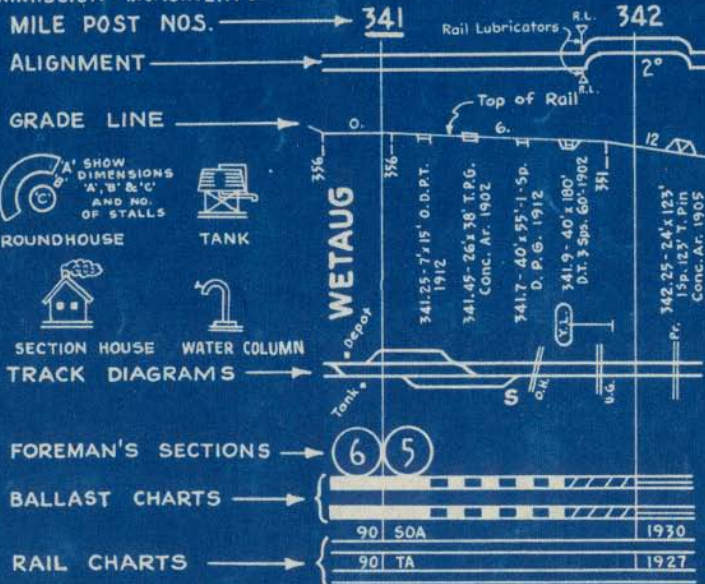
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NOTE: UNDERLINED MILE POSTS INDICATE
LOCATION OF INTERSTATE COMMERCE
COMMISSION MONUMENTS.

EXPLANATIONS

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



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

NUMBERS ON GRADE LINE ARE FEET PER MILE

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

STREET OR PUBLIC ROAD }
CROSSINGS



PRIVATE CROSSINGS ARE MARKED

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

KEY TO BALLAST CHART

BROKEN STONE	---	
SLAG	---	
SCREENINGS	---	
GRAVEL	---	
CINDERS	---	
SAND	---	
CHATS	---	
EARTH	---	

EXPLANATIONS

ABBREVIATIONS USED ON RAIL CHARTS














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

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

NOTE: Figure 2 used with symbol indicates second quality rail. Example SOA₂

EXPLANATIONS

SIGNAL KEY

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

NOTE : SIGNALS ALWAYS SHOWN IN NORMAL POSITION


WORKING QUADRANTS OF NORMAL DANGER SIGNALS SHOWN

THUS:




 CROSSING GATE

 CROSSING BELL

 CROSSING BELL & WIG WAG

 RING BELL & HALL DISC.

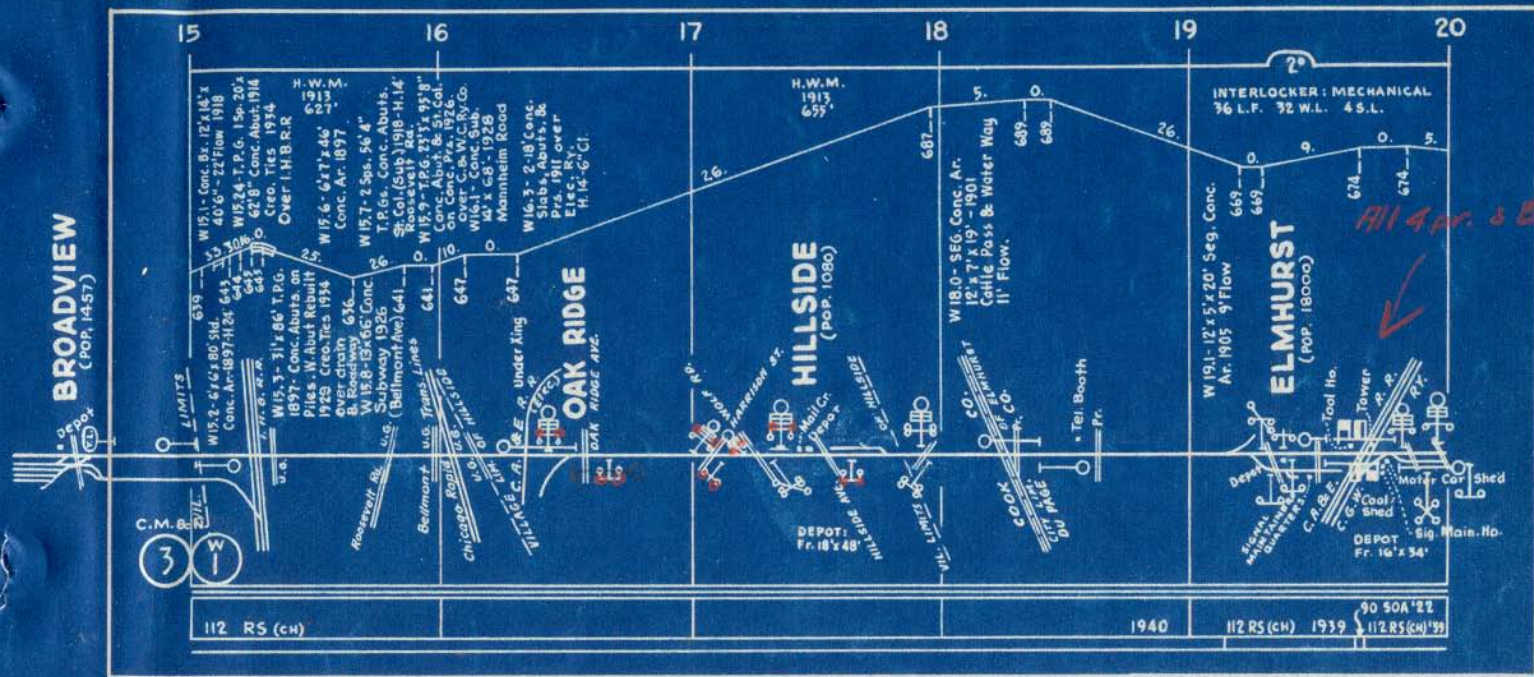
 FLASHING LIGHT SIGNALS

 RING ENCLOSED SIGNALS INDICATE LIGHT SIGNALS

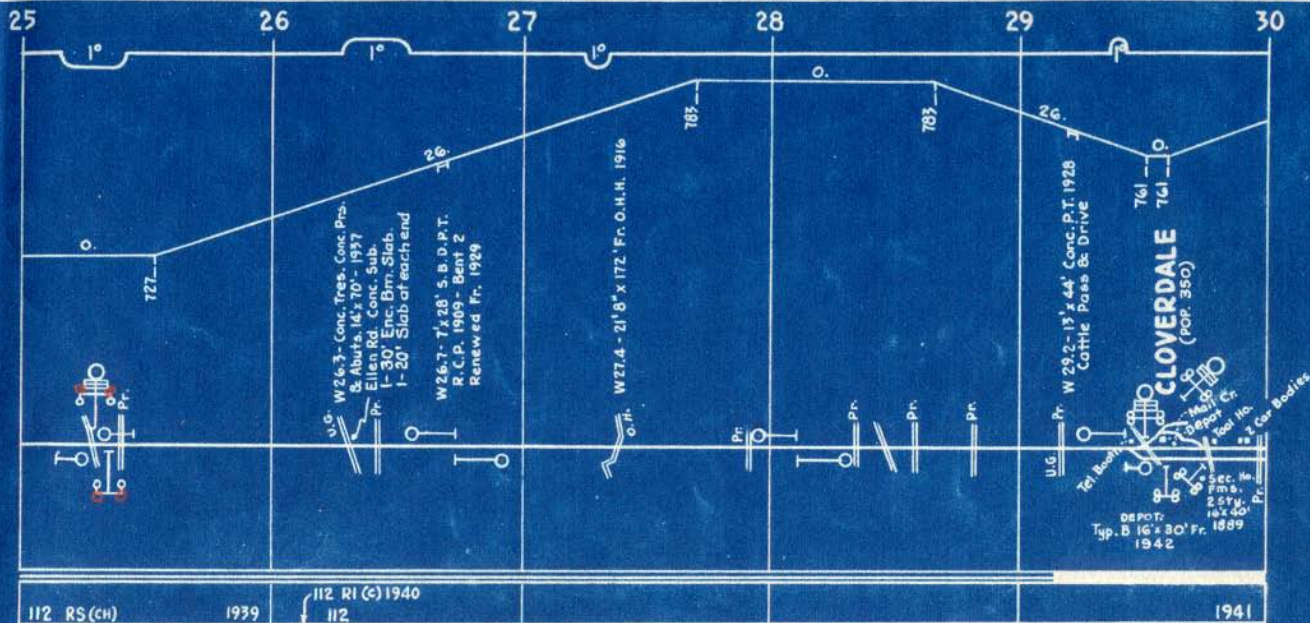
 FLASHING LIGHT SIGNALS WITH STOP DISC.

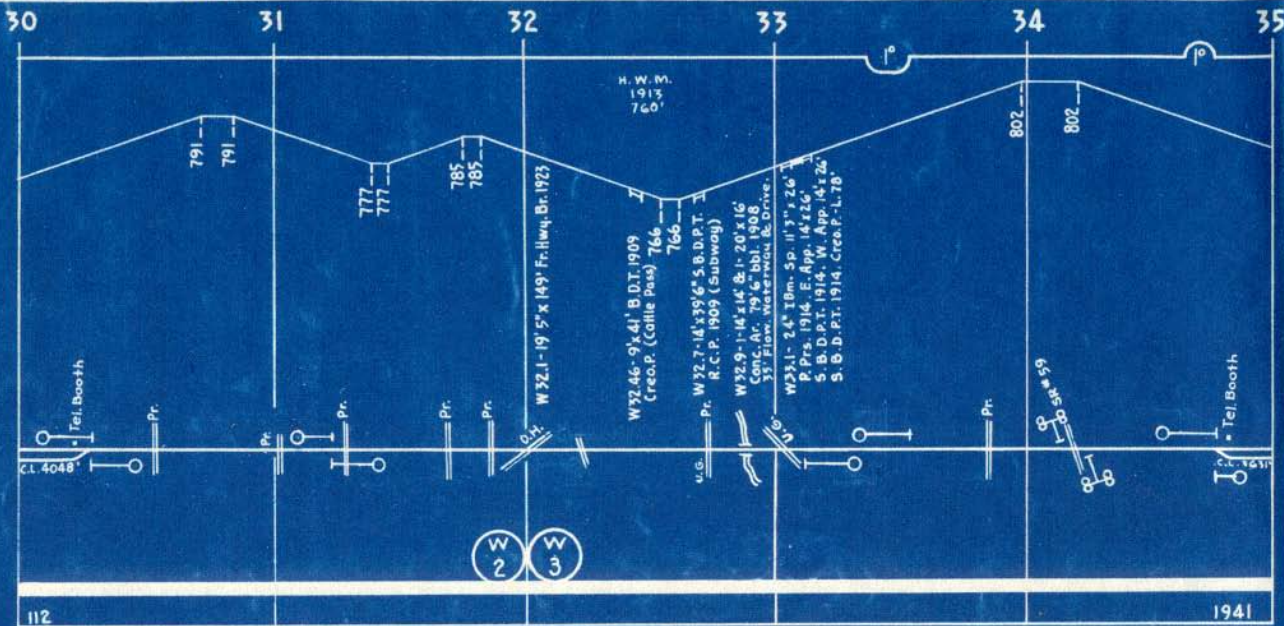
HIGH WATER MARK SHOWING
YEAR AND ELEVATION IN
FEET ABOVE SEA LEVEL. BILOXI
DATUM. - H. W. M.
1912
760'

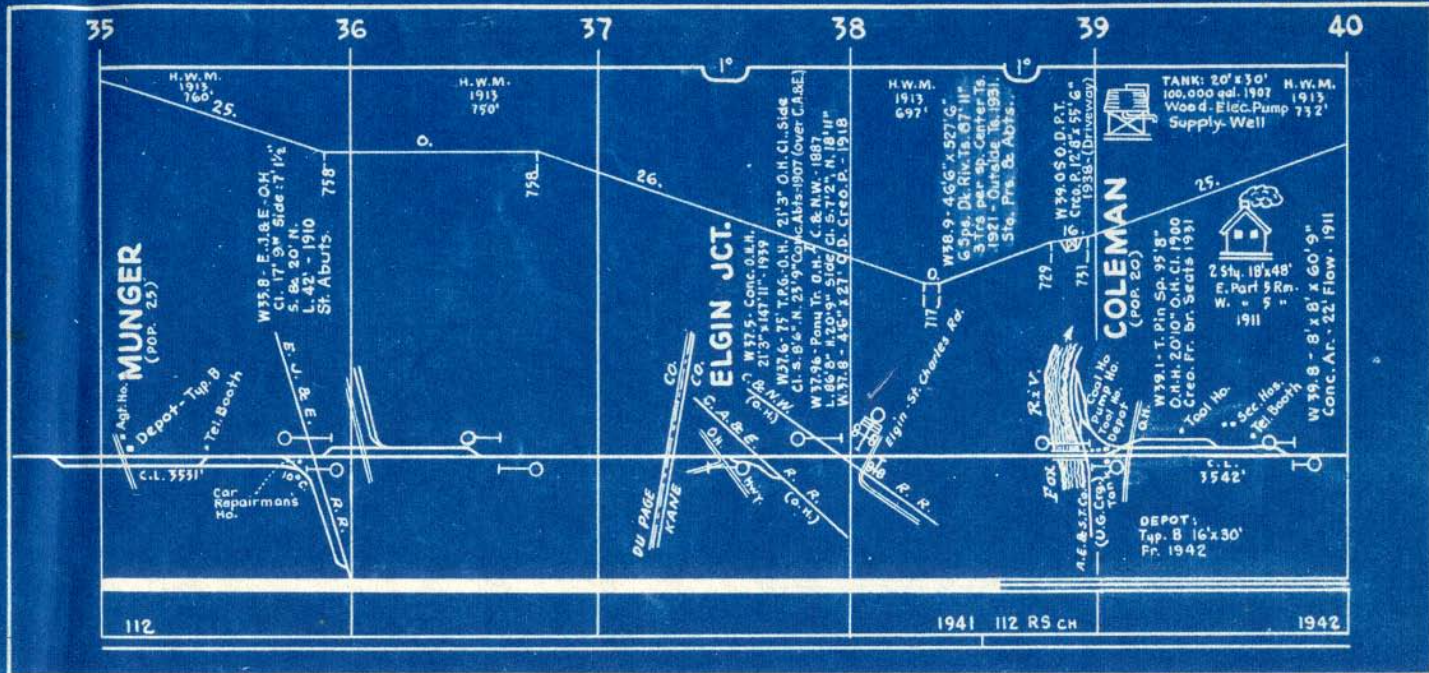
PIPE CULVERTS SHOULD NOT
BE SHOWN IN THIS BOOK.

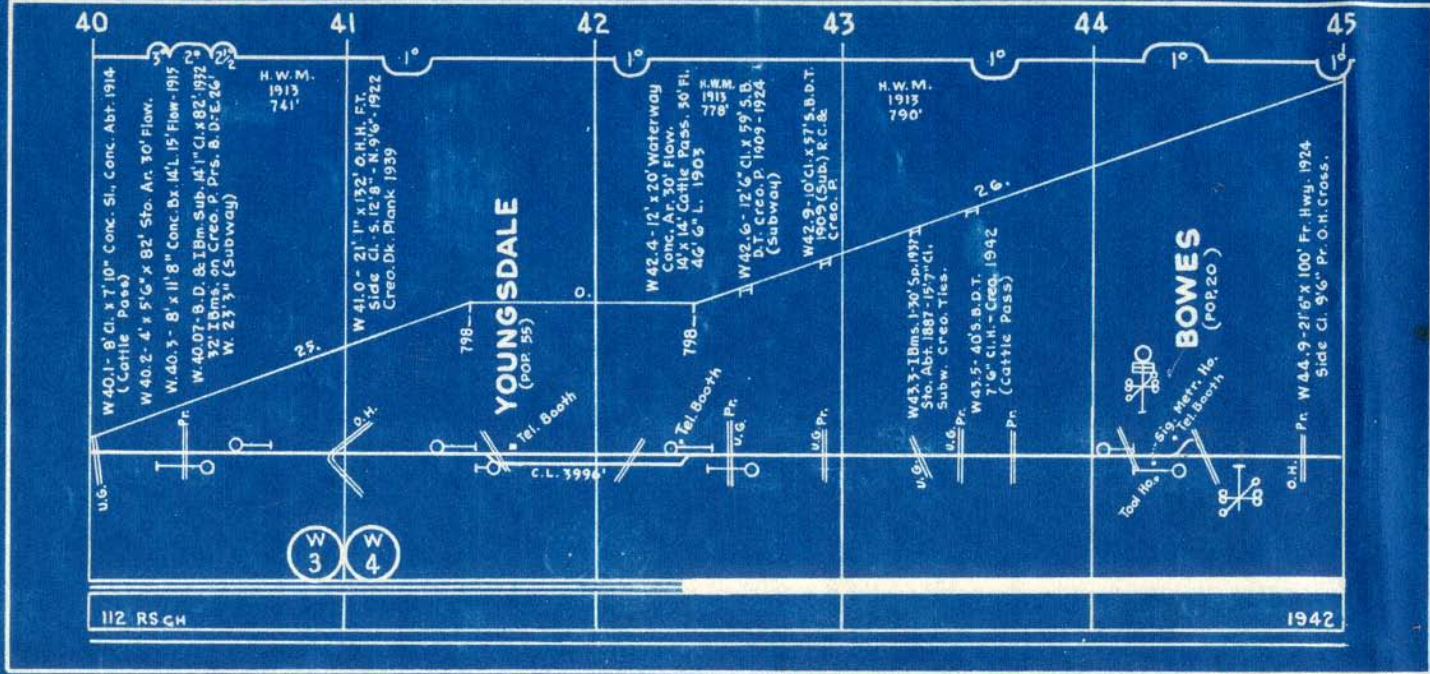


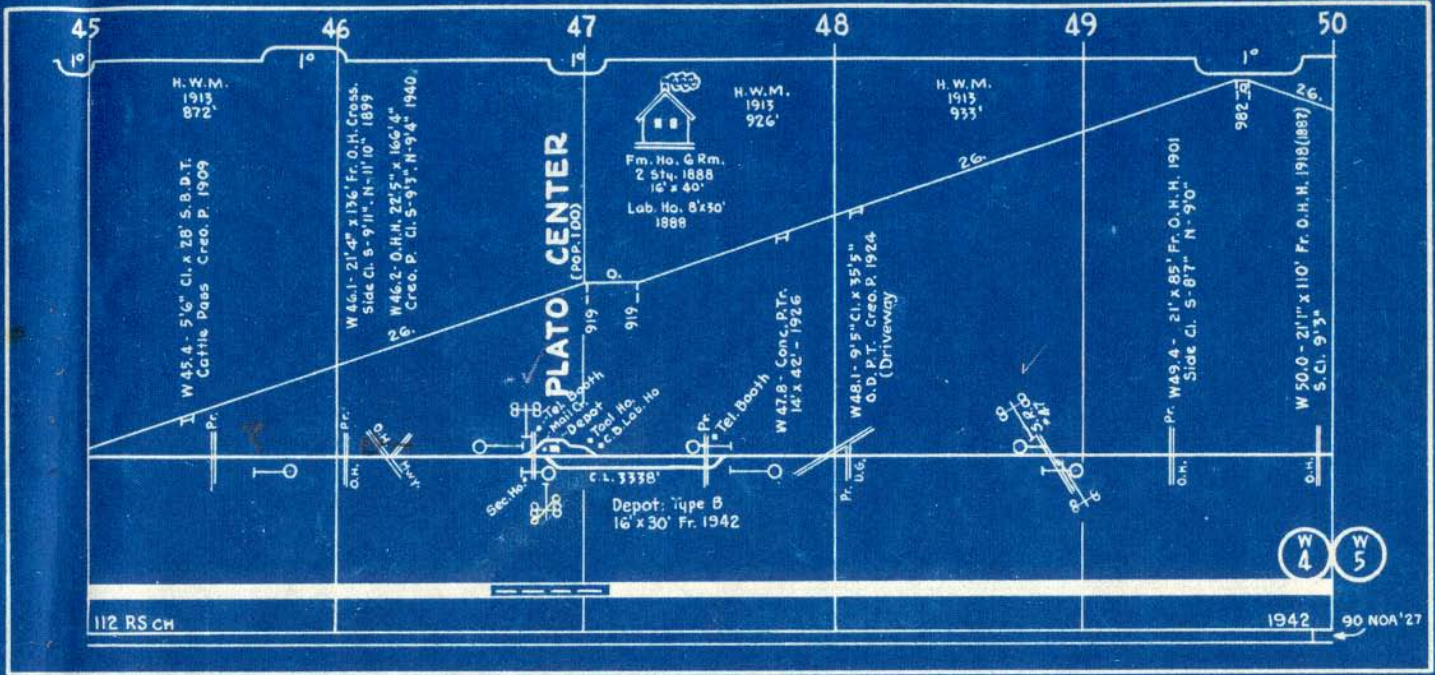


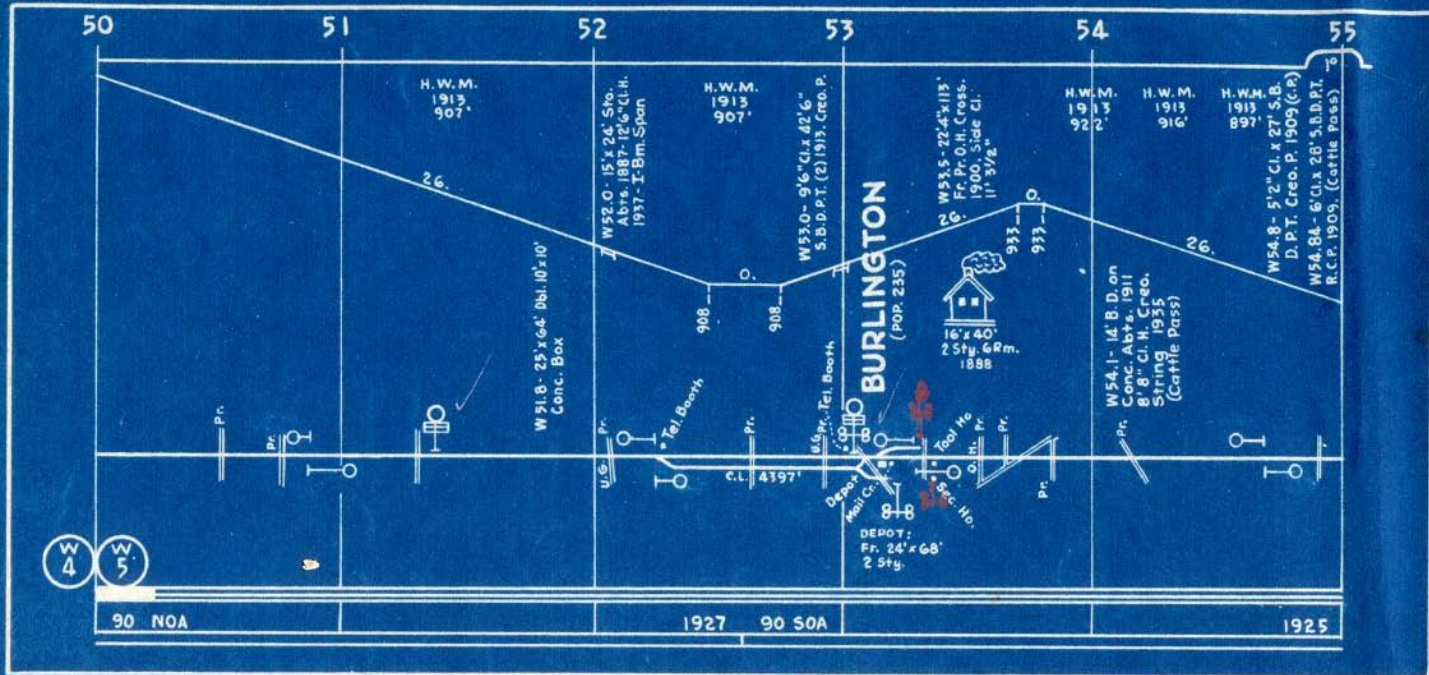


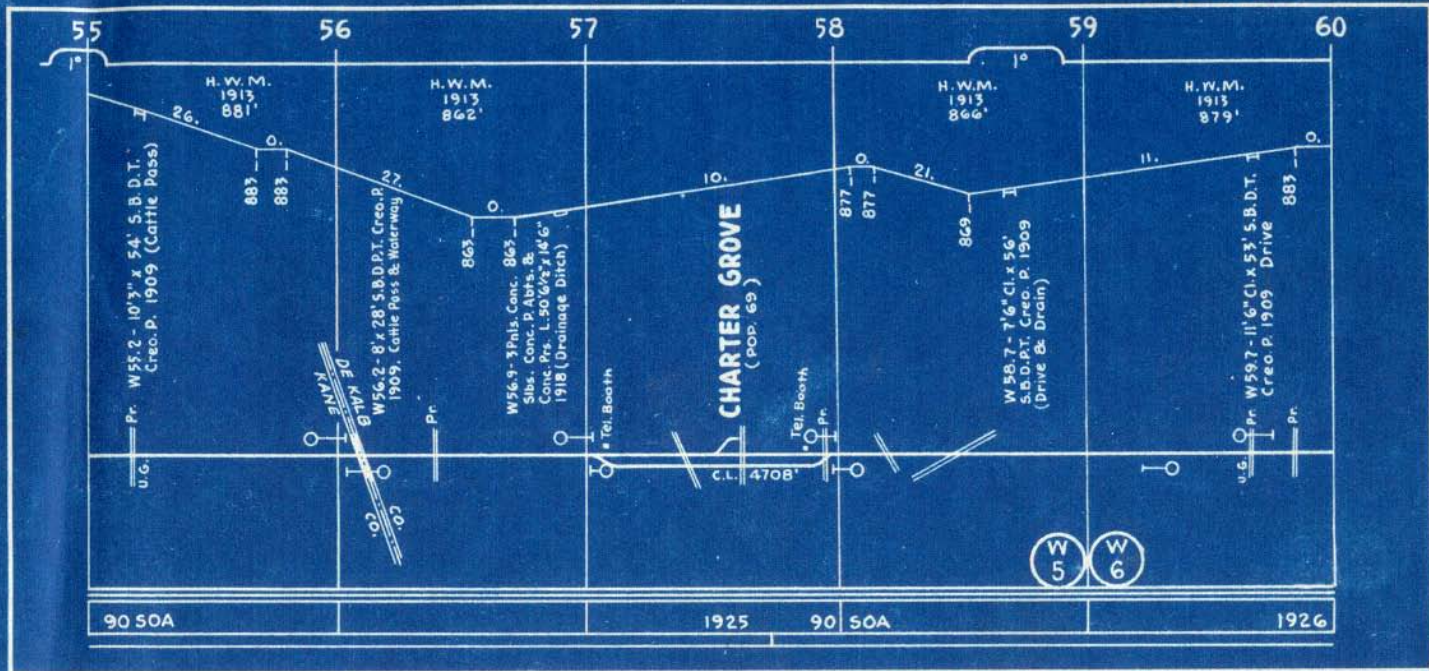


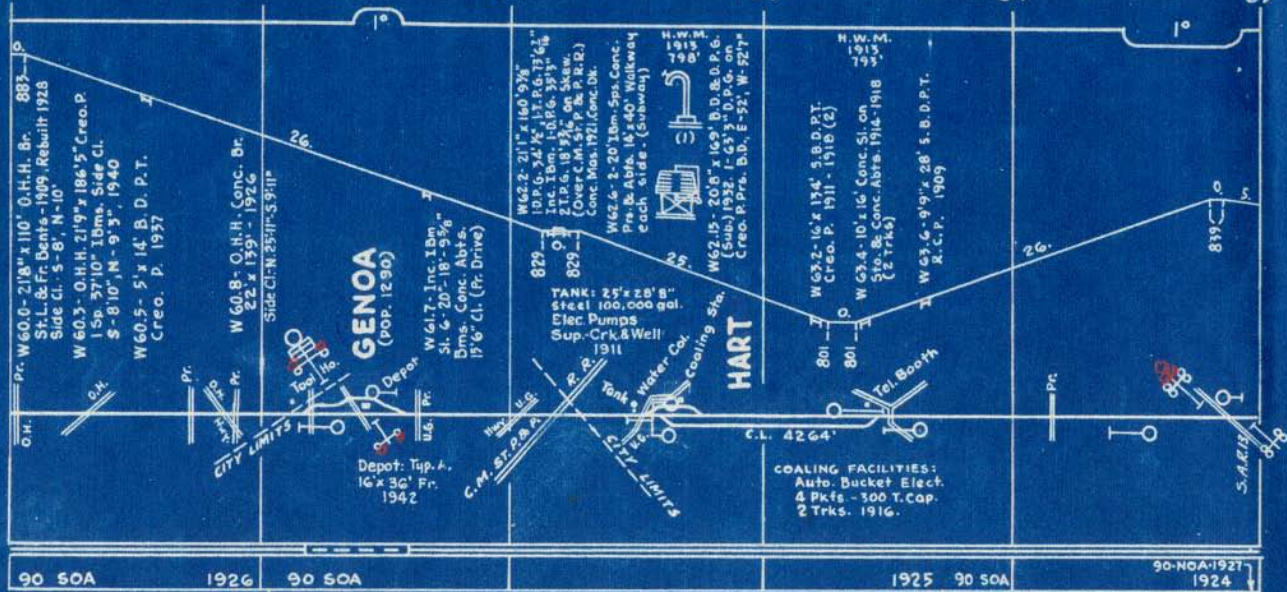


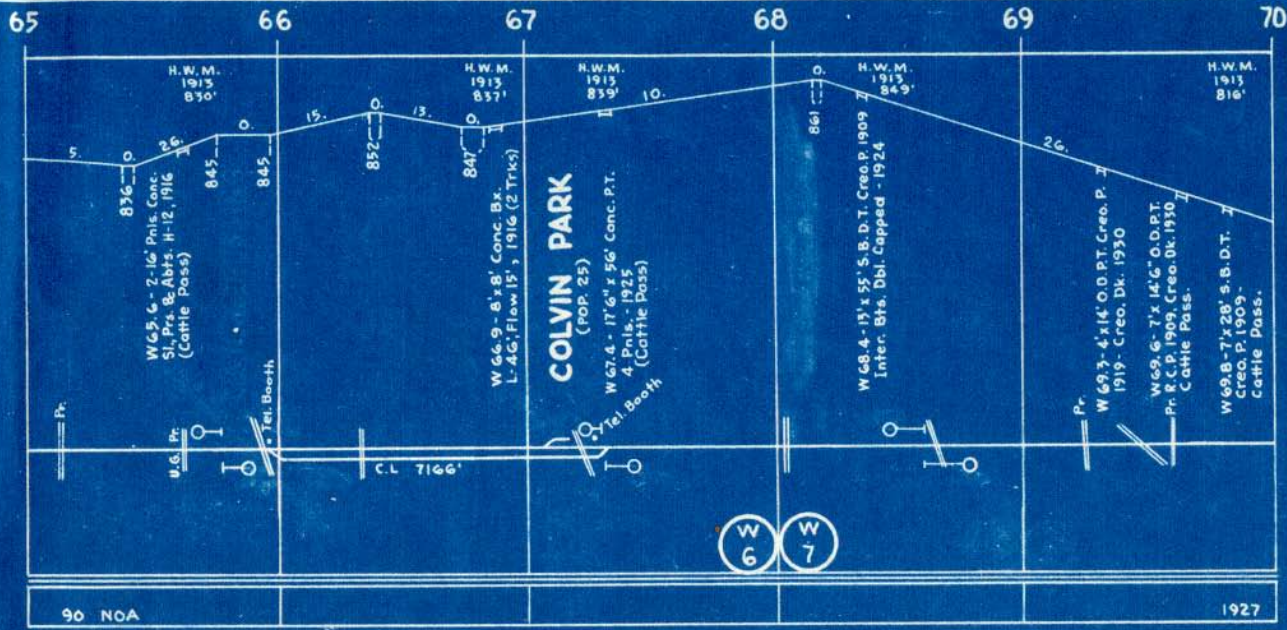


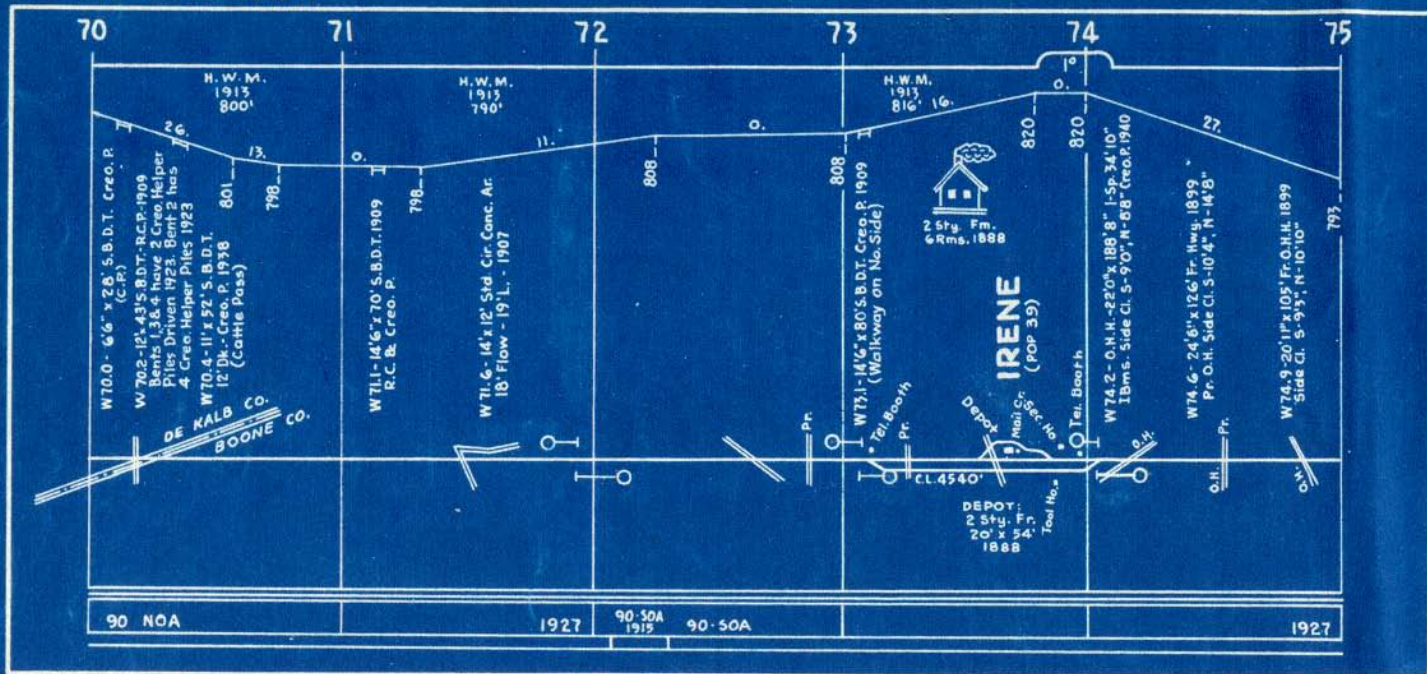


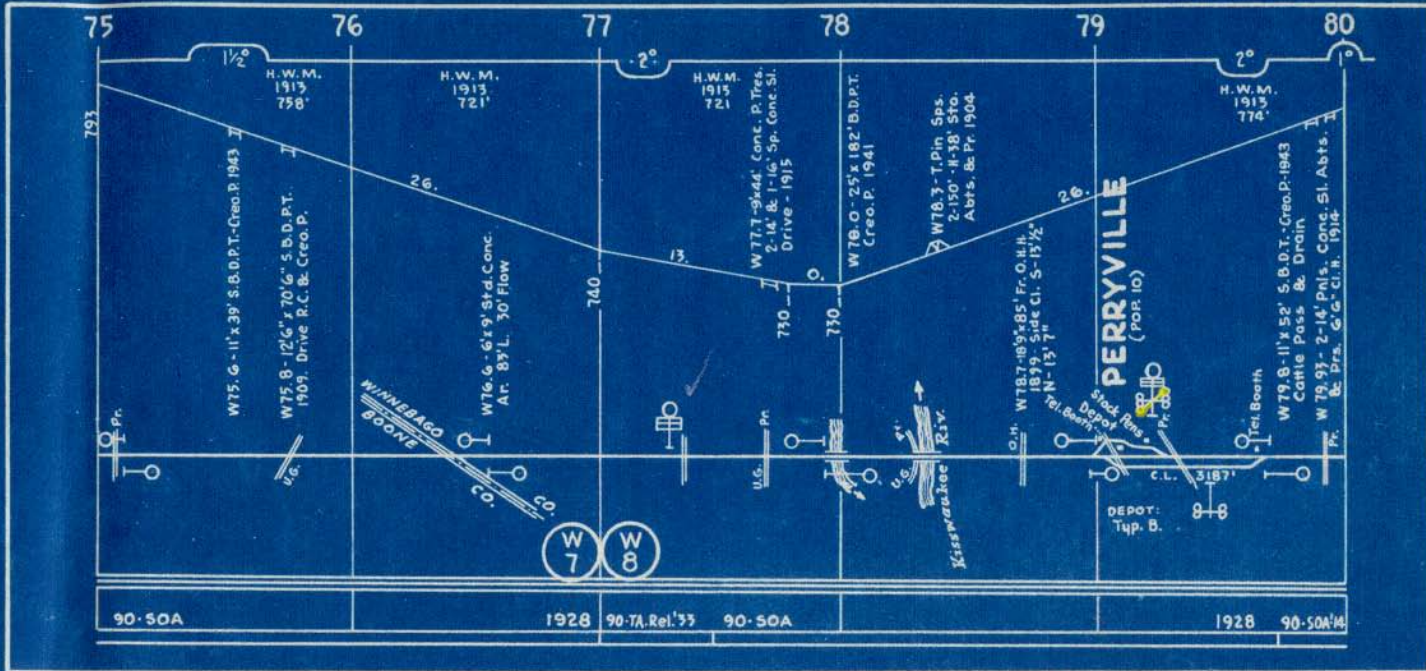


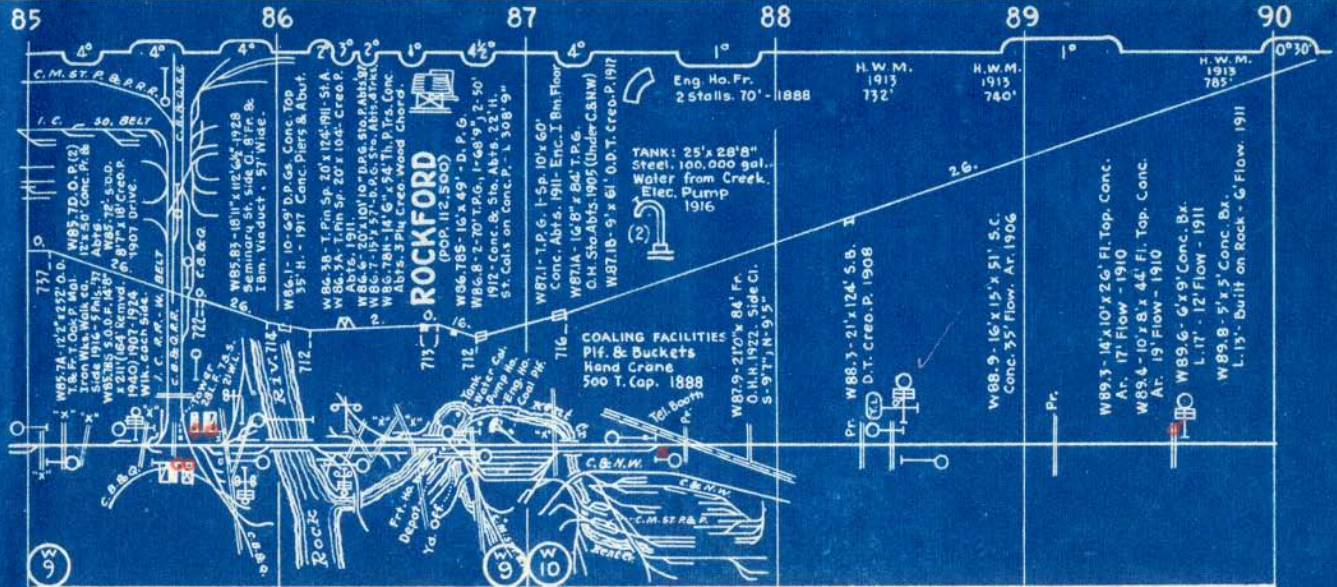




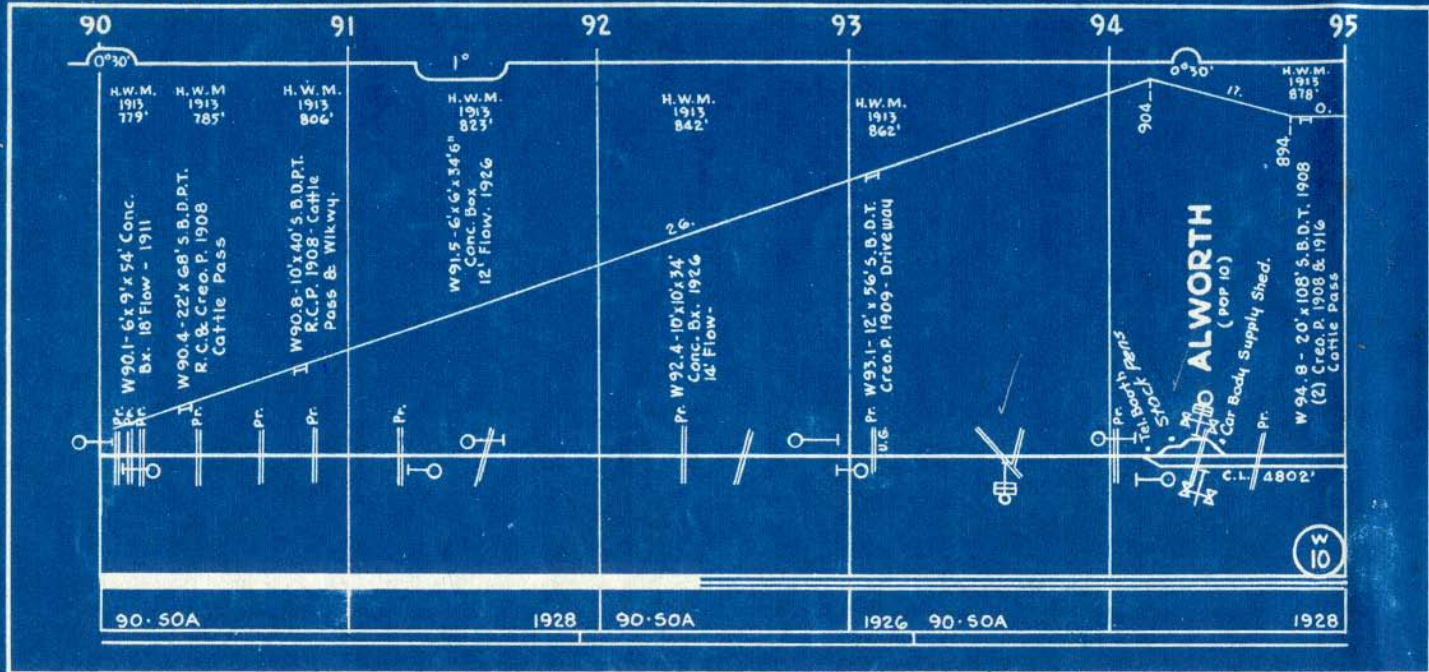


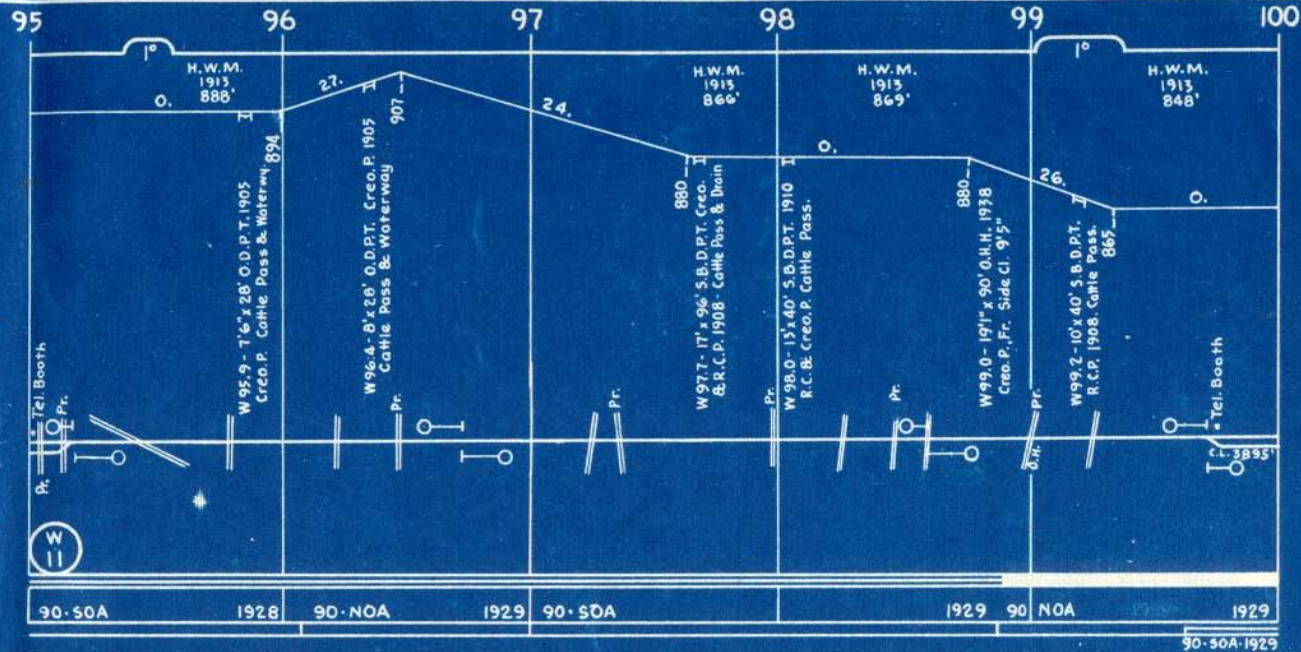


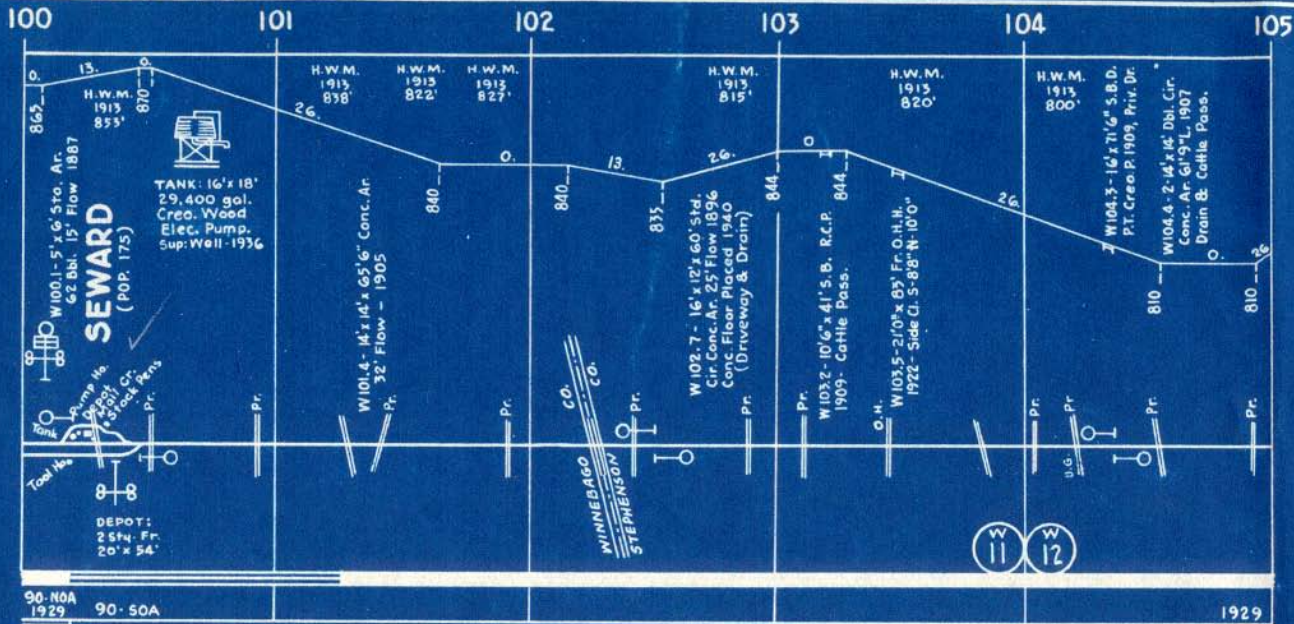


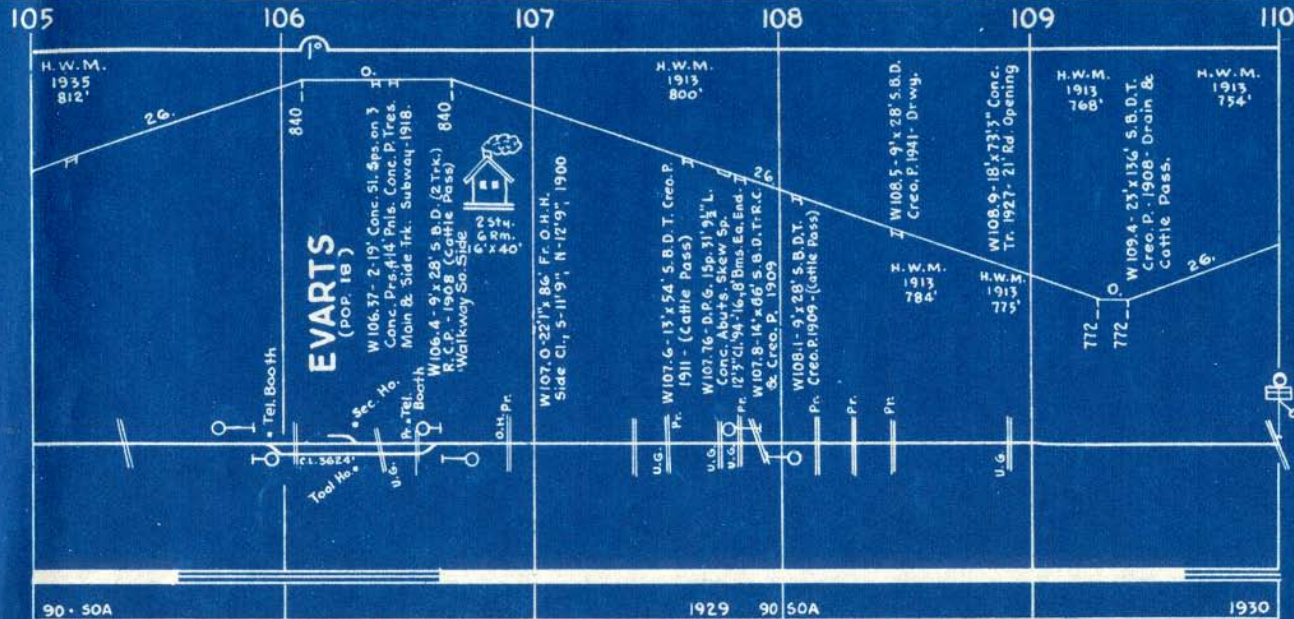


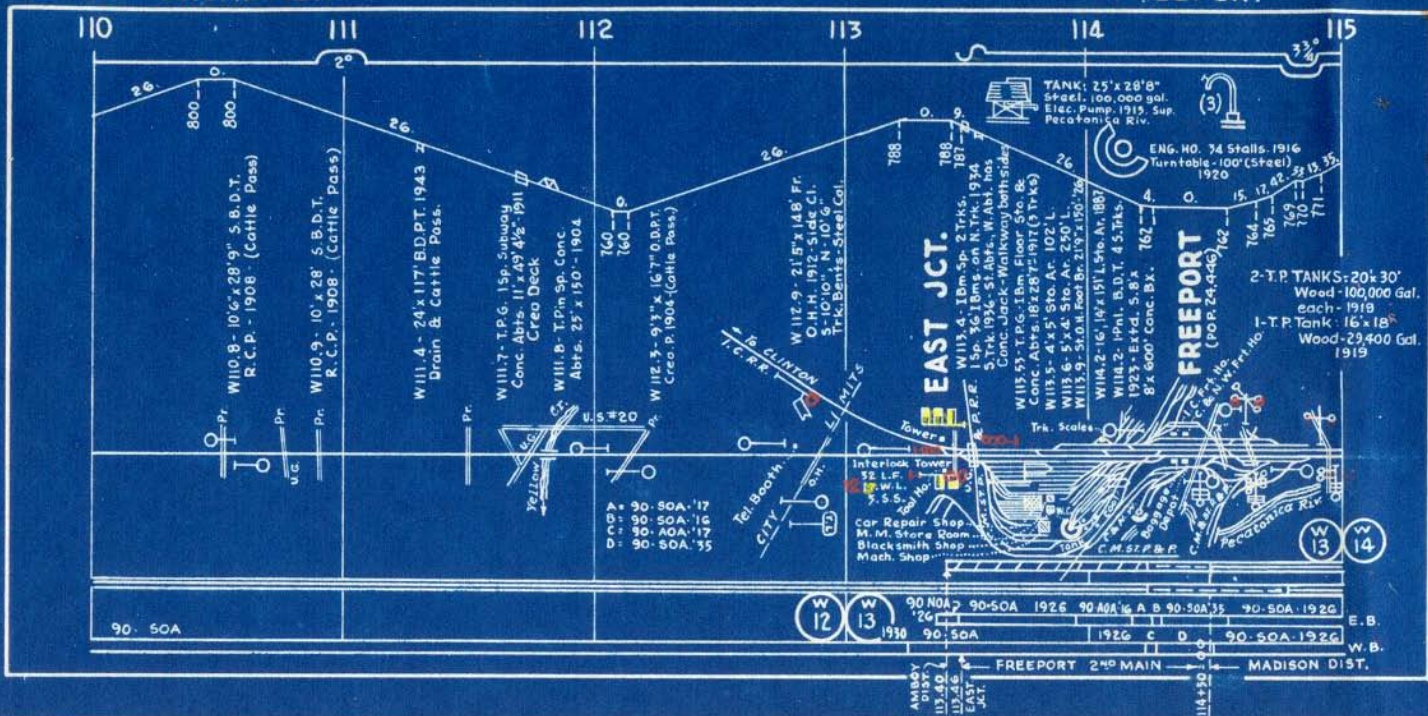
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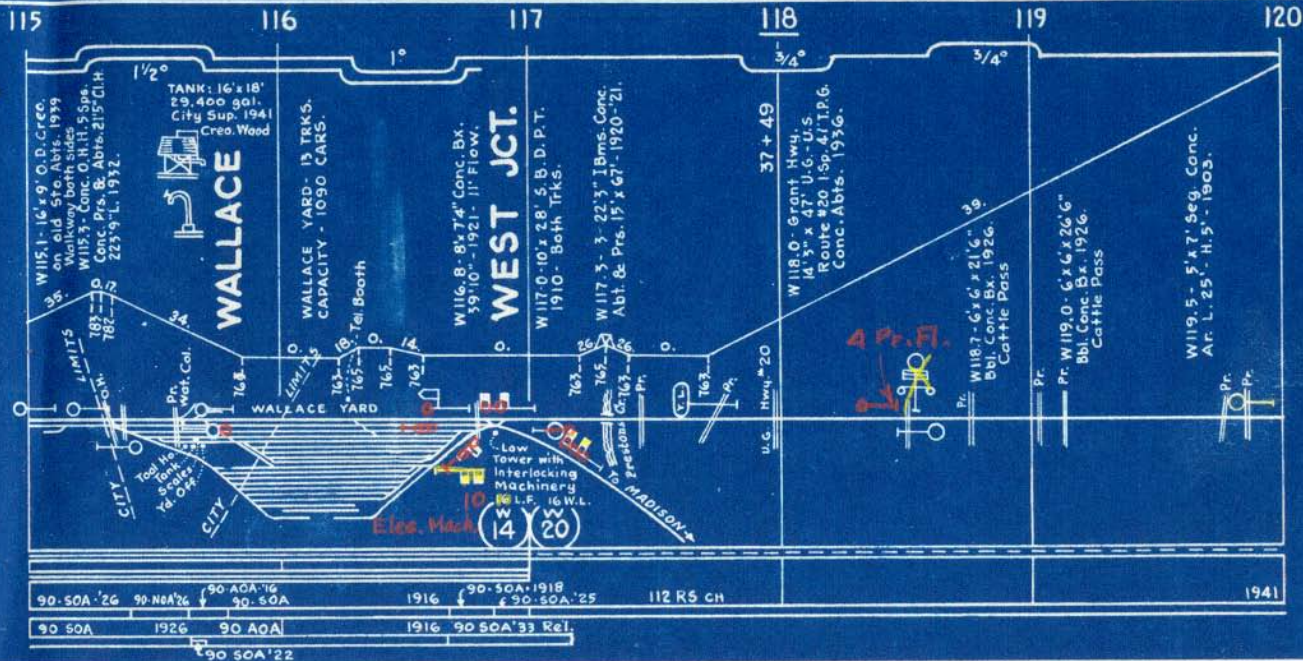


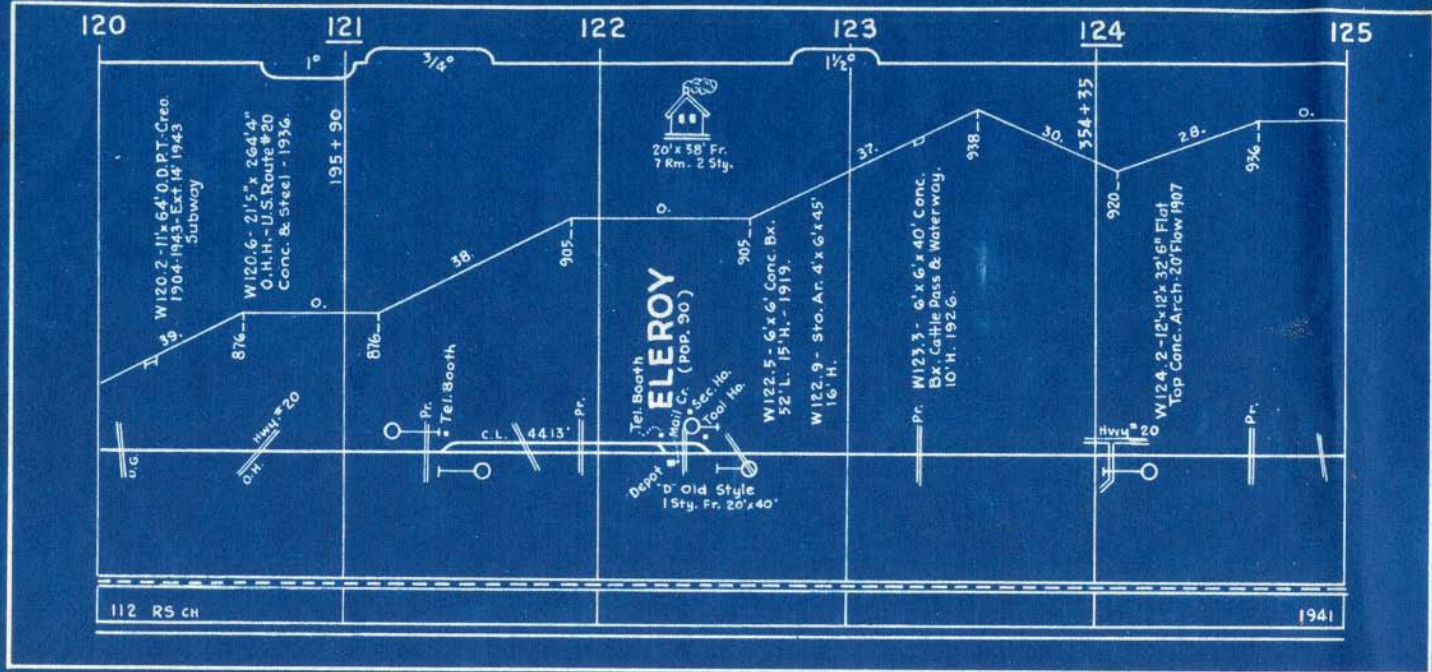


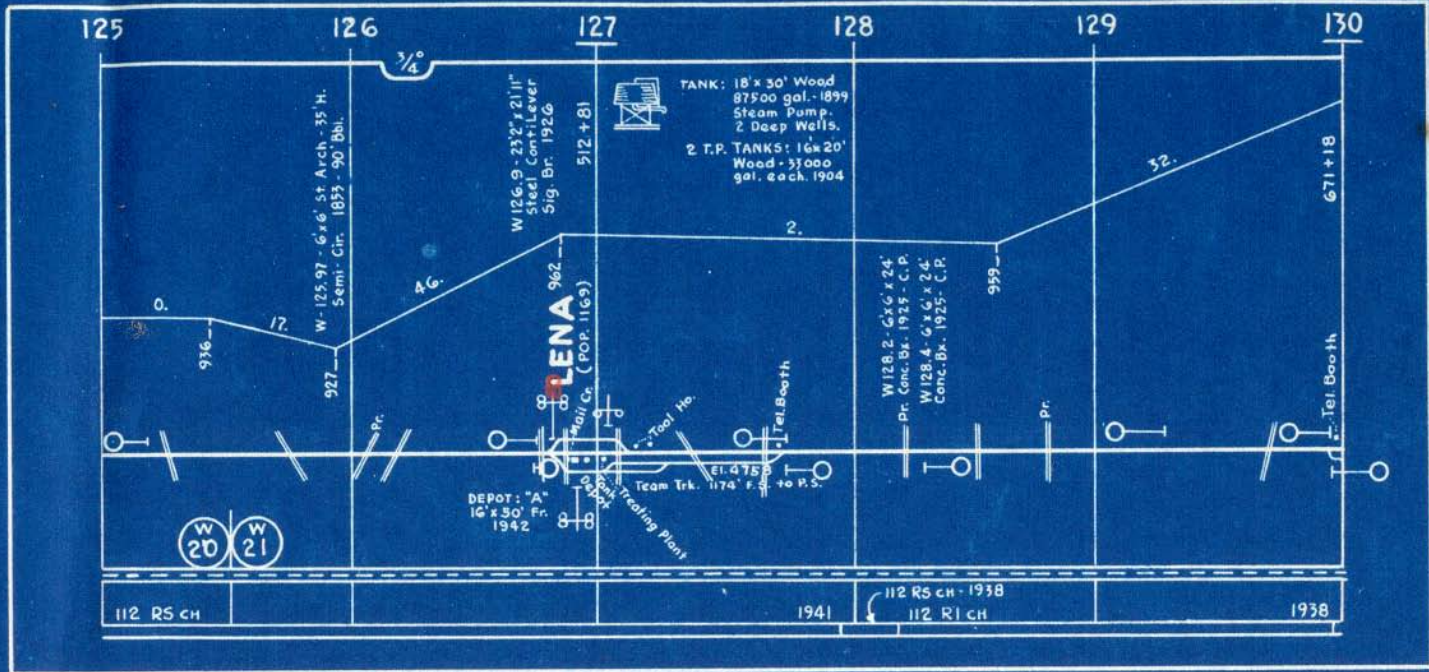


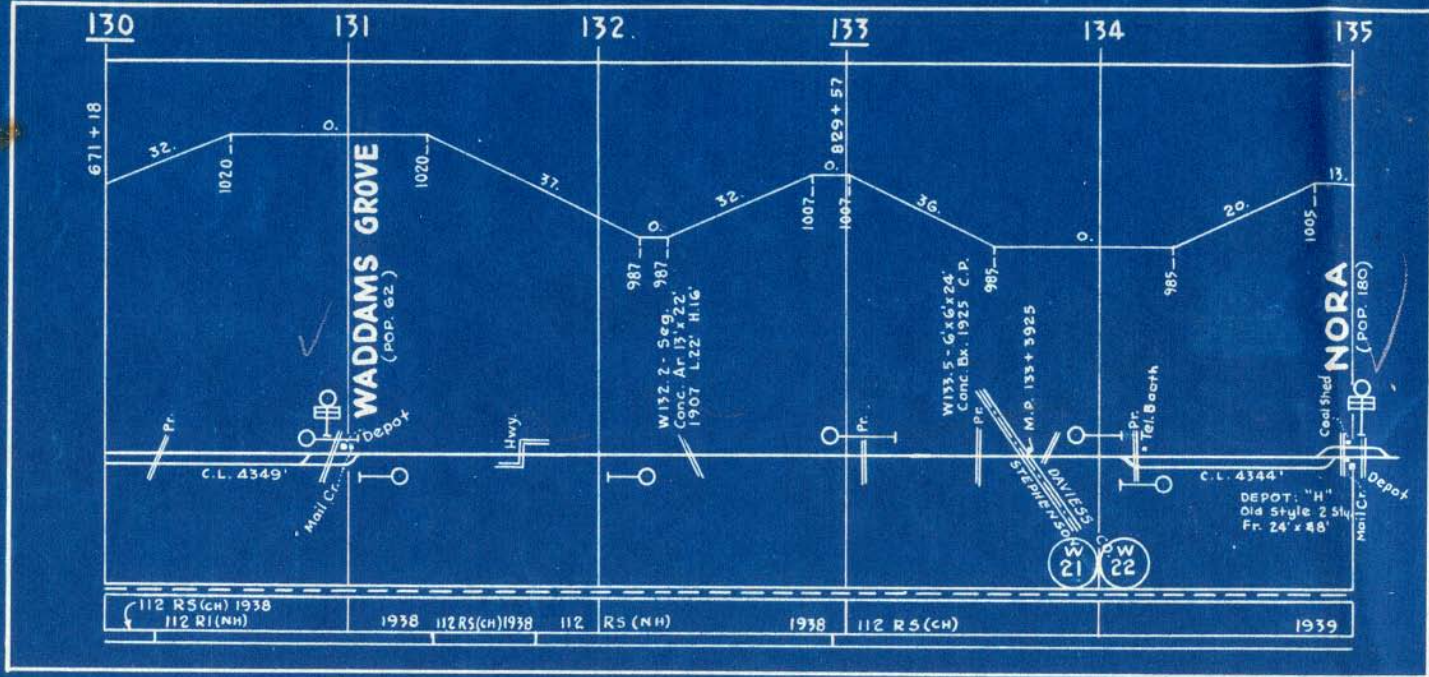


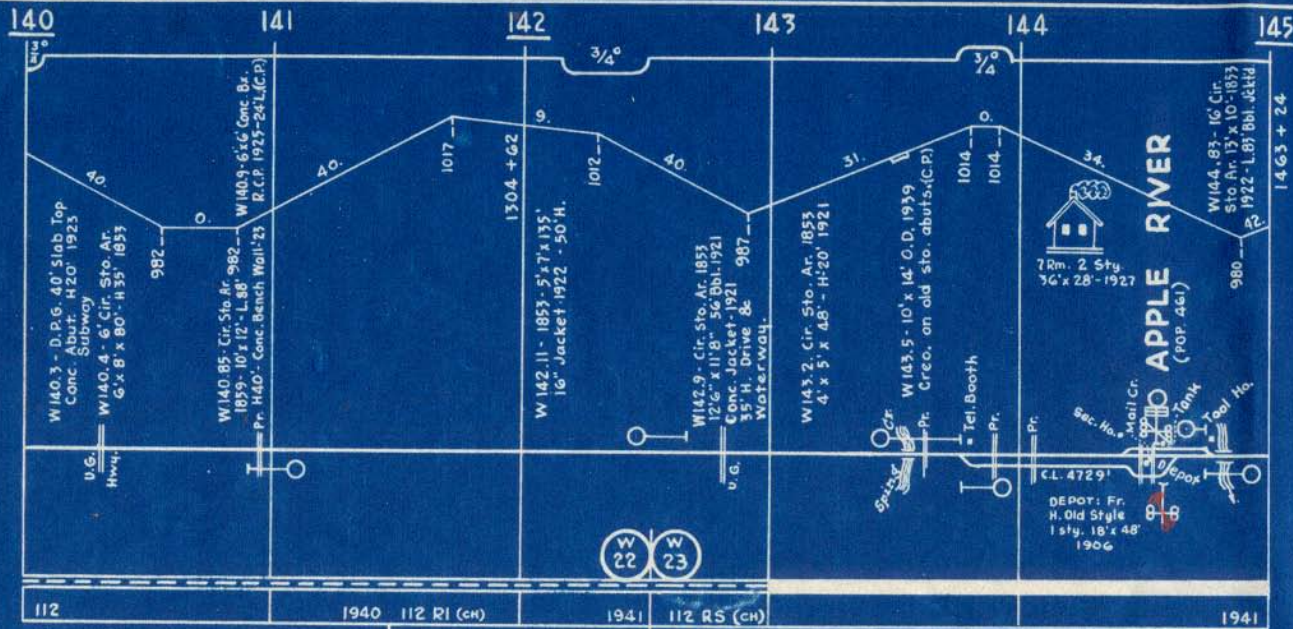


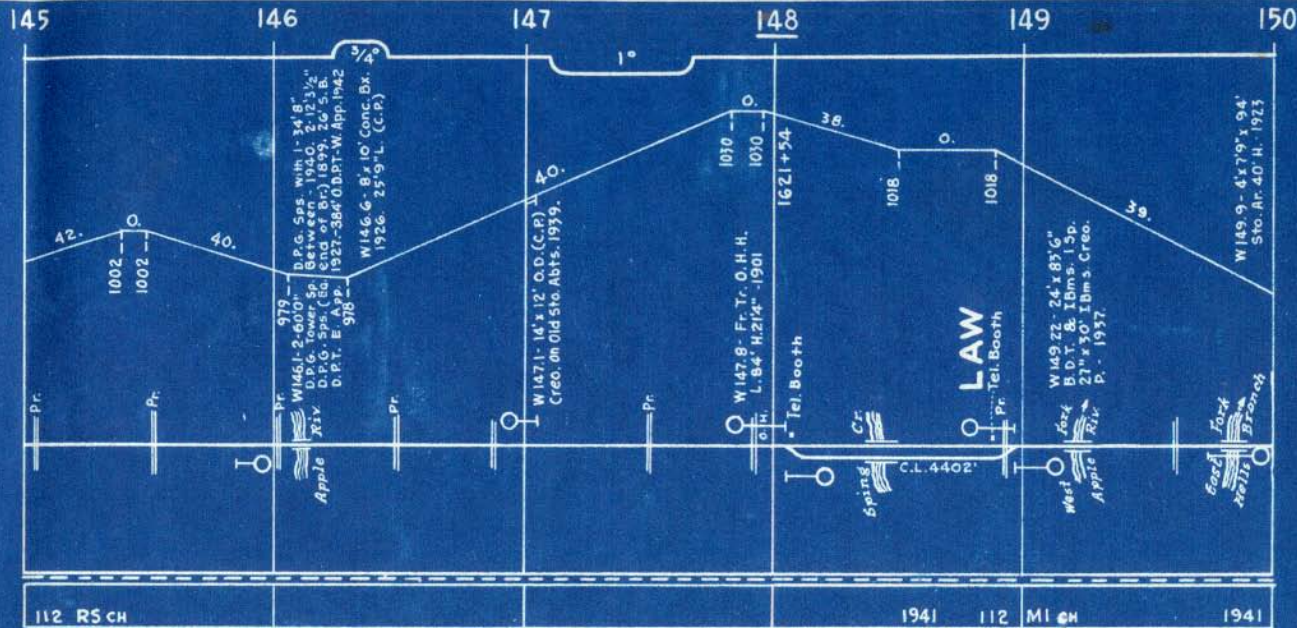


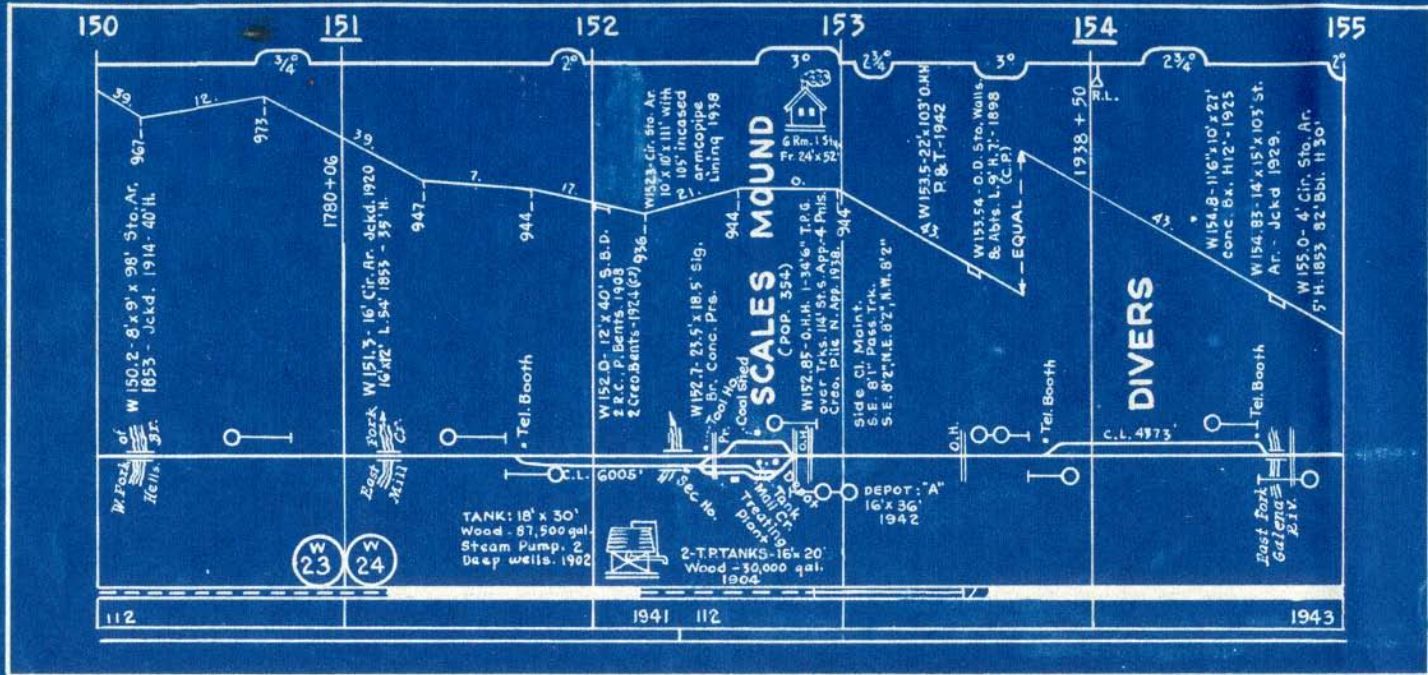


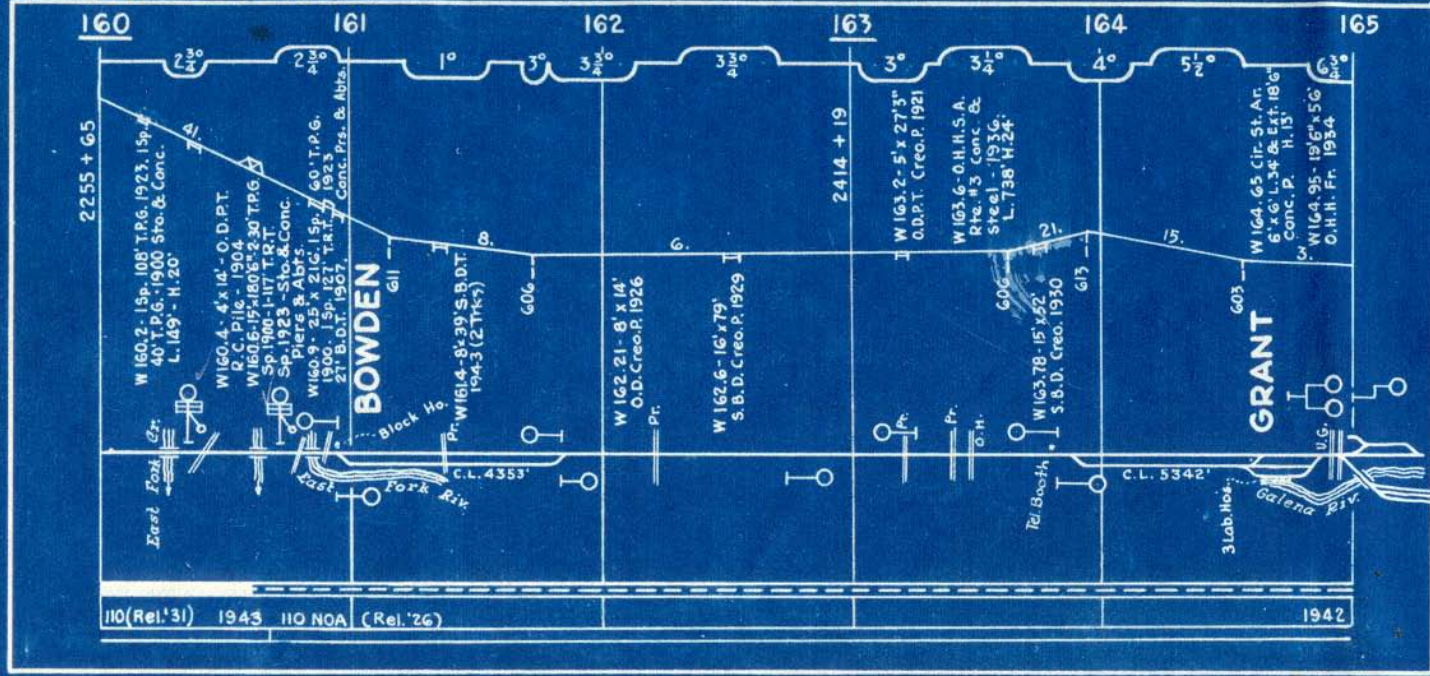


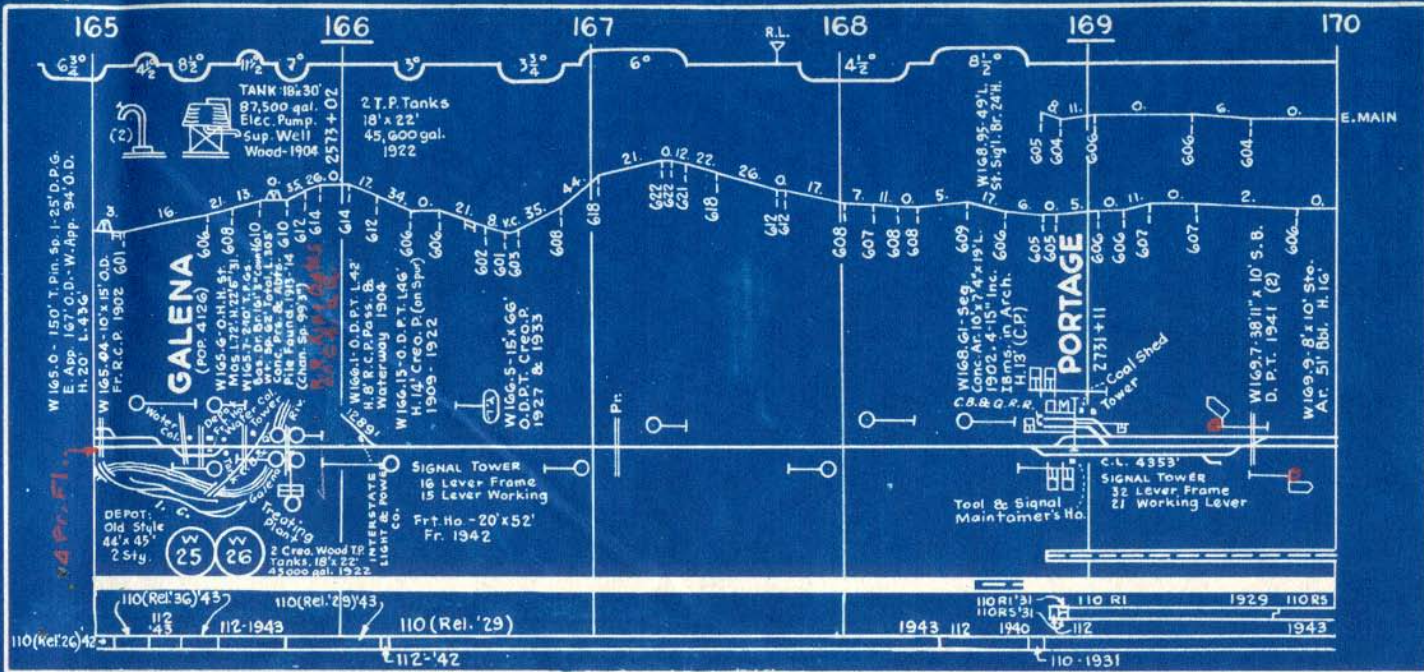




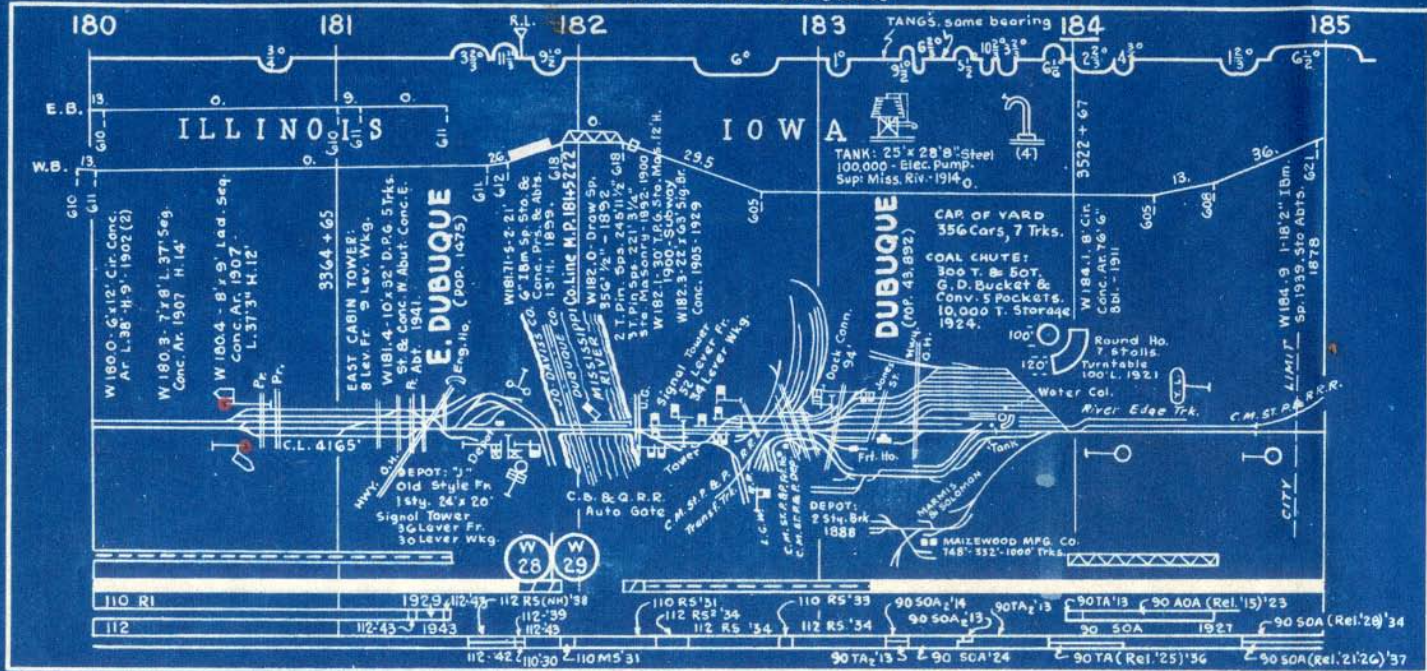


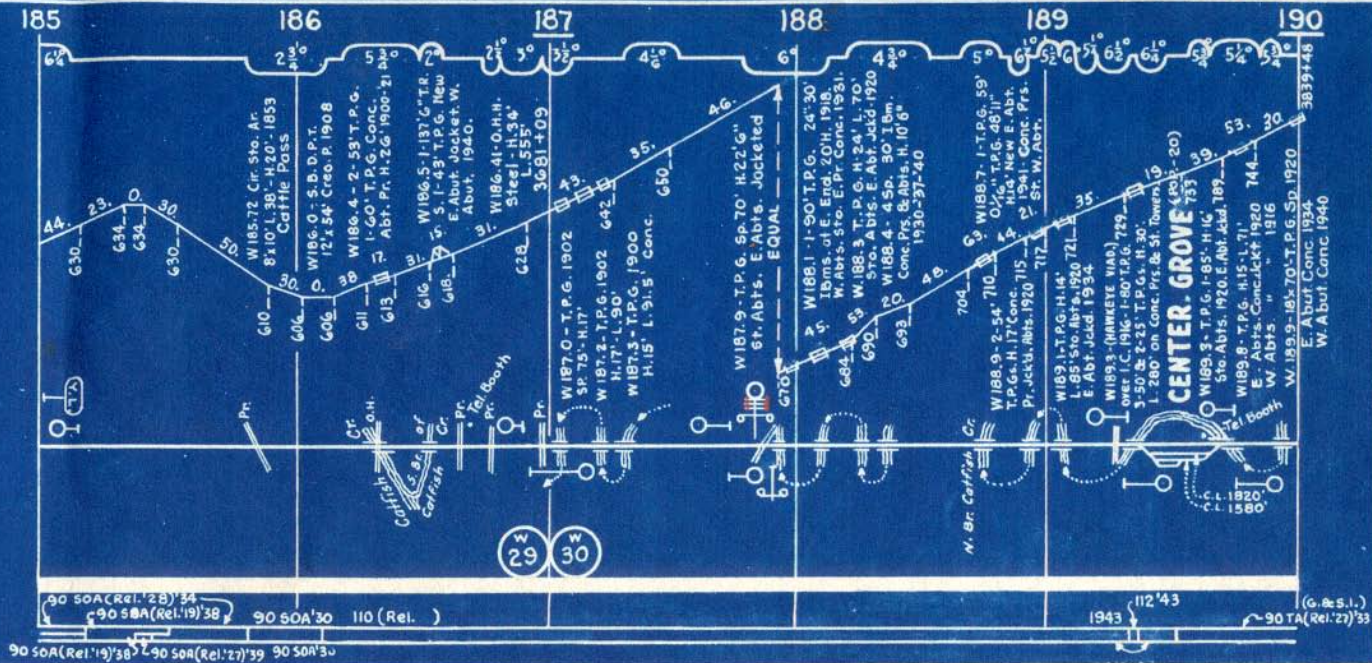


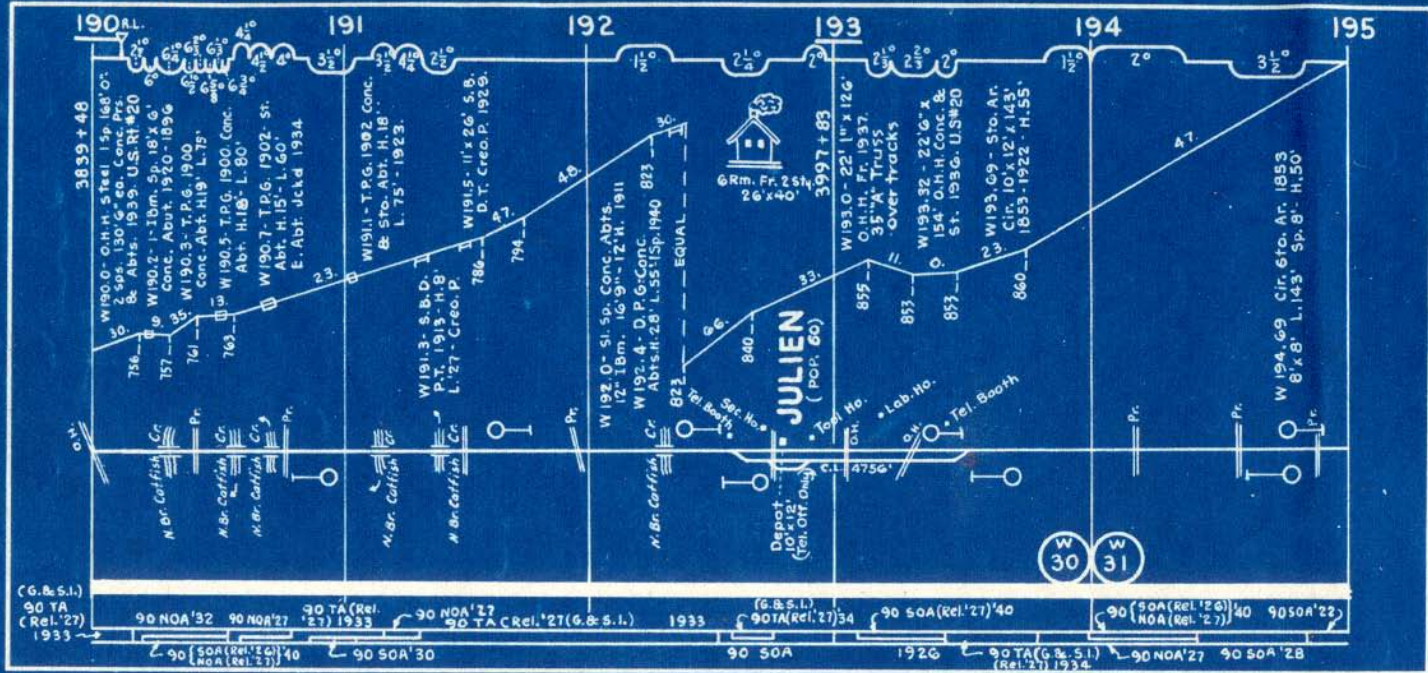


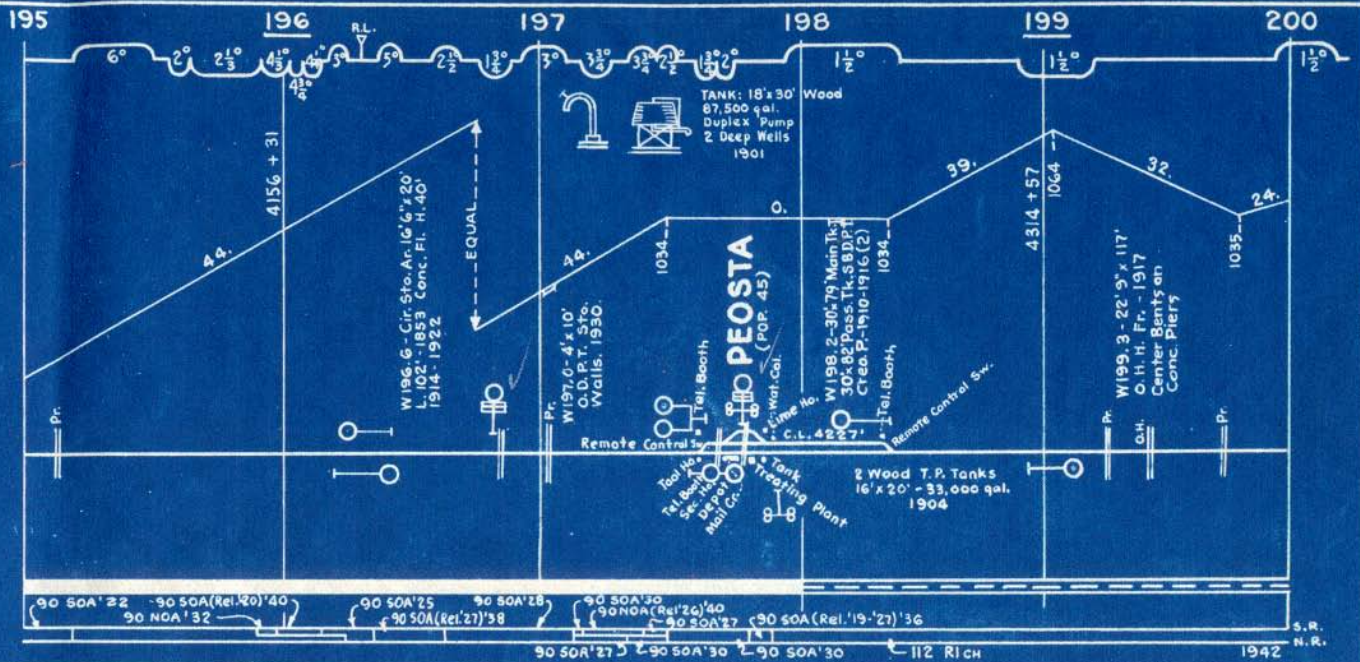


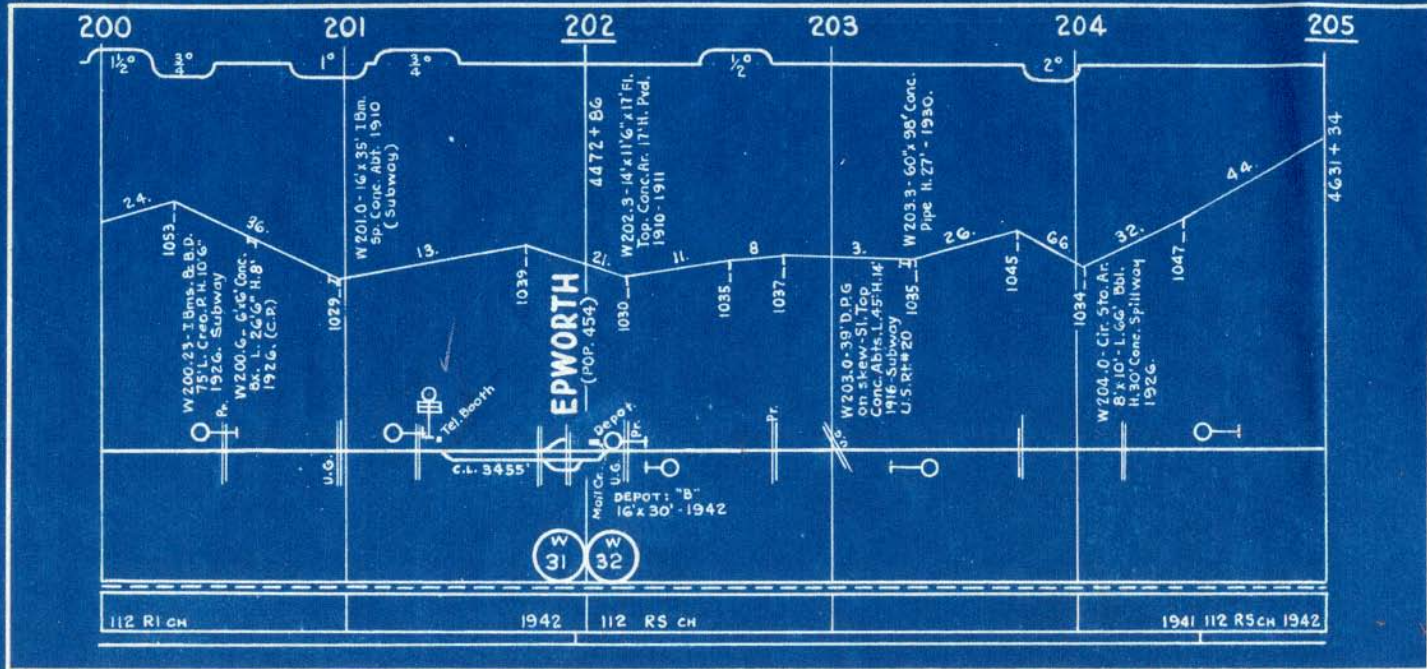


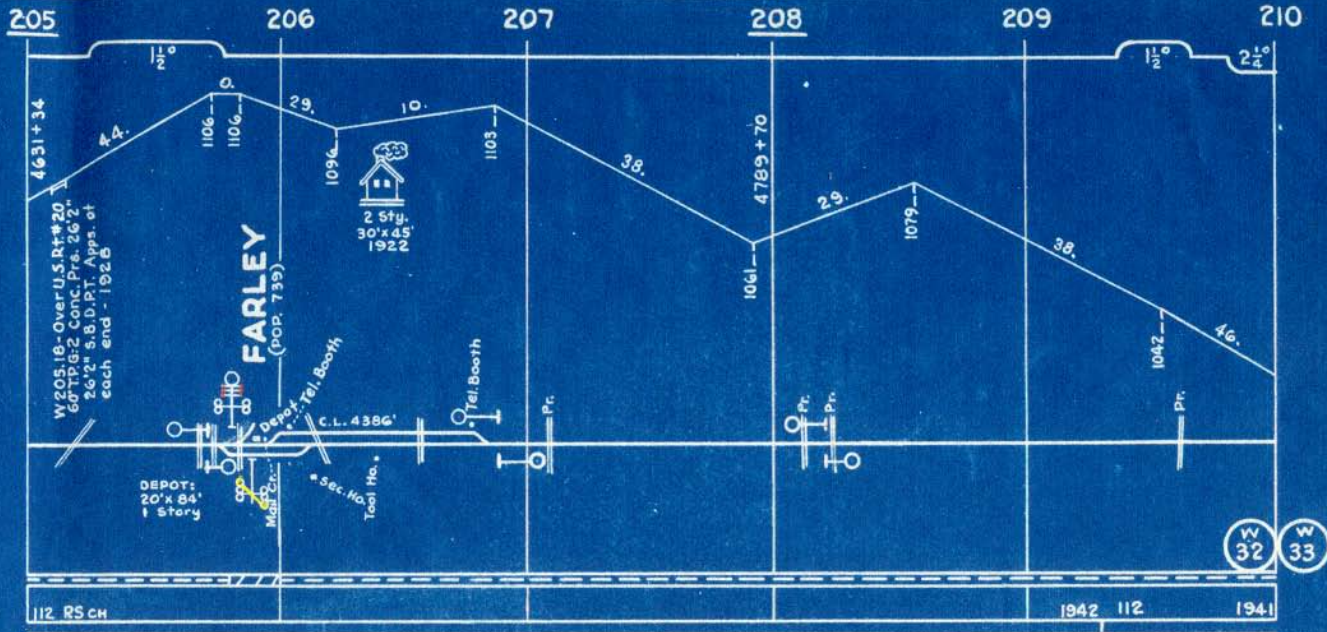


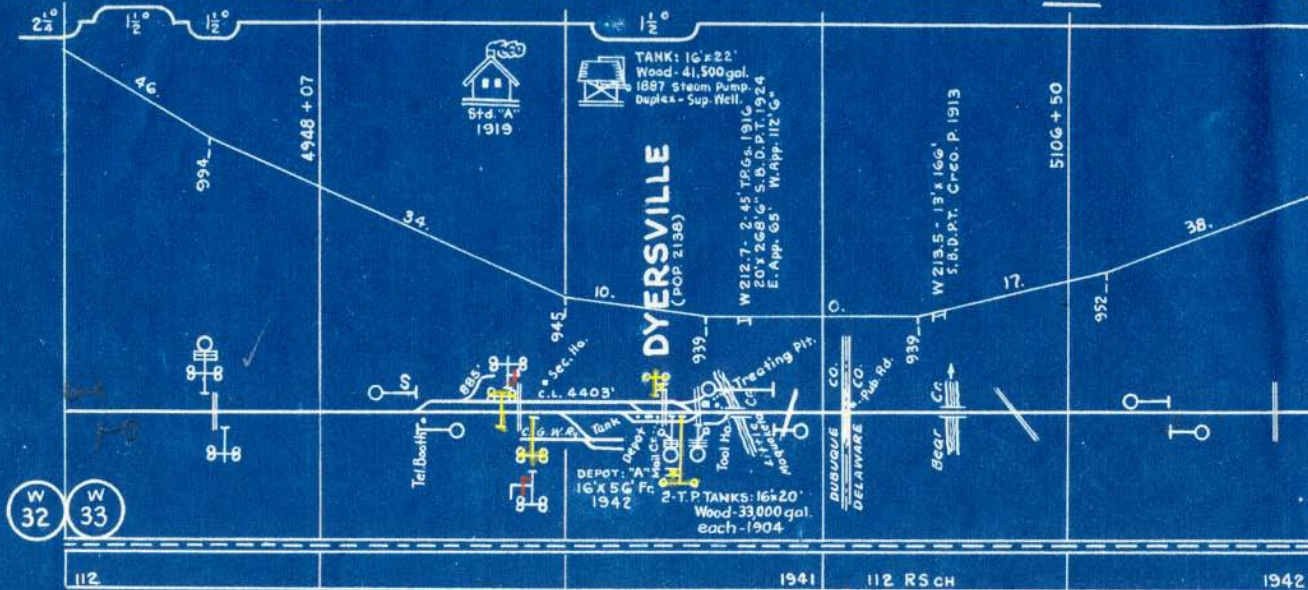


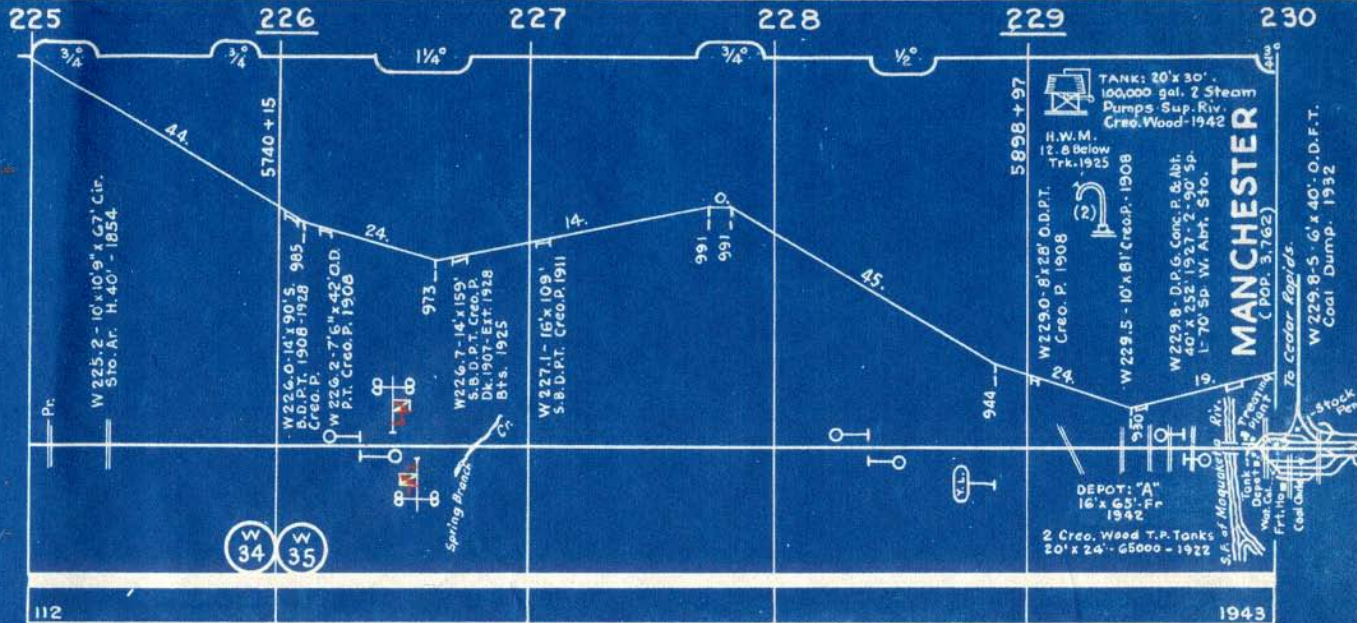




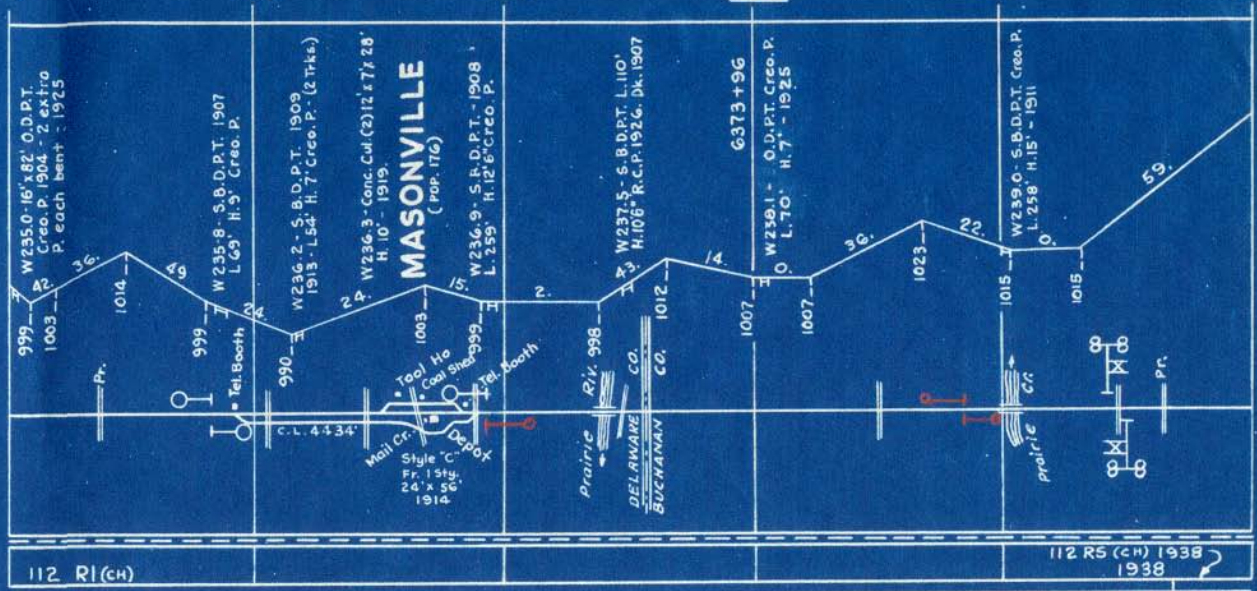


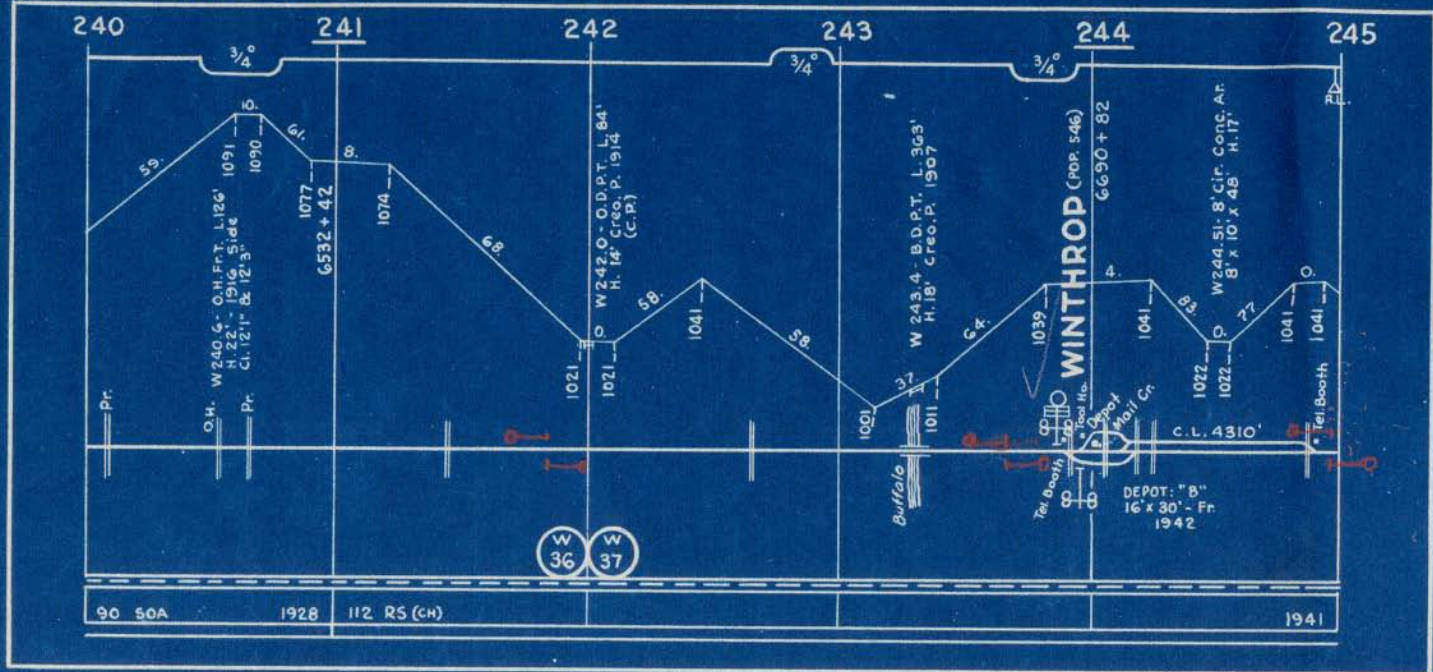




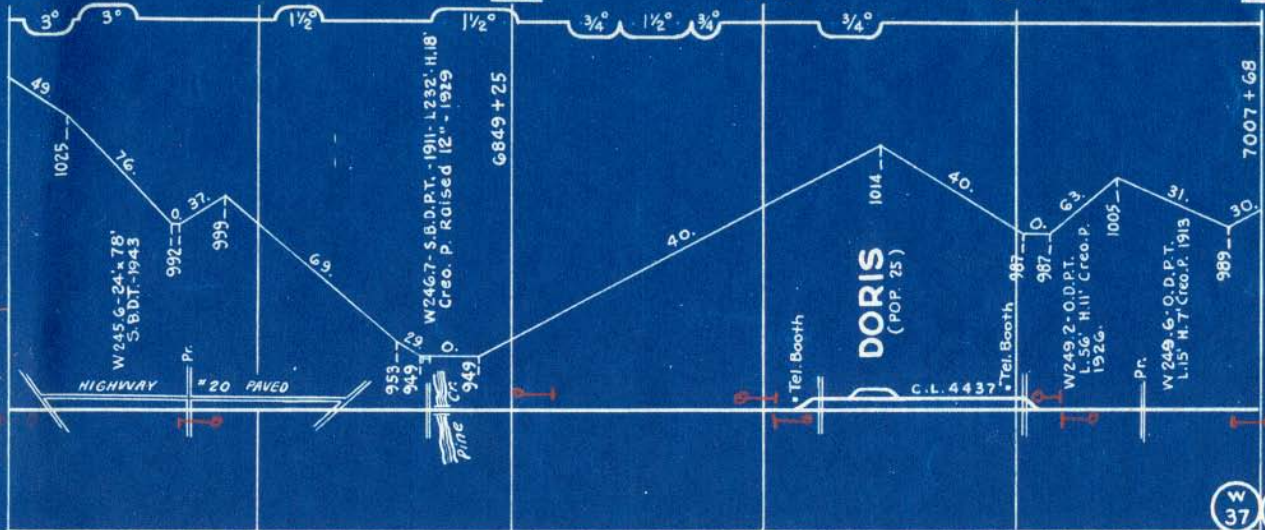


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112 R5 (CH)

1941

90

60A

1928

90

50A

1921

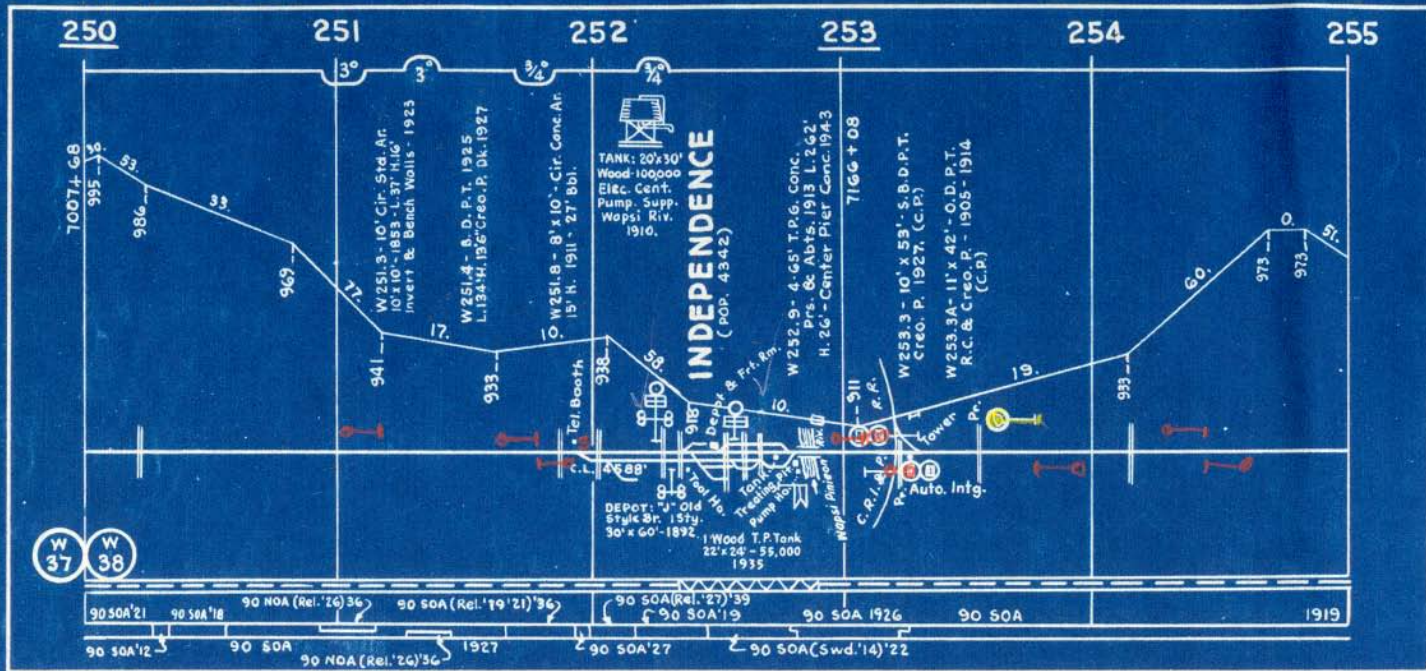
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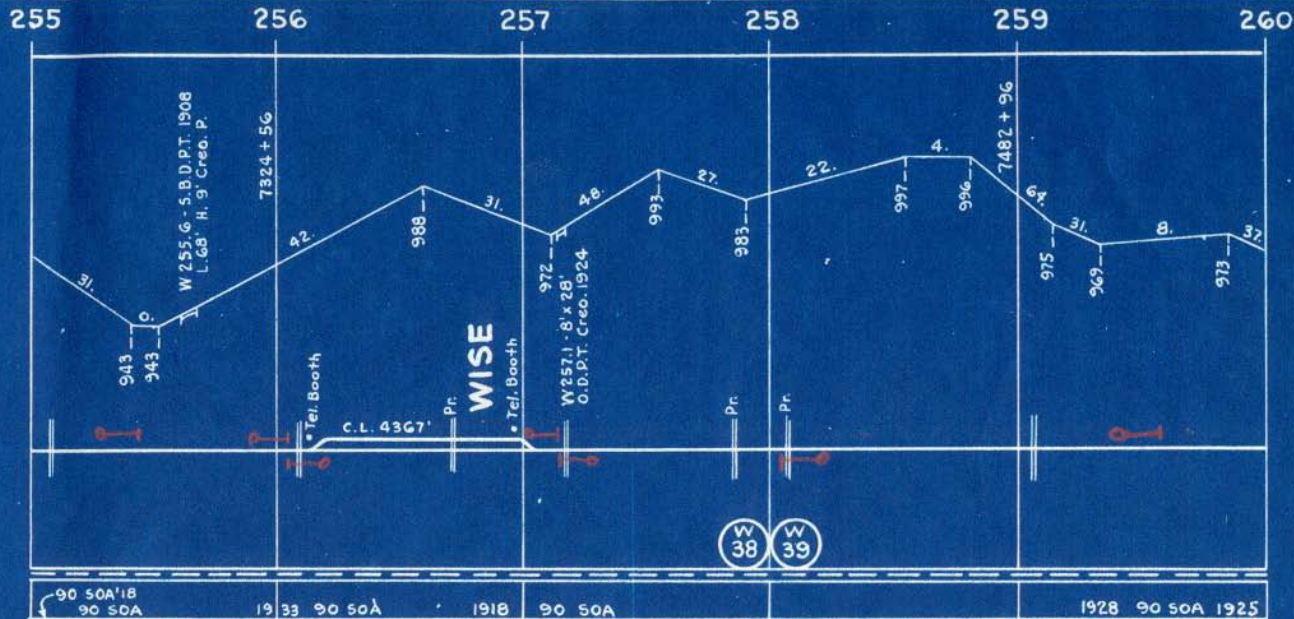
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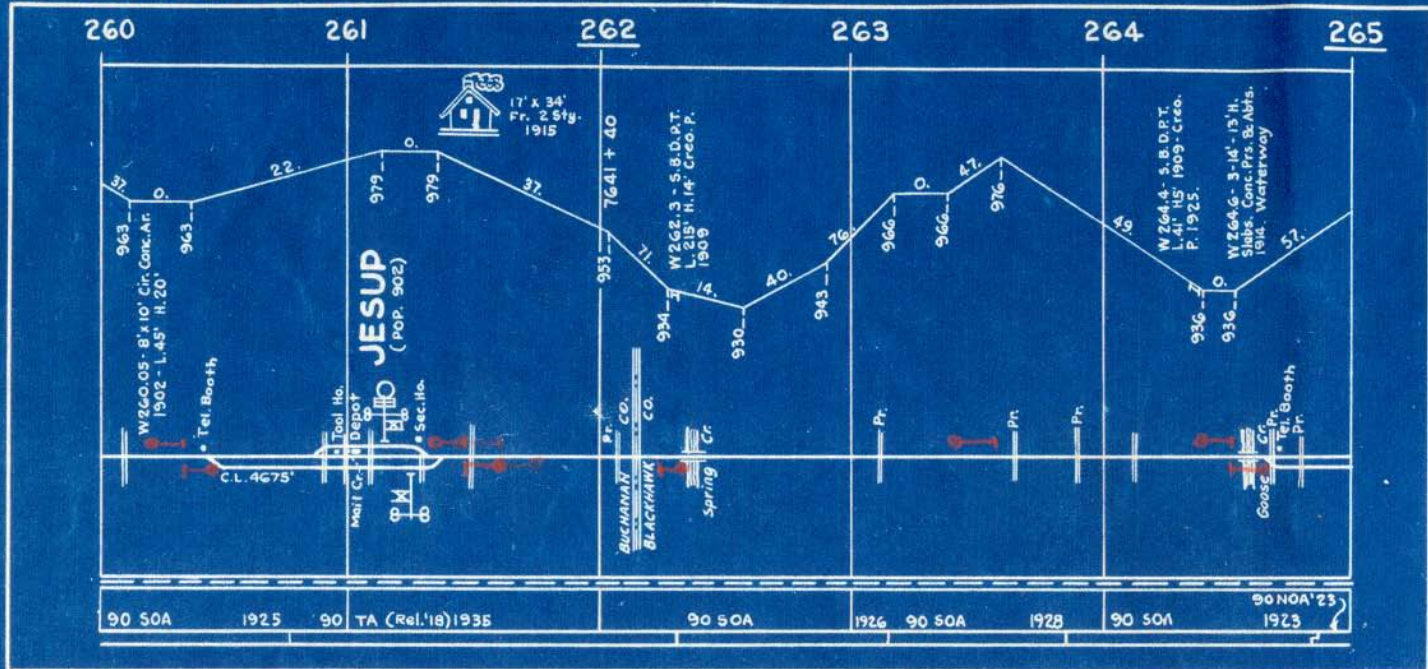
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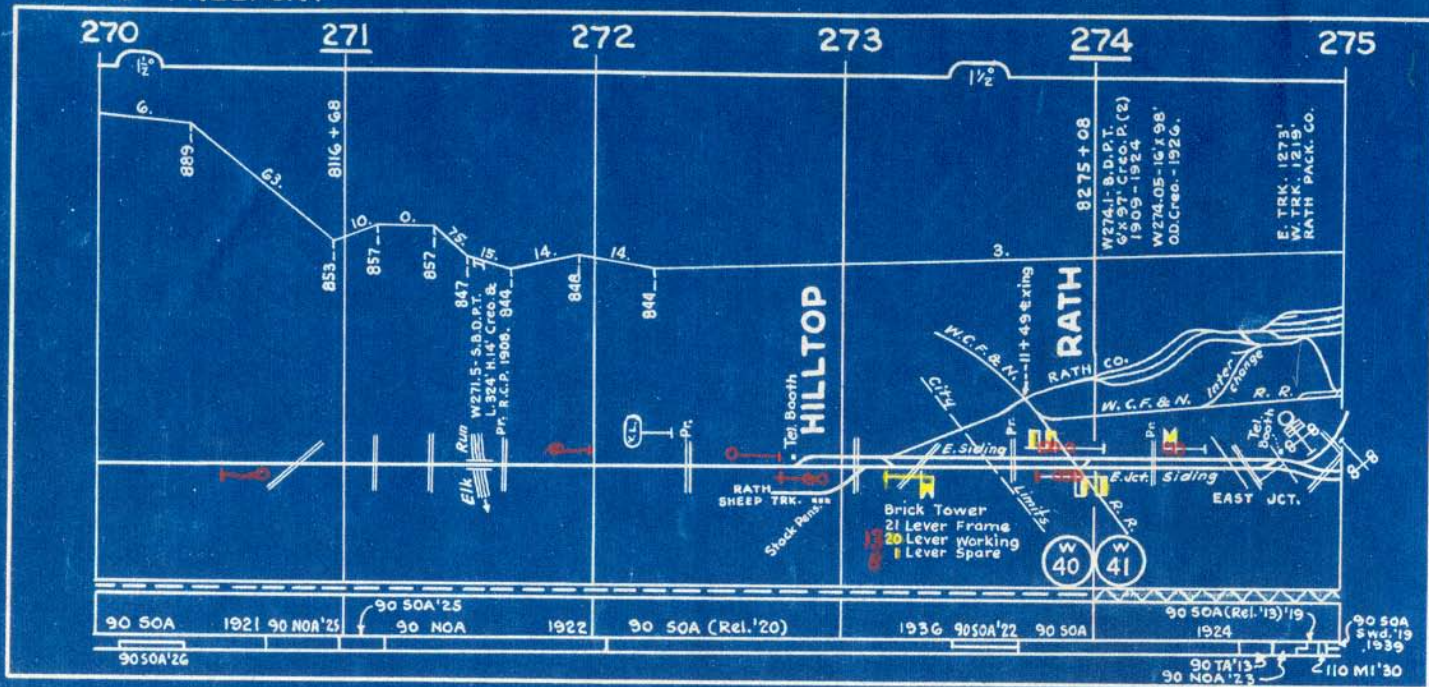
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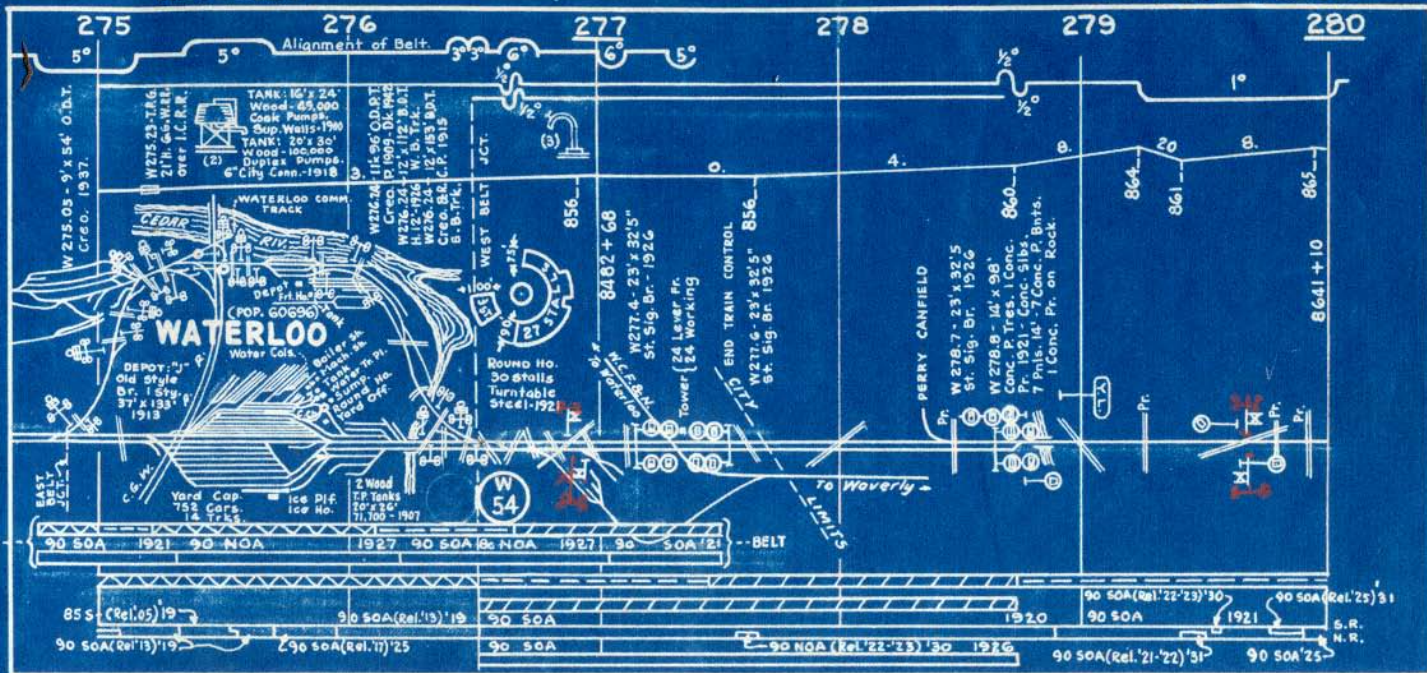
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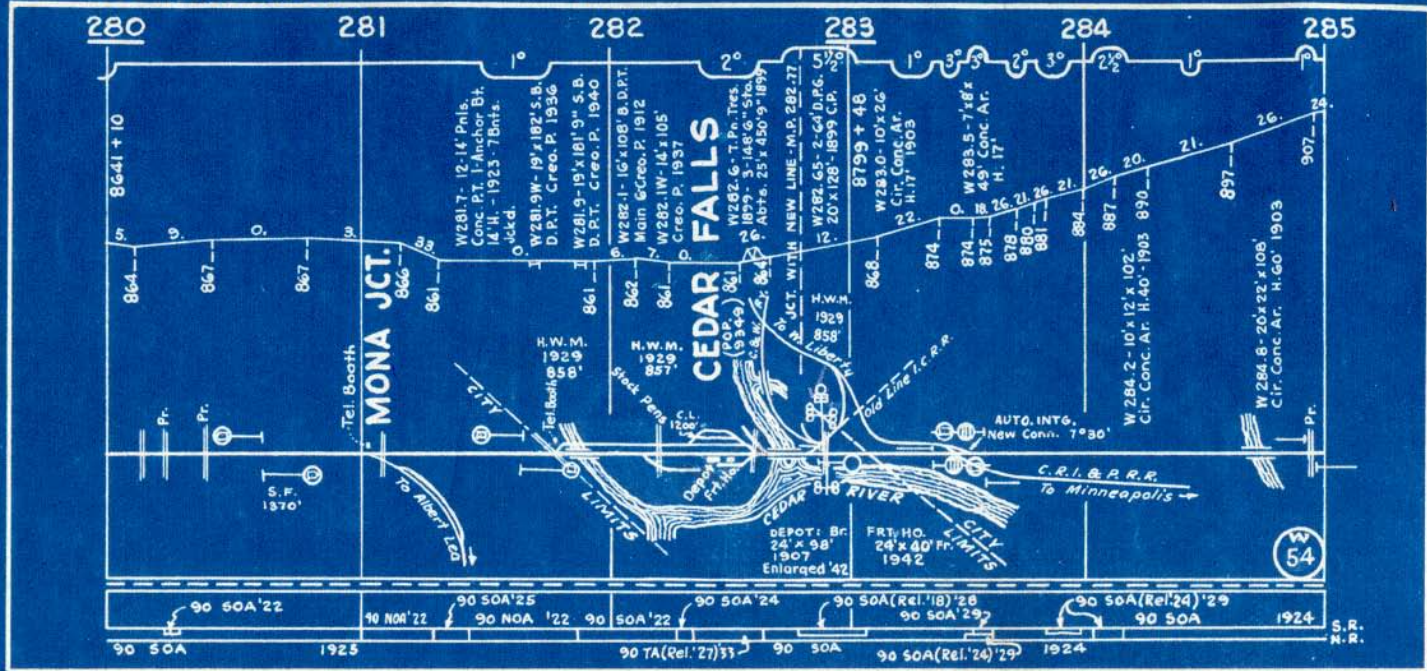


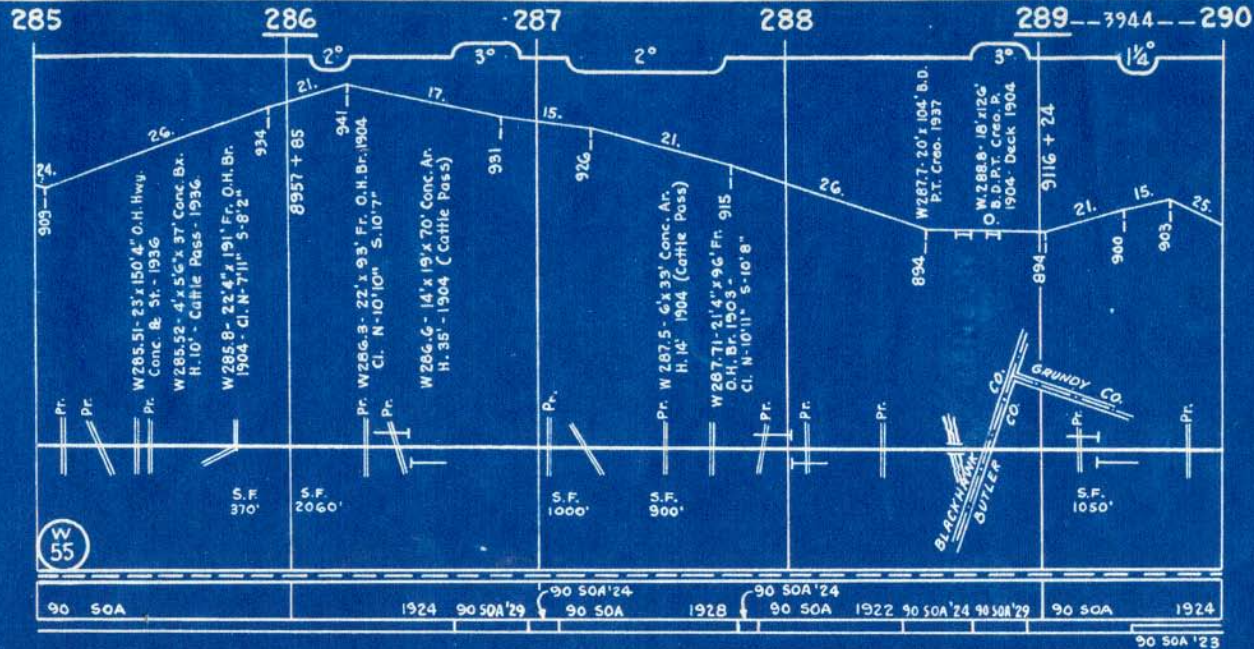












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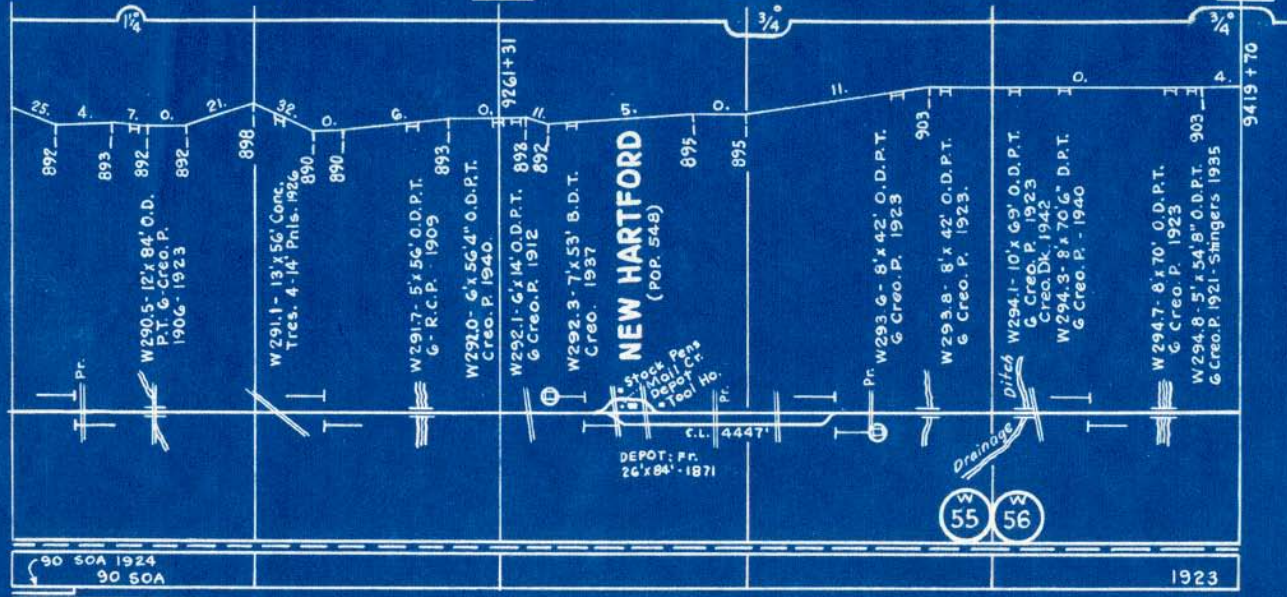
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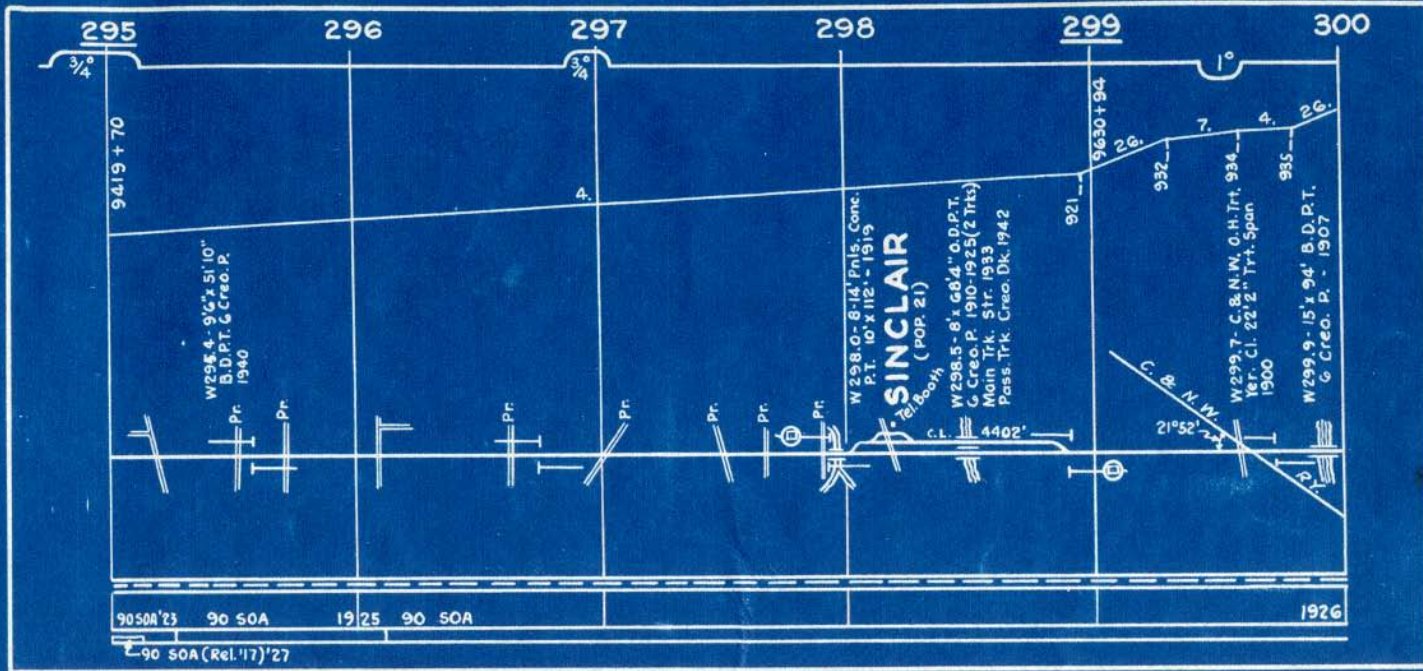
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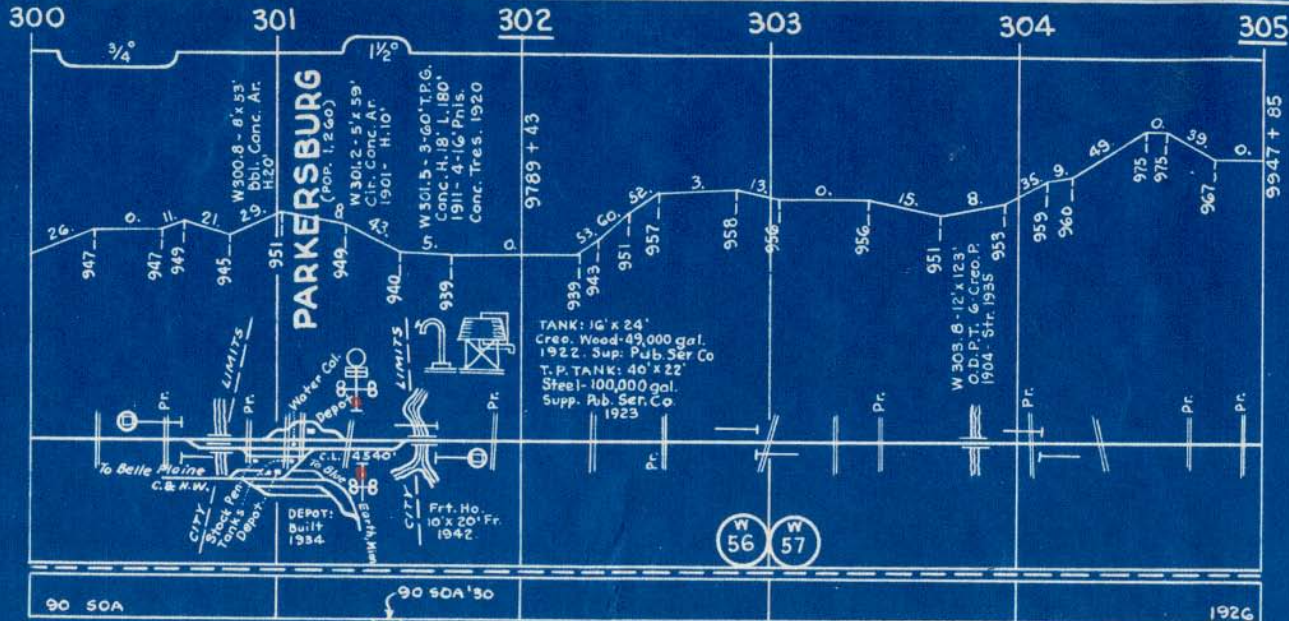
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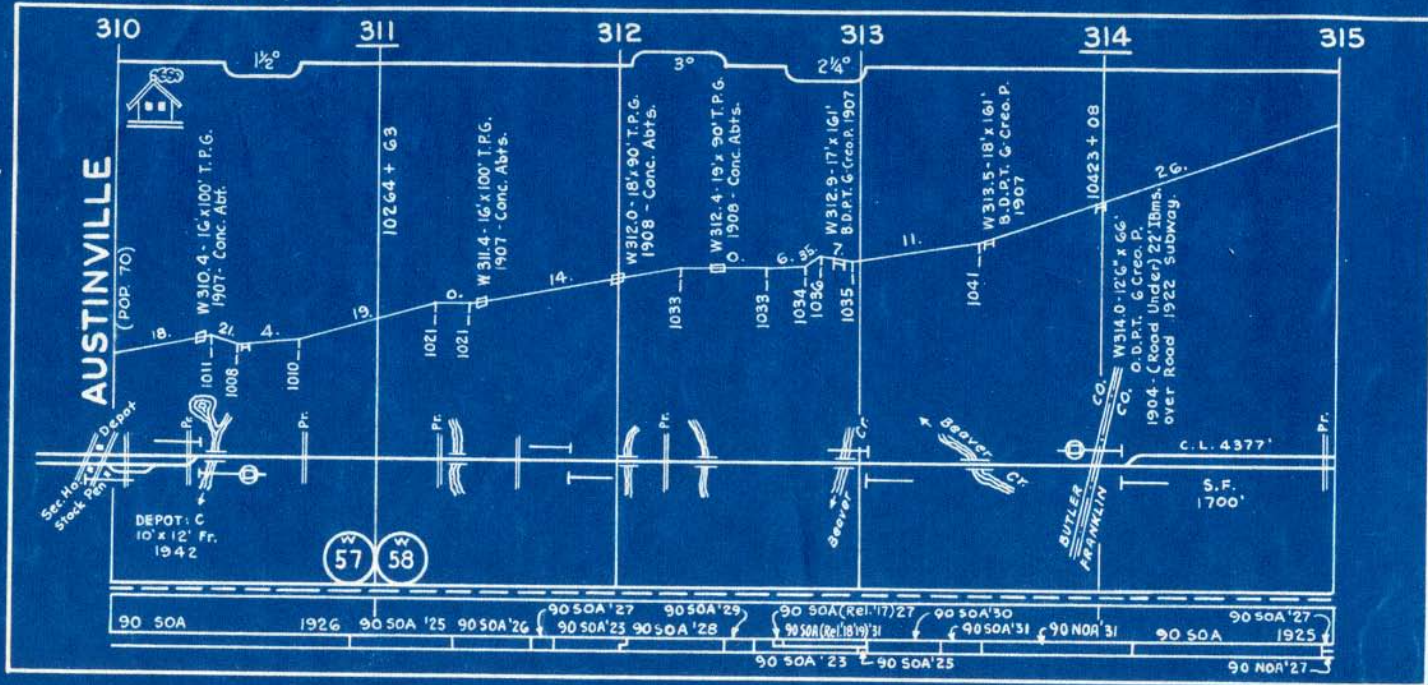
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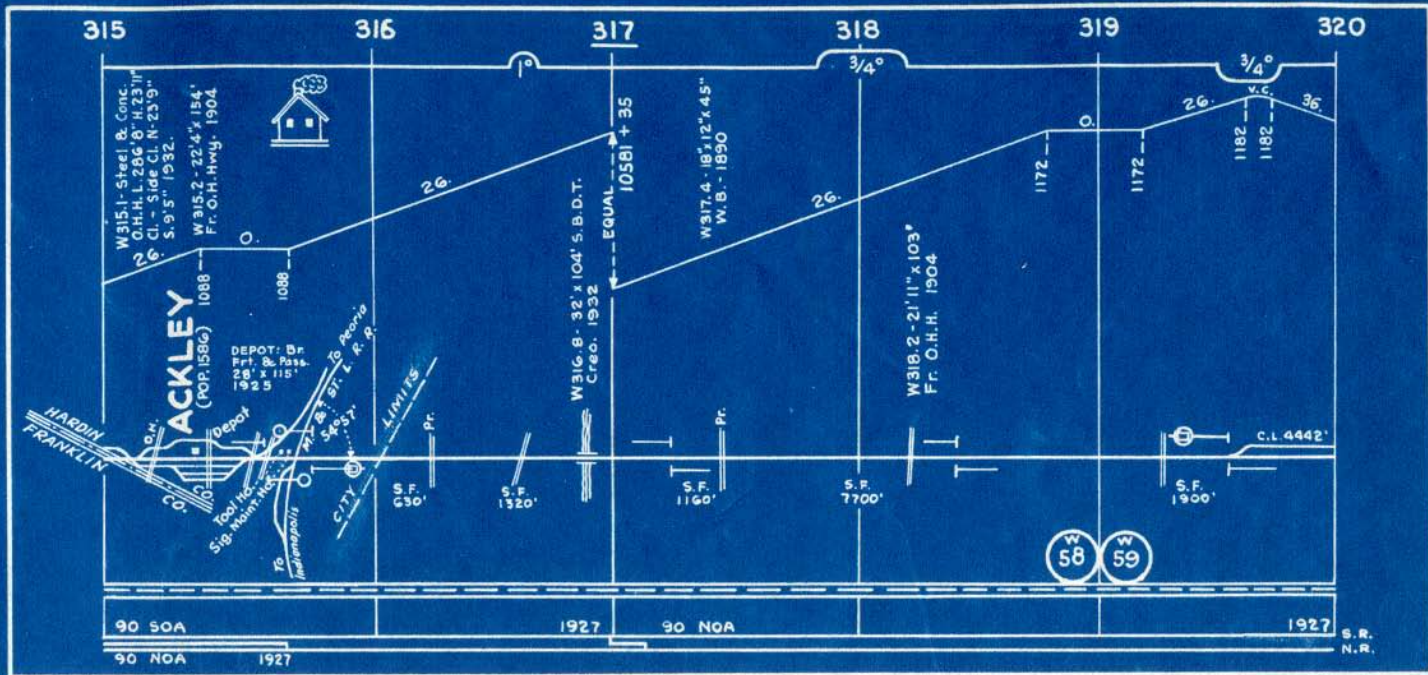
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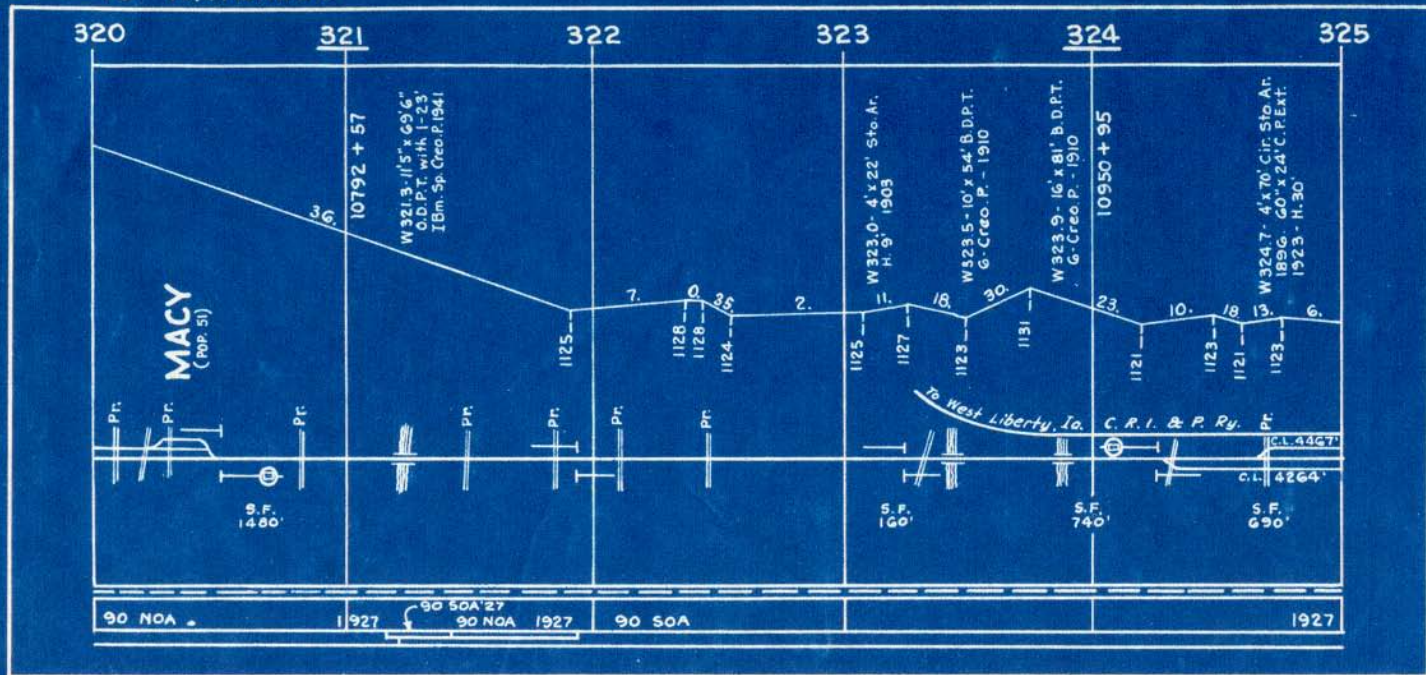


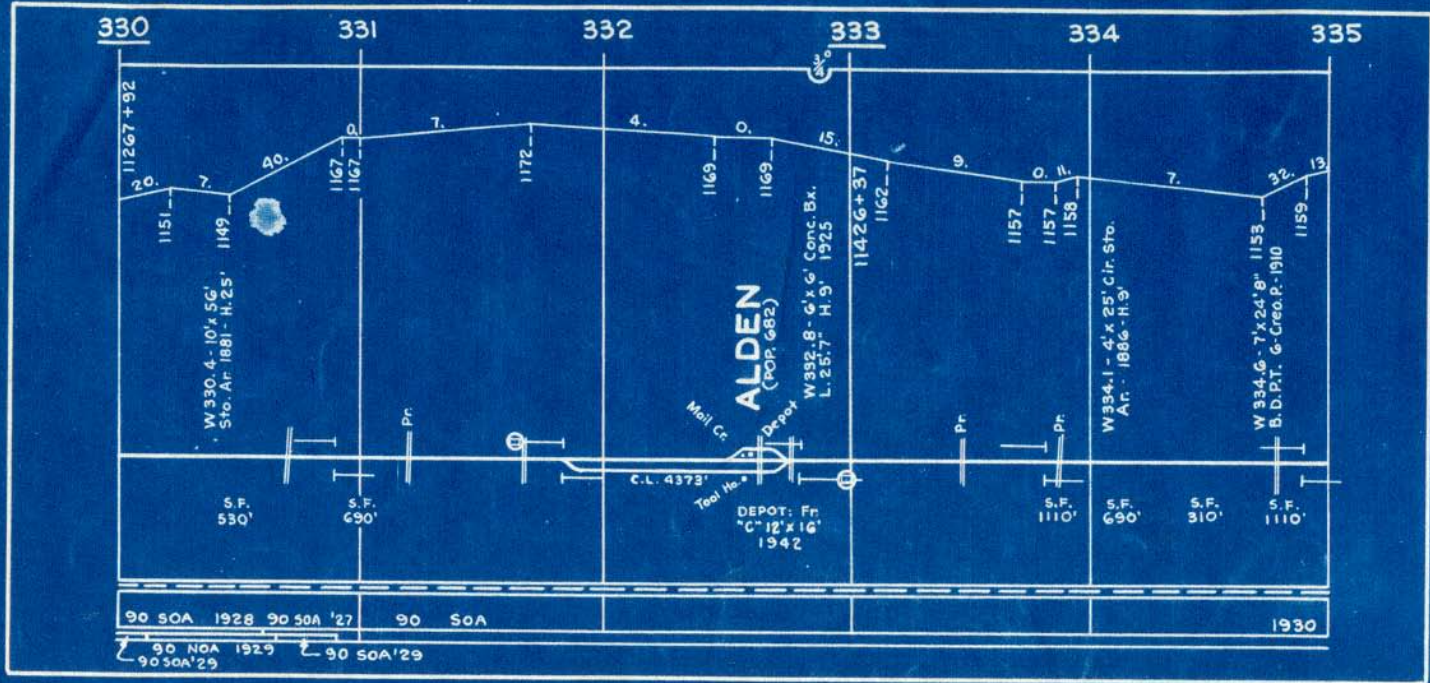


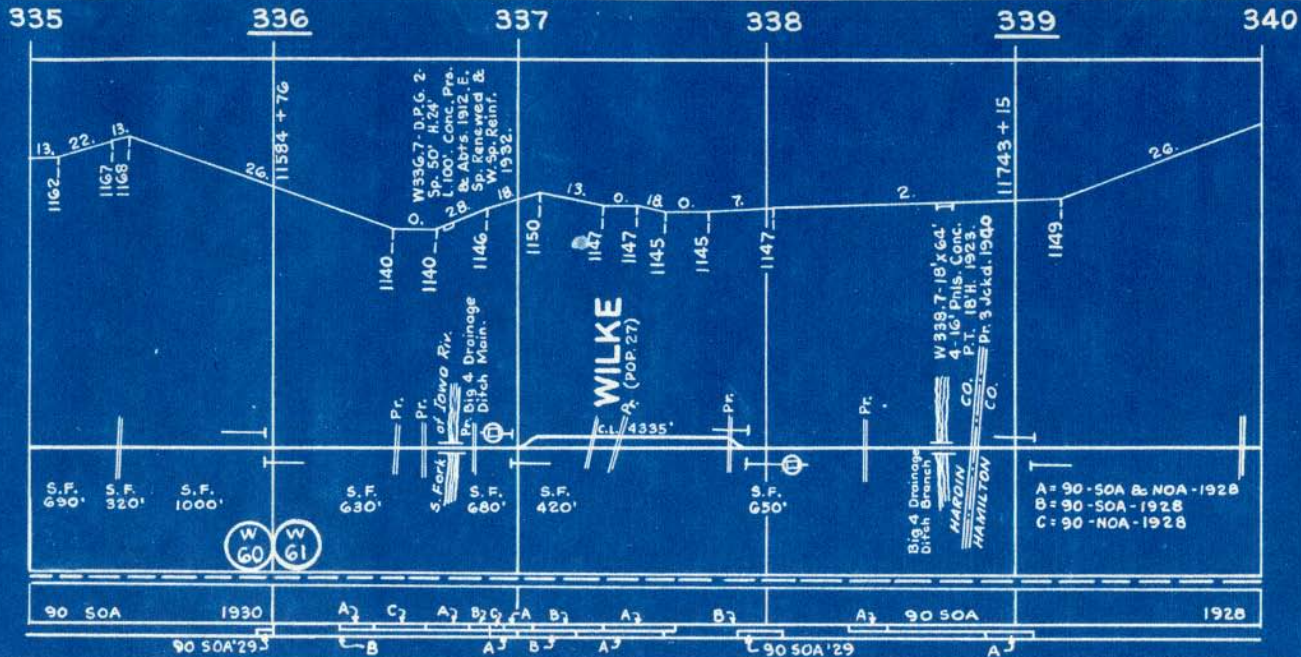


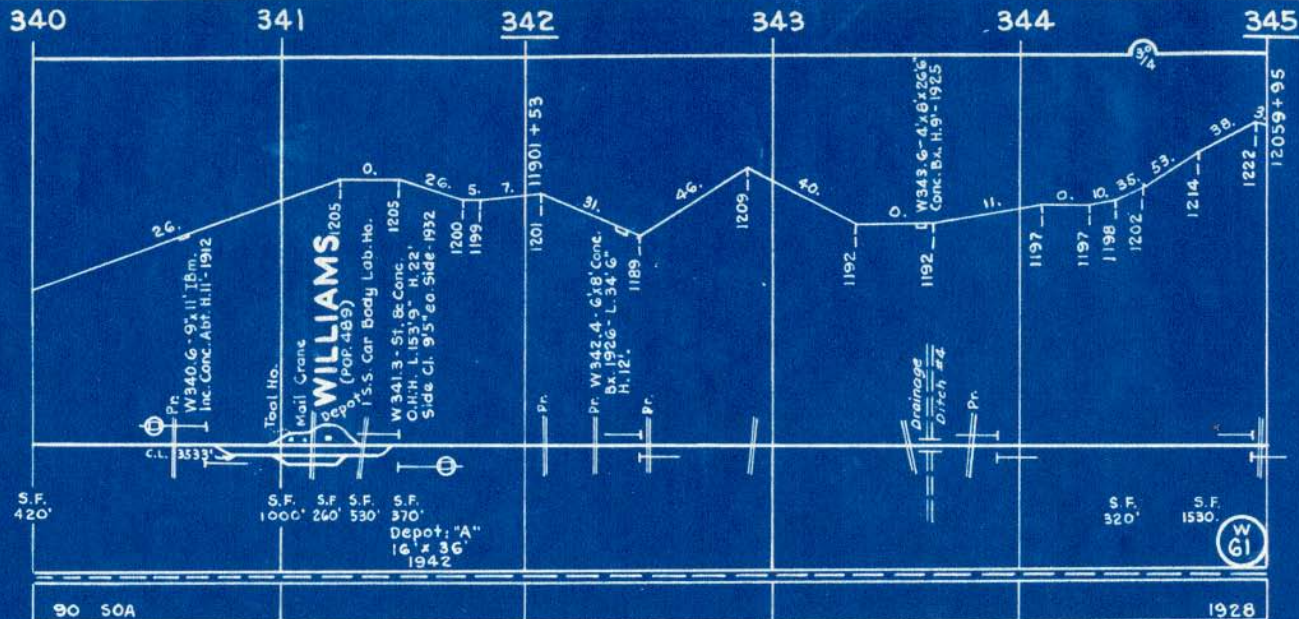


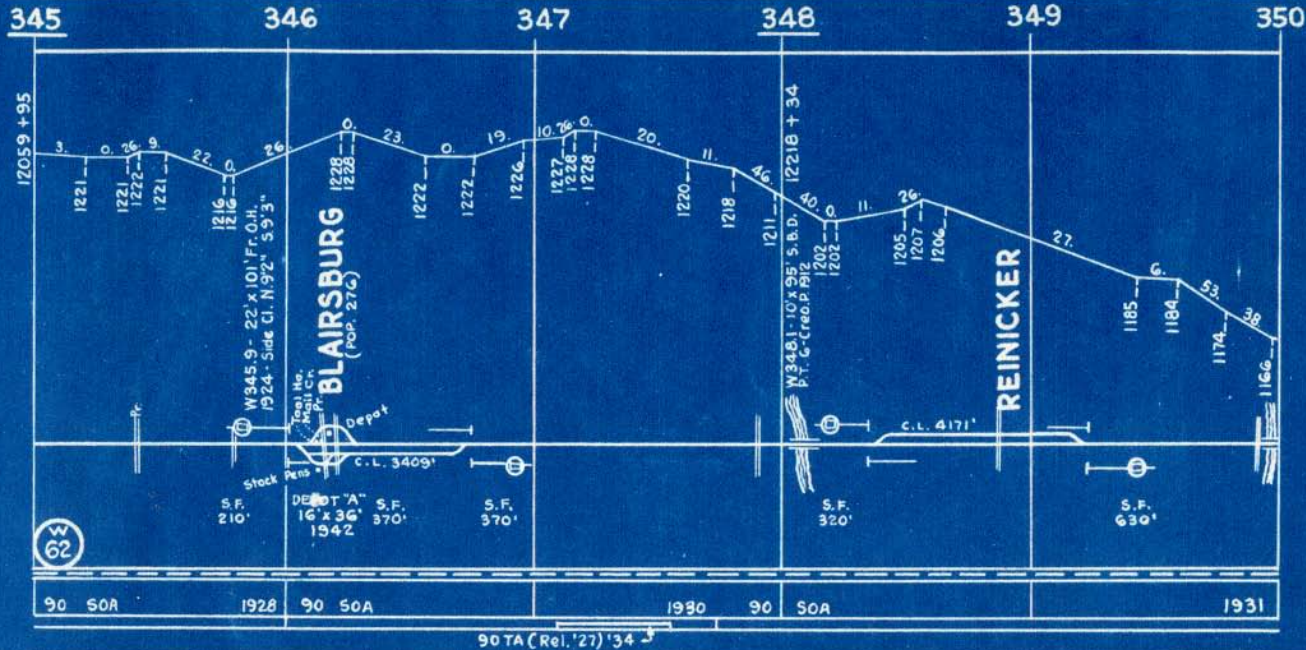


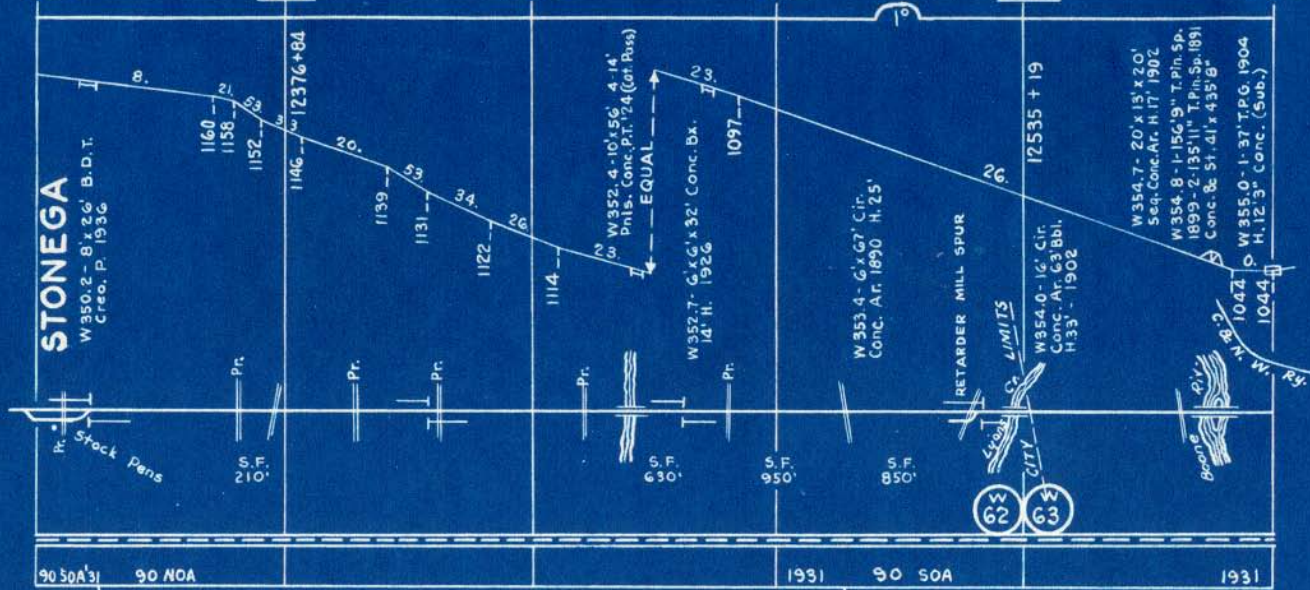


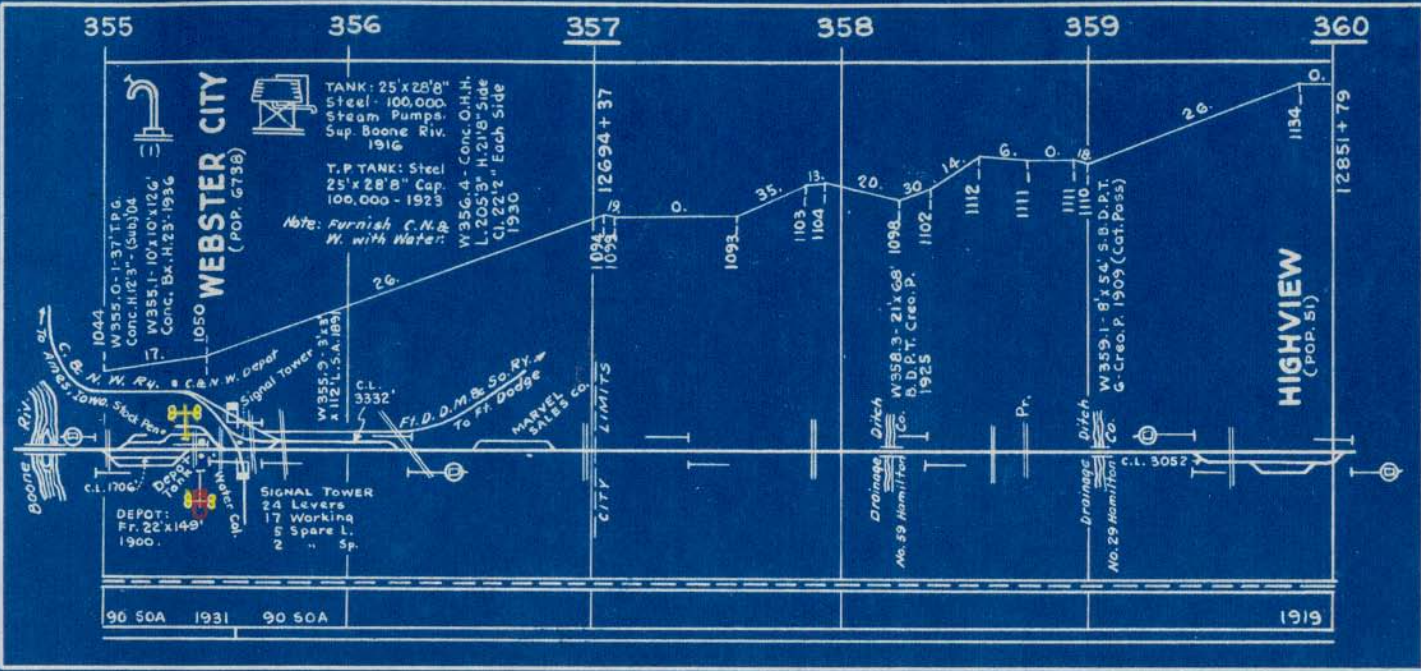




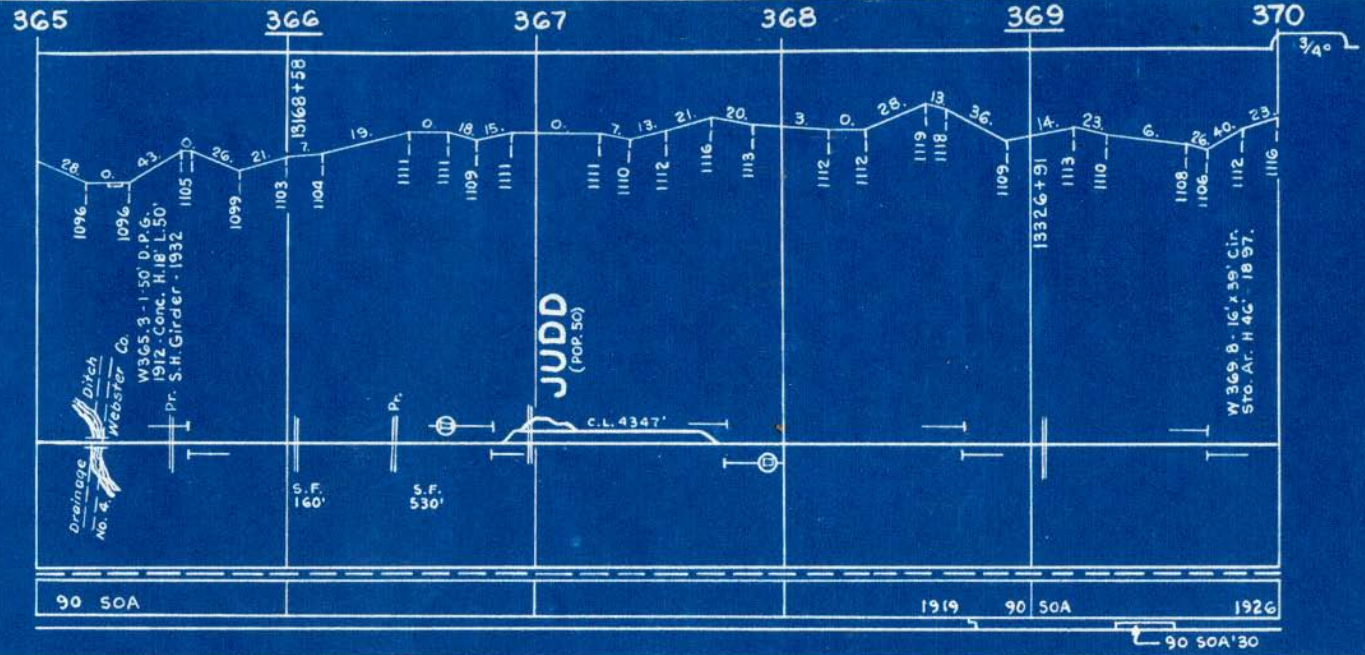


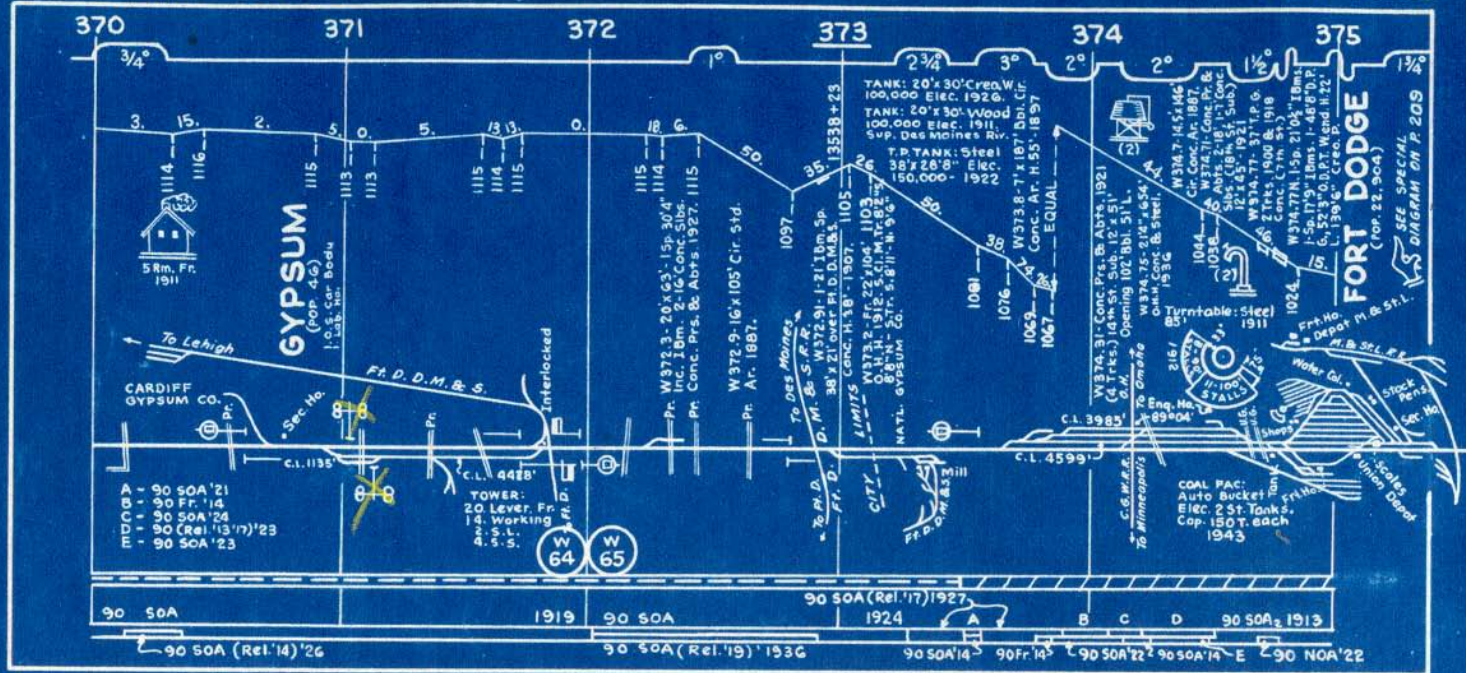




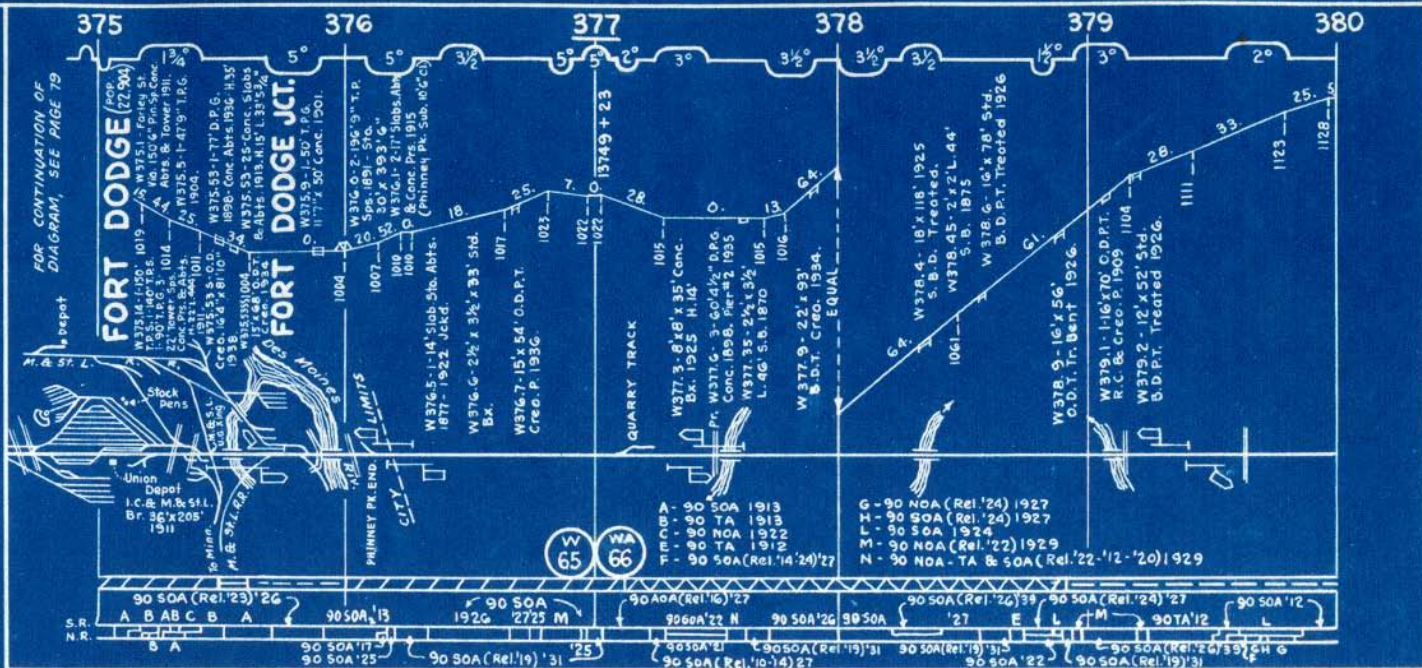


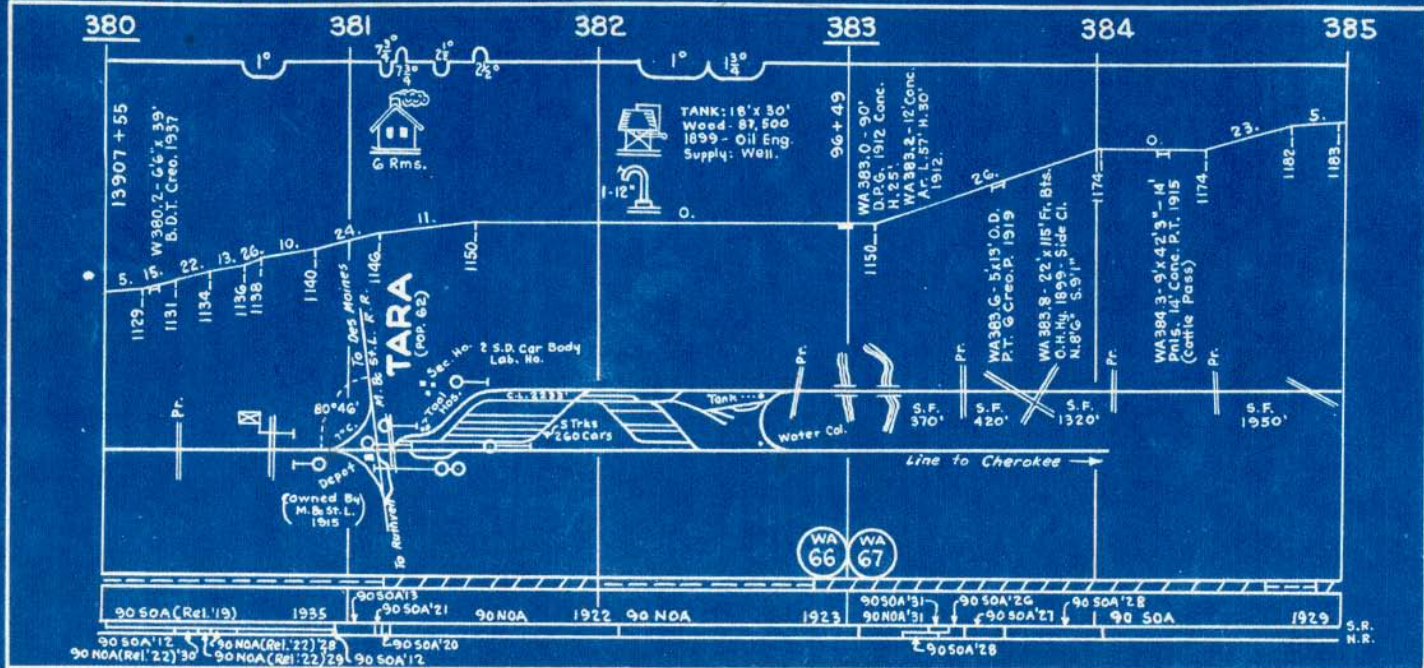




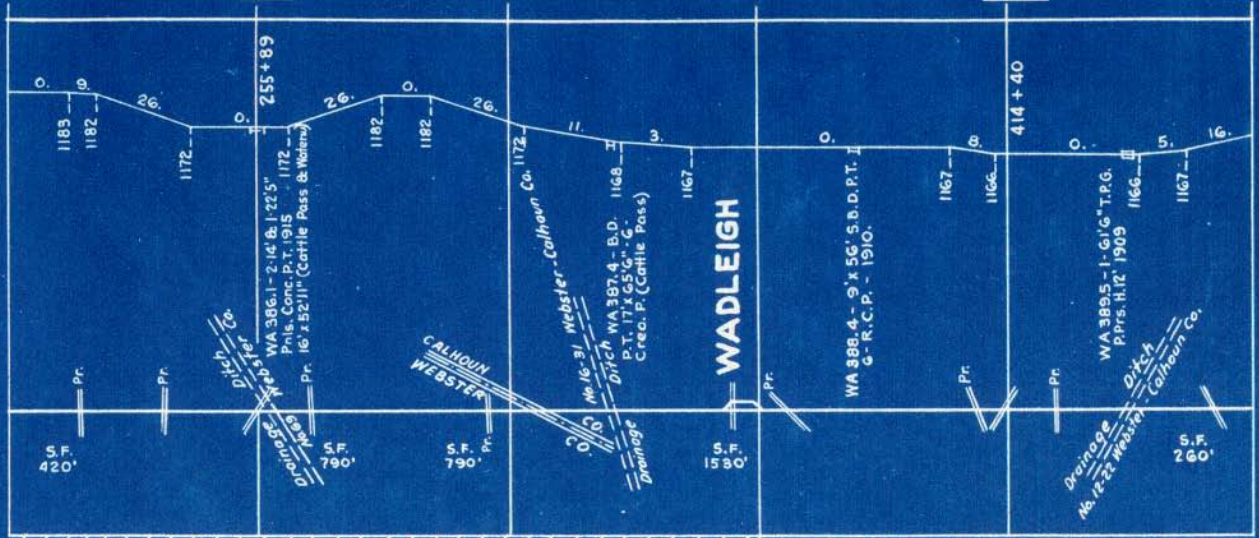


oot



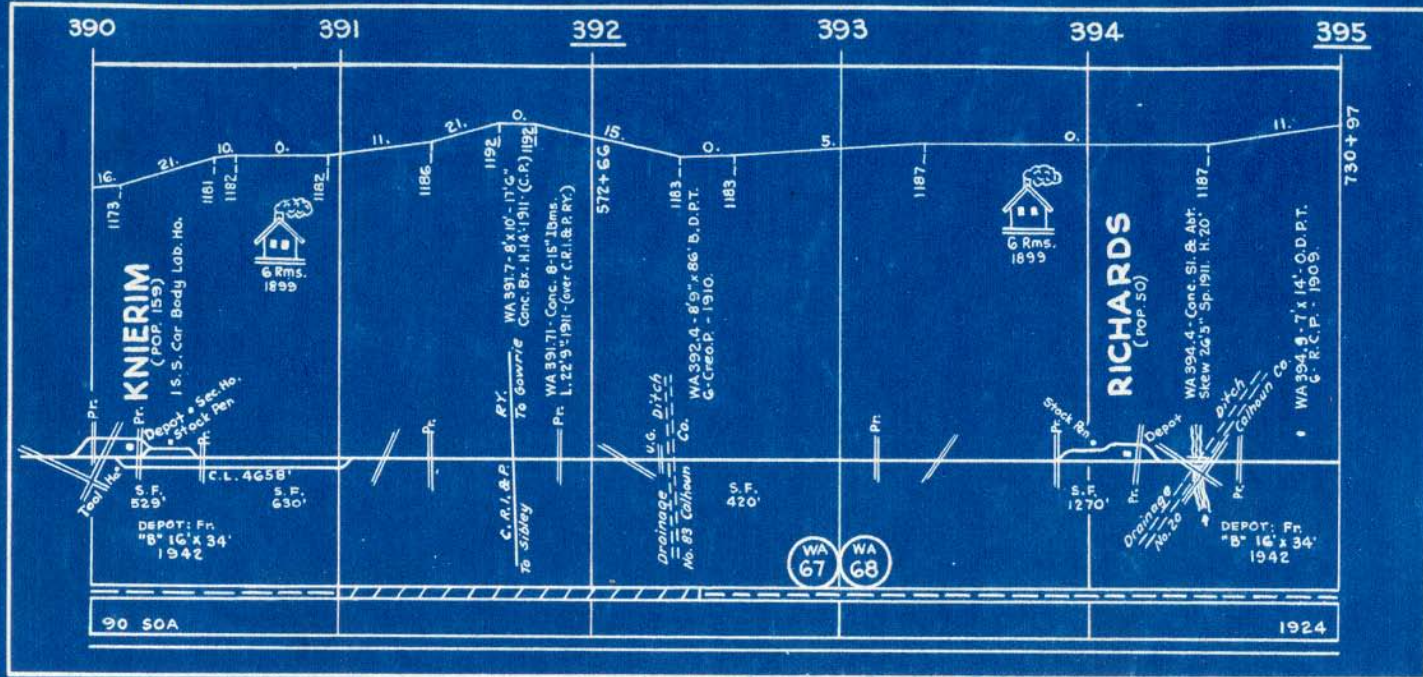


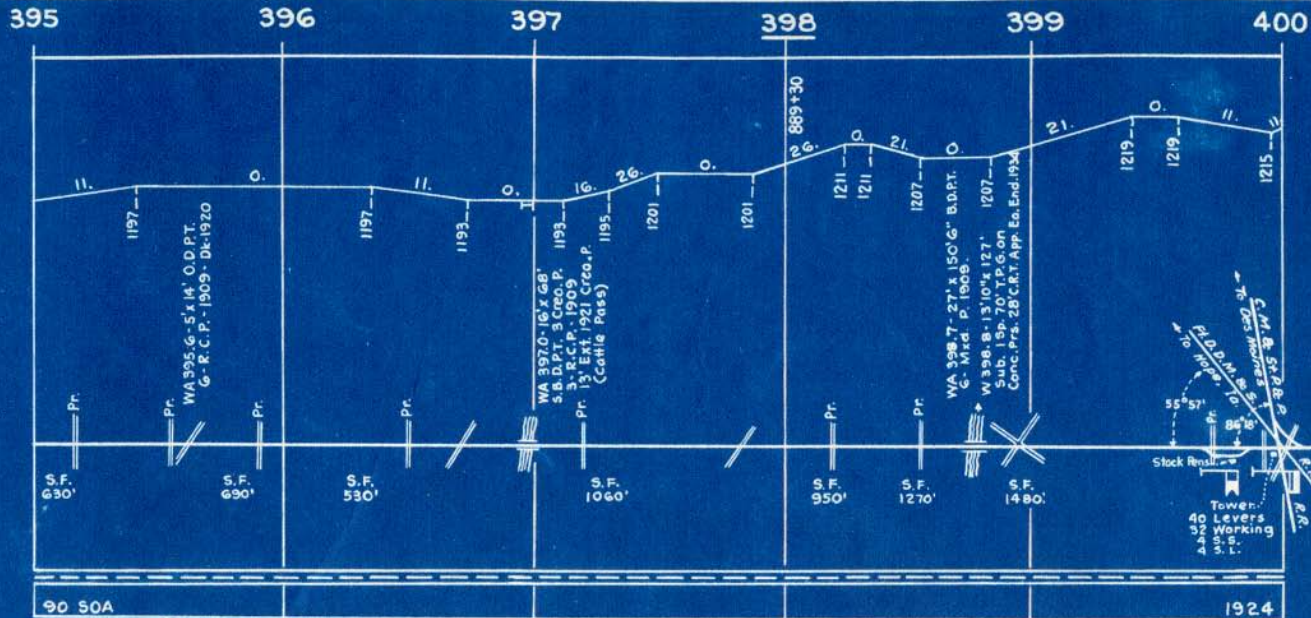
385 386 387 388 389 390

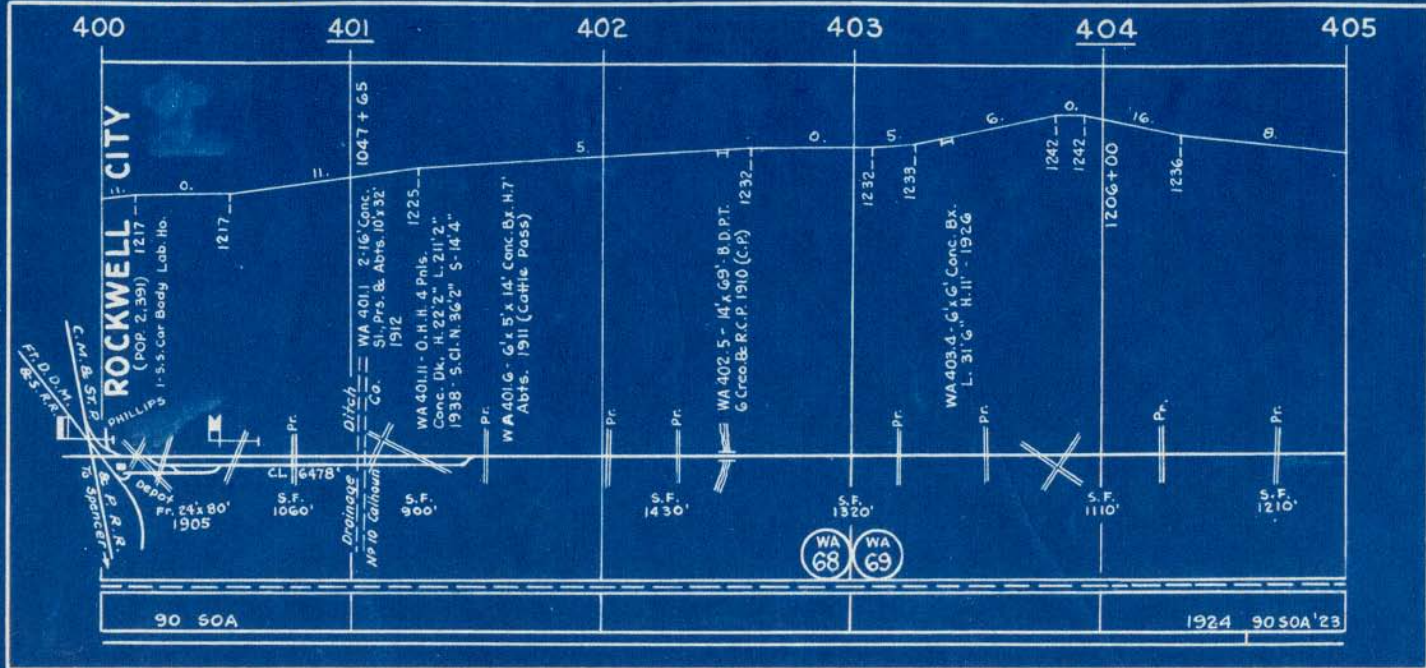


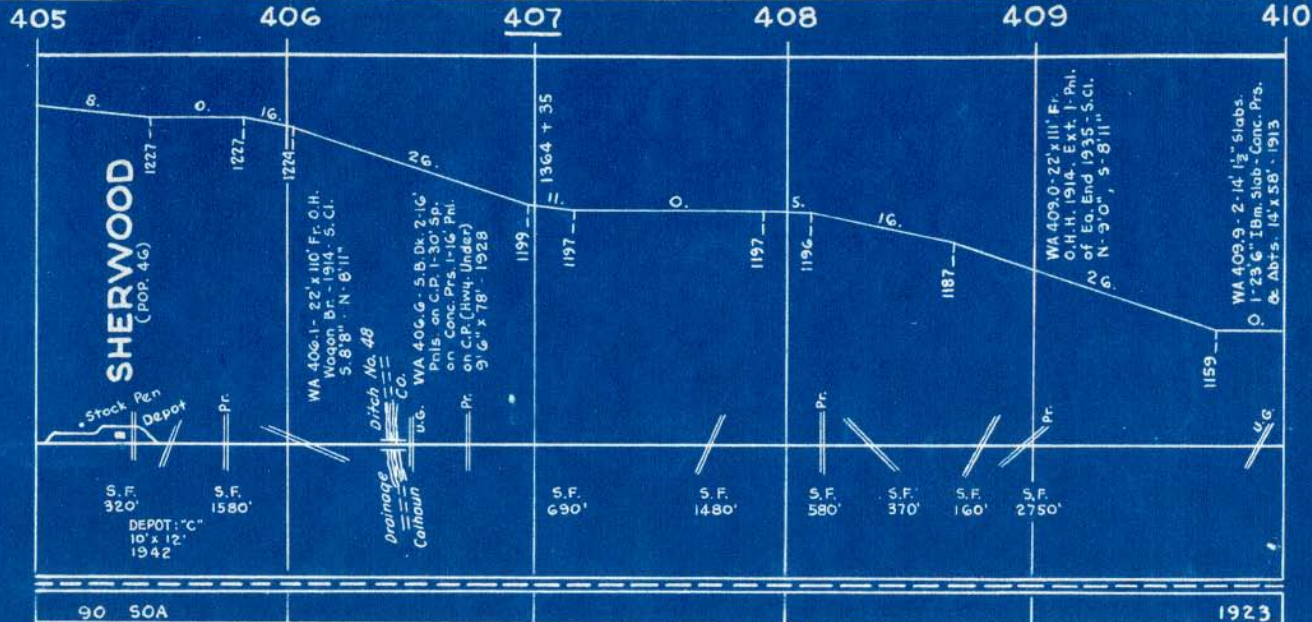
90 NOA'30 90 NOA 1923 90 SOA 1923 90 SOA 1924

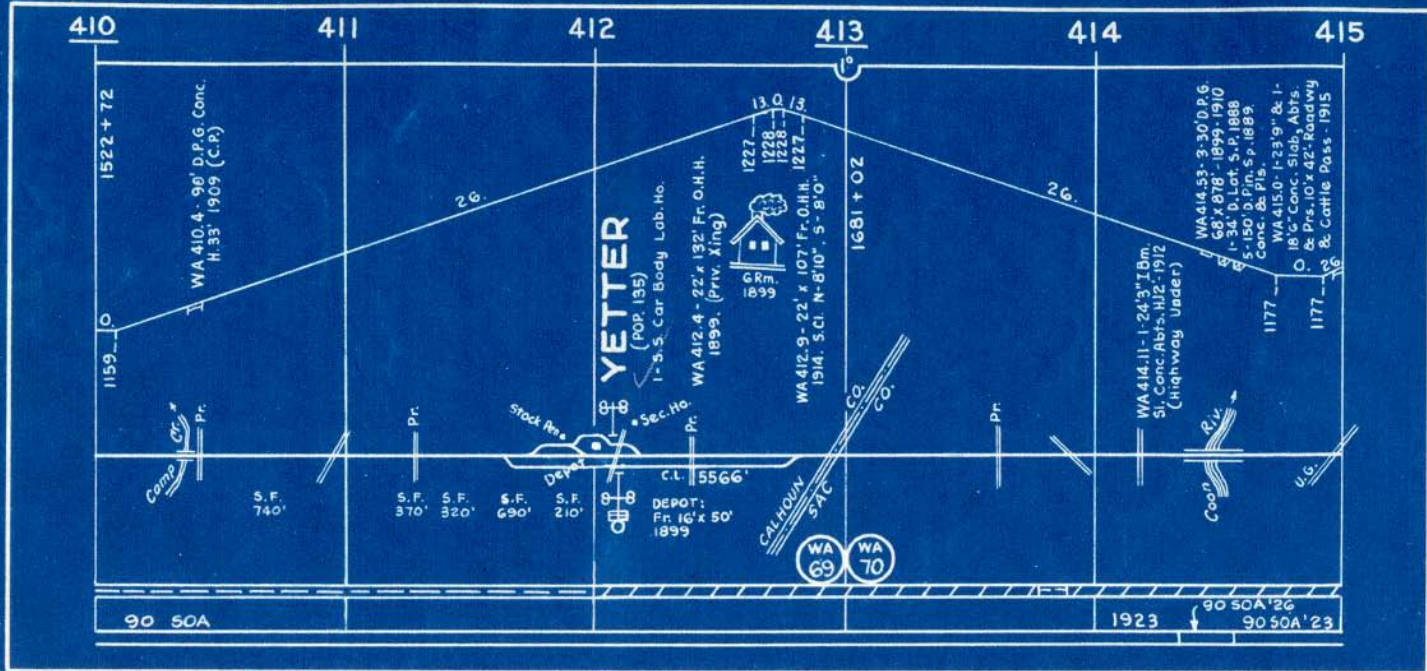
90 NOA'31 90 SOA (Rel.'21)'26

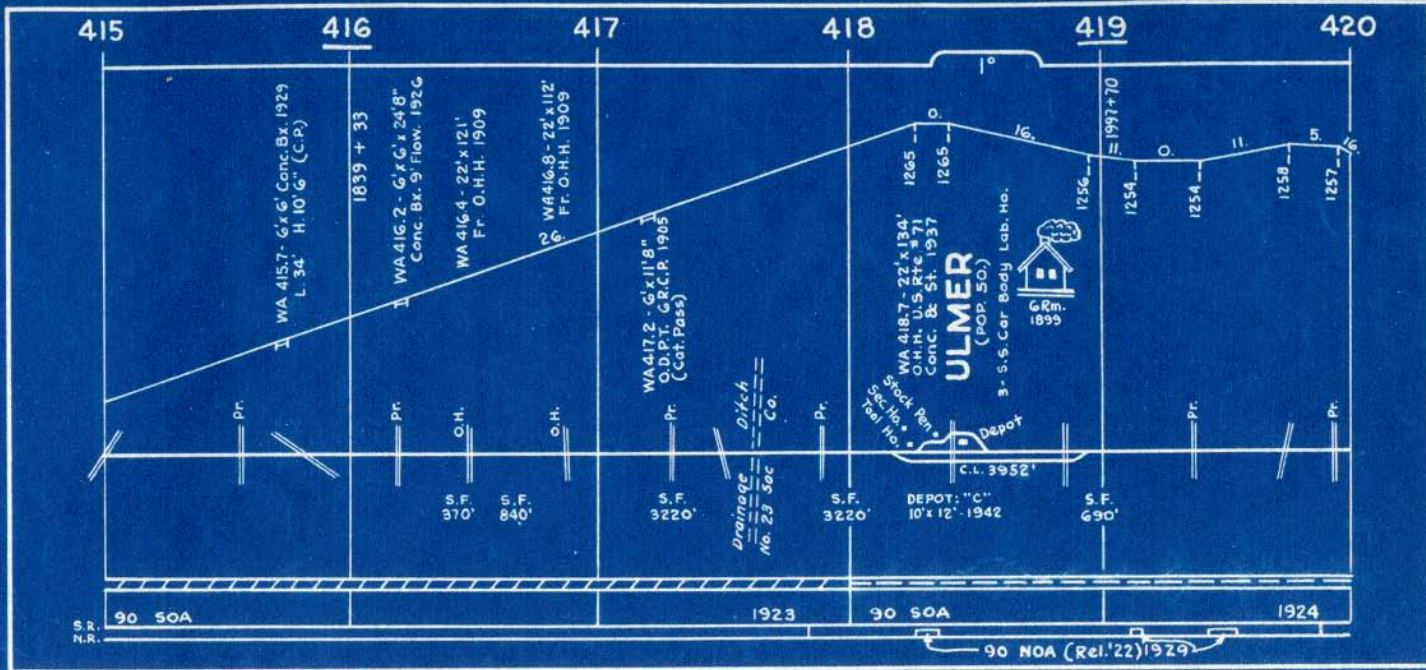


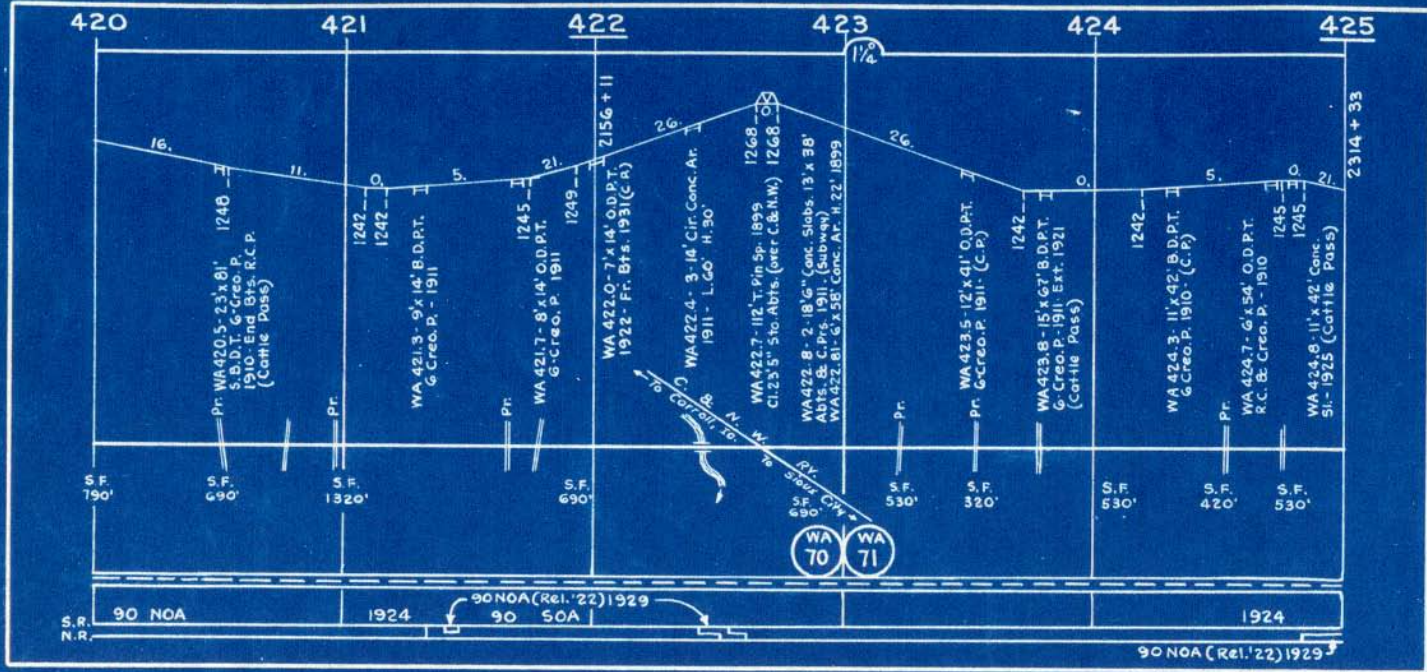




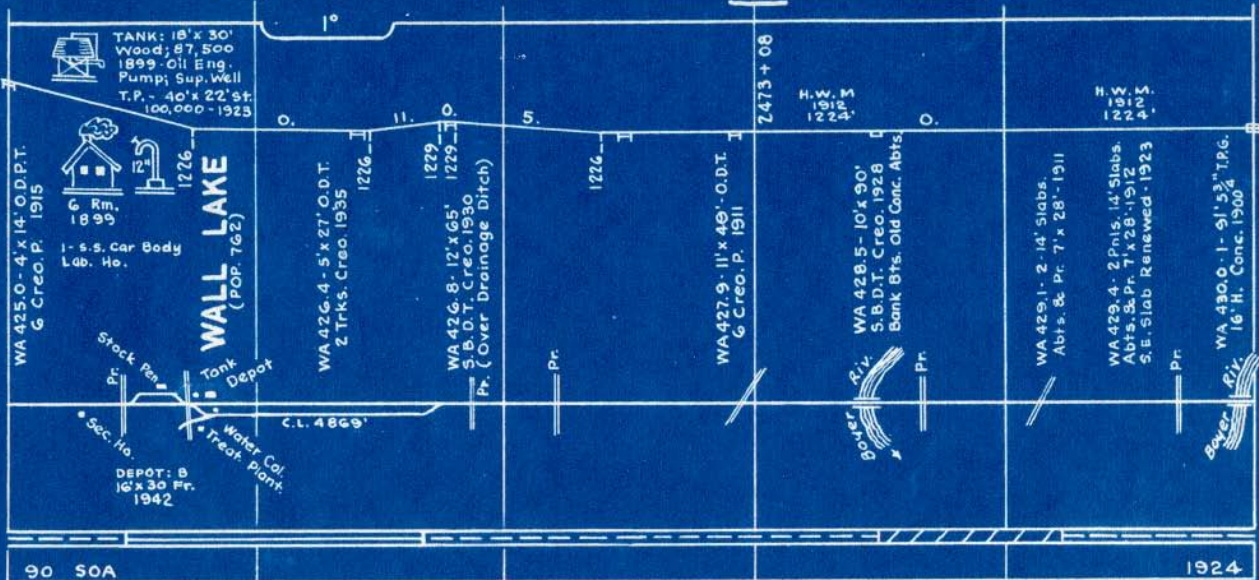


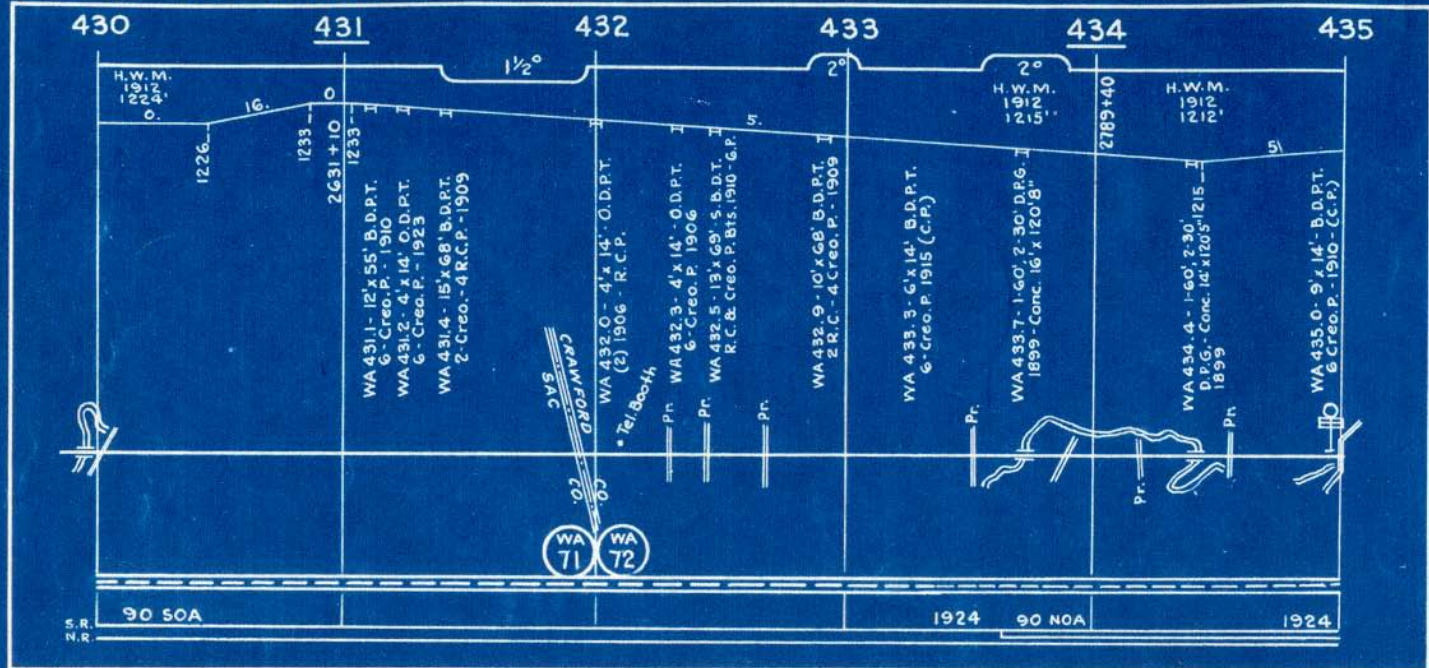


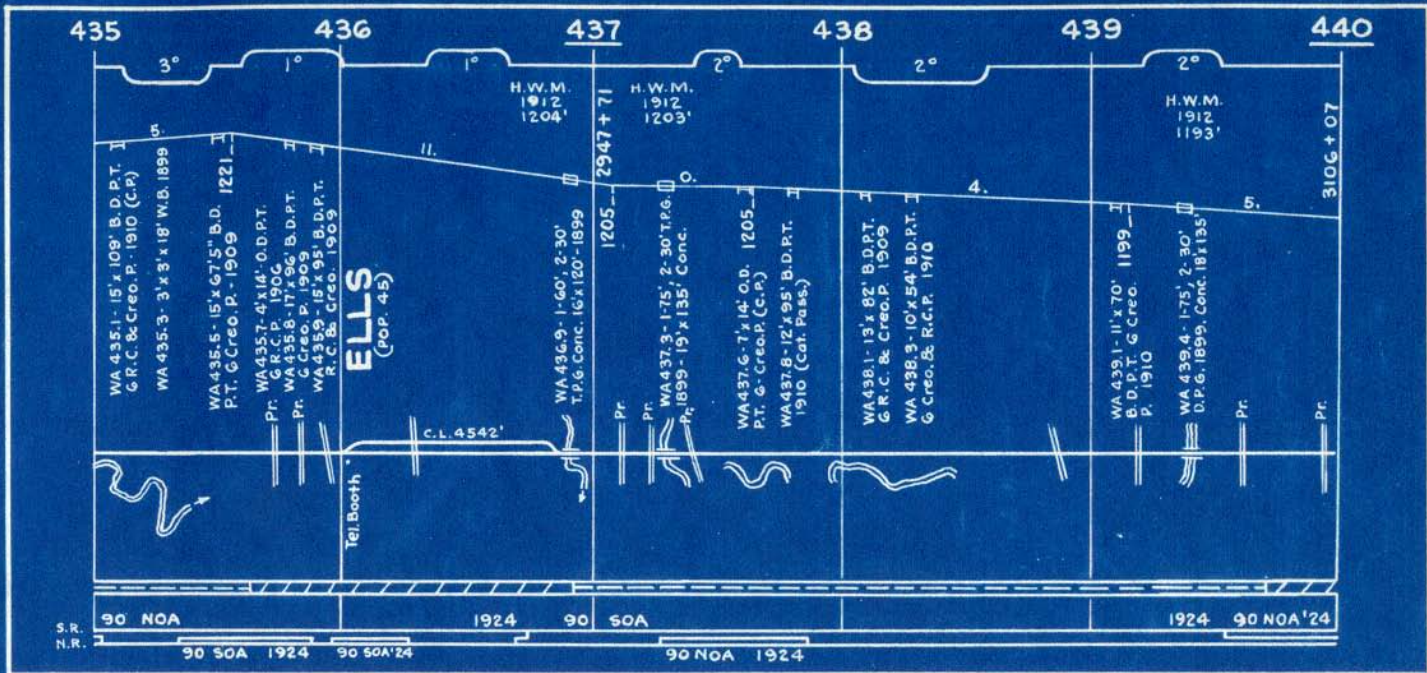


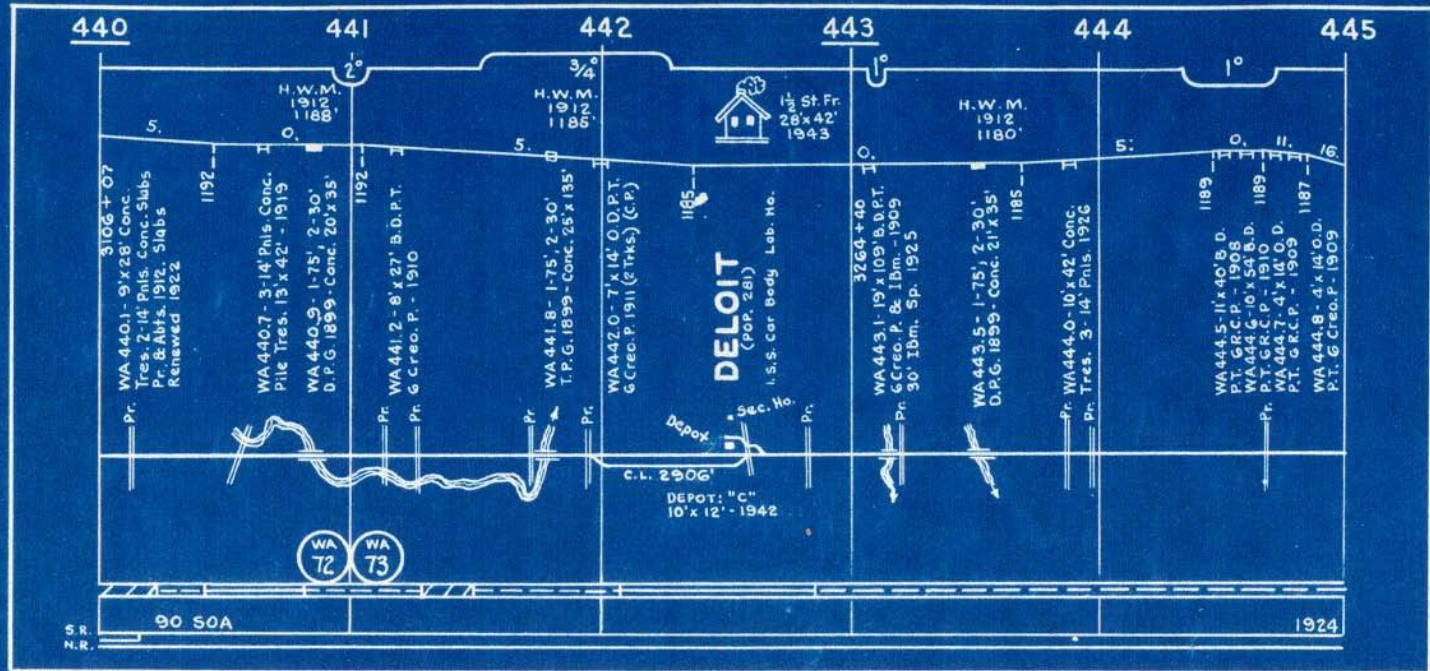


425 426 427 428 429 430









445 446 447 448 449 450

H.W.M.
1912
1174'

WA 445.1-23'x109' B.D.P.T.
G. Creo. P. - 1909

Pr.

WA 445.6-5'x55'
B.D.P.T. G R.C.P. & Creo. 1910

1175 - I

1174 - I

Pr.

WA 446.0-11'x546"
B.D.P.T. G.Creo.P.1911

3422 + 72

O.

Pr.

WA 446.8-9'x39' B.D.Creo.
P. 1926

1174 - I

II.

WA 447.1-14'x54'
B.D.P.T. G.Creo.P.1911

1169 - I

Pr.

WA 447.4-7'x67'6"
B.D.P.T. G.Creo.P.1910 (C.P.)

WA 447.6-8'x54'
B.D.P.T. G.Creo.P.1910

5.

COAL FACILITIES:
Auto. Buckets Elec.
4 Pockets. Cap. of
Chute 200T. - 1927

C.L. 65433

Stock Pens

Coal Chute



2-12'

DENISON
(POP. 4361)
1-s.s. Car Body Lab Ho.

Pr.

Tank

Depot

Sec. Ho.

Water

own

DEPOT: CO.
"B" 16'x34'
1942

WA 448.6-22'x135'
Pr. O.H.H. Timber & 16m. 1927

5.

H.W.M.
1912
1161'

WA 449.1-175', 2-30' T.P.G.
Conc. Prs. 19'x135' - 1899

3581 + 10

O.

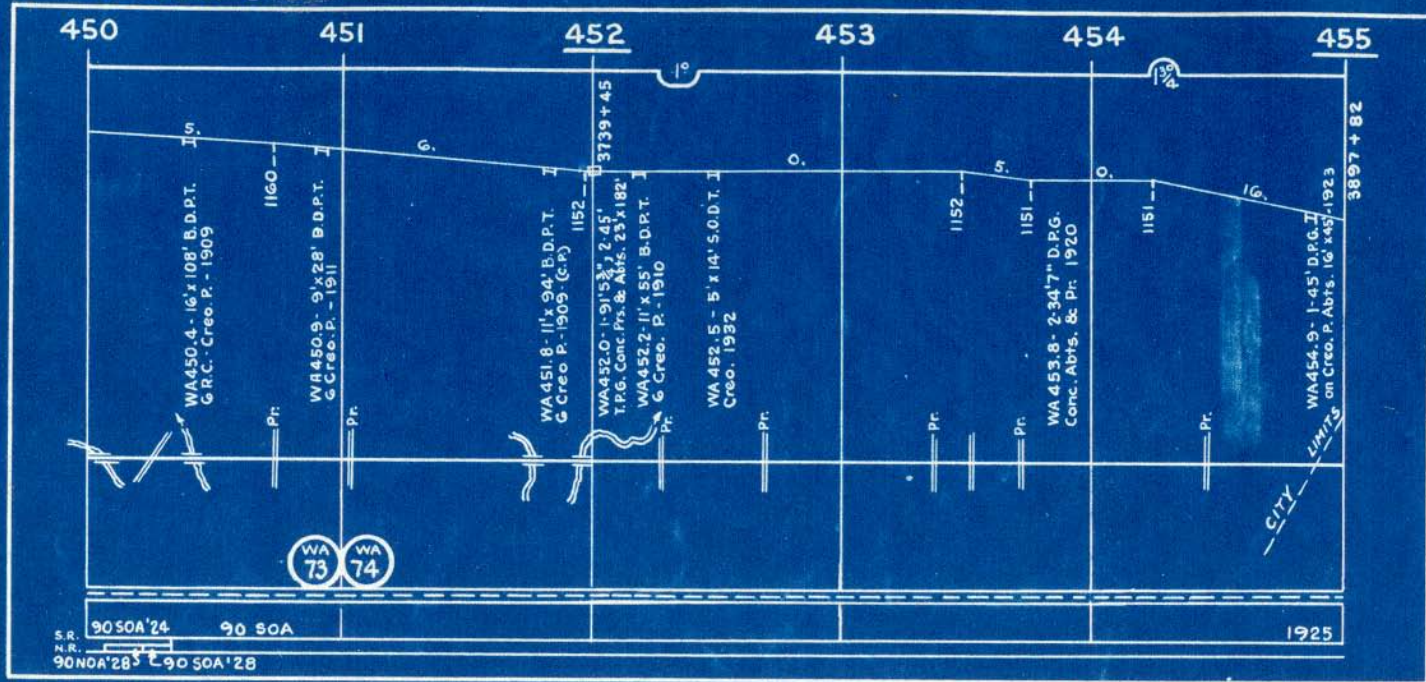
Pr.

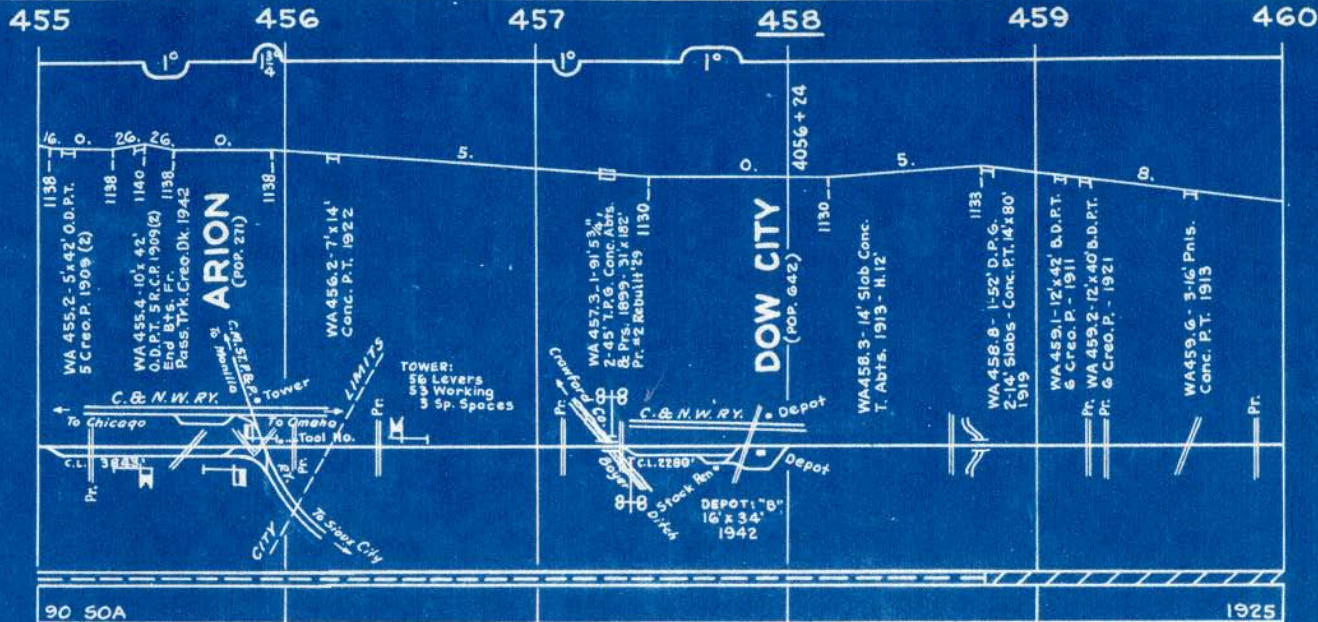
5.

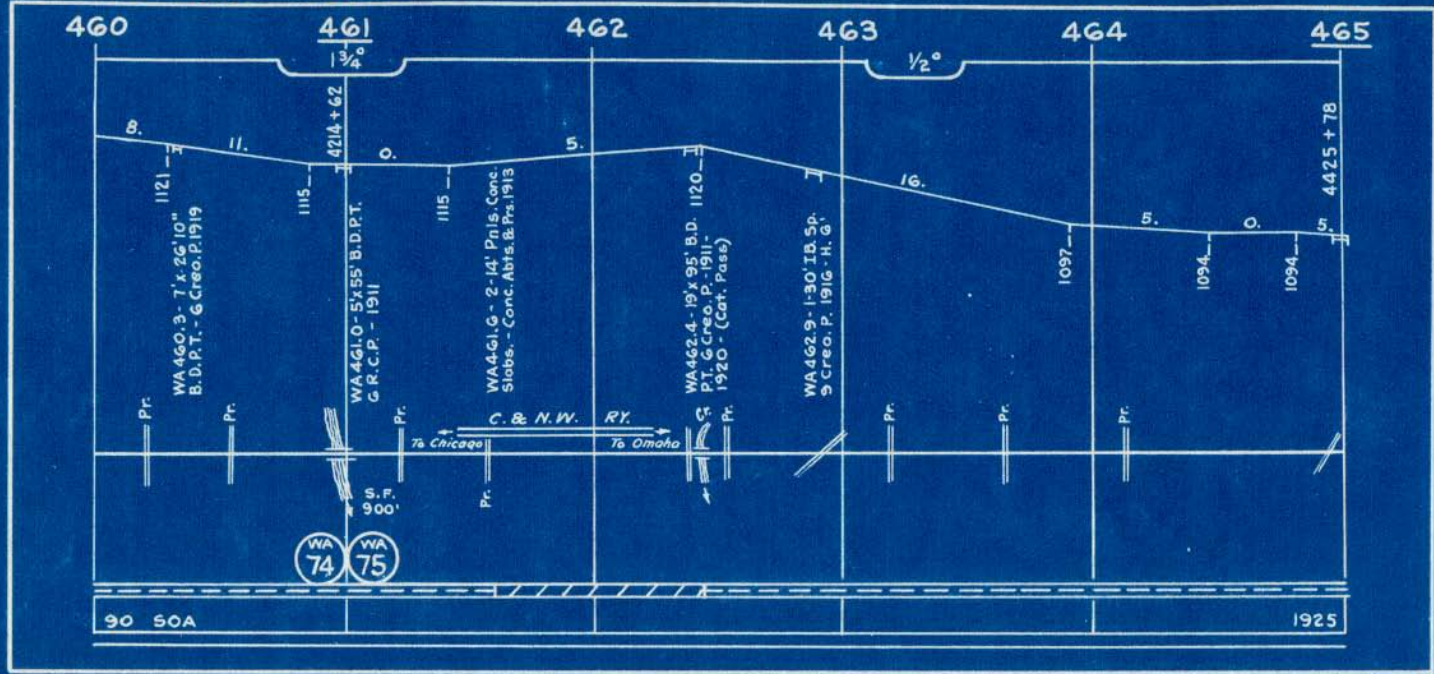
1164 - I

90 50A

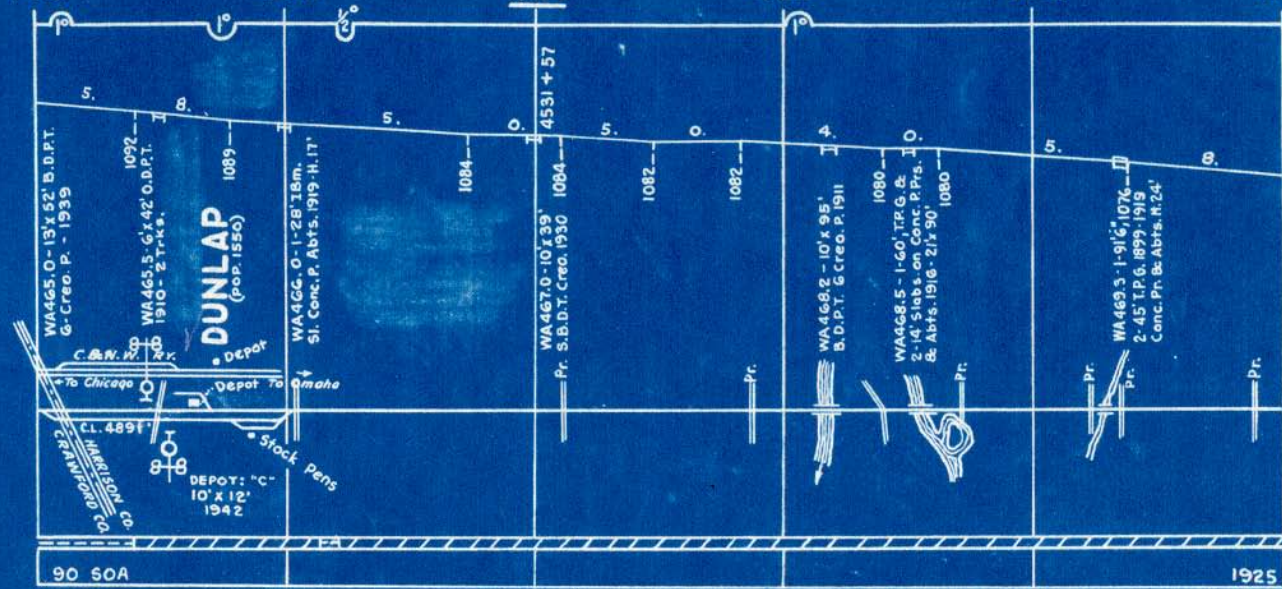
1924



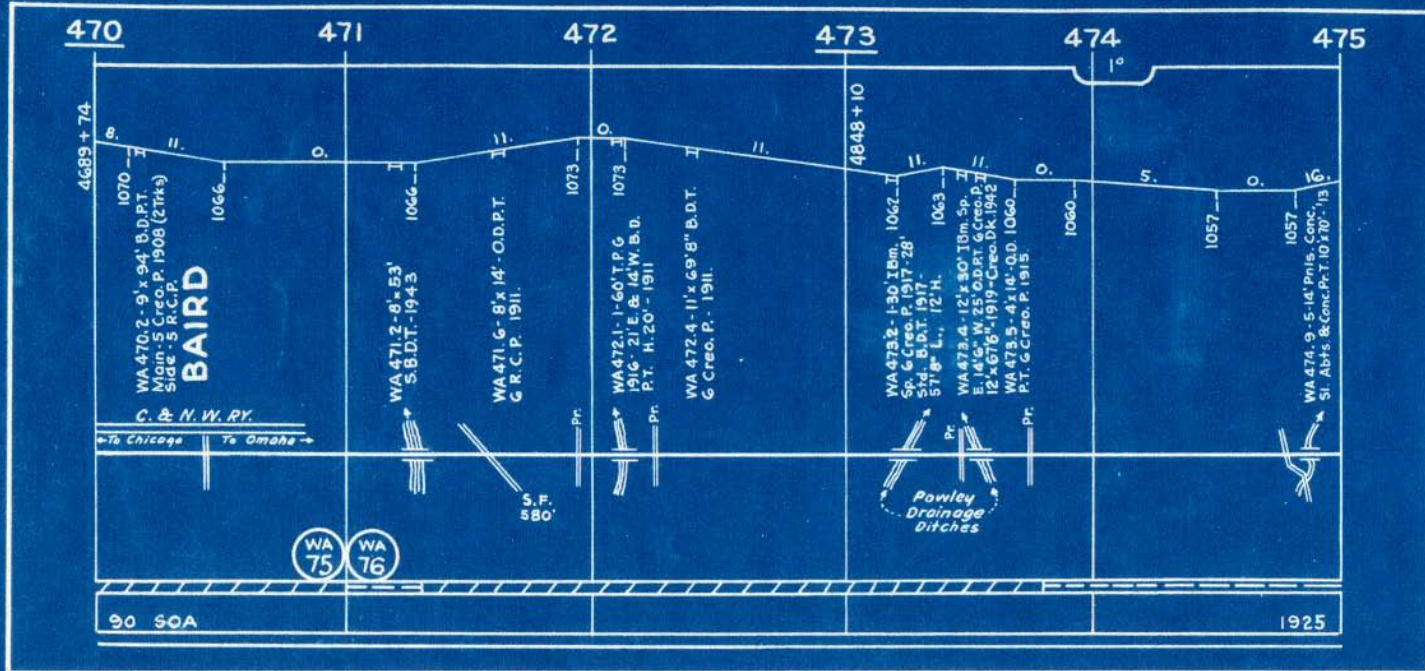


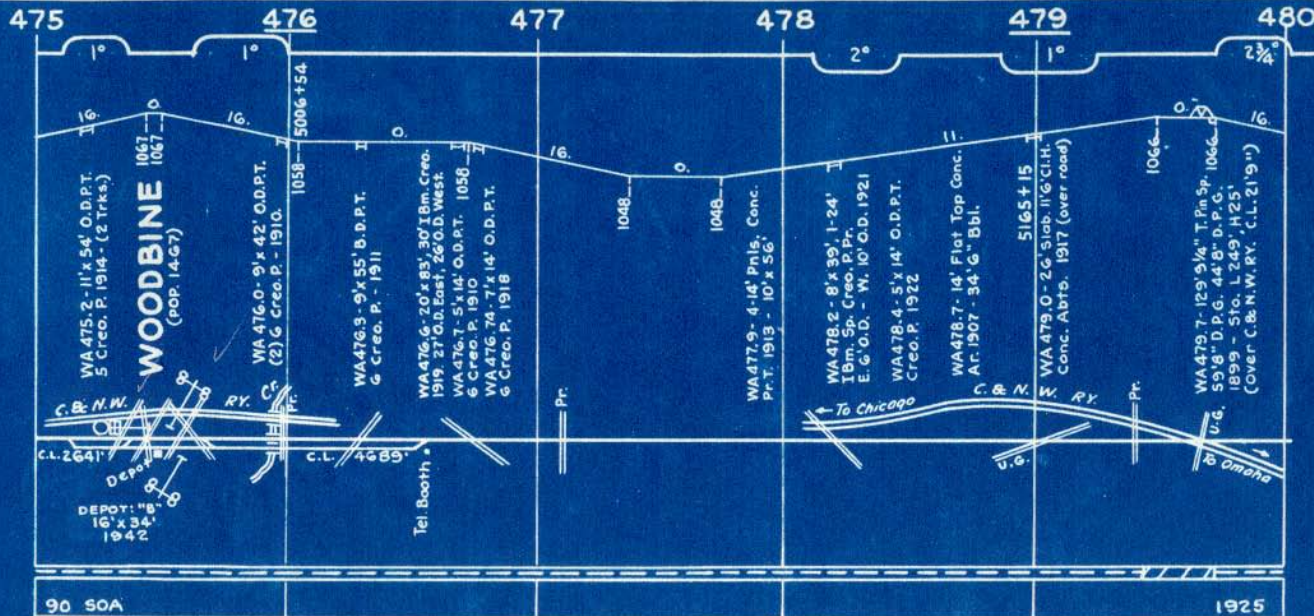


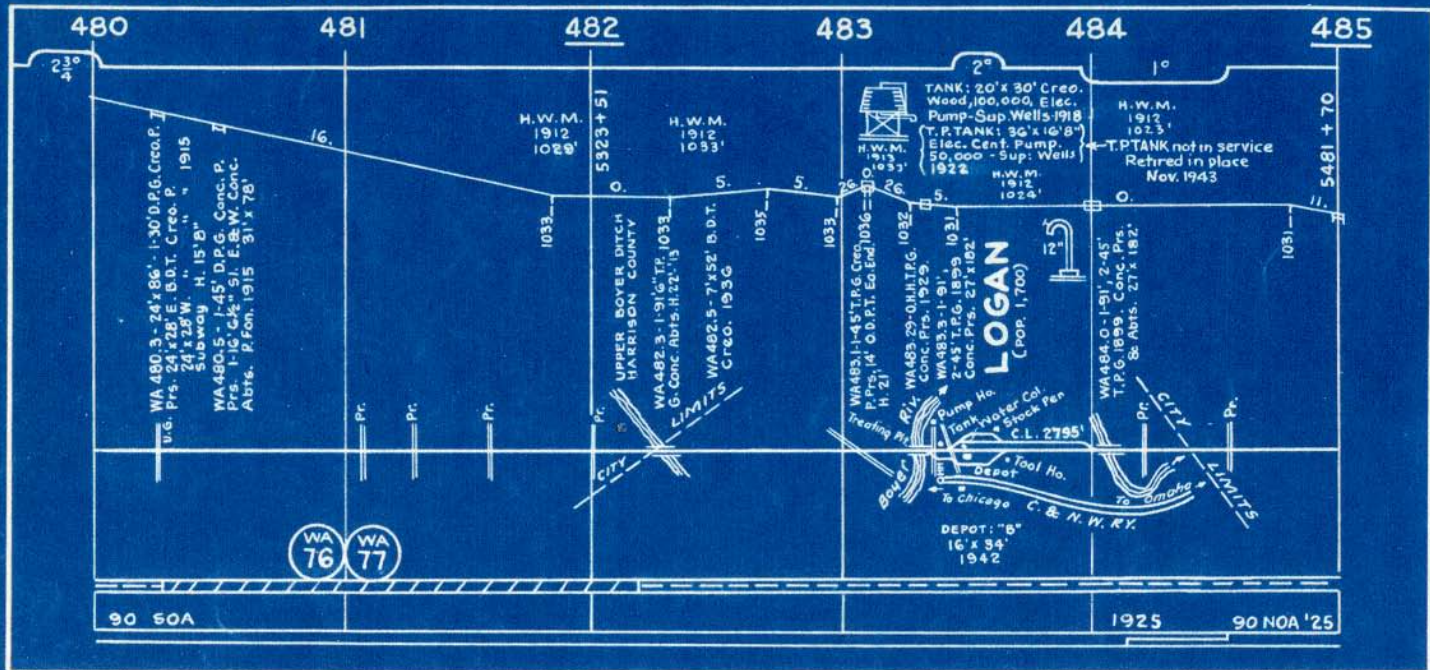
465 466 467 468 469 470



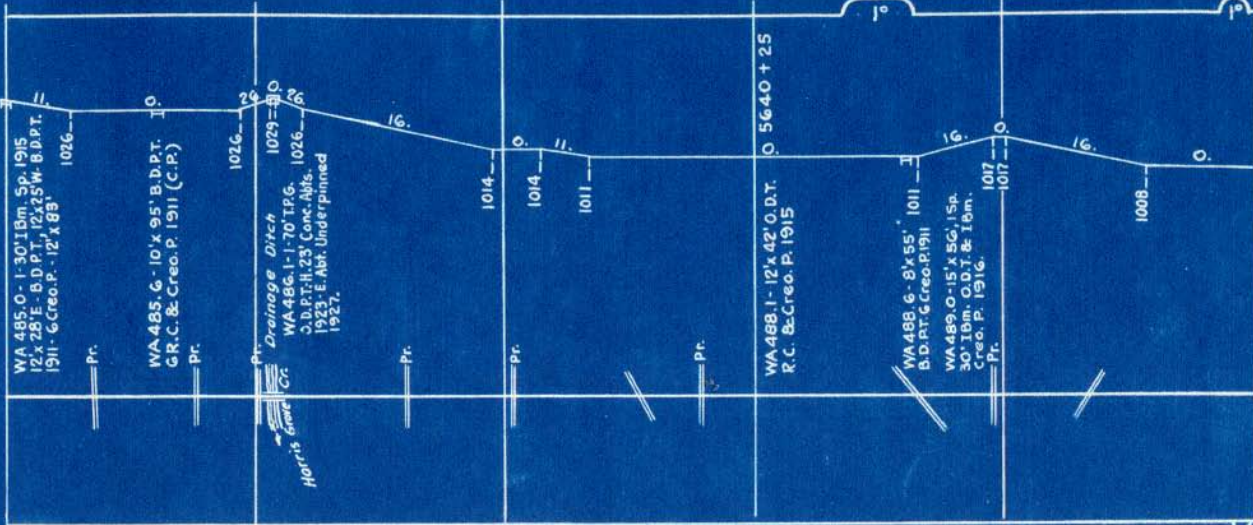
90 SOA' 293





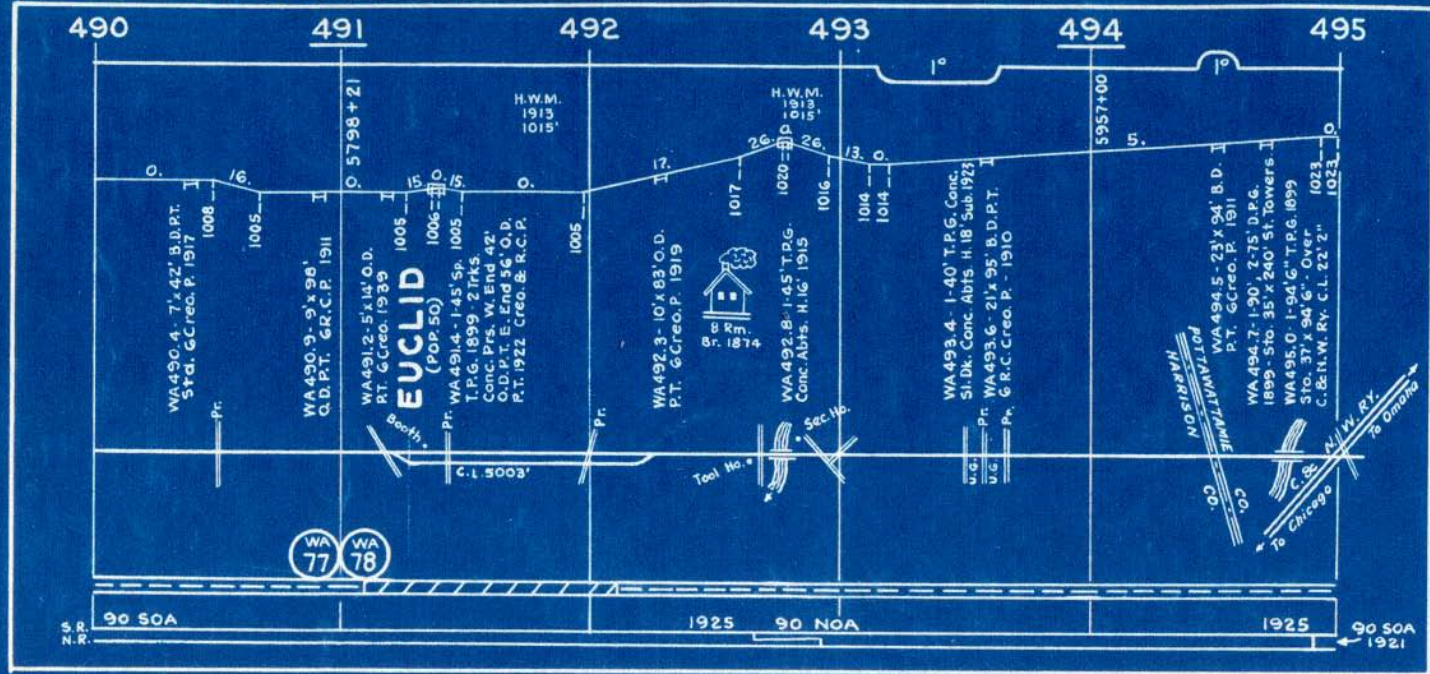


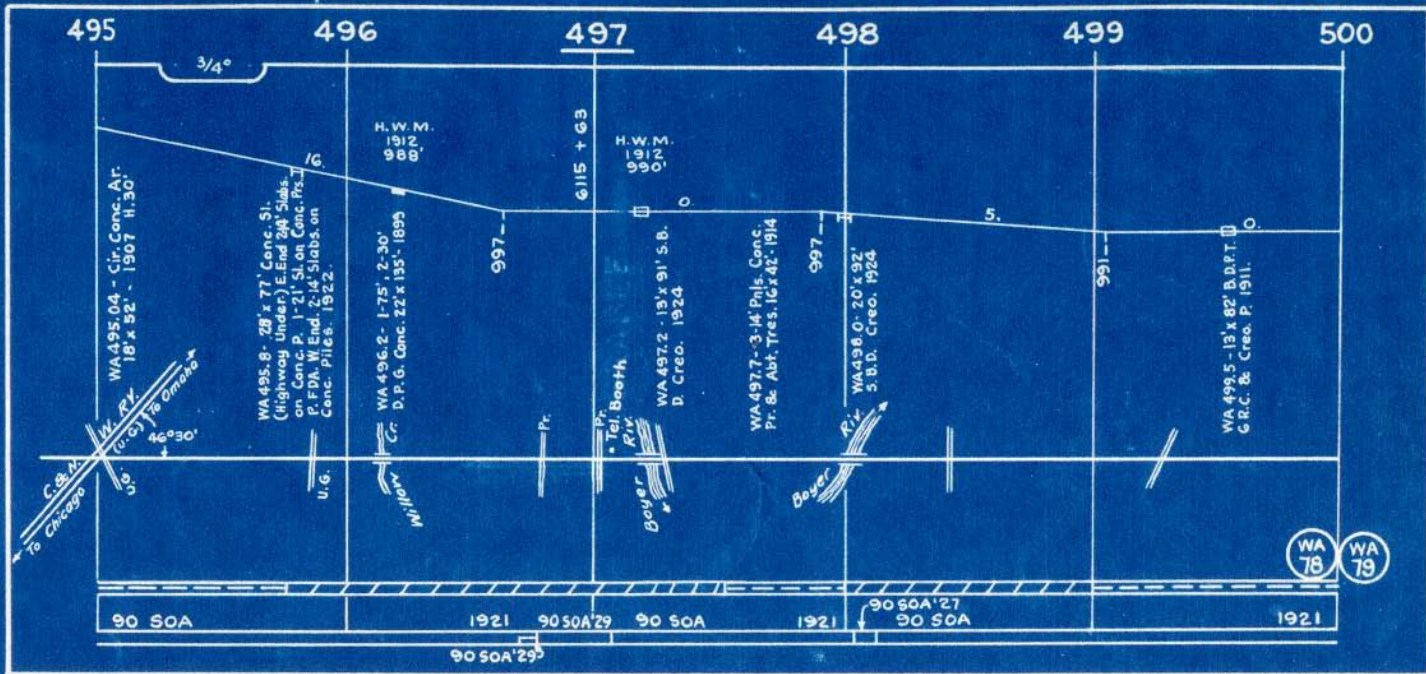
485 486 487 488 489 490

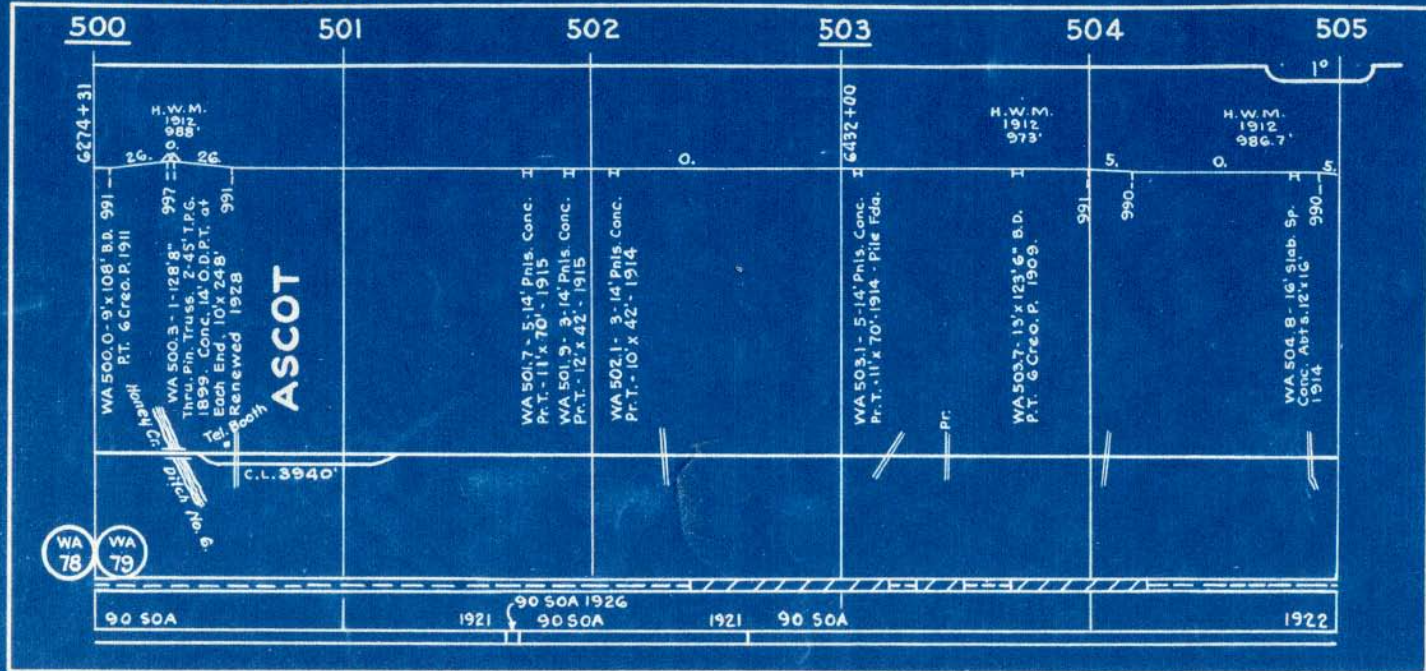


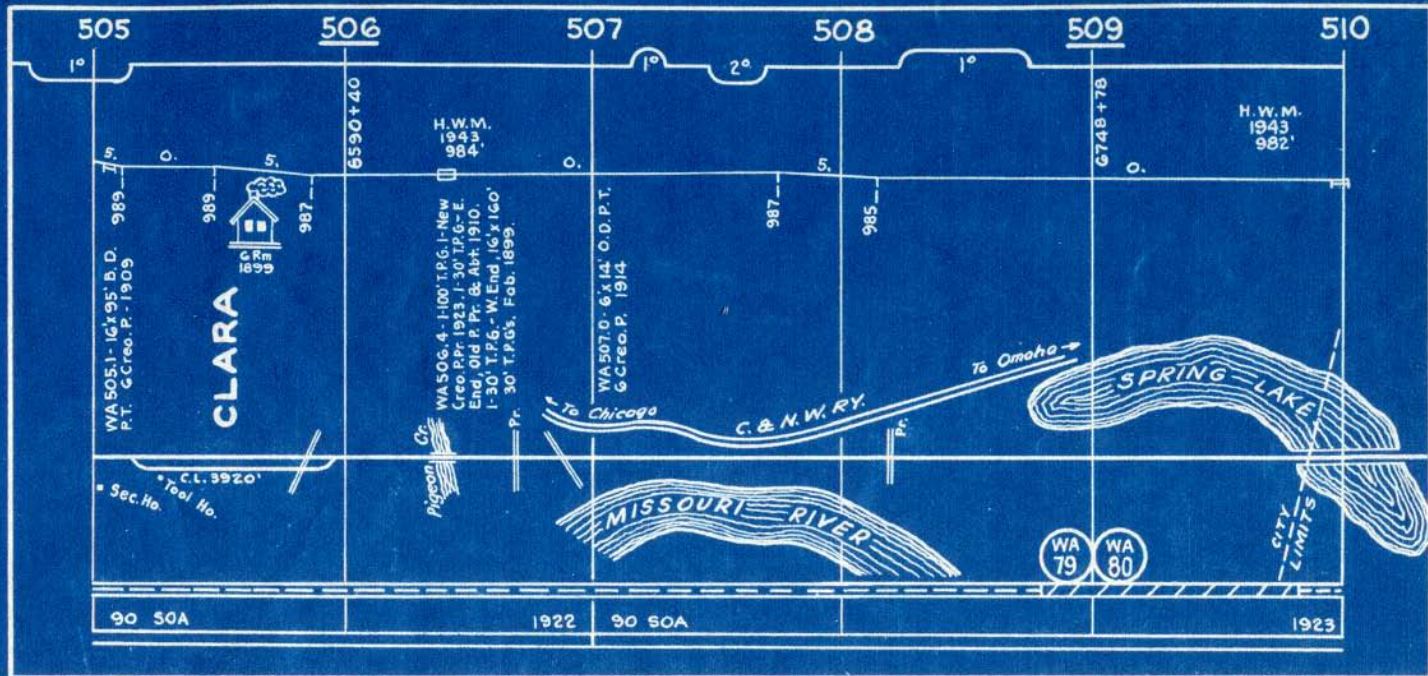
90 NOA

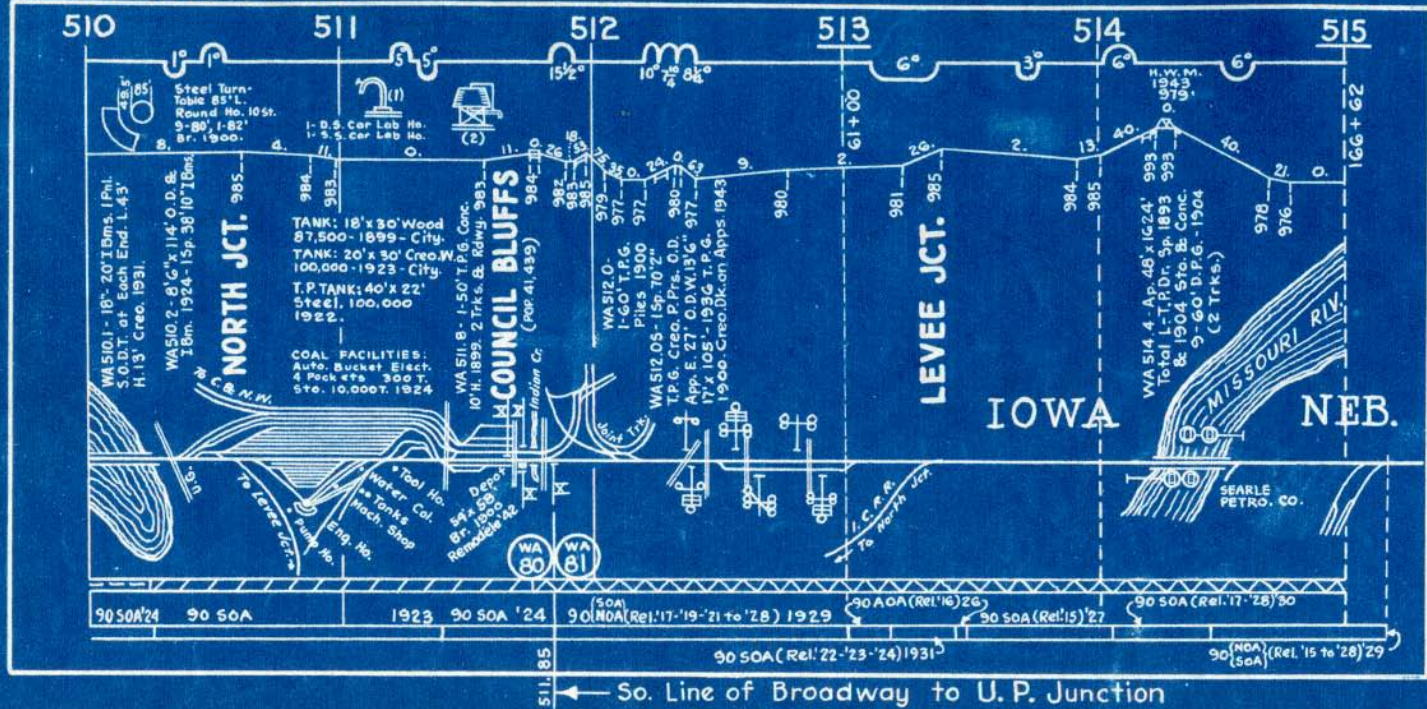
1925 90 SOA 1925

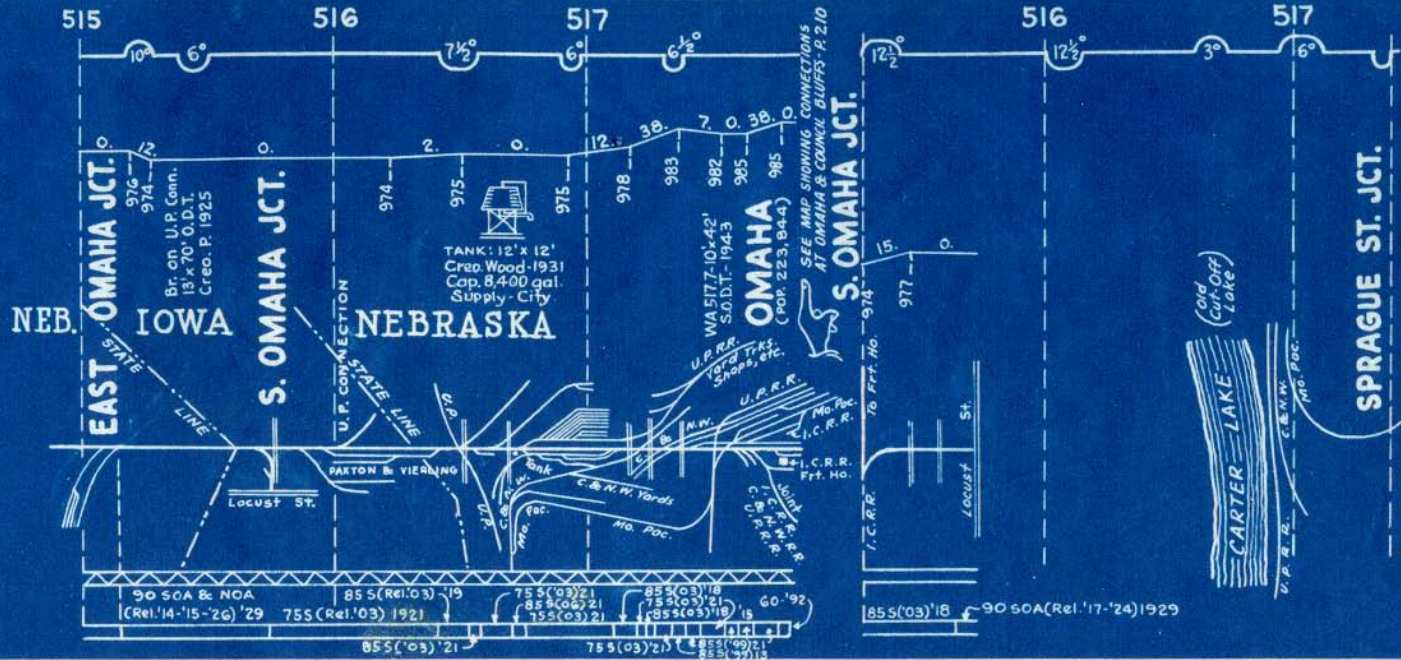


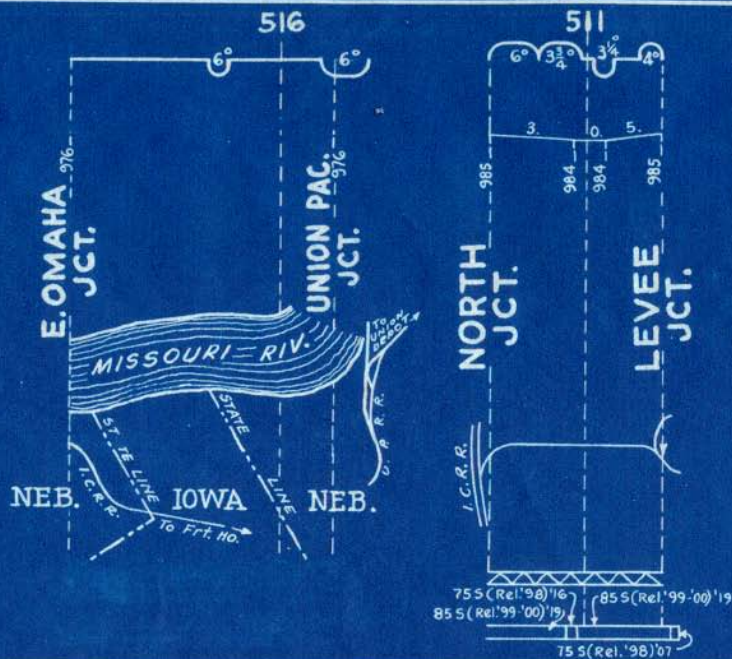
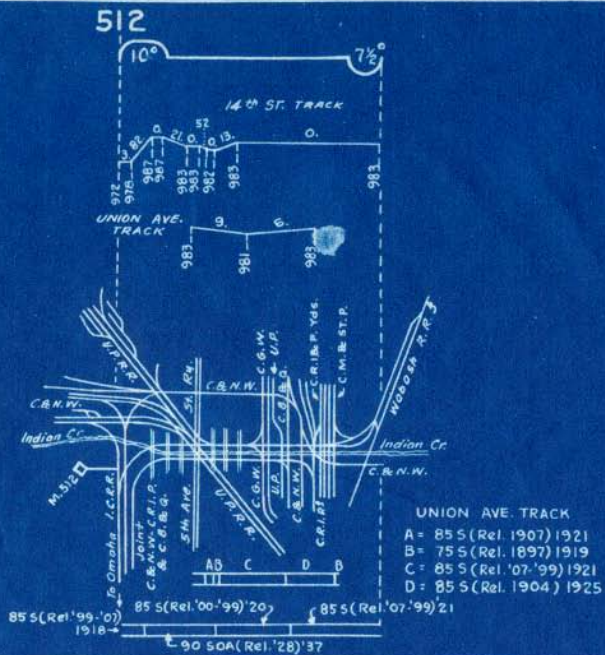


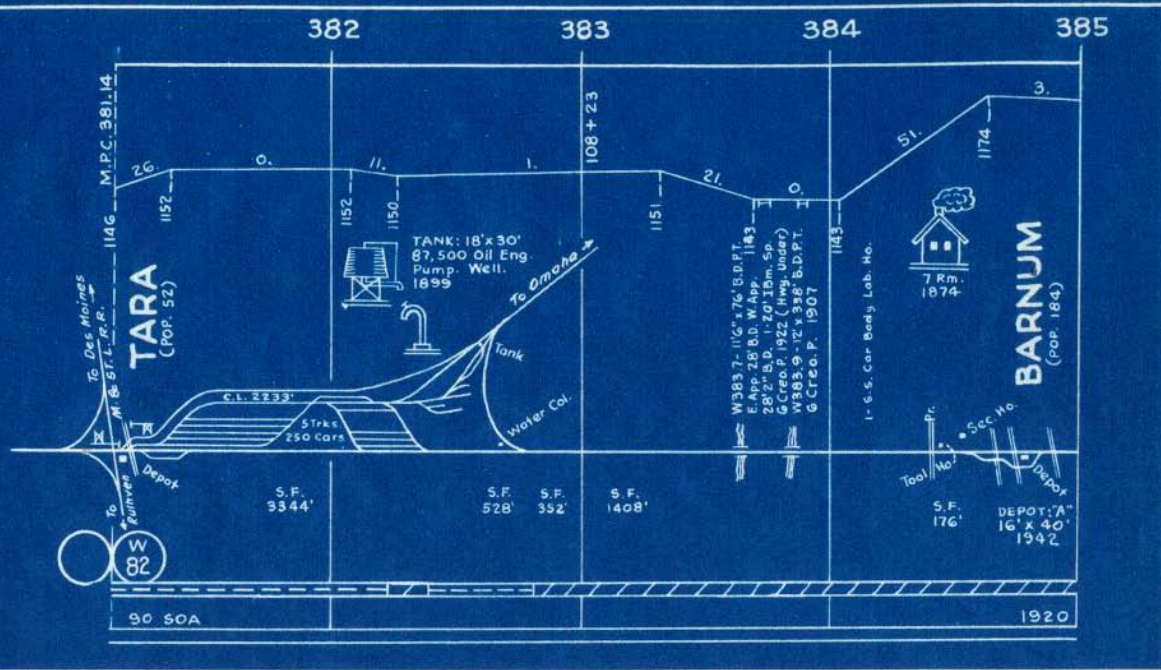


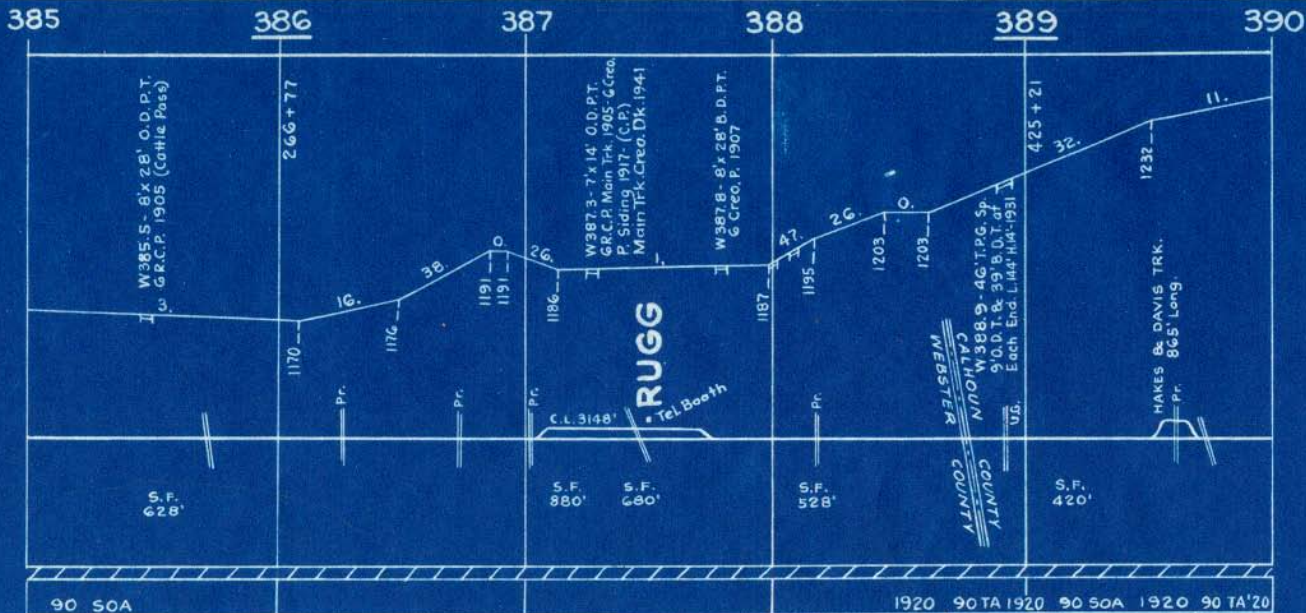


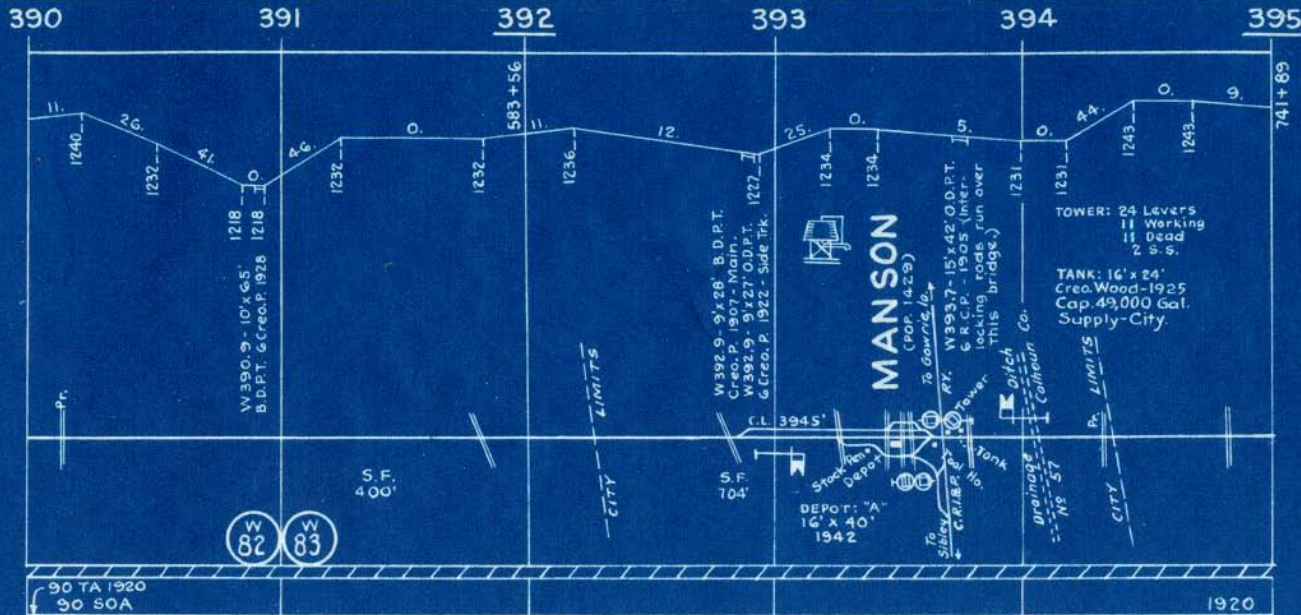


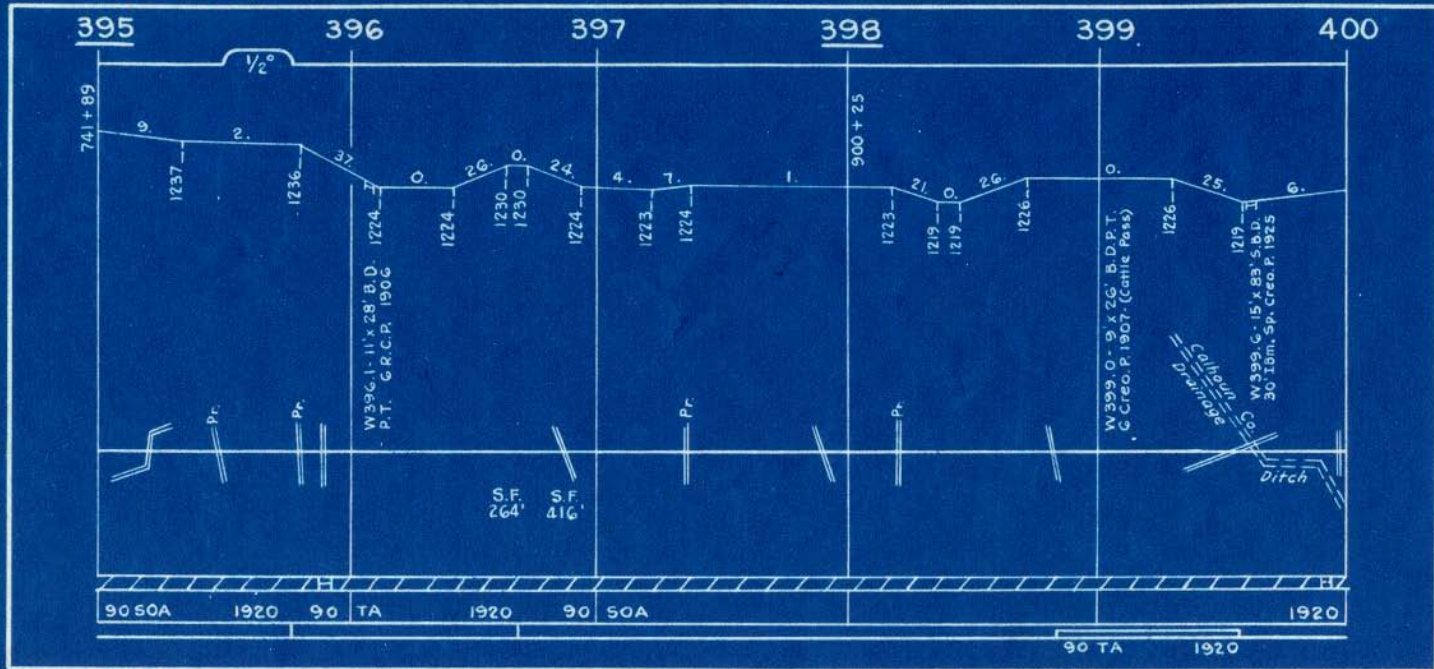


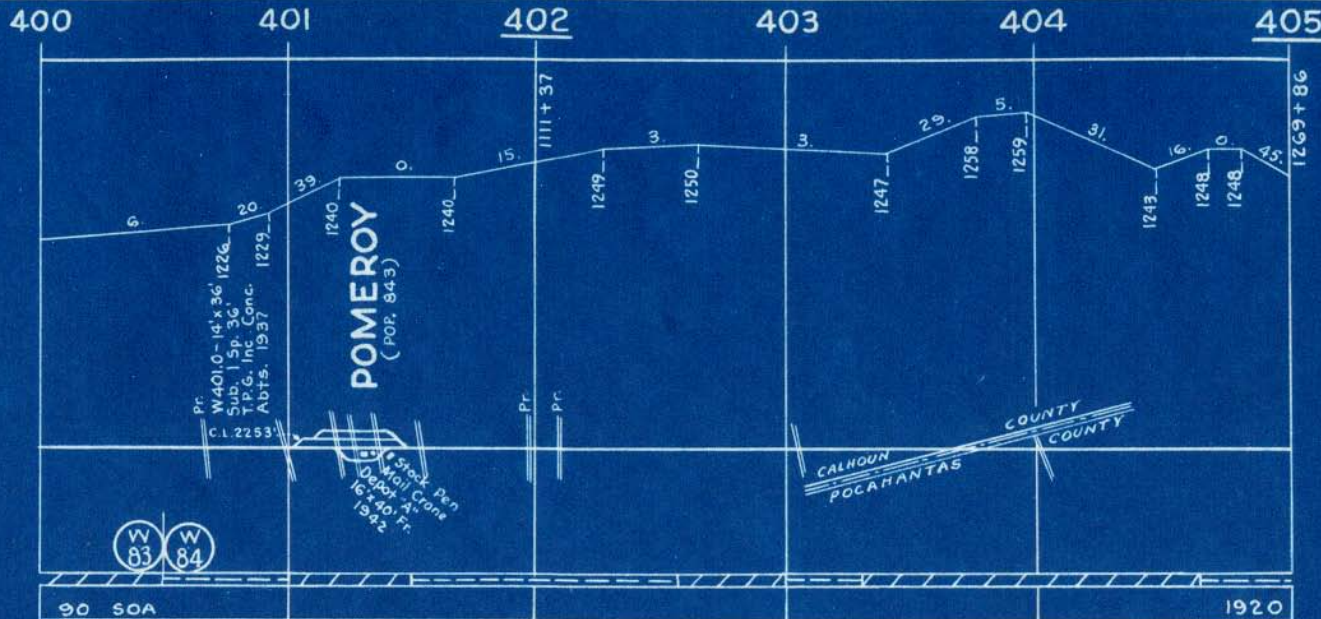


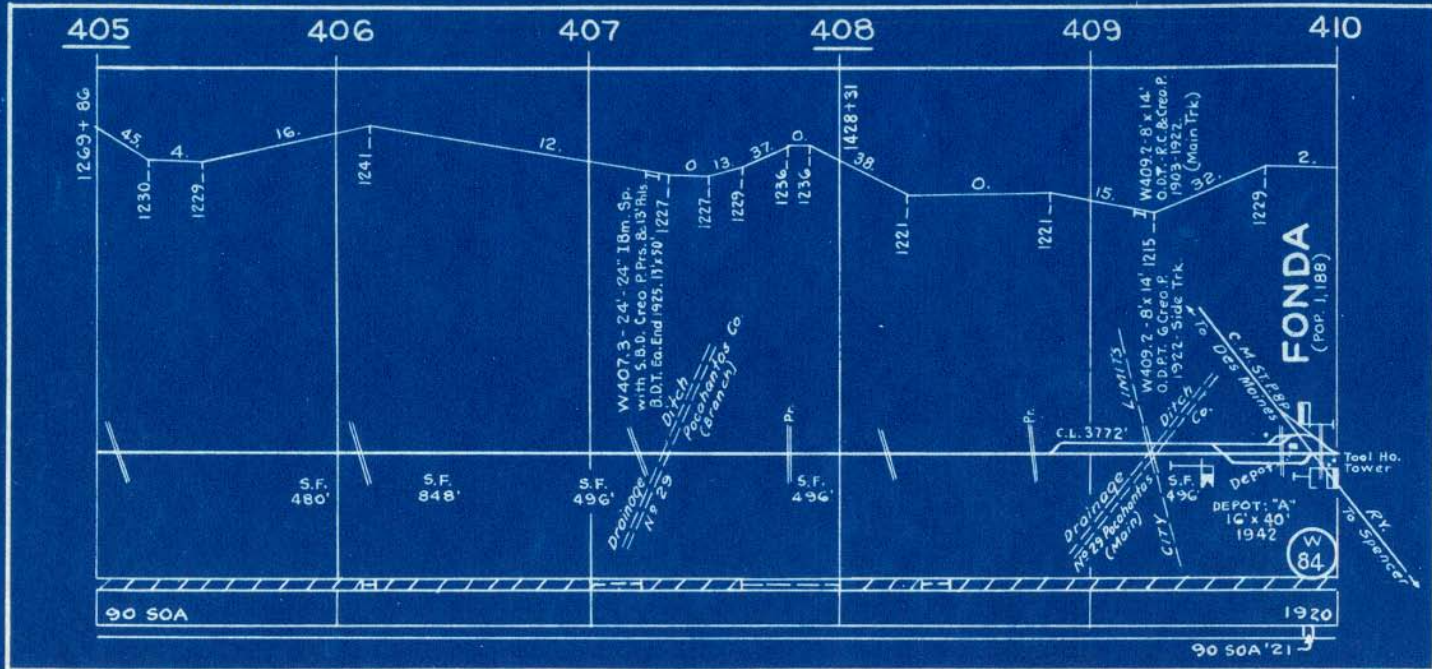












410

411

412

413

414

415

W410.0-158'c"
T.P. in Sp. H. 34'
Sta. Abris. 1891

1228--
1228--
1229--
1228--

LIMITS

S.F.
475'

CITY

85

90 SOA

1586 + 68

Pr.

Pr.

1241

CORA
(POP. 3)

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

40.

1257

1257

1248

1248

32

1257

1257

1255

48

1244

2

1745 + 22

26

1254

3

W413.8-9'x26'
S.B.D. 1928'

Pr.

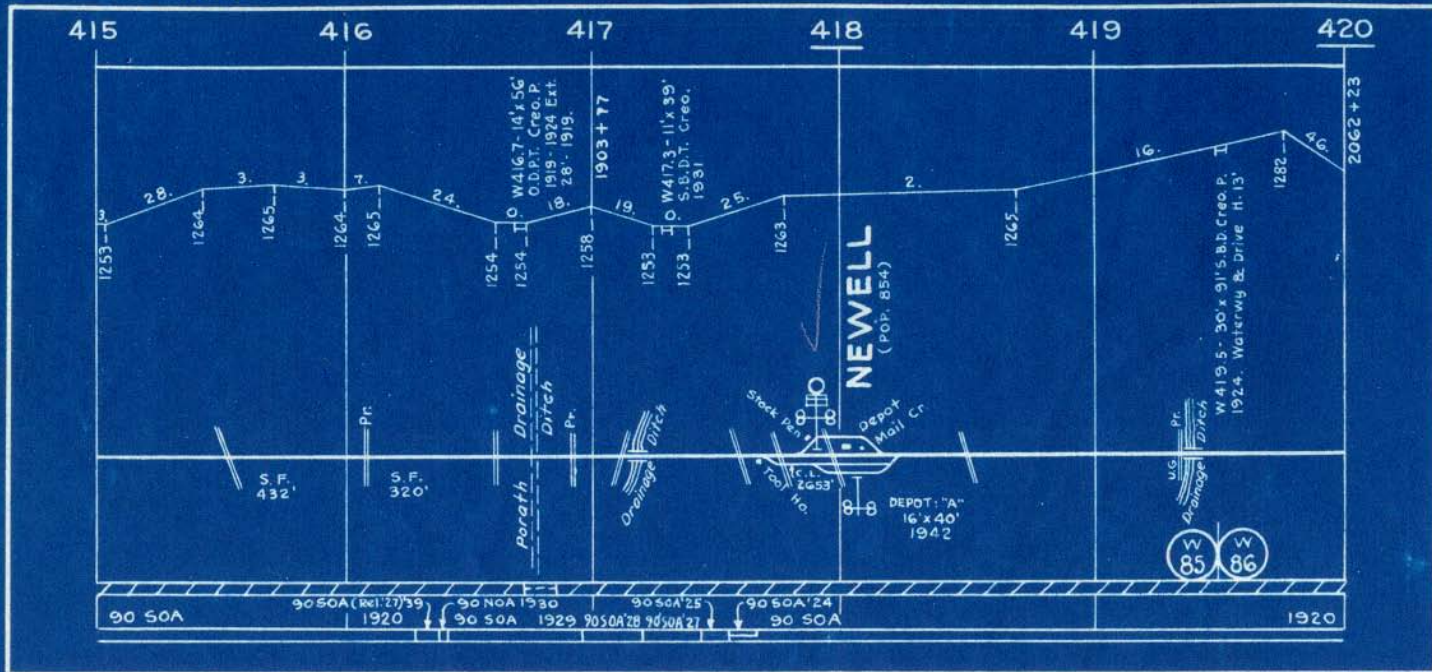
Pr.

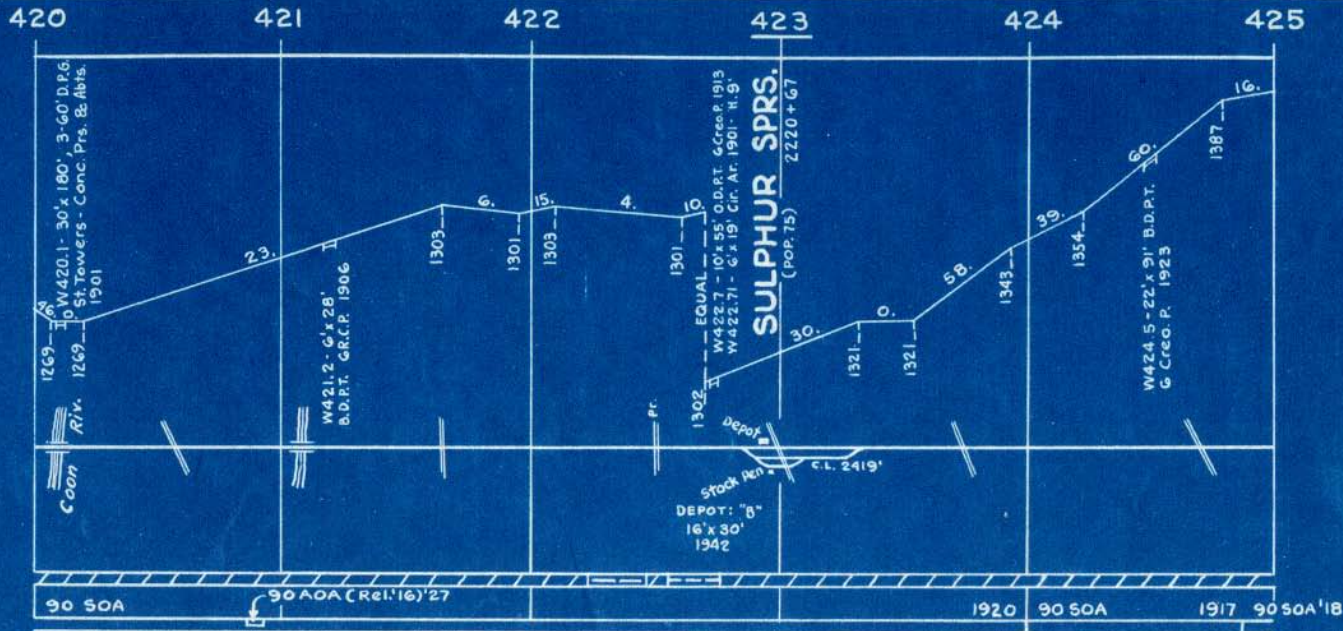
S.F.
960'

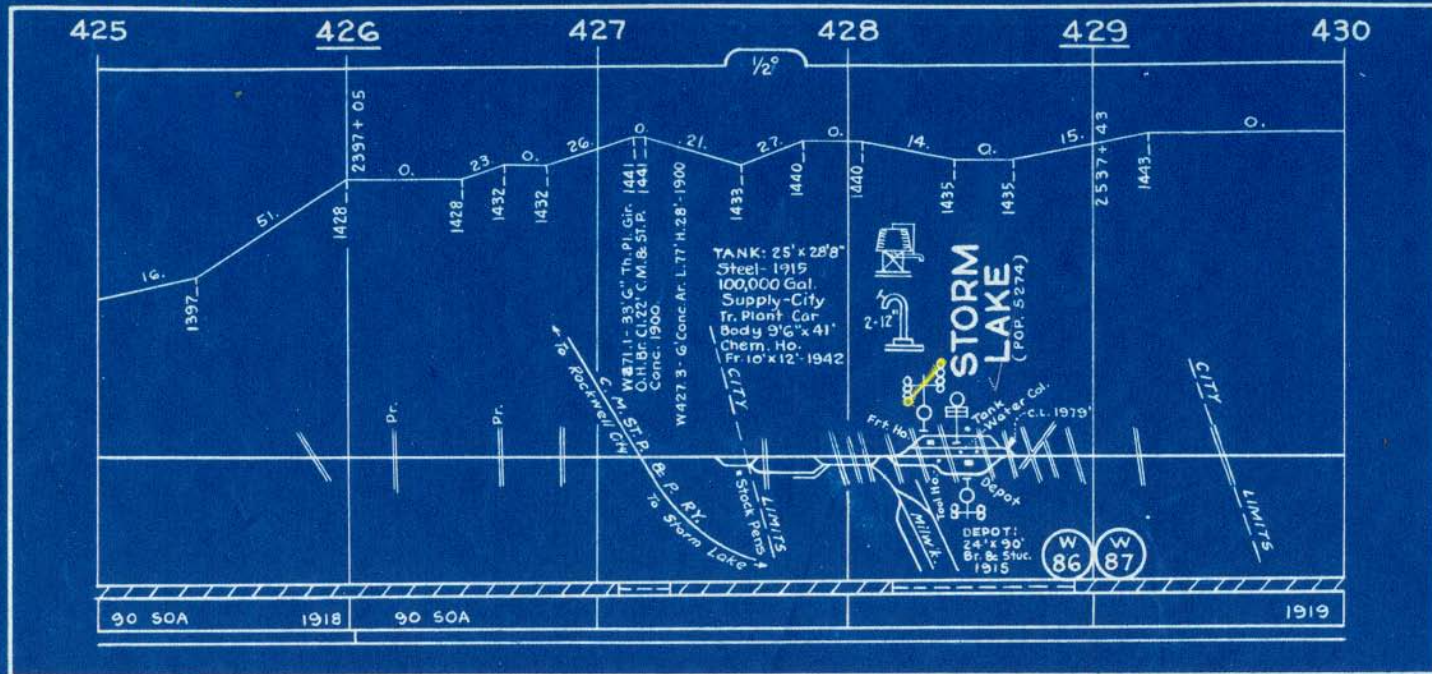
BUENA VISTA
POCAHONTAS

CO.

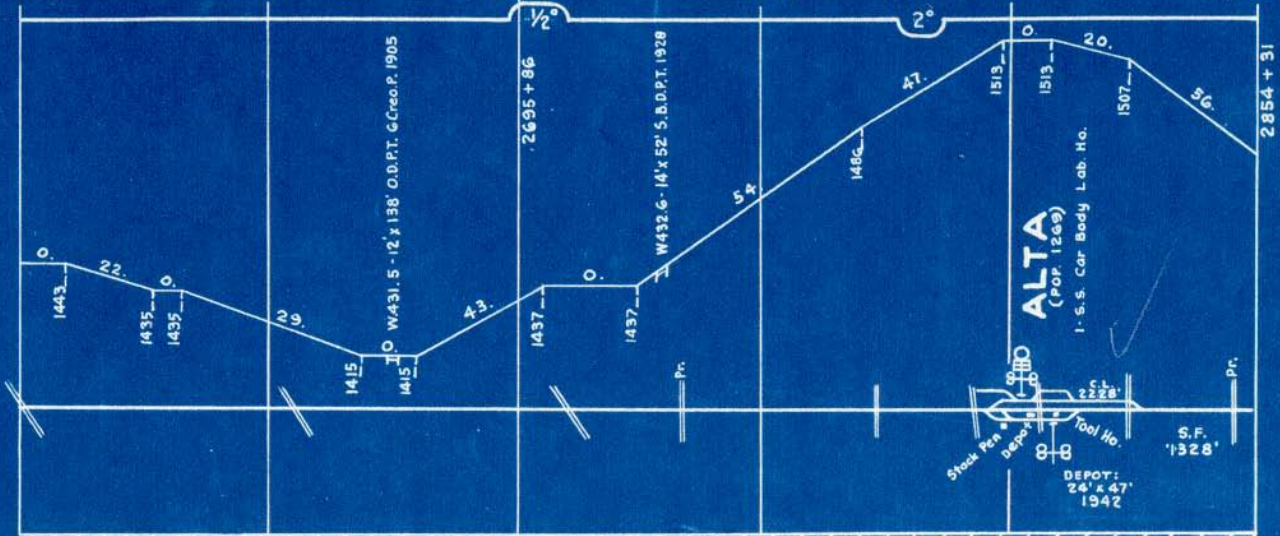
1920







430 431 432 433 434 435



90 50A

1919 90 50A' 30

90 50A

1919

121

← TO TARA

435

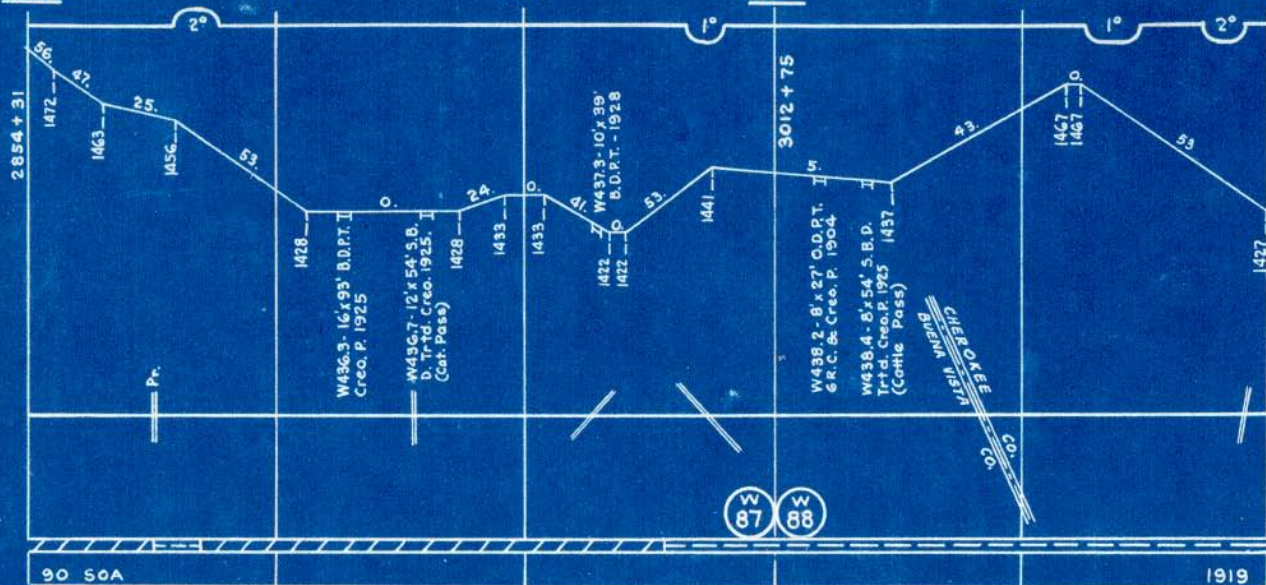
436

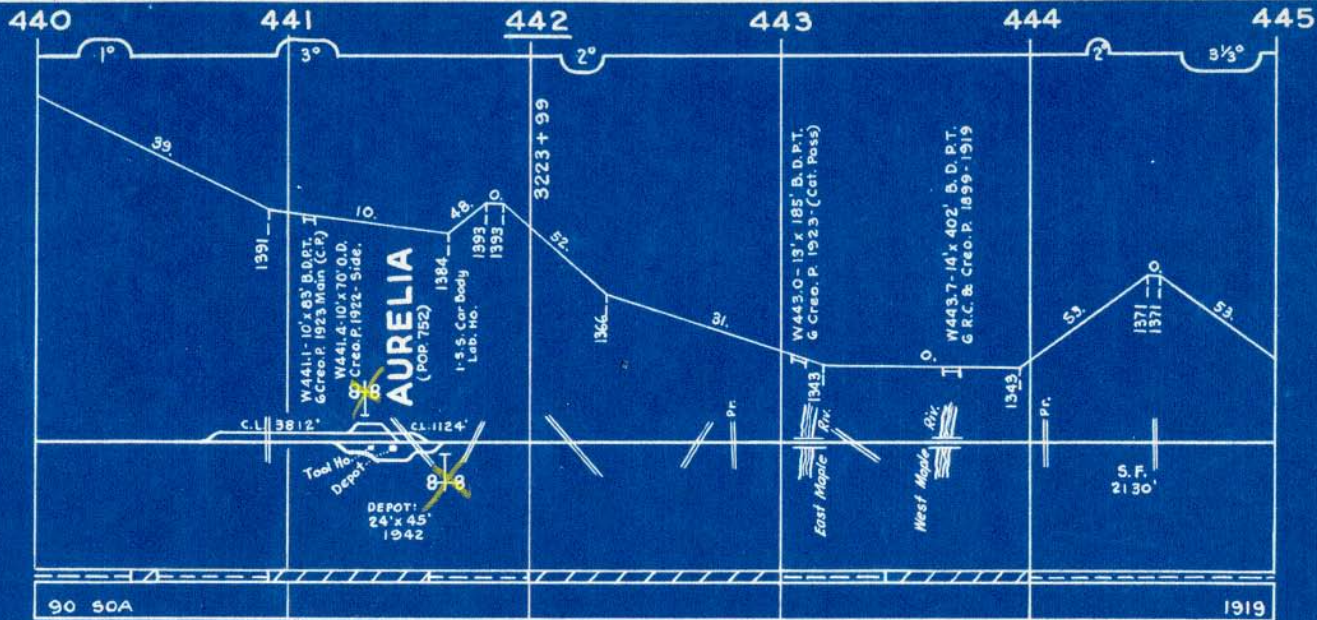
437

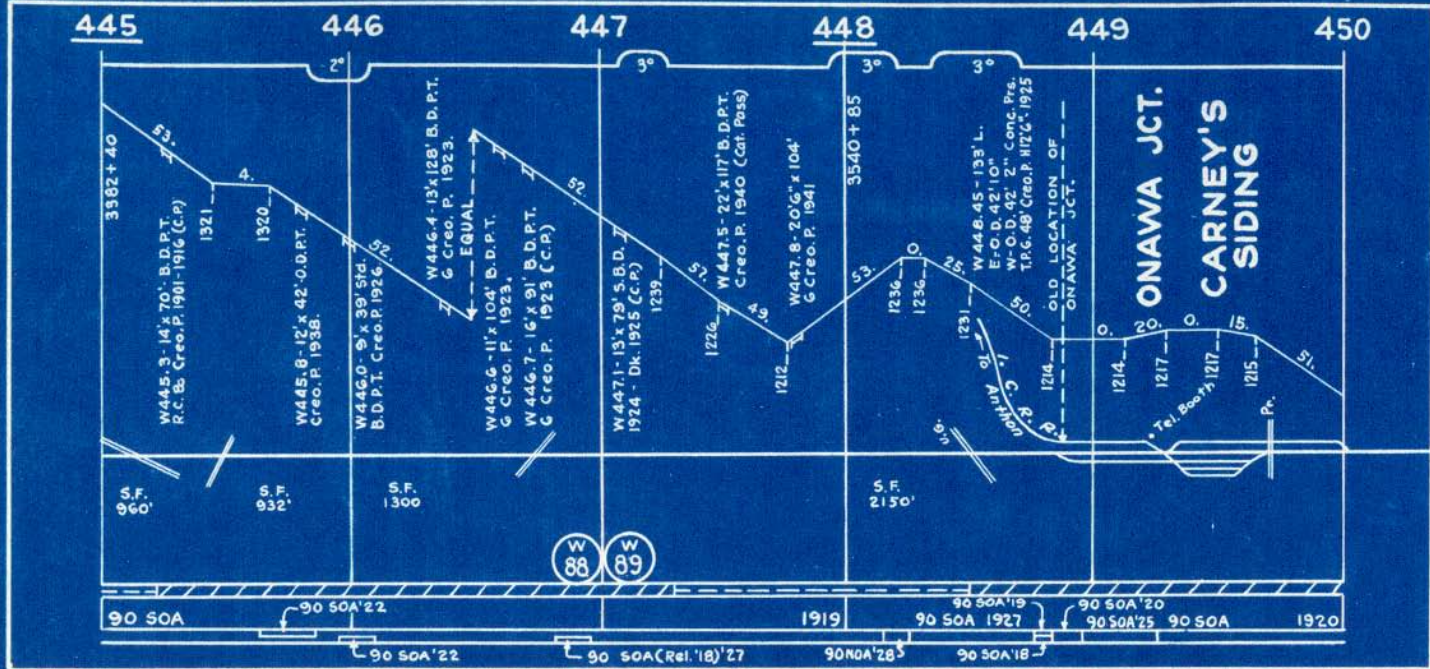
438

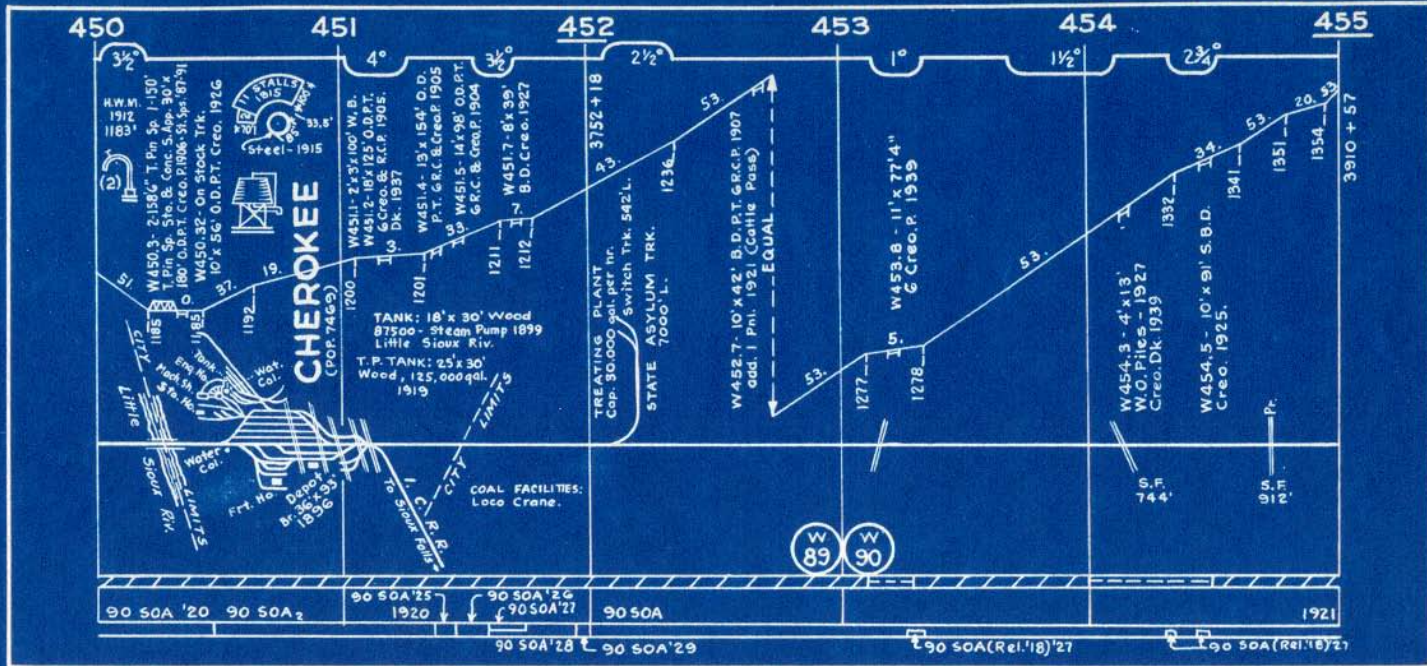
439

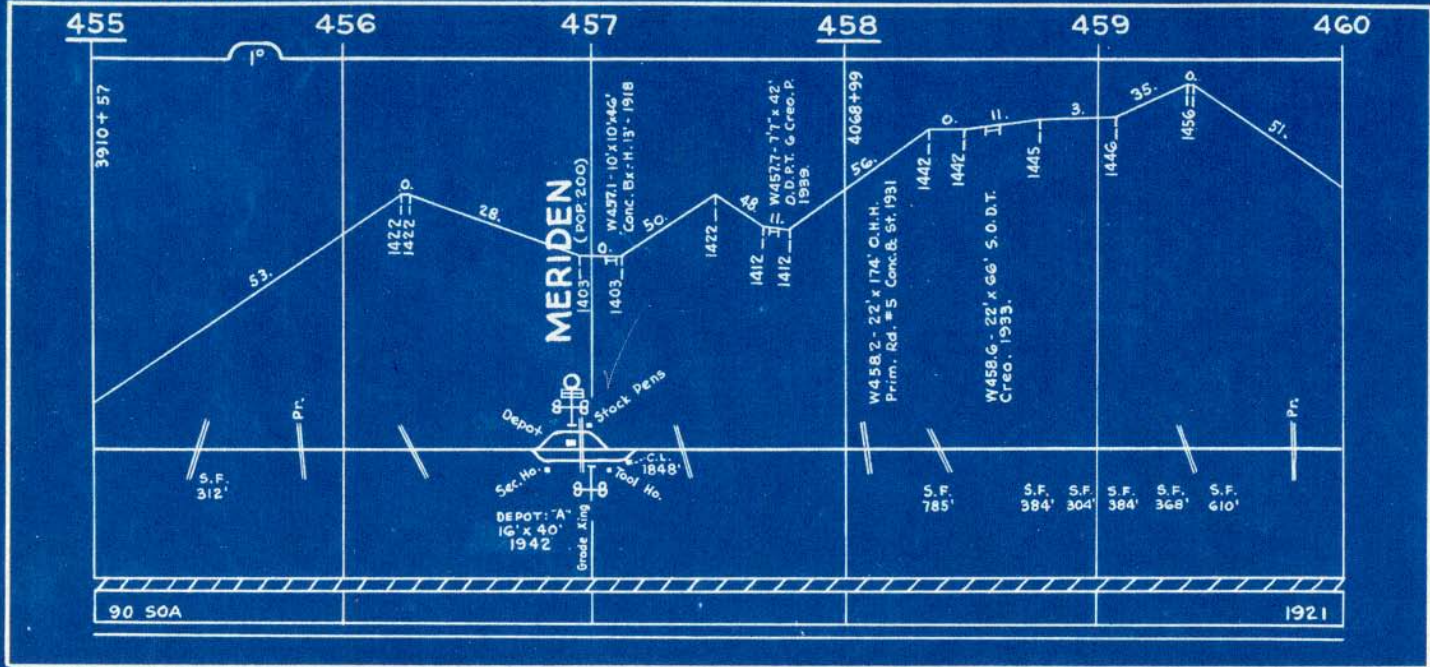
440

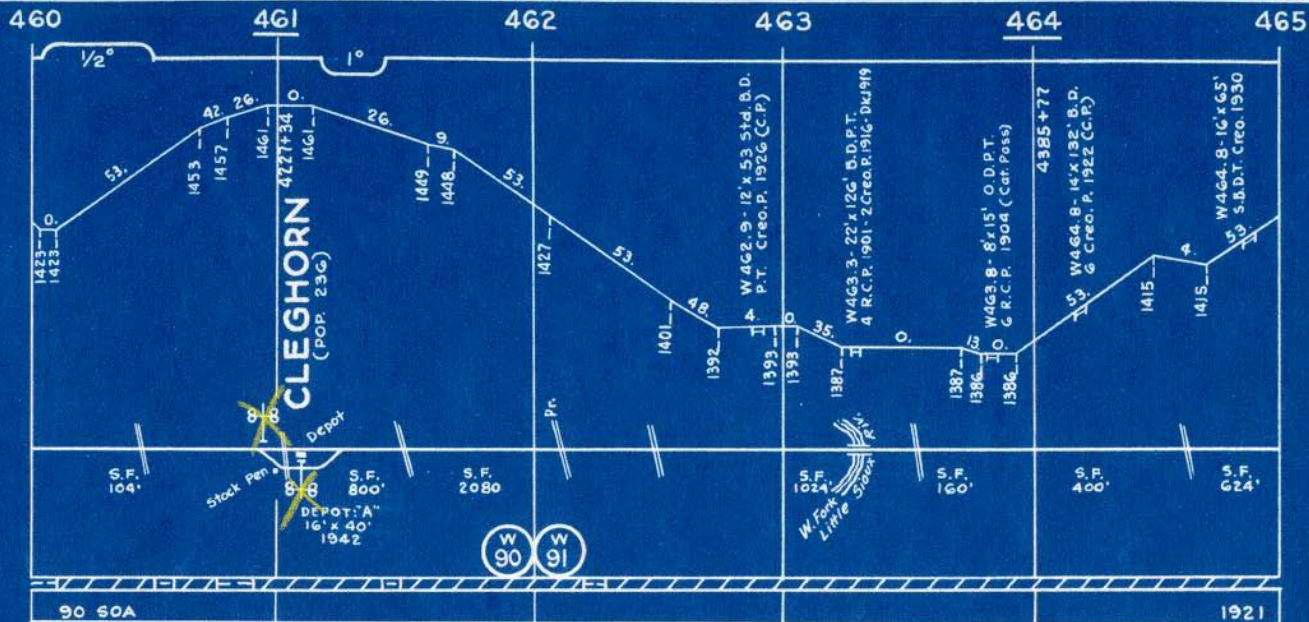


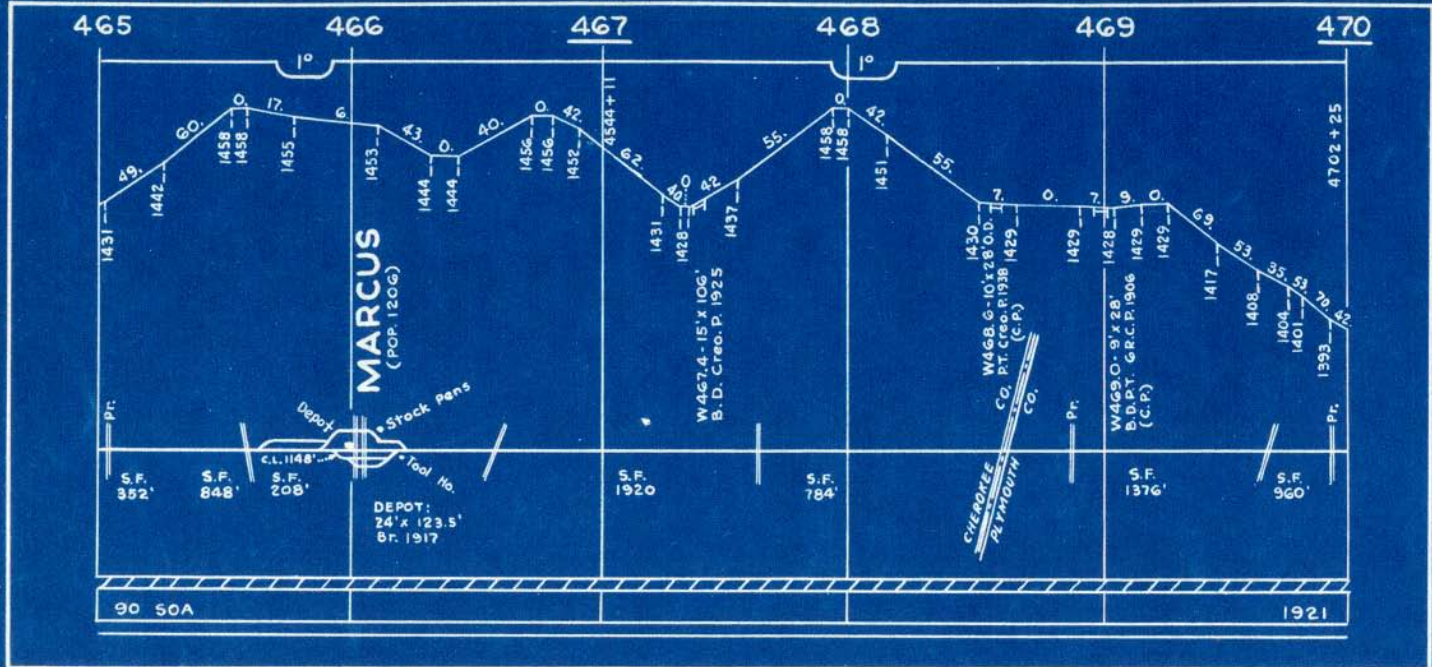


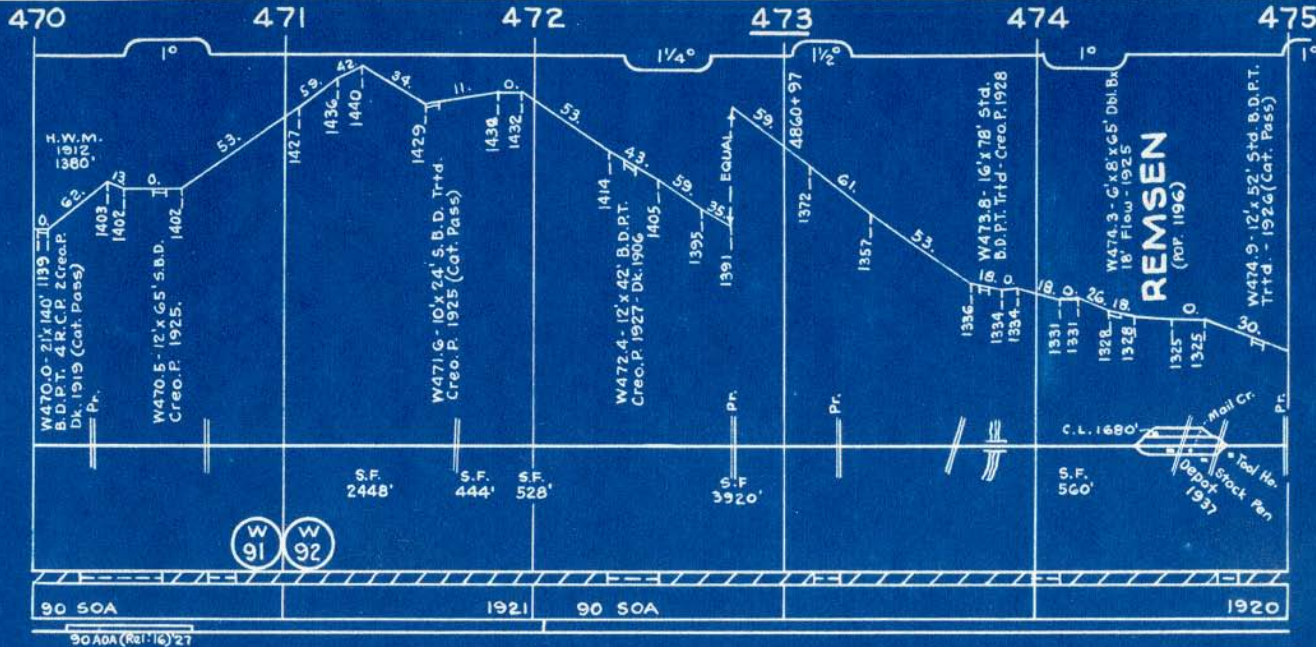


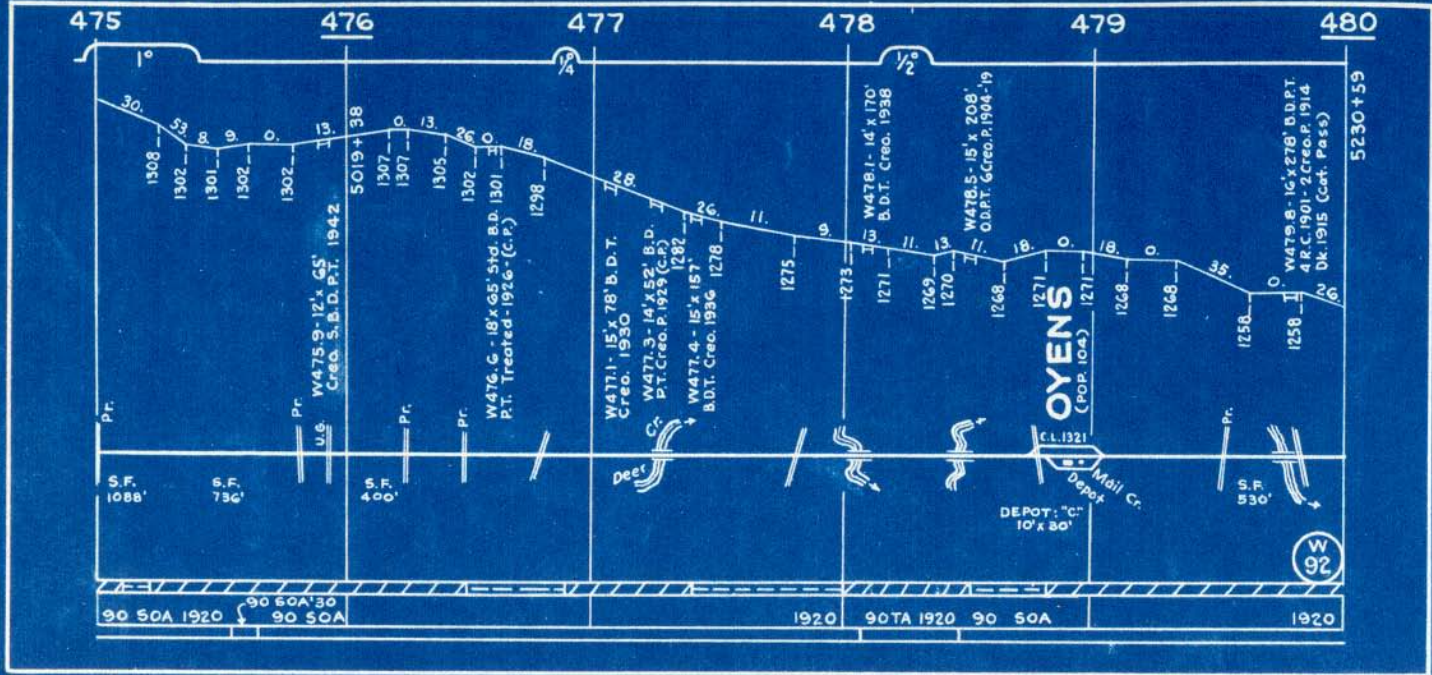


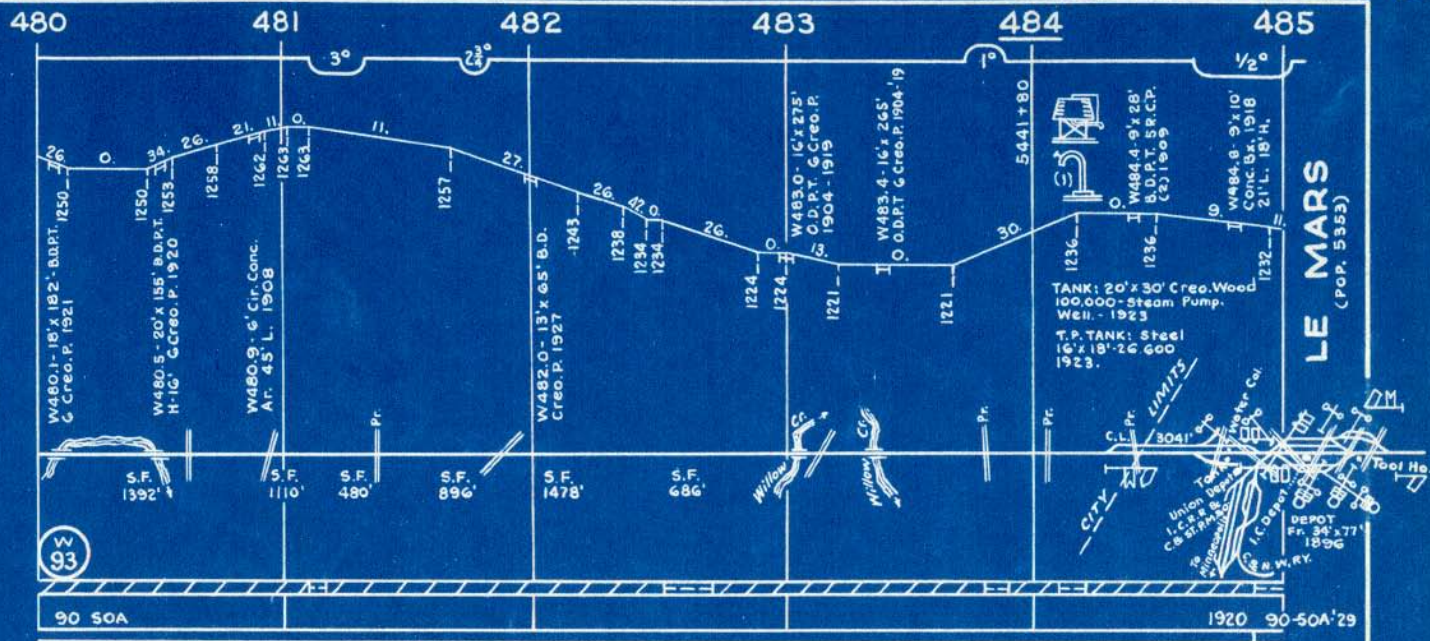


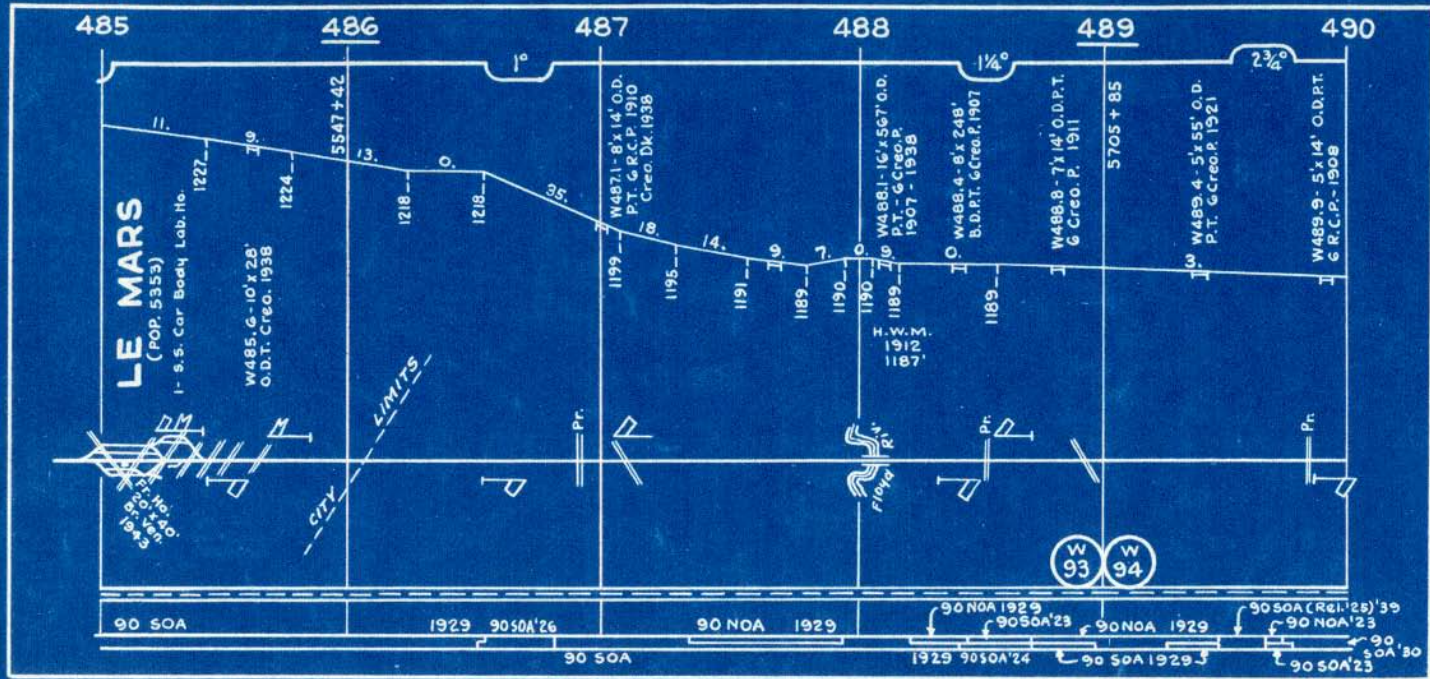


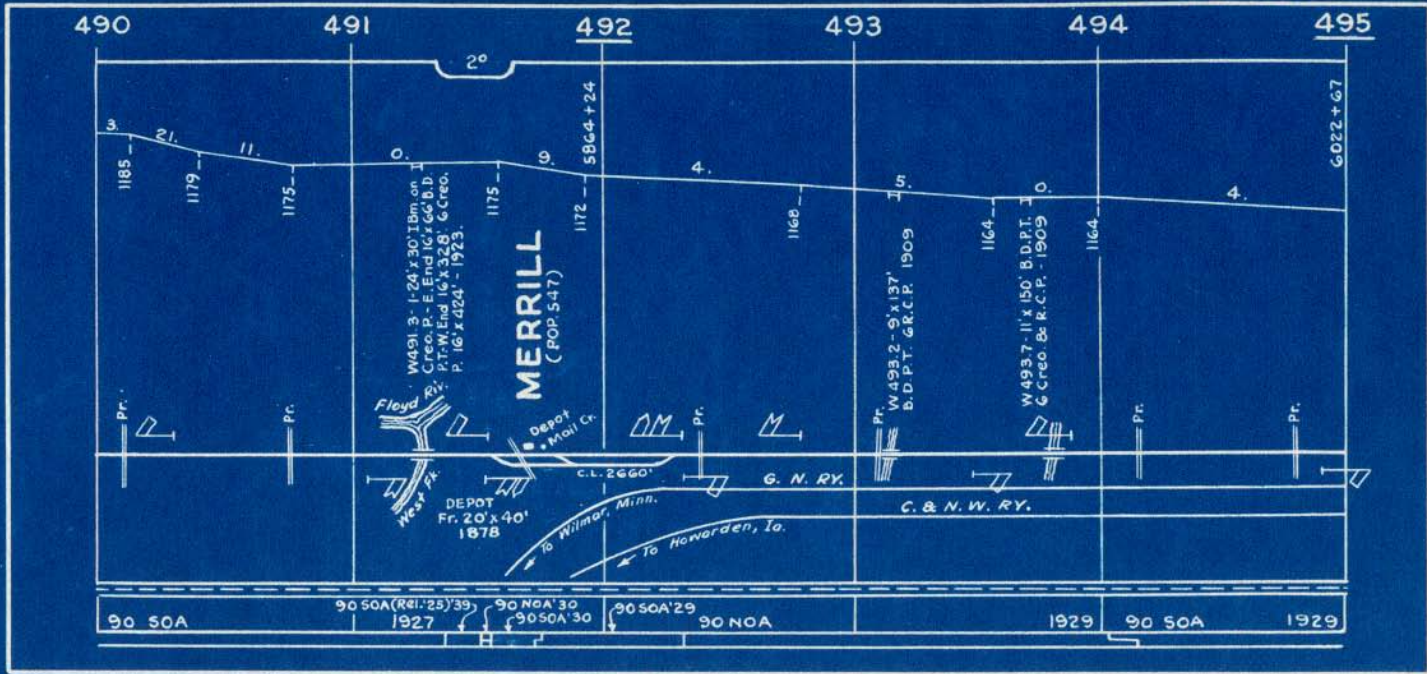


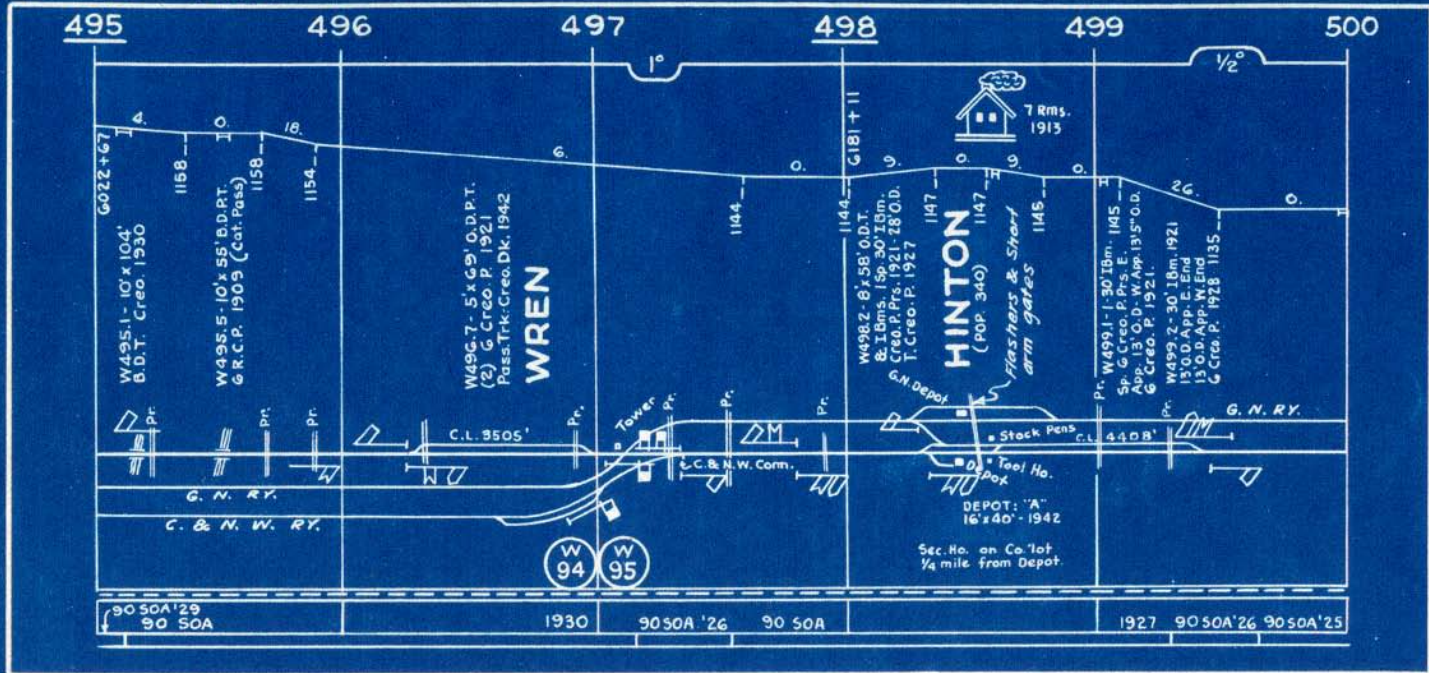


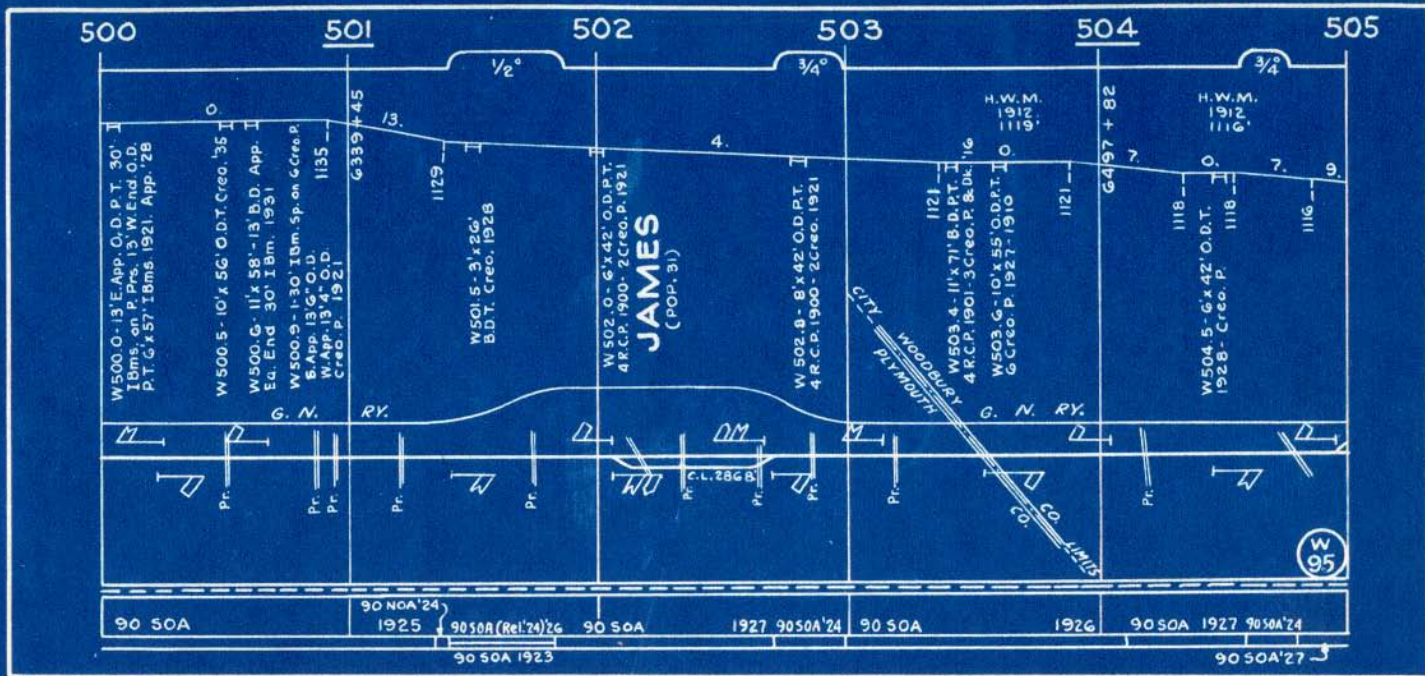


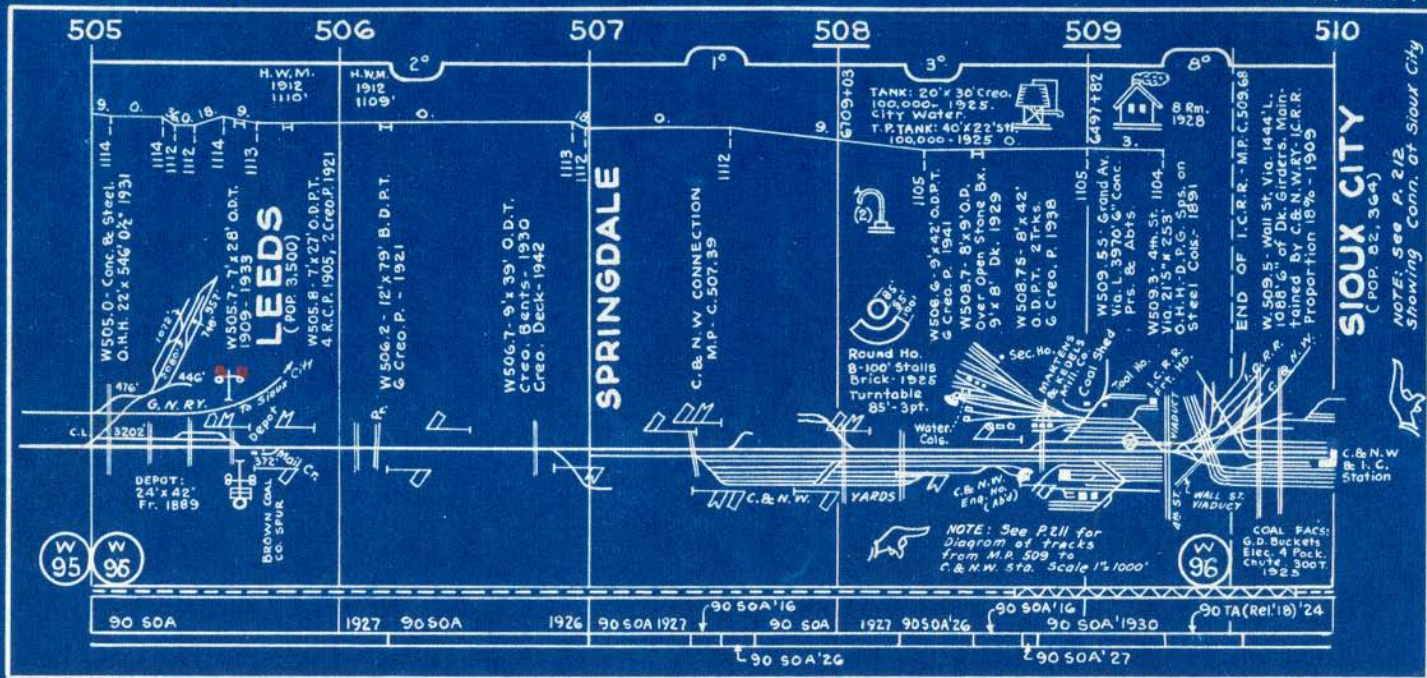


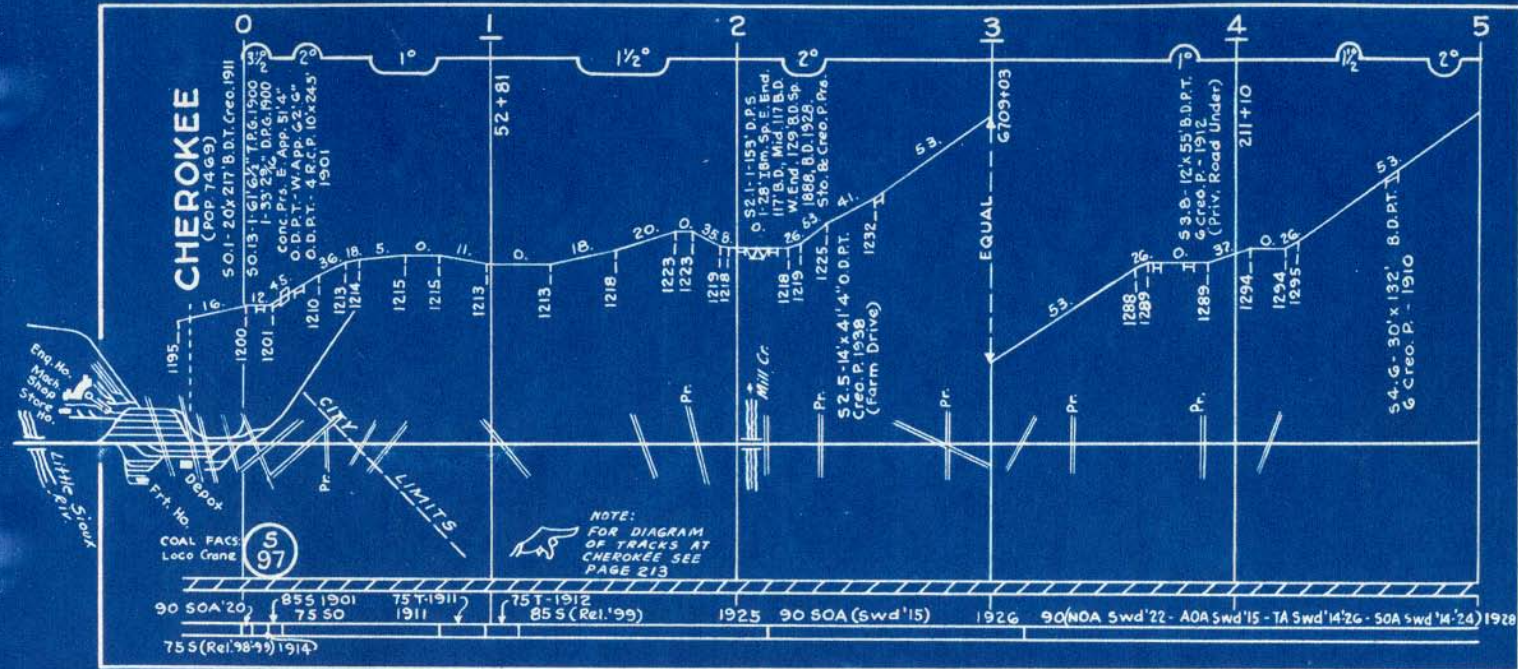


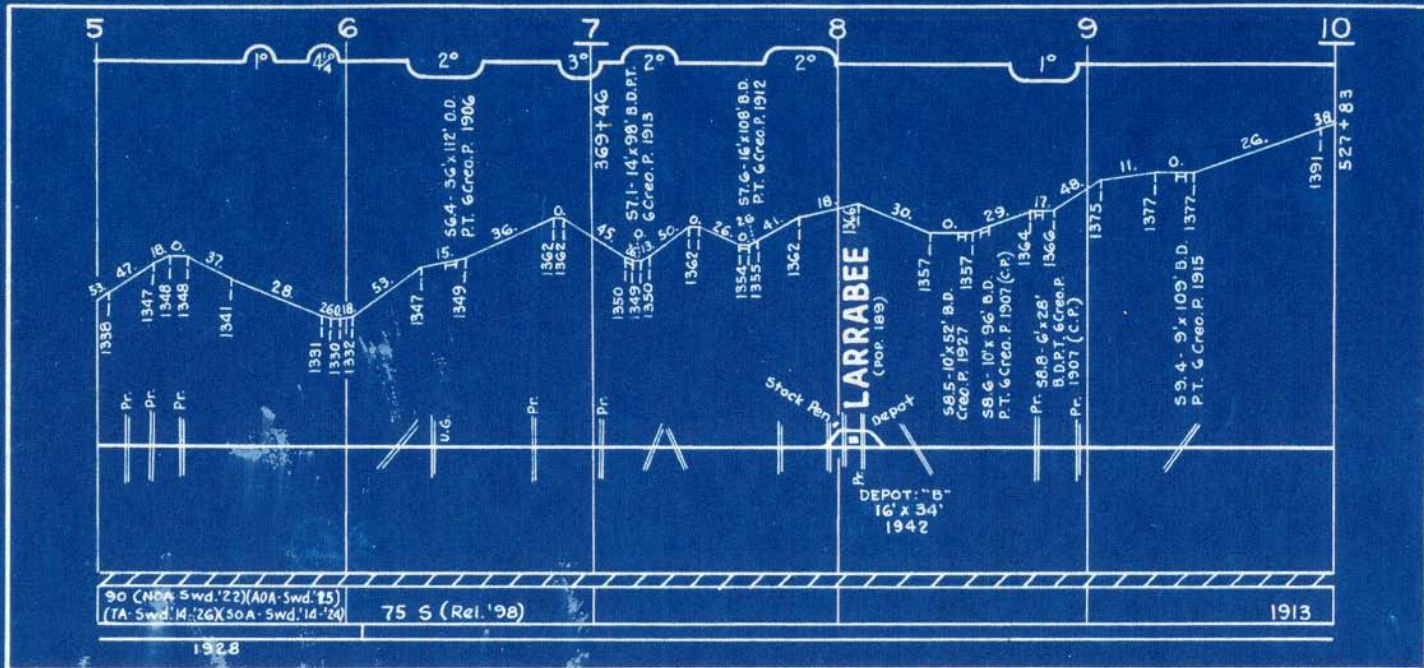


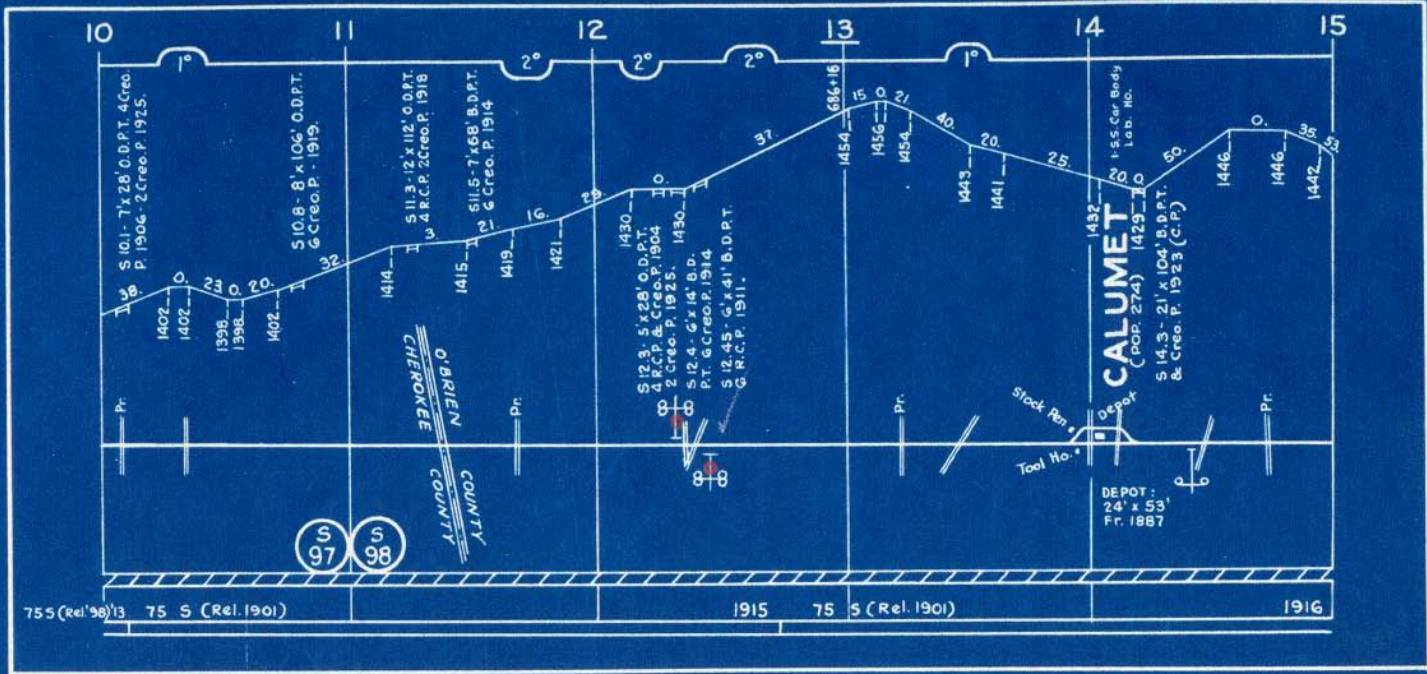


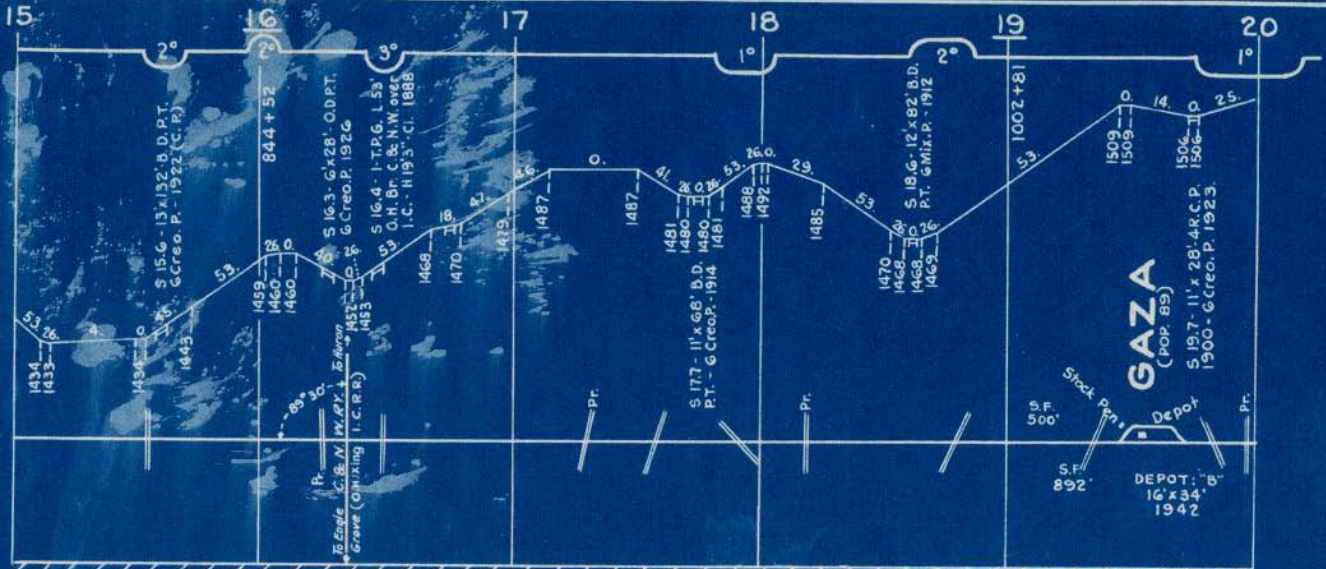






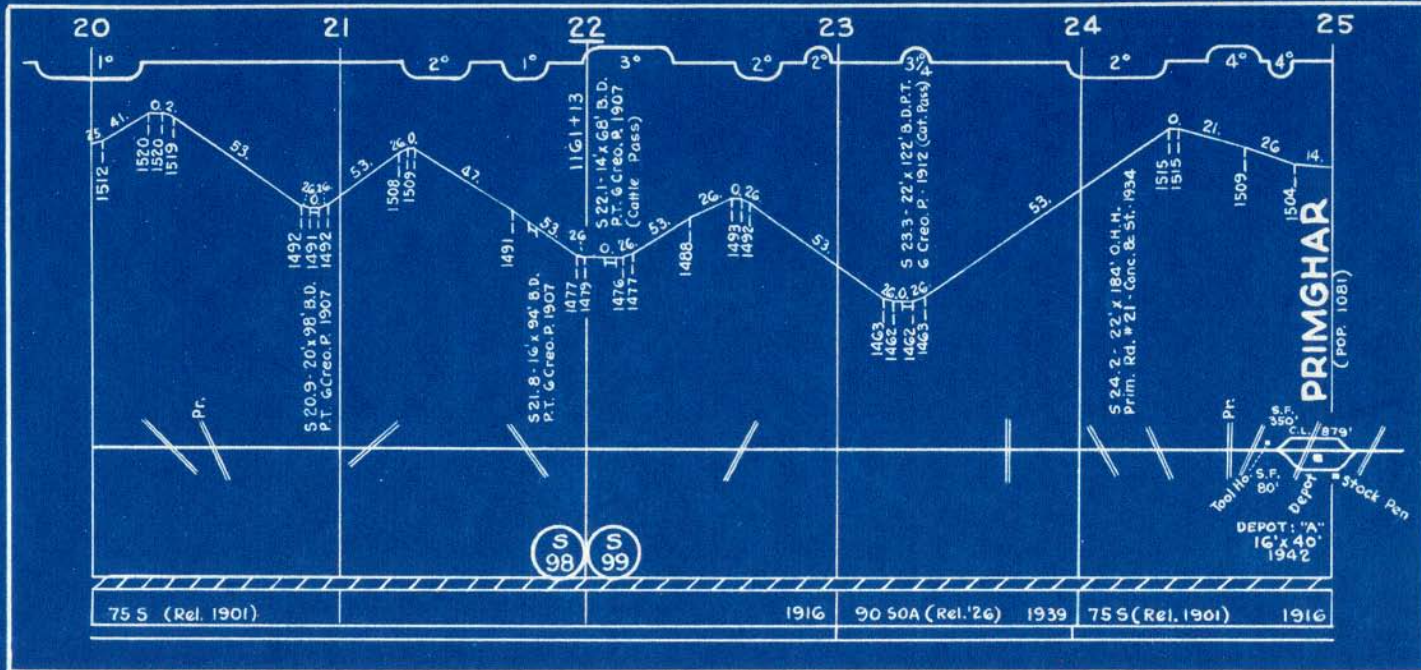


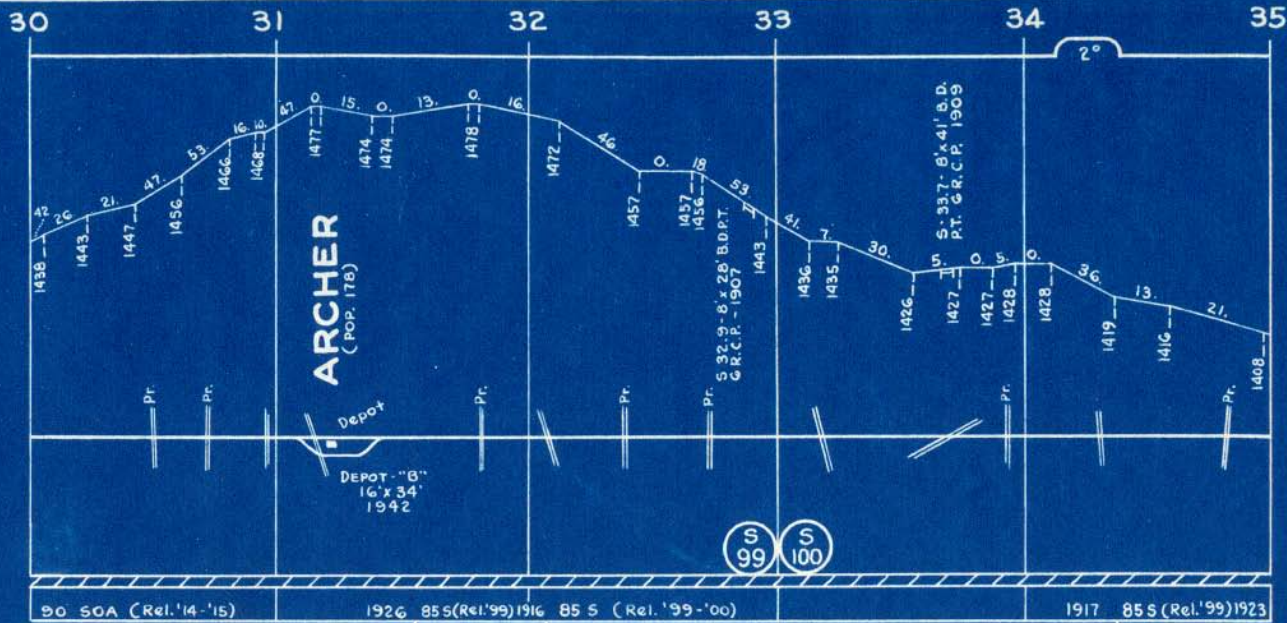


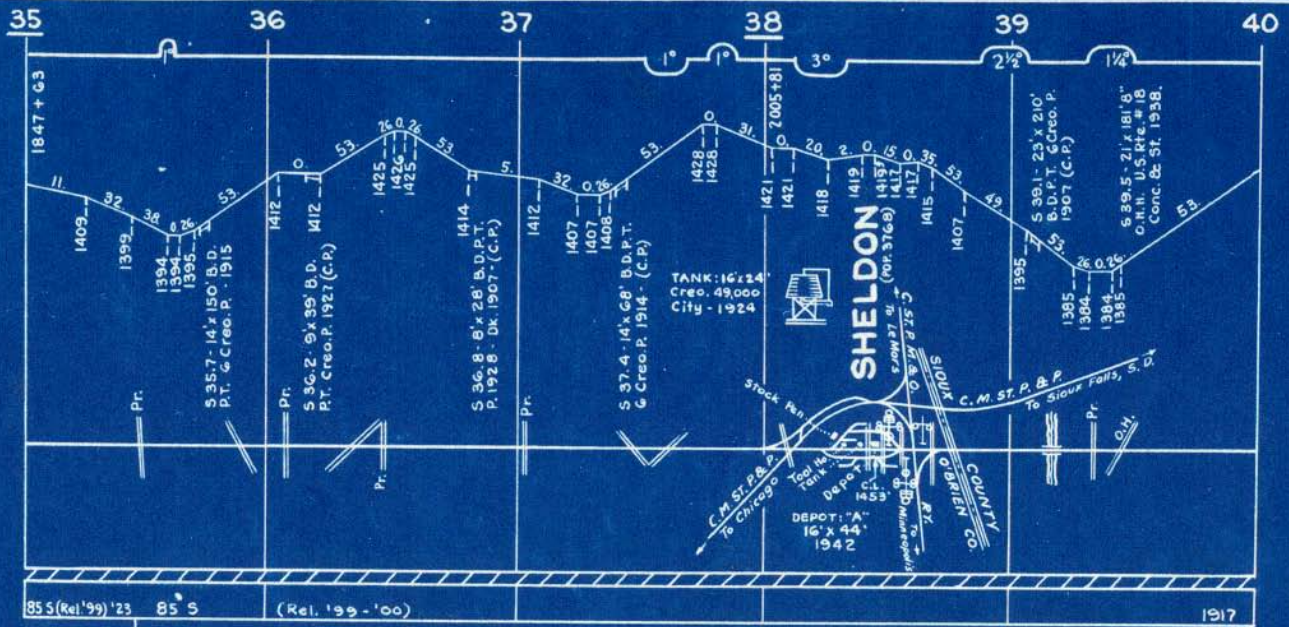


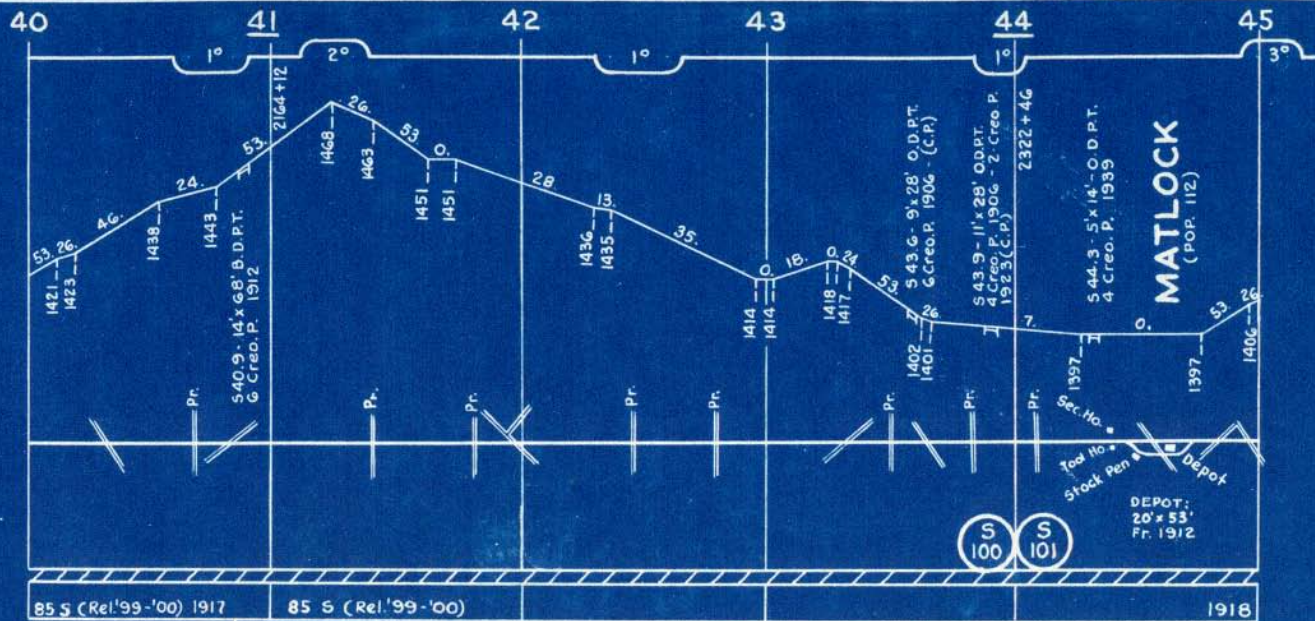
75 5 (Rel. 1901)

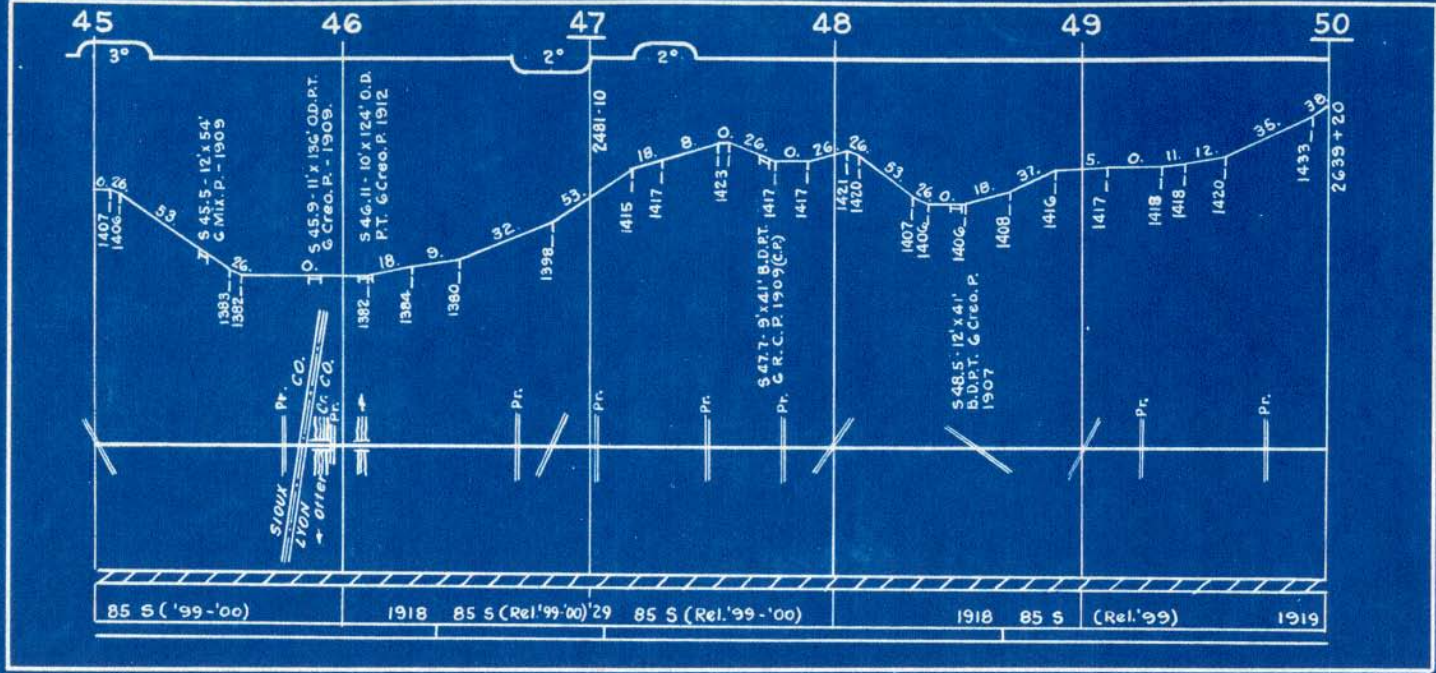
1916 7550'16 75 5 (Rel. 1901)'16











50 51 52 53 54 55

2° 1°

° 2°

2°

437
438
437

53

S 50.7-10' x 42' O.D.P.T.
6 Creo. P. 1910

1400

1394

S 51.2-6' x 42' O.D.P.T.
6 Creo. P. 1910
Creo. Dk. 1942
S 51.3-7' x 42' O.D.P.T.
6 Creo. P. 1910 (C.P.)
Creo. Dk. 1942
S 51.5-20' x 287' O.D.P.T.
5 Creo. P. 1905

S 51.8-22' x 195' B.D.P.T.
6 Creo. P. 1929 (C.P.)

S 52.2-10' x 42' O.D.P.T.
4 Creo. P. 1939

GEORGE
(POP. 1107)

1-5-5 Car Body Lub. Ho.
S 52.7-11' x 56' O.D.P.T.
4 Creo. P. 1938

2797 + 55

53

1393
1396

46

53

1421

1421

42

1431

1431

18

1426

38

1421

53

Pr.

E. Rock Riv.

1374

1371

1371

Pr.

1374

1377

1380

1380

C.L. 1199

Stock Pen

Depot

DEPOT: "A"
16' x 50'
1942

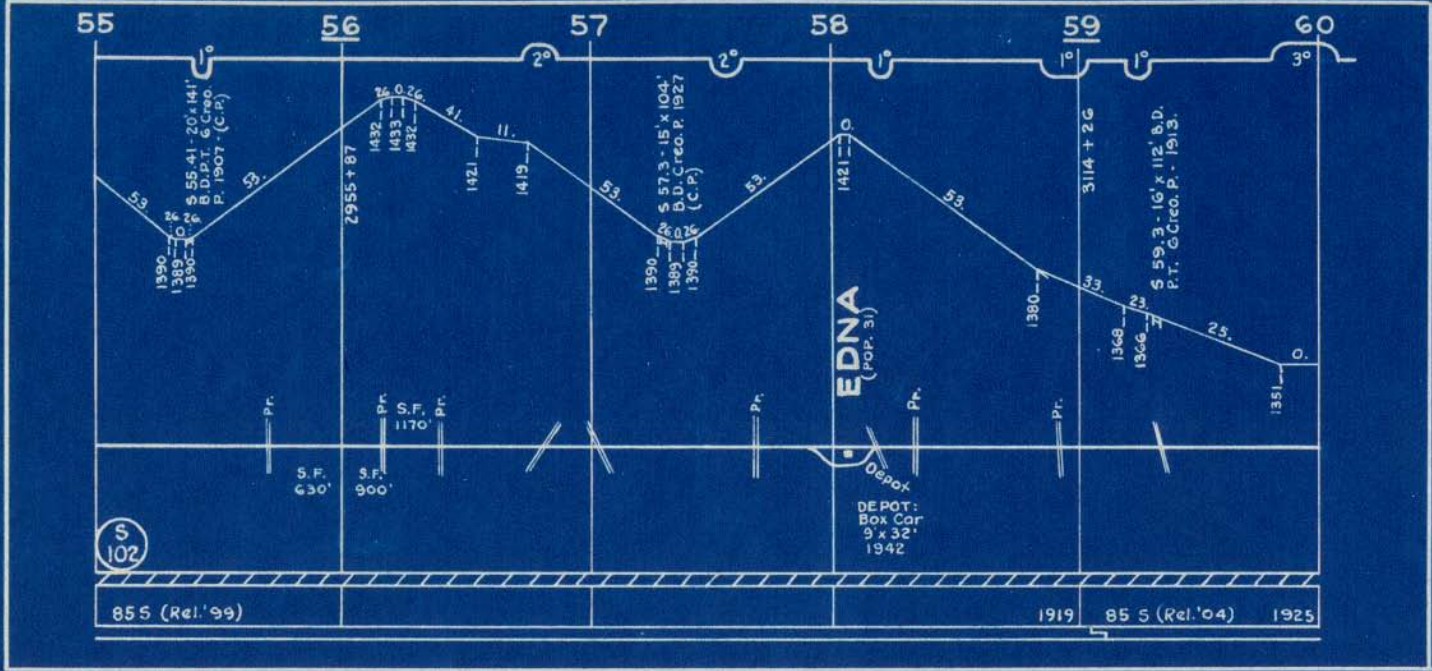
Pr.

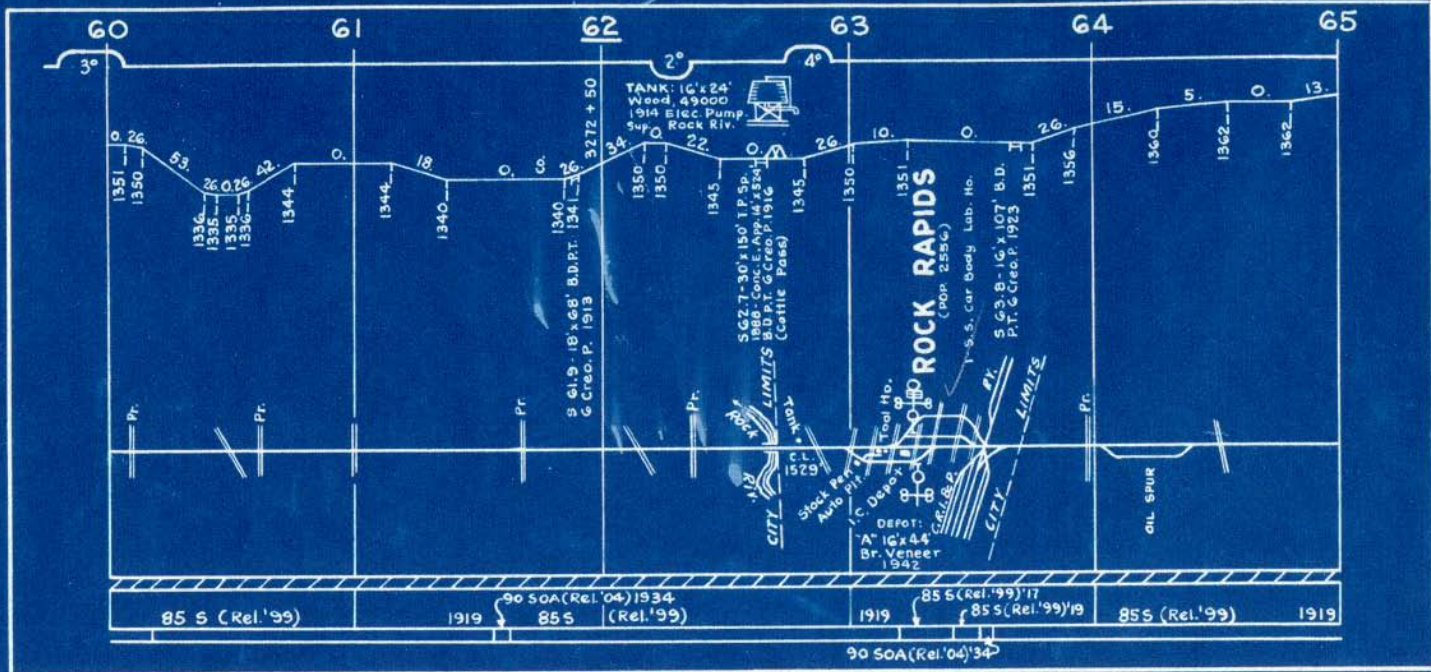
Pr.

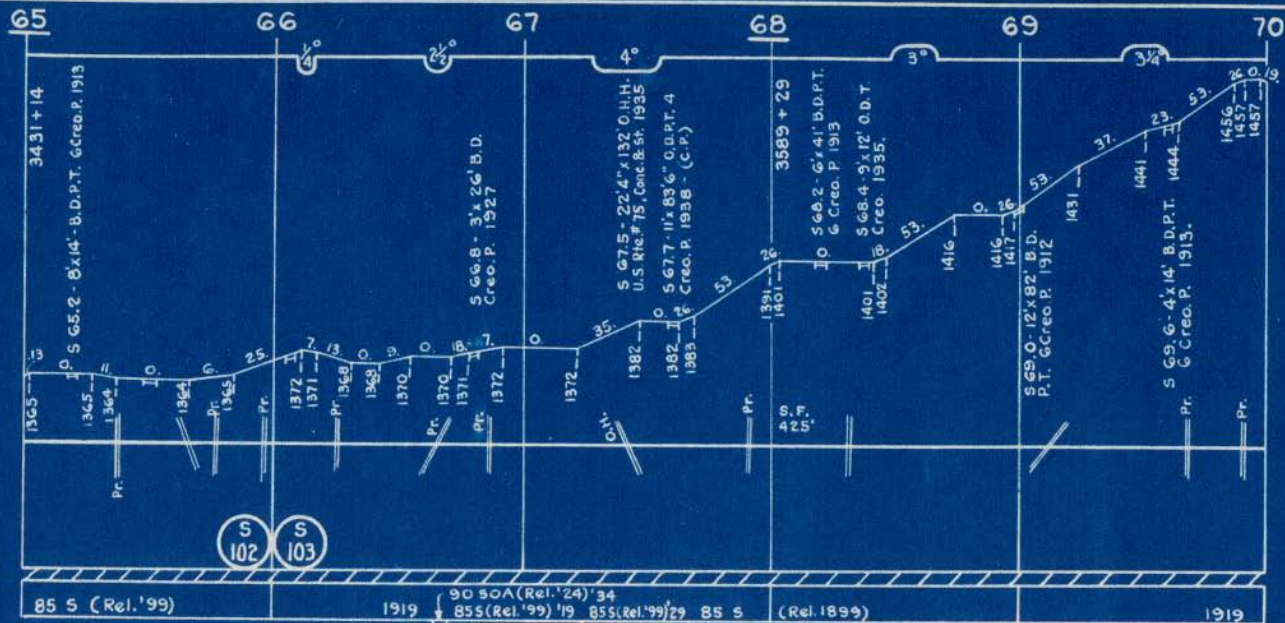
S 101 S 102

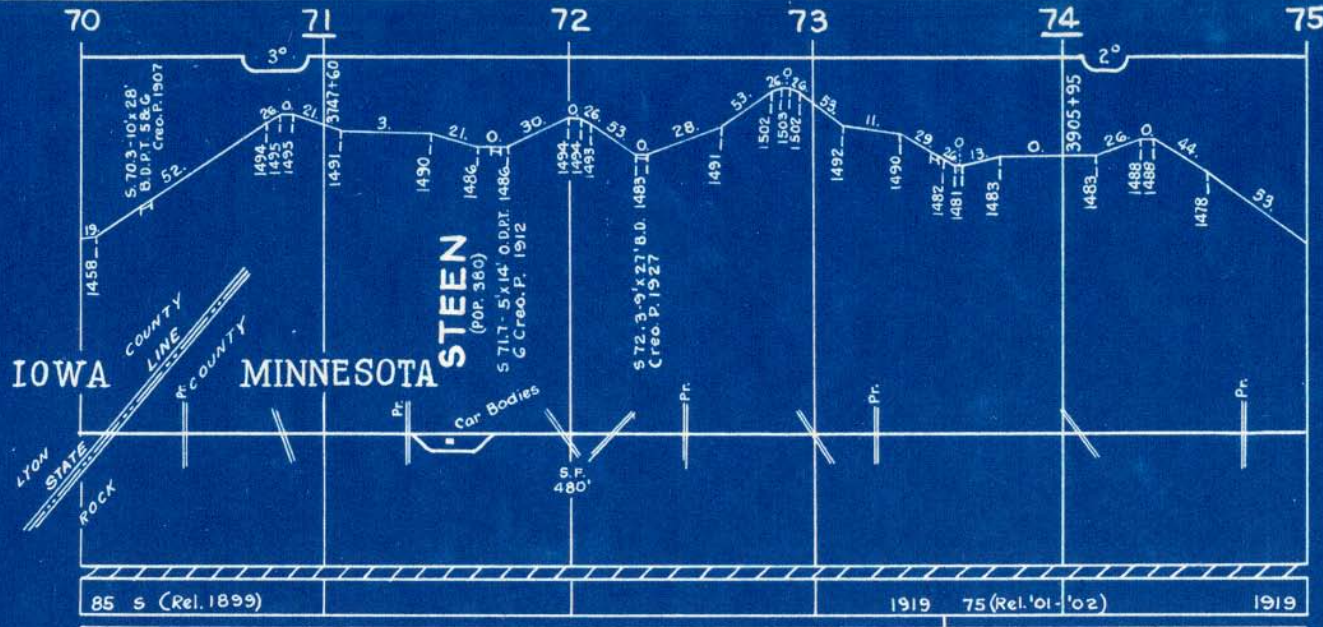
85 S (Rel. '99)

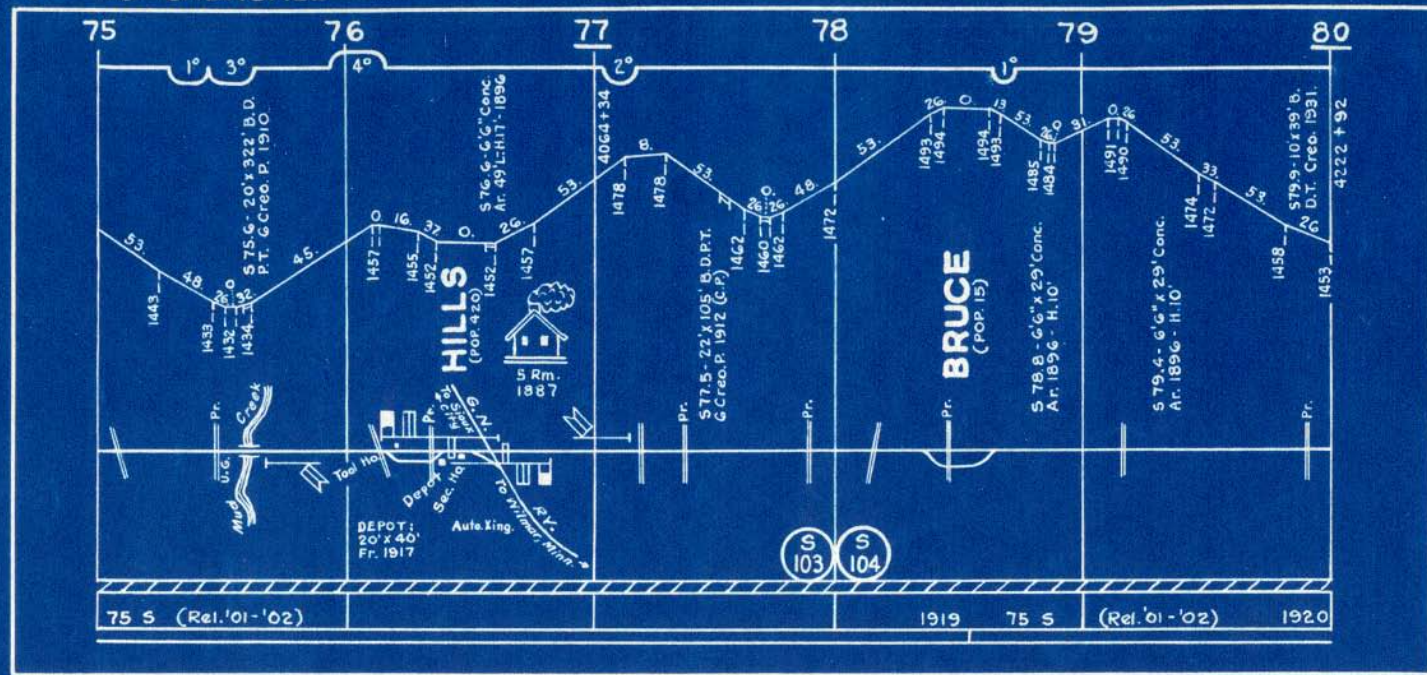
1919

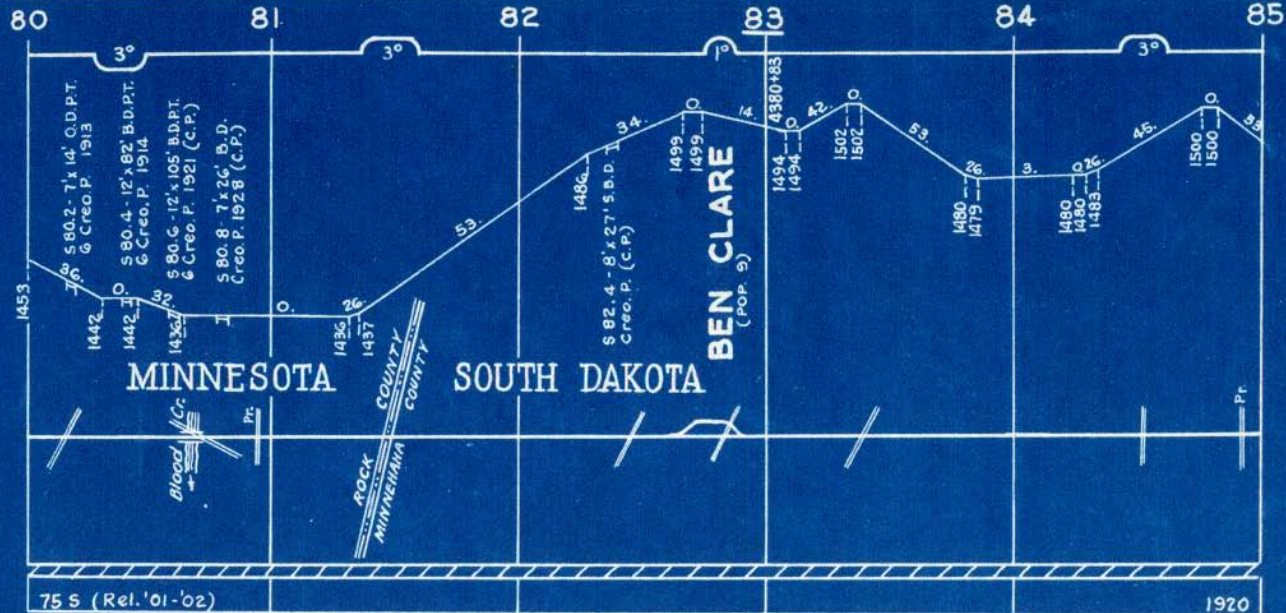




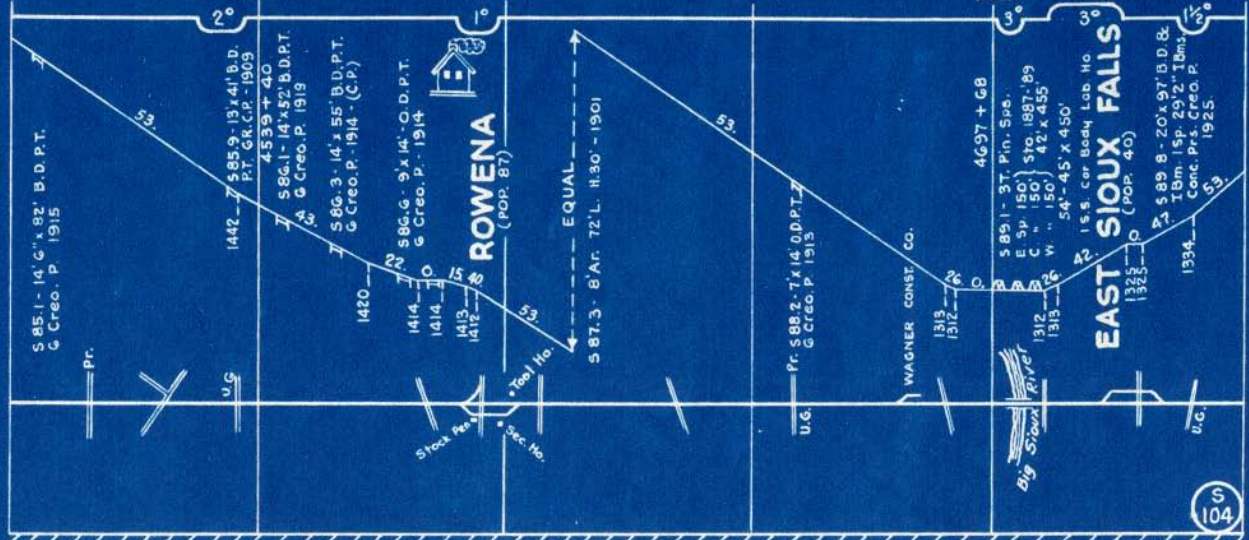






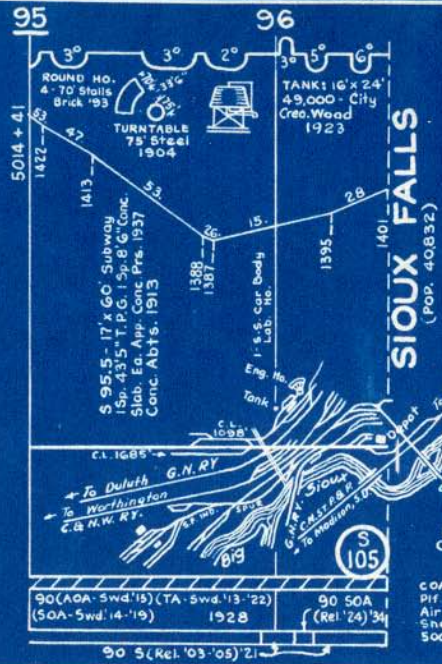


85 86 87 88 89 90



75 S (Rel. '01 - '02)	1920	75 S	(Rel. '01)	1919	75 S	(Rel. '99)	1915
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SIoux FALLS
(Pop. 40,832)

ANGLES OF CROSSINGS

I. C. -	G. N. -	19° 15'
" -	C. & N.W. -	23° 22'
" -	" -	24° 22'
" -	" -	25° 22'

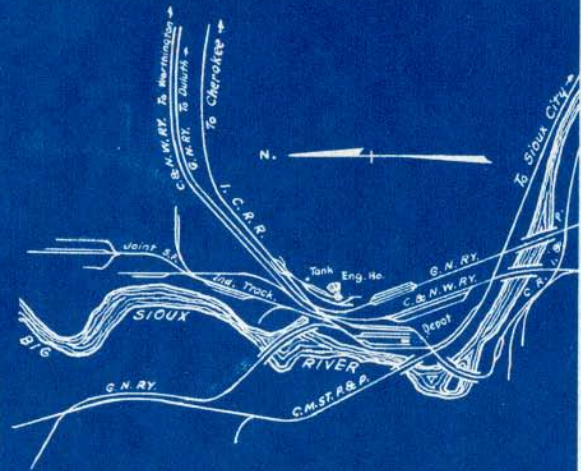
SIoux FALLS L. & P. CO., BR.
16' x 245' O.D. Coal Trk. Conc. Pts. - 1912

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

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

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

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



CARNEY'S SDG.

ONAWA JCT.

OLD ONAWA JCT.

OLD ONAWA JCT. 1214

T 0.1-4'x14' O.D.P.T.
Cres. P. 1920

T 0.7-28'x163' B.D.
P.T. 6 Cres. P. 1918

H.W.M.
1912
1158

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

H.W.M.
1912
1158

T 1.6-7'x82' O.D.P.T.
Cres. P. 1920

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

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

T 2.7-26'x127' 1/4"
O.T.R.S. 1886-102' W.
App. B.D.P.T. 350' E.
Cres. P. 1918

T 3.4-4'x14' O.D.P.T.
Cres. P. 1919

T 3.6-13'x66' O.D.
P.T. 6 Cres. P. 1918

T 4.4-10'x36' B.D.
P.T. 6 Cres. P. 1915

NORTHWESTERN
GRAVEL
SPUR

T 106

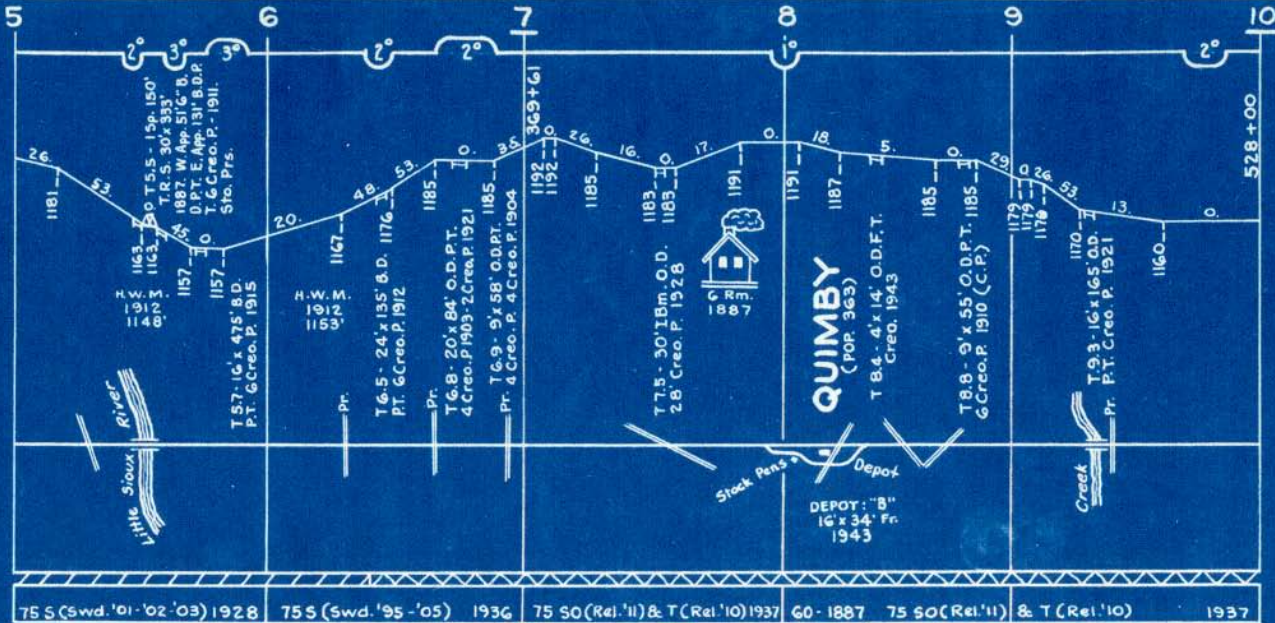
90 SOA-1920
75

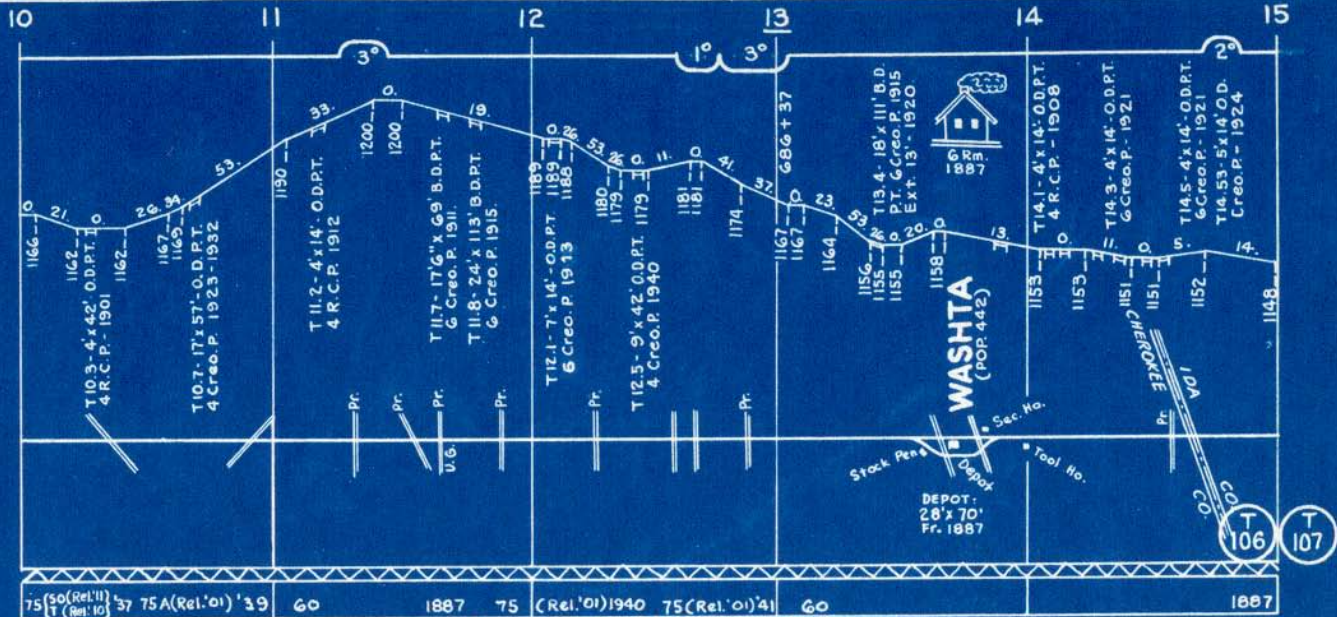
1887

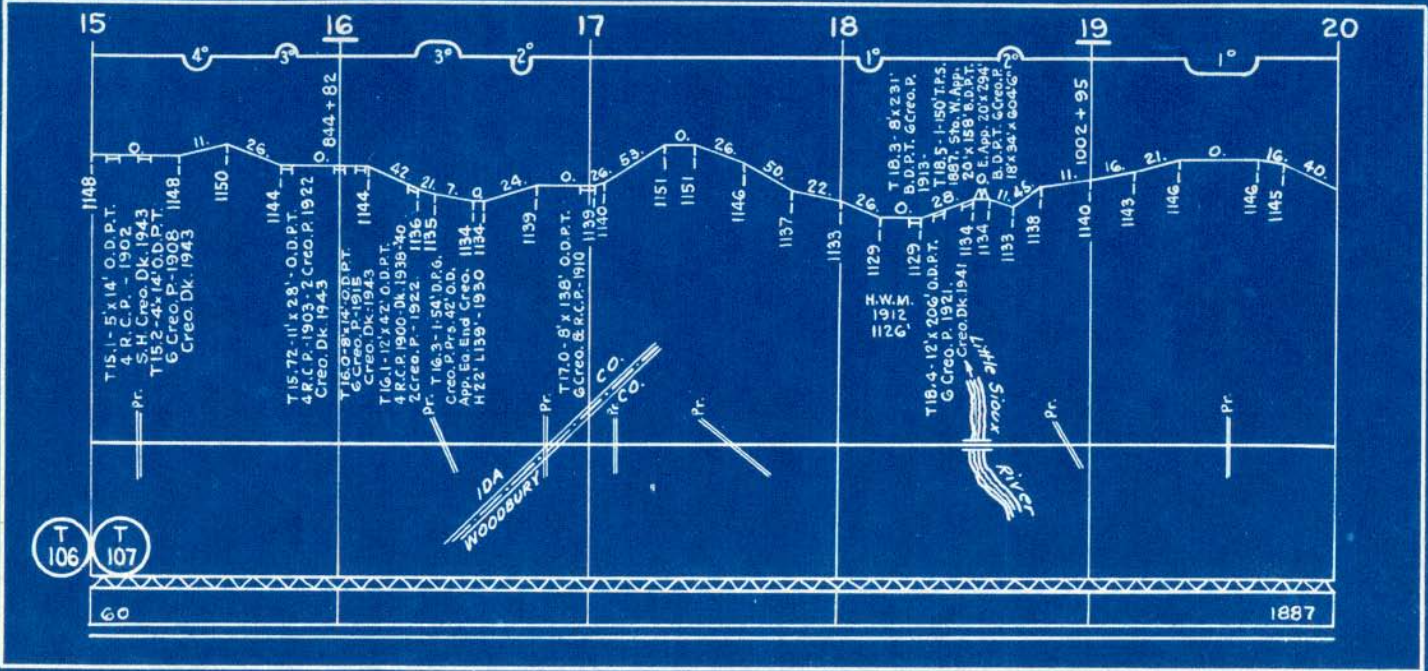
75 S (Swd. '01-'02-'03)

1928

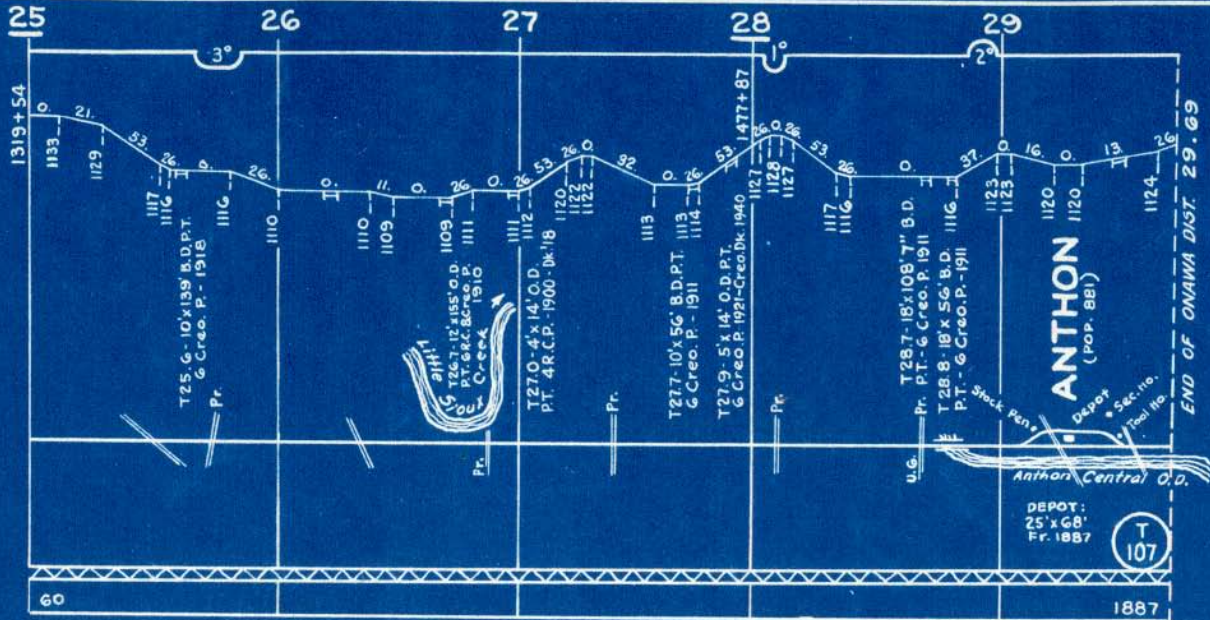
TO ANTHON → 156

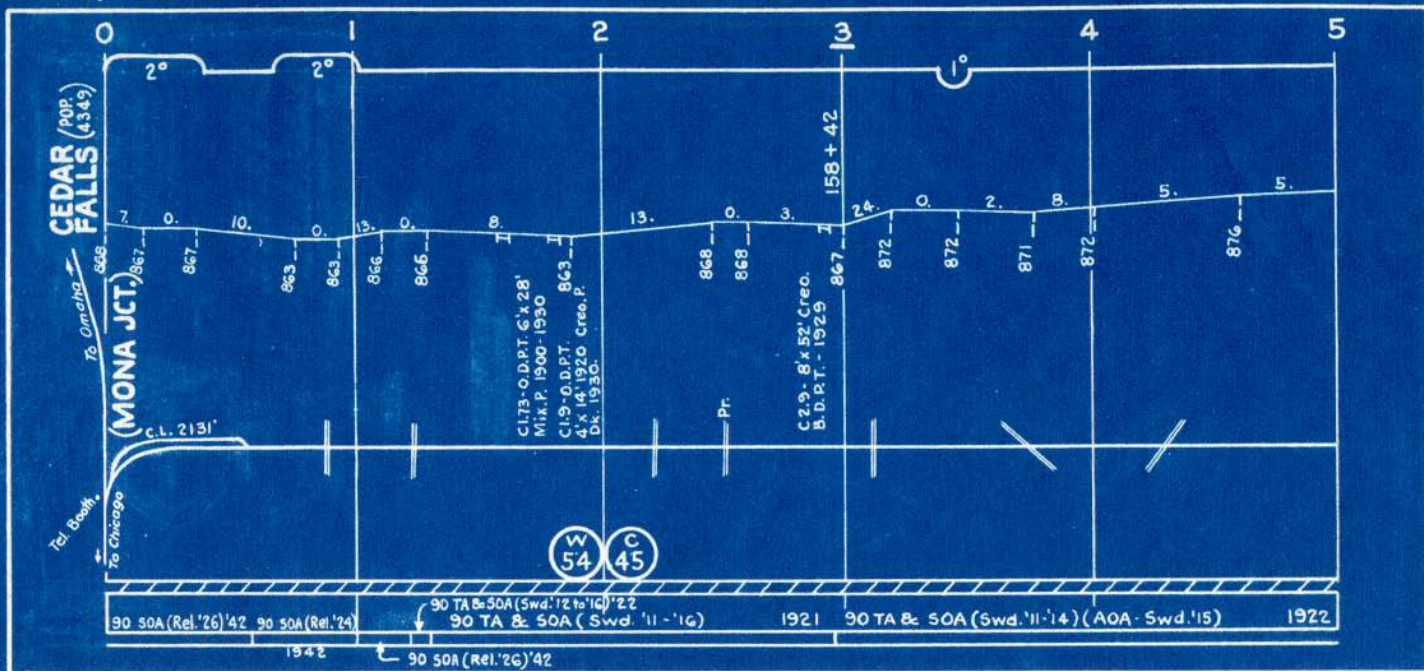


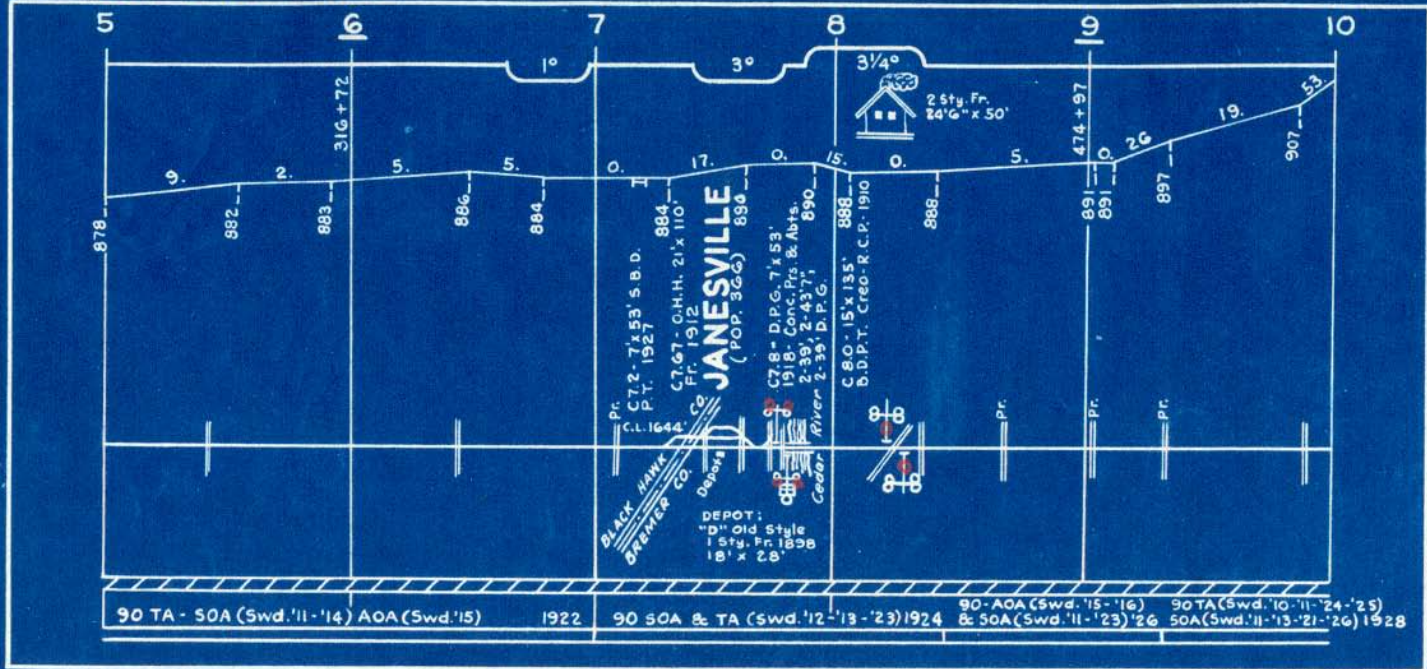


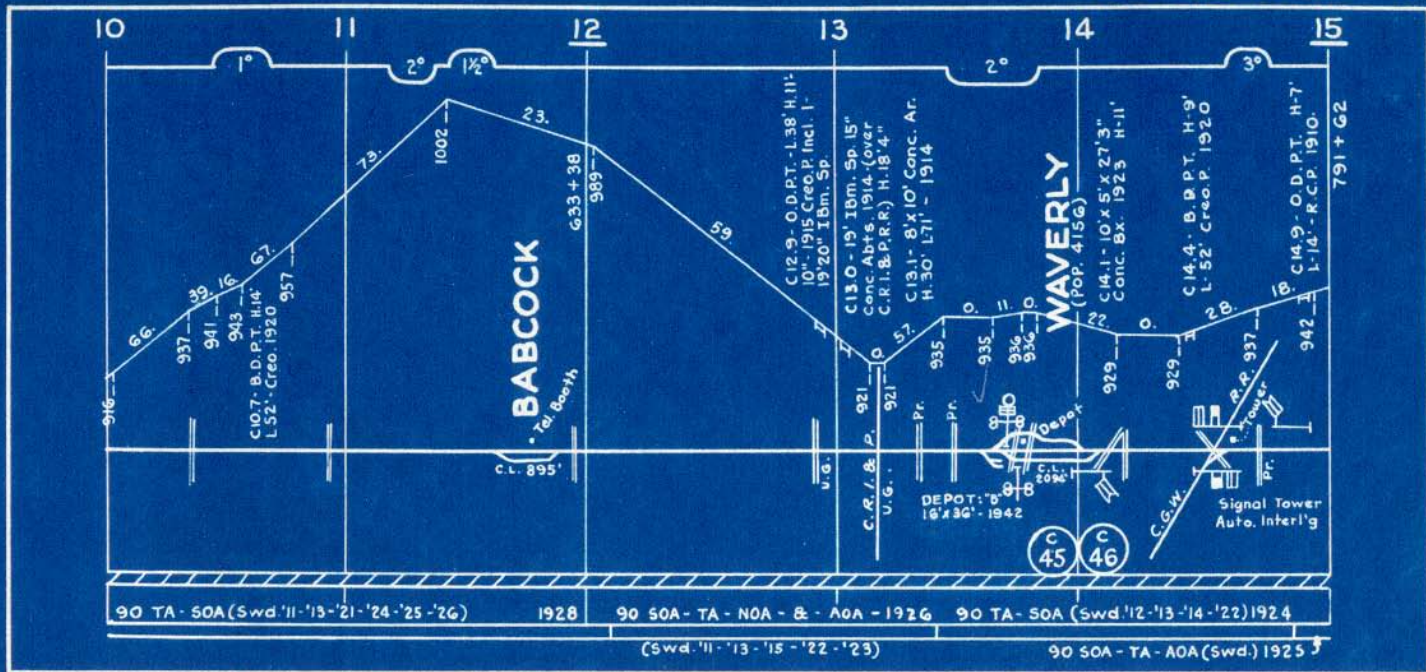


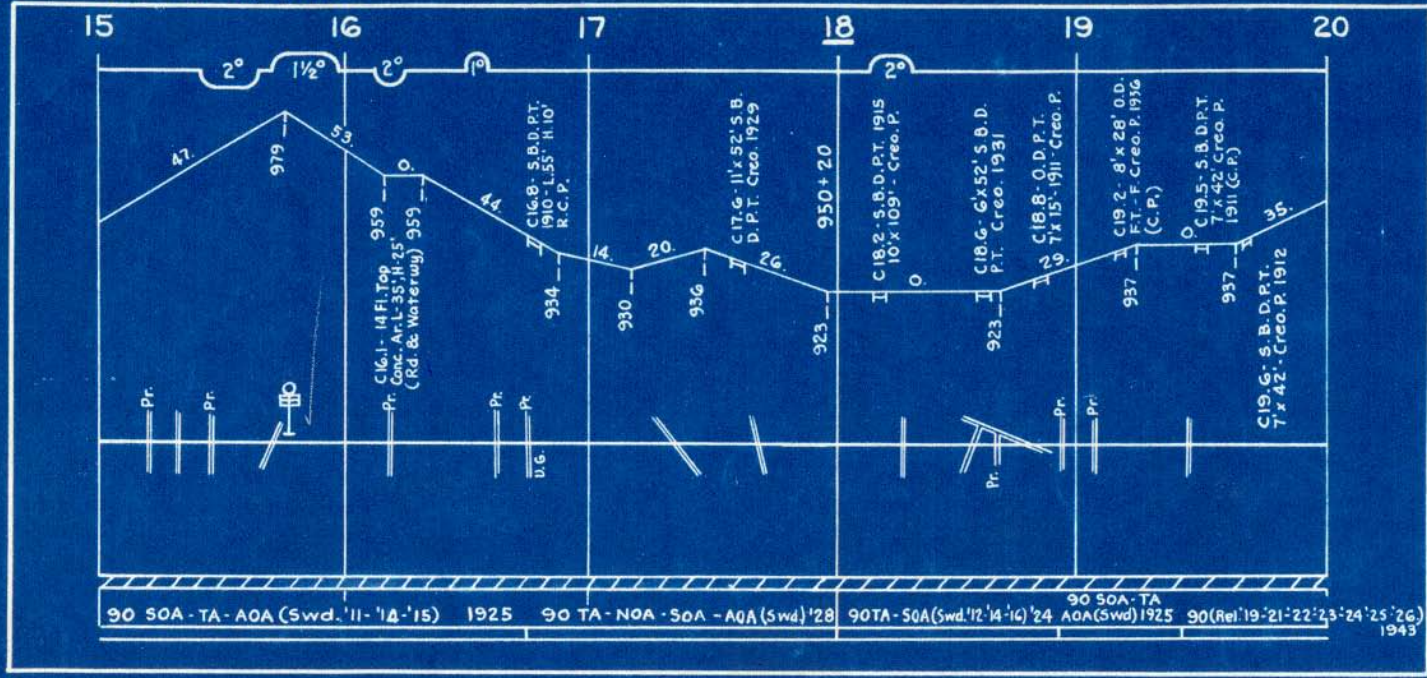


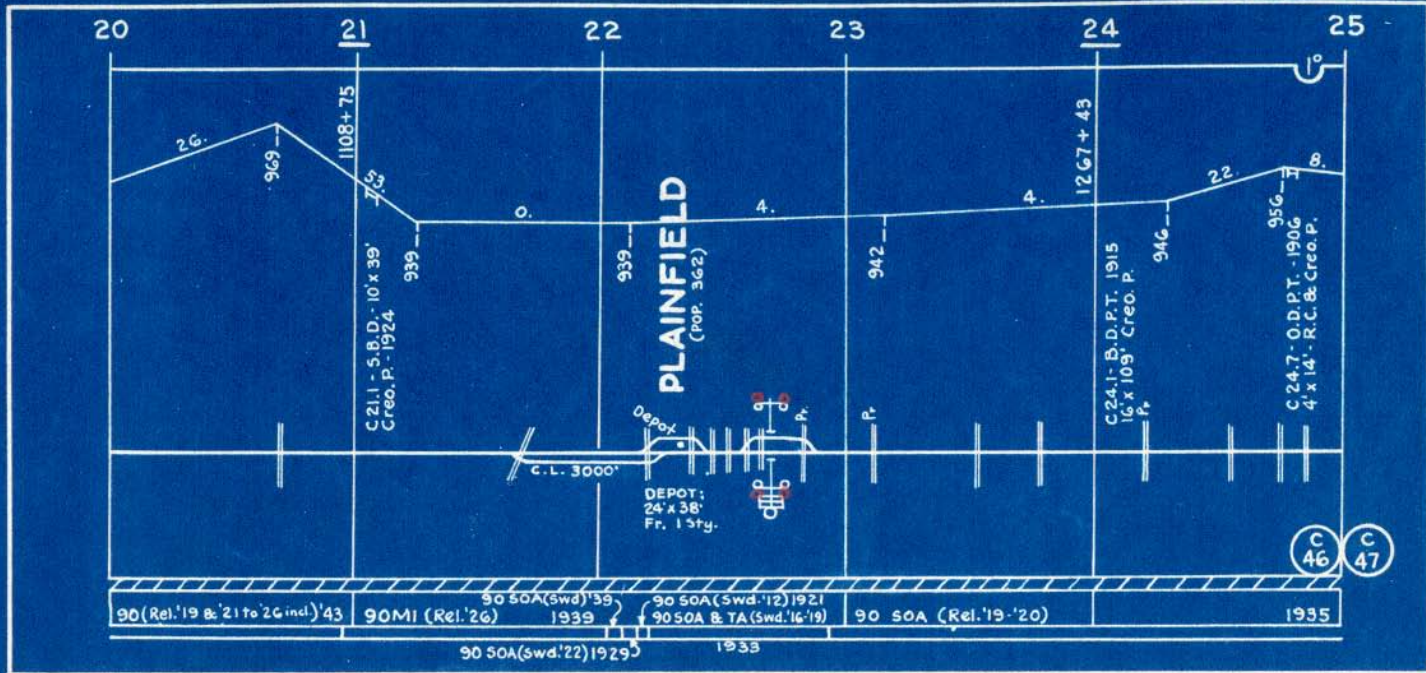


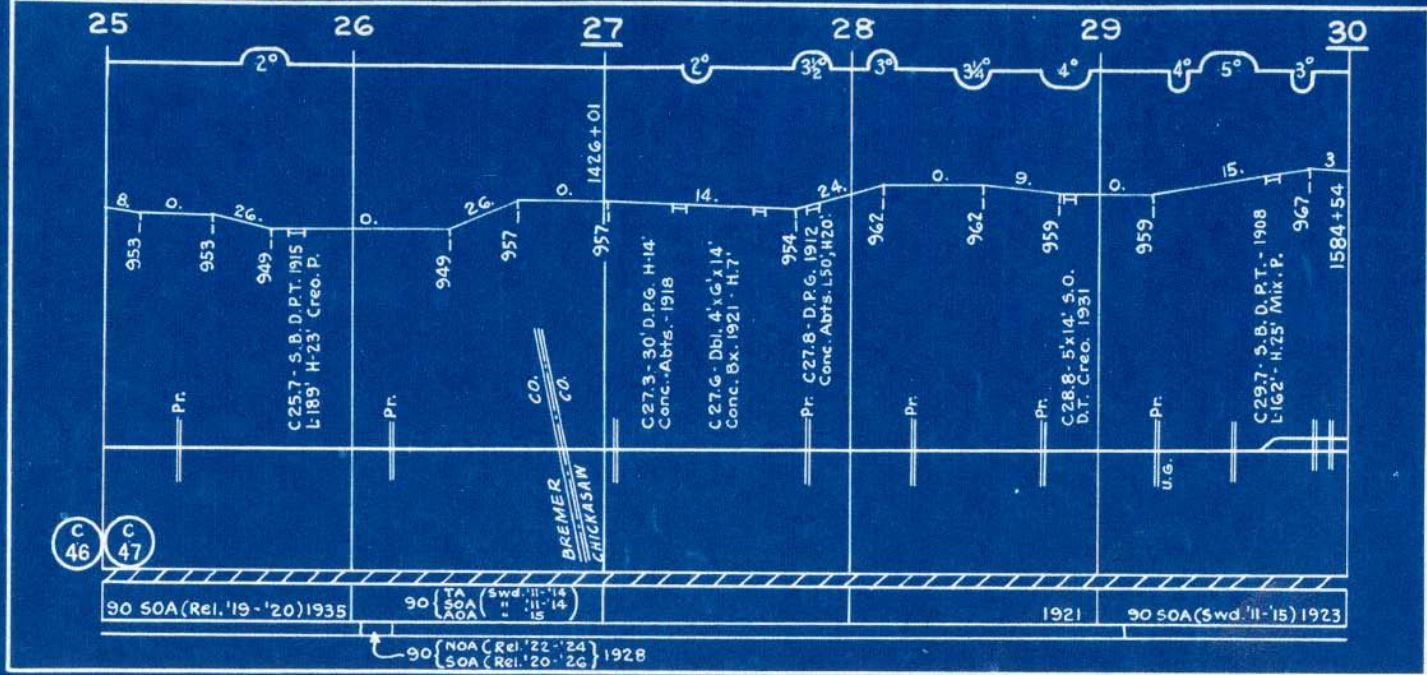


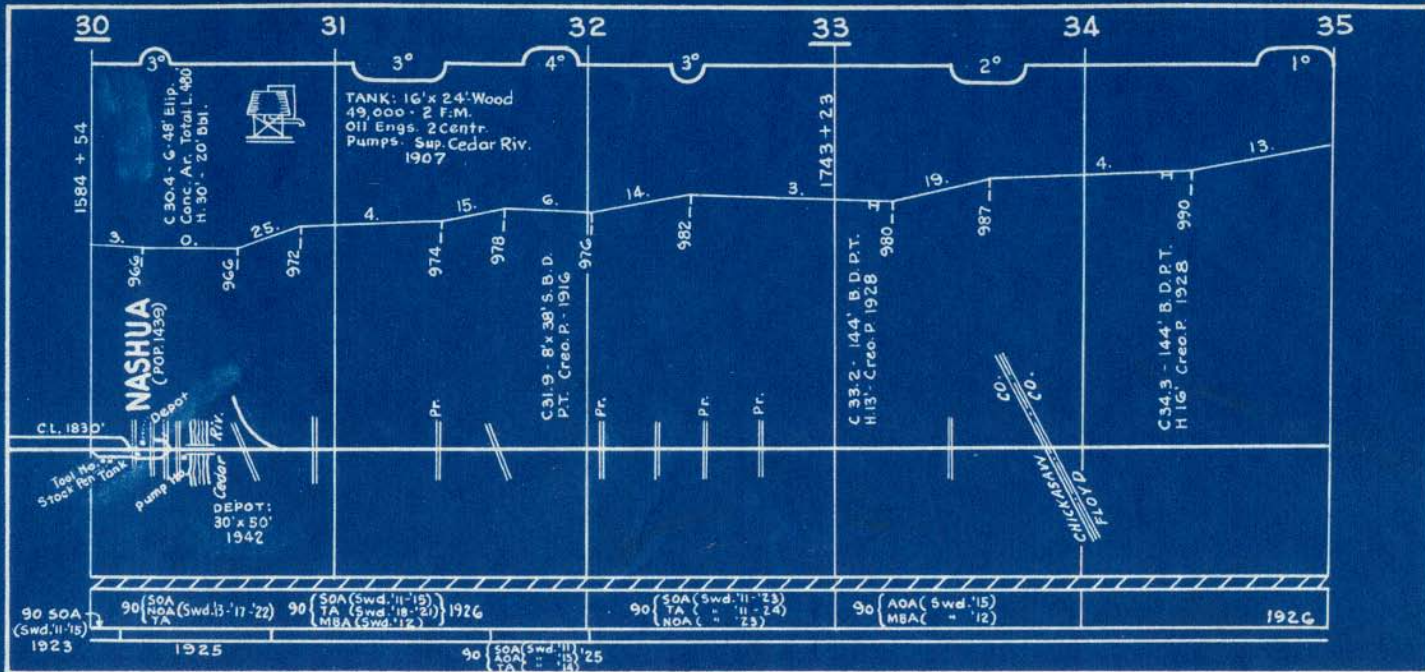


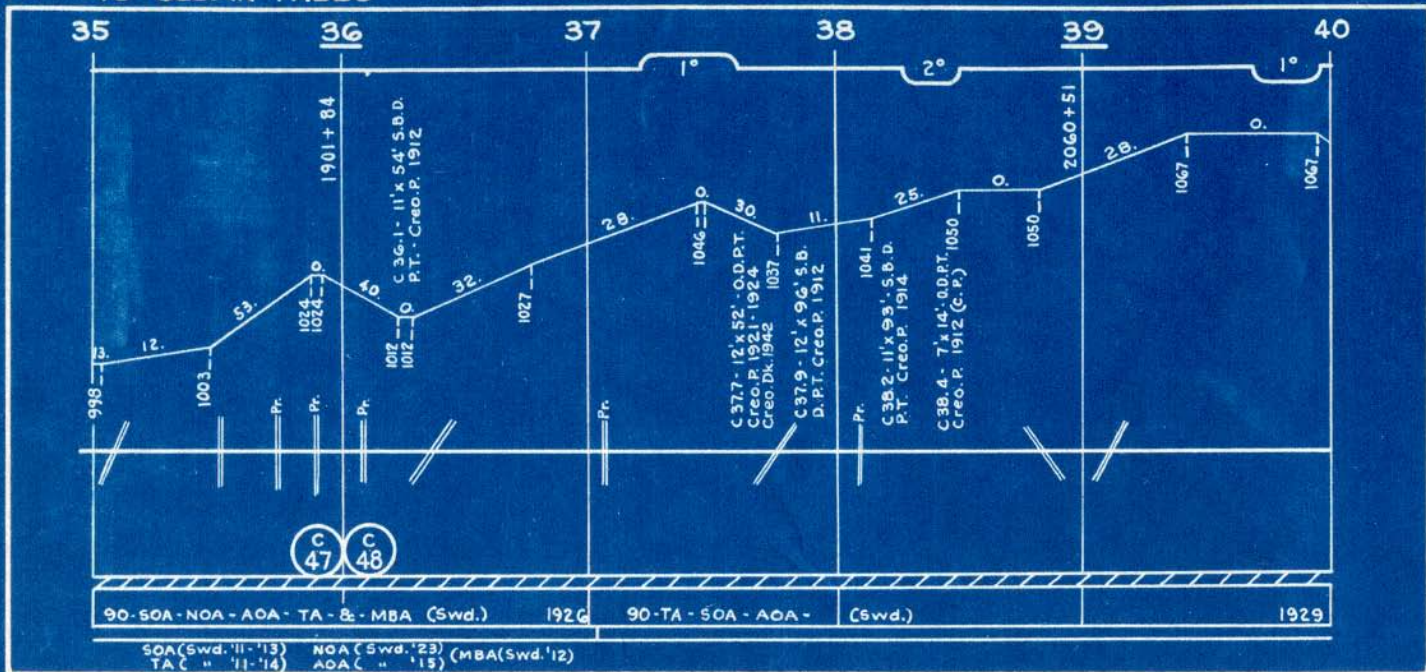


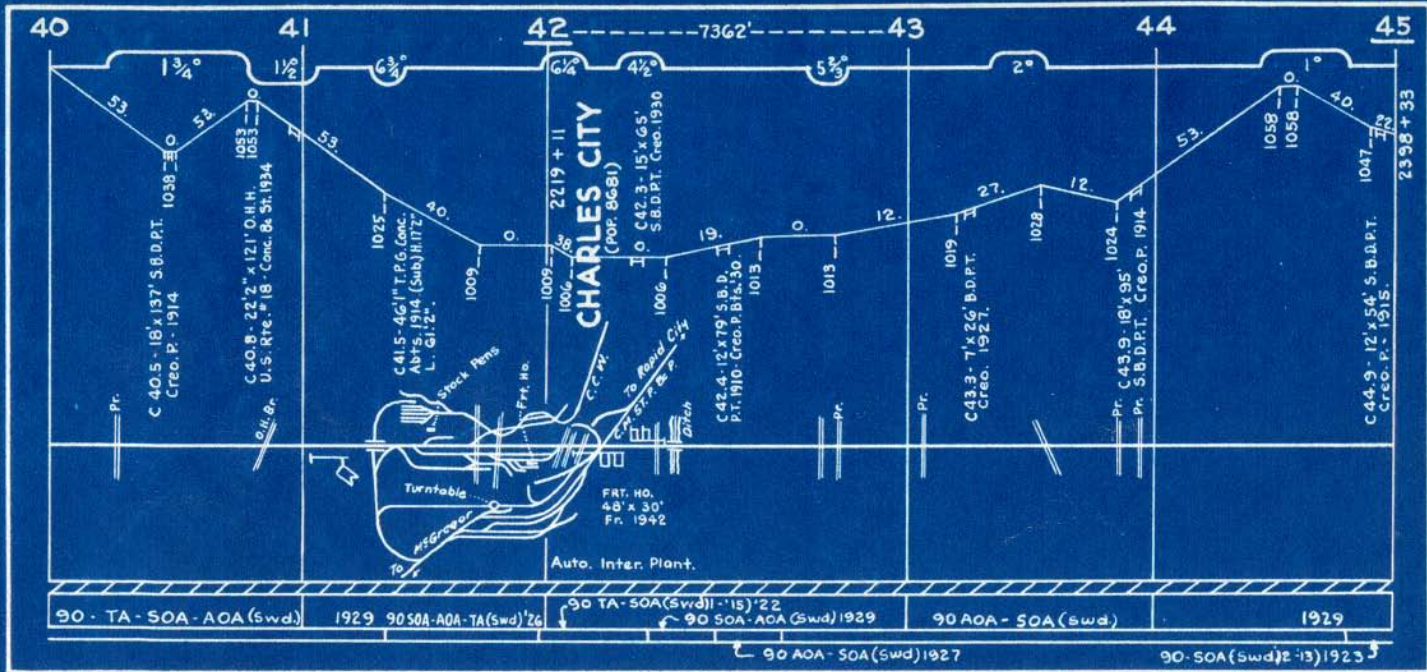


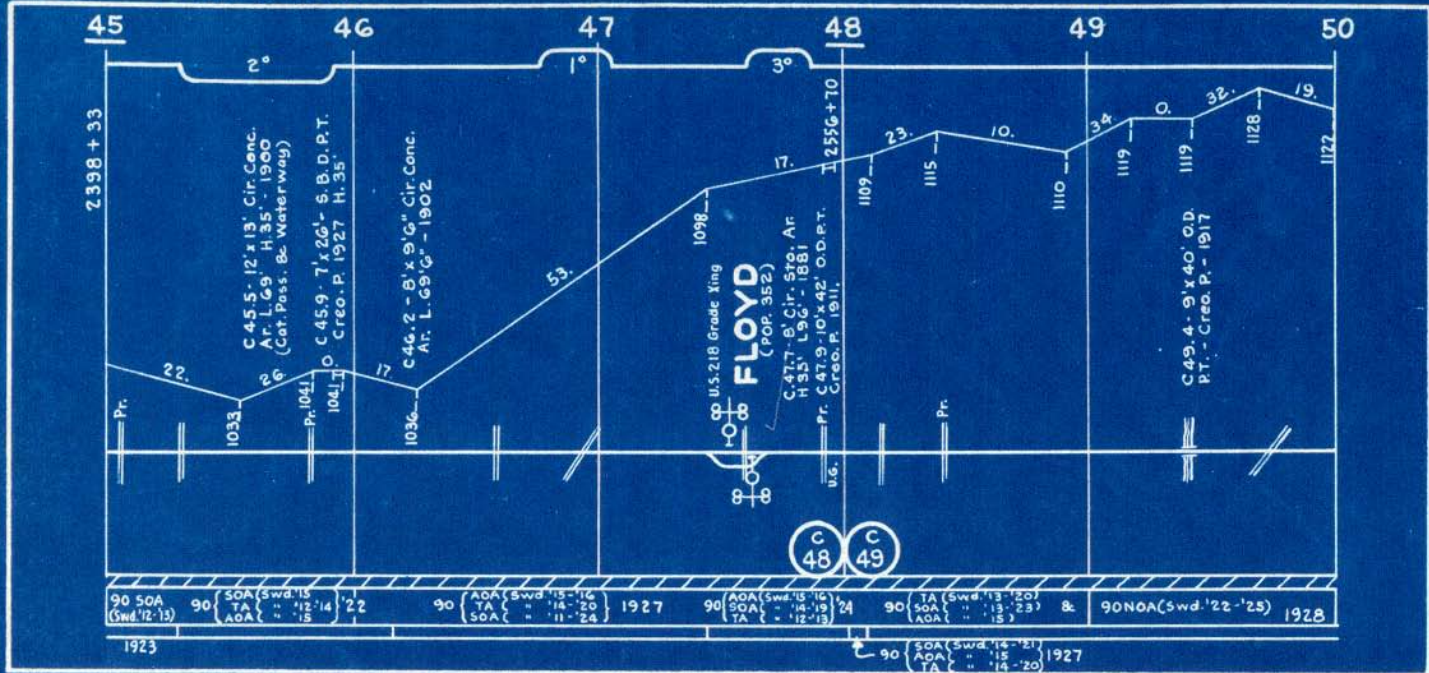


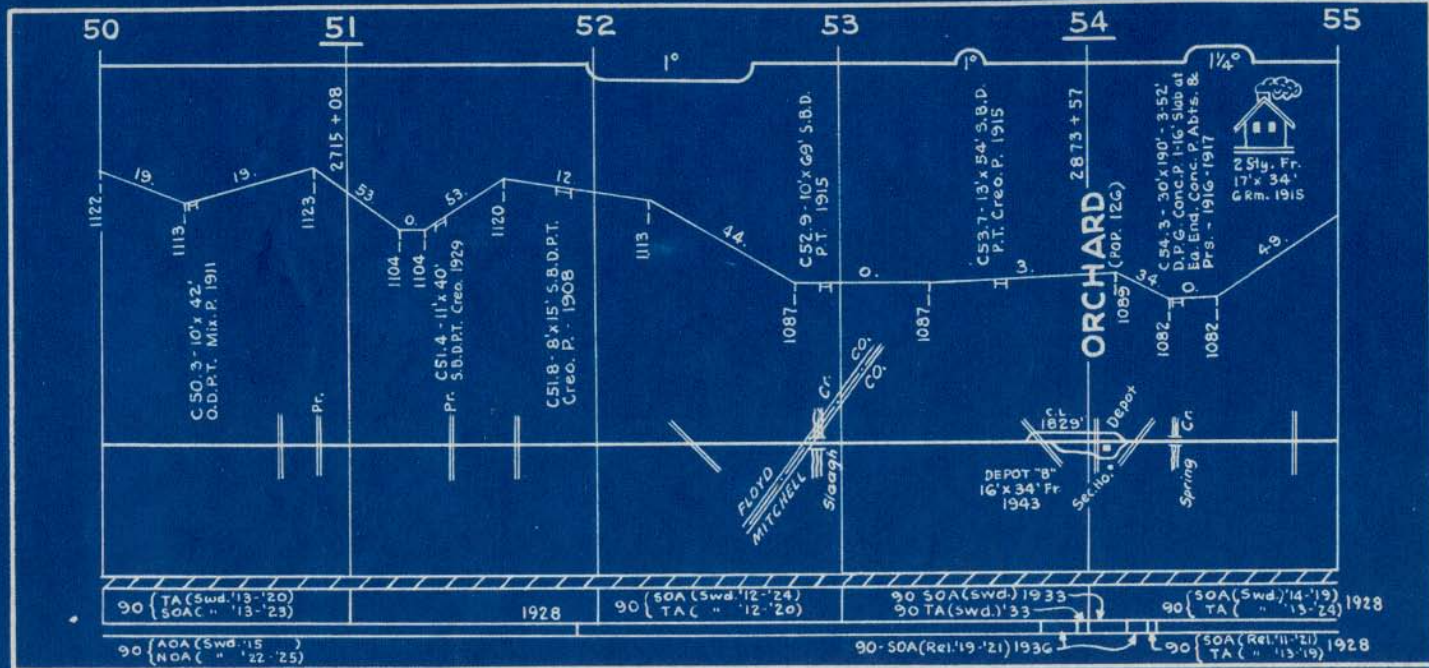


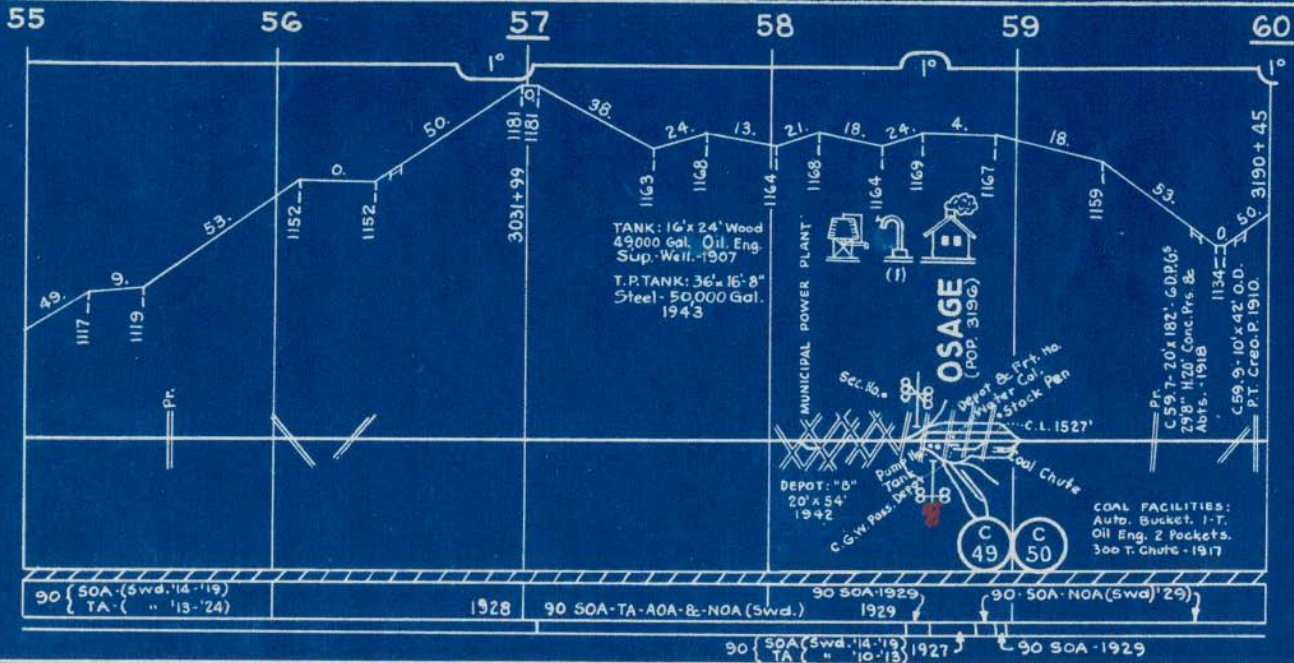


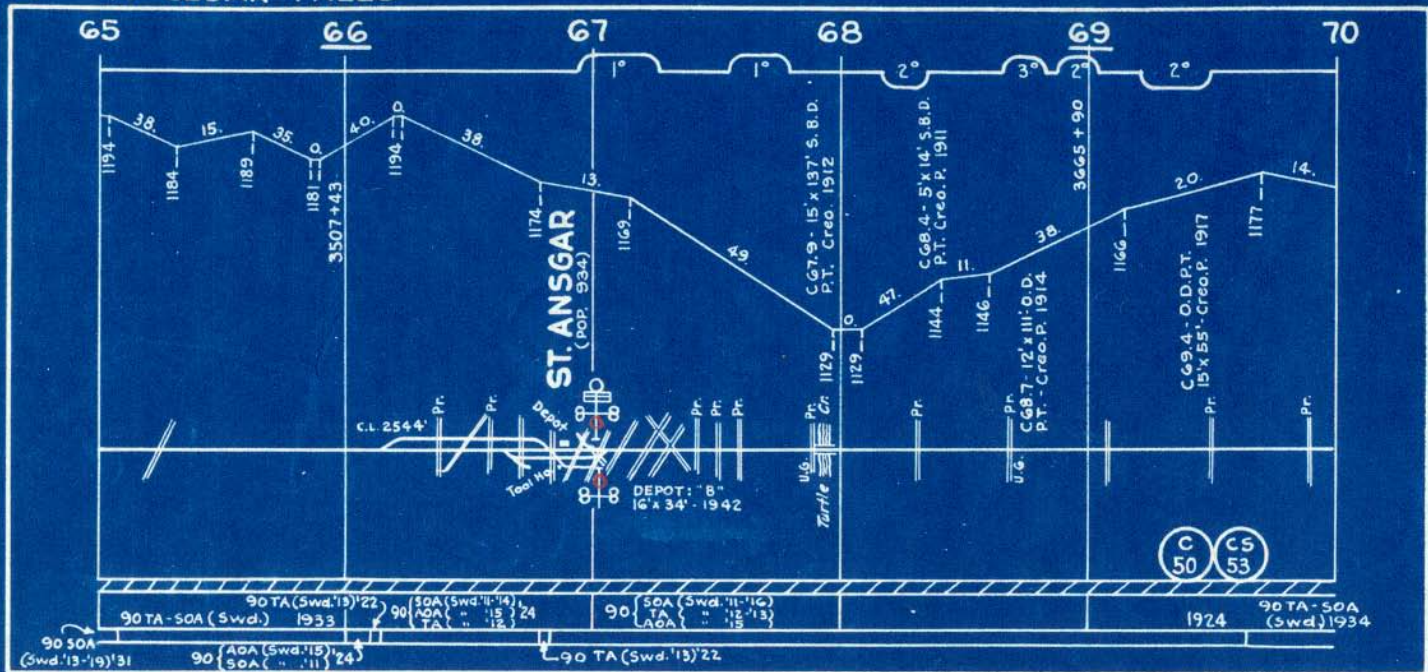


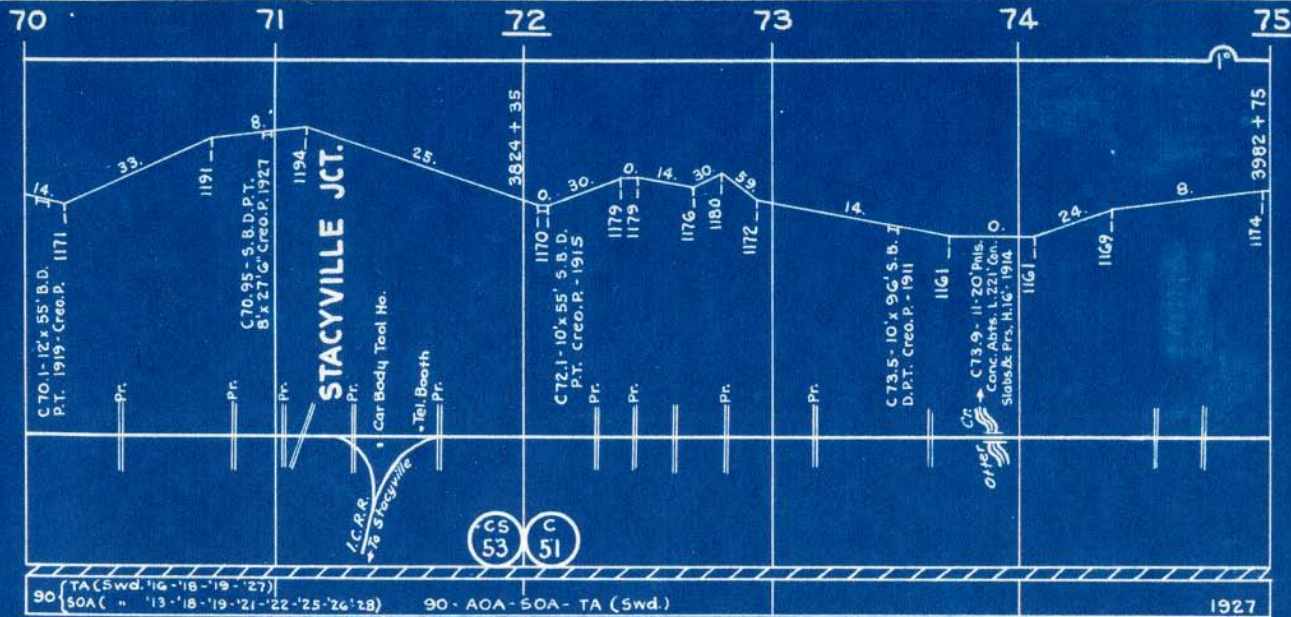


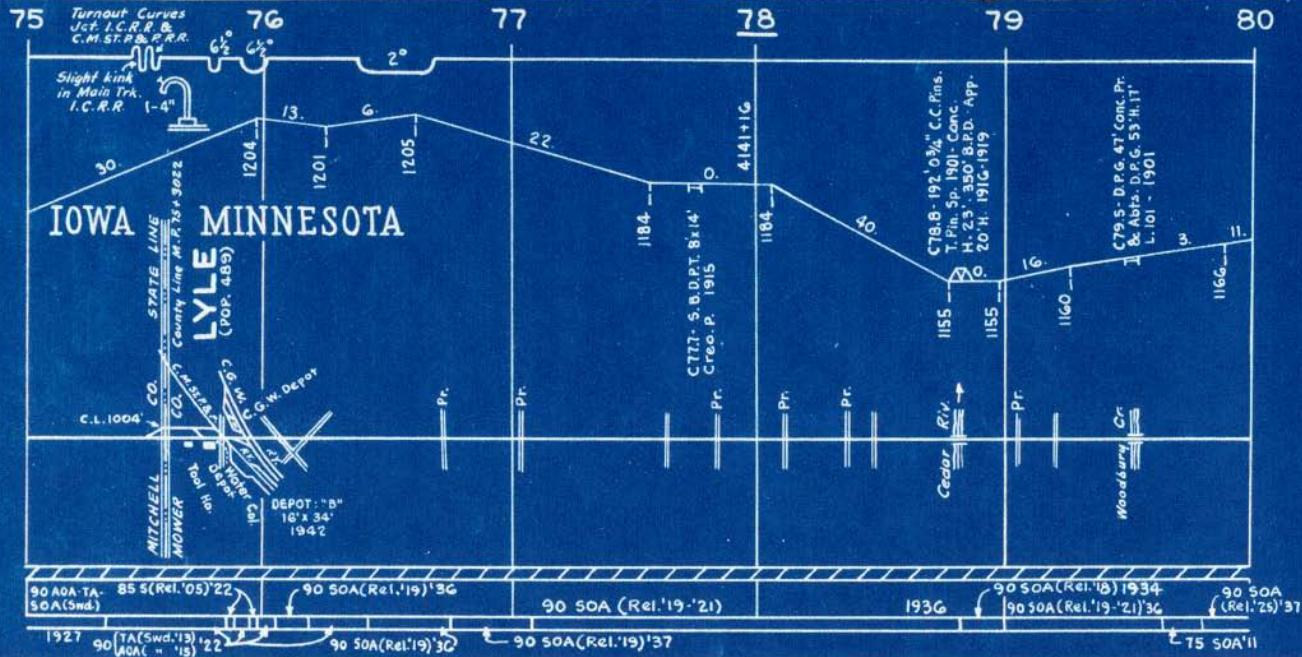


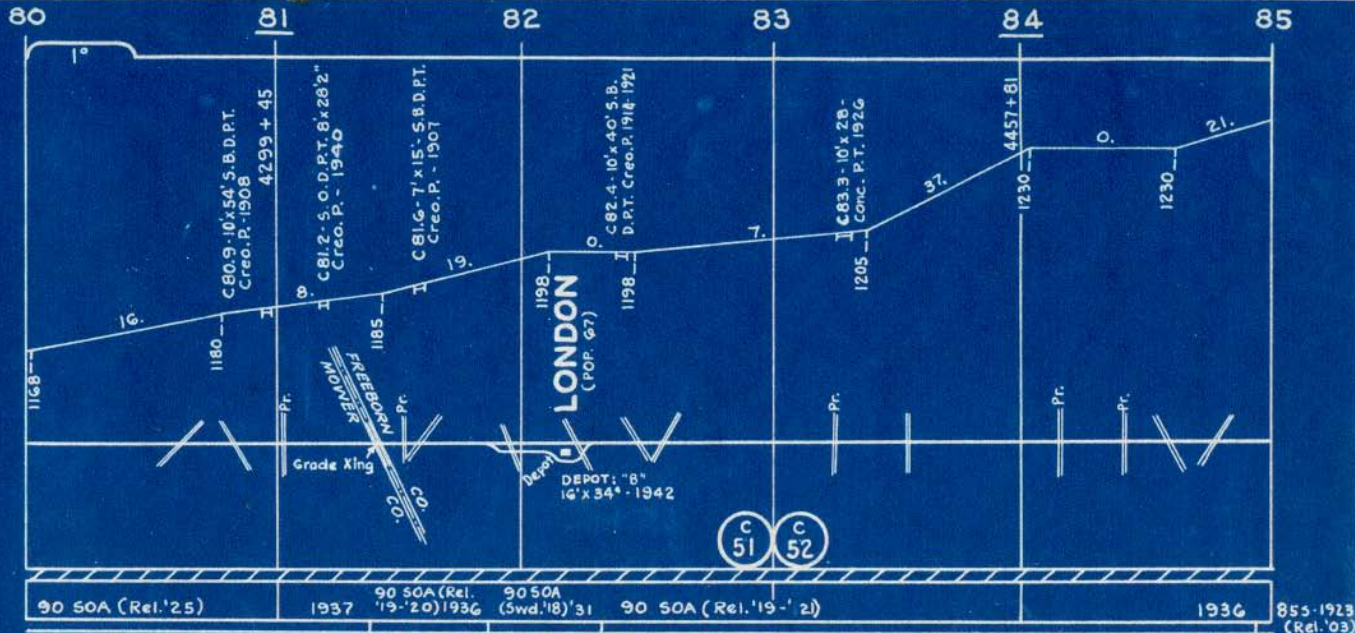


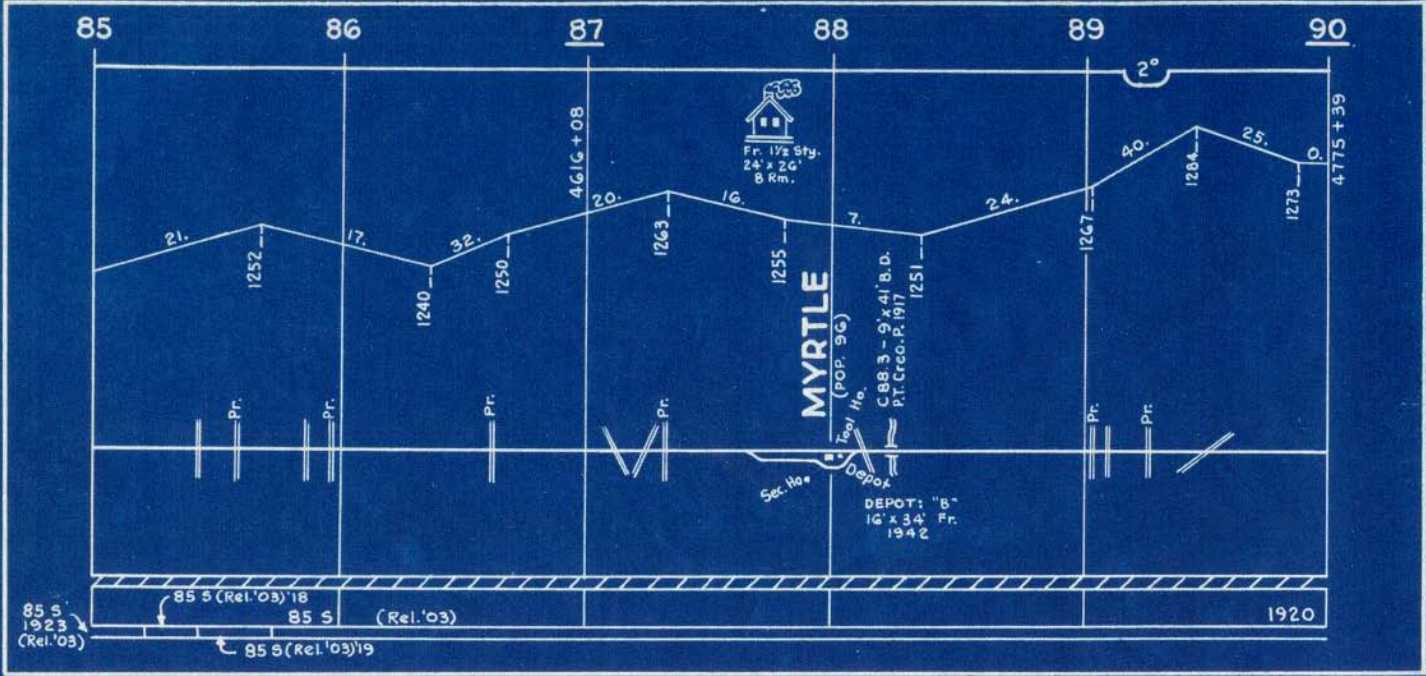


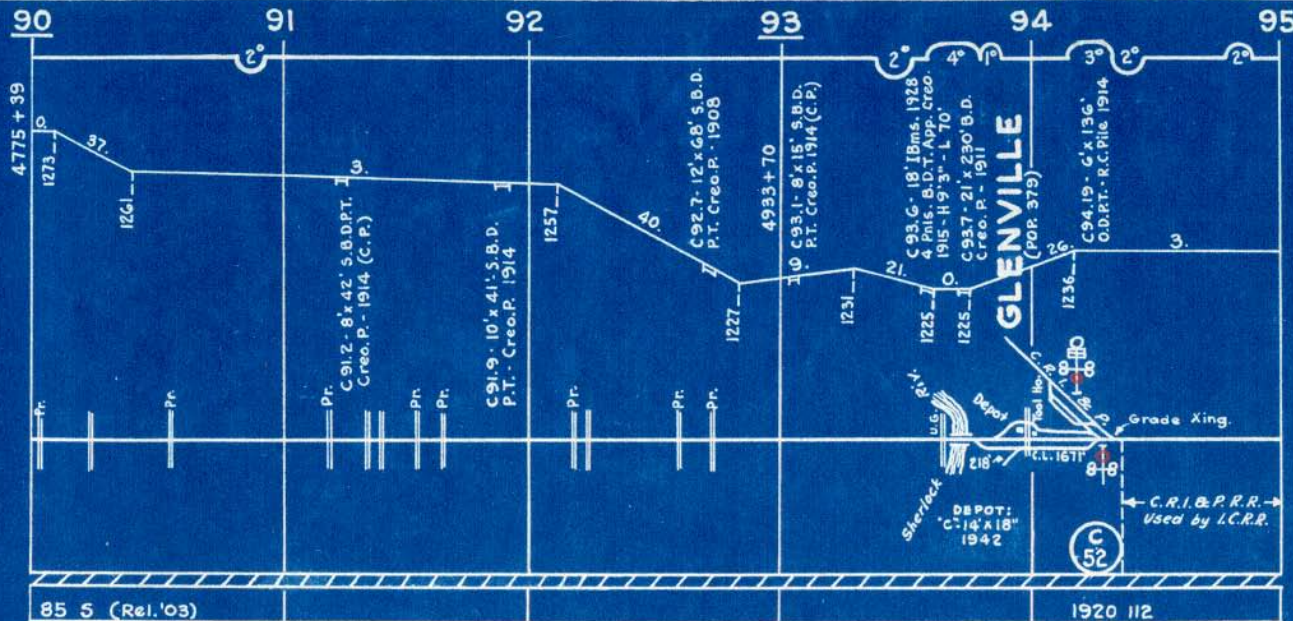


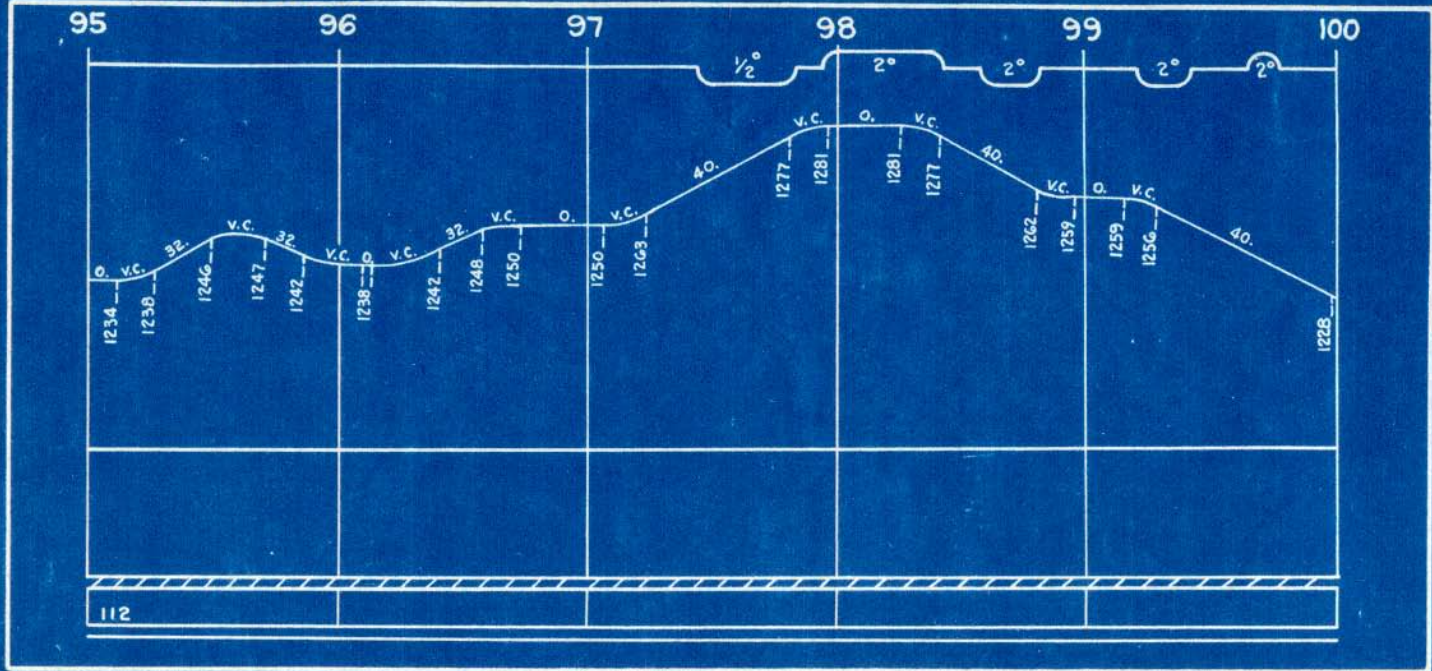


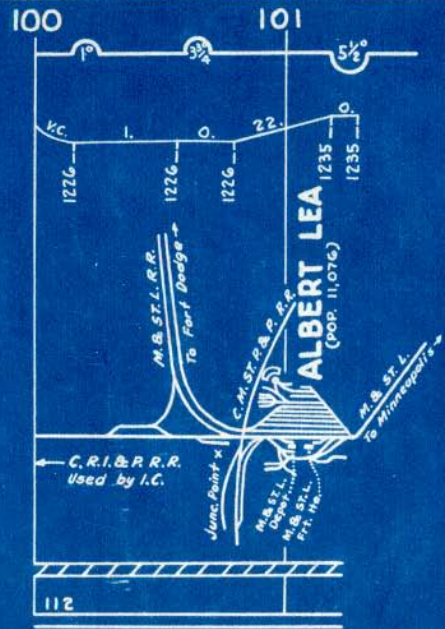


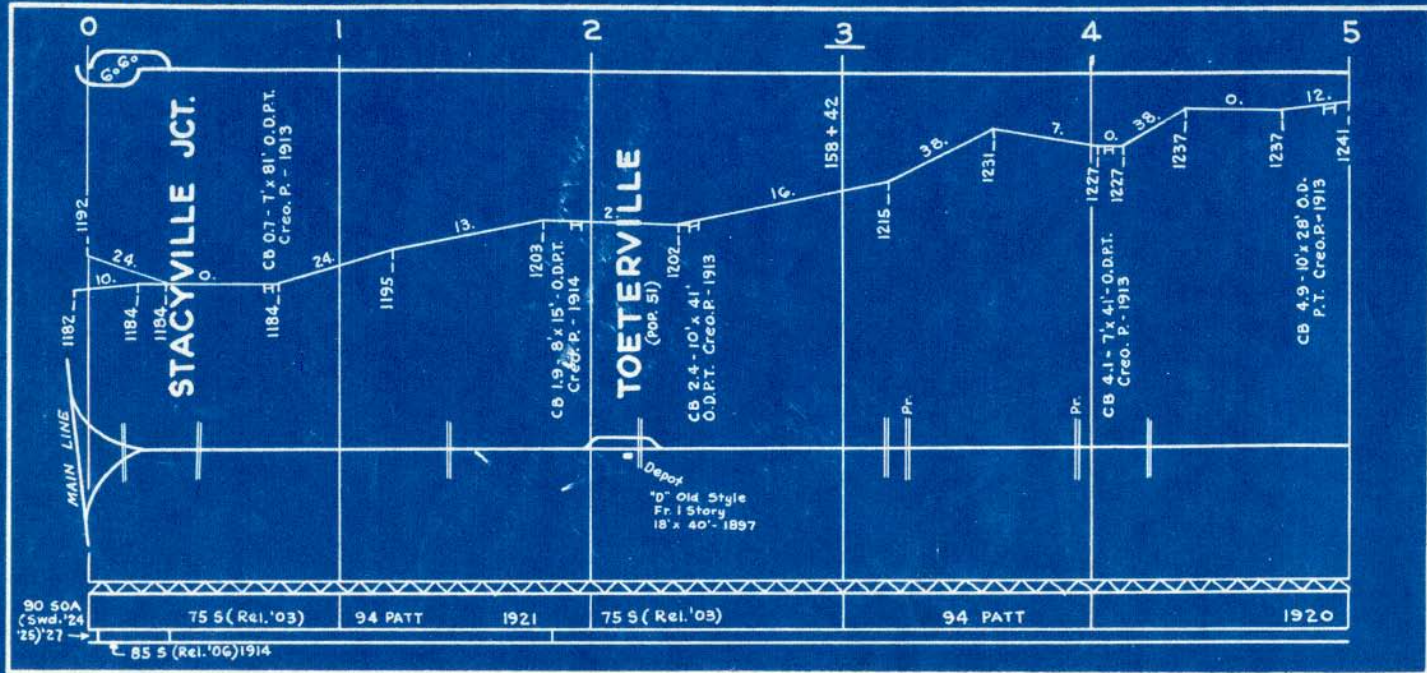


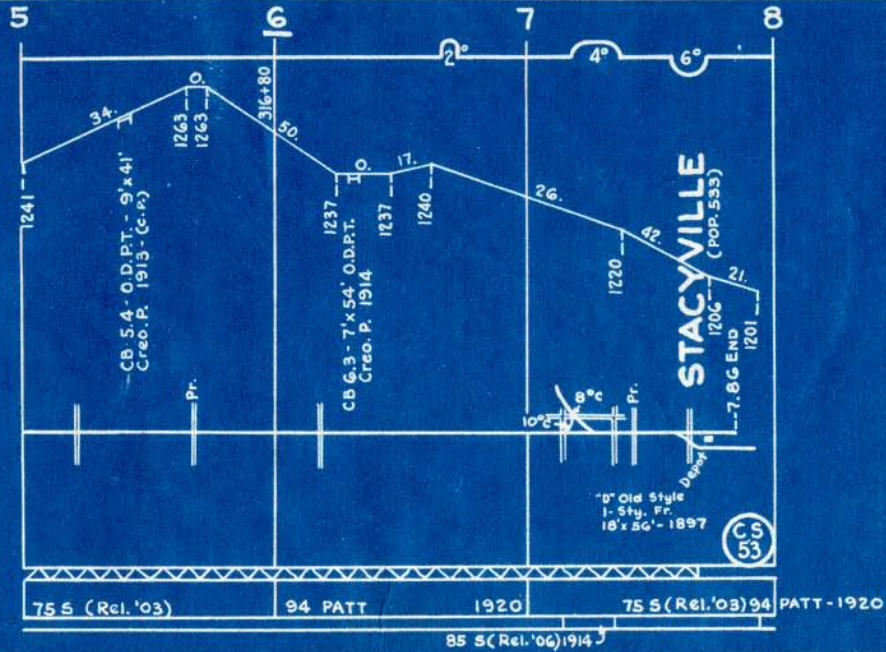


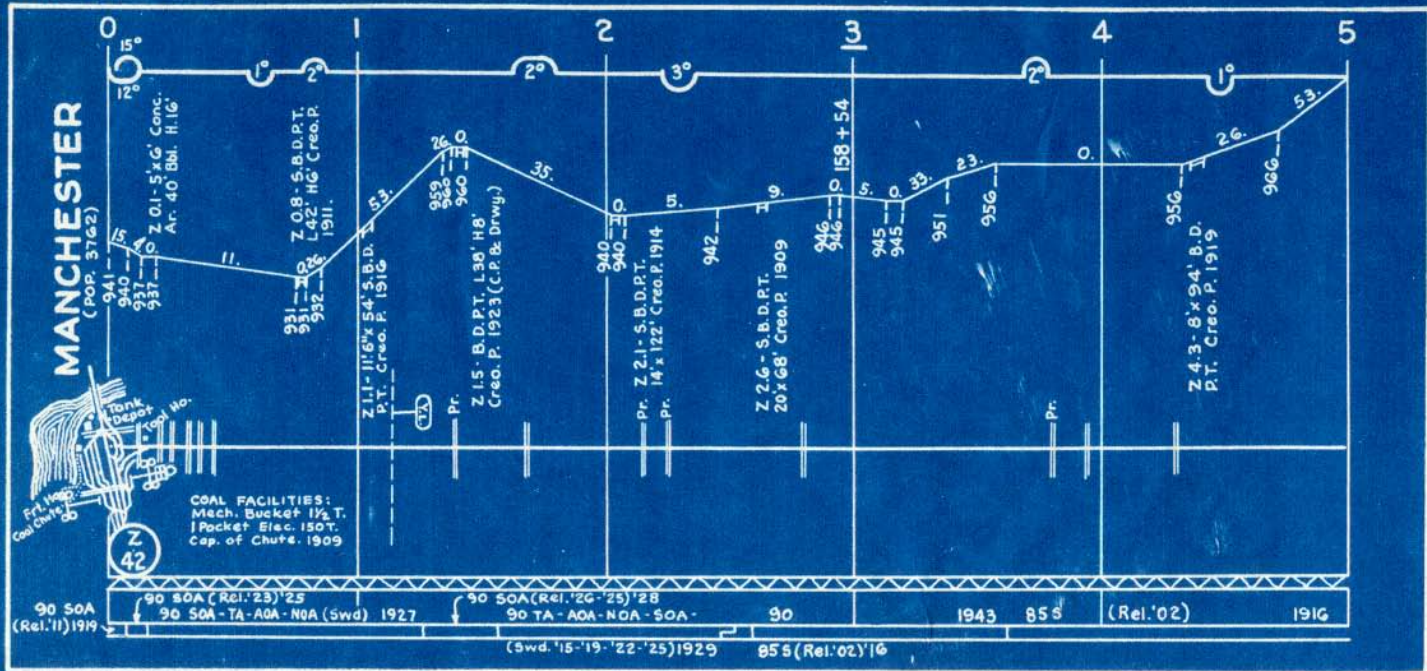




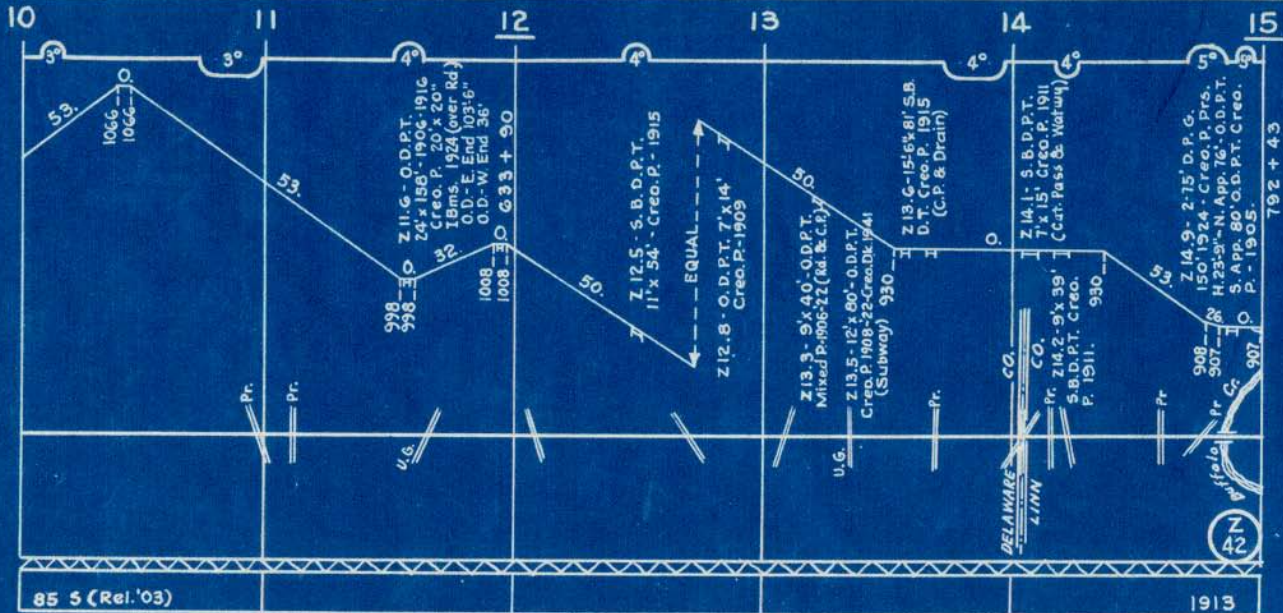


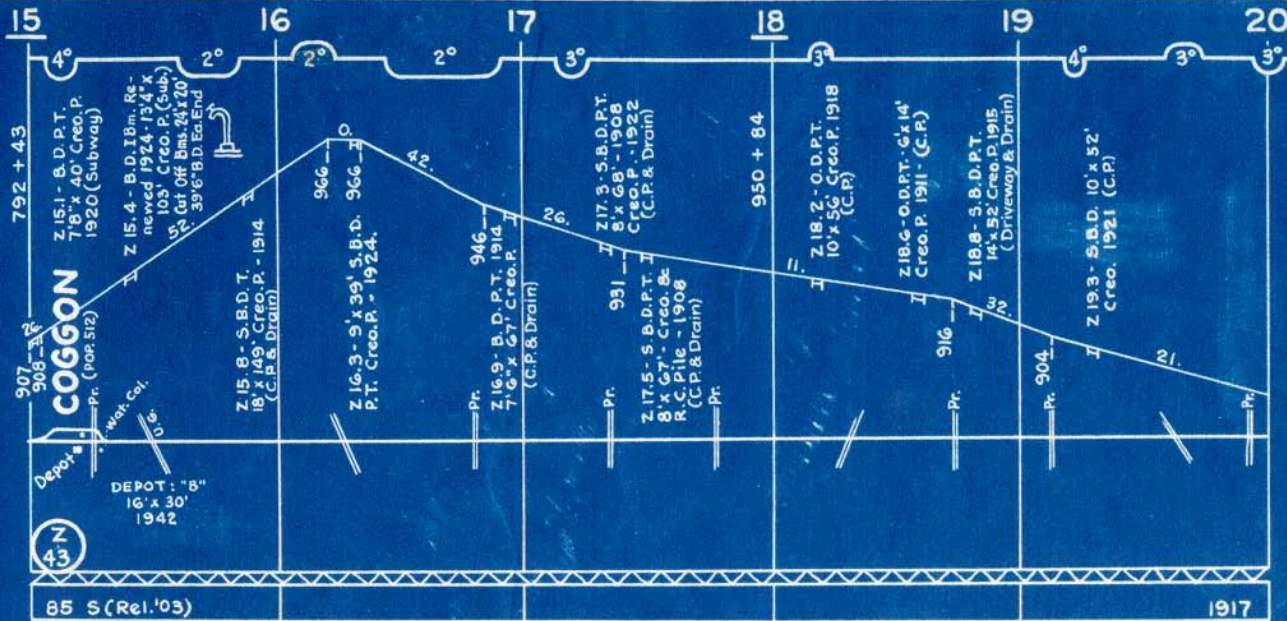


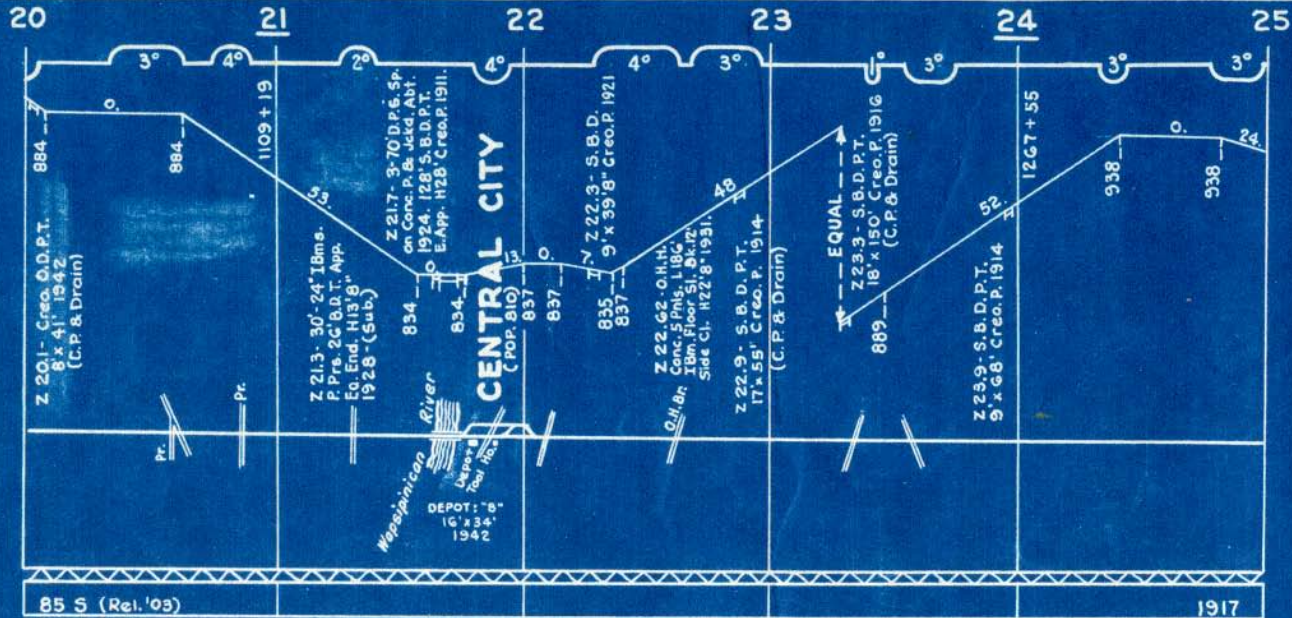


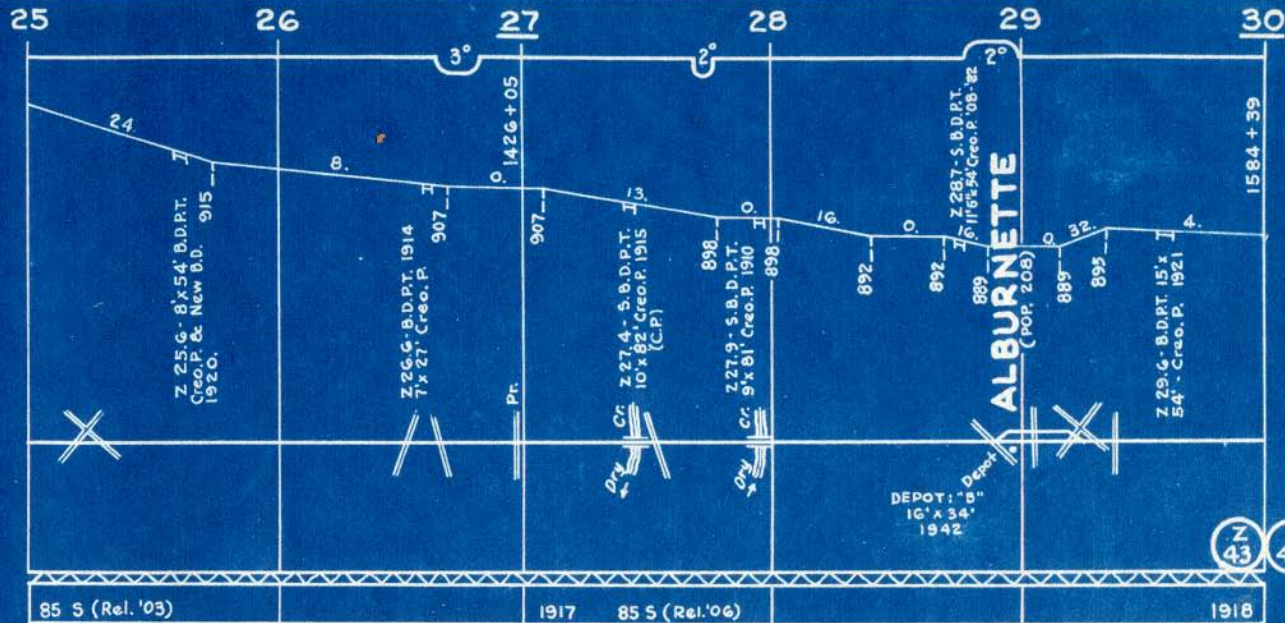


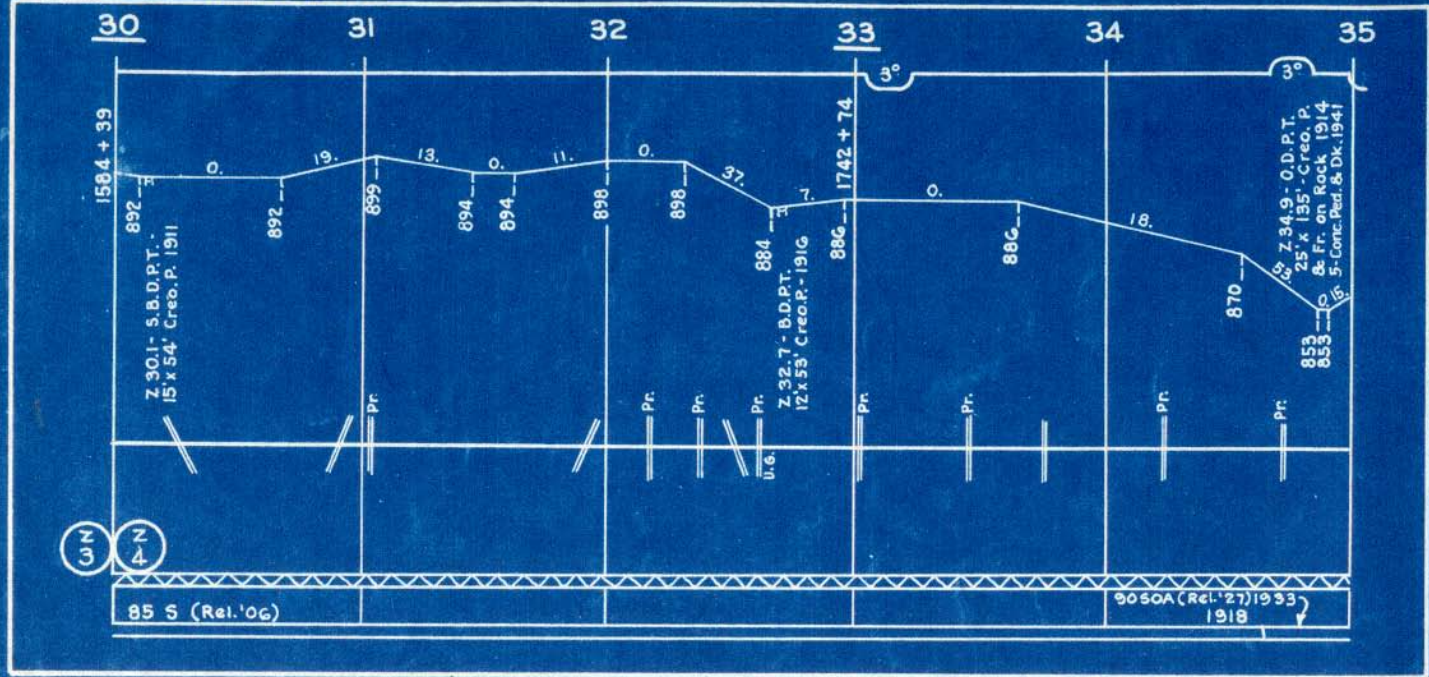


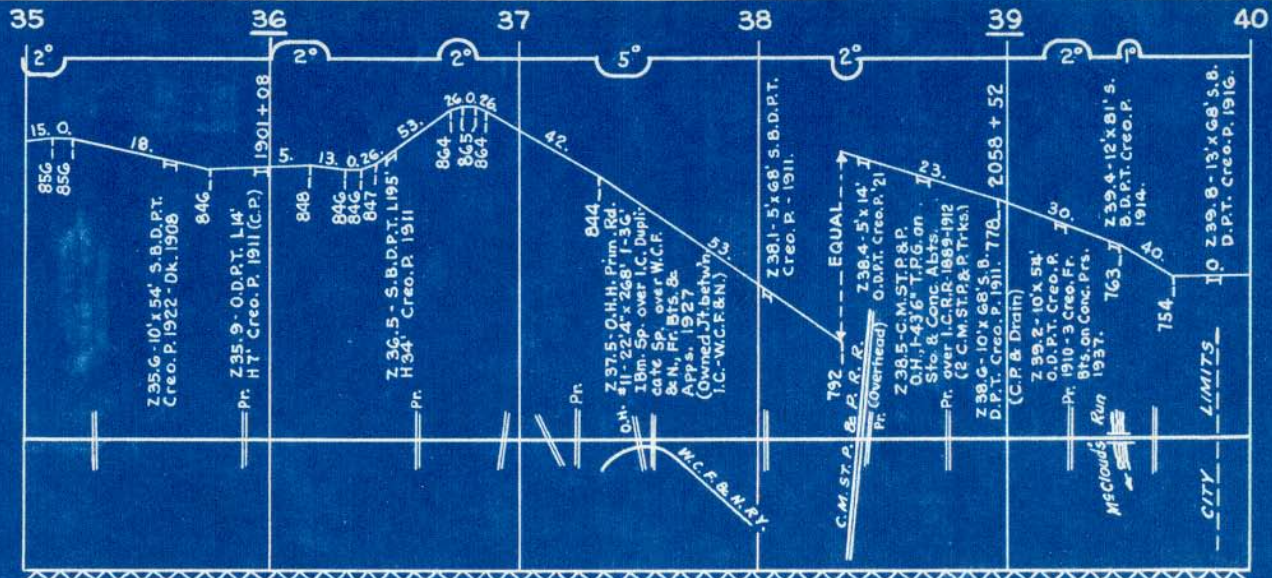




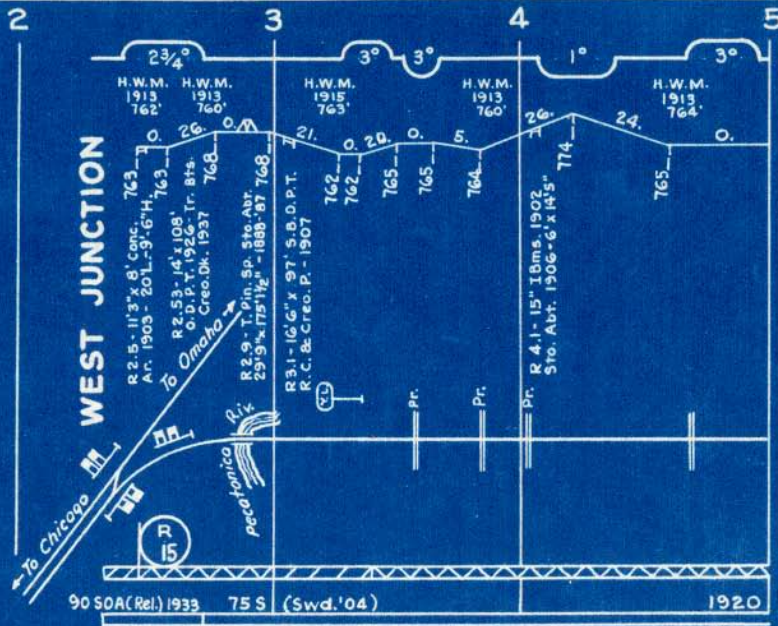


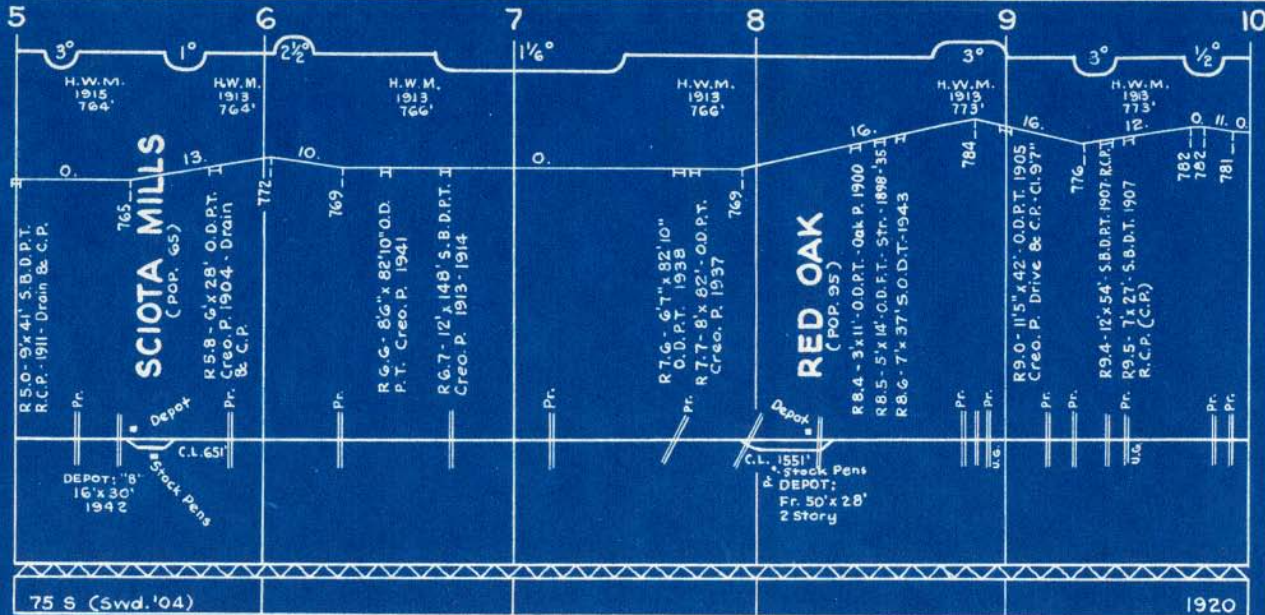


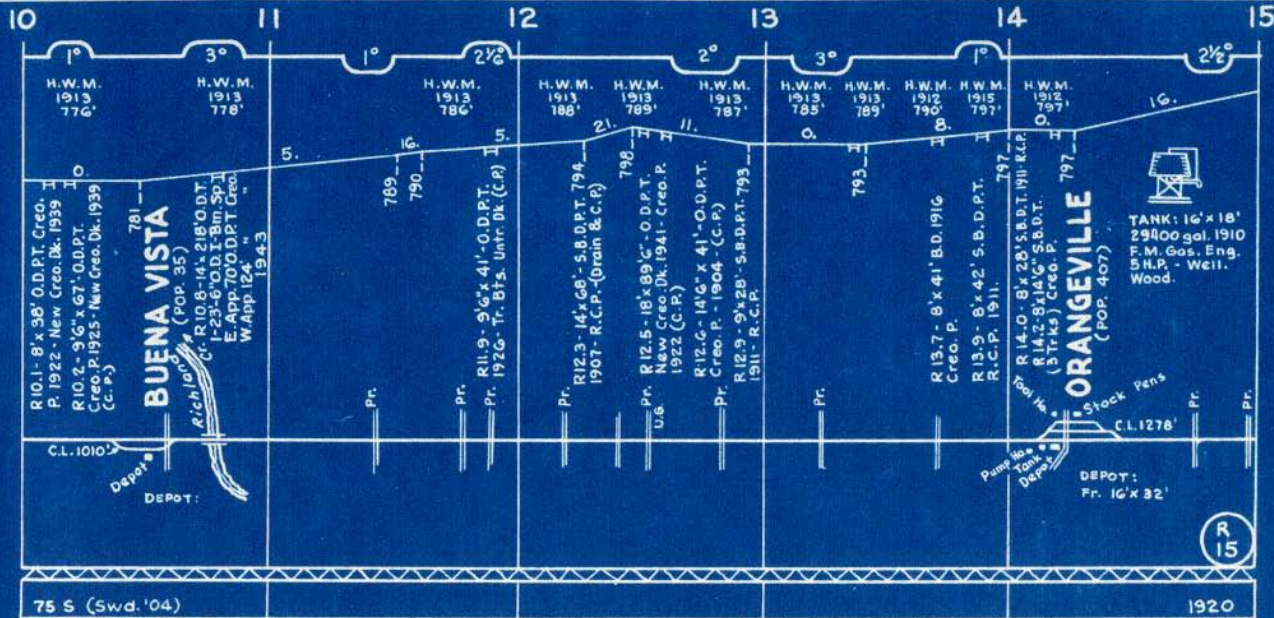


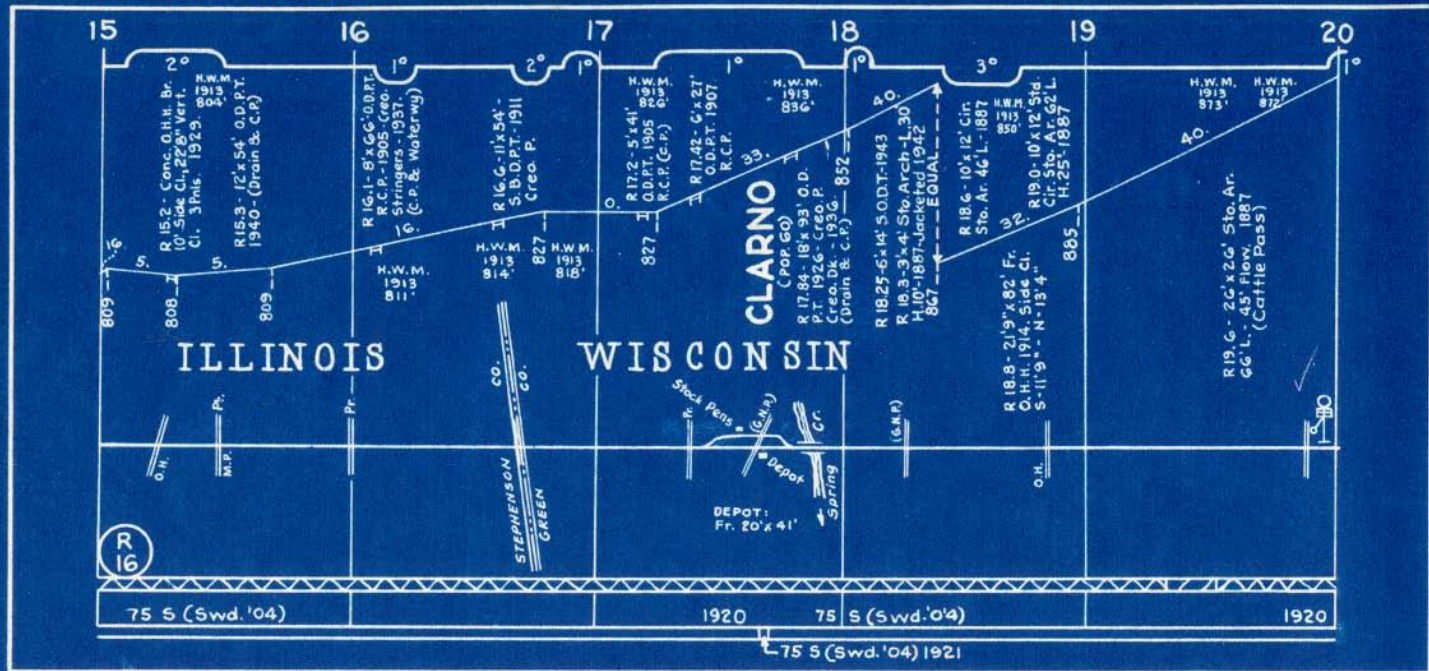


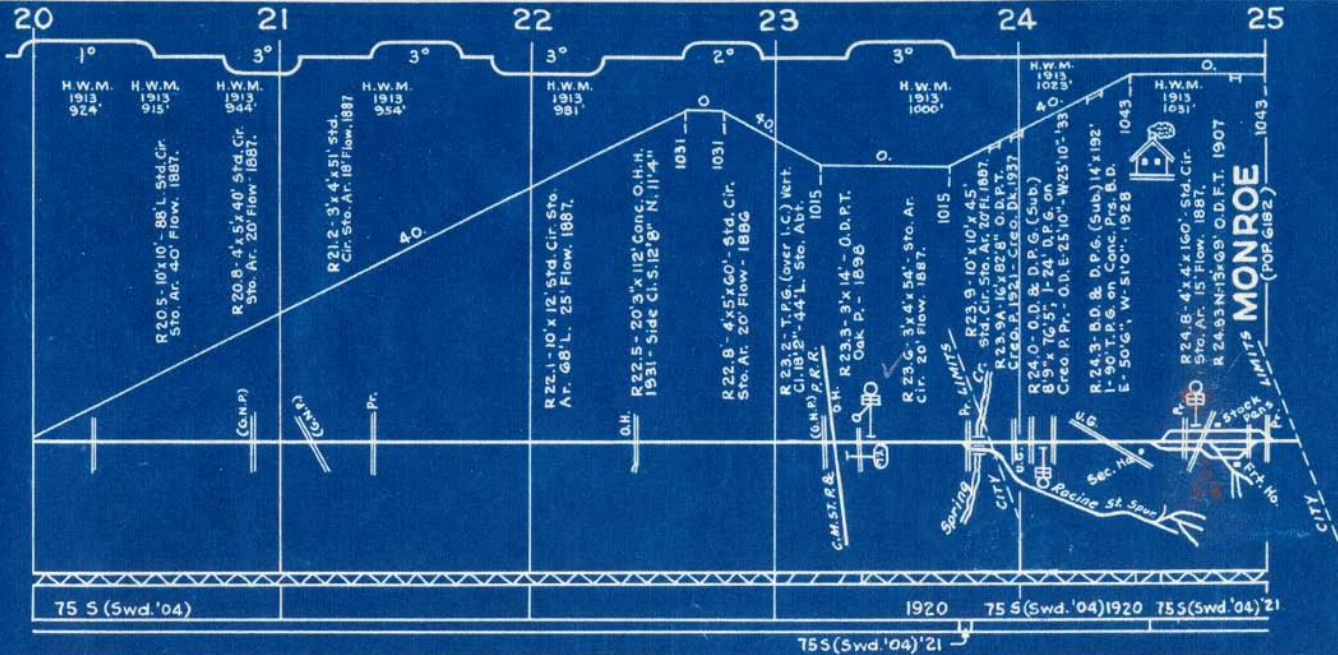
90 SOA (Rel.'27)'33	90 SOA (Rel.'26)	1939	90 SOA (Swd)'19	1940	90 (Rel.)	1941
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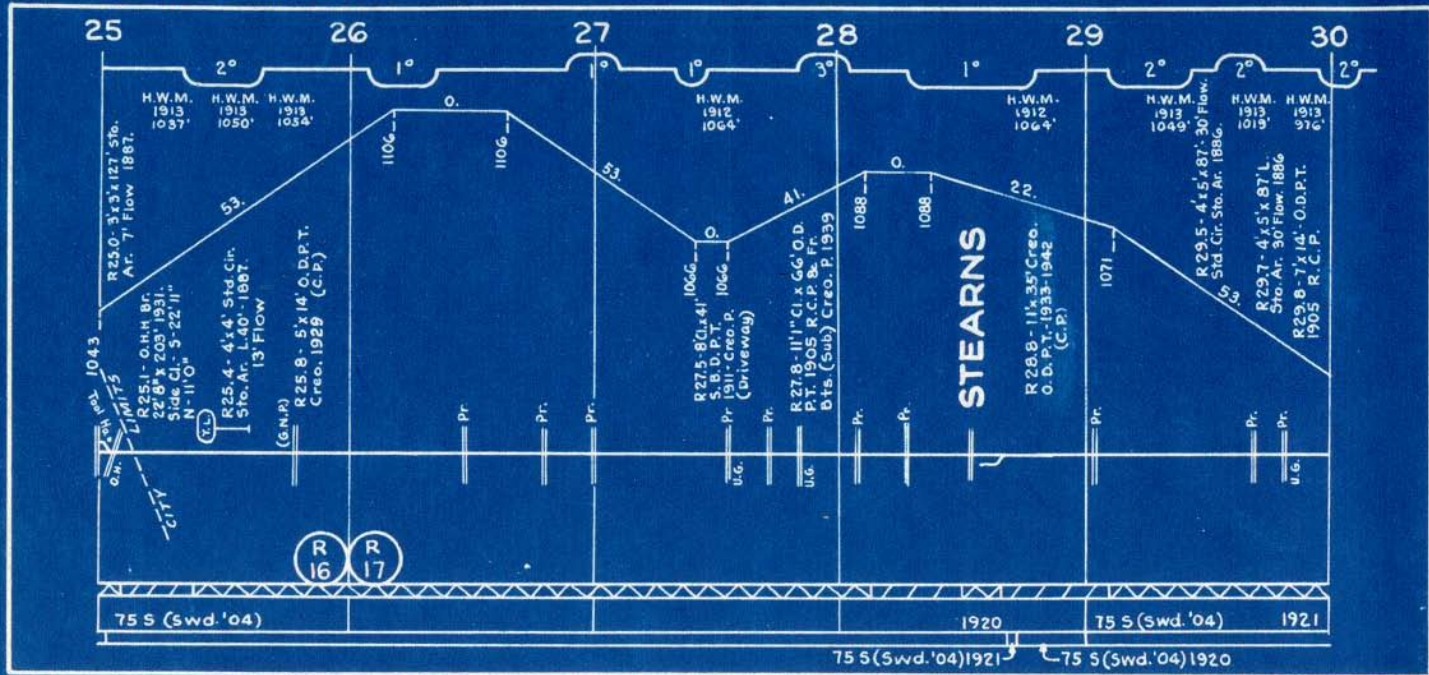


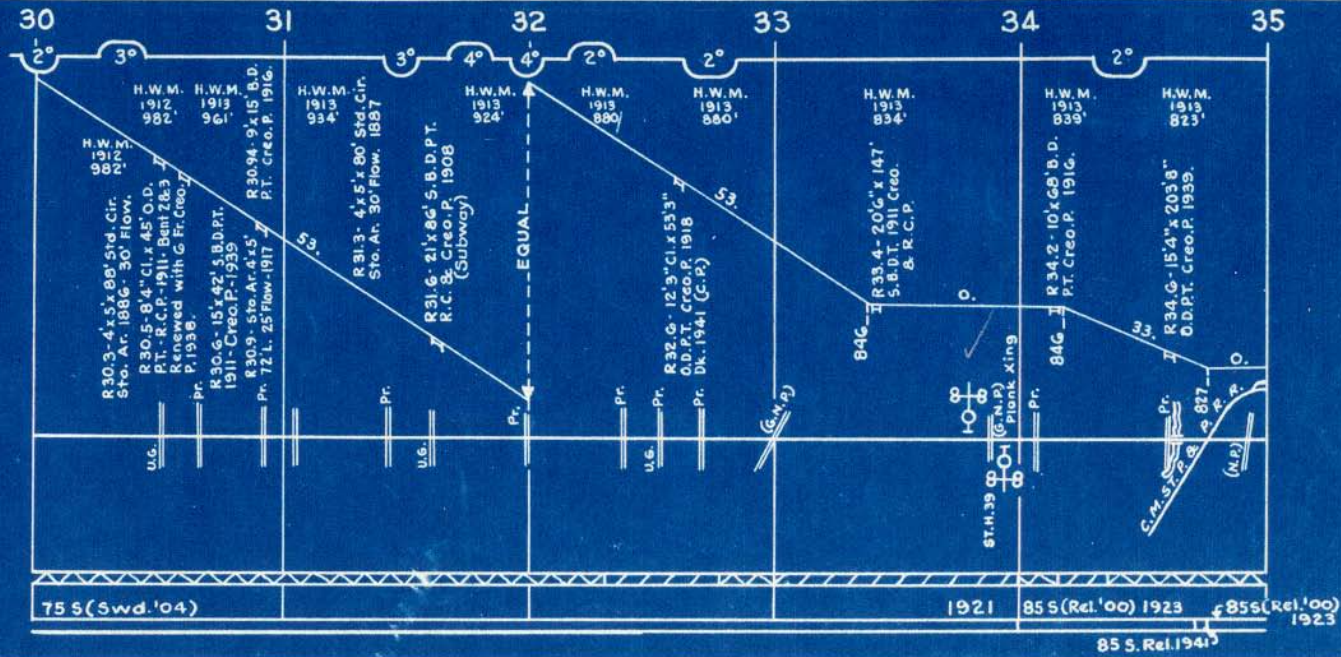


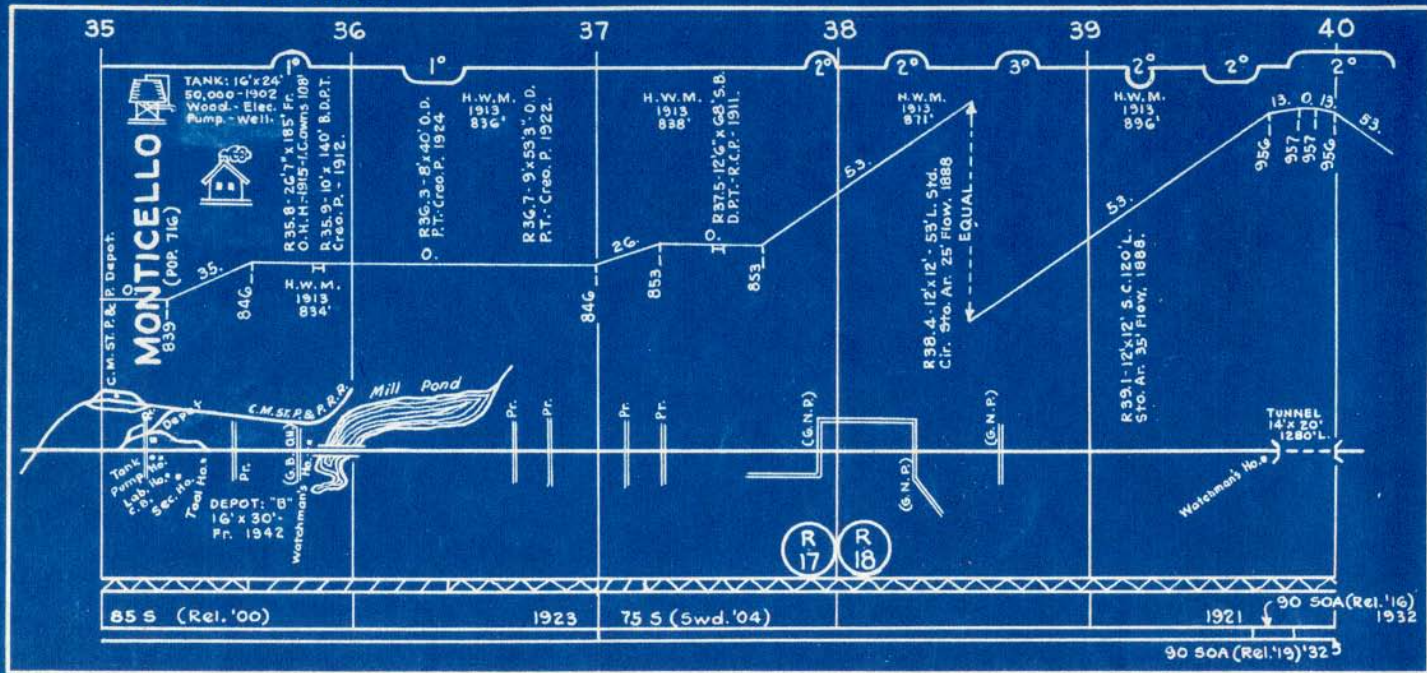


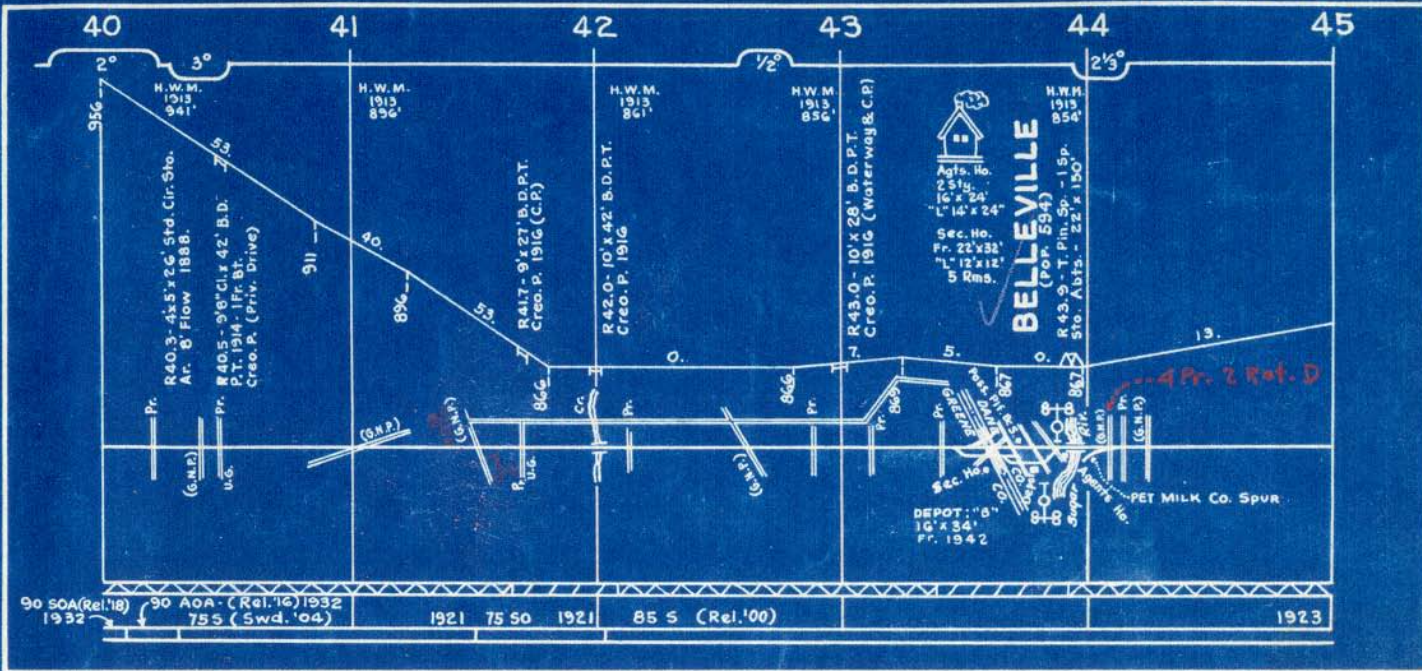




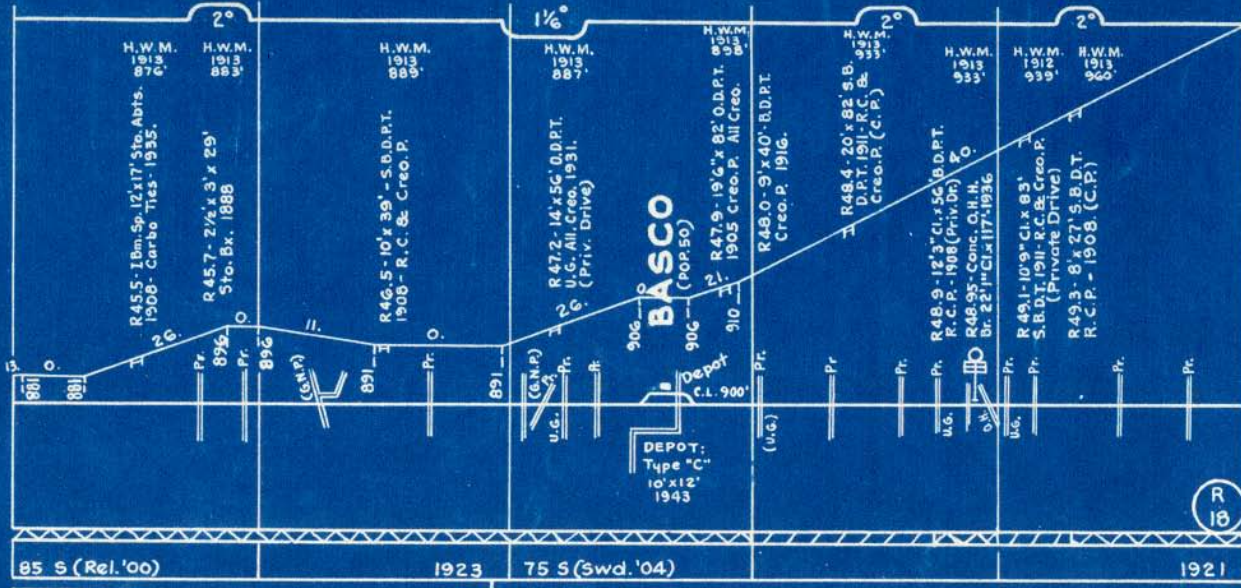




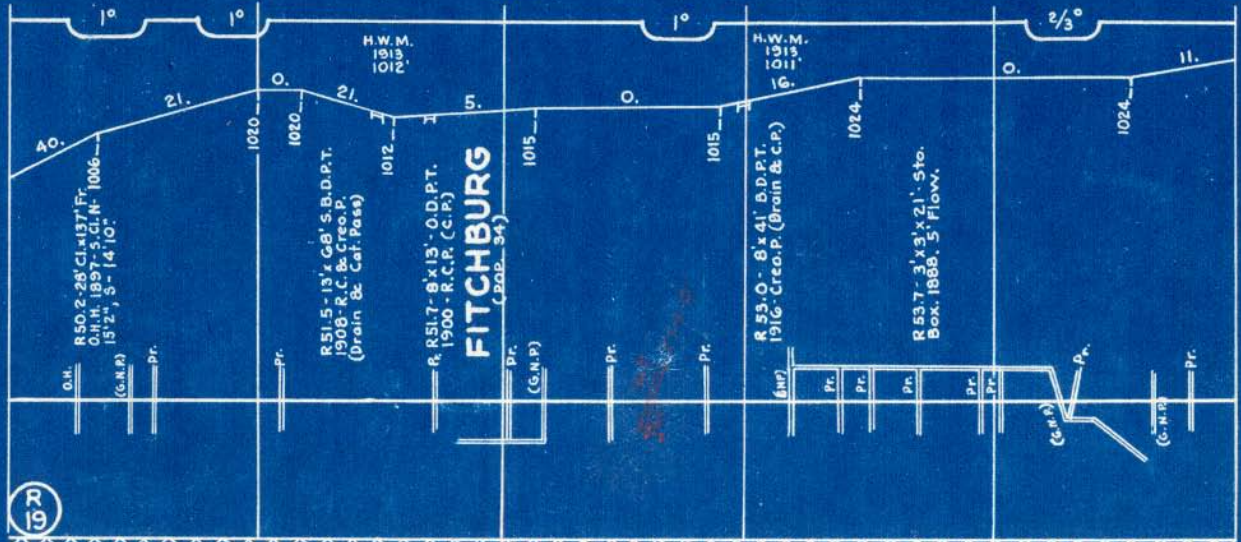




45 46 47 48 49 50

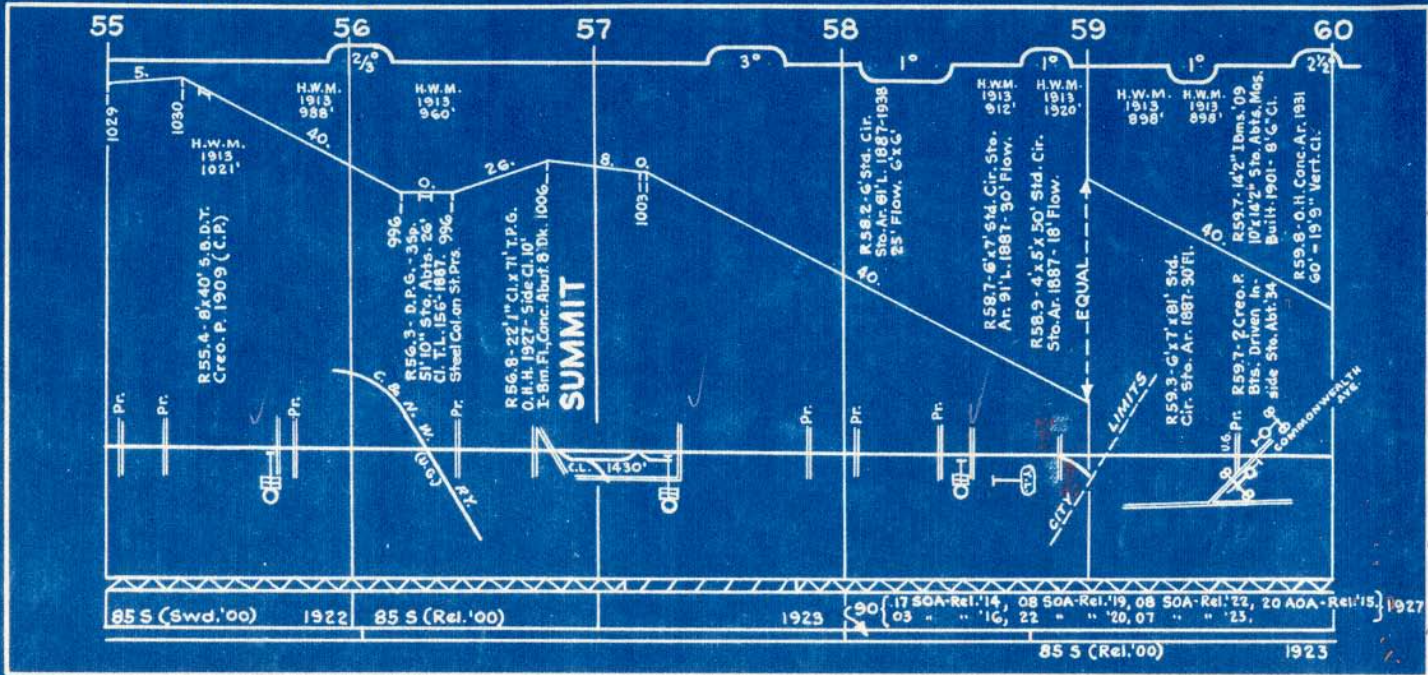


50 51 52 53 54 55



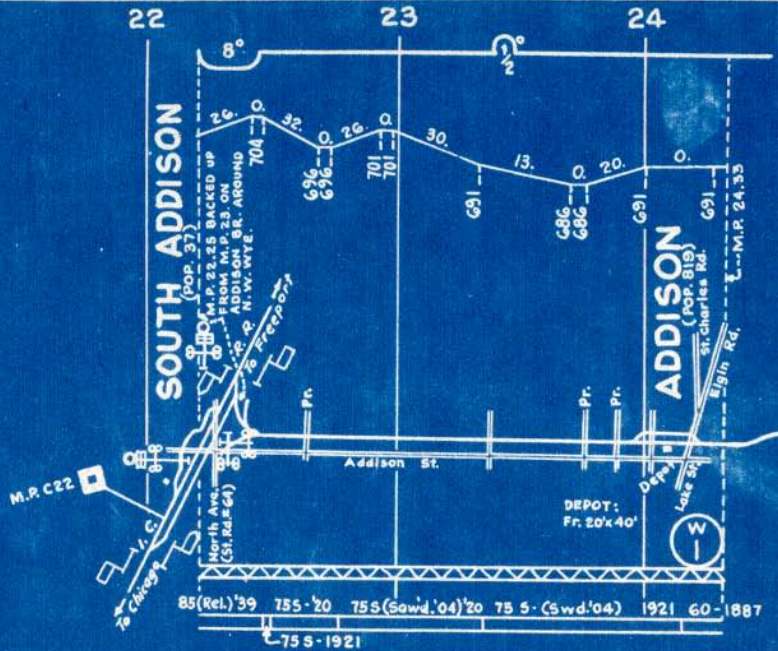
19

75 S (Swd. '04) 1921 85 S (Swd. '90) 1922



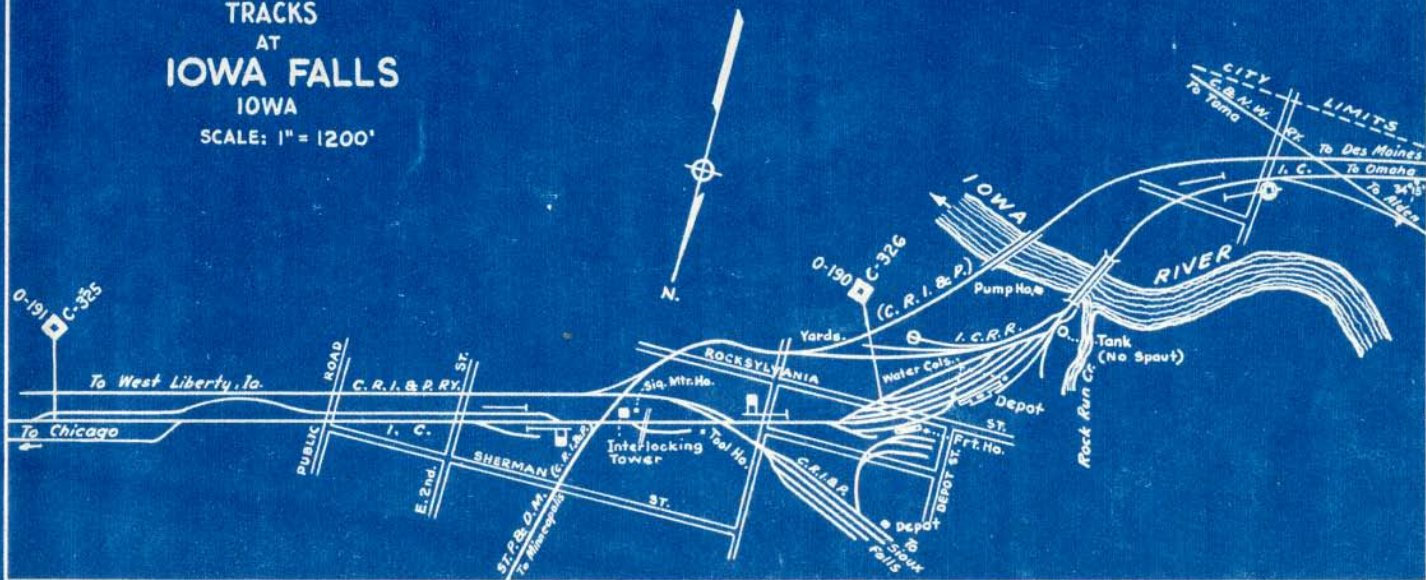


NOTE: Crossings on Lines in Wisconsin Located From List
Prepared for R. R. Commissioners State of Wisconsin, Aug. 1911.

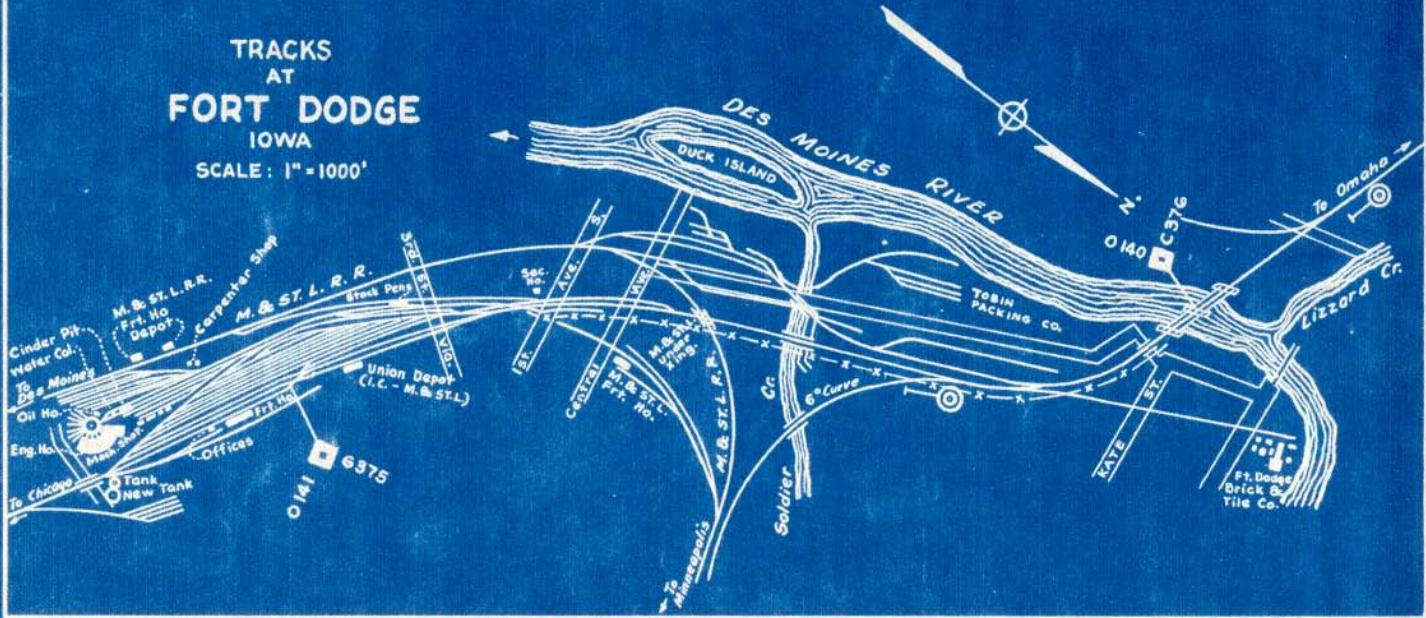


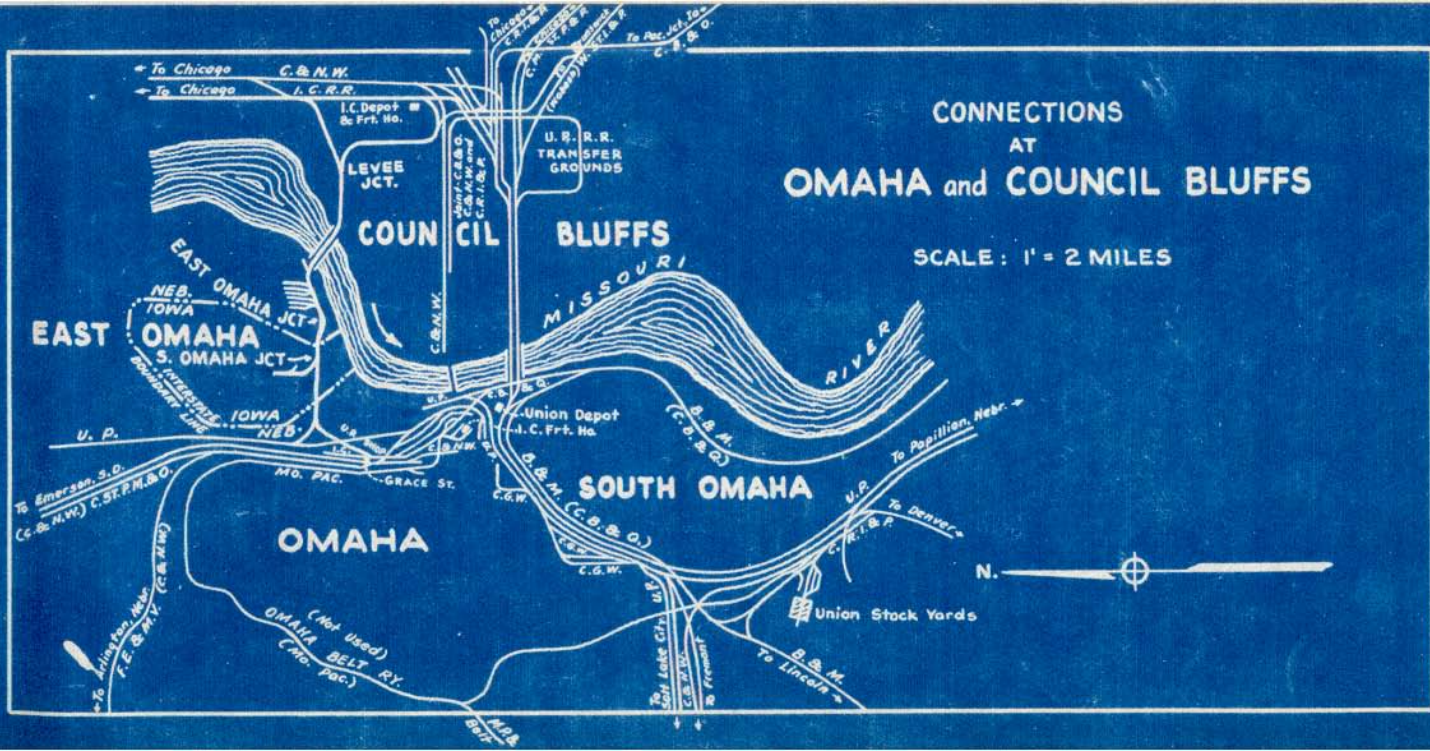
TRACKS AT IOWA FALLS IOWA

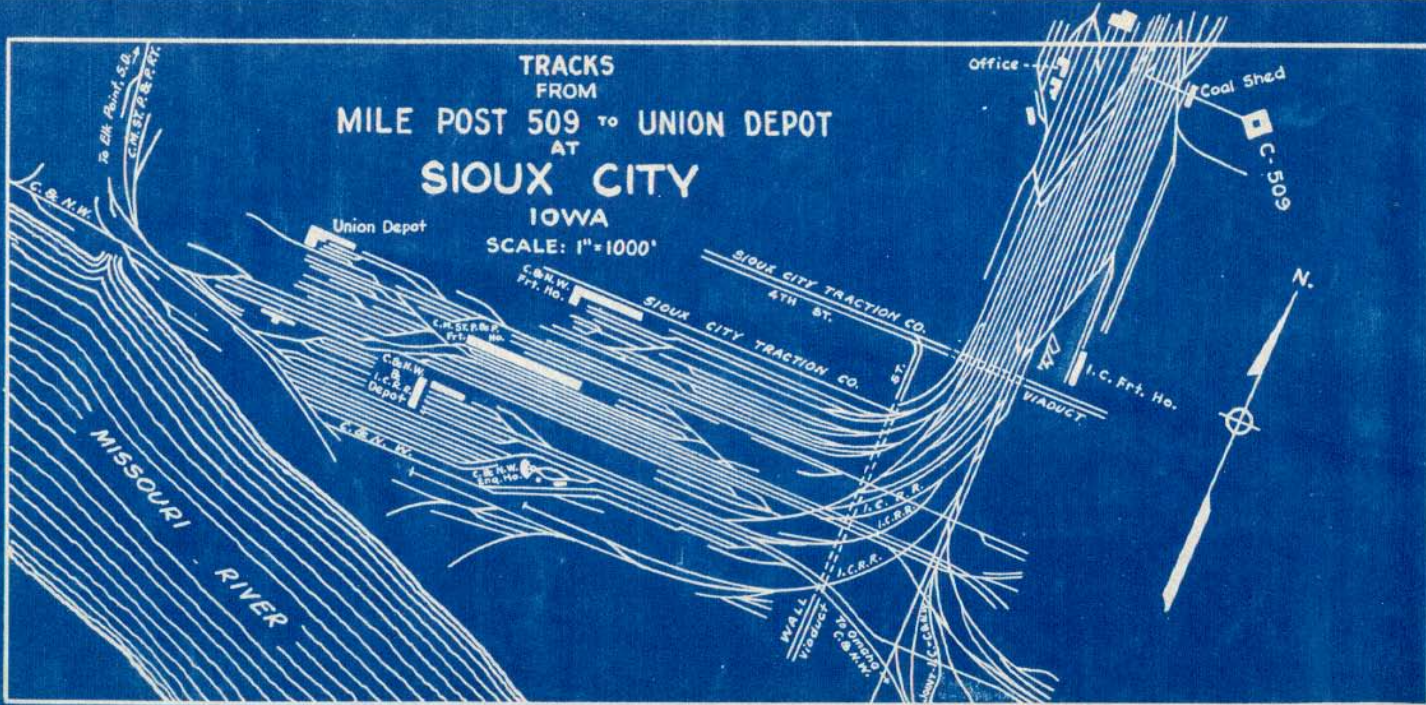
SCALE: 1" = 1200'

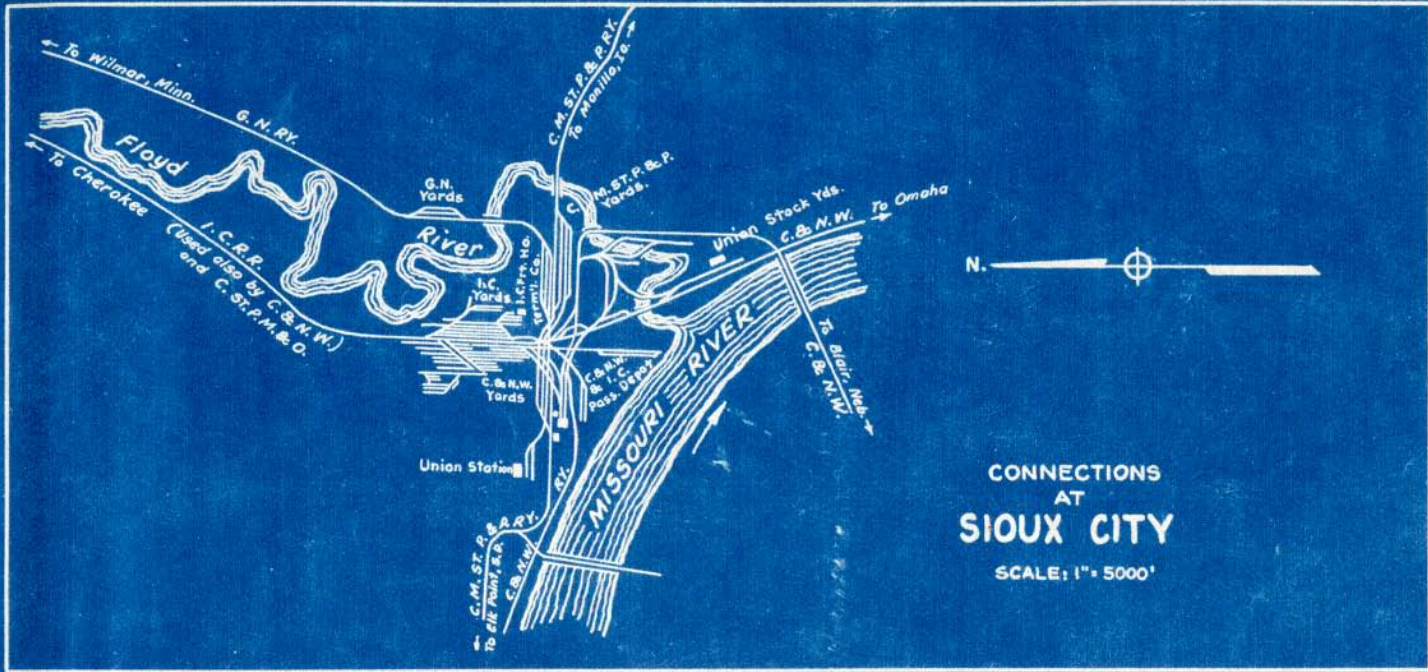


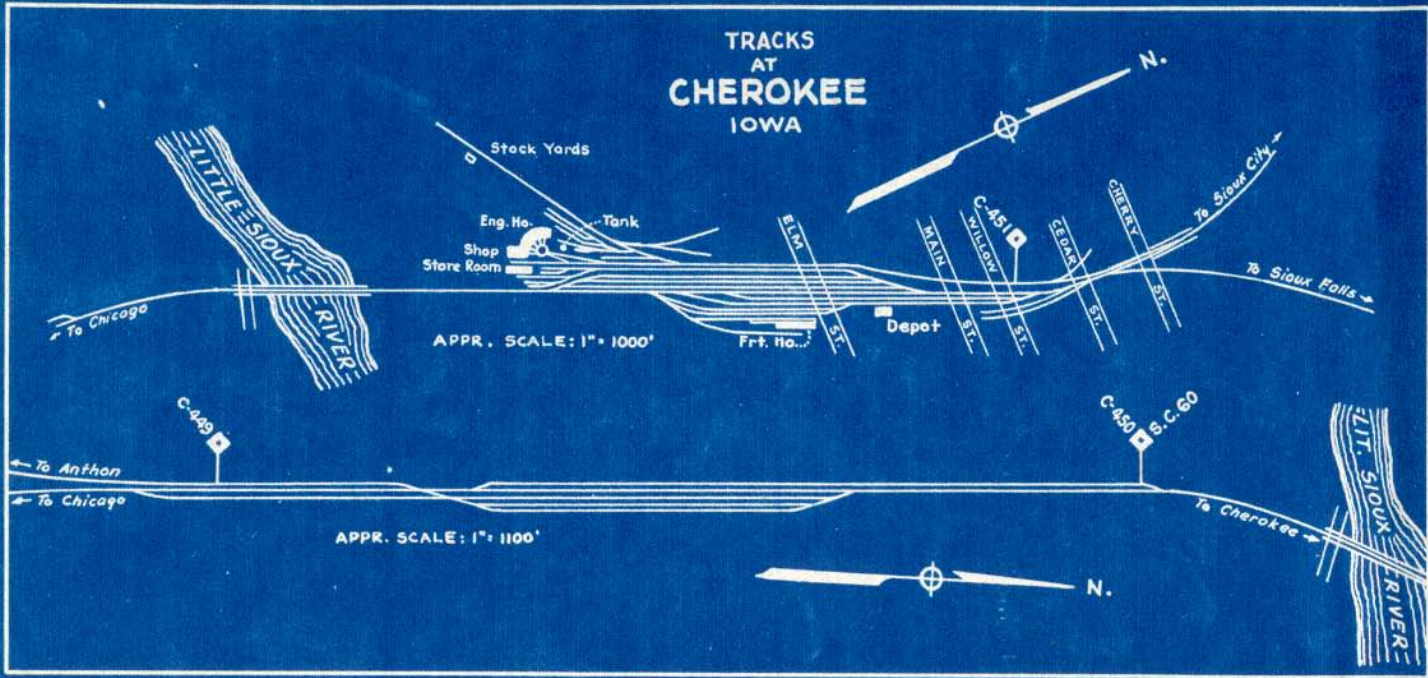
TRACKS
AT
FORT DODGE
IOWA
SCALE: 1" = 1000'











OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

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

OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

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



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

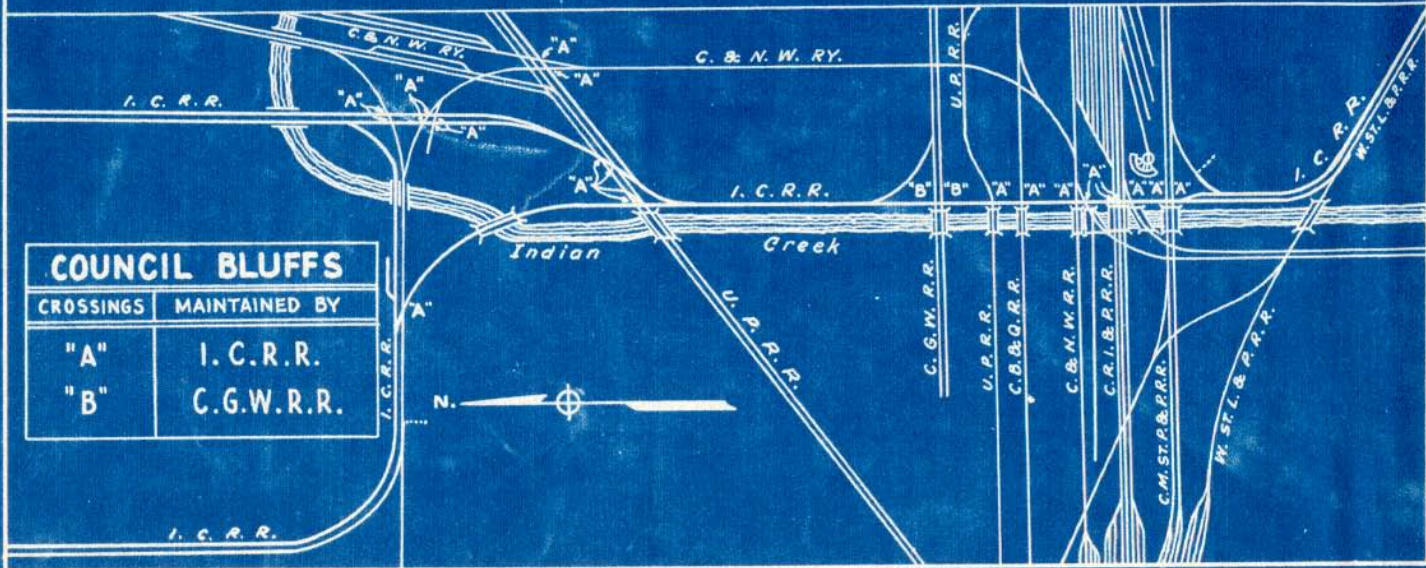
" " " " Omaha, Neb., " " " "

" " Sioux City, Iowa, " " " "

OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

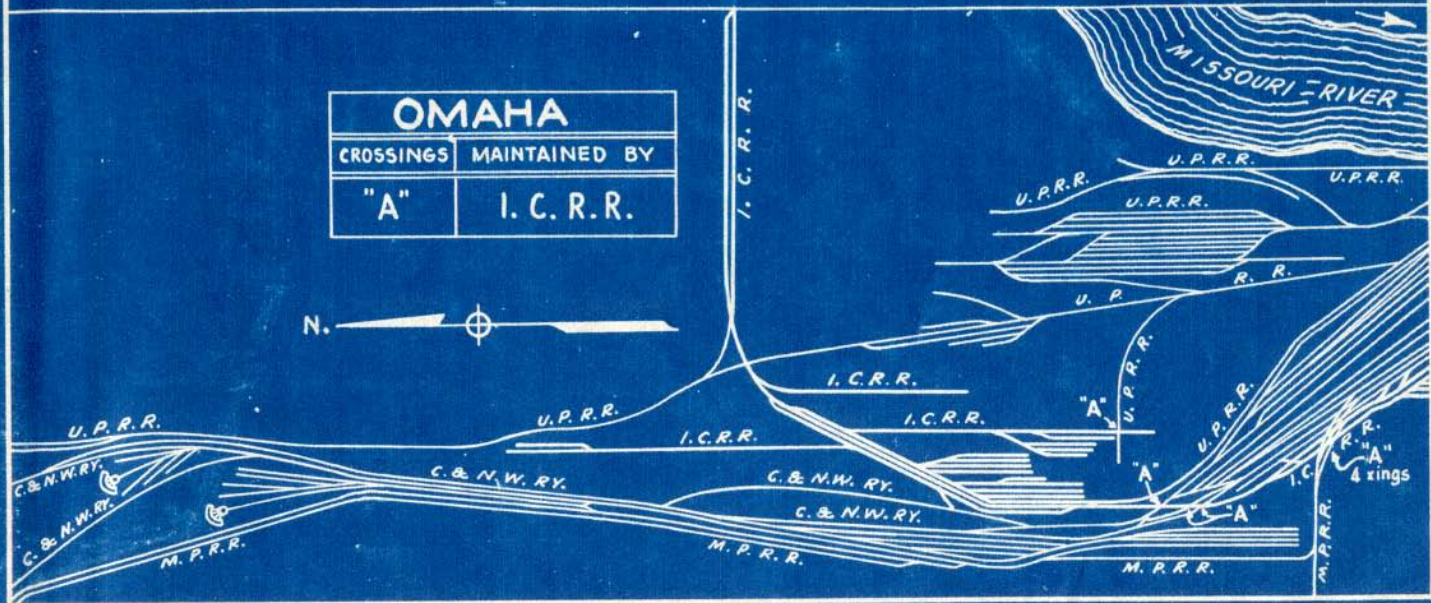
DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
SIOUX FALLS	C. & N. W. RY.	CALUMET	17	OVERHEAD	
" "	C. M. ST. P. & P. R. R.	SHELDON	39	GRADE	I. C. R. R.
" "	C. & N. W. RY.	"	39	"	I. C. R. R.
" "	C. R. I. & P. RY.	ROCK RAPIDS	64	"	I. C. R. R.
" "	G. N. RY.	HILLS	77	"	G. N. RY.
" "	W. & S. F. R.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

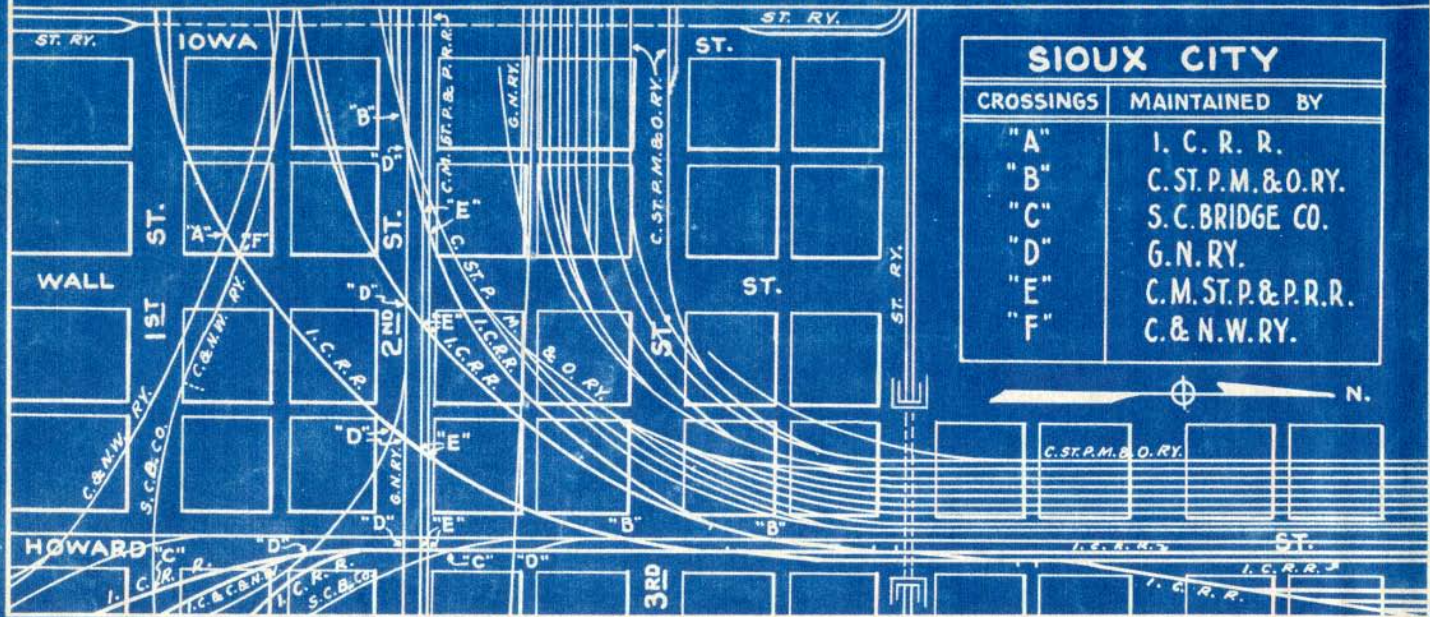
OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION



OWNERSHIP OF RAILROAD CROSSINGS ON THE IOWA DIVISION

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





RULING AND MAXIMUM GRADES ON THE IOWA DIVISION

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

RULING AND MAXIMUM GRADES ON THE IOWA DIVISION

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



The image shows the front cover of a book. The cover is a deep blue color with a fine, woven texture. A decorative border in a light cream or off-white color frames the cover. This border consists of a thin outer line and a slightly thicker inner line, with the corners of the inner line being rounded. In the center of the cover is a large diamond shape, also outlined in the same light cream color. The diamond is divided horizontally into three sections. The top and bottom sections are filled with the same light cream color as the border. The middle section is a horizontal band that is solid blue, matching the background of the cover. The words "ILLINOIS CENTRAL" are printed in a white, bold, sans-serif typeface across this blue band. The text is centered and occupies most of the width of the band.

ILLINOIS CENTRAL