

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

JACOB M. DICKINSON, Receiver.

**SECOND DISTRICT**

**AND**

# CHICAGO, ROCK ISLAND & GULF RAILWAY—Mexico Division

## **TIME TABLE No. 34**

**Taking Effect Sunday, December 24, 1916, at 12:01 A. M.**

**CENTRAL TIME**

**Superseding Time Table No. 33**

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**NOTE IMPORTANT CHANGES IN TIME-TABLE RULES**

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

**T. H. BEACOM,**  
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			SUB-DIVISION 39 STATIONS. Time Table No. 34 December 24, 1916				FIRST CLASS			SECOND CLASS		THIRD CLASS	
	81		91		33	3	1	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M. P. Distance from St. Joseph	Distance from Herington	Fuel, Water, Turn Table and Wye	4	2	34	92	80
	Local Freight		Gold Ball		Pass'gr	Golden State Limited	Pass'gr							Golden State Limited	Pass'gr	Pass'gr	Gold Ball	Local Freight
	Daily Ex. Sunday		Daily		Daily	Daily	Daily											
	AM 7.20		AM 5.00		PM 4.25	PM 3.20	AM 4.35							PM 3 3.10	PM 80 6.05	PM 11.45	AM 1 4.20	PM 2 5.50
	s 8.00		5.40		s 4.45	3.35	s 4.53	70	20	856	171.4		F W T Y	f 2.50	k 5.45	s 11.25	3.40	s 5.20
	s 8.35		6.00		s 5.00	3.46	s 5.07	70	22	678	177.5			f 2.37	k 5.30	s 11.09	3.13	s 5.00 <sup>33</sup>
	s 9.05		6.35		s 5.15	3.56	f 5.21	64	33	684	179.5	8.1		s 2.23	k 5.15	s 10.56	2.45	s 3.56
	f 9.40		7.10		f 5.30	4.08	f 5.35	70	22	690	185.7	14.8	W	2.08	5.00	f 10.42	2.15	f 3.32
	s 10.15		7.50		s 5.43	4.19	s 5.49	70	37	697	191.8	20.4		s 1.55	k 4.45	s 10.28	1.50	s 3.15
	s 10.45		8.25		s 5.56	4.30	s 6.02	70	50	703	198.4	27.0		s 1.42	k 4.30	s 10.16	1.25	s 2.55
										709	204.8	33.4						
										716	210.7	39.3	W					
										716	217.5	46.5		s 1.24	s 4.15	s 10.02	12.55	s 2.30
										723	219.3							
	s 11.45		9.40		s 6.26	4.57	f 6.32	70	33	723	217.6			f 1.13	k 4.01	s 9.47	12.25	s 1.55
	s 12.15		10.20		s 6.38	5.08	s 6.45	70	38	728	224.3	52.9	W	s 1.01	k 3.53	s 9.35	12.01	s 1.35
	s 12.47		10.50		s 6.53	5.20	f 6.57	70	32	728	229.4	58.0		s 12.47	k 3.42	s 9.23	PM 11.35	s 1.10
	s 1.10 <sup>80</sup>		11.20		s 7.00	5.25	s 7.04	65		734	236.1	64.7		s 12.40	k 3.37	s 9.15	11.20	12.55
	s 1.25									738	239.6	68.2						
										744	243.3							
										744	244.8							
										744	245.2	73.9	W Y	s 12.30	s 3.25	s 9.05	11.00	PM 4-91 12.30
										749	246.9							
										754	248.3							
	f 2.20		12.50		s 7.30	5.53	7.37	15		754	249.9							
	s 2.59		1.20		s 7.42	6.03	f 7.47	70	31	754	250.5	79.2		f 12.10	k 3.06	s 8.30	10.30	f 10.50
	s 3.45		1.45		s 8.05 <sup>34</sup>	6.15	s 8.01	70	80	754	255.9	84.6		f 12.01	k 2.59	s 8.22	10.15	s 10.30
										761	262.5	91.2	F W	s 11.45	k 2.49	s 8.05	9.50	s 10.00
	s 4.20		2.34		s 8.22	6.30	f 8.16	70	29	770	267.5	96.9		s 11.25	k 2.34 <sup>91</sup>	s 7.50	9.15	s 9.00
	s 4.50		3.15		s 8.35	6.42	s 8.32	70	34	776	271.2	106.2	W	s 11.10	s 2.23	s 7.39	8.35	s 8.32
										784	277.5							
	s 5.30		4.00		s 8.50	6.58	s 8.48	70	34	784	277.5			s 10.55	k 2.10	s 7.23	8.10	s 8.05
										791	285.5							
	f 6.00		4.30		f 9.02	7.10	f 9.00	70	25	791	292.1	120.8		f 10.42	k 2.00	s 7.10	7.50	f 7.45
	s 6.30		5.15		s 9.15	7.25	s 9.15	25	1202	797	298.0	126.7	F W T	10.30	1.50	6.50	7.25	7.30
	PM 34		PM		PM	PM 92	AM							AM	PM	PM	PM	AM
														Daily	Daily	Daily	Daily	Daily Ex. Sunday
	11.3		10.3		26.3	31.0	27.2							27.1	29.8	25.7	14.2	11.8
	(11.10)		(12.15)		(4.50)	(4.05)	(4.40)							(4.40)	(4.15)	(4.55)	(8.55)	(10.20)

**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			SUB-DIVISION 40 STATIONS				FIRST CLASS			SECOND CLASS		THIRD CLASS	
83			91		33			SUB-DIVISION 40 STATIONS				4			92		82	
Local Freight			Gold Ball		Pass'gr			Time Table No. 34				Golden State Limited			Gold Ball		Local Freight	
Daily Ex. Sunday			Daily		Daily			December 24, 1916				Pass'gr			Pass'gr		Daily Ex. Sunday	
AM			PM		PM			LEAVE				AM			PM		PM	
7.15			6.40		9.35			N.....PRATT.....TO				10.20			6.15		5.00	
8.00			7.15		9.55			CU.....CULLISON.....TO				10.04			5.40		4.00	
8.20			7.40		10.10			WF.....WELLSFORD.....TO				9.53			5.14		3.10	
8.45			8.01		10.20			HD.....HAVILAND.....TO				9.46			5.00		2.40	
9.00			8.30		10.30			BH.....BRENNHAM.....TO				9.37			4.45		2.05	
9.30			8.55		10.45			GB.....GREENSBURG.....TO				9.30			4.32		1.34	
10.20			9.15		10.57			JO.....JOY.....TO				9.20			4.15		1.10	
11.15			9.35		11.07			MU.....MULLINVILLE.....TO				9.18			4.00		12.55	
12.20			10.30		11.30			BU.....BUCKLIN.....TO				8.59			3.30		12.20	
12.50			10.58		11.45			KG.....KINGSDOWN.....TO				8.46			3.05		11.45	
1.20			11.28		12.01			BM.....BLOOM.....TO				8.34			2.45		11.26	
2.05			11.55		12.20			MI.....MINNOLA.....TO				8.23			2.05		10.50	
2.20			12.15		12.30			AD.....ADVANCE.....TO				8.12			1.40		10.30	
2.35			12.40		12.40			FO.....FOWLER.....TO				8.03			1.25		10.15	
3.10			1.20		1.00			VN.....VREADE.....TO				7.47			12.52		9.45	
3.30			1.45		1.17			MI.....MISSLER.....TO				7.37			12.32		9.15	
4.22			2.15		1.32			PL.....PLAINS.....TO				7.24			11.53		8.55	
4.55			2.45		1.45			KI.....KISMET.....TO				7.12			11.30		8.25	
5.20			3.10		2.00			AR.....ARKALON.....TO				6.57			11.05		7.50	
5.40			3.30		2.12			HA.....HAYNE.....TO				6.48			10.50		7.35	
6.00			4.00		2.30			LI.....LIBERAL.....TO				6.35			10.30		7.15	
PM			AM		PM			LEAVE				AM			AM		AM	
13.1			14.5		27.5			Average speed per hour.				36.3			17.6		13.9	
(10.45)			(9.20)		(4.55)			SCHEDULE TIME				(3.45)			(7.45)		(9.45)	

WESTWARD		DODGE CITY BRANCH				EASTWARD	
SECOND CLASS		SUB-DIVISION 40a STATIONS				SECOND CLASS	
563		Time Table No. 34				564	
December 24, 1916		December 24, 1916				December 24, 1916	
Mixed		LEAVE				Mixed	
Daily Ex. Sunday		BU.....BUCKLIN.....TO				Daily Ex. Sunday	
PM 12.25		HF.....FOED.....TO				AM 10.15	
2-32-83		WI.....WILROADS.....TO				PM 34 4.30	
s 1.05		SD.....SOUTH DODGE.....TO				s 9.40	
s 6.40		RH.....DODGE CITY.....TO				s 3.55	
f 1.25		LEAVE				f 8.55	
f 7.05		Average speed per hour.				f 3.25	
f 1.50		26.5				f 8.35	
f 7.25		17.6				f 3.05	
1.55		15.1				8.30	
PM 7.45		(1.30)				AM 3.00	
AM		SCHEDULE TIME				Daily Ex. Sunday	
17.6		(1.45)				Daily Ex. Sunday	
15.1		15.1				17.6	

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

**T. M. BRYDEN,** Chief Dispatcher, Pratt, Kansas.  
**A. E. MURPHY,** Night Chief Dispatcher, Pratt, Kansas.  
**C. H. YOUNG,**  
**C. D. WILLIAMSON,**  
**C. P. FLEMING,**  
**A. G. DOUGLAS,**  
**E. F. PIPKIN,**  
**T. M. BARWISE,**  
 Dispatchers, Pratt, Kansas.

**NOTE.** Superiority by direction. On single track, Eastward trains are superior to Westward trains of the same class — Superiority by direction.  
 G. E. 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. 34 December 24, 1916				FIRST CLASS			SECOND CLASS		THIRD CLASS.	
	85		91		3	1	33			Station Nos.	M. P. Distance from St. Joseph.	Distance from Liberal.	Fuel, Water, Turn Table and Wye	4	2	34	92		84	
	Local Freight		Gold Ball		Golden State Limited	Pass'gr	Pass'gr					Golden State Limited	Pass'gr	Pass'gr	Gold Ball		Local Freight			
	Daily Ex. Sunday.		Daily		Daily	Daily	Daily													
	AM 7.10		AM 5.30		PM 11.30	PM 1.50	AM 7.00	60	1286			AM 33 6.30	AM 92 9.40	PM 1 1.20	AM 2 9.30		PM 1 1.50			
	s 7.45		6.13		11.49	s 2.13	s 7.20	70	27	RA..... LIBERAL..... TO	933	434.3	FWTY							
	s 8.27		6.40		PM 12.07	s 2.37	s 7.40	70	26	RO..... TYRONE..... TO	943	444.0	9.8				s 1.20			
	(9.02)				AM					HO..... HOOKER..... TO	963	454.3	20.1	W			s 12.40			
	s 9.40		7.05		12.25	s 3.00	s 8.00	70	27	MQ..... OPTIMA..... TO	963	464.6	30.4				s 11.55			
	s 10.35		7.30		12.41	s 3.25	s 8.28	70	33	GY..... GUYMON..... TO	972	473.6	39.4	W			s 11.30			
	f 11.10		7.52		12.50	s 3.35	s 8.39	70		JUNIOR..... TO	978	479.9	45.7				f 11.10			
	s 11.40		8.10		1.00	s 3.50	s 8.55	70	27	FM..... GOODWELL..... TO	983	484.1	49.9	FW			s 11.00			
	s 12.45		9.20		1.20	s 4.10	s 9.20	100	29	HM..... TEXHOMA..... TO	993	494.3	60.1	Y			s 10.30			
	PM		AM 33		AM	PM	91										AM			
	PM 12.45		AM 9.20		AM 1.20	s 4.10	s 9.20	100	29	HM..... TEXHOMA..... TO	993	494.3	60.1	Y			s 10.30			
	f 1.25		10.00		1.36	f 4.32	f 9.40	88	18	STEVENS..... TO	1008	504.3	70.1	W			f 10.00			
	s 2.20		10.40		1.55	s 4.52	s 10.00	103	33	DF..... STRATFORD..... TO	1013	514.2	80.0				s 9.40			
	f 3.10		11.35		2.15	f 5.11	s 10.20	86	16	CONLEN..... TO	1025	526.0	91.8	W			f 8.20			
	f 3.50		12.30		2.33	f 5.29	f 10.40	82	12	CHAMBERLIN..... TO	1035	536.1	101.9				f 7.55			
	4.05		1.00		2.40	s 5.35	10.50	70		HOVBY..... TO	1039	540.0	106.8				f 7.45			
	4.30		1.30		2.55	5.50	11.00	412	412	DA..... DALHART..... TO	1044	545.4	111.2	FWTY			s 7.30			
	PM		PM		AM	PM	AM										AM			
										111.2							Daily Ex. Sunday			
	11.1		13.9		33.5	37.8	27.8			Average speed per hour							17.5			
	(9.20)		(8.00)		(3.25)	(4.00)	(4.00)			SCHEDULE TIME							(6.20)			

**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. 34 December 24, 1916				FIRST CLASS		SECOND CLASS		THIRD CLASS		
	87			91		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			Gold Ball		Pass'gr	Golden State Limited					Golden State Limited	Pass'gr	Gold Ball		Local Freight				
	Daily Ex. Sunday			Daily		Daily	Daily													
	AM 8.00			PM 3.00		PM 6.00	AM 3.00 <sup>92</sup>	412	412			DA..... <b>DALHART</b> .....TO 1044	545.4		FWTY	AM 3.20	AM 6.30		AM 3.20	PM 3.35
	f 8.22			3.20 <sup>86</sup>		6.09	3.08 <sup>4</sup>	70				FL. W. & D. C. Ry. 4.9	545.5						91	f 3.20
	f 8.40			3.40		f 6.17	3.15	100	30			WAGNER.....TO 1049	550.4	5.0		3.08	6.20		2.20	
	s 9.30			4.25		f 6.35	3.32	86	16			BEHN.....TO 1054	555.1	9.7		3.01	6.13		2.05	f 3.00
	9.40			4.35		f 6.40	3.37	15				AY..... <b>MIDDLEWATER</b> .....TO 1065	566.6	21.2	W	2.46	s 5.57		1.23	s 2.30
	f 10.30			5.15		s 6.58	3.50	91	21			LANE.....TO 1069	570.5	25.1		2.41	5.51		1.15	2.20
	f 11.00			5.35		7.10	4.00	70				RM..... <b>HOMERO</b> .....TO 1077	578.4	33.0		2.30	s 5.38		12.42	f 1.55
	11.10 AM			5.45 PM		7.15 PM	4.03 AM					EXIT.....TO 1083	584.4	39.0		2.21	5.28		12.22	f 1.30
												BRavo.....TO 1085	586.4	41.0		2.18 AM	5.24 AM		12.15 AM	1.15 PM
	AM 11.10			PM 5.45		PM 7.15	AM 4.03									AM 2.18	AM 5.24		AM 12.15	PM 1.15
	s 11.50			6.15		s 7.30	s 4.12	70	18			VR..... <b>NARAVISA</b> .....TO 1089	590.8	45.4	W	s 2.11	s 5.17		11.59	s 1.00
	s 12.20 <sup>86</sup> PM			7.00		s 7.44	4.24	70				OBAR.....TO 1096	598.9	53.5		1.58	s 5.02		11.30	s 12.20
	12.35			7.15		7.49	4.28	20	40			BN..... <b>GRAVEL PIT</b> .....TO 1099	601.8	55.4		1.51	4.55		11.12	12.01 PM
	f 12.55			7.35		f 7.54	4.32	70	21			SAND SPRINGS.....TO 1103	604.5	59.1		1.46	f 4.50		11.00	f 11.50
	f 1.20			8.04 <sup>1</sup>		f 8.04	4.40 <sup>2</sup>	70				CANODE.....TO 1109	610.0	64.6		1.37	f 4.40 <sup>3</sup>		10.42	f 11.30
	s 2.00			8.35		s 8.14	4.51	70	35			OA..... <b>LOGAN</b> .....TO 1114	615.3	69.9	W Y	1.28	s 4.25		10.20	s 11.05
	f 2.40			9.20		8.26	5.05	70				MATER.....TO 1120	621.3	75.9		1.18	4.12		10.00	f 10.40
	f 3.05			9.45 <sup>93</sup>		f 8.36	5.15	70	12			HUDSON.....TO 1124	625.8	80.4		1.11	f 4.04		9.45 <sup>91</sup>	f 10.25
	f 3.30			10.15		8.47	5.29	70				ADBERG.....TO 1129	631.5	87.1		1.02	3.54		9.25 <sup>1</sup>	f 10.10
	4.00 PM			11.00 PM		9.00 <sup>92</sup> PM	5.43 AM	90	140			CA..... <b>TUCUMCARI</b> .....TO 1137	638.5	93.1	FWTY	12.50 AM	3.40 AM		9.00 PM	9.45 AM
												(93.1) LEAVE				Daily	Daily		Daily Ex. Sunday	
	11.5			11.5		31.0	34.3					Average speed per hour				37.2	32.8		16.4	15.7
	(8.00)			(8.00)		(3.00)	(2.43)					SCHEDULE TIME				(2.30)	(2.50)		(5.40)	(5.50)

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

# 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 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. Hutchinson. Pratt. Bucklin. Liberal. Tucumcari.
- 5a. Conductors and Engineers 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. O. 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. R. S. SIMPSON, DR. C. KLIPPEL, DR. F. PRAK, <i>Local Surgeon and Examiner.</i>	Hutchinson, Kas.	Rooms 705-706 Rorabaugh-Wiley Bldg. Phone 82W.	402 E First ave. Phone 152.
DR. J. B. PATTERSON, <i>Local Surgeon.</i>	Pratt, Kas.		
DR. R. H. MILLER, DR. A. B. SCOTT,	Pratt, Kas. Greensburg, Kas. Bucklin, Kas.	Haynes Building, Phone 165.	Cor. Elm and Ford Ave. Phone 178. N. E. cor. First ave. and Locust st.
DR. T. L. MCCARTHY, DR. WM. F. FEE, DR. A. M. MORROW, <i>Local Surgeon and Examiner.</i>	Dodge City, Kas. Meade, Kas.	Cor. Second ave. and Chestnut st.	Office Phone 22, Residence Phone 2165.
DR. W. J. RISEN, DR. W. H. LESTON, DR. I. H. LAMAR, DR. J. T. GAINES, DR. M. M. THOMPSON, DR. F. W. NOBLE, DR. R. J. THOMPSON (sub.), DR. W. L. BROWN,	Liberal, Kas. Hooker, Okla. Guymon, Okla. Texhoma, Okla. Naravisa, N.M. Logan, N.M. Tucumcari, N.M. Tucumcari, N.M. El Paso, Tex.	2nd. floor George Bldg.       147 West Martinez st. Cor. Main and Adams St. Phone 50	Office Phone 22, Residence Phone 2165.       Cor. Main and Adams St. Phone 30.

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

O. R. I. & P.—El Paso Division.

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 Stop to Receive or Discharge Passengers or Freight. k—Stop to discharge passengers from points West of Liberal and pick up passengers for McFarland and beyond.

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 twenty (20) miles an hour through Ramona.

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

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

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

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

Senior Road.	Senior Road.
A.T. & S.F. Ry., M.P. 217.6, A.T. & S.F. Ry. Mo. Pac. Ry., M.P. 219.3... Mo. Pac. Ry.	A.T. & S.F. Ry., M.P. 246.3... C.R.I. & P. 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.
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. Yard Limits are indicated by Yard Limit Boards at (see General Rule 93):  
Herington. Hutchinson. Pratt. Bucklin. Dodge City. Liberal.

16a. All westbound first-class trains will come to full stop 200 feet east of T. & M. Junction Switch, Tucumcari. All trains must be under control between Passenger Depot at Tucumcari and Amarillo Division Junction Switch at Tucumcari, expecting to find Amarillo Division trains occupying main track.

19. All trains and engines will move under control between east and west outside switches in Herington Yard. Eastbound trains will approach El Paso Division Junction Switch in Herington Yard under control, expecting to find switch against them; also expecting crossover from Salina Main Line at Walnut Street occupied. Incoming eastbound trains will be held responsible for any accident that may happen while approaching Herington Passenger Station.

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.....	46	100
Pratt.....	46	100
Liberal.....	46	100
Tucumcari.....	46	100

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

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	Kingsdown.....	8:00 A. M. to 7:00 P. M.
Ramona.....	7:45 A. M. to 6:45 P. M.	Bloom.....	8:00 A. M. to 7:00 P. M.
Tampa.....	8:00 A. M. to 7:00 P. M.	Mineola.....	8:00 A. M. to 5:00 P. M.
Durham.....	Continuous	Fowler.....	8:00 P. M. to 2:00 A. M.
Canton.....	8:00 A. M. to 7:00 P. M.	Meade.....	7:00 A. M. to 6:00 P. M.
Galva.....	8:00 A. M. to 7:00 P. M.	Plains.....	Continuous
McPherson.....	Continuous	Kismet.....	8:00 A. M. to 5:00 P. M.
Groveland.....	6:30 A. M. to 5:30 P. M.	Arkalon.....	7:00 P. M. to 4:00 A. M.
Inman.....	8:00 A. M. to 7:30 P. M.	Liberal.....	6:45 A. M. to 5:45 P. M.
Medora.....	Continuous	Hutchinson.....	Continuous
Hutchinson.....	Continuous	Tyrone.....	7:00 A. M. to 6:00 P. M.
Partridge.....	7:45 A. M. to 6:45 P. M.	Hooker.....	7:30 A. M. to 6:30 P. M.
Arlington.....	Continuous	Optima.....	7:30 A. M. to 6:30 P. M.
Langdon.....	8:00 A. M. to 7:00 P. M.	Guymon.....	8:00 A. M. to 5:00 P. M.
Turon.....	8:00 A. M. to 7:00 P. M.	Preston.....	9:00 P. M. to 8:00 A. M.
Pratt.....	Continuous	Goodwell.....	7:00 A. M. to 6:00 P. M.
Cullison.....	Continuous	Texhoma.....	Continuous
Wellford.....	7:45 A. M. to 6:45 P. M.	Ford.....	8:00 A. M. to 7:00 P. M.
Haviland.....	8:00 A. M. to 5:00 P. M.	Dodge City.....	8:00 A. M. to 7:00 P. M.
Greensburg.....	5:00 P. M. to 2:00 A. M.	Naravisa.....	Continuous
Mullinville.....	7:30 A. M. to 6:30 P. M.	Logan.....	8:00 A. M. to 5:00 P. M.
Bucklin.....	Continuous	Tucumcari.....	8:00 P. M. to 5:00 A. M.

# 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. WALLER 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 twenty-five (25) miles an hour when main rods are down and fifteen (15) miles an hour when all rods are down.

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

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

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

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

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, Chamberlin, and Rehm.

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

Texhoma.....	Continuous
Stratford.....	7.00 am to 6.00 pm
Dalhart.....	Continuous
Middlewater.....	{ 3.00 am to 12.00 noon 2.00 pm to 11.00 pm
Romero.....	8.00 am to 7.00 pm

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

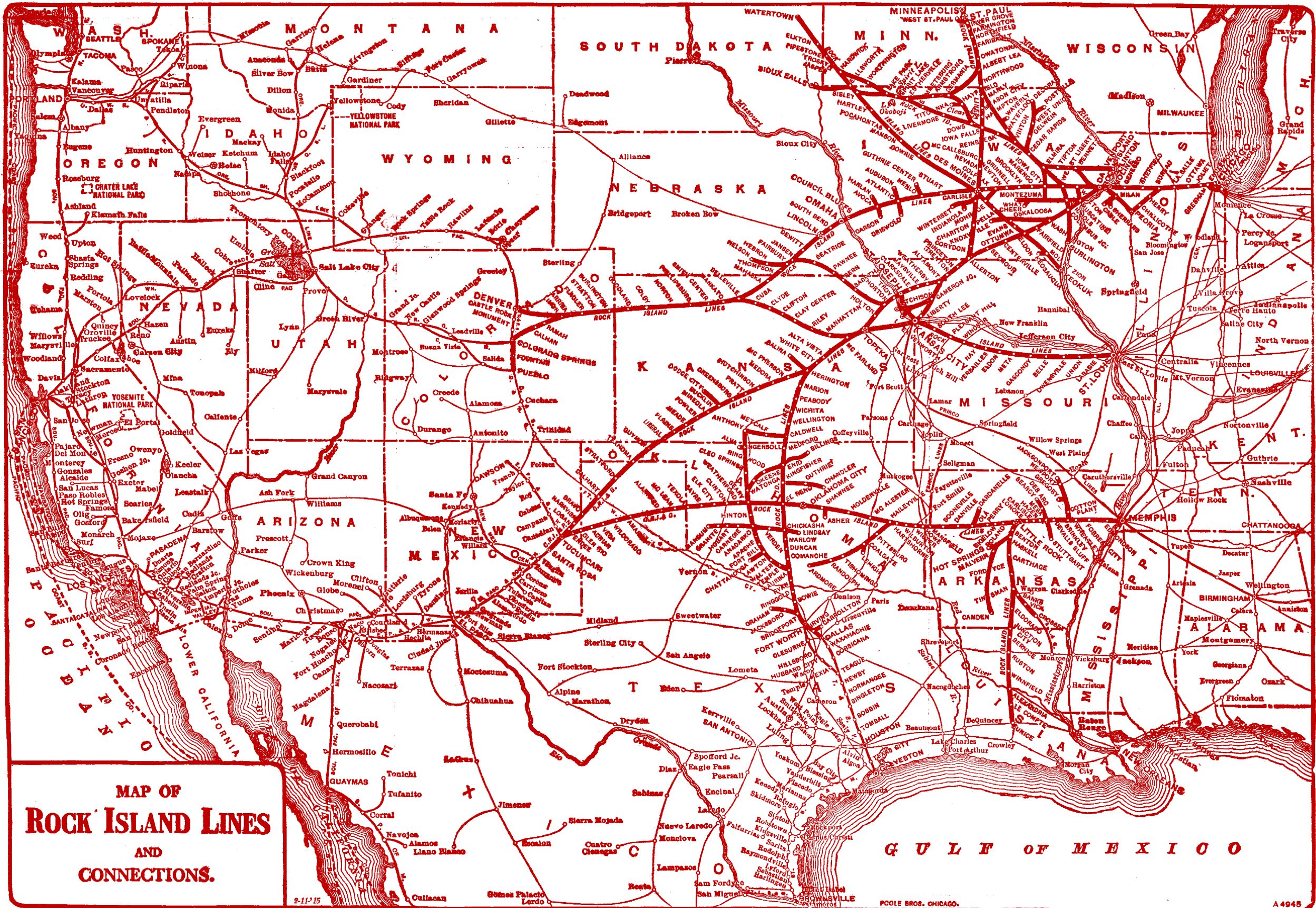
F. W. SHARPE, Chief Dispatcher.

N. E. REYNOLDS, }

H. J. HIGLEY, }

J. B. GLASGOW, }

Dispatchers, Dalhart, Texas.



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

2-11-15

POOLE BROS. CHICAGO.

A 4945