

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

AND

# CHICAGO, ROCK ISLAND & GULF RAILWAY—Mexico Division

## TIME TABLE No. 29

Taking Effect Sunday, November 1, 1914, at 12:01 A. M.

CENTRAL TIME

Superseding Time Table No. 28

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

**SUPERIORITY BY DIRECTION—On single track, Eastward trains are superior to Westward trains of the same class—SUPERIORITY BY DIRECTION**

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.

G. W. ROURKE,  
Assistant General Manager C. R. I. & P. Ry.

T. H. BEACOM,  
President C. R. I. & G. 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. 29 November 1, 1914				Station Numbers	M. P. Distance from St. Joseph	Distance from Herington	Fuel, Water, Turn Table and Wye	FIRST CLASS				SECOND CLASS		THIRD CLASS	
	81		93	33	3	751	1			34	4	752	2					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			Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday									
	AM 7.20 <sup>751</sup>		AM 6.00	PM 3.30 <sup>3-4</sup>	PM 3.15 <sup>4-33</sup>	AM 7.10 <sup>81</sup>	AM 3.30 <sup>92</sup>	856		RI.....HERINGTON.....TO	670	171.4		FWTY	PM 12.05	PM 3-33 3.05	PM 4.35	AM 2.40	AM 1 3.20		PM 6.00				
	s 8.00		6.35	s 3.48	3.30	s 7.28	k 3.48	70	20	NA.....RAMONA.....TO	678	179.5	8.1		AM 11.50	2.50	s 4.17	k 2.25	2.50		s 5.40				
	s 8.35		7.00	s 4.05 <sup>752</sup>	3.41	s 7.42	k 4.00	70	22	HA.....TAMPA.....TO	684	185.7	14.3		s 11.38	2.38	s 4.05 <sup>33</sup>	k 2.13	2.30		s 5.20				
	s 9.05		7.30	s 4.20	3.52 <sup>752</sup>	s 7.57	k 4.13	64	33	DK.....DURHAM.....TO	690	191.8	20.4	W	s 11.25	2.27	s 3.52 <sup>3</sup>	k 2.00	2.10		s 5.00				
	f 9.40		8.11 <sup>751</sup>	f 4.35 <sup>80</sup>	4.05 <sup>80</sup>	f 8.11 <sup>83</sup>	k 4.28	70	22	WALDECK.....TO	697	198.4	27.0		f 11.10	2.16	f 3.35	1.45 <sup>92</sup>	1.45		s 4.35 <sup>3-33</sup>				
	s 10.15		8.40	s 4.48	4.15	s 8.24	k 4.41	70	37	CN.....CANTON.....TO	703	204.8	33.4		s 10.58	2.05	s 3.20	k 1.33	1.15		s 3.35 <sup>752</sup>				
	s 10.45 <sup>34</sup>		9.10	s 5.03	4.23	s 8.39	k 4.55	70	50	GA.....GALVA.....TO	709	210.7	39.3	W	s 10.45	1.57	s 3.05 <sup>80</sup>	k 1.22	12.55		s 3.05				
	s 11.25		9.45	s 5.18	4.35	s 8.55	s 5.12	76	46	MC.....McPHERSON.....TO	716	217.9	46.5		s 10.30	1.45	s 2.50	s 1.08	12.30		s 2.30				
	s 11.50 <sup>AM</sup>		10.15 <sup>34</sup>	f 5.33	4.49	s 9.08	k 5.22	70	33	GV.....GROVELAND.....TO	723	224.3	52.9	W	f 10.15 <sup>93</sup>	1.32	s 2.34	k 12.53	12.05 <sup>AM</sup>		s 1.55				
	s 12.15 <sup>PM</sup>		10.30	s 5.43	4.57	s 9.20	k 5.32	70	38	QN.....INMAN.....TO	728	229.4	58.0		s 10.05	1.25	s 2.22	k 12.42	11.45		s 1.25				
	s 12.45 <sup>80</sup>		10.50	s 5.56	5.08	s 9.32	k 5.42	70	32	DM.....MEDORA.....TO	734	236.1	64.7		s 9.53	1.14	s 2.10	k 12.30	11.25		s 12.45 <sup>81</sup>				
	1.07		11.10	s 6.05	5.16	9.45 <sup>34</sup>	5.50	65		EMOGENE.....TO	738	239.6	68.2		9.45	1.07	2.00	12.22	11.10		12.20				
	s 1.48 <sup>752</sup>		11.45 <sup>AM 80</sup>	s 6.25	5.30	s 9.55	s 6.00	41	166	SU.....HUTCHINSON.....TO	744	245.2	73.9	WY	s 9.30	s 12.55	s 1.48 <sup>81</sup>	s 12.10	10.40		AM 93 11.45				
	f 2.20		12.05 <sup>PM</sup>	s 6.35	5.40	10.15	6.20	15		WHITESIDE.....TO	749	250.5	79.2		9.05	12.41	1.28	PM 11.53	10.15		f 10.50 <sup>751</sup>				
	s 2.55		12.34 <sup>4</sup>	s 6.45	5.50	s 10.27 <sup>80</sup>	k 6.30	70	31	DG.....PARTRIDGE.....TO	754	255.9	84.6		s 8.55	12.34	s 1.21	k 11.43	10.00		s 10.27				
	s 3.45		1.08 <sup>752</sup>	s 7.00	6.03	s 10.42	k 6.43	70	80	RT.....ARLINGTON.....TO	761	262.5	91.2	FW	s 8.40	12.25	s 1.08	f 11.31	9.40		s 9.40				
	s 4.20		2.00	s 7.15	6.16	s 10.57	k 6.57	70	29	NO.....LANGDON.....TO	770	271.2	99.9		s 8.20	12.14	s 12.53	f 11.16	9.10		s 9.00				
	s 4.50		2.35	s 7.30	6.28	s 11.12	s 7.10	70	34	KO.....TURON.....TO	776	277.5	106.2	W	s 8.05	12.05	s 12.40	s 11.05	8.50		s 8.30				
	s 5.30		3.20	s 7.45	6.41	s 11.27	s 7.23	70	34	RS.....PRESTON.....TO	784	285.4	114.1		s 7.50	AM 11.55	s 12.26	s 10.52	8.25		s 8.00				
	f 6.00		3.55	f 8.00 <sup>92</sup>	6.53	f 11.45 <sup>4</sup>	k 7.35 <sup>34-80</sup>	70	25	NATRONA.....TO	791	292.1	120.8		f 7.35 <sup>1-80</sup>	751 11.45	f 12.12 <sup>752</sup>	k 10.41	8.00 <sup>33</sup>		f 7.35 <sup>1-34</sup>				
	6.30 <sup>PM</sup>		4.40 <sup>PM</sup>	8.15 <sup>PM</sup>	7.10 <sup>PM 32</sup>	11.59 <sup>AM 752</sup>	7.50 <sup>AM</sup>	25	1202	N.....PRATT.....TO	797	298.0	126.7	FWT	AM 7.20	11.35 <sup>AM</sup>	11.59 <sup>AM</sup>	10.30 <sup>PM</sup>	7.25 <sup>PM</sup>		6.45 <sup>AM</sup>				
	11.3		11.8	26.7	32.3	26.3	29.2			126.7 LEAVE				Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday					
	(11.10)		(10.40)	(4.45)	(3.55)	(4.49)	(4.20)			Average speed per hour.					26.7	36.2	27.5	30.4	16.0		11.8				
										SCHEDULE TIME					(4.45)	(3.30)	(4.36)	(4.10)	(7.55)		(11.15)				

**NOTE.** Superiority by direction. On single track, Eastward trains are superior to Westward trains of the same class — Superiority by direction.

**WESTWARD**

**MAIN LINE**

**EASTWARD**

THIRD CLASS		SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40 STATIONS Time Table No. 29 November 1, 1914				FIRST CLASS			SECOND CLASS		THIRD CLASS	
83	Local Freight	93	Gold Ball	33	3	751			1	34	752	4	2	92	Gold Ball	82	Local Freight		
Daily Ex. Sunday		Daily		Daily	Golden State Limited	Daily	Daily	Pass'gr	Pass'gr	Golden State Limited	Pass'gr	Gold Ball							
AM 7.15 <sub>34</sub>		PM 5.55 <sub>92</sub>		PM 8.35	PM 7.15	PM 12.20 <sub>752</sub>	AM 8.15	25	1308	N. PRATT TO	797	308.0							
s 8.00		6.40		s 8.57	7.30	s 12.38	k 8.32	70	38	CU. CULLISON TO	806	307.1	9.1						
s 8.43		7.15		s 9.15	7.40	s 12.50	k 8.43 <sub>83</sub>	70	44	WF. WELLSFORD TO	813	314.2	16.2	W					
s 9.10		7.46		s 9.27	7.46	s 1.00	k 8.52	70	32	HD. HAVILAND TO	817	318.6	30.6						
f 9.40		8.10		f 9.43	7.53	f 1.10	9.00	70	28	BR. BRENHAM TO	823	324.9	36.0						
s 10.25		8.30		s 9.54	8.00	s 1.25	s 9.13	70	43	GB. GREENSBURG TO	827	328.6	30.6	W					
s 10.43		8.45		s 10.04	8.07	f 1.33	9.21	15		JOY TO	832	334.1	36.1						
f 11.05		9.15		s 10.15	8.15	s 1.45 <sub>82</sub>	k 9.28	70	21	MU. MULLINVILLE TO	837	338.9	40.9						
s 11.45		9.45		10.40	8.28	s 2.05	s 9.45 <sub>752</sub>	34	300	BU. BUCKLIN TO	846	347.9	49.9	FWY					
s 12.45		10.20		PM 8.41	s 2.22	f 10.02	f 10.20	70	23	KG. KINGSDOWN TO	854	356.0	57.0						
s 1.10		11.00		8.53	s 2.38 <sub>92</sub>	f 10.20	f 10.20	70		BM. BLOOM TO	861	362.8	64.8						
s 1.33					9.08	s 3.00	s 10.42 <sub>82</sub>	70	29	MI. MINEOLA TO	869	370.0	72.0	W					
s 2.05		11.45			9.23	s 3.20	s 11.02	70	27	F. FOWLER TO	879	380.8	83.8						
s 2.45		12.30			9.38	s 3.42	s 11.25	70	31	VN. VEADE TO	890	391.0	83.0	W					
s 3.20		1.15			9.50	f 3.55	11.37	70		MS. MISSLER TO	896	396.5	88.5						
s 3.55		2.00			10.04	s 4.15	s 11.55 <sub>AM 92</sub>	70	26	Q. PLAINS TO	905	406.4	108.4						
s 4.30		2.40			10.13	k 4.30	k 12.08 <sub>PM</sub>	70		KM. KISMET TO	918	413.2	115.2	W					
s 4.55		3.15			10.27	s 4.45	k 12.23	70	31	RK. ARKALOW TO	920	421.2	123.2						
s 5.20		3.45			10.40	f 4.58	12.35	70		MY. MAYNE TO	926	426.1	126.1						
f 5.40		4.15			10.55	f 5.20	f 12.50 <sub>PM</sub>	80	1255	RA. LIBERAL TO	933	434.2	136.2	PWY					
6.00		4.45																	
PM 2		AM																	
18.1		12.5		22.9	27.1	27.2	29.7			136.2	LEAVE								
(10.45)		(10.50)		(2.05)	(3.40)	(5.00)	(4.35)			Average speed per hour.									

**TRAINMASTERS:**  
**J. S. IRWIN,**  
 Pratt, Kansas. Herington to Liberal, and Dodge City Branch.  
**H. E. McMULLEN,**  
 Dalhart, Texas. Liberal to Tucumcari.

WESTWARD		DODGE CITY BRANCH		EASTWARD	
SECOND CLASS		SUB-DIVISION 40a STATIONS Time Table No. 29 November 1, 1914		SECOND CLASS	
563	561	Capacity of Sidings		Capacity of Other Tracks	
Mixed	Mixed	Station No.	M. P. Distance from St. Joseph	Distance from Bucklin	Fuel, Water, Turn Table and Wye
Daily Ex. Sunday	Daily Ex. Sunday	LEAVE			
PM 5.00	AM 9.50	BU. BUCKLIN TO	846	347.9	FWY
s 5.40	s 10.35	HF. FORD TO	T 9	356.4	8.5
f 6.05	f 10.55	WL. WILROADS TO	T 18	365.7	17.8
f 6.25	f 11.15	SD. SOUTH DODGE TO	T 26	373.4	25.5
6.30	11.20	RH. DODGE CITY TO	T 27	374.4	26.5
PM	AM				
		26.5	LEAVE		
17.6	17.6	Average speed per hour.			
(1.30)	(1.30)	SCHEDULE TIME		(1.30)	(1.30)

**A. E. MURPHY,** Chief Dispatcher, Pratt, Kansas.  
**C. H. YOUNG,** Night Chief Dispatcher, Pratt, Kansas.  
**C. P. FLEMING,**  
**F. W. SHARPE,**  
**C. D. WILLIAMSON,** Dispatchers, Pratt, Kansas.

**NOTE:** Superiority by direction. On single track, Eastward trains are superior to Westward trains of the same class—Superiority by direction.  
 C. R. I. & P.—El Paso Division.

**WESTWARD**

**MAIN LINE**

**EASTWARD**

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 41 STATIONS. Time Table No. 29 November 1, 1914				Station Nos.	M. P. Distance from St. Joseph.	Distance from Liberal.	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS		THIRD CLASS.	
	85			93		3	1			LEAVE	4	2						92		84				
	Local Freight			Gold Ball		Golden State Limited	Pass'gr										Golden State Limited	Pass'gr		Gold Ball		Local Freight		
	Daily Ex. Sunday.			Daily		Daily	Daily																	
	AM 6.45			AM 5.45		PM 11.00	PM 1.15	60	1285	RA.....	LIBERAL.....	TO	935	34.3		FWTY	AM 7.45	PM 5.55		AM 9.40		PM 2.20		
	s 7.29			6.30		11.18	s 1.35	70	27	RO.....	TYRONE.....	TO	943	44.0	9.8		7.29	s 5.35		9.05		s 1.35		
	s 8.30			7.14		11.33	s 1.55	70	26	HO.....	HOOKER.....	TO	953	45.3	20.1	W	7.14	s 5.17		8.30		s 12.50		
	s 9.10			8.00		11.48	s 2.15	70	27	MQ.....	OPTIMA.....	TO	963	46.6	30.4		6.59	s 4.58		8.00		PM 12.01		
	s 10.30			8.50		12.03	s 2.38	70	33	GY.....	GUYMON.....	TO	972	47.6	39.4	W	6.45	s 4.43		7.25		s 11.25		
	f 10.55			9.12		12.12	2.50	70			JUNIOR.....		978	47.9	45.7		6.36	4.32		7.10		f 10.55		
	s 11.45			9.32		12.20	s 3.05	70	27	FM.....	GOODWELL.....	TO	983	48.1	49.9	FW	6.31	s 4.25		7.00		s 10.40		
	s 12.35			10.10		12.38	s 3.35	100	29	HM.....	TEXHOMA.....	TO	993	49.3	60.1	Y	6.16	s 4.08		6.32		s 10.10		
	PM 12.35			AM 10.10		AM 12.38	s 3.35	100	29	HM.....	TEXHOMA.....	TO	993	49.3	60.1	Y	AM 6.16	PM 4.08		AM 6.32		AM 10.10		
	f 1.15			11.00		12.51	f 3.52	88	18		STEVENS.....		1003	50.3	70.1	W	6.02	f 3.52		6.02		f 9.20		
	s 2.20			11.40		1.06	s 4.08	103	33	DF.....	STRATFORD.....	TO	1013	51.2	80.0		5.50	s 3.38		5.25		s 8.50		
	f 3.22			12.25		1.22	f 4.28	86	16		CONLEN.....		1025	52.0	91.8	W	5.35	f 3.22		4.50		f 8.05		
	f 3.55			1.15		1.36	f 4.45	82	12		CHAMBERLIN.....		1036	53.1	101.9		5.22	f 3.06		4.15		f 7.35		
	4.07			1.45		1.41	4.55	70			HOVEY.....		1039	54.0	106.8		5.17	3.00		4.00		7.20		
	4.30			2.30		1.50	5.10	412	412	DA.....	DALHART.....	TO	1044	54.4	111.2	FWTY	AM 5.10	PM 2.50		3.40		AM 7.05		
	PM 4.30			PM 2.30		AM 1.50	PM 5.10										AM 5.10	PM 2.50		AM 3.40		AM 7.05		
																	Daily	Daily		Daily		Daily Ex. Sunday		
	11.4			12.7		12.2	12.4										43.0	36.0		18.5		15.3		
	(9.45)			(8.45)		(8.50)	(8.55)			SCHEDULE TIME.....									(8.35)	(8.05)		(6.00)		(7.15)

**NOTE.** Superiority by direction. On single track, Eastward trains are superior to Westward trains of the same class—Superiority by direction.

**WESTWARD**

**MAIN LINE**

**EASTWARD**

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 6 STATIONS. Time Table No. 29 November 1, 1914				FIRST CLASS				SECOND CLASS		THIRD CLASS	
87				93		1 3				Station Nos.	M. P. Distance from St. Joseph	Distance from Dalhart	Fuel, Water, Turn Table and Wye	4 2		92		86			
Local Freight	Daily Ex. Sunday	AM	PM	Gold Ball	Daily	Pass'gr	Golden State Limited							Golden State Limited	Pass'gr	Golden State Limited	Pass'gr	Gold Ball	Local Freight		
		AM 8.00		PM 3.30 <sup>86</sup>		PM 5.20	AM 1.55	412	412			FW	AM 5.05	PM 2.45	AM 2.40	PM 9.30					
		f 8.22		3.50		5.28	2.03	70					4.57	2.35	2.25	f 3.13					
		f 8.40		4.10		f 5.35	2.10 <sup>92</sup>	100	30				4.52	f 2.28	2.10 <sup>s</sup>	f 3.00					
		s 9.30		4.50		f 5.53	2.27	86	16	AY	MIDDLEWATER	TO	1065	566.6	21.2	W	4.36	f 2.13	1.23	s 2.30	
		9.40		5.00		5.58	2.32	15					4.31	2.08	1.15	2.20					
		f 10.30		5.40		s 6.15	2.46	91	21	RM	ROMERO	TO	1077	578.4	33.0		4.19	f 1.55	12.42	f 1.55	
		f 11.00		6.27 <sup>1</sup>		6.27 <sup>93</sup>	2.56	70					4.09	1.43	12.22	f 1.30					
		11.10 AM		6.42 PM		6.32 PM	2.59 AM						4.05 AM	1.38 PM	12.15 AM	1.15 PM					
		AM 11.10		PM 6.42		PM 6.32	AM 2.59														
		s 11.50 AM		7.05		s 6.42	3.08	70	18	VR	NARAVISA	TO	1089	590.8	45.4	W	3.57	s 1.30	11.59	s 1.00	
		s 12.20 <sup>86</sup> PM		7.35		s 6.55	3.20	70					3.42	s 1.10	11.30	s 12.20 <sup>87</sup>					
		12.35		7.50		7.00	3.25	20	40	BN	GRAVEL PIT		1099	601.8	56.4		3.34	1.00	11.12	12.01 <sup>PM</sup>	
		f 12.55 <sup>3</sup>		8.05		f 7.05	3.30	70	21		SAND SPRINGS		1108	604.5	59.1		3.30	f 12.55	11.00	f 11.50	
		f 1.20		8.35		f 7.15	3.39	70			CANODE		1109	610.0	64.6		3.18	f 12.43	10.42	f 11.30	
		s 2.00		9.10		s 7.25	3.51	70	35	OA	LOGAN	TO	1114	618.3	69.9	W Y	3.08	s 12.30	10.20	s 11.05	
		f 2.40		9.55 <sup>92</sup>		7.37	4.07	70			WATER		1120	621.3	75.9		2.58	12.17	9.55 <sup>93</sup>	f 10.40	
		f 3.05		10.15		f 7.47	4.18	70	12		HUDSON		1124	626.8	80.4		2.51	f 12.08 <sup>PM</sup>	9.40	f 10.25	
		f 3.30		10.45		7.58	4.30	70			ADBERG		1129	632.5	87.1		2.42	11.56 AM	9.23	f 10.10	
		4.00 PM		11.30 PM		8.10 PM	4.40 AM	90	140	CA	TUCUMCARI	TO	1137	638.5	93.1	FW	2.30 AM	11.40 AM	9.00 PM	9.45 AM	
											(93.1) LEAVE					Daily	Daily	Daily	Daily Ex. Sunday		
		11.6		11.6		32.8	33.9				Average speed per hour							36.0	30.2	16.4	16.2
		(8.00)		(8.00)		(2.50)	(2.45)				SCHEDULE TIME							(2.35)	(3.05)	(5.40)	(5.45)

**NOTE.** Superiority by direction. On single track, Eastward trains are superior to Westward trains of the same class — Superiority by direction.

# CHICAGO, ROCK ISLAND & GULF RAILWAY—Mexico Division.

## TIME TABLE RULES.

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. 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. 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.

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.)

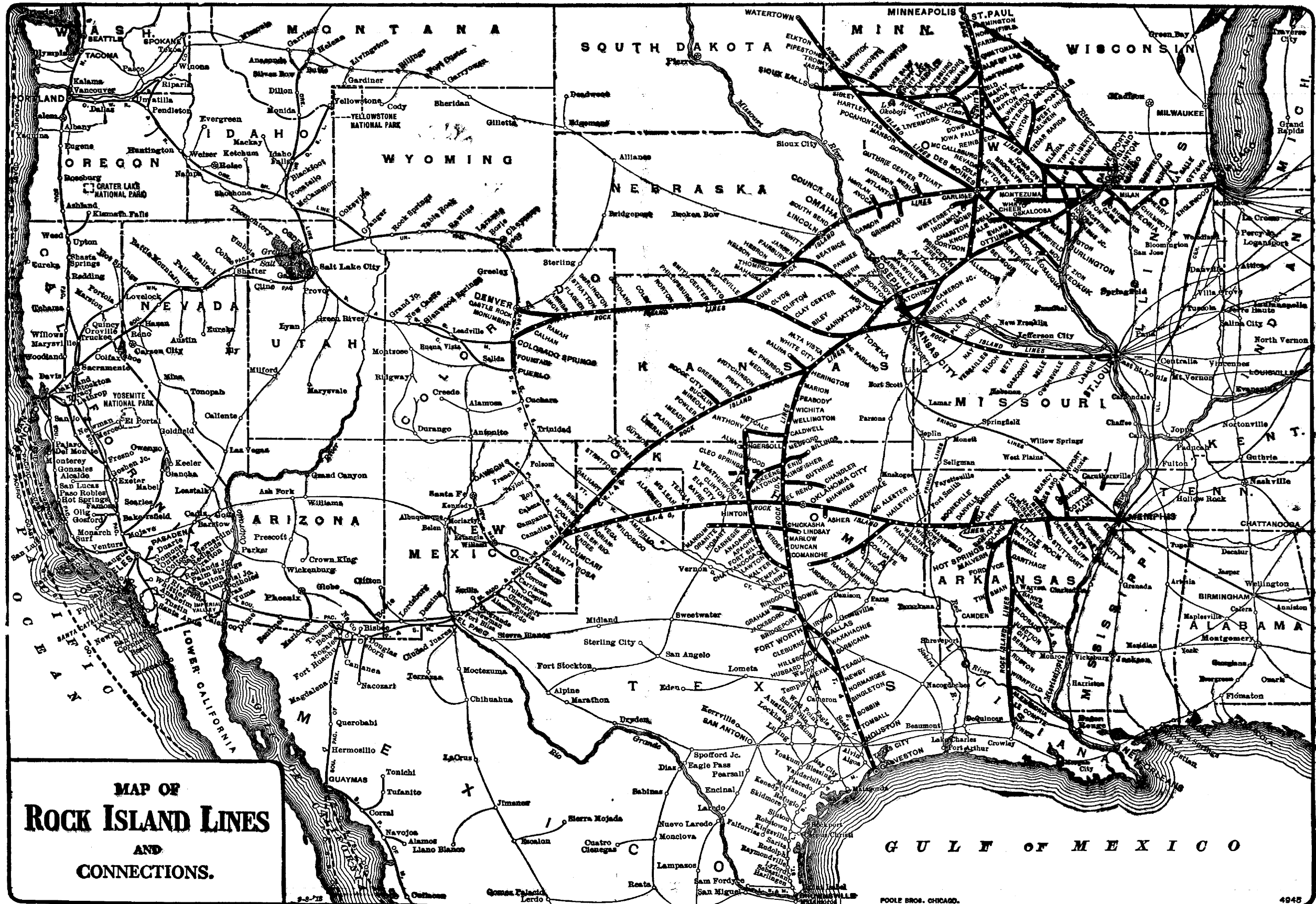
37. Telephones connecting with Dalhart central office are located in section houses at Stevens, Conlen, and Chamberlin.

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.....	10.00 pm to 7.00 am
Dalhart.....	7.30 am to 7.30 pm
Middlewater.....	Continuous
Romero.....	7.30 am to 7.30 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.

GULF OF MEXICO

POOLE BROS. CHICAGO.

4945