SAFETY FIRST

SAFETY ALWAYS

CHICAGO GREAT WESTERN RAILROAD

WESTERN DIVISION

24-A TIME TABLE 24-A

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY.

TAKES EFFECT SUNDAY, NOV. 21, 1920
AT 12.01 O'CLOCK A. M.

ALL RULES AND INSTRUCTIONS CONTAINED HEREIN SUPERSEDE ALL RULES AND INSTRUCTIONS INCONSISTENT THEREWITH

C. L. HINKLE,
GENERAL MANAGER

T. W. FATHERSON,
SUPERINTENDENT.

E. E. STOUP
TERMINAL SUPERINTENDENT

Republican Printing Company, Mason City, Iowa

BETWEEN OELWEIN AND CLARION—SEVENTEENTH DISTRICT.

WESTWARD

SECOND CLASS			FIRST CLASS.	Station Numbers	Car Capacity Passing Tracks.	Miles from Chicago	TIME TABLE NO. 24-A Effective Nov. 21, 1920 STATIONS.	Telegraph, and Telephone, Coal and Water Stations	Telegraph Calls
67 Merchandise Daily	69 Mixed Ex Sunday	81 Way Freight Ex. Sunday	5 Passenger Mail Daily						
Leave	Leave	Leave	Leave						
PM 10.00	PM 4.35	AM 7.00	AM 6.30	180		245.8	**OELWEIN**	P-T-W-C	WI BA
							1.7		
10.05	4.40	7.05	6.35			247.5	**JEFF**—Interlocked		
							7.0		
10.27	s 5.05	s 7.30	s 6.48	D 255	82	254.5	**ORAN**	D	QU
							7.7		
10.45	s 5.30	s 8.06	s 7.01	D 262	86	262.2	**READLYN**	D-W	RD
							7.0		
11.05	ƒ 5.45	8.27	7.13	D 269		269.2	**DENVER JCT.**		
							5.8		
6 **11.38** PM	s 6.05	s 9.40	s 7.28	D 275	168	275.0	**WAVERLY**	P-Y T-W	WB
							1.7		
							Illinois Cent. Crossing—Interlocked		
							4.8		
AM 12.20	s 6.25	68 s**10.20**	s 7.43	D 281	65	281.5	**SHELL ROCK**	D	SK
							6.9		
12.37	s 6.45	60 s**10.45**	s 7.56	D 288	80	288.4	**CLARKSVILLE**	D	PU
							C. R. I. & P. Crossing—Interlocked		
							7.0		
1.05	s 7.10	82 s**11.20** AM	s 8.10	D 295	65	295.4	**ALLISON**	D	AJ
							5.9		
1.35	s 7.30	s12.05 PM	s 8.24	D 301	143	301.3	**BRISTOW**	D-W-C	BS
							4.0		
1.50	s 7.45	s12.30	68 s **8.34**	D 305	65	305.3	**DUMONT**	D	KZ
							C. & N. W. Crossing—Interlocked		
							6.7		
2.05	s 8.05	s12.55	60 s **8.48**	D 312	65	312.0	**HANSELL**	D	HS
			82				5.4		
2.35	s 8.25	s 1.25	s **9.05**	D 317	87	317.4	**HAMPTON**	P-D	NP
							M. & St. L. Crossing—Interlocked		
							C. R. I. & P. Crossing—Interlocked		
							8.3		
3.03	s 8.55	s 1.55	s 9.21	D 325	114	325.7	**COULTER**	D-W	CJ
							9.1		
3.30	6 s **9.27**	s 2.30	s 9.37	D 334	57	334.8	**ROWAN**	P-D	OV
							C. R. I. & P. Crossing—Interlocked		
							3.4		
	ƒ 9.40		ƒ 9.43			338.2	**SOLBERG**		
							6.3		
s 4.00 AM	s10.10 P M	s 3.00 PM	s 9.55 AM	D 345	Yard	344.5	**CLARION**	P-T-W-C	PO D
							C. R. I. & P. Crossing—Interlocked		
Arrive	Arrive	Arrive	Arrive						
67	69	81	5						

EASTWARD

FIRST CLASS.	SECOND CLASS		
6 Chicago Passenger Daily	68 Mixed Ex Sunday	60 Stock and Merchandise Daily	82 Way Freight Ex. Sunday
Arrive	Arrive	Arrive	Arrive
AM s12.45	PM s12.30	PM s 2.30	PM s 3.05
12.38	12.20	2.10	2.55
	FM AM s11.55	1.50	s 2.25
	s11.25	1.05	s 1.55
PM 11.51	ƒ11.00	12.40	1.25
	s10.45	PM AM 11.59	s 1.05
67 s**11.38**			
	81 s**10.20**	11.30	s12.20
	s 9.50	81 **10.45**	PM AM s11.55
s10.51	s 9.14	10.00	81 s**11.20**
s10.37	s 8.54	9.30	s10.50
s10.23	5 s **8.34**	9.08	s10.20
s10.12	s 8.10	5 **8.48**	s 9.48
s10.02	s 7.55	8.15	5 s **9.05**
s 9.45	s 7.30	7.50	s 8.20
69 s **9.27**	s 7.05	7.20	s 7.40
ƒ 9.18	ƒ 6.50		
9.08 PM	6.30 AM	82 **6.55** AM	60 **7.05** AM
Leave	Leave	Leave	Leave
6	68	60	82

BETWEEN CLARION AND CARROLL—EIGHTEENTH AND NINETEENTH DISTRICT

WESTWARD

SECOND CLASS		FIRST CLASS.				Station Numbers	Car Capacity Passing Track.	Miles from Chicago	TIME TABLE NO. 24-A Effective Nov. 21, 1920 STATIONS.	Telegraphone and Coal and Water Stations	Telegraph Calls
83 Way Freight Ex. Sunday	67 Merchandise Daily	3 Passenger Ex. Sunday	15 Omaha Passenger Daily	5 Passenger Mail Daily	11 Omaha Limited Daily						
Leave	Leave	Leave	Leave	Leave	Leave						
AM	AM	PM	PM	AM	AM						
60 7.00	4.30	5.55	4.20	10.03	2.00	D 345		344.5	CLARION	P-C W-T	D PO
									C. R. I. & P. Crossing—Interlocked		
									4.8		
ƒ 7.45	4.45	ƒ 6.05	4.30	10.12	2.09	D 349	66	349.3	FLORENCE		
									5.0		
4 s 8.25	5.00	s 6.15	s 4.40	s10.22	s 2.19	D 354	127	354.3	EAGLE GROVE	D P-W	DM
									C. & N W Crossing—Interlocked		
									4.4		
		ƒ 6.23				D 359		358.8	NUEL		
									3.9		
s 8.50	5.25	s 6.32	s 4.54	s10.34	2.32	D 363	64	362.7	VINCENT	D	AQ
									4.4		
ƒ 9.10	60 5.46	ƒ 6.41	5.04	ƒ10.43	2.40	D 367	70	367.1	INDUSTRY		
									5.3		
s 9.30	6.30	6.53	5.15	10.53	2.50	D 372	202	372.4	ROUND HOUSE	D P-W	WM
									0.8		
		s 7.00	s 5.25	s11.00	s 2.58	D 373		373.2	FORT DODGE	P-D	GO
		PM							0.8		
9.40	6.45		5.33	84 11.13	3.06	D 372		372.4	ROUND HOUSE	YWC	WM
									Ft.D.D.M.& S.Crossing—Interlocked		
									3.1		
9.55	7.00		5.42	11.21	3.12	D 377		375.4	WEST FORT DODGE		
									4.9		
84 s10.20	7.25		s 5.52	s11.31	3.21	D 382	65	380.3	M. & St. L. Crossing—Interlocked MOORLAND	P-D	PK
									4.0		
s10.45	7.40		ƒ 6.01	16 11.45	3.28	D 386	65	384.3	ROELYN		
									4.5		
s11.00	8.05		s 6.12	s11.56 AM	3.36	D 390	65	388.8	SOMERS	W-D P	SO
									C. R. I. & P. Crossing -Interlocked		
									3.8		
16 s11.27	8.25		s 6.21	s12.06 PM	3.42	D 395	64	392.6	Ft.D.D.M.&S. Crossing—Interlocked RINARD	D	SQ
									6.2		
s11.55	84 8.50		s 6.34	s12.18	60 s 3.55	D 400	117	398.8	C. & N.-W. Crossing—Interlocked C. M. & St. P. Crossing—Interlocked LOHRVILLE	T	VR
									3.8		
AM PM 5 s12.27	9.05		6 ƒ 6.43	83 12.27	4.02	D 404	65	402.6	WIGHTMAN		
									5.4		
s12.47	9.20		s 6.54	s12.37	4.12	D 410	117	408.0	LANESBORO	W-D	IZ
									6.4		
s 1.00	9.40		s 7.07	s12.50	4.23	D 416	65	414.4	LIDDERDALE	D	JQ
									6.3		
s 1.20 PM	16 s10.00 AM		s 7.19 PM	s 1.03 PM	s 4.35 AM	D 422	145	420.7	CARROLL	W TPC	CZ
Arrive	Arrive	Arrive	Arrive	Arrive	Arrive						
83	67	3	15	5	11						

EASTWARD

FIRST CLASS.				SECOND CLASS	
16 Twin City Passenger Daily	6 Chicago Passenger Daily	12 Twin City Limited Daily	4 Passenger Ex. Sunday	60 Stock and Merchandise Daily	84 Way Freight Ex. Sunday
Arrive	Arrive	Arrive	Arrive	Arrive	Arrive
PM	PM	AM	AM	AM	PM
84 s 1.22	s 9.00	s12.57	s 8.45	83 s 6.50	16 s 1.10
1.14	8.50	12.49	ƒ 8.36	6.35	ƒ12.55
s 1.04	s 8.40	s12.39	83 s 8.25	6.20	s12.40
			ƒ 8.14		
s12.48	s 8.25	12.26	s 8.05	6.00	s12.20
12.39	ƒ 8.17	12.19	s 7.55	67 5.46	ƒ12.01
12.28	8 07	12.10	7.45	5.30	PM 11.40 AM
s12.20	s 8.00	s12.04 AM PM	7.40 AM		
12.10	7.50	11.51		5.20	5 s11.13
12.03	7.41	11.44		5.10	10.40
PM AM s11.54	s 7.32	11.37		4.55	83 s10.20
5 ƒ11.45	7.22	11.30		4.40	s 9.50
s11.35	s 7.14	11.23		4.25	s 9.30
83 s11.27	s 7.05	11.16		4.10	s 9.10
s11.15	s 6.52	s11.05		11 3.55	67 s 8.50
ƒ11 07	15 6.43	10.58		3.35	s 8.20
s10.57	s 6.33	10.49		3.20	s 8.00
s10.45	s 6.20	10.38		3.05	s 7.30
67 10.33 AM	6.06 PM	10.25 PM		2.45 AM	7.00 AM
Leave	Leave	Leave	Leave	Leave	Leave
16	6	12	4	60	84

BETWEEN CARROLL AND OMAHA—TWENTIETH DISTRICT.

WESTWARD SECOND CLASS 67 Merchandise Daily Leave	WESTWARD SECOND CLASS 85 Way Freight Ex. Sunday Leave	WESTWARD FIRST CLASS. 15 Omaha Passenger Daily Leave	WESTWARD FIRST CLASS. 5 Passenger Mail Daily Leave	WESTWARD FIRST CLASS. 11 Omaha Limited Daily Leave	Station Numbers	Car Capacity Passing Tracks	Miles from Chicago	TIME TABLE NO. 24-A Effective Nov. 21, 1920 STATIONS.	Telegraph and Telegraphone Coal and Water Station	Telegraph Calls	EASTWARD FIRST CLASS. 16 Twin City Passenger Daily Arrive	EASTWARD FIRST CLASS. 6 Chicago Passenger Daily Arrive	EASTWARD FIRST CLASS. 12 Twin City Limited Daily Arrive	EASTWARD SECOND CLASS 86 Way Freight Ex. Sunday Arrive	EASTWARD SECOND CLASS 60 Stock and Merchandise Daily Arrive
AM 16 10.30	AM 7.00	PM 7.22	PM 1.06	AM 4.38	D 422	145	420.7	CARROLL	P W-T	CZ	AM 67 s10.30	PM s 6.02	PM s10.22	PM s 3.15	AM 2.40
								8.2							
11.05	s 7.30	s 7.37	1.20	4.55	D 431	54	429.0	HALBUR	D	HQ	s10.13	s 5.48	10.07	s 2 55	2.15
								8.8							
11.30	s 8.10	s 7.52	s 1.35	s 5.12	D 439	88	437.8	MANNING	W-D	MU	s 9.57	s 5.31	s 9.53	s 2.30	1.55
								5.2							
11.51	s 8.30	s 8.02	86 1.45	5.23	D 445	65	443.0	BOTNA	D	BT	s 9.45	s 5.18	9.43	5 s 1.45	1.40
								6.0							
AM PM 12.15	s 8.50	s 8.14	ƒ 1.56	5.35	D 451	65	449.0	IRWIN	D	ZX	s 9.33	s 5.05	9.33	s 1.15	1.20
								5.9							
86 12.40	16 s 9.20	s 8.26	ƒ 2.08	5.48	D 457	77	454.9	KIRKMAN	D	QW	85 s 9.20	s 4.53	9.23	67 s12.40	1.00
								6.2							
1.00	s10.15	s 8.39	s 2.21	s 6.01	D 463	114	461.1	HARLAN	P W-T	PY	s 9.07	s 4.39	s 9.11	PM AM s11.55	12.40
								8.2							
1.35	86 s11.10	12 s 8.54	2.37	ƒ 6.17	D 471	65	469.3	TENNANT	D	EX	s 8.50	s 4.22	15 8.54	85 s11.10	12.10
								6.3							
1.50	ƒ11.30	ƒ 9.07	2.47	6.27	D 477	59	475.6	MAGILL			ƒ 8.40	4.11	8.44	s10.35	AM PM 11.45
								4.2							
2.00	s11.55	s 9.20	s 2.57	s 6.37	D 481	70	479.8	MINDEN	W-D	FJ	s 8.32	s 4.03	8.37	s10.15	11.30
								7.7							
2.30	AM PM s12.25	s 9.32	3.10	s 6.51	D 489	65	487.5	BENTLEY	D	FE	s 8.19	s 3.51	8.25	s 9.50	11.00
								4.6							
3.00	s12.53	s 9.42	3.20	s 7.01	D 494	118	492.1	McCLELLAND	D	MQ	s 8.11	s 3.43	8.17	s 9.30	10.45
								5.2							
5-6 3.34	ƒ 1.15	ƒ 9.52	6-67 3.34	ƒ 7.11	D 499	68	497.3	GILLIAT	D	GD	ƒ 8.01	ƒ 3.34	8.07	ƒ 9.00	10.30
								5.2				5-67			
3.55	1.35	60 10.06	3.46	7.23			502-5	SOUTH AVENUE			7.48	3.23	7.56	8.40	15 10.06
								2.1							
s 4.30	s 1.45	s10.10	s 3.49	s 7.27	D 506		504.6	COUNCIL BLUFFS	P-C W-T	FS	s 7.45	s 3.20	s 7.52	8.30	10.00
								1.1							
PM	PM	10.20	3.54	7.40			505-7	U. P. JUNCTION			7.35	3.15	7.45	AM	PM
								3.1							
		s10.36 PM	s 4.09 PM	s 7.55 AM	D 510		508.8	OMAHA		FH Y-D	7.20 AM	3.00 PM	7.30 PM		
Arrive	Arrive	Arrive	Arrive	Arrive							Leave	Leave	Leave	Leave	Leave
67	85	15	5	11							16	6	12	86	60

Union Pacific Nebraska Division Bridge District Time Table Governs U. P. Jct. to Omaha

Union Pacific Nebraska Division Bridge District Time Table Governs Omaha to U. P. Jct.

BETWEEN FT. DODGE AND LEHIGH—EIGHTEENTH DISTRICT

WESTWARD SECOND CLASS 105 Mixed Ex. Sunday Leave	Station Numbers	Car Capacity Passing Tracks	Miles from Chicago	TIME TABLE NO. 24-A Effective Nov. 21, 1920. STATIONS	Telegraph and Telegraphone Coal and Water Station	Telegraph Calls	EASTWARD SECOND CLASS 106 Mixed Ex. Sunday Arrive
AM 8.30	D 373		373.2	FT. DODGE		GO	PM s 1.55
				0.8			
8.40	D 372	202	372.4	ROUND HOUSE	PD WC	WM	1.35
				3.4			
s 9.00	K 376		375.8	Illinois Cent. Crossing—Interlocked GYPSUM Ft. D,. D, M. & S. R.R. Crossing	D	CN	s 1.05
				4.2			
s 9.15	K 380		380.0	EVANSTON			s12.45
				6.1			
s 9.45 AM	K 386		386.1	LEHIGH	P DW	H	12.15 PM
Arrive							Leave
105							106

BETWEEN HAYFIELD AND CLARION—ELEVENTH DISTRICT.

TIME TABLE NO. 24-A

Effective Nov. 21, 1920

STATIONS.

WESTWARD															EASTWARD											
SECN'D CLASS				FIRST CLASS.											FIRST CLASS.						SECN'D CLASS				
985 C. R. I. & P. Freight Ex Sunday	915 C R I & P Freight Daily	911 C R I & P Freight Daily	87 Way Freight Ex. Sunday	457 C R I & P Passenger Daily	441 C R I & P Passenger Ex. Sunday	461 C R I & P Passenger Daily	3 Passenger Ex. Sunday	11 Omaha Limited Daily	15 Omaha Passenger Daily	Station Numbers	Car Capacity Passing Tracks	Miles from Hayfield		Telegraphone and Coal and Water Stations	Telegraph Calls	12 Twin City Limited Daily	16 Twin City Passenger Daily	4 Passenger Ex. Sunday	456 C R I & P Passenger Daily	460 C R I & P Passenger Daily	440 C R I & P Passenger Ex. Sunday	88 Way Freight Ex. Sunday	914 C R I & P Freight Daily	916 C R I & P Freight Daily	984 C R I & P Freight Ex. Sunday
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave							Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrives	Arrive	Arrive
			AM 7.15					PM 10.25	PM 12.15	81		0.0		P-T W-C	HB	AM s 4.43	PM s 5.25					PM s 3.00			
			s 7.40					10.35	s12.25	A 86		5.0		D	DW	4.30	s 5.12					s 2.40			
												4.3													
			f 7.55						f12.35	A 91		9.3	MAYVILLE				f 5.02					f 2.25			
												3.2													
												12.5	C. M. & St. P. Crossing												
												3.2													
												15.7	C. M. & St. P. Crossing—Interlocked												
												0.8													
			s 8.45					s10.59	s12.55	A 98	80	16.5	AUSTIN	P D-W	AU	s 4.00	s 4.45					s 1.50			
												4.4													
									f 1.05	A 102		20.9	VARCO				f 4.32								
												7.3													
			s 9.40					s11.23	s 88 1.18	A 109	101	28.2	Illinois Central Crossing LYLE	P-D	PX	s 3.36	s 4.20					s 15 1.18			
												5.7													
			s10.05					11.36	s 1.31	A 115		33.9	MELTONVILLE	D	ME	3.25	s 4.05					s 1.01			
												7.0													
			s10.35					11.50	s 1.45	A 122		40.9	BOLAN	D-W	BP	3.13	s 3.52					s12.43			
												7.4													
AM 7.15	PM 5.15	AM 8.00	s11.00	PM 7.35	PM 15 2.10	AM 12 3.10		PM AM s12.04	s 441 2.00	A 129	80	48.3	MANLY C. R. I. & P. Crossing—Interlocked M. & St. L. Crossing—Interlocked	T	JU	s 461 3.00	s 3.37		AM s 2.40	AM s11.30	PM s 7.10	s12.10 PM	AM s 9.20	PM s 12.45	PM s 6.00
												5.1													
7.30	984 5.30	8.15	460 f11.22	7.44	2.20	3.18		12.13	2.09	A 135	45	53.4	FREEMAN			2.50	3.27		2.30	87 11.22	7.00	AM f11.45	9.00	PM AM 87 12.30	915 5.30
												4.1													
7.45	6.00	914 8.35	916-88-4 s11.30 11.45	s 7.55	s 2.40	s 3.35	PM 4.00	s12.28	s 2.30	A 139	78	57.5	C. & N.-W. Crossing—Interlocked MASON CITY	P-T W-C	DF	s 2.40	s 3.18	87 AM s10.40	s 2.15	s11.15	s 6.50	460-87 11.30 s11.00	911 s 8.35	s11.45	4.55
												0.9													
												58.4	C. M. & St. P. Crossing—Interlocked C. G. W. Switch—Interlocked												
												0.7													
914 s 8.15 AM	410 s 6.15 PM	s 8.45 AM	f11.55	s 8.00 PM	s 2.46 PM	s 3.40 AM	s 4.07	12.32	f 2.36			59.1	M. C. & C. L. Crossing—Interlocked CLEAR LAKE JCT.—Interlocked	T	K	2.29	s 3.05	s10.32	2.10 AM	11.05 AM	915 6.35 PM	f10.53	8.15 AM 985	11.35 AM	4.35 PM
												5.8													
			AM PM s12.20				s 4.20	12.42	16 s 2.55	A 146		64.9	BURCHINAL	D	CQ	2.19	15 s 2.55	88 s10.20				4 s10.20			
												6.3													
			s12.40				s 4.32	12.51	s 3.07	A 153		71.2	SWALEDALE	D	SW	2.09	s 2.42	s10.07				s 9.45			
												4.6													
			s12.55				s 4.44	1.00	s 3.18	A 157	75	75.8	THORNTON	D-W	PZ	2.00	s 2.30	s 9.57				s 9.20			
												5.5													
			s 1.15				s 4.57	1.10	s 3.31	A 163		81.3	MESERVEY	D	VZ	1.50	s 2.18	s 9.45				s 8.50			
												4.0													
			f 1.30				f 5.07	1.16	3.39	A 167		85.3	PALSVILLE			1.40	2.07	f 9.35				f 8.15			
												4.1													
											22	89.4	C. R. I. & P. Crossing GRAVEL PIT												
												1.0													
			16 s 1.55				s 5.19	12 s 1.29	s 3.52	A 172	26	90.4	BELMOND M. & St. L. Crossing	P D-W	PV	11 s 1.29	87 s 1.55	s 9.24				s 7.55			
												5.5													
			f 2.48				s 5.30	1.41	4.02	A 177		95.9	CORNELIA			1.16	1.41	s 9.12				f 7.20			
												5.1													
			s 3.15 PM				s 5.40 PM	s 1.53 AM	s 4.12 PM	D 345		101.0	CLARION C. R. I. & P. Crossing—Interlocked	P-T W-C	PO D	1.06 AM	1.29 PM	9.00 AM				7.00 AM			
Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive							Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave
985	915	911	87	457	441	461	3	11	15							12	16	4	456	460	440	88	914	916	984

TIME TABLE RULES

1. Station Watch Inspectors are located as follows: (See General Rule 2.)

W. H. Heilman	Fort Dodge
J. H. Greve	Mason City
Gleason & Johnson	Austin
G. S. Barber & Co.	Waverly
Newman L. Porter	Clarion
E. W. Zinzer	Carroll
L. A. Borsheim	Council Bluffs
Nutting & Jones	Oelwein
Albert F. Spiess	Hayfield

2. Clocks showing standard time are located as follows: (See General Rule 3.)

Oelwein Round House.
Oelwein Freight Station and Yard Office.
Clarion Dispatcher's Office and Round House.
Fort Dodge Freight Depot.
Carroll Passenger Depot.
Council Bluffs Passenger Depot and Roundhouse.
Hayfield Telegraph Office.
Clear Lake Jct. for C. R. I. & P. trains.
Manly for C. R. I. & P. trains.
Mason City Passenger Station.

3. Initial Stations for (various trains) are as follows: (See General Rule 4.)

Oelwein for Nos. 5, 67, 69 and 81.
Hayfield for Nos. 11, 15 and 87.
Manly for Nos. 441, 457, 461, 911, 915, and 985.
Mason City for No. 3.
Clear Lake Jct. for Nos. 440, 456, 460, 914, 916, and 984.
Clarion for Nos. 68, 82, 83 and 88.
Ft. Dodge for Nos. 105 and 4.
Lehigh for No. 106.
Carroll for Nos. 84 and 85.
Council Bluffs for Nos. 60 and 86.
U. P. Jct. for Nos. 12, 16 and 6.

4. The following letters shown in column opposite stations indicate:

D—Day Telegraph Office.
T—Day and Night Telegraph Office.
N—Night Telegraph Office
P—Telegraphone Office.
C—Coal.
W—Water.
(See General Rule 6.)

5. Following are Auxiliary Lines:

Clarion	Hayfield Line
Round House	Lehigh Branch

The Western Division is Auxiliary Line to the Northern Division at Jeff and Hayfield. (See General Rule 14-F and 14-G.)

6. All passenger trains will stop at any station to discharge passengers holding tickets of foreign lines issue and routed over the C. G. W. from points beyond Chicago, St. Paul, Minneapolis, Omaha, Kansas City and St. Joseph.

Train No. 5 will stop at any station on Western Division to discharge passengers from any station on Eastern division.

No. 6 will stop on signal at any station to receive passengers for Chicago, and at any station to discharge passengers from Omaha and Council Bluffs.

No. 11 will stop at any station to discharge passengers from Twin Cities, and will stop at Moorland, Somers, Wightman and Lanesboro to discharge passengers from Fort Dodge and points east thereof, and to receive passengers for Council Bluffs and Omaha, and will stop on flag at Halbur, Botna, Irwin and Kirkman for passengers for Harlan and points west.

No. 12 will stop on signal at any station to receive passengers for Twin Cities.

No. 15 Sundays will stop on signal at Palsville, Cornelia, Florence, Nuel, and Industry, to discharge passengers from Mason City and to receive passengers for Fort Dodge. On other days will stop on signal at these stations to pick up passengers for points west of Fort Dodge and to discharge passengers from points north of Mason City.

7. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (See General Rule 71.)

No. 106 will not leave Lehigh until No. 105 has arrived.

8. Train register books are located at: (See Rule 83A.)

Oelwein Yard Office, for freight trains.
Oelwein Freight House, for passenger trains.
Clarion, all trains.
Round House, for all trains.
Fort Dodge, for Nos. 105, 106, 3 and 4.
Carroll, for Nos. 83, 84, 85, 86.
Council Bluffs, all trains.
Hayfield, all trains.
Manly, all trains.
Mason City, all trains.
Clear Lake Jct., all trains.

There is no train order signal at Mason City, Manly and Ft. Dodge. All trains will get a clearance or train orders at Mason City and Manly and at Ft. Dodge during period that office is open for train orders from 11:30 a. m. to 3:30 a. m. All passenger trains may register by card at Roundhouse between hours telegraph office is open.

All EASTWARD passenger trains may register by card at Clear Lake Junction and Manly.

All WESTWARD passenger trains may register by card at Clear Lake Junction.

9. Bulletin Stations. (See General Rule 83A.)

Oelwein.
Clarion, Dispatcher's Office and Round House.
Fort Dodge, Freight Depot.
Carroll, Passenger Station.
Council Bluffs, Passenger Depot.
Council Bluffs, Round House.
Clear Lake Jct. (For C. R. I. & P. trains).
Manly (for C. R. I. & P. trains).
Mason City.
Hayfield.

(a) Bulletins issued by Chief Dispatcher will be copied in Bulletin Books. Bulletins issued by other officers will be posted on Bulletin Boards.

10. At long passing tracks, on single track, where there are intermediate cross overs, First Class trains taking the siding must use the last crossover where they can pull into the siding before reaching the station platform. All other trains must use the first switch where they can pull into the siding. (See Rules 88, 89, 90 and 90A.)

(a) When trains meet at Belmond, unless otherwise instructed, the west bound train will have right to main track up to end of cross over switch west of the depot.

(b) When trains meet at Manly or Thornton, unless otherwise instructed, will meet at passing track. When passenger trains meet at Mason City they will use west passing track unless otherwise instructed.

11. The following stations have defined yard limits. (See General Rule 93.):

Oelwein, Waverly, Clarksville, Bristow, Hampton, Clarion, Fort Dodge Round House, Carroll, Manning, Harlan, Council Bluffs, Belmond, Mason City, Manly, Austin, Hayfield.

12. Trains running in the same direction must keep ten minutes apart. (Exception to Rules 86 and 91.)

13. All railway crossings at grade are protected by Interlocking Signals (See General Rules 601 to 685) except as follows:

Austin (3.9 east) C., M. & St. P.
Lyle, Illinois Central.
Belmond (1.1 east) C., R. I. & P.
Belmond (0.5 west) M. & St. L.
Gypsum F. D. D. M. & S. Crossing .05 west.
Lehigh, (0.1 West) Crooked Creek.
Lehigh, (1.00 West) Crooked Creek.
Council Bluffs, C., B. & Q.
Council Bluffs, C. & N. W.
Council Bluffs, O., B. & T
Council Bluffs, C., B. & Q.

(a) Where a crossing is located so close to a station that the Station Stop is within the legal distance for the crossing stop, but view of the opposing track is obstructed, a crossing stop must also be made, with the engine where engineman has an unobstructed view of the opposing track before crossing.

14. Following freight trains will carry adult male passengers, 81, 82, 83, 84, 85, 86, 87 and 88.

15. While using tracks of other companies trainmen and enginemen will be governed by the rules and time tables of such companies, a copy of which must be in their possession.

16. Trains in which steam derrick or piledriver is being hauled must not exceed a speed of fifteen (15) miles per hour. Engines in backward motion must not exceed fifteen (15) miles per hour.

Trains will reduce speed as follows:

All trains will reduce speed to ten miles per hour around West Wye at Fort Dodge.

Eight miles per hour over Bridge D 102 just west of Round House and through city limits at:

Austin, Manly, Mason City, Belmond, Waverly, Clarksville, Hampton, Eagle Grove, Vincent, Lohrville, Carroll, Manning, Harlan, and over Woodbury Avenue, and between Tostevin Street and U. P. Jct., Council Bluffs.

Twenty miles per hour over Bridge D-121 East Switch Carroll, and over C. & N. W. viaduct, west end of Carroll Yard, around curve one mile East of Kirkman; over bridge D-194 three miles West of Gilliat; around curves each side of Bridge A-34, three miles West of Lyle; around first curve East of Clear Lake Jct.; around curve at East end Clarion Yard on Oelwein main line; around curve at East end Clarion Yard on Oelwein main line; around first curve East of East Switch at Clarion on Hayfield main line.

Maximum speed for passenger trains is 45 miles per hour.

Maximum speed for freight trains is 20 miles per hour.

Passenger trains will not exceed 25 miles per hour and freight trains 15 miles per hour over interlocking plants. (See General Rule 110.)

17. Two main tracks are operative between Jeff and Oelwein and between Tenth Avenue, Council Bluffs and U. P. Junction. Normal position of the Switch at 10th Avenue is lined for the East Bound Track. (See General Rule D151.)

C. G. W. trains will use the tracks of the Union Pacific Railway between U. P. Junction and Union Station, Omaha.

South Avenue is intended to cover that part of the yard at Council Bluffs that lies within the limits of the passing track. The passing track extends from the East Switch to the cross-over that leads into the coach yard.

When two freight trains have orders to meet at South Avenue, the eastward train will use the main line to the east switch. If starting from South Avenue it will remain in the yard until the westward train has cleared the lead.

18. (See General Rule 391.) Ash pans may be cleaned on Main Track at following stations: Harlan, Manning, Lanesboro, Round House, Coulter, Bristow, Waverly, Belmond, Mason City and Austin.

19. Agents and Operators must take a position on station platform and closely observe all passing trains, signalling Trainmen or Enginemen to stop if anything noticed that might imperil the safety of the train or employes, such as a hot box, a flat wheel, a brake beam dragging, etc. If nothing irregular detected a proceed signal must be given.

Signal Maintainers, Bridgemen, Sectionmen and other employes at work in yards and between stations must also inspect passing trains and signal Stop or Proceed according to what inspection reveals.

When trains are entering or leaving side tracks and when pulling away from coal and water stations and at other places where practicable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make similar inspection.

Enginemen, Firemen and Trainmen must be on the alert to receive, transmit and act promptly on these signals.

20. **Iowa, Revised Statutes, 1888, Sec. 2003. Signals at Crossings.** A bell and a steam whistle shall be placed on each locomotive engine operated on any railway in this state, and said whistle shall be twice sharply sounded at least sixty rods before a highway crossing is reached, and after the sounding of the whistle the bell shall be rung continuously until the crossing is passed; Provided, that at street crossings within the limits of incorporated cities or towns, the sounding of the whistle may be omitted, unless required by the council of any such city or town; and the company shall also be liable for all damages which shall be sustained by any person by reason of such neglect.

Engine men are prohibited from sounding whistle except to prevent

accident or as required by rules, through the city limits of Mason City.

All trains after making stop for Main Street Crossing at Council Bluffs will sound two short blasts of the whistle before starting the train.

Minnesota Statutes, 1894. A person acting as engineer, driving a locomotive on any railway in this state, who fails to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded at least eighty rods from any place where such railway crosses a traveled road or street on the same level (except in cities), or to continue the ringing such bell or sounding such whistle at intervals, until such locomotive, and the train to which such locomotive is attached, shall have completely crossed such road or street, is guilty of a misdemeanor.

21. List of Surgeons:

Dr. E. E. Krider, Occulist ..... Oelwein, Iowa
Dr. D. W. Ward ..... Oelwein, Iowa
Dr. W. W. Rohlf, Res. Phone 146, Office Phone 156.....Waverly, Iowa
Dr. J. L. Scripture, Phone Gray 435.....Clarksville, Iowa
Dr. A. J. Hobson, Res. Phone 105, Office Phone 38.....Hampton, Iowa
Dr. E. D. Tompkins, Res. Phone 85½, Office Phone 85½.....Clarion, Iowa
Dr. C. H. Morse, Res. Phone 258, Hospital Phone 125.....Eagle Grove, Iowa
Dr. C. J. Saunders, Res. Phone 10-06. Office Phone 84....Fort Dodge, Iowa
Dr. D. J. Townsend ..... Lohrville, Iowa
Dr. O. C. Morrison .....Carroll, Iowa
Dr. A. W. Carlile .....Manning, Iowa
Dr. E. A. Moore, Res. Phone 63, Office Phone 139.....Harlan, Iowa
Dr. F. E. Bellinger (acting), Office Phone 144, Res. 644..Council Bluffs, Ia.
Dr. J. S. Alexander, Office Phone, Douglas 130.....Omaha, Neb.
Drs. Lewis & Rebman ..{Res. N.W.197, Office N.W.197-L / Res. Interstate 275, Office 197} Austin, Minn.
Dr. S. S. Wesley, Phone 50 .....Manly, Iowa
Dr. G. H. Steele, Phone 14 .....Belmond, Iowa
Dr. W. E. Long, Office Phone 375, Res. Phone 1166-L.....Mason City, Iowa

22. TELEGRAPHONE CALLS

Line No. 1—Clarion to Council Bluffs
Cut At Carroll

Clarion—1 long.
Eagle Grove—5 short
Moorland—1 long, 3 short
Round House—2 short.
Carroll—4 short
Manning—3 short.
Harlan—2 short.
Council Bluffs—1 long.

Line No. 2—Clarion to Oelwein

Clarion—1 long.
Rowan—2 long, 2 short.
Hampton—2 short.
Waverly—3 short.
Oelwein Yards—4 short

Line No. 3—Clarion to Hayfield

Clarion—1 long.
Belmond—2 short.
Mason City—3 short.
Lyle—1 long, 2 short.
Austin—4 short
Hayfield—5 short.

General Emergency Call—6 short rings. This call must be answered immediately, regardless of station concerned.

23. WARNING

A high-power electric wire has been installed on the south side of right of way between Clarion and Eagle Grove, crossing the tracks at Eagle Grove. Extreme care should be taken by all employees to avoid contact with these wires, as contact with them would probably cause death.

A high power electric wire runs just outside of right of way fence on south side of track from a point by the river east of Belmond station to the highway crossing at the gravel pit.

A high power electric line runs just outside of the right of way fence on the north side of track for twelve pole lengths and on the side of track for seventeen pole lengths between mile posts 84 and 85.

TRAIN ORDER OFFICES—CLOSED BETWEEN

Station	Week Days		Sundays and Holidays, i. e., January 1st, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving Day, and December 25th	
Oran	3:30 PM to 6:30 AM	11:30 AM to 12:30 PM	12:01 AM to 6:30 AM	8:30 AM to midnight
Readlyn	3:40 PM to 6:40 AM	11:30 AM to 12:30 PM	12:01 AM to 6:40 AM	8:40 AM to midnight
Waverly	12:01 PM to 8:00 AM		12:01 AM to 8:00 AM	
Shell Rock	4:00 PM to 7:00 AM	12:30 PM to 1:30 PM	12:01 AM to 7:00 AM	9:00 AM to midnight
Clarksville	4:00 PM to 7:00 AM	12:30 PM to 1:30 PM	12:01 AM to 7:00 AM	9:00 AM to midnight
Allison	4:30 PM to 7:30 AM	12:30 PM to 1:30 PM	12:01 AM to 7:30 AM	9:30 AM to midnight
Bristow	5:00 PM to 8:00 AM	11:30 AM to 12:30 PM	12:01 AM to 8:00 AM	10:00 AM to midnight
Dumont	5:00 PM to 8:00 AM	12:30 PM to 1:30 PM	12:01 AM to 8:00 AM	10:00 AM to midnight
Hansell	5:00 PM to 8:00 AM	12:30 PM to 1:30 PM	12:01 AM to 8:00 AM	10:00 AM to midnight
Hampton	4:00 AM to 8:00 AM		4:00 AM to 8:00 AM	
Coulter	5:00 PM to 8:00 AM	11:30 AM to 12:30 PM	12:01 AM to 10:00 AM	11:59 AM to midnight
Vincent	5:00 PM to 8:00 AM	11:45 AM to 12:45 PM	12:01 AM to 11:15 AM	1:15 PM to midnight
Round House	5:00 PM to 8:00 AM	12:30 PM to 1:30 PM	12:01 AM to 9:00 AM	1:00 PM to midnight
Ft Dodge	3:30 AM to 11:30 AM		3:30 AM to 11:30 AM	
Rinard	4:00 PM to 8:00 AM		12:01 AM to 8:00 AM	4:00 PM to midnight
Lohrville	6:00 PM to 9:00 AM		12:01 AM to 10:30 AM	1:30 PM to midnight
Lanesboro	5:00 PM to 8:00 AM	11:30 AM to 12:30 PM	12:01 AM to 10:45 AM	1:45 PM to midnight
Lidderdale	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 10:30 AM	12:30 PM to midnight
Halbur	4:30 PM to 7:30 AM	12:01 PM to 1:01 PM	12:01 AM to 9:30 AM	11:30 AM to midnight
Manning	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 9:30 AM	2:30 PM to midnight
Botna	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 9:20 AM	11:20 AM to midnight
Irwin	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 9:00 AM	11:00 AM to midnight
Kirkman	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 9:00 AM	11:00 AM to midnight
Tennant	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 8:30 AM	10:30 AM to midnight
Minden	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 8:00 AM	10:00 AM to midnight
Bentley	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 8:00 AM	10:00 AM to midnight
McClelland	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 8:00 AM	10:00 AM to midnight
Gilliat	4:45 PM to 7:45 AM	12:01 PM to 1:01 PM	12:01 AM to 8:00 AM	10:00 AM to midnight
Waltham	5:00 PM to 8:00 AM	11:30 AM to 12:30 PM	12:01 AM to 12:01 PM	2:00 PM to midnight
Austin	5:00 PM to 9:00 PM	5:00 AM to 9:00 AM		
Lyle	5:00 PM to 8:00 AM	12:30 PM to 1:30 PM		
Meltonville	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 1:30 PM	3:30 PM to midnight
Bolan	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 1:30 PM	3:30 PM to midnight
Burchinal	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 2:30 PM	4:30 PM to midnight
Swaledale	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 2:20 PM	4:20 PM to midnight
Thornton	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 2:00 PM	4:00 PM to midnight
Meservey	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 2:00 PM	4:00 PM to midnight
Belmond	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM	12:01 AM to 2:15 PM	4:15 PM to midnight
Lehigh	5:00 PM to 8:00 AM	12:01 PM to 1:01 PM		

H. B. FICKLE
CHIEF DISPATCHER

E. E. DEYO,
TRAINMASTER

H. L. SCOTT
P. A. STENSTROM
C. A. VAN NOY
H. OAKLEY
Dispatchers.

SAFETY FIRST

SAFETY ALWAYS