

SAFETY FIRST

SAFETY ALWAYS

# CHICAGO GREAT WESTERN RAILROAD

## 32 WESTERN DIVISION 32 TIME TABLE

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

TAKES EFFECT SUNDAY, JUNE 22, 1924  
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

BETWEEN OELWEIN AND CLARION—SEVENTEENTH DISTRICT.

WESTWARD							Station Numbers	Car Capacity Passing Tracks.	Miles from Chicago	TIME TABLE NO. 32		Telegraph and Telephone Coal and Water Station	Telegraph Calls	EASTWARD						
SECOND CLASS			FIRST CLASS.							STATIONS.				FIRST CLASS.			SECOND CLASS			
67 Merchandise Daily	69 Merchandise Daily	81 Way Freight Ex. Sunday	5 Passenger Mail Daily	Leave	Arrive	Leave				Arrive	Effective June 22, 1924			2 Chicago Passenger Daily	68 Mixed Ex. Sunday	60 Stock and Merchandise Daily	82 Way Freight Ex. Sunday	Leave	Arrive	Leave
				Leave PM 8.00	Leave AM 6.15	Leave AM 6.12	Leave AM 6.17	180	245.8	OELWEIN 1.7	T- W-C	WI BA	Arrive AM s 1.20	Arrive AM s 10.45	Arrive PM s 1.30	Arrive PM s 3.10				
				8.05	4.50	6.30	6.17		247.5	JEFF—Interlocked 7.0			1.14	10.30	1.10	3.00				
				8.27	s 5.15	s 7.10	s 6.30	D 255	254.5	ORAN 7.7	D	QU	s 1.02	s 10.10	12.45	s 2.40				
				8.50	s 5.40	s 7.50	s 6.44	D 262	262.2	READLYN 7.0	D-W	RD	s 12.46	s 9.45	12.16	s 2.05				
				9.10	f 6.00	8.10	6.53	D 269	269.2	DENVER JCT. 5.8			12.30	f 9.25	11.50	1.30				
				9.40	s 6.25	s 9.12	s 7.08	D 275	275.0	WAVELY 1.7	P-Y D-W	WB	s 12.20	s 9.12	11.30	s 1.15				
										Illinois Cent. Crossing—Interlocked 4.8										
				10.00	s 6.50	s 9.42	s 7.20	D 281	281.5	SHELL ROCK 6.9	D	SK	s 12.01	s 8.40	10.55	s 12.15				
				10.22	s 7.15	s 10.30	s 7.34	D 288	288.4	CLARKSVILLE C. R. I. & P. Crossing—Interlocked 7.0	D	PU	s 11.48	s 8.15	10.30	s 11.45				
				10.50	s 7.40	s 11.10	s 7.49	D 295	295.4	ALLISON 5.9	D	AJ	s 11.38	s 7.49	10.05	s 11.10				
				11.17	s 8.05	s 11.59	s 8.06	D 301	301.3	BRISTOW 4.0	D-W-C	BS	s 11.17	s 7.25	9.44	s 10.30				
				11.38	s 8.20	s 12.30	s 8.14	D 305	305.3	DUMONT C. & N. W. Crossing—Interlocked 6.7	D	KZ	s 11.08	s 7.08	9.19	s 9.50				
				12.01	s 8.45	s 12.55	s 8.26	D 312	312.0	HANSELL 5.4	D	HS	s 10.56	s 6.46	8.58	s 9.15				
				12.30	s 9.10	s 1.30	s 8.40	D 317	317.4	HAMPTON M. & St. L. Crossing—Interlocked C. R. I. & P. Crossing—Interlocked 8.3	P-D	NP	s 10.47	s 6.30	8.40	s 8.50				
				12.57	s 9.35	s 2.00	s 8.56	D 325	325.7	COULTER 9.1	D-W	CJ	s 10.32	s 6.00	8.12	s 7.50				
				1.25	s 10.15	s 2.30	s 9.11	D 334	334.8	ROWAN C. R. I. & P. Crossing—Interlocked 3.4	P-D	OV	s 10.15	s 5.30	7.45	s 7.20				
					f 10.24		f 9.16		338.2	SOLBERG 6.3			f 10.07	f 5.20						
				s 2.00 AM Arrive	s 10.45 PM Arrive	s 3.00 PM Arrive	s 9.27 AM Arrive	D 345	344.5	CLARION C. R. I. & P. Crossing—Interlocked	P-T- W-C	PO D	9.56 PM Leave	5.00 AM Leave	7.15 AM Leave	6.50 AM Leave				
				67	69	81	5						2	68	60	82				

# BETWEEN CLARION AND CARROLL—EIGHTEENTH AND NINETEENTH DISTRICT

WESTERN DIV. 3

WESTWARD				FIRST CLASS.				Station Numbers	Car Capacity Passing Track.	Miles from Chicago	TIME TABLE NO. 32				Telephone and Coal and Water Stations	Telegraph Calls	EASTWARD							
SECOND CLASS		FIRST CLASS.		FIRST CLASS.		FIRST CLASS.					SECOND CLASS													
85 Way Freight Mon.-Wed. Friday	83 Way Freight Mon.-Wed. Friday	69 Merchandise Daily	61 Time Freight Daily	27 Passenger Ex. Sunday	15 Omaha Passenger Daily	5 Passenger Mail Daily	11 Omaha Limited Daily				STATIONS.						16 Twin City Passenger Daily	2 Chicago Passenger Daily	12 Twin City Limited Daily	28 Passenger Ex. Sunday	60 Stock and Merchandise Daily	62 Time Freight Daily	86 Way Freight Tue.-Thur. Saturday	84 Way Freight Tue.-Thur. Saturday
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave				CLARION C. R. I. & P. Crossing—Interlocked 4.8	P-C W-T	D PO	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	
	AM 60 <b>7.00</b>	PM <b>11.30</b>	PM <b>4.20</b>	PM <b>5.55</b>	PM <b>3.42</b>	AM 28 <b>9.37</b>	AM <b>2.14</b>	D 345	62	344.5	FLORENCE 4.8			s 1.01	s 9.44	s 1.02	s 9.15	s 6.50	s 2.15			s 7.00		
	f 7.45	PM 11.45	4.35	f 6.05	3.50	9.44	2.22	D 349	117	349.3	EAGLE GROVE C. & N.W. Crossing—Interlocked 4.4	D P-W	DM	12.52	9.36	12.54	f 9.05	6.35	2.00			s 6.40		
	s 8.25	AM 12.01	4.50	s 6.15	s 3.59	s 9.54	s 2.32	D 354	63	354.3	NUEL 3.9			s 12.44	s 9.28	s 12.46	s 8.55	6.20	1.45			s 6.15		
	s 8.44	AM 12.34	5.15	f 6.23	4.11	s 10.08	2.44	D 359	56	358.8	VINCENT 4.4	P-D	AQ	12.29	s 9.14	12.34	s 8.35	6.00	1.25			s 5.15		
	f 9.15	12.50	5.30	f 6.41	4.17	f 10.16	2.50	D 363	53	362.7	INDUSTRY 5.3			12.21	f 9.05	12.27	s 8.25	5.50	1.15			s 4.17		
	s 9.45	s 1.05	s 5.45	6.53	4.25	10.24	2.58	D 367	373.2	372.4	ROUND HOUSE 0.8	D P-W	WM	12.12	8.56	12.18	8.15	5.35	1.00			3.50		
	AM 11.55	1.25	6.15	s 7.00	s 4.35	s 10.35	s 3.09	D 372	373.2	372.4	FORT DODGE 0.8	P-D	GO	s 12.07	s 8.50	s 12.12	8.10					PM	PM	
				PM	4.40	10.40	3.15	D 372	375.4	375.4	ROUND HOUSE Ft.D.D.M. & S. Crossing—Interlocked 3.1	YWC	WM	AM-PM 85 <b>11.55</b>	8.38	11.59	AM	5.30	s 12.45	s 2.15				
								D 377	60	380.3	WEST FORT DODGE 4.9													
	s 12.23	1.50	6.45	4.54	s 10.56	3.30		D 382	62	384.3	M. & St. L. Crossing—Interlocked MOORLAND 4.0	P-T	PK	11.43	s 8.25	11.47		5.10	85 <b>12.23</b>	s 1.50				
	s 1.00	2.00	6.55	5.00	f 11.03	3.36		D 386	53	388.8	ROELYN 4.5			11.36	f 8.16	11.41		5.00	12.13	s 1.15				
	s 1.30	2.15	7.10	5.08	s 11.12	3.43		D 390	60	392.6	SOMERS C. R. I. & P. Crossing—Interlocked 3.8	W-D	SO	11.29	s 8.09	11.35		4.50	12.08	s 12.48				
	s 1.55	2.25	7.20	5.15	s 11.22	3.49		D 395	108	398.8	Ft.D.D.M. & S. Crossing—Interlocked RINARD 6.2	D	SQ	5 <b>11.22</b>	s 8.00	11.30		4.40	11.53	s 12.18				
	s 2.30	2.45	7.48	s 5.25	86-62 s 11.33	s 4.02		D 400	63	402.6	C. & N.W. Crossing—Interlocked C. M. & St. P. Crossing—Interlocked LOHREVILLE 3.8	P-D	VR	86-62 s 11.12	s 7.48	s 11.20		4.23	16-5-86 16-5-62 <b>11.33</b>	s 11.33				
	s 2.55	2.55	7.59	5.31	f 11.39	4.08		D 404	108	408.0	WIGHTMAN 5.4	P		11.04	f 7.38	11.12		4.08	10.57	s 10.30				
	s 3.30	3.10	8.15	5.39	s 11.50	4.17		D 410	63	414.4	LANESBORO 6.4	W-D	IZ	10.57	s 7.29	11.05		3.50	10.46	s 10.00				
	s 4.05	60 3.30	8.40	5.49	AM-PM s 12.01	4.28		D 416	145	420.7	LIDDEDALE 6.3	D	JQ	10.46	s 7.17	10.55		69 3.30	10.29	s 9.25				
	s 4.25	s 3.50	s 9.00	s 6.01	s 12.13	s 4.40		D 422			CARROLL	W TPC	CZ	10.34	7.04	10.43		3.00	10.10	8.50				
	AM PM	AM	PM	PM	PM	AM								Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	
<b>85</b>	<b>83</b>	<b>69</b>	<b>61</b>	<b>27</b>	<b>15</b>	<b>5</b>	<b>11</b>							<b>16</b>	<b>2</b>	<b>12</b>	<b>28</b>	<b>60</b>	<b>62</b>	<b>86</b>	<b>84</b>			





# TIME TABLE RULES

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

W. H. Hellman	Fort Dodge
Livergood Brothers	Mason City
Gleason & Johnson	Austin
R. E. Brandenburg	Waverly
Newman L. Porter	Clarion
Glenn Weeks	Carroll
L. A. Borsheim	Council Bluffs
Nutting & Stevens	Oelwein
Albert F. Spiess	Hayfield
Lewis Reinhold	Manning
- 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.  
Council Bluffs Passenger Depot and Round House.  
Hayfield Telegraph Office.  
Clear Lake Junction for C. R. I. & P. trains.  
Manly for C. R. I. & P. trains.  
Mason City Passenger Station.
- Initial stations for various trains are as follows: (See Genl. Rule 4.)
 

Oelwein for Nos. 5, 67, 69 and 81.  
Hayfield for Nos. 11, 15, 61 and 89.  
Manly for Nos. 441, 457, 469, 911, 915 and 983.  
Mason City for No. 27.  
Clear Lake Jct. for Nos. 442, 458, 470, 912, 916 and 984.  
Clarion for No. 68, 82, 83 and 90.  
Fort Dodge for No. 28.  
Round House for No. 85.  
Lehigh for No. 84.  
Manning for Nos. 86 and 87.  
Council Bluffs for Nos. 60, 62 and 88.  
U. P. Jct. for Nos. 12, 16 and 2.
- The following letters shown in column opposite stations indicate:
 

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

Trains 5 and 2 will stop on signal at any station on Western Division to receive or discharge traffic.

No. 11 will stop at any station to discharge passengers from Twin Cities; and will stop at Moorland, Somers, Wightman, Lanesboro and Lidderdale 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. 16 will stop on signal at any station Council Bluffs to Eagle Grove to discharge passengers from Omaha and Council Bluffs, and to receive passengers for the Twin Cities.

No. 15 will stop on signal at any station Eagle Grove to Council Bluffs to discharge passengers from the Twin Cities, and to receive passengers for Council Bluffs and Omaha; and at Rinard to receive passengers for Carroll, Manning and Harlan.

No. 16 and No. 15 will stop on signal at Lanesboro, Rinard, Somers and Moorland to receive passengers for Fort Dodge and points east thereof; and to discharge passengers from Fort Dodge and points east thereof.

No. 16 and No. 15 Sundays, will stop on signal at stations, Industry to Palsville, inclusive, to receive or discharge passengers.

No. 69 except Sunday will handle passengers on Seventeenth District.
- EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT THAT NO. 61 IS SUPERIOR TO NO. 84. (See General Rule 71.)

No. 84 will not leave Lehigh until No. 83 has arrived.

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

Oelwein Yard Office, for freight trains.  
Oelwein Freight House, for passenger trains.  
Clarion for all trains.  
Round House, for all trains.  
Fort Dodge for Nos. 27 and 28.  
Manning, for Nos. 85, 86, 87 and 88.  
Council Bluffs, Hayfield, Manly, Mason City, and Clear Lake Jct. for all trains.

There is no train order signal at Mason City, Manly and Fort Dodge. All trains will get a clearance or train orders at Mason City and Manly and at Fort 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 Round House 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.

- 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 Junction, (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 cross-over 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 to cross-over 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.

(c) West passing track at Round House will not be used for meeting or passing of trains, except by specific instructions from Train Dispatcher. East passing track Round House has defined limits as follows: From east switch to cross-over east of east leg of wye, (See Rules 88, 89, 90 and 90A.)

- The following stations have defined yard limits: (See Gen. Rule 93.)
 

Oelwein, Waverly, Clarksville, Bristow, Hampton, Clarion, Eagle Grove, Fort Dodge Round House, Carroll, Manning, Harlan, Council Bluffs, Gypsum, Belmond, Clear Lake Jct., Mason City, Manly, Austin, Hayfield.

12. Trains running in the same direction must keep ten minutes apart. (See 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 (0.5 west) F. D., D. M. & S.  |
| Lehigh (0.1 west) Ft. D., D. M. & S. |
| Lehigh (1.0 west) Ft. D., D. M. & S. |
| 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, 88, 89 and 90.

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 pile driver 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 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, Manning, Harlan, and over Woodbury Avenue and between Tostevin Street and U. P. Jct., Council Bluffs, and fifteen miles per hour through Carroll.

Thirty-five miles per hour for passenger trains, twenty miles per hour for freight trains over Bridge D-114 west of Lanesboro to west end of reverse curve, over Bridge D-121 East Switch Carroll, and over C. & N.-W. viaduct, west end of Carroll Yard, 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 of Clarion Yard on Oelwein main line.

Maximum speed for passenger trains is 50 miles per hour, except on Seventeenth District, which is 45 miles per hour.

Maximum speed for freight trains is 25 miles per hour, except on Seventeenth District, which is 20 miles per hour.

Passenger trains will not exceed 25 miles per hour and freight trains 15 miles per hour over interlocking plants.

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 Tenth Avenue is lined for the Eastbound 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.

Unless instructed otherwise by the Train Dispatcher, westward freight trains must take siding at extreme east switch South Avenue. Eastward freight trains starting from South Avenue will remain in yard until westward train has cleared the lead.

18. (See General Rule 891.) 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, signaling 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, Section Men 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.

Enginemen 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

# TIME TABLE RULES

WESTERN DIV. 7

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 of 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. D. W. Ward	.....	Oelwein, Iowa
Dr. W. W. Rohlf, Res. Phone 146, Office Phone 156	.....	Waverly, Iowa
Dr. N. L. Youngs	.....	Clarksville, Iowa
Dr. A. J. Hobson, Res. Phone 105, Office Phone 38	.....	Hampton, Iowa
Dr. E. D. Tompkins, Res. Phone 85-L, Office Phone 85-J	.....	Clarion, Iowa
Dr. H. P. Walker, Res. Phone 221-L, Office Phone 221-J	.....	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. Donald MacRae	.....	Council Bluffs, Iowa
Dr. J. S. Alexander, Office Phone Douglas 130	.....	Omaha, Neb.
Drs. Lewis & Rebman, 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
Dr. H. D. Fallows, Oculist, Telephone 2700	.....	Mason City, Iowa
Dr. F. B. Belt	.....	Minden, Iowa

22.

**TELEGRAPHPHONE CALLS**

**Line No. 1—Clarion to Council Bluffs**  
Cut at Carroll

Clarion—1 long.	Carroll—4 short.
Moorland—1 long, 3 short.	Harlan—2 short.
Lohrville—2 short, 1 long.	Council Bluffs—1 long.
Wightman—1 long, 2 short.	
Ft. Dodge Ticket Office—1 long, 1 short, 1 long.	

**Line No. 2—Clarion to Oelwein**

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

**Line No. 3—Clarion to Hayfield**

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

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

**Line No. 4—Clarion to Fort Dodge Freight House**

To obtain connection, call Dispatcher at Clarion.

Clarion—1 long.	Vincent—4 short.
Eagle Grove—5 short.	Round House—2 short.
Ft. Dodge Frt. House—3 short	

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 employes to avoid contact with these wires, as contact with them will 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 south side of track for seventeen pole lengths between mile posts 84 and 85.

**TRAIN ORDER OFFICES—OPEN BETWEEN**

Station	Week Days	Sundays
Oran	6:15 AM to 12:01 PM 1:01 PM to 3:15 PM	6:00 AM to 8:00 AM
Readlyn	6:15 AM to 12:01 PM 1:01 PM to 3:15 PM	6:15 AM to 8:15 AM
Waverly	6:30 AM to 12:45 AM	6:30 AM to 12:45 AM
Shell Rock	6:45 AM to 11:30 AM 12:30 PM to 3:45 PM	6:45 AM to 8:45 AM
Clarksville	7:00 AM to 11:30 AM 12:30 PM to 4:00 PM	7:30 AM to 9:30 AM
Allison	7:30 AM to 12:30 PM 1:30 PM to 4:30 PM	7:30 AM to 9:30 AM
Bristow	7:15 AM to 11:30 AM 12:30 PM to 4:15 PM	7:15 AM to 9:15 AM
Dumont	7:45 AM to 11:45 AM 12:45 PM to 4:45 PM	8:00 AM to 10:00 AM
Hansell	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	8:00 AM to 10:00 AM
Hampton	8:00 AM to 4:00 AM	8:00 AM to 4:00 AM
Coulter	8:00 AM to 12:01 PM 1:01 PM to 5:00 PM	8:00 AM to 10:00 AM
Rowan	7:00 AM to 11:00 PM	Closed
Eagle Grove	7:00 AM to 3:00 AM	7:00 AM to 3:00 AM
Vincent	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	10:00 AM to 12:00 Noon
Round House	7:30 AM to 12:30 PM 1:30 PM to 4:30 PM	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM
Fort Dodge	11:30 AM to 3:30 AM	11:30 AM to 3:30 AM
Somers	7:00 AM to 11:00 PM	Closed
Rinard	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
Lohrville	8:45 AM to 12:30 PM 1:30 PM to 5:45 PM	10:30 AM to 12:30 PM
Lanesboro	8:45 AM to 12:30 PM 1:30 PM to 5:45 PM	Closed
Lidderdale	8:00 AM to 12:30 PM 1:30 PM to 5:45 PM	10:30 AM to 12:30 PM
Halbur	7:00 AM to 11:30 AM 12:30 PM to 4:00 PM	Closed
Manning	7:00 AM to 11:00 PM	7:00 AM to 11:00 PM
Irwin	8:15 AM to 11:30 AM 12:30 PM to 5:15 PM	Closed
Kirkman	8:45 AM to 11:30 AM 12:30 PM to 5:45 PM	Closed
Tennant	8:30 AM to 12:01 PM 1:01 PM to 5:30 PM	8:30 AM to 10:30 AM
Minden	8:30 AM to 4:30 PM 11:00 PM to 7:00 AM	8:30 AM to 4:30 PM 11:00 PM to 7:00 AM
Bentley	8:00 AM to 12:30 PM 1:30 PM to 5:00 PM	8:00 AM to 10:00 AM
McClelland	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed
Gilliat	Closed	Closed
Waltham	8:00 AM to 12:30 PM 1:30 PM to 5:00 PM	11:30 AM to 1:30 PM
Austin	9:00 AM to 5:30 PM 9:00 PM to 5:00 AM	9:00 AM to 5:00 PM 9:00 PM to 5:00 AM
Lyle	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed
Meltonville	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed
Bolan	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed
Burchinal	8:00 AM to 12:30 PM 1:30 PM to 5:00 PM	1:30 PM to 3:30 PM
Swaledale	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed
Thornton	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	1:00 PM to 3:00 PM
Meservey	8:00 AM to 12:01 PM 1:01 PM to 5:00 PM	1:15 PM to 3:15 PM
Belmond	8:30 AM to 12:01 PM 1:01 PM to 5:30 PM	Closed
Lehigh	8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed

**E. E. DEYO,**  
TRAINMASTER

**H. B. FICKLE**  
CHIEF DISPATCHER

**C. A. VAN NOY**  
NIGHT CHIEF DISPATCHER

**SAFETY FIRST**

**SAFETY ALWAYS**