

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

AND

CHICAGO, ROCK ISLAND & GULF RAILWAY—Mexico Division

TIME TABLE No. 26

Taking Effect Sunday, December 14, 1913, at 12:01 A. M.

CENTRAL TIME

Superseding Time Table No. 25

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

For the exclusive guidance of Employees, 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.

C. W. JONES,
President C. R. I. & G. Ry.

J. B. SMALLEY,
Asst. Genl. Mgr. 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.
Dodge City and Bucklin for sub-division 40a trains.
- 4a. Nos. 3 and 4 will not be required to register at Bucklin. Their conductors will throw off Register Ticket (Form 1339) to be recorded in Train Register by operator. Conductors and Engineers on Trains Nos. 3 and 4 will be given a written clearance on Bucklin register by Train Dispatcher.
5. General Order Boards (see General Rule 83b) are located at
Herington. 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. SCHUYLER NICHOLS, <i>Surgeon and Examiner.</i>	Herington, Kas.	Room No. 1, 27 N. Main st. Citizens' Bank Bldg., Phone 88.	612 S. Maple St. 402 E. First ave., Phone 152.
DR. R. S. SIMPSON, DR. C. KLIPPEL, DR. F. PRAK, <i>Surgeon and Examiner.</i>	Hutchinson, Kas.		
DR. H. J. WILLEY, DR. H. FANNON, DR. T. L. MCCARTHY, DR. W. F. FEE, DR. E. T. NICHOLS, <i>Surgeon and Examiner.</i>	Pratt, Kas. Greensburg, Kas. Bucklin, Kas. Dodge City, Kas. Meade, Kas.	Cor. Second ave. and Chestnut st.	N. E. cor. First ave. and Locust st.
DR. W. J. RISEY, DR. W. H. LANGSTON, DR. J. M. DOUGHTY, DR. J. T. GAINES, DR. M. M. THOMPSON, DR. H. D. NICHOLS, DR. R. J. THOMPSON (sub.), DR. W. L. BROWN,	Liberal, Kas. Hooker, Okla. Guyton, Okla. Texhoma, Okla. Naravisa, N.M. Logan, N.M. Tucumcari, N.M. Tucumcari, N.M. El Paso, Tex.	Kansas ave. and Second st.	Cor. First and Inka sts.
		147 West Martinez st.	

- 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.

C. R. I. & P.—El Paso Division.

- 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. g—Stop for Passengers Destined El Paso and West, or for Passengers Destined Topeka or East, and stops to Discharge Passengers from El Paso and West or from Topeka and East. k—Stop to pick up passengers for points west of Liberal, or to discharge passengers from points west of Liberal. j—Stop to pick up passengers for Kansas City or East thereof.

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. 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: 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 Pratt: 30 miles an hour on tangents. 20 miles an hour on curves.
Between Pratt and milepost 355: 55 miles an hour on tangents. 45 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 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: 40 miles an hour on tangents. 30 miles an hour on curves.
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.
Between milepost 434 and Tucumcari: 55 miles an hour on tangents. 45 miles an hour on curves.	Between milepost 434 and Tucumcari: 40 miles an hour on tangents. 30 miles an hour on curves.
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.

- 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. Passenger trains must not exceed thirty (30) miles per hour and freight trains must not exceed twenty (20) 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 Ramona.
- 10e. The speed of trains hauling dead engines must not exceed fifteen (15) miles an hour.
- 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.
11. No. 2 will hold main track when meeting No. 751 at Greensburg and when meeting No. 33 at Canton.
- 11a. No. 34 will hold main track when meeting No. 751 at Hutchinson.

12. All railway crossings at grade are protected by interlocking signals (see Rules 601 to 674) except as follows:

<i>Senior Road.</i> A.T. & S.F.Ry., M.P.217.6, A.T. & S.F.Ry. Mo.Pac.Ry., M.P.219.3... Mo.Pac.Ry.	<i>Senior Road.</i> A.T. & S.F.Ry., M.P.246.3... C.R.I. & P.Ry. Mo.Pac.Ry., M.P.277.6... Mo.Pac.Ry.	<i>Senior Road.</i> C.R.I. & P. Ry. Mo.Pac.Ry., M.P.285.5... Mo.Pac.Ry.
St.L. & S.F., M.P.236.1... C.R.I. & P. Ry.	Mo.Pac.Ry., M.P.245.9... 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.
- 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 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: See Rule 20 on page 6.
27. The "Calling on Arm Signal"—see Rule on page 6.
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, 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, M. P. 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	Mineola.....	{ 7:30 A. M. to 5:30 P. M.
Ramona.....	6:30 A. M. to 6:30 P. M.	Fowler.....	{ 8:00 P. M. to 6:00 A. M.
Tampa.....	7:00 A. M. to 7:00 P. M.		{ 7:30 A. M. to 5:30 P. M.
Durham.....	{ 7:30 A. M. to 5:30 P. M.	Meade.....	{ 7:30 A. M. to 5:30 P. M.
	{ 7:30 P. M. to 5:30 A. M.		{ 8:00 P. M. to 6:00 A. M.
Canton.....	7:30 A. M. to 7:30 P. M.	Plains.....	{ 7:30 A. M. to 5:30 P. M.
Galva.....	7:30 A. M. to 7:30 P. M.		{ 8:00 P. M. to 6:00 A. M.
McPherson.....	Continuous	Kismet.....	{ 7:30 A. M. to 7:30 P. M.
Groveland.....	7:30 A. M. to 7:30 P. M.	Arkalon.....	{ 7:30 A. M. to 7:30 P. M.
Inman.....	7:30 A. M. to 7:30 P. M.	Liberal.....	Continuous
Medora.....	Continuous	Tyrone.....	{ 7:30 A. M. to 7:30 P. M.
Hutchinson.....	Continuous	Hooker.....	{ 7:30 A. M. to 7:30 P. M.
Partridge.....	7:30 A. M. to 7:30 P. M.	Optima.....	{ 7:00 A. M. to 7:00 P. M.
Arlington.....	Continuous		{ 8:00 A. M. to 6:00 P. M.
Langdon.....	6:30 A. M. to 6:30 P. M.	Guyton.....	{ 7:00 P. M. to 5:00 A. M.
Turon.....	7:00 A. M. to 7:00 P. M.	Goodwell.....	{ 7:00 A. M. to 7:00 P. M.
Preston.....	7:15 A. M. to 1:30 A. M.	Texhoma.....	{ 8:00 A. M. to 6:00 P. M.
Pratt.....	Continuous		{ 8:00 P. M. to 6:00 A. M.
Cullison.....	7:00 A. M. to 7:00 P. M.	Ford.....	{ 7:00 A. M. to 7:00 P. M.
Wellford.....	7:30 A. M. to 7:30 P. M.	Dodge City.....	{ 7:00 A. M. to 7:00 P. M.
Haviland.....	7:30 A. M. to 7:30 P. M.	Naravisa.....	{ 8:00 A. M. to 6:00 P. M.
Greensburg.....	Continuous	Bucklin.....	{ 8:00 P. M. to 6:00 A. M.
Mullinville.....	7:30 A. M. to 7:30 P. M.	Logan.....	{ 7:30 A. M. to 7:30 P. M.
Kingsdown.....	7:30 A. M. to 7:30 P. M.	Tucumcari.....	Continuous
Bloom.....	7:30 A. M. to 7:30 P. M.		

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 39 STATIONS. Time Table No. 26 December 14, 1913.				Station Numbers		M. P. Distance from St. Joseph	Distance from Herrington	Fuel, Water, Turb. Table and Wye	FIRST CLASS				SECOND CLASS		THIRD CLASS	
81	93	33	3	751	1								LEAVE									34	4	2	752	92	80			
Local Freight	Gold Ball	Pass'gr	Golden State Limited	Pass'gr	Pass'gr																	Pass'gr	Golden State Limited	Pass'gr	Pass'gr	Gold Ball	Local Freight			
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily																									
AM 7.20	AM 6.00	PM 3.40	PM 3.05	AM 6.45	AM 4.00			856					RI..... HERRINGTON..... TO	670	171.4							PM 12.05	PM 3.05	PM 6.15	PM 11.45	AM 1.35	PM 5.45			
													A. T. & S. F. Crossing																	
s 8.00	6.45	s 3.58	3.20	s 7.03	k 4.16	70	20	6					NA..... RAMONA..... TO	678	179.5							s 11.50	2.50	k 5.50	s 11.29	3.15	s 5.15			
s 8.35	7.16	s 4.12	3.31	s 7.16	k 4.28	70	32	6					HA..... TAMPA..... TO	684	185.7	14.8						s 11.38	2.39	k 5.35	s 11.17	2.50	s 4.50			
s 9.05	7.50	s 4.25	3.42	s 7.30	k 4.40	64	33	7					DK..... DURHAM..... TO	690	191.8	20.4	W					s 11.25	2.28	k 5.20	s 11.04	2.25	s 4.25			
f 9.40	8.25	f 4.38	3.55	f 7.44	4.53	70	22	6					..... WALDECK.....	697	198.4	27.0						f 11.10	2.17	5.05	f 10.50	2.00	f 3.55		
s 10.15	8.50	s 4.52	4.04	s 7.57	k 5.05	70	37	6					CN..... CANTON..... TO	703	204.8	33.4						s 10.58	2.07	k 4.52	s 10.38	1.35	s 3.25			
s 10.45 ³⁴	9.15	s 5.05	4.12	s 8.10	k 5.16	70	50	6					GA..... GALVA..... TO	709	210.7	39.3	W					s 10.45	1.57	k 4.38	s 10.25	1.10	s 3.00			
													A. T. & S. F. Crossing																	
s 11.25	9.45	s 5.20	4.25	s 8.25	s 5.27	76	46	7					MC..... McPHERSON..... TO	716	217.9	46.5						s 10.30	1.46	s 4.25	s 10.10	12.45	s 2.30			
													Mo. Pac. Crossing																	
s 11.50	10.15	f 5.33	4.39	s 8.40	k 5.42	70	33	5					GV..... GROVELAND..... TO	723	224.3	52.9	W					f 10.15 ⁹³	1.34	k 4.10	s 9.55	12.20 ^{AM}	s 1.55			
s 12.15	10.40	s 5.43	4.47	s 8.50	k 5.50	70	38	7					QN..... INMAN..... TO	728	229.4	58.0						s 10.02	1.26	k 4.01	s 9.42	11.59	s 1.26			
s 12.45	11.05	s 5.56	4.58	s 9.02	k 6.02	70	32	4					St. L. & S. F. Crossing.																	
1.07 ⁴	11.25	6.05	5.06	9.10	6.10	65							DM..... MEDORA..... TO	734	236.1	64.7						s 9.50	1.14	k 3.50	s 9.28	11.35	s 12.45			
												 IMOGENE.....	738	239.6	68.2														
													A. T. & S. F. Crossing																	
s 2.00	11.50 ^{AM 80}	s 6.25	5.20	s 9.30 ³⁴	s 6.30	41	166	6					SU..... HUTCHINSON..... TO	744	245.2	73.9	W Y					s 9.30	s 12.55	s 3.30	s 9.05	10.45	s 11.50			
													Mo. Pac. Crossing																	
f 2.20	12.10	6.35	5.30	9.45	6.38	15	5	5				 WHITESIDE.....	749	250.5	79.2														
s 3.10	12.34	s 6.45	5.40	s 9.55	k 6.48	70	31	8					DG..... PARTRIDGE..... TO	754	255.9	84.6						s 8.52	12.34	k 3.10	s 8.38	10.00	s 9.55			
s 3.45	1.15	s 7.00	5.53	s 10.10	k 7.00	70	80	11					RT..... ARLINGTON..... TO	761	262.5	91.2	FW					s 8.40	12.25	k 3.00	s 8.28	9.40	s 9.25			
s 4.20	2.00	s 7.15	6.06	s 10.25	k 7.16	70	29	8					NO..... LANGDON..... TO	770	271.2	99.9						s 8.22	12.14	k 2.48	s 8.13	9.10	s 8.50			
s 4.50	2.37	s 7.30	6.18	s 10.40	s 7.28	70	34	10					KO..... TURON..... TO	776	277.5	106.2	W					s 8.05	12.05	k 2.37	s 8.00	8.50	s 8.25			
													Mo. Pac. Crossing																	
s 5.30	3.20	s 7.45	6.31	s 10.55	s 7.45	70	34	8					RS..... PRESTON..... TO	784	285.4	114.1						s 7.45	AM 11.55	k 2.25	s 7.45	8.25	s 7.45			
													Mo. Pac. Crossing																	
f 6.00	3.55	f 8.00	6.43	f 11.10	k 7.56	70	25	7					..... NATRONA.....	791	292.1	120.8						f 7.28	11.45	k 2.12	f 7.30	8.00	f 7.10		
6.30	4.40	8.15	7.00	11.35	8.10	25	1202	7					N..... PRATT..... TO	797	298.0	126.7	FW T					7.15	11.35	2.00	7.15	7.25	6.40			
													128.7									Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday			
12.2	11.8	27.6	32.3	26.1	30.4								Average speed per hour.								26.1	36.2	29.8	28.1	15.0	11.4				
(11.10)	(10.40)	(4.35)	(3.55)	(4.50)	(4.10)								SCHEDULE TIME.....								(4.50)	(3.30)	(4.15)	(4.30)	(8.25)	(11.05)				

**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 40 STATIONS				FIRST CLASS				SECOND CLASS		THIRD CLASS										
83							93	33	3	751	1	Capacity of Sidings	Capacity of Other Tracks	Minimum running time of first-class trains.	Time Table No. 26				Station Numbers.	M. P. Distance from St. Joseph	Distance from Pratt.	Fuel, Water, Turb. Table and Wye	34 4 2 752				92	82	Local Freight				
Local Freight	Gold Ball						Pass'gr	Golden State Limited	Pass'gr	Pass'gr	Pass'gr				Golden State Limited	Pass'gr	Pass'gr	Golden State Limited					Pass'gr	Pass'gr	Golden State Limited	Local Freight							
Daily Ex. Sunday	Daily						Daily	Daily	Daily	Daily	Mins.	LEAVE								Daily				Daily Ex. Sunday									
AM 7.15	PM 5.55						PM 8.35	PM 7.05	AM 11.50	AM 8.20	25	1302	10	N.....PRATT.....TO	797	298.0	.....	F W T	AM 83 7.05	AM 751 11.30	PM 1.55	PM 7.00	PM 93 5.40	.....	PM 5.00	.....						
s 7.55	s 6.40						s 8.55	s 7.20	s 12.08	k 8.40	70	38	8	CU.....CULLISON.....TO	806	307.1	9.1	.....	s 6.47	11.14	k 1.40	s 6.40	5.05	.....	s 4.20	.....						
s 8.25	s 7.05						s 9.10	s 7.30	s 12.20	k 8.55	70	44	5	WF.....WELLSFORD.....TO	813	314.2	16.2	W	s 6.33	11.05	k 1.28	s 6.28	4.47	.....	s 3.50	.....						
s 9.07	7.20						s 9.20	7.36	s 12.30	k 9.07	70	32	6	HD.....HAVILAND.....TO	817	318.6	20.6	.....	s 6.24	10.58	k 1.18	s 6.17	4.85	.....	s 3.30	.....						
f 9.40	7.43						f 9.33	7.43	f 12.41	9.20	70	28	5	.....ERENHAM.....	823	324.0	26.0	.....	f 6.14	10.50	1.08	f 6.05	4.20	.....	f 3.10	.....						
s 10.43	8.05						s 9.45	7.49	s 12.59	s 9.35	70	43	6	GB.....GREENSBURG.....TO	827	328.6	30.6	W	s 6.05	10.43	s 7.51 12.59	s 5.56	4.08	.....	s 2.40	.....						
f 11.15	8.25						9.55	7.56	f 1.10	9.45	15	.....	6	.....JOY.....	832	334.1	36.1	.....	5.52	10.35	12.50	f 5.45	3.52	.....	f 2.00	.....						
s 11.40	8.45						s 10.05	8.05	s 1.20	k 9.58	70	21	6	MU.....MULLINVILLE.....TO	837	338.9	40.9	.....	s 5.45	10.29	k 12.42	s 5.35	3.40	.....	s 1.20	.....						
s 12.25	9.15						10.25	8.18	s 1.40	s 10.14	34	300	10	BU.....BUCKLIN.....TO	846	347.9	49.9	FWY	5.25 AM	10.14	s 12.25	s 5.15	3.15	.....	s 12.45	.....						
s 1.10	9.50						.....	8.31	s 2.00	f 10.30	70	23	8	KG.....KINGSDOWN.....TO	854	355.0	57.0	.....	.....	10.02	f 12.13	s 4.55	2.52	.....	s 12.13	.....						
s 1.33	10.30						.....	8.43	s 2.23	f 10.48	70	.....	8	BM.....BLOOM.....TO	861	362.8	64.8	.....	.....	9.47	f 12.01	s 4.37	2.23	.....	s 11.40	.....						
s 1.55	11.00						.....	8.58	s 2.42	s 11.10	70	29	8	MI.....MINEOLA.....TO	869	370.0	72.0	W	.....	9.34	s 11.48	s 4.20	1.55	.....	s 11.10	.....						
s 2.40	11.45						.....	9.15	s 3.05	s 11.32	70	27	11	F.....FOWLER.....TO	879	380.8	82.8	.....	.....	9.17	s 11.32	s 3.55	1.25	.....	s 10.35	.....						
s 3.30	12.40						.....	9.32	s 3.30	s 11.50	70	31	6	VN.....VREADE.....TO	890	391.0	93.0	W	.....	9.01	s 11.15	s 3.30	1.00	.....	s 10.00	.....						
s 3.55	1.30						.....	9.44	f 3.45	12.03	70	.....	10	.....MISSLER.....	896	396.5	98.5	.....	.....	8.53	11.05	f 3.17	12.45	.....	f 9.45	.....						
s 4.30	2.20						.....	10.00	s 4.05	s 12.20	70	26	7	Q.....PLAINS.....TO	905	406.4	108.4	.....	.....	8.37	s 10.50	s 3.00	12.20	.....	s 9.15	.....						
s 4.55	2.55						.....	10.09	s 4.17	k 12.35	70	.....	8	KM.....KISMET.....TO	912	413.2	115.2	W	.....	8.25	k 10.39	s 2.45	11.50	.....	f 8.45	.....						
s 5.20	3.30						.....	10.23	s 4.30	k 12.50	70	31	5	RK.....ARKALON.....TO	920	421.2	123.2	.....	.....	8.10	k 10.25	s 2.27	11.15	.....	s 8.10	.....						
f 5.40	4.05						.....	10.35	f 4.43	1.02	70	.....	9	.....HAYNE.....	925	426.1	128.1	.....	.....	8.02	10.17	f 2.15	10.55	.....	f 7.40	.....						
6.00 PM	4.45 AM						.....	10.50 PM	5.00 PM	1.20 PM	60	1285	.....	RA.....LIBERAL.....TO	933	434.2	136.2	FWTY	7.50 AM	10.05 AM	2.00 PM	10.30 AM	.....	7.15 AM	.....							
12.9	12.5						27.2	36.3	26.4	27.2	136.2 LEAVE				Daily				Daily	.....	7.15 AM	Daily Ex. Sunday	13.9									
(10.45)	(10.50)						(1.50)	(3.45)	(5.10)	(5.00)	Average speed per hour.				(1.40)				(3.40)	(8.50)	(5.00)	(7.10)	(9.45)										
SCHEDULE TIME																						(1.40)		(3.40)		(8.50)		(5.00)		(7.10)		(9.45)	

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, Turb. Table and Wye	SECOND CLASS	
563	561			Time Table No. 26								562	564
Mixed	Mixed	December 14, 1913				Mixed	Mixed						
LEAVE													
Daily Ex. Sunday	Daily Ex. Sunday	34	300	BU.....BUCKLIN.....TO	846	347.9	.....	FWY	PM 12.05	PM 5.10		
1.45	7.45	15	12	HF.....FORD.....TO	T 9	356.4	8.5	.....	s 11.35	s 4.40		
s 2.15	s 8.30	.....	27	.....WILROADS.....	T 18	365.7	17.8	.....	f 11.05	f 4.15
f 2.40	f 8.55	.....	19	.....SOUTH DODGE.....	T 26	373.4	25.5	.....	f 10.45	f 3.55
f 3.00	f 9.15	.....	28	RH.....DODGE CITY.....TO	T 27	374.4	26.5	W Y	10.40 AM	3.50 PM		
3.05 PM	9.20 AM	26.5 LEAVE				Daily Ex. Sunday		Daily Ex. Sunday	18.7	19.9			
19.9	16.7	Average speed per hour.				18.7		19.9					
(1.20)	(1.35)	SCHEDULE TIME				(1.25)		(1.20)					

**NOTE.—No. 3 is superior to all other trains.
No. 4 is superior to all other trains except No. 3.
No. 562 is superior to No. 563.**

TRAINMASTERS:
M. L. ELLIS,
 Pratt, Kansas. Herington to Liberal, and Dodge City Branch.
H. E. McMULLEN,
 Dalhart, Texas. Liberal to Tucumcari.
A. E. MURPHY, Chief Dispatcher, Pratt, Kansas.
C. H. YOUNG,
C. P. FLEMING,
F. W. SHARPE, } Dispatchers, Pratt, Kansas,

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS		Capacity of Sidings	Capacity of Other Trucks	Minimum running time of first-class trains.	SUB-DIVISION 41 STATIONS.		Station Nos.	M. P. Distance from St. Joseph.	Distance from Liberal.	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS	THIRD CLASS.	
Local Freight	85	93	3	1				Golden State Limited	Pass'gr					4	2	92	84	Local Freight
Daily Ex. Sunday.	Daily	Daily	Daily	Daily	Mins.	LEAVE	Golden State Limited	Pass'gr	Gold Ball	Local Freight								
Sub-Division 41																		
C. R. I. & P. Ry.—El Paso Div.																		
	AM 6.45	AM 5.45	PM 10.55	PM 1.30	60	1285	10	RA.....LIBERAL.....TO	933	434.3		FWTY	AM 7.45	AM-92 10.00		AM-2 9.40	PM 2.20	
	s 7.29 ⁸⁴	6.30	11.13	s 1.50 ⁸⁴	70	27	11	RO.....TYHONE.....TO	943	444.0	9.8		7.29 ⁸⁵	s 9.42		9.05 ⁸⁵	s 1.50	
	s 8.30 ⁸²	7.14 ⁸⁴	11.29	s 2.12	70	26	11	HO.....HOOKER.....TO	953	454.3	20.1	W	7.14 ⁹³	s 9.25		8.30	s 12.50	
	s 9.07 ²	8.00	11.44	s 2.32	70	27	10	MQ.....OPTIMA.....TO	963	464.6	30.4		6.59	s 9.07 ⁸⁵		8.00	PM 12.01	
	s 10.30	8.52	11.59	s 2.55	70	33	9	GY.....GUYMON.....TO	972	473.6	39.4	W	6.45	s 8.52 ⁹³		7.25	s 11.25	
	f 10.55 ⁸⁴	9.12	12.08	3.07	70		6	JUNIOR.....TO	978	479.9	45.7		6.36	8.41		7.10	f 10.55	
	s 11.45 ⁸⁴	9.32	12.16	s 3.22	70	27	11	FM.....GOODWELL.....TO	983	484.1	49.9	F'W	6.31	s 8.35		7.00	s 10.40	
	s 12.35 ^{PM}	10.10 ^{AM 84}	12.34 ^{AM}	s 3.45 ^{PM}	100	29		HM.....TEXHOMA.....TO	993	494.3	60.1	Y	6.16 ^{AM}	s 8.17 ^{AM}		6.32 ^{AM}	s 10.10 ^{AM}	
Sub-Division 5																		
C. R. I. & G. Ry.—Mexico Div.																		
	PM 12.35	AM 10.10 ⁸⁴	AM 12.34	s 3.45 ^{PM}	100	29	10	HM.....TEXHOMA.....TO	993	494.3	60.1	Y	AM 6.16	s AM 8.17		AM 6.32	s AM 10.10	
	f 1.10	11.00	12.47	f 4.00	88	18	10	STEVENS.....TO	1003	504.3	70.1	W	6.02 ⁹²	f 8.00		6.02 ⁴	f 9.20	
	s 2.00	11.40 ^{AM}	1.02	s 4.18	103	33	12	DF.....STRATFORD.....TO	1013	514.2	80.0		5.50	s 7.44		5.25	s 8.50	
	f 2.50	12.25 ^{PM}	1.18	f 4.38	85	16	10	CONLEN.....TO	1025	526.0	91.8	W	5.35	f 7.27		4.50	f 8.05	
	f 3.30	1.15	1.32	f 4.58	82	12	4	CHAMBERLIN.....TO	1035	536.1	101.9		5.22	f 7.11		4.15	f 7.35	
	3.50	1.45	1.37	5.10	70		5	HOVEY.....TO	1039	540.0	105.8		5.17	7.05		4.00	7.20	
	4.30 ^{PM}	2.30 ^{PM}	1.50 ^{AM}	5.25 ^{PM}	412	412		DA.....DALHART.....TO	1044	545.4	111.2	FWTY	5.10 ^{AM}	6.55 ^{AM}		3.40 ^{AM}	7.05 ^{AM}	
	11.4	12.7	38.1	38.4				111.2 LEAVE					Daily	Daily		Daily	Daily Ex. Sunday	
	(9.45)	(8.45)	(2.55)	(3.55)	..... SCHEDULE TIME				(3.35)	(3.05)	(6.00)	(7.15)					
Average speed per hour														43.0	36.0	18.5	15.3	

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

MAIN LINE

EASTWARD

SUB-DIVISION 6
STATIONS.
Time Table No. 26
December 14, 1913

LEAVE

C. R. I. & G. Ry.—Mexico Div.

DA.....	DALHART.....	TO	1044	545.4	.....	FWTY	AM 5.05	AM 6.50	.....	AM 2.40	PM 9.30
				0.1							3.30
				4.9							
.....	WAGNER.....	.....	1049	550.4	5.0	.....	4.57	6.41	.....	2.25	f 3.13
				4.7							
.....	REHM.....	.....	1054	555.1	9.7	.....	4.52	f 6.34	.....	2.10 ³	f 3.00
				11.5							
AY.....	MIDDLEWATER.....	TO	1065	566.6	21.2	W	4.36	f 6.18	.....	1.23	s 2.30
				3.9							
.....	LANE.....	.....	1069	570.5	25.1	.....	4.31	6.13	.....	1.15	2.20
				7.9							
RM.....	ROMERO.....	TO	1077	578.4	33.0	.....	4.19	f 6.00	.....	12.42	f 1.50
				6.0							
.....	EXIT.....	.....	1083	584.4	39.0	.....	4.09	5.49	.....	12.22	f 1.27
				2.0							
.....	BRAVO.....	.....	1085	586.4	41.0	.....	4.05	5.45	.....	12.15	1.20
							AM	AM		AM	PM

SUB-DIVISION 42
C. R. I. & P. Ry.—El Paso Div.

SA.....	NABAVISA.....	TO	1089	590.8	45.4	W	3.57	s 5.37	.....	AM 12.15	PM 1.20
				8.1						PM 11.59	s 1.05
.....	OBAR.....	.....	1096	598.9	53.5	.....	3.42	f 5.17	.....	11.30	s 12.30
				2.9							
BN.....	GRAVEL PIT.....	.....	1099	601.8	56.4	.....	3.34	5.07	.....	11.12	PM 12.10
				2.7						AM 11.00	f 11.59
.....	SAND SPRINGS.....	.....	1103	604.5	59.1	.....	3.30	f 5.03	.....	10.42	f 11.40
				5.5							
.....	CANODE.....	.....	1109	610.0	64.6	.....	3.18	f 4.53	.....	10.20	s 11.20
				5.3						PM 9.55	f 10.55
OA.....	LOGAN.....	TO	1114	615.3	69.9	W Y	3.08	s 4.40	.....	9.40	f 10.35
				6.0							
.....	MATER.....	.....	1120	621.3	75.9	.....	2.58	4.27	.....	9.23	f 10.15
				4.5							
.....	HUDSON.....	.....	1124	625.8	80.4	.....	2.51	f 4.18 ³	.....	9.00	9.45
				6.7						PM 9.00	AM 9.45
CA.....	ADBERG.....	.....	1129	632.5	87.1	.....	2.42	4.06	.....	Daily	Daily Ex. Sunday
				6.0							
CA.....	TUCUMCARI.....	TO	1137	638.5	93.1	FWTY	2.30	3.50	.....	Daily	Daily Ex. Sunday
							AM	AM			

(93.1) LEAVE

Average speed per hour

SCHEDULE TIME.....

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Siding	Capacity of Other Tracks	Minimum running time of first-class trains	Station Nos.	M. P. Distance from St. Joseph	Distance from Dalhart	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	87		93		1 3								Golden State Limited	Golden State Limited	Pass'gr	Pass'gr	Golden State Limited	Golden State Limited
	Local Freight		Gold Ball		Pass'gr	Golden State Limited							Golden State Limited	Golden State Limited	Golden State Limited	Golden State Limited	Local Freight	Local Freight
	Daily Ex. Sunday		Daily		Daily	Daily												
	AM 8.00		PM 3.30 ⁸⁸		PM 5.35	AM 1.55	412	412					AM 5.05	AM 6.50		AM 2.40		PM 9.30
	f 8.22		3.50		5.43	2.03	70	.....			5.0	.....	4.57	6.41	.....	2.25	.....	f 3.13
	f 8.40		4.10		f 5.50	2.10 ⁹²	100	30			9.7	.....	4.52	f 6.34	.....	2.10 ³	.....	f 3.00
	s 9.30		4.50		f 6.10	2.27	86	16			21.2	W	4.36	f 6.18	.....	1.23	.....	s 2.30
	9.40		5.00		6.15	2.32	15	.....			25.1	.....	4.31	6.13	.....	1.15	.....	2.20
	f 10.30		5.40		s 6.33	2.46	91	21			33.0	.....	4.19	f 6.00	.....	12.42	.....	f 1.50
	f 11.00		6.15		6.45	2.56	70	.....			39.0	.....	4.09	5.49	.....	12.22	.....	f 1.27
	11.10 AM		6.30 PM		6.50 PM	2.59 AM					41.0	.....	4.05 AM	5.45 AM	.....	12.15 AM	.....	1.20 PM
	AM 11.10		PM 6.30		PM 6.50	AM 2.59							AM 4.05	AM 5.45	.....	AM 12.15	.....	PM 1.20
	s 11.59 AM		7.00 ¹		s 7.00 ⁹³	3.08	70	18			45.4	W	3.57	s 5.37	.....	PM 11.59	.....	s 1.05
	s 12.30 ⁸⁸		7.30 ¹		f 7.13	3.20	70	.....			53.5	.....	3.42	f 5.17	.....	11.30	.....	s 12.30
	PM 12.45		7.45		7.18	3.25	20	40			56.4	.....	3.34	5.07	.....	11.12	.....	PM 12.10
	f 1.00		8.00		f 7.23	3.30	70	21			59.1	.....	3.30	f 5.03	.....	11.00	.....	f 11.59
	f 1.25		8.35		f 7.33	3.39	70	.....			64.6	.....	3.18	f 4.53	.....	10.42	.....	f 11.40
	s 2.00		9.10		s 7.43	3.51	70	35			69.9	W Y	3.08	s 4.40	.....	10.20	.....	s 11.20
	f 2.45		9.55 ⁹²		7.55	4.07	70	.....			75.9	.....	2.58	4.27	.....	9.55	.....	f 10.55
	f 3.05		10.15		f 8.04	4.18 ²	70	12			80.4	.....	2.51	f 4.18 ³	.....	9.40	.....	f 10.35
	f 3.30		10.45		8.16	4.30	70	.....			87.1	.....	2.42	4.06	.....	9.23	.....	f 10.15
	4.00 PM		11.30 PM		8.30 PM ⁹²	4.40 AM	90	140			93.1	FWTY	2.30 AM	3.50 AM	.....	9.00 PM	.....	9.45 AM
	11.6		11.6		31.9	33.9							Daily	Daily	.....	Daily	.....	Daily Ex. Sunday
	(8.00)		(8.00)		(2.55)	(2.45)							(2.35)	(3.00)	.....	(5.40)	.....	(5.45)

**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. G. WALLAR DAWSON, Surgeon and Examiner.	Dalhart, 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).

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.

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. 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:
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.

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.

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 trains 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 Lane being 2:32 A. M., and the minimum running time between Lane and Romero being nine (9) minutes, No. 3 is due to arrive at Romero at 2:41 A. M., and a westward inferior train must be clear of the main track at Romero by 2:36 A. 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."

27. The "Calling on Arm Signal" is defined as: A short lower fixed signal on an interlocking mast. "Calling on" arm signals are used in connection with interlocking signals, particularly those in block-signal territory, to permit of greater freedom of train movement. They are located, where used, at the lowest and shortest arm on an interlocking signal mast, and may govern to any route.

Their indications are as follows:

SIGNAL.		OCCASION FOR USE.	INDICATION.
Arm.	Color Night—	The signal will be displayed when—	For Enginemen and Trainmen.
(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.
(c) Vertical....	Green....	Route is clear for slow speed..	Proceed at low speed.

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.)

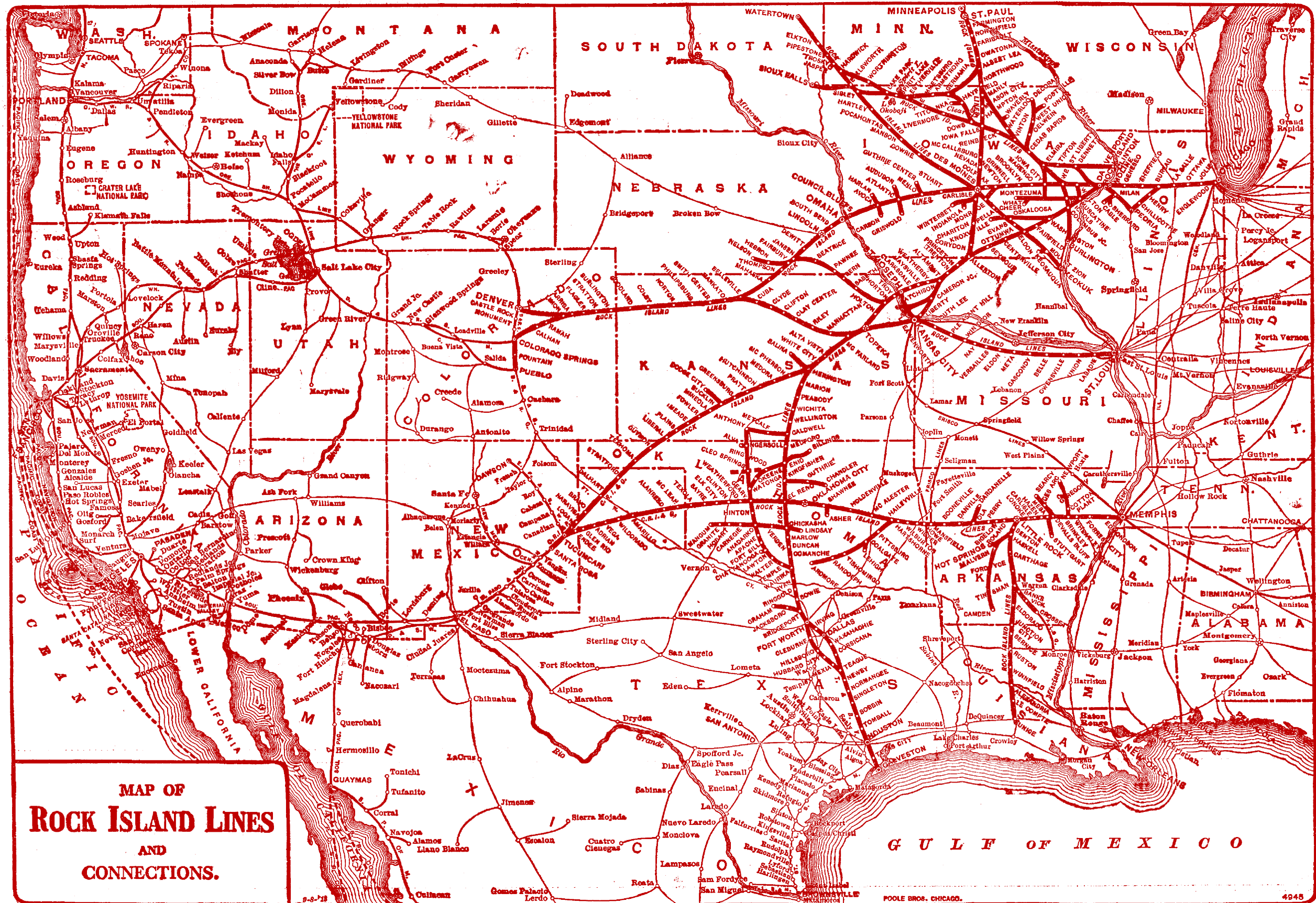
37. Telephones connecting with Dalhart central office are located in section houses at Stevens, Conlen, and Chamberlin.

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

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

N. E. REYNOLDS, Chief Dispatcher.
F. B. RICE,
H. J. HIGLEY, } Dispatchers, Dalhart, Texas.
T. A. TARVIN, }



**MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.**