

**CHICAGO, ROCK ISLAND & PACIFIC RAILWAY—El Paso Division.
SECOND DISTRICT.**

AND

CHICAGO, ROCK ISLAND & GULF RAILWAY—Mexico Division.

TIME TABLE No. 18

Taking Effect Sunday, November 26, 1911, at 12:01 A. M.

CENTRAL TIME.

Superseding Time Table No. 17.

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.

A. E. SWEET,
General Manager C. R. I. & P. Ry.

W. M. WHITENTON,
Vice-President and Genl. Mgr. C. R. I. & G. Ry.

J. B. SMALLEY,
General Supt. C. R. I. & P. Ry.

H. P. GREENOUGH,
Superintendent.

TIME TABLE RULES.

1. On single track, westward trains are superior to eastward trains of the same class. (See General Rule 71.)
 - 1a. No. 3 is superior to all other trains.
 - 1b. No. 4 is superior to all other trains except No. 3.
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. Rule 3 will not apply at Texhoma and Bravo.
4. Train Registering Books (see General Rule 83a) are located at

Herington.	Pratt.	Bucklin.	Liberal.	Tucumcari.
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 Dodge City and Bucklin for sub-division 40a trains only.
5. General Order Boards (see General Rule 83b) are located at

Herington.	Pratt.	Bucklin.	Liberal.	Tucumcari.
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- 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.
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 Bucklin (for Sub-Division 40a trains only.)
7. Company Surgeons are located as follows:

NAME	LOCAT ON	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.		
DR. SCHUYLER NICHOLS, <i>Surgeon and Examiner.</i>	Herington, Kas.	Room No. 1, 27 N. Main st.	612 S. Maple St.
DR. H. S. SIMPSON, <i>DR. C. KLIPPEL,</i> <i>DR. F. PEAK.</i>	McPherson, Kas. Hutchinson, Kas.	Citizens' Bank Bldg., Phone 88.	402 E First ave., Phone 152.
DR. F. PEAK, <i>Surgeon and Examiner.</i>	Pratt, Kas.		
B. J. PATTERSON, <i>Substitute Local Surgeon.</i>	Pratt, Kas.		
DR. H. J. WILLEY, <i>DR. H. FANNON,</i> <i>DR. T. L. MCCARTHY,</i> <i>DR. W. F. FEE.</i>	McPherson, Kas. Bucklin, Kas. Dodge City, Kas. Meade, Kas.	Cor. Second ave. and Chestnut st.	N. E. cor. First ave. and Locust st.
DR. R. T. NICHOLS, <i>Surgeon and Examiner.</i>	Liberal, Kas.	Kansas ave. and Second st.	Cor. First and Iuka sts.
DR. W. H. LANGSTON, <i>DR. J. M. DOUGHTY,</i> <i>DR. J. T. GAINES,</i> <i>DR. H. D. NICHOLS,</i> <i>DR. R. J. HOMPSON (sub.),</i> <i>DR. W. L. BROWN,</i>	Guymon, Okla. Texhoma, Okla. Naravissa, N.M. Tucumcari, N.M. Tucumcari, N.M. El Paso, Tex		

- 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).
 - Inspection—(Form 704).
 - 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. 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 C. R. I. & P.—El Paso Division.

Stop to Receive or Discharge Passengers or Freight. g—Stop for Passengers Destined El Paso or West thereof, or for Passengers Destined Kansas City or East thereof. p—Stops to Discharge Paying Passengers from Hutchinson or Points East thereof.

10. The speed of trains must not exceed the following rates:

PASSENGER TRAINS.	FREIGHT TRAINS.
Between Herington and Partridge: 60 miles an hour on tangents. 45 miles an hour on curves.	Between Herington and Partridge: 40 miles an hour on tangents. 30 miles an hour on curves.
Between Partridge and Pratt: 50 miles an hour on tangents. 40 miles an hour on curves.	Between Partridge and milepost 355: 30 miles an hour on tangents. 20 miles an hour on curves.
Between Pratt and milepost 355: 40 miles an hour on tangents. 30 miles an hour on curves.	Between milepost 355 and milepost 370: 25 miles an hour.
Between milepost 355 and milepost 370: 35 miles an hour.	Between milepost 370 and milepost 417: 30 miles an hour on tangents. 20 miles an hour on curves.
Between milepost 370 and milepost 417: 40 miles an hour on tangents. 30 miles an hour on curves.	Between milepost 417 and milepost 421: 20 miles an hour.
Between milepost 417 and milepost 421: 30 miles an hour.	Between milepost 421 and milepost 466: 30 miles an hour on tangents. 20 miles an hour on curves.
Between milepost 421 and milepost 466: 40 miles an hour on tangents. 30 miles an hour on curves.	Between milepost 466 and milepost 471: 20 miles an hour.
Between milepost 466 and milepost 471: 30 miles an hour.	Between milepost 471 and milepost 488: 30 miles an hour on tangents. 20 miles an hour on curves.
Between milepost 471 and milepost 488: 40 miles an hour on tangents. 30 miles an hour on curves.	Between milepost 488 and Tucumcari: 60 miles an hour on tangents. 45 miles an hour on curves.
Between milepost 488 and Tucumcari: 60 miles an hour on tangents. 45 miles an hour on curves.	On Dodge City Branch: 30 miles an hour on tangents. 20 miles an hour on curves.

- 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, Kansas, and they must not pass Main Street Crossing without first sending a flagman ahead to protect teams, street cars or pedestrians while train or engine is passing, and while switching over this street must have a flagman stationed at the street crossing as a watchman. A flagman will be stationed at Main Street Crossing, Hutchinson, from 6:30 A. M. until 6:00 P. M., during which time it will not be necessary to send a flagman ahead; but trains and engines must come to a full stop before reaching the crossing, and not attempt to pass over it without a signal from the crossing flagman. 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 minutes, for the purpose of taking water at Hutchinson.
 - 10c. The speed of trains and yard engines over Arkansas River Bridge at Hutchinson and Canadian River Bridge No. 6165 must not exceed ten (10) miles an hour.
 - 10d. The speed of trains and engines must not exceed six (6) miles an hour within the corporate limits of the city of Greensburg.
 - 10e. The speed of trains must not exceed eight (8) miles an hour through yard at Bucklin.
 - 10f. The speed of trains hauling dead engines must not exceed fifteen (15) miles an hour.
 - 10g. 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.
 - 10h. The speed of engines backing up must not exceed fifteen (15) miles an hour.
 12. All railway crossings at grade are protected by interlocking signals (see Rules 601 to 674) except as follows:

A. T. & S. F. Ry., M. P. 177.5, A. T. & S. F. Ry.	Mo. Pac. Ry., M. P. 245.9, Mo. Pac. Ry.	Senior Road.
A. T. & S. F. Ry., M. P. 217.6, A. T. & S. F. Ry.	A. T. & S. F. Ry., M. P. 246.3, C. R. I. & P. Ry.	Senior Road.
Mo. Pac. Ry., M. P. 219.3, Mo. Pac. Ry.	Mo. Pac. Ry., M. P. 277.6, Mo. Pac. Ry.	
St. L. & S. F., M. P. 236.1, C. R. I. & P. Ry.	Mo. Pac. Ry., M. P. 285.5, Mo. Pac. Ry.	
- Trains and engines approaching these crossings must stop at a point designated by stop-board and not proceed until sure that the track is clear. (See General Rules 14b and 98.)

- 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.

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 the last section of local freight trains.
16. All except first-class trains moving within designated yard limits, must be under such control as to avoid the possibility of accident. At all other stations train must be protected as per Rule No. 99.
- 16a. 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.

19. At Herington, trains and yard engines will move with great care between the junction switches just west of the passenger station and the switches leading to the east freight yard east of the Missouri Pacific crossing.
20. On sub-divisions where a minimum running time column is shown, General Rule 86 is modified as follows:

"Inferior trains must clear the arriving time of first class train in the same direction not less than five (5) minutes. The arriving time to be cleared at any station is the schedule time at the last station in the rear where time is shown, plus the number of minutes between the stations concerned shown in the minimum running time column. Thus, the leaving time of No. 3 at Arlington being 6:00 P. M., and the minimum running time between Arlington and Langdon being eleven (11) minutes, No. 3 is due to arrive at Langdon at 6:11 P. M., and a westward inferior train must be clear of the main track at Langdon by 6:06 P. M. But when the schedule time of a first-class train between stations is shown to be ten (10) minutes or less, General Rule 86 must be conformed to."
21. Minimum clearance of bridges (see Rule 702):
 - Height, above rail, 18 feet 9 inches; width, 11 feet 4 inches.

22. Track scales are located as follows:

Location.	Length, Feet.	Capacity, Tons.
Herington.....	46	100
Hutchinson.....	36	40
Pratt.....	46	100
Liberal.....	46	100
Tucumcari.....	46	100

33. Mail Cranes between stations are located as follows:
 - Doles Park, milepost 201.5.
36. Lights on train order signals will not be displayed when train order offices are closed. (See General Rule 221).
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:

Herington.....	Continuous	Bucklin.....	Continuous
Ramona.....	6:30 A. M. to 6:30 P. M.	Kingsdown.....	7:30 A. M. to 7:30 P. M.
Tampa.....	7:00 A. M. to 7:00 P. M.	Bloom.....	7:30 A. M. to 7:30 P. M.
Durham.....	{ 7:30 A. M. to 5:30 P. M. 7:30 P. M. to 5:30 A. M.	Mineola.....	{ 7:30 A. M. to 5:30 P. M. 6:30 P. M. to 4:30 A. M.
Canton.....	7:30 A. M. to 7:30 P. M.	Fowler.....	7:30 A. M. to 7:30 P. M.
Galva.....	7:30 A. M. to 7:30 P. M.	Meade.....	{ 8:00 A. M. to 6:00 P. M. 9:00 P. M. to 7:00 A. M.
McPherson.....	Continuous	Plains.....	7:15 A. M. to 7:15 P. M.
Groveland.....	7:30 A. M. to 7:30 P. M.	Kismet.....	7:30 A. M. to 7:30 P. M.
Inman.....	7:30 A. M. to 7:30 P. M.	Arkalon.....	7:30 A. M. to 7:30 P. M.
Medora.....	Continuous	Liberal.....	Continuous
Hutchinson.....	Continuous	Tyrone.....	7:30 A. M. to 7:30 P. M.
Partridge.....	7:30 A. M. to 7:30 P. M.	Hooker.....	7:30 A. M. to 7:30 P. M.
Arlington.....	6:00 A. M. to 2:00 A. M.	Optima.....	7:30 A. M. to 7:30 P. M.
Langdon.....	6:30 A. M. to 6:30 P. M.	Guymon.....	11:30 P. M. to 7:30 P. M.
Turon.....	7:00 A. M. to 7:00 P. M.	Goodwell.....	7:30 A. M. to 7:30 P. M.
Preston.....	6:30 A. M. to 6:30 P. M.	Texhoma.....	7:30 A. M. to 7:30 P. M.
Pratt.....	Continuous	Ford.....	7:00 A. M. to 7:00 P. M.
Cullison.....	7:00 A. M. to 7:00 P. M.	Dodge City.....	7:00 A. M. to 7:00 P. M.
Wellsford.....	7:30 A. M. to 7:30 P. M.	Naravissa.....	1:00 A. M. to 9:00 P. M.
Haviland.....	7:30 A. M. to 7:30 P. M.	Logan.....	7:30 A. M. to 7:30 P. M.
Greensburg.....	Continuous	Tucumcari.....	Continuous
Mullinville.....	7:30 A. M. to 7:30 P. M.		

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Capacity of Siding	Capacity of Other Tracks	Minimum running time of first-class trains	SUB-DIVISION 39 STATIONS.				FIRST CLASS			SECOND CLASS		THIRD CLASS	
	81		93		33	3	1				Station Numbers	M. P. Distance from St. Joseph	Distance from Herrington	Fuel, Water, Turn Table and Wye	34	4	2	92		80	
	Local Freight		Through Freight		Pass'gr	Golden State Limited	Pass'gr					Pass'gr	Golden State Limited	Pass'gr	Through Freight		Local Freight				
	Daily Ex. Sunday		Daily		Daily	Daily	Daily	Mins.	LEAVE												
	AM 6.00		PM 12.15 ³⁴		PM 3.41	PM 3.08 ⁴	AM 4.00	856	RI.....HERINGTON.....TO	670	171.4		FWTY	PM 93 12.11	PM 3 3.05	PM 8.55		PM 4.30		PM 5.10	
								8	A. T. & S. F. Crossing		177.5										
	s 6.35		12.50		s 3.58 ⁹²	3.22	4.17	70	NA.....BATONA.....TO	678	179.5	8.1		s 11.55	2.46	f 8.38		3.58 ³³		s 4.40	
	s 7.05		1.20		s 4.10 ⁸⁰	3.33 ⁹²	4.29	70	HA.....TAMPA.....TO	684	185.7	14.3		s 11.42	2.35	f 8.24		3.33 ⁹		s 4.10 ³³	
	s 7.35		1.40		s 4.24	3.44 ⁸⁵	f 4.40	64	DK.....DURHAM.....TO	690	191.8	20.4	W	s 11.30	2.23	f 8.12		3.15		s 3.44 ³	
	f 8.00		2.12 ⁴		f 4.40	3.56	4.53	70	.....WALDECK.....	697	198.4	27.0		f 11.15	2.12	f 7.57		2.58 ⁹³⁻⁹¹		f 3.13 ⁹⁻⁹³
	s 8.30		2.40 ⁸⁰⁻⁹²		s 4.55	4.07	5.05	70	CN.....CANTON.....TO	703	204.8	33.4		s 11.02	2.00	f 7.42		2.40 ⁴		s 2.40	
	s 8.55		3.05		s 5.07	4.19	f 5.15	70	GA.....CALVA.....TO	709	210.7	39.3	W	s 10.50	1.50	f 7.31		2.18		s 1.50	
								7	A. T. & S. F. Crossing		217.6										
	s 9.40		3.35		s 5.25	4.33	s 5.30	78	MC.....McPHERSON.....TO	716	217.9	46.5		s 10.33	s 1.38	s 7.15		1.52		s 1.00	
								6	Mo. Pac. Crossing		219.3										
	s 10.18 ³⁴		4.00		f 5.40	4.46	5.41	70	GV.....GROVELAND.....TO	723	224.3	52.9	W	f 10.18 ⁸¹	1.22 ⁹²	f 7.02		1.22 ⁴		PM 12.15	
	s 10.40		4.20		s 5.53	4.56	s 5.50	70	QN.....INMAN.....TO	728	229.4	58.0		s 10.05	1.12	s 6.51		12.50		s 11.59	
	s 11.05		4.50		s 6.10	5.07	s 6.02	70	DM.....St. L. & S. F. Crossing	734	236.1	64.7		s 9.50	1.00	s 6.37		12.20		s 11.38	
	f 11.23 ⁸⁰		5.14 ⁸		f 6.28	5.14 ³³	6.10	65	.....MADISON.....TO	738	239.6	68.2		f 9.40	12.54	6.28		12.05		f 11.23
								6	A. T. & S. F. Crossing		243.3										
	AM 11.45		6.15		s 6.45	5.29	s 6.25	41	MO. PAC. CROSSING		244.8			s 9.30	s 12.41 ⁸¹	s 6.15 ⁹³		AM 81 11.45		11.00	
	PM 12.45							5	Mo. Pac. Crossing		245.9							10.30			
	PM 4-92							15	A. T. & S. F. Crossing		246.3										
	f 1.15		6.32		6.55	5.38	6.33	15	.....WHITESIDE.....	749	250.5	79.2		9.10	12.26	5.58		11.15		f 10.00
	s 1.45		7.05 ³³		s 7.05 ⁹³	5.50 ²	f 6.48	70	DG.....PARRIDGE.....TO	754	255.9	84.6		s 9.00	12.19	f 5.50		11.00		s 9.45	
	s 2.15		7.40		s 7.21	6.00	s 6.55	70	RT.....ARLINGTON.....TO	761	262.5	91.2	FW	s 8.45	12.10	s 5.33		10.35		s 9.20	
	s 2.55		8.15		s 7.41	6.15	f 7.12	70	NO.....LANGDON.....TO	770	271.2	99.9		s 8.22	11.57	f 5.15		10.00		s 8.45	
	s 3.20		8.40		s 7.55	6.29	s 7.25	70	KO.....TUCHON.....TO	776	277.5	106.2	W	s 8.06	11.48	s 5.02		9.35		s 8.20	
								10	Mo. Pac. Crossing		277.6										
	s 3.50		9.11		s 8.13	6.42	s 7.45 ³⁴⁻³⁶	70	BS.....PRESTON.....TO	784	285.4	114.1		s 7.45 ¹⁻⁵⁰	11.35	s 4.45		9.03		s 7.45 ¹⁻³⁴	
								8	Mo. Pac. Crossing		285.5										
	f 4.32 ³		9.37		f 8.28	6.53	f 7.57	70	.....NATHONA.....	791	292.1	120.8		f 7.28	11.24	f 4.32 ⁸¹		8.35		f 7.08
	4.55 PM		10.00 PM		f 8.45 PM	7.05 PM	8.10 AM ⁹²	25	N.....PRATT.....TO	797	298.0	126.7	FWT	7.15 AM	11.15 AM	4.20 PM		8.10 AM		6.40 AM	
									126.7 LEAVE					Daily	Daily	Daily		Daily		Daily Ex. Sunday	
	12.8		13.0		25.0	33.0	30.4		Average speed per hour.					25.7	33.0	27.6		15.2		12.6	
	(10.55)		(9.45)		(5.04)	(8.57)	(4.10)		SCHEDULE TIME					(4.56)	(3.50)	(4.35)		(8.20)		(10.30)	

NOTE.—No. 3 is superior to all other trains.
No. 4 is superior to all other trains except No. 3.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	Minimum running time of first-class trains.	SUB-DIVISION 40 STATIONS.				Station Numbers.	M. P. Distance from St. Joseph	Distance from Pratt.	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS		THIRD CLASS	
83			93		33 3 1						Time Table No. 18								34 4 2			92		82	
Local Freight		Daily Ex. Sunday	Through Freight		Pass'gr	Golden State Limited	Pass'gr				Pass'gr	Golden State Limited	Pass'gr	Through Freight					Local Freight		Pass'gr	Golden State Limited	Pass'gr	Through Freight	Local Freight
		AM 7.05		PM 11.00		PM 9.10	PM 7.10	AM 8.15	25	1202	14	N.....PRATT.....TO	797	298.0		F W T	AM 83-92 7.05	AM 11.10	PM 4.15		AM 81-83 6.50		PM 5.30		
		s 7.00		PM 11.40		s 9.29	PM 7.28	s 8.34	70	38	11	CU.....CULLISON.....TO	806	307.1	9.1		s 6.47	10.52	s 3.57		6.18		s 4.40		
		s 8.30		PM 12.08		s 9.43	PM 7.42	f 8.50	70	44	7	WF.....WELLSFORD.....TO	813	314.2	16.2	W	s 6.33	10.43	f 3.45		5.55		s 3.45		
		s 9.00		AM 12.27		s 9.52	PM 7.50	s 9.00	70	32	8	HD.....HAVILAND.....TO	817	318.6	20.6		s 6.24	10.35	s 3.35		5.42		s 3.00		
		f 9.40		PM 12.45		f 10.02	PM 7.58	9.15	70	28	8	BR.....BRENNHAM.....TO	823	324.0	26.0		f 6.14	10.26	f 3.25		5.28		f 2.15		
		s10.19		1.05		s 10.12	s 8.07	s 9.28	70	43	16	GB.....GREENSBURG.....TO	827	328.6	30.6	W	s 6.05	10.19	s 3.17		5.12		s 1.45		
		s 11.15		1.50		s 10.35	8.22	s10.00	70	21	14	MU.....MULLINVILLE.....TO	837	338.9	40.9		s 5.45	10.00	s 2.57		4.43		s 12.40		
		s11.59		2.30		10.55 PM	s 8.39	s 10.25	34	300	11	BU.....BUCKLIN.....TO	846	347.9	49.9	FWY	5.25 AM	s 9.38	s 2.40		4.15		AM 83 11.59		
		f 12.35		2.55		8.52	s 10.40	s 10.40	70	23	13	KG.....KINGSDOWN.....TO	854	355.0	57.0		9.23	f 2.25		3.50		f 11.30			
		f 1.05		3.25		9.06	f 9.19	f10.55	70	13	13	BM.....BLOOM.....TO	861	362.8	64.8		9.08	f 2.10		3.25		f10.55			
		s 1.56		3.55		f 9.19	s 11.10	s 11.10	70	29	16	MI.....MINOLA.....TO	869	370.0	72.0	W	f 8.55	s 1.56		3.00		s 10.22			
		s 2.40		4.40		f 9.39	s 11.30	s 11.30	70	27	15	F.....FOWLER.....TO	879	380.8	82.8		f 8.23	s 1.35		2.27		s 9.55			
		s 3.15		5.22		s 9.58	s 11.50	s 11.50	70	31	9	VN.....VRADE.....TO	890	391.0	93.0	W	s 8.16	s 1.16		1.55		s 9.28			
		f 3.35		5.55		10.10	12.01	12.01	70	15	15	MS.....MISSLER.....TO	896	396.5	98.5		8.04	f 1.01		1.33		f 9.10			
		s 4.15		6.30		s 10.28	s 12.21	s 12.21	70	26	10	Q.....PLAINS.....TO	905	406.4	108.4		s 7.53	s 12.47		12.52		s 8.45			
		s 4.35		7.00		10.38	f12.33	f12.33	75	13	12	KM.....KINNET.....TO	912	413.2	115.2	W	7.41	f12.33		12.18		f 8.25			
		s 5.00		7.28		10.53	f 12.54	f 12.54	70	31	7	RK.....ARKALON.....TO	920	421.2	123.2		7.28	f 12.12		11.34		s 8.03			
		f 5.20		7.47		11.05	f 1.08	f 1.08	70	12	12	HA.....HAYNE.....TO	925	426.1	128.1		7.18	f 12.01		11.05		f 7.47			
		6.00 PM		8.30 AM		11.20 PM	1.35 PM	1.35 PM	60	1285	12	RA.....LIBERAL.....TO	933	434.2	136.2	FWTY	7.05 AM	11.45 AM		10.25 PM		7.15 AM			
		12.4		14.3		28.5	32.7	25.5				Average speed per hour.					Daily	Daily	Daily		Daily		Daily Ex. Sunday.		
		(10.55)		(9.3)		(1.45)	(4.10)	(5.20)				Average speed per hour.					29.9	33.3	30.2		16.1		13.2		
		(10.55)		(9.3)		(1.45)	(4.10)	(5.20)				Average speed per hour.					(1.40)	(4.05)	(4.30)		(8.25)		(10.15)		

TRAINMASTERS:

D. VAN HECKE,
Pratt, Kansas. Herington to Liberal, and Dodge City Branch.

H. E. McMULLEN,
Dalhart, Texas. Liberal to Tucumcari.

WESTWARD DODGE CITY BRANCH EASTWARD

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40a STATIONS.				Station Nos.	M. P. Distance from St. Joseph	Distance from Bucklin.	Fuel, Water, Turn Table and Wye	SECOND CLASS	
561				Time Table No. 18								562	
Mixed	Daily Ex. Sunday			November 26, 1911								Mixed	
	AM 10.25	34	300	BU.....BUCKLIN.....TO	846	347.9		FWY	PM 2.35				
	s 10.55	15	12	HF.....FOND.....TO	T 9	356.4	8.5		s 2.10				
	f 11.20		27	.....WILROADS.....	T 18	365.7	17.8		f 1.35			
	f 11.35		19	.....SOUTH DODGE.....	T 26	373.4	25.5		f 1.15			
	11.40 AM		28	RH.....DODGE CITY.....TO	T 27	374.4	26.5	W Y	1.10 PM				
	21.2			Average speed per hour.						Daily Ex. Sunday			
	(1.15)			Average speed per hour.						18.7			
	(1.15)			Average speed per hour.						(1.25)			

E. P. RYAN, Chief Dispatcher, Dalhart, Tex.
N. E. REYNOLDS, Asst. Chief Dispatcher, Dalhart, Tex.
C. H. YOUNG,
F. B. RICE,
C. P. FLEMING,
H. J. HIGLEY,
C. F. MYERS,
 Dispatchers, Dalhart, Tex.

NOTE.—No. 3 is superior to all other trains. No. 4 is superior to all other trains except No. 3.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS						SUB-DIVISION 6 STATIONS Time Table No. 18 November 28, 1911				FIRST CLASS		SECOND CLASS		THIRD CLASS	
87		93		1		3				LEAVE		4		2		92		86	
Local Freight	Daily Ex Sunday	Through Freight	Daily	Pass'gr	Golden State Limited	Capacity of Sidings	Capacity of Other Tracks	Minimum running time of first-class trains	Mins.	Station Nos.	M. P. Distance from St. Joseph	Distance from Dalhart	Fuel, Water, Turn Table and Wye	Golden State Limited	Pass'gr	Through Freight	Local Freight	Local Freight	Local Freight
	AM 8.20		PM 6.15		PM 5.30	412	412							AM 4.30	AM 8.20		PM 3.40		PM 4.45
f	8.35		6.30		5.38	70		5		1044	545.4		FWTY	4.30	8.20		3.40		4.45
f	8.50		6.45	f	5.45	100	30	5		1049	545.5			4.12	8.08		2.15	f	4.20
s	9.20		7.30	f	6.05	88	16	12		1054	555.1	9.7		4.07	8.00		2.00	f	4.00
	9.30		7.40	f	6.10	15		4		1065	566.6	21.2	W	3.52	7.40		1.25	s	3.20
f	10.05		8.30	f	6.28	91	21	9		1069	570.5	25.1		3.47	7.35		1.15	f	3.10
f	10.40		9.00	f	6.41	70		6		1077	578.4	33.0		3.32	7.15		10.45	f	3.25
	10.47 AM		9.10 PM	f	6.45 PM			2		1083	584.4	39.0		3.22	7.02		12.22	f	1.55
					6.50 AM					1085	586.4	41.0		3.18 AM	6.58 AM		12.15 PM		1.45 PM
	AM 10.47		PM 9.10		PM 6.45									AM 3.18	AM 6.58		PM 10.15		PM 1.45
s	11.10		9.40	s	6.55	70	18	4		1085	586.4	41.0		3.10	6.50		11.50	s	1.25
s	11.35		10.15	f	7.08	70		8		1089	590.8	45.4	W	2.55	6.35		11.35	s	12.45
f	12.10		10.40	f	7.19	70	21	6		1096	598.9	53.5		2.44	6.21		11.05	f	12.10
f	12.40		11.05	f	7.28	70		6		1108	604.5	59.1		2.36	6.10		10.45	f	11.40
s	1.15		11.40 PM	s	7.40	70	35	5		1100	610.0	64.6		2.28	6.00		10.22	s	11.30
f	1.45		12.15 AM	f	7.55	70		9		1114	615.3	69.9	W Y	2.14	5.45		10.00	f	11.07
f	2.05		12.35	f	8.04	70	12	5		1124	625.8	80.4		2.07	5.35		9.43	f	10.40
f	2.35		1.10	f	8.16	70		7		1129	632.5	87.1		1.57	5.23		9.20	f	10.15
	3.00 PM		1.45 AM		8.30 PM	90	140	6		1137	638.5	93.1	FWTY	1.45 AM	5.05 AM		8.55 AM		9.45 AM
														Daily	Daily		Daily		Daily Ex Sunday
	13.9		12.4		31.0									36.0	28.6		16.1		13.3
	(6.40)		(7.30)		(3.00)									(2.35)	(3.15)		(5.45)		(7.00)
										Average speed per hour									
										SCHEDULE TIME									

**NOTE.—No. 3 is superior to all other trains.
No. 4 is superior to all other trains except No. 3.**

CHICAGO, ROCK ISLAND & GULF RAILWAY—Mexico Division.

TIME TABLE RULES.

1. On single track, westward trains are superior to eastward trains of the same class. (See General Rule 71.)

1a. No. 3 is superior to all other trains.

1b. No. 4 is superior to all other trains except No. 3.

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. Rule 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, Chief Surgeon.	Chicago, Ill.		
DR. W. O. BROWN,	Stratford, Tex.		
DR. C. W. THORNTON, Surgeon and Examiner.	Dalhart, Tex.	Queen Block.	

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 1357).

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.

10. The speed of trains must not exceed the following rates:

PASSENGER TRAINS.

Between Texhoma and milepost 574:
60 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:
60 miles an hour on tangents.
45 miles an hour on curves.

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 fifteen (15) miles an hour.

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 close as possible to the rear of the train.

FREIGHT TRAINS.

Between Texhoma and milepost 574:
40 miles an hour on tangents.
30 miles an hour on curves.

Between milepost 574 and milepost 576:
20 miles an hour.

Between milepost 576 and Bravo:
40 miles an hour on tangents.
30 miles an hour on curves.

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 east switches of 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. All except first-class trains moving within designated yard limits must be under such control as to avoid the possibility of accident. At all other stations trains must be protected as per Rule No. 99.

20. On sub-divisions where a minimum running time column is shown, General Rule 86 is modified as follows:

"Inferior trains must clear the arriving time of first-class train in the same direction not less than five (5) minutes. The arriving time to be cleared at any station is the schedule time at the last station in the rear where time is shown, plus the number of minutes between the stations concerned shown in the minimum running time column. Thus, the leaving time of No. 3 at Arlington being 6:00 p. m., and the minimum running time between Arlington and Langdon being eleven (11) minutes No. 3 is due to arrive at Langdon at 6:11 p. m., and a westward inferior train must be clear of the main track at Langdon by 6:06 p. m. But when the schedule time of a first-class train between stations is shown to be ten (10) minutes or less, General Rule 86 must be conformed to."

32. Track scales are located as follows:

Station	Length, Feet	Capacity, Tons
Dalhart	38	100

35. 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 are located in section houses at Stevens, Conlen and Chamberlin.

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:

Texhoma	7.30 am to 7.30 pm
Stratford	{ 8.00 am to 6.00 pm 8.00 pm to 6.00 am
Dalhart	Continuous
Middlewater	7.00 am to 7.00 pm

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

E. P. RYAN, Chief Dispatcher, Dalhart, Texas.

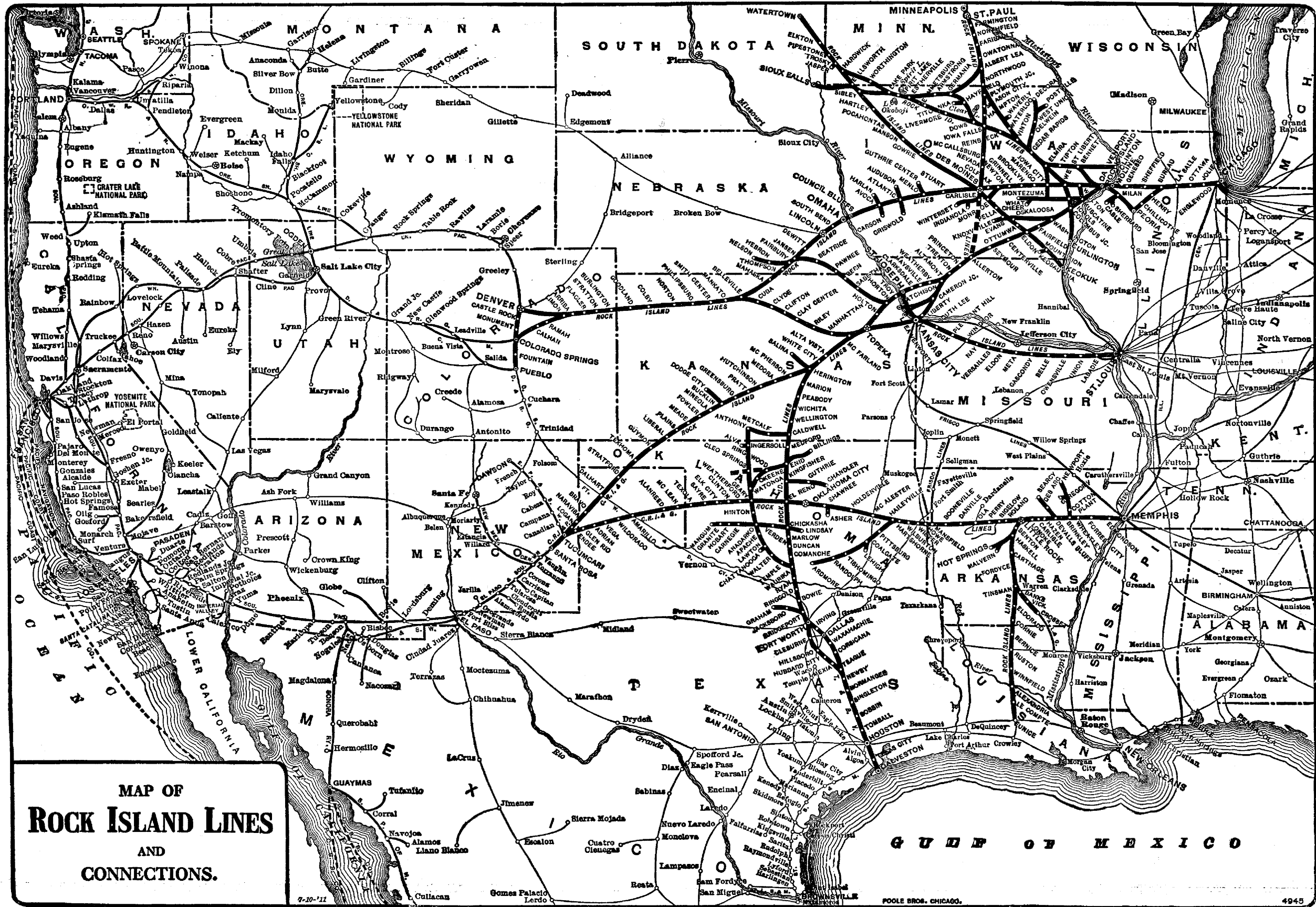
N. E. REYNOLDS, Asst. Chief Dispatcher.

F. B. RICE,

H. J. HIGLEY,

C. F. MYERS,

} Dispatchers, Dalhart, Texas.



MAP OF
ROCK ISLAND LINES
 AND
 CONNECTIONS.

G U L F O F M E X I C O