

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CHICAGO, ROCK ISLAND & GULF RAILWAY

SECOND DISTRICT

EL PASO DIVISION

No. 7.—TIME TABLE—No. 7.

Taking Effect Sunday, November 21, 1920, at 12:01 A. M.

**CENTRAL TIME EAST OF LIBERAL
MOUNTAIN TIME LIBERAL AND WEST**

Superseding Time Table No. 6.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES.

For the exclusive guidance of Employes, not for the information of the public. The Company reserves the right to vary from it at pleasure.

T. H. BEACOM,
Vice-President & General Manager,
C. R. I. & P. Ry.

A. B. WARNER,
Manager, C. R. I. & P. Ry.
Vice-President, C. R. I. & G. Ry.

H. L. REED,
General Superintendent,
C. R. I. & P. Ry.

J. R. PICKERING,
Superintendent Transportation,
C. R. I. & P. Ry.

H. P. GREENOUGH,
Superintendent.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 39 STATIONS. Time Table No. 7 November 21, 1920				FIRST CLASS			SECOND CLASS		THIRD CLASS	
	81		91		311	3	1			LEAVE	Station Numbers	M. P. Distance from St. Joseph	Distance from Herington	Fuel, Water, Turn, Table and Wye	312	4	2	92	80	
	Local Freight Daily except Sunday		California Gold Ball Freight Daily		Pass'gr Daily	Golden State Limited Daily	Pass'gr Daily						Pass'gr	Golden State Limited	Pass'gr	Los Angeles and El Paso Gold Ball Freight	Local Freight			
	AM 7.30		PM 5.00		PM 3.35	PM 1.50	AM 3.20	856	RI.....HERINGTON.....TO	670	171.4		FWTY	AM 11.50	PM 1.05	AM 1.50	PM 9.00	PM 6.15		
	s 8.10		5.40 ⁸⁰		s 3.55	m 2.07	s 3.40	56	A. T. & S. F. Crossing		177.5	*								
	s 8.40		6.05		s 4.10	m 2.21	s 3.55	58	NA.....RAMONA.....TO	678	179.5	8.1		s 11.35	m 12.50	s 1.33	8.30	s 5.40 ⁹¹		
	s 9.15		6.35		s 4.25 ⁸⁰	m 2.32	s 4.10	50	HA.....TAMPA.....TO	684	185.7	14.3		s 11.20	m 12.37	s 1.16	8.00	s 5.05 ³¹¹		
	f 9.45		7.05 ⁹²		f 4.40	2.44	f 4.26	58	DK.....DURHAM.....TO	690	191.8	20.4	W	s 11.05	m 12.25	s 12.59	7.35	s 4.25		
	s 10.35 ³¹²		7.30		s 4.55	m 2.55 ⁸⁰	s 4.41	55	.....WALDECK.....TO	697	198.4	27.0		f 10.50	12.13 ^{PM}	f 12.42	7.05 ⁹¹	f 3.32	
	s 11.00		8.05		s 5.08	m 3.07	s 4.56	55	CN.....CANTON.....TO	703	204.8	33.4		s 10.35 ⁸¹	m 12.01 ^{AM}	s 12.25	6.30	s 2.55		
	UX		UX		UX	UX	UX		GA.....GALVA.....TO	709	210.7	39.3	W	s 10.20	m 11.50 ^{AM}	s 12.11	6.05	s 2.35		
	s 11.36 ⁴		8.35		s 5.25 ⁹²	m 3.20	s 5.11	55	A. T. & S. F. Crossing		217.6			UX	UX	UX	UX	UX		
	UX		UX		UX	UX	UX		MC.....MCPHERSON.....TO	716	217.9	46.5		s 10.02	m 11.36 ⁸¹	s 11.54	5.25 ³¹¹	s 2.10		
	s 11.59 ^{AM}		9.05		s 5.40	m 3.31	f 5.24	55	Mo. Pac. Crossing		219.3			UX	UX	UX	UX	UX		
	s 12.25 ^{PM}		9.30		s 5.50	m 3.40	s 5.37	55	GV.....GROVELAND.....TO	723	224.3	52.9	W	s 9.46	m 11.24	f 11.36	4.50	s 1.46		
	s 12.50 ⁸⁰		9.55		s 6.01	m 3.50 ⁹²	s 5.50	55	QN.....INMAN.....TO	728	229.4	58.0		s 9.34	m 11.15	s 11.26	4.20	s 1.22		
	1.05		10.10		s 6.07	3.56	5.55	55	St. L. & S. F. Crossing		236.1	64.7		UX	UX	UX	UX	UX		
					s 6.20	4.10	6.15	116	DM.....MEDORA.....TO	734	236.1	64.7		s 9.18	m 11.05	s 11.11	3.50 ³	s 12.50 ⁸¹		
					s 6.30	4.10	6.15	116	.....MODORE.....TO	738	239.6	68.2		9.12	10.59	11.05	3.25	12.35	
									.....HUTCHINSON.....TO	744	245.4	73.9	W Y	s 8.57	s 10.45	s 10.55 ⁹¹	2.50	PM 12.15	
									Mo. Pac. Crossing		246.1			UX	UX	UX	UX	UX		
									A. T. & S. F. Crossing		246.5			UX	UX	UX	UX	UX		
	1.50		11.05		6.33	4.13	6.20	73	MORTON	746	247.0	75.7		8.48	10.40	10.43	2.15	AM 11.40		
	f 2.05 ⁹²		11.15		6.39	4.20	6.25	76	.....WHITESIDE.....TO	749	250.5	79.2		8.41	10.34	10.38	2.05 ⁸¹	f 11.28	
	s 2.30		11.40 ^{PM}		s 6.50	m 4.30	f 6.37	55	GR.....PARTIDGE.....TO	754	255.9	84.6		s 8.31	m 10.24	s 10.30	1.30	s 11.07		
	s 3.00		12.20 ^{AM}		s 7.05	m 4.42	s 6.50	66	RT.....ARLINGTON.....TO	761	262.5	91.2	FW	s 8.18	m 10.12	s 10.17	1.00	s 10.40		
	s 3.35		1.00		s 7.21	m 4.57	s 7.06	66	NO.....LANGDON.....TO	770	271.2	99.9		s 8.01	m 9.55 ⁸⁰	s 10.00	PM 12.05	s 9.55 ⁴		
	s 4.05		1.30		s 7.38	m 5.09	s 7.17	55	KO.....TURON.....TO	776	277.5	106.2	W	s 7.47	m 9.43	s 9.47	11.23 ^{AM}	s 9.25		
	UX		UX		UX	UX	UX		Mo. Pac. Crossing		277.6			UX	UX	UX	UX	UX		
	s 4.40		2.10		s 7.50	m 5.25	s 7.32 ³¹²	55	PRESTON	784	285.4	114.1		s 7.32	m 9.28	s 9.30	10.40	s 8.55		
	UX		UX		UX	UX	UX		Mo. Pac. Crossing		285.5			UX	UX	UX	UX	UX		
	f 5.05		2.45		f 8.02	m 5.37	f 7.45	55	A.....NATHONA.....TO	791	292.1	120.8		s 7.21	m 9.16	f 9.15	10.15	f 8.25		
	5.30 ^{PM 3}		3.30 ^{AM}		f 8.15 ^{PM}	5.50 ^{PM 81}	f 8.00 ^{AM 80}	54	N.....PLATT.....TO	797	298.0	126.7	FWT	7.10 ^{AM}	9.05 ^{AM}	9.05 ^{PM}	9.45 ^{AM}	8.00 ^{AM}		
									126.7 LEAVE					Daily	Daily	Daily	Daily	Daily except Sunday		
	12.6		12.1		27.2	31.5	27.2		Average speed per hour.					27.2	31.5	26.6	11.2	12.4		
	(10.00)		(10.30)		(4.40)	(4.00)	(4.40)		SCHEDULE TIME					(4.40)	(4.00)	(4.45)	(11.15)	(10.15)		

CENTRAL STANDARD TIME

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40 STATIONS Time Table No. 7 November 21, 1920				Station Numbers	M. P. Distance from St. Joseph	Distance from Pratt	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS		THIRD CLASS	
	83		91		311	3	1			312	4	2	92					82						
	Local Freight		California Gold Ball Freight		Pass'gr	Golden State Limited	Pass'gr				Los Angeles and El Paso Gold Ball Freight	Local Freight												
	Daily except Sunday		Daily		Daily	Daily	Daily																	
	AM 7.15		AM 5.00		PM 8.40	PM 6.00	AM 8.25	54	799	N.....PRATT.....	TO	797	298.0		F W T	AM 83 6.45	AM 8.55	PM 811 8.40	AM 1 8.25		PM 5.00			
	s 7.50		5.45		s 9.00	n 6.18	s 8.41	55	41	CU.....CULLISON.....	TO	806	307.1	9.1		s 6.28	n 8.41	s 8.25	7.50		s 4.05			
	s 8.30		6.15		s 9.15	n 6.30	s 8.57	55	37	WF.....WELLSFORD.....	TO	813	314.2	16.2	W	s 6.15	n 8.30	s 8.10	7.35		s 3.20			
	s 8.48		6.35		s 9.25	n 6.37	s 9.05	55	29	HD.....HAVILAND.....	TO	817	318.6	20.6		s 6.05	n 8.21	s 7.59	7.23		s 2.50			
	f 9.15		7.08		f 9.36	n 6.46	f 9.15	55	23	B.....BRENNHAM.....	TO	823	324.0	26.0		f 5.56	n 8.12	s 7.47	7.08		f 2.15			
	s 9.40		7.26		s 9.47	n 6.55	s 9.25	55	91	GB.....GREENSBURG.....	TO	827	328.6	30.6	W	s 5.47	n 8.04	s 7.37	6.50		s 1.45			
	f 10.05		7.56		f 10.05	n 7.05	f 9.35	00	40	J.....JOY.....	TO	832	334.1	36.1		f 5.37	n 7.56	s 7.24	6.30		f 1.10			
	s 10.43		8.35		s 10.10	n 7.15	s 9.45	62	37	MU.....MULLINVILLE.....	TO	837	338.9	40.9		s 5.28	n 7.47	s 7.15	6.15		s 12.45			
	s 11.55		9.30		s 10.30	n 7.30	s 10.05	30	185	BU.....BUCKLIN.....	TO	846	347.9	49.9	FWY	s 5.10	n 7.34	s 7.00	5.45		s 11.55			
	s 12.20		9.55		s 10.45	n 7.43	s 10.20	60	27	KG.....KINGSDOWN.....	TO	854	355.0	57.0		s 4.55	n 7.21	s 6.45	5.15		s 11.30			
	s 12.50		10.20		s 11.00	n 7.54	s 10.35	55	32	BM.....BLOOM.....	TO	861	362.8	64.8		s 4.40	n 7.10	s 6.30	4.40		s 11.10			
	s 1.15		10.50		s 11.15	n 8.06	s 10.50	58	39	MI.....MINNOLA.....	TO	869	370.0	72.0	W	s 4.25	n 7.00	s 6.17	4.00		s 10.50			
	1.35		11.15		11.24	n 8.15	11.00	77	06	A.....ADVANCE.....	TO	875	376.0	78.0		4.15	n 6.51	s 6.05	3.25		10.20			
	s 1.55		11.45		s 11.36	n 8.24	s 11.13	55	61	F.....FOWLER.....	TO	879	380.8	82.8		s 4.05	n 6.42	s 5.56	2.45		s 10.00			
	s 2.30		12.40		s 11.55	n 8.41	s 11.35	55	32	VN.....VEADE.....	TO	890	391.0	93.0	W	s 3.45	n 6.27	s 5.37	2.10		s 9.20			
	s 2.55		1.20		f 12.07	n 8.50	f 11.45	55	3	M.....MISSLER.....	TO	896	396.5	98.5		f 3.32	n 6.18	f 5.25	1.30		f 8.45			
	s 3.30		2.15		s 12.25	n 9.05	s 12.05	55	48	Q.....PLAINS.....	TO	905	406.4	108.4		s 3.17	n 6.06	s 5.09	1.00		s 8.15			
	s 4.00		3.00		s 12.40	n 9.18	s 12.17	69	8	KM.....KIMMET.....	TO	912	413.2	115.2	W	s 3.05	n 5.55	s 4.56	12.40		s 7.50			
	s 4.41		3.45		f 12.55	n 9.28	f 12.32	55	26	RK.....ARKALON.....	TO	920	421.2	123.2		s 2.50	n 5.42	f 4.41	12.01		s 7.20			
	f 5.00		4.29		f 1.08	n 9.37	f 12.44	55	4	H.....HAYNE.....	TO	925	426.1	128.1		f 2.40	n 5.32	f 4.29	11.45		f 7.00			
	5.30		5.00		1.25	n 9.50	f 1.00	86	800	RA.....LIBERAL.....	TO	933	434.2	136.2	FWTY	2.25	5.20	4.15	11.15		6.30			
	PM		PM		AM	PM	PM								AM	AM	PM	PM		AM				
	13.2		11.4		29.0	35.5	29.7			136.2	LEAVE				Daily	Daily	Daily	Daily		Daily except Sunday				
	(10.15)		(12.00)		(4.45)	(8.50)	(4.35)			Average speed per hour.														
										SCHEDULE TIME														

WESTWARD DODGE CITY BRANCH EASTWARD

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40a STATIONS Time Table No. 7 November 21, 1920				Station Nos.	M. P. Distance from St. Joseph	Distance from Bucklin	Fuel, Water, Turn Table and Wye	SECOND CLASS	
	561			562									
	Mixed												
	Daily Ex. Sunday												
	AM 11.00		84	300	BU.....BUCKLIN.....	TO	846	347.9		FWY	PM 2 6.15		
	s 11.40		15	43	HF.....FORD.....	TO	T 9	356.4	8.5		s 5.30		
	f 12.05		00	19	W.....WILROADS.....	TO	T 18	365.7	17.8		f 4.50		
	f 12.30		00	10	S.....SOUTH DODGE.....	TO	T 26	373.4	25.5		f 4.25		
	12.45		00	11	RH.....DODGE CITY.....	TO	T 27	374.4	26.5	W Y	4.15		
	PM										PM		
					26.5	LEAVE					Daily Ex. Sunday		
	15.1				Average speed per hour.							13.3	
	(1.45)				SCHEDULE TIME							(2.00)	

TRAINMASTERS:

- J. S. IRWIN,**
Pratt, Kansas. Pratt to Liberal, and Dodge City Branch.
- C. T. McHUGH,**
Pratt, Kansas. Herington to Pratt.
- H. E. McMULLEN,**
Dalhart, Texas. Liberal to Tucumcari.

- T. M. BRYDEN,** Chief Dispatcher, Pratt, Kansas.
 - E. F. PIPKIN,** Assistant Chief Dispatcher, Pratt, Kansas.
 - N. E. REYNOLDS,**
 - C. D. WILLIAMSON,**
 - A. G. DOUGLAS,**
 - R. A. SPIECKER,**
 - E. C. INGELS,**
 - J. B. JOHNSON,**
 - T. C. FARRELL,**
 - G. T. FORSYTH,**
- Dispatchers, Pratt, Kansas.

MOUNTAIN STANDARD TIME

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS	FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 6 STATIONS. Time Table No. 7 November 21, 1920				FIRST CLASS			SECOND CLASS	THIRD CLASS	
	87		91	1	311	3			LEAVE	Station Nos.	M. P. Distance from St. Joseph	Distance from Dalhart	Fuel, Water, Turn Table and Wye	2	312	4	92	86
	Local Freight		California Gold Ball Freight.	Pass'gr	Pass'gr	Golden State Limited						Pass'gr	Pass'gr	Golden State Limited	Los Angeles and El Paso Gold Ball Freight.	Local Freight		
	Mon. Wed. Friday.		Daily	Daily	Daily	Daily						Pass'gr	Pass'gr					
	AM 7.45		AM 4.00	PM 4.15	AM 4.30	AM 12.20	00	468	DA.....	1044	545.4	FWTY	AM 11.25	PM 9.25	AM 1.25	PM 12.05	PM 1.00	
	f 8.07		4.38 311	4.23	4.38 91	12.28	55	0	Ft. W. & D. C. Ry. WAGNER.....	1049	550.4	5.0	11.17	9.12	1.16	AM 11.35	f 12.45	
	f 8.22		5.00	f 4.30	f 4.47	n 12.36	55	12	.....	1054	555.1	9.7	f 11.10	f 9.04	n 1.09	2 11.10	PM 12.30
	s 9.05		5.35	s 4.47	s 5.05	n 12.53	55	17	AY.....	1065	566.6	21.2	s 10.53	s 8.46	n 12.53	10.20	s 11.55	
	9.15		5.50	4.52	5.11	12.59	0	17	.....	1069	570.5	25.1	10.48	8.40	12.44	10.10	11.45
	f 9.45		6.15	s 5.07	s 5.27	n 1.14	55	16	RM.....	1077	578.4	33.0	s 10.35	s 8.27	n 12.31	87 9.45	f 11.20	
	f 10.25		6.40	5.18	5.38	1.24	55	0	.....	1083	584.4	39.0	10.25	8.17	12.20	9.29	f 11.05
	10.32 AM		6.45 AM	5.22 PM	5.41 AM	1.27 AM			.....	1085	586.4	41.0	10.22 AM	8.13 PM	12.17 AM	9.23 AM	10.59 AM
									SUB-DIVISION 42 C. R. I. & P. Ry.—El Paso Div.									
	AM 10.32		AM 6.45	PM 5.22	AM 5.41	AM 1.27			.....	1085	586.4	41.0	AM 10.22	PM 8.13	AM 12.17	AM 9.23	AM 10.59
	s 10.55		7.45	s 5.35	s 5.54	n 1.37	65	34	UN.....	1089	590.8	45.4	s 10.15	s 8.06	n 12.10	9.10	s 10.55	
	s 11.20		8.40 93	s 5.49	s 6.11	1.49	56	2	.....	1096	598.9	53.5	s 10.00	s 7.51	PM 11.54	8.40	s 10.00
	11.30		8.50	5.54	6.17	1.54	27	115	.....	1099	601.8	56.4	9.54	7.44	11.47	8.25	9.20
	f 11.40		9.05	f 5.59	f 6.22	1.58	55	14	.....	1103	604.5	59.1	f 9.50	f 7.39	11.41	8.15	f 9.05
	f 11.59		9.40	f 6.08	f 6.34	2.07	56	0	.....	1109	610.0	64.6	f 9.40	f 7.29	11.32	8.00	f 8.40
	s 12.35		10.50	s 6.18	s 6.47	n 2.17	55	29	OA.....	1114	615.3	69.9	s 9.30	s 7.19	n 11.22	7.40	s 8.20	
	f 1.15		11.40AM	6.30	6.59	2.31	54	0	.....	1120	621.3	75.9	9.16	7.07	11.11	7.20	f 7.50
	f 1.35		12.05 PM	f 6.37	s 7.07	n 2.40	55	13	.....	1124	625.8	80.4	f 9.09	s 6.59	n 11.03	311 7.07	f 7.40
	f 2.00		12.35	6.48	7.17	2.54	56	0	.....	1129	631.5	87.1	8.59	6.48	10.53	6.45	f 7.17
	2.25 PM		1.00 PM	7.00 PM	7.30 AM	3.10 AM			CA.....	1137	638.5	93.1	f 8.45 AM	f 6.30 PM	10.40 PM	6.20 AM	6.45 AM	
									(93.1) LEAVE									
	14.2		10.3	38.8	31.6	32.8			Average speed per hour				34.9	31.9	33.8	16.2	14.9	
	(6.40)		(9.00)	(2.45)	(3.00)	(2.50)			SCHEDULE TIME				(2.40)	(2.55)	(2.45)	(5.45)	(6.15)	

TIME TABLE RULES—C. R. I. & P. Ry.

1. ON SINGLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (SEE GENERAL RULE 71.)
2. Trains date from their initial station on each sub-division. (See General Rule 4.)
3. No train must leave its initial station on any sub-division until its conductor has first reported at the Train Order office, ascertained if there are any orders for his train, and obtained Clearance Card, Form A.
- 3a. Rules 2 and 3 will not apply at Texhoma and Bravo.
4. Train Registering Books (see General Rule 83a) are located at Herington. Pratt. Bucklin. Dodge City. Liberal. Tucumcari. Bucklin and Dodge City for sub-division 40a trains only.
5. General Order Boards (see General Rule 83b) are located at Herington. Hutchinson. Pratt. Bucklin. Liberal. Tucumcari.
- 5a. Conductors and Enginemen are not required to consult General Order Boards at intermediate points on a Sub-Division.
6. Standard Clocks (see General Rules 3, 3a, 3b and 3c) are located at Herington. Pratt. Liberal. Tucumcari. Bucklin (for Sub-Division 40a trains only.)
7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.		
DR. A. E. HARRISON, <i>Surgeon and Examiner.</i>	Herington, Kas.		
DR. A. ENGBERG, DR. C. KLIPPEL.	Hutchinson, Kas.	104 1/2 South Main st. Rooms 705-706 Forabaugh-Wiley Bldg. Phone 82W. Citizens Bank Bldg. Phone 362.	402 E. First ave., Phone 152. 524 South Jackson. Phone 485.
DR. C. E. PHILLIPS, <i>Local Surgeon and Examiner.</i>	Pratt, Kas.		
DR. W. E. THOMSON, <i>Oculist and Aurist.</i>	Pratt, Kas.	Phone 262.	535 South Oak. Phone 6024.
W. H. ASHBY, DR. T. L. MCCARTHY.	Greensburg, Kas. Dodge City, Kas.	Phone 53. Cor. Second ave. and Chestnut st.	Phone 55. N. E. cor. First ave. and Locust st. Phone 146.
DR. C. E. BANDY, DR. WM. F. FEE, DR. A. M. MORROW, <i>Local Surgeon and Examiner.</i>	Bucklin, Kan. Meade, Kas. Liberal, Kas.	Bollinger Bldg. Phone 158. 2nd floor George Bldg.	Office Phone 22, Res- idence Phone 2165. Florence and Sixth. Phone 82 L.
DR. D. R. MACLEOD.	Tyrone, Okla.	Rooms 1 and 2, First National Bank Building.	
DR. W. J. RISEN, DR. W. H. LANGSTON, DR. I. H. LAMAR, DR. J. T. GAINES, DR. M. M. THOMPSON, J. M. DOUGHY, DR. W. L. BROWN,	Hooker, Okla. Guymon, Okla. Texhoma, Okla. Naravisa, N.M. Logan, N.M. Tucumcari, N.M. El Paso, Tex.	147 West Martinez st.	

thorities as soon as possible, and no expense incurred on behalf of the Company except the emergency attention above noted.

- 7c. Claim Agents are located as follows: W. C. CARLIDGE, Topeka, Kan.
8. Explanation of characters (see General Rule 6). Opposite stations: B—Block Station. TO—Train Order Station. W—Water Station. F—Fuel Station. T—Turn Table. Y—Wye. Opposite schedule figures: s—Regular Stop. ¶—Stop for Meals. f—Flag Stop to Receive or Discharge Passengers or Freight. m—Stop to receive passengers for, or to discharge passengers from El Paso and points west. n—Stop to receive passengers for, or discharge passengers from points west of El Paso. UX—Railroad grade crossing not protected by interlocking.
9. "The Calling-on-Arm Signal." See Rule 9 on page 7.
10. Maximum speed limit, as shown below, must not be exceeded. Engineers must use good judgment, and handle trains at a speed as much slower than herein prescribed as is necessary to insure absolute safety, even though track may not be covered by slow order. While it is important to make schedule, SAFETY MUST BE GIVEN FIRST CONSIDERATION. GENERAL ORDER AND PINK BULLETIN SPEED RESTRICTIONS MUST BE FULLY COMPLIED WITH.

PASSENGER TRAINS.	FREIGHT TRAINS.
Between Herington and Partridge: 55 miles an hour on tangents. 45 miles an hour on curves.	Between Herington and Partridge: 35 miles an hour on tangents. 25 miles an hour on curves over 4 degrees.
Between Partridge and Pratt: 50 miles an hour on tangents. 40 miles an hour on curves.	Between Partridge and Pratt: 30 miles an hour on tangents. 20 miles an hour on curves over 4 degrees.
Between Pratt and milepost 355: 55 miles an hour on tangents. 45 miles an hour on curves.	Between Pratt and milepost 355: 35 miles an hour on tangents. 25 miles an hour on curves over 4 degrees.
Between milepost 355 and milepost 380: 35 miles an hour.	Between milepost 355 and milepost 380: 25 miles an hour.
Between milepost 380 and milepost 417: 55 miles an hour on tangents. 45 miles an hour on curves.	Between milepost 380 and milepost 417: 35 miles an hour on tangents. 25 miles an hour on curves over 4 degrees.
Between milepost 417 and milepost 421: 30 miles an hour.	Between milepost 417 and milepost 421: 20 miles an hour.
Between milepost 421 and milepost 434: 40 miles an hour on tangents. 30 miles an hour on curves.	Between milepost 421 and milepost 434: 30 miles an hour on tangents. 20 miles an hour on curves over 4 degrees.
Between milepost 434 and Tucumcari: 55 miles an hour on tangents. 45 miles an hour on curves.	Between milepost 434 and Tucumcari: 35 miles an hour on tangents. 25 miles an hour on curves over 4 degrees.
On Dodge City Branch: 30 miles an hour on tangents. 20 miles an hour on curves.	On Dodge City Branch: 25 miles an hour on tangents. 20 miles an hour on curves over 4 degrees.

- 10a. The speed of passenger trains must not exceed 30 miles an hour nor of freight trains 20 miles an hour over interlocked grade crossings.
- 10b. The speed of trains and yard engines must not exceed six (6) miles an hour within the corporate limits of the city of Hutchinson, and they must receive proceed signal from crossing watchman before crossing Main Street, and while switching over this street must have a flagman stationed at the street crossing. Freight trains or yard engines must not stop so that Main Street crossing or any part thereof will be blockaded. Passenger trains may blockade Main Street crossing, or any part thereof, for a period of time not to exceed three (3) minutes for the purpose of taking water.
- 10c. Passenger trains must not exceed thirty (30) miles per hour and freight trains must not exceed ten (10) miles per hour over Canadian River Bridge No. 6165.
- 10d. The speed of trains and engines must not exceed six (6) miles an hour within the corporate limits of the city of Greensburg, eight (8) miles per hour through Bucklin, twelve (12) miles an hour through Durham, fifteen (15) miles an hour through Tampa, and twenty (20) miles an hour through Ramona.
- 10e. The speed of trains hauling dead engines must not exceed twenty-five (25) miles an hour when main rods are down, or fifteen (15) miles an hour when all rods are down.
- 10f. The speed of trains handling steam wreckers, pile-drivers, coal hoist machines, steam shovels, etc., dead in train, must not exceed twenty (20) miles an hour. These machines must be placed as close as possible to the rear of the train.
- 10g. The speed of engines backing up must not exceed fifteen (15) miles an hour.

12. Following Railroad crossings are not protected by interlocking signals (see General Rules 601 to 674.)

	Senior Road.
A.T. & S.F. Ry., M.P. 217.6.....	A.T. & S.F. Ry.
Mo. Pac. Ry., M.P. 219.3.....	Mo. Pac. Ry.
St. L. & S.F. Ry., M.P. 236.1 (Gate normally across St. L. & S. F. Tracks.)	C.R.I. & P. Ry.
Mo. Pac. Ry., M.P. 246.1.....	Mo. Pac. Ry.
A.T. & S.F. Ry., M.P. 246.5, (Gate normally across A.T. & S.F. Tracks.)	C.R.I. & P. Ry.
Mo. Pac. Ry., M.P. 277.6.....	Mo. Pac. Ry.
Mo. Pac. Ry., M.P. 285.5.....	Mo. Pac. Ry.

12a. All trains approaching the above crossings will stop at a point designated by Stop Board and not proceed until the track is clear, except at crossings shown as equipped with gate, which will be normally set across the foreign line track and at which point our trains will approach at such speed as will permit them to stop before reaching crossing in event it is occupied by foreign line train or gate is set across our track. Speed will be reduced to 10 miles per hour over railroad crossings at grade when protected by gate.

- 12a. Passenger trains shall have precedence at grade crossings, and should trains approach simultaneously, the train of the senior road at such crossing shall have precedence, and the second train to cross shall not start until the first train has cleared the crossing.
 - 12b. Trains must not stop on crossings, nor until they have cleared the crossing at least 60 feet, except where location of tank, coal chute or station requiring stop renders it impracticable to clear the crossing in accordance with the foregoing.
 - 12c. All trains and engines passing over Missouri Pacific crossing at Herington will come to full stop and send flagman ahead and not proceed except on signal from their own flagman.
 13. The following are auxiliary lines (see General Rules 14f and 14g):
Herington.....El Paso Division. Tucumcari.....Amarillo Division.
 14. Passengers may be carried on local freight trains. When more than one section of any local freight train is run, only the last section of such train will carry passengers.
 16. Yard Limits are indicated by Yard Limit Boards at (see General Rule 93):
Herington. Hutchinson. Pratt. Bucklin. Dodge City. Liberal. Tucumcari.
 - 16a. Whoever obstructs the main track, within "yard limits" under the authority of Rule 93, must protect by flag when the obstructions cannot for any reason be plainly seen from approaching train for a distance of at least 750 feet (25 rail lengths). This, however, does not relieve the moving train from absolute compliance with Rule 93. In case of collision the responsibility rests with the moving train or engine.
 - 16b. All westbound first-class trains will come to full stop 200 feet east of T. & M. Junction Switch, Tucumcari. All trains must be under control between Passenger Depot at Tucumcari and Amarillo Division Junction Switch at Tucumcari, expecting to find Amarillo Division trains occupying main track.
 - 16c. Connection has been made with A. T. & S. F. Railway at milepost 373 and 21 poles on the Dodge City Branch. Dodge City yard limit board is located at a point one-half mile east of this connection, which places A.T. & S.F. Junction inside of yard limit, and trains moving in this territory will govern their speed accordingly, anticipating movement of trains on our main line between junctions referred to above and Dodge City proper.
 19. All trains and engines will move under control between east and west outside switches in Herington Yard. Eastbound trains will approach El Paso Division Junction Switch in Herington Yard under control, expecting to find switch against them; also expecting crossover from Salina Main Line at Walnut Street occupied. Incoming eastbound trains will be held responsible for any accident that may happen while approaching Herington Passenger Station.
 23. At meeting and passing points a train awaiting arrival of another train should, if practicable, stop at least 600 feet from clearance of facing point switch over which expected train will pass.
 31. Minimum clearance of bridges (see Rule 702):
Height, above rail, 18 feet 9 inches; width, 11 feet 4 inches.
 32. Track scales are located as follows:
- | Location. | Length, Feet. | Capacity, Tms. |
|-----------------|---------------|----------------|
| Herington..... | 46 | 100 |
| Hutchinson..... | 46 | 100 |
| Pratt..... | 46 | 100 |
| Liberal..... | 46 | 100 |
| Tucumcari..... | 46 | 100 |
36. Lights on train order signals will not be displayed when train order offices are closed. (See General Rule 221.)

TIME TABLE RULES—Continued.

40. The following hours of duty will be observed at Train Order Stations, subject to change by General Order. When so changed all concerned will note the change *in pencil* on their copy of the Time Table.

STATION	Regular Hours Week Days		Regular Hours Sundays		Occupation	STATION	Regular Hours Week Days		Regular Hours Sundays		Occupation	STATION	Regular Hours Week Days		Regular Hours Sundays		Occupation
	From	To	From	To			From	To	From	To			From	To	From	To	
Herington.....	Continuous		Continuous			Turon.....	8:00 am	5:00 pm	8:00 am	12 noon	Agent and Opr.	Plains.....	Continuous		10:00 am	1:00 pm	Agent and Opr.
Ramona.....	Continuous		1:00 am	4:00 am	3d trick.	Preston.....	Continuous		8:00 am	12 noon	Agent and Opr.		4:00 pm	6:00 pm	4:00 pm	6:00 pm	2d trick.
			1:00 pm	4:00 pm	Agent and Opr.				4:00 pm	11:00 pm	2d trick.		9:00 pm	11:00 pm	12:00 mid.	1:00 am	3d trick.
			4:00 pm	5:00 pm	2d trick.				6:00 am	8:00 am	3d trick.		6:00 am	8:00 am			
Tampa.....	8:00 am	5:00 pm	12:45 pm	3:45 pm	Agent and Opr.	Natrona.....	8:30 am	5:30 pm	10:00 am	12 noon	Agent and Opr.	Kismet.....	8:00 am	12:00 mid.	8:00 am	1:00 pm	Agent and Opr.
Durham.....	Continuous		12:30 am	4:30 am	3d trick.	Pratt.....	Continuous		Continuous				4:30 pm	5:30 pm	4:30 pm	5:30 pm	2d trick.
			{ 8 am to 11 am and		Agent and Opr.								9:00 pm	12:00 mid.	9:00 pm	12:00 mid.	
			{ 12 noon to 4 pm		2d trick.								8:00 am	1:00 pm	8:00 am	1:00 pm	Agent and Opr.
			{ 4:00 pm 6:00 pm			Cullison.....	7:30 am	4:30 pm	8:30 am	10:30 am	Agent and Opr.	Arkalon.....	8:30 am	5:30 pm	12:15 pm	1:15 pm	Agent and Opr.
Canton.....	8:00 am	5:00 pm	12:00 noon	4:00 pm	Agent and Opr.	Wellsford.....	8:00 am	12:00 mid.	8:30 am	10:30 am	Agent and Opr.		4:30 pm	5:30 pm	4:30 pm	5:30 pm	Agent and Opr.
Galva.....	8:30 am	5:30 pm	12:00 noon	4:00 pm	Agent and Opr.	Haviland.....	8:00 am	5:00 pm	8:30 am	10:30 am	Agent and Opr.	Liberal.....	Continuous		Continuous		
McPherson.....	Continuous		Continuous			Greensburg.....	Continuous		8:00 am	11:00 am	1st trick.	Tyrone.....	7:00 am	4:00 pm	12:30 pm	3:30 pm	Agent and Opr.
Groveland.....	8:30 am	5:30 pm	11:30 am	5:30 pm	Agent and Opr.				4:00 pm	5:00 pm	2d trick.	Hooker.....	8:30 am	4:30 pm	12:00 pm	3:00 pm	1st trick.
Inman.....	8:30 am	5:30 pm	11:30 am	1:30 pm	Agent and Opr.				6:00 pm	9:00 pm	2d trick.		6:30 pm	2:30 am	8:30 pm	2:30 am	2d trick.
			3:00 pm	5:00 pm	Agent and Opr.	Mullinville.....	7:30 am	4:30 pm	7:30 am	10:30 am	Agent and Opr.	Optima.....	8:00 am	5:00 pm	11:45 am	2:45 pm	Agent and Opr.
Medora.....	Continuous		4:30 am	6:30 am	3d trick.	Bucklin.....	Continuous		Continuous				11:30 am	2:30 pm	11:30 am	2:30 pm	1st trick.
			11:00 am	2:00 pm	Agent and Opr.								6:00 pm	12:00 mid.	6:00 pm	12:00 mid.	2d trick.
			3:00 pm	4:00 pm	Agent and Opr.	Kingsdown.....	7:30 am	4:30 pm	7:00 am	9:00 am	Agent and Opr.	Goodwell.....	9:00 am	5:00 pm	1:00 pm	3:00 pm	Agent and Opr.
			4:00 pm	5:00 pm	2d trick.				10:00 am	11:00 am	Agent and Opr.		10:00 pm	6:00 am	10:00 pm	3:00 am	2d trick.
			10:00 pm	12 mid.	2d trick.	Bloom.....	7:30 am	4:30 pm	7:00 am	9:00 am	Agent and Opr.	Texhoma.....	Continuous		10:00 am	4:00 pm	1st trick.
Hutchinson.....	Continuous		Continuous						10:00 am	11:00 am	Agent and Opr.				10:00 pm	12:00 mid.	2d trick.
Partridge.....	8:00 am	5:00 pm	12:00 noon	1:00 pm	Agent and Opr.	Mineola.....	Continuous		12:00 mid.	1:00 am	3d trick.	Ford.....	8:30 am	5:30 pm	Closed		
			3:30 pm	4:30 pm					6:00 am	8:00 am	1st trick.				12:00 mid.	4:00 am	3d trick.
Arlington.....	Continuous		8:00 am	1:00 pm	1st trick.				8:00 am	12:00 noon	2d trick.	Dodge City.....	8:00 am	5:00 pm	9:00 am	11:00 am	Agent and Opr.
			3:00 pm	4:00 pm		Fowler.....	8:00 am	5:00 pm	8:00 am	10:00 am	1st trick.	Naravisa.....	Continuous		Continuous		
			4:00 pm	7:00 pm									Continuous		8:00 am	11:00 am	Agent and Opr.
			8:30 pm	10:30 pm	2d trick.	Meade.....	Continuous		12:00 mid.	1:00 am	3d trick.	Logan.....	Continuous		5:30 pm	7:30 pm	2d trick.
			12:00 mid.	1:00 am	3d trick.				6:00 am	8:00 am	1st trick.				2:00 am	8:00 am	3d trick.
			6:00 am	8:00 am					8:00 am	12:00 noon		Tucumcari.....	Continuous		Continuous		
Langdon.....	6:45 am	3:45 pm	7:00 am	12 noon	Agent and Opr.				4:00 pm	6:30 pm	2d trick.				Continuous		
									8:30 pm	10:30 pm					Continuous		

TIME TABLE RULES—C. R. I. & G. Ry.

1. ON SINGLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (SEE GENERAL RULE 71.)

2. Trains date from their initial station on each Sub-Division. (See General Rule 4.)
3. No train must leave its initial station on any Sub-Division until its conductor has first reported at the Train Order office, ascertained if there are any orders for his train, and obtained Clearance Card, Form A.
- 3a. Rules 2 and 3 will not apply at Texhoma or Bravo.
4. Train Registering Books (see General Rule 83a) are located at Dalhart.
5. General Order Boards (see General Rule 83b) are located at Dalhart.
6. Standard Clocks (see General Rules 3, 3a, 3b and 3c) are located at Dalhart.
7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon,</i>	Chicago, Ill.....		
DR. G. WALLER DAWSON, <i>Surgeon and Examiner,</i>	Dalhart, Tex.....		
DR. A. J. LOVELL, <i>Substitute,</i>	Dalhart, Tex.....	Trans-Canadian Sanitarium..... Telephone 11.	Telephone 154.
DR. JOHN W. NORVELL,	Stratford, Texas.	Telephone 29.	Telephone 53.

7a. Prompt report must be made of all accidents—personal injuries when train is not wrecked—by message to Superintendent, who will promptly advise Claim Department. In case of train wreck, Telegraph Accident Report must be made at once (Form 588) as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms according to the instructions thereon, and in the Book of Rules:

- Personal Injury Report—(Form G41 or G42 as appropriate).
- List of Passengers—(Form CT29).
- Ejectment—(Form 1337).
- Inspection—(Form 704).
- Fire Report—(Form MW42).
- Stock Report—(Enginemen—Form 1301).
- Stock Report—(Sectionmen—Form 1251).

7b. SURGICAL ATTENTION. (Passengers and Employés.) Whenever passengers or employés are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and, if seriously injured, calling the nearest competent surgeon to be had, to attend them until the Company's Surgeon can get to the place of the accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others.) When persons, not employés or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.), are injured, if they are unable to care for themselves and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only, and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred on behalf of the Company except the emergency attention above noted.

7c. Claim Agents are located as follows: W. P. WILLIAMS, Fort Worth, Texas.

8. Explanation of characters (see General Rule 6). Opposite Stations: B—Block Station. TO—Train Order Station. W—Water Station. F—Fuel Station. T—Turn Table. Y—Wye. Opposite Schedule Figures: s—Regular Stop. ¶—Stop for Meals. f—Flag Stop to Receive or Discharge Passengers or Freight. m—Stop to receive passengers for, or to discharge passengers from El Paso and points west. n—Stop to receive passengers for, or to discharge passengers from points west of El Paso. UX—Railroad Grade Crossing not protected by Interlocking.

9. Calling-on-Arm Signal is defined as a short and the lowest arm on an interlocking mast, and is used in connection with interlocking signals to permit a greater freedom of train movement. It governs over all possible routes through the interlocking, and its indications are as follows:

SIGNAL.		OCCASION FOR USE.	INDICATION.
Arm.	Night— Color	<i>The signal will be displayed when—</i>	<i>For Enginemen and Trainmen.</i>
(a) Horizontal..	Red.....	Route is not clear.....	Stop.
(b) Diagonal, 45 Degrees.	Yellow...	Route may not be clear.....	Proceed at low speed, prepared to stop.

Towerman should hold Calling-on-Arm at stop until the train is stopped, in the event he wishes to move that train along main line with another train on main line. If he desires to move train into some diverging route, even though train is ahead on main line, he can clear the calling-on-arm to 45 degrees and allow train to proceed into interlocking, without stopping, at low speed prepared to stop.

10. Maximum speed limit, as shown below, must not be exceeded. Engineers must use good judgment, and handle trains at a speed as much slower than herein prescribed as is necessary to insure absolute safety, even though track may not be covered by slow order. While it is important to make schedule, SAFETY MUST BE GIVEN FIRST CONSIDERATION. GENERAL ORDER AND PINK BULLETIN SPEED RESTRICTIONS MUST BE FULLY COMPLIED WITH.

PASSENGER TRAINS.

- Between Texhoma and milepost 574:
55 miles an hour on tangents.
45 miles an hour on curves.
- Between milepost 574 and milepost 576:
35 miles an hour.
- Between milepost 576 and Bravo:
55 miles an hour on tangents.
45 miles an hour on curves.

FREIGHT TRAINS.

- Between Texhoma and milepost 574:
35 miles an hour on tangents.
25 miles an hour on curves over 4 degr's.
- Between milepost 574 and milepost 576:
20 miles an hour.
- Between milepost 576 and Bravo:
35 miles an hour on tangents.
25 miles an hour on curves over 4 degr's.

10a. The speed of passenger trains must not exceed thirty (30) miles an hour nor of freight trains twenty (20) miles an hour over interlocked grade crossings.

10b. The speed of trains hauling dead engines must not exceed twenty-five (25) miles an hour when main rods are down and fifteen (15) miles an hour when all rods are down.

10c. The speed of trains handling steam wreckers, pile-drivers, coal hoist machines, steam shovels, etc., dead in train, must not exceed twenty (20) miles an hour. These machines must be placed as closely as possible to the rear of the train.

10d. The speed of engines backing up must not exceed fifteen (15) miles an hour.

10e. The speed of first-class trains must not exceed fifteen (15) miles an hour over switches Dalhart yard.

12. The crossing of the F. W. & D. C. Ry., at Dalhart, is protected by Interlocking Signals.

14. Passengers will not be carried on freight trains.

16. Yard Limits are indicated by yard limit boards at Dalhart. (See General Rule 93.)

16a. Whoever obstructs the main track, within "yard limits" under the authority of Rule 93, must protect by flag when the obstructions cannot for any reason be plainly seen from approaching train for a distance of at least 750 feet (25 rail lengths). This, however, does not relieve the moving train from absolute compliance with Rule 93. In case of collision the responsibility rests with the moving train or engine.

23. At meeting and passing points a train awaiting arrival of another train should, if practicable, stop at least 600 feet from clearance of facing point switch over which expected train will pass.

32. Track scales are located as follows:

Station.	Length, Feet.	Capacity, Tons.
Dalhart.....	38	100

36. Lights on train-order signals will not be displayed when train order offices are closed. (See General Rule 221.)

37. Telephones connecting with Dalhart central office at Stevens, Conlen, Chamberlin, Hitt, Wagner, and Rehm.

40. The following hours of duty will be observed at Train Order Stations, subject to change by General Order. When so changed, all concerned will note the change in pencil on their copy of the Time Table:

STATION	Regular Hours Week Days		Regular Hours Sundays		Occupation
	From	To	From	To	
Texhoma.....	Continuous		10:00 am	4:00 pm	1st trick. 2d trick. 3d trick.
Stratford.....	8:30 am	4:30 pm	12:15 pm	3:15 pm	Agent and Opr. 2d trick.
Dalhart.....	Continuous		Continuous		
Middlewater....	8:30 am	5:30 pm	Closed		Agent and Opr.
Romero.....	8:30 am	5:30 pm	8:00 am	11:00 am	Agent and Opr.

**H. E. McMULLEN, Trainmaster, } Texhoma to Bravo.
Dalhart, Texas.**

**W. S. PHILLIPS, Chief Dispatcher, Dalhart, Texas.
M. L. ELLIS, Assistant Chief Dispatcher, Dalhart, Texas.
I. C. LEGER,
T. J. McCUNE,
R. S. HOLMES,
H. B. TOWNSLEY,
R. E. MINNIS,** } Dispatchers, Dalhart, Texas.

TIME TABLE RULES—Continued.

INSTRUCTIONS FOR APPLICATION OF LOCOMOTIVE ADJUSTED TONNAGE RATING—EL PASO DIVISION.

Ratings given in table below are based on tons, and indicate hauling capacity under favorable weather and operating conditions of the engines by classes as they appear opposite the ratings, and therefore represent 100% of full rating.

Should it be desired to run trains with less than 100% of full rating, on account of unfavorable weather or operating conditions, to expedite the movement of important freight and trains performing local service, or for other reasons, the Chief Dispatcher may issue instructions authorizing.

Actual weight of loaded or empty cars must not be estimated or assumed when they are available from car stencil or record. Conductors and Yard Masters will provide themselves with statement of estimated weights of cars by classes and such estimates will be used when actual weights are not available.

Estimates may be used when actual weight cannot be determined (but not otherwise) in case of cars loaded with light commodities such as hay, cotton, or bran, using one-half the marked capacity as weight of contents, except that for cars loaded with merchandise, five tons will be estimated as weight of contents.

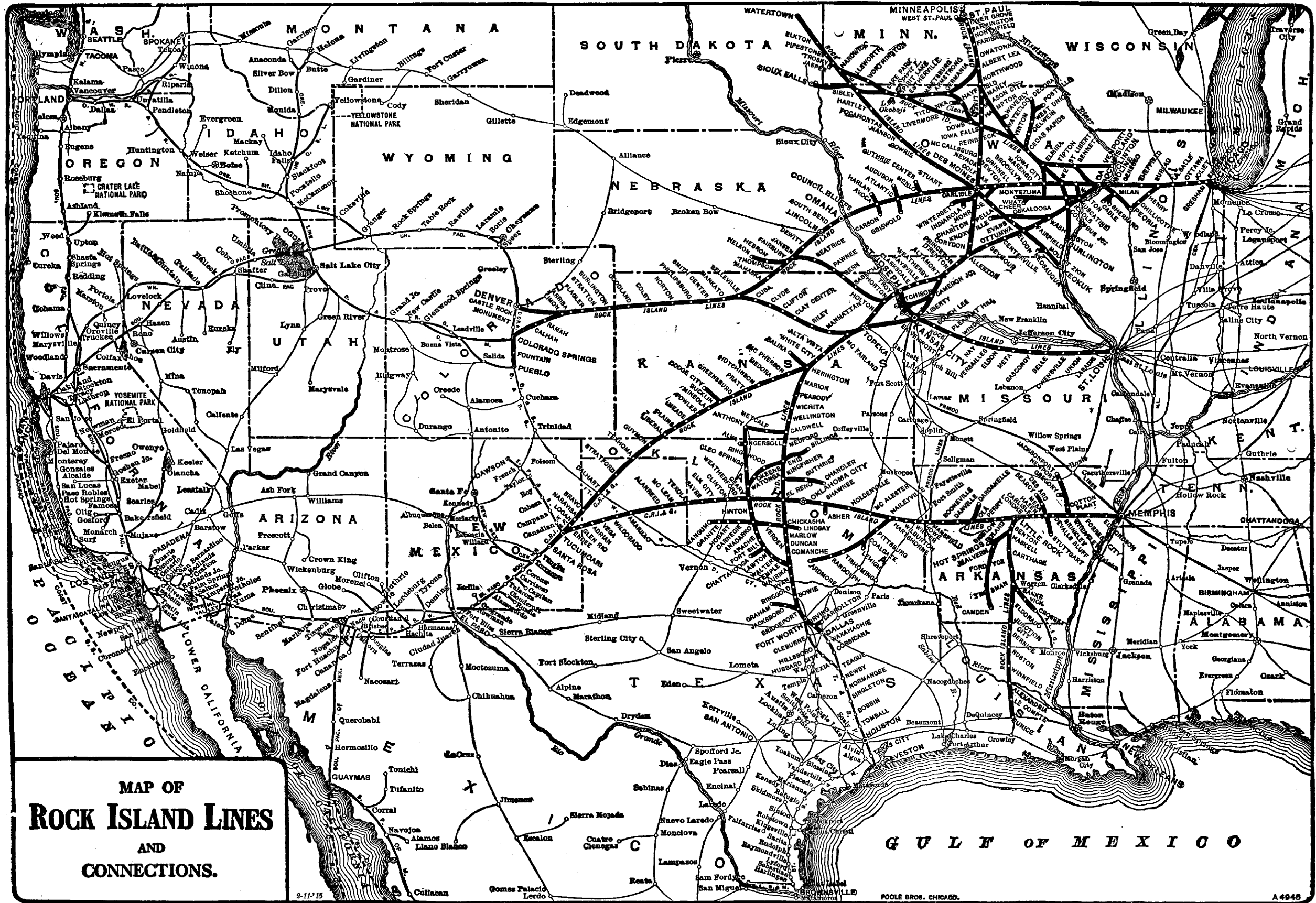
When converting actual tons of cars from pounds to tons by dividing weight (pounds) by 2000, omit remainder of 999 pounds or less, but consider a remainder of 1,000 pounds or more as one ton.

The caboose will be counted as one of the cars of the train. "Dead" engines hauled in train will be considered as one car in calculating Car Factor. When the total tonnage of train, including caboose, totals fifteen or more tons less than authorized rating, another car will be added.

EXPLANATION OF TONNAGE RATING TABLES AND INSTRUCTIONS, WITH EXAMPLE OF METHOD TO BE USED IN APPLICATION OF SAME.

In determining the tonnage to be hauled in trains of various lengths, the Chief Dispatcher, either by special instructions covering individual cases, or by published standing instructions, will indicate the number of cars to be hauled, represented by column "A"; from this should be subtracted the number of cars shown in column "C," the result or remainder to be multiplied by Car Factor as shown under column "B," the product so obtained to be subtracted from adjusted rating or figure shown in column "E," and the result or remainder will give the actual tons which should be hauled. Thus, in the case of a 39 class engine, which Chief Dispatcher instructs shall be given drag rating with 60 cars, if table shows in column "B" 7, in column "C" 25, in column "E" 2,130, the tonnage to be handled would be figured: $60 - 25 \times 7 = 245$, which subtracted from 2130 = 1885.

WESTWARD.							EASTWARD.				
BETWEEN	ENGINES		CAR FACTOR				BETWEEN	CAR FACTOR.			
	Road Class	Sat. or Sup.	Car Limit	Tons per Car	Only when train consists of over the following cars.	Rating		Car Limit	Tons per Car	Only when train consists of over the following cars.	Rating
			A	B	C	E	A	B	C	E	
HERINGTON AND HUTCHINSON	43	Sup.	65	7	25	1730	TUCUMCARI AND NARAVISA	65	6	22	1570
	41	Sup.	65	7	24	1660		65	6	22	1500
	39	Sat.	60	7	22	1580		60	6	20	1430
	28	Sat.	50	7	16	1130		50	6	14	1010
HUTCHINSON AND PRATT	43	Sup.	65	7	25	1890	NARAVISA AND DALHART	65	6	25	1890
	41	Sup.	65	7	25	1800		65	6	25	1800
	39	Sat.	60	7	25	1700		60	6	25	1700
	28	Sat.	50	7	17	1220		50	6	17	1230
PRATT AND LIBERAL	43	Sup.	65	7	25	1820	DALHART AND GUYMON	65	7	25	3670
	41	Sup.	65	7	25	1730		65	7	25	3500
	39	Sat.	60	7	25	1640		60	7	25	3320
	28	Sat.	50	7	17	1180		50	7	25	2325
LIBERAL AND DALHART	43	Sup.	65	7	25	1870	GUYMON AND OPTIMA	65	7	25	2250
	41	Sup.	65	7	25	1770		65	7	25	2150
	39	Sat.	60	7	25	1690		60	7	25	2020
	28	Sat.	50	7	17	1220		50	7	20	1440
DALHART AND TUCUMCARI	43	Sup.	65	6	22	1570	OPTIMA AND LIBERAL	65	None	.....	4400
	41	Sup.	65	6	22	1500		65	.....	.....	4200
	39	Sat.	60	6	20	1430		60	.....	.....	4000
	28	Sat.	50	6	14	1010		50	.....	.....	2870
	43	Sup.	.....	.....	.....	.....	LIBERAL AND MINEOLA	65	7	25	1980
	41	Sup.	.....	.....	.....	.....		65	7	25	1870
	39	Sat.	.....	.....	.....	.....		60	7	25	1770
	28	Sat.	.....	.....	.....	.....		50	7	18	1270
	43	Sup.	.....	.....	.....	.....	MINEOLA AND MULLINVILLE	65	7	25	3400
	41	Sup.	.....	.....	.....	.....		65	7	25	3220
	39	Sat.	.....	.....	.....	.....		60	7	25	3060
	28	Sat.	.....	.....	.....	.....		50	7	25	2150
	43	Sup.	.....	.....	.....	.....	MULLINVILLE AND PRATT	65	None	.....	4400
	41	Sup.	.....	.....	.....	.....		65	None	.....	4200
	39	Sat.	.....	.....	.....	.....		60	None	.....	4000
	28	Sat.	.....	.....	.....	.....		50	None	.....	2870
	43	Sup.	.....	.....	.....	.....	PRATT AND PARTRIDGE	65	7	25	2020
	41	Sup.	.....	.....	.....	.....		65	7	25	1920
	39	Sat.	.....	.....	.....	.....		60	7	25	1820
	28	Sat.	.....	.....	.....	.....		50	7	19	1310
	43	Sup.	.....	.....	.....	.....	PARTRIDGE AND HUTCHINSON	65	None	.....	4400
	41	Sup.	.....	.....	.....	.....		65	None	.....	4200
	39	Sat.	.....	.....	.....	.....		60	None	.....	4000
	28	Sat.	.....	.....	.....	.....		50	None	.....	2870
	43	Sup.	.....	.....	.....	.....	HUTCHINSON AND RAMONA	65	7	25	1980
	41	Sup.	.....	.....	.....	.....		65	7	25	1870
	39	Sat.	.....	.....	.....	.....		60	7	25	1770
	28	Sat.	.....	.....	.....	.....		50	7	18	1270
	43	Sup.	.....	.....	.....	.....	RAMONA AND HERINGTON	65	7	25	3670
	41	Sup.	.....	.....	.....	.....		65	7	25	3500
	39	Sat.	.....	.....	.....	.....		60	7	25	3320
	28	Sat.	.....	.....	.....	.....		50	7	25	2325



MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.

2-11-15

POOLE BROS. CHICAGO.

A 4945