

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY—El Paso Division

SECOND DISTRICT

AND

CHICAGO, ROCK ISLAND & GULF RAILWAY—Mexico Division

TIME TABLE No. 37

Taking Effect Sunday, July 21, 1918, at 12:01 A. M.

CENTRAL TIME

Superseding Time Table No. 36, and Supplement thereto

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.

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

H. L. REED,
Acting 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 Stations of Other Tracks	SUB-DIVISION 39 STATIONS. Time Table No. 37 July 31, 1918	Station Numbers	M. P. Distance from St. Joseph	Distance from Harrington	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS		THIRD CLASS	
81			91		33 3 1									34 4 2			92		80	
Local Freight			Gold Ball			Pass'gr	Golden State Limited							Pass'gr	Pass'gr	Golden State Limited	Pass'gr	Gold Ball			Local Freight
	AM 7.30		AM 10.00		PM 3.35	PM 2.35	AM 4.30	856	RI..... HERRINGTON.....TO	670	171.4		FWTY	AM 11.50	PM 1.50	AM 12.50	PM 7.00	PM 5.30		
	s 8.10		10.35		s 3.55	n 2.52	s 4.50	70	NA..... RAMONA.....TO	678	179.5	8.1		s 11.30	m 1.30	s 12.35	6.20	s 4.50		
	s 8.40		11.10 34		s 4.10	n 3.05	s 5.04	70	HA..... TAMPA.....TO	684	186.7	14.3		s 11.10 ⁹¹	m 1.14	s 12.20	5.45	s 4.10 ⁸³		
	s 9.15		11.35 AM		s 4.25	n 3.18	f 5.17	64	DK..... DUSHAM.....TO	690	191.8	20.4	W	s 10.50	m 1.00	s AM 12.05	5.15	s 3.50		
	f 9.40		12.05 PM		f 4.40	3.32 80	f 5.32	70	.....WALDRICK	697	198.4	27.0		f 10.35	12.46 91	f 11.50	4.40 33	f 3.32 3	
	s 10.20		12.34 4		s 4.55	n 3.45	s 5.45	70	CN..... CANTON.....TO	708	204.8	33.4		s 10.20	m 12.34 91	f 11.37	4.15	s 3.05		
	s 10.50		12.55		s 5.10	n 3.57 92	s 5.58	70	GA..... GALVA.....TO	709	210.7	39.3	W	s 10.07	m 12.22	f 11.23	3.57 3	s 2.40		
	s 11.30		1.20		s 5.27	s 4.11	s 6.13	76	.....McPHERSON.....TO	716	217.9	46.5		s 9.50	PM 12.08	s 11.05	3.25	s 2.10	
	s 11.53		1.40 80		s 5.42	n 4.25	f 6.25	70	GV..... GROVELAND.....TO	733	224.3	53.9	W	s 9.33	AM 81 11.53	f 10.46	3.00	s 1.40 ⁹¹		
	s 12.25		2.00		s 5.55	n 4.35	s 6.37	70	QN..... INMAN.....TO	728	229.4	58.0		s 9.20	m 11.44	s 10.38	2.45	s 1.15		
	s 12.50		2.25 92		s 6.08	n 4.46	f 6.50	70	.....MEDORA.....TO	734	236.1	64.7		s 9.05	m 11.32	s 10.28	2.25 91	s 12.50 81	
	1.00		2.40		s 6.15	n 4.52	s 6.55	65	.....MOGENE	738	239.6	68.2		s 8.57	11.25	10.20	2.05	12.35	
	s 1.40		3.15		s 6.25 92	s 5.10	s 7.20	41	.....HUTCHINSON.....TO	744	244.4	73.9	WY	s 8.45 92	s 11.15	s 10.10	1.40 81	PM 12.15	
	1.50		3.25		6.39	5.13	7.25	74	.....MORTON	746	247.9	75.7		s 8.29	11.05	9.58	1.15	AM 11.40	
	f 2.05		3.40		6.45	5.19	7.32	85	.....WHITESIDE	749	250.5	79.2		s 8.23	11.00	9.53	1.00	f 11.28	
	s 2.30		4.05		s 7.00	n 5.30	f 7.45	70	GR..... PARTRIDGE.....TO	754	254.9	84.6		s 8.13	m 10.52	s 9.45	12.40	s 11.07		
	s 3.00		4.35		s 7.16	n 5.42	s 8.00 ³⁴	70	RT..... ARLINGTON.....TO	761	262.5	91.3	FW	s 8.00 ¹	m 10.40 ⁸⁰	s 9.32	12.15 PM	s 10.40 ⁴		
	s 3.35		5.15		s 7.35	n 5.58	f 8.18	70	NO..... LANGDON.....TO	770	271.2	99.9		s 7.37	m 10.23	s 9.15	11.40	s 9.55		
	s 4.05		5.45		s 7.50	n 6.10	s 8.32	70	KO..... TURON.....TO	776	277.5	106.3	W	s 7.22	m 10.12	s 9.02	11.15	s 9.25		
	s 4.40		6.25 5		s 8.10	n 6.25 91	s 8.47 80	70	RS..... PRESTON.....TO	784	286.4	114.1		s 7.05	m 9.58	s 8.45	10.40	s 8.47 1		
	f 5.05		7.00		f 8.30 2	n 6.37	f 9.00	70	.....NATRONA.....TO	791	292.1	120.8		s 6.50	m 9.48 1-92	f 8.30 33	10.10	f 8.00	
	5 30 PM		7 30 PM		8.45 PM	6.55 PM	9.15 AM 4-92	25	N..... PRATT.....TO	797	298.0	126.7	FW T	6.35 AM	9.35 AM	8.20 PM	9.45 AM	7.30 AM		
	12.6		13.3		14.5	19.2	26.5		.....LEAVE					Daily	Daily	Daily	Daily	Daily Ex. Sunday	
	(10.00)		(9.30)		(5.10)	(4.20)	(4.45)		Average speed per hour.					24.9	29.5	28.1	13.7	13.6		

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		3		1		4		92		82	
Local Freight			Gold Ball		Golden State Limited		Pass'gr		Golden State Limited		Pass'gr		Local Freight	
Daily Ex. Sunday			Daily		Daily		Daily		AM 1		PM 91		AM 88	
7.15			8.30		7.05		9.25		9.25		8.10		8.30	
s 7.50			9.05		s 7.21		f 9.43		s 9.08		s 7.50		s 4.05	
s 8.20			9.30		s 7.35		s 9.55		s 8.53		s 7.35		s 3.20	
s 8.45			9.45		s 7.44		s 10.04		s 8.45		s 7.25		s 2.50	
f 9.15			10.02		7.53		f 10.14		f 8.33		7.16		f 2.15	
s 9.40			10.20		s 8.03		s 10.25		s 8.24		s 7.08		s 1.45	
f 10.05			10.40		8.12		10.35		8.13		6.58		f 1.10	
s 10.43			10.56		s 8.21		s 10.43		s 8.03		s 6.50		f 12.45	
s 11.55			11.30		s 8.40		s 11.00		s 7.45		s 6.35		s 6.00	
s 12.20			12.05		f 8.55		f 11.13		f 7.28		f 6.20		s 5.25	
s 12.50			12.40		f 9.10		f 11.28		f 7.13		f 6.04		s 4.50	
s 1.15			1.15		s 9.25		s 11.39		s 6.58		s 5.50		s 4.15	
s 1.35			1.35		9.34		11.48		6.48		5.38		s 3.50	
s 1.55			1.55		s 9.47		s 11.59		s 6.38		s 5.30		s 3.20	
s 2.30			2.30		s 10.06		s 12.18		s 6.18		s 5.11		s 2.30	
s 2.50			3.05		s 10.15		f 12.27		s 6.05		f 4.58		s 1.35	
s 3.20			3.50		s 10.35		s 12.45		s 5.50		s 4.45		s 12.45	
s 3.45			4.30		10.50		f 12.57		s 5.35		f 4.32		f 7.50	
s 4.18			5.22		11.05		f 1.12		s 5.22		f 4.18		s 7.20	
f 4.50			5.50		11.20		f 1.25		s 5.13		f 4.07		s 7.00	
5.30			6.30		11.40		1.40		5.00		3.55		f 6.30	
PM			AM 82		PM		PM		AM		PM		AM	
13.8			13.6		29.7		32.0		30.8		32.0		13.0	
(10.15)			(10.00)		(4.35)		(4.15)		(4.25)		(4.15)		(10.30)	

WESTWARD			DODGE CITY BRANCH		EASTWARD	
SECOND CLASS			SUB-DIVISION 40a STATIONS		SECOND CLASS	
561			Time Table No. 37		562	
Mixed			July 21, 1918		Mixed	
Daily Ex. Sunday			LEAVE		Daily Ex. Sunday	
AM 11.10			BU.....BUCKLIN.....TO		PM 2 6.15	
s 11.50			HF.....FORD.....TO		s 5.30	
f 12.15			.....WILROADS.....		f 4.50	
f 12.45			.....SOUTH DODGE.....		f 4.25	
1.10			RH.....DODGE CITY.....TO		4.15	
PM			26.5 LEAVE		PM	
13.3			Average speed per hour.		13.3	
(2.00)			SCHEDULE TIME		(2.00)	

TRAINMASTERS:

J. S. IRWIN,
Pratt, Kansas. Herington to Liberal, and Dodge City Branch.

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

E. F. PIPKIN, Chief Dispatcher, Pratt, Kansas.
A. G. DOUGLAS, Night Chief Dispatcher, Pratt Kansas.
C. H. YOUNG,
C. D. WILLIAMSON,
R. A. SPIECKER,
E. C. INGELS,
N. E. REYNOLDS,
 Dispatchers, Pratt, Kansas.

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 41 STATIONS. Time Table No. 37 July 21, 1918				FIRST CLASS		SECOND CLASS	THIRD CLASS.	
	85	91	3	1			Station Nos.	M. P. Distance from St. Joseph.	Distance from Liberal.	Fuel, Water, Turn Table and Wye	Golden State Limited	Pass'gr	92	84	Local Freight
	Local Freight Daily Ex. Sunday.	Gold Ball Daily	Golden State Limited Daily	Pass'gr Daily							Gold Ball				
	AM 7.15	AM 8.00	PM 11.45	PM 1.50	95	1600					PM 9.00	PM 1.50			
	s 8.00	8.45	PM 12.04	s 2.08	64	40	RA.....LIBERAL.....TO	933	434.2	FWTY	AM 4.55	PM 3.45			
	s 8.45	9.30	AM 12.23	s 2.26	64	70	RO.....TYRONE.....TO	943	444.0	9.8	m 4.38	s 3.26	s 1.15		
							HO.....HOOKER.....TO	953	454.3	20.1	W	m 4.23	s 3.08	s 12.40	
							10.3								
	s 9.15	10.05	12.40	s 2.50	64	22	MQ.....OPTIMA.....TO	963	464.6	30.4	m 4.08	s 2.50	7.15	PM 12.05	
	s 10.05	10.50	1.00	s 3.10	64	80	GY.....GUYMON.....TO	972	473.6	39.4	W	m 3.55	s 2.32	s 11.40	
	10.25	11.15	1.08	3.19	64	0	JUNIOR.....TO	978	479.9	45.7		3.47	2.16	6.20	
	s 10.55	11.45	1.20	s 3.30	64	35	FM.....GOODWELL.....TO	983	484.1	49.9	FW	m 3.40	s 2.08	s 10.55	
	s 11.45	12.35	1.40	s 3.48	64	100	HM.....TEXHOMA.....TO	993	494.3	60.1	Y	m 3.25	s 1.50	s 10.25	
	AM	PM	AM	PM											
	s 11.45	12.35	AM 1.40	s 3.48	64	100	HM.....TEXHOMA.....TO	993	494.3	60.1	Y	m 3.25	s 1.50	s 10.25	
	f 12.30	1.29	1.56	f 4.03	64	25	STEVENS.....TO	1008	504.3	70.1	W	3.08	f 1.29	f 9.50	
	s 1.15	2.15	2.13	s 4.20	65	80	DF.....STRATFORD.....TO	1013	514.2	80.0		m 2.53	s 1.15	s 9.15	
							11.8								
	f 1.55	3.00	2.35	f 4.38	65	25	CONLEN.....TO	1025	526.0	91.8	W	2.35	f 12.57	f 8.30	
	f 2.30	3.40	2.55	f 4.54	65	21	CHAMBERLIN.....TO	1035	536.1	101.9		2.20	f 12.41	f 8.00	
	2.55	3.55	3.01	5.00	64	0	HOVEY.....TO	1039	540.0	105.8		2.13	12.34	7.45	
	3.30	4.15	3.15	5.10	55	705	DA.....DALHART.....TO	1044	546.4	111.2	FWTY	2.05	12.25	7.30	
	PM	PM	AM	PM											
							111.2				Daily	Daily	Daily Ex. Sunday		
	13.4	13.4	31.8	33.8			Average speed per hour				39.2	33.3	15.8	17.5	
	(8.15)	(8.15)	(3.30)	(3.20)			SCHEDULE TIME				(2.50)	(3.30)	(7.00)	(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. 37 July 21, 1918				FIRST CLASS		SECOND CLASS		THIRD CLASS		
	87		Local Freight		91		1			3	Golden State Limited	Pass'gr	Station Nos.	M. P. Distance from St. Joseph	Distance from Delhart	Fuel, Water, Turn Table and Wye	2	4	92	86	Local Freight
	Mon. Wed. Friday.				Daily		Daily	Daily			LEAVE				Pass'gr	Golden State Limited	Gold Ball			
	AM 8.45				PM 5.35 ₁		PM 5.15 ₉₁	AM 3.20		55	705	C. R. I. & G. Ry.—Mexico Div.			PM 12.15	AM 2.00	PM 12.45		PM 2.00	
	f 9.07				5.50		5.23	3.28		65	0	DA..... DALHART..... TO	1044	545.4	FWTY					
	f 9.22				6.05		f 5.30	3.35		64	27	DA..... DALHART..... TO	1044	545.4	FWTY	f 11.55	1.41	PM 12.15		f 1.30
	s 10.05				6.40		s 5.47	3.52		64	18	AY..... MIDDLEWATER..... TO	1065	566.6	W	s 11.39	m 1.26	AM 2 11.39		s 12.55
	10.15				6.50		5.52	3.57		19		LANE.....	1069	570.5		11.33	1.21	11.10		12.45
	f 10.45 ₉₂				7.30		s 6.07	4.10		64	18	RM..... HERRERO..... TO	1077	578.4		s 11.20	m 1.10	10.45 ₈₇		f 12.20
	f 11.10 ₂				7.50		6.18	4.20		65	0	..... EXIT.....	1083	584.4		11.10	1.01	10.29		f 11.57
	11.20 AM				7.55 PM		6.22 PM	4.23 AM				..... BRAVO.....	1085	588.4		11.07 AM	12.58 AM	10.23 AM		11.50 AM
												SUB-DIVISION 42 C. R. I. & P. Ry.—El Paso Div.								
	AM 11.20				PM 7.55		PM 6.22	4.23				..... BRAVO.....	1085	588.4		AM 11.07	AM 12.58	AM 10.23		AM 11.50
	s 11.35 AM				8.35		s 6.35	4.32		64	37	UN..... NARAVISA..... TO	1089	590.8	W	s 11.00	m 12.51	10.10		s 11.35
	s 12.20 PM				9.10		s 6.49	4.44		65	3	..... OBAR.....	1095	598.9		s 10.42	12.37	9.40		s 10.42
	12.30				9.20		6.54	4.48		25	330	..... GRAVEL PIT.....	1099	601.8		10.35	12.30	9.25		10.05
	f 12.40				9.30		f 6.59	4.52		64	18	..... SAND SPRINGS.....	1108	604.5		f 10.30	12.26	9.15		f 9.55
	f 1.00				9.50		f 7.08	5.00		66	0	..... CANODE.....	1109	610.0		f 10.21	12.17	9.00		f 9.40
	s 1.35				10.15		s 7.18	5.10		64	32	OA..... LOGAN..... TO	1114	615.3	W Y	s 10.10	m 12.08	8.40		s 9.20
	f 2.15				11.10		7.30	5.24		62	0	..... MATE.....	1120	621.3		9.56	11.57	8.15		f 8.50
	f 2.35				11.51 PM ₄		f 7.37	5.33		64	18	..... HUDSON.....	1124	625.3		f 9.49	11.51	8.00		f 8.40
	f 3.00				12.25 AM		7.48	5.47		66	0	..... ADHEG.....	1129	631.5		9.39	11.42	7.45		f 8.25
	3.25 PM				1.00 AM		8.00 PM	6.00 AM				CA..... TUCUMCARI..... TO	1137	638.5	FWTY	9.25 AM	11.30 PM	7.20 AM		8.00 AM
												(93.1) LEAVE			Daily	Daily	Daily		Tuesday, Thursday, Saturday.	
	14.2				12.6		33.8	34.9				Average speed per hour			32.8	37.2	17.1		15.5	
	(6.40)				(7.25)		(2.45)	(2.40)				SCHEDULE TIME			(3.50)	(2.30)	(5.25)		(6.00)	

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. Rules 2 and 3 will not apply at Texhoma and Bravo.

4. Train Registering Books (see General Rule 83a) are located at
Herington. Pratt. Bucklin. Dodge City. Liberal. Tucumcari.
Bucklin and Dodge City for sub-division 40a trains only.

5. General Order Boards (see General Rule 83b) are located at
Herington. Hutchinson. Pratt. Bucklin. Liberal. Tucumcari.

5a. Conductors and Enginemen are not required to consult General Order Boards at intermediate points on a Sub-Division.

6. Standard Clocks (see General Rules 3, 3a, 3b and 3c) are located at
Herington. Pratt. Liberal. Tucumcari.
Bucklin (for Sub-Division 40a trains only.)

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.		
DR. M. H. DEMOND, <i>Surgeon and Examiner.</i>	Herington, Kas. McPherson, Kas. Hutchinson, Kas.	Room No. 1, 27 N. Main st. Rooms 705-706 Borabaugh-Wiley Bldg. Phone 82W. Over Citizens Bank Phone 404.	612 S. Maple St. 402 E. First ave. Phone 168. 302 North Iuka. Phone 129.
DR. A. COCHRAN, <i>Local Surgeon and Examiner.</i>	Pratt, Kas.	Phone 158. Cor. Second ave. and Chestnut st.	Phone 201. N. E. cor. First ave. and Locust st.
DR. R. H. MILLER, DR. SOL M. EDGERTON, DR. T. L. MCCARTHY,	Greensburg, Kas. Bucklin, Kas. Dodge City, Kas.	2nd. floor George Bldg.	Office Phone 22, Res- idence Phone 2165. Florence and Sixth. Phone 82 L.
DR. WM. F. FEE, DR. A. M. MORROW, <i>Local Surgeon and Examiner.</i> DR. D. R. MACLEOD.	Meade, Kas. Liberal, Kas. Tyrone, Okla.	Rooms 1 and 2, First National Bank Building.	
DR. W. J. RISEN, DR. W. H. LANGSTON, DR. I. H. LAMAR, DR. J. T. GAINES, DR. M. M. THOMPSON, DR. F. W. NOBLE, DR. R. J. THOMPSON (sub.), DR. W. L. BROWN,	Hooker, Okla. Guyton, Okla. Texhoma, Okla. Naravisa, N.M. Logan, N.M. Tucumcari, N.M. Tucumcari, N.M. El Paso, Tex.	147 West Martinez st. Cor. Main and Adams St. Phone 50	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 Employees.) Whenever passengers or employes 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 employes 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 au-

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

7c. Claim Agents are located as follows: W. C. CARTLIDGE, Topeka, Kan.

8. "The Calling-on-Arm Signal." See Rule 8 on page 6.

9. Explanation of characters (see General Rule 6). Opposite stations: B—Block Station. TO—Train Order Station. W—Water Station. F—Fuel Station. T—Turn Table. Y—Wye. Opposite schedule figures: s—Regular Stop. ¶—Stop for Meals. f—Flag Stop to Receive or Discharge Passengers or Freight. m—Stop to discharge passengers from points west of Pratt and pick up passengers for Kansas City and beyond. n—Stop for passengers El Paso or 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, even though track may not be covered by slow order. While it is important to make schedule, SAFETY MUST BE GIVEN FIRST CONSIDERATION. GENERAL ORDER AND PINK BULLETIN SPEED RESTRICTIONS MUST BE FULLY COMPLIED WITH.

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

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

10b. The speed of trains and yard engines must not exceed six (6) miles an hour within the corporate limits of the city of Hutchinson, and they must receive proceed signal from crossing watchman before crossing Main Street, and while switching over this street must have a flagman stationed at the street crossing. Freight trains or yard engines must not stop so that Main Street crossing or any part thereof will be blockaded. Passenger trains may blockade Main Street crossing, or any part thereof, for a period of time not to exceed three (3) minutes for the purpose of taking water.

10c. Passenger trains must not exceed thirty (30) miles per hour and freight trains must not exceed ten (10) miles per hour over Canadian River Bridge No. 6165.

10d. The speed of trains and engines must not exceed six (6) miles an hour within the corporate limits of the city of Greensburg, eight (8) miles per hour through Bucklin, twelve (12) miles an hour through Durham, fifteen (15) miles an hour through Tampa, and twenty (20) miles an hour through Ramona.

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

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

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

12. 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.	A.T. & S.F.Ry., M.P.246.3.....	C.R.I. & P.Ry.
Mo.Pac.Ry., M.P.219.3.....	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., 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.

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	Bucklin.....	Continuous
Ramona.....	8:00 A. M. to 6:00 P. M.	Kingsdown.....	7:00 A. M. to 5:00 P. M.
Tampa.....	8:00 A. M. to 6:00 P. M.	Bloom.....	7:00 A. M. to 5:00 P. M.
Durham.....	Continuous	Mineola.....	Continuous
Canton.....	8:30 A. M. to 6:30 P. M.	Fowler.....	8:30 A. M. to 6:30 P. M.
Galva.....	8:30 A. M. to 6:30 P. M.	Meade.....	Continuous
McPherson.....	Continuous	Plains.....	Continuous
Groveland.....	8:30 A. M. to 4:30 P. M.	Kismet.....	7:00 A. M. to 5:00 P. M.
Inman.....	8:00 A. M. to 6:00 P. M.	Arkalon.....	6:30 A. M. to 4:30 P. M.
Medora.....	Continuous	Liberal.....	Continuous
Hutchinson.....	Continuous	Tyrone.....	8:00 A. M. to 6:00 P. M.
Partridge.....	7:30 A. M. to 5:30 P. M.	Hooker.....	8:30 A. M. to 6:30 P. M.
Arlington.....	Continuous	Optima.....	8:30 A. M. to 6:30 P. M.
Langton.....	7:30 A. M. to 5:30 P. M.	Guyton.....	9:00 A. M. to 6:00 P. M.
Turon.....	7:30 A. M. to 5:30 P. M.	Goodwell.....	8:30 A. M. to 6:30 P. M.
Preston.....	Continuous	Texhoma.....	Continuous
Natrona.....	7:00 A. M. to 5:00 P. M.	Ford.....	8:00 A. M. to 6:00 P. M.
Pratt.....	Continuous	Dodge City.....	8:00 A. M. to 6:00 P. M.
Cullison.....	7:30 A. M. to 5:30 P. M.	Naravisa.....	Continuous
Wellsford.....	8:00 A. M. to 5:00 P. M.	Logan.....	8:00 A. M. to 5:00 P. M.
Haviland.....	8:00 P. M. to 2:00 A. M.	Greensburg.....	8:00 P. M. to 2:00 A. M.
Greensburg.....	8:00 A. M. to 6:00 P. M.	Tucumcari.....	Continuous
Mullinville.....	7:30 A. M. to 5:30 P. 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. Rules 2 and 3 will not apply at Texhoma or Bravo.

4. Train Registering Books (see General Rule 83a) are located at Dalhart.

5. General Order Boards (see General Rule 83b) are located at Dalhart.

6. Standard Clocks (see General Rules 3, 3a, 3b and 3c) are located at Dalhart.

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, Chief Surgeon.	Chicago, Ill.		
DR. G. WALLER DAWSON, Surgeon and Examiner.	Dalhart, Tex.		
DR. JOHN W. NORVELL,	Stratford, Texas.	Telephone 29.	Telephone 53.

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

Personal Injury Report—(Form G41 or G42 as appropriate).

List of Passengers—(Form CI29).

Fire Report—(Form MW42).

Ejectment—(Form 1937).

Stock Report—(Enginemen—Form 1301).

Inspection—(Form 704).

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

SIGNAL.		OCCASION FOR USE.	INDICATION.
Arm.	Night— Color	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.

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

9. Explanation of characters (see General Rule 6). Opposite Stations: B—Block Station. TO—Train Order Station. W—Water Station. F—Fuel Station. T—Turn Table. Y—Wye. Opposite Schedule Figures: s—Regular Stop. ¶—Stop for Meals. f—Flag Stop to Receive or Discharge Passengers or Freight. m—Stop on flag for passengers Kansas City 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, even though track may not be covered by slow order. While it is important to make schedule, SAFETY MUST BE GIVEN FIRST CONSIDERATION. GENERAL ORDER AND PINK BULLETIN SPEED RESTRICTIONS MUST BE FULLY COMPLIED WITH.

PASSENGER TRAINS.

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

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

Between milepost 576 and Bravo:
55 miles an hour on tangents.
45 miles an hour on curves.

FREIGHT TRAINS.

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

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

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

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

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

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

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

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

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

14. Passengers will not be carried on freight trains.

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

22. Track scales are located as follows:

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

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

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

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

Texhoma.....	Continuous
Stratford.....	{ 8.30 am to 5.30 pm 8.30 pm to 5.30 am
Dalhart.....	Continuous
Middlewater.....	8.30 am to 6.30 pm
Romero.....	8.30 am to 6.30 pm

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

W. S. PHILLIPS, Chief Dispatcher, Dalhart, Texas.

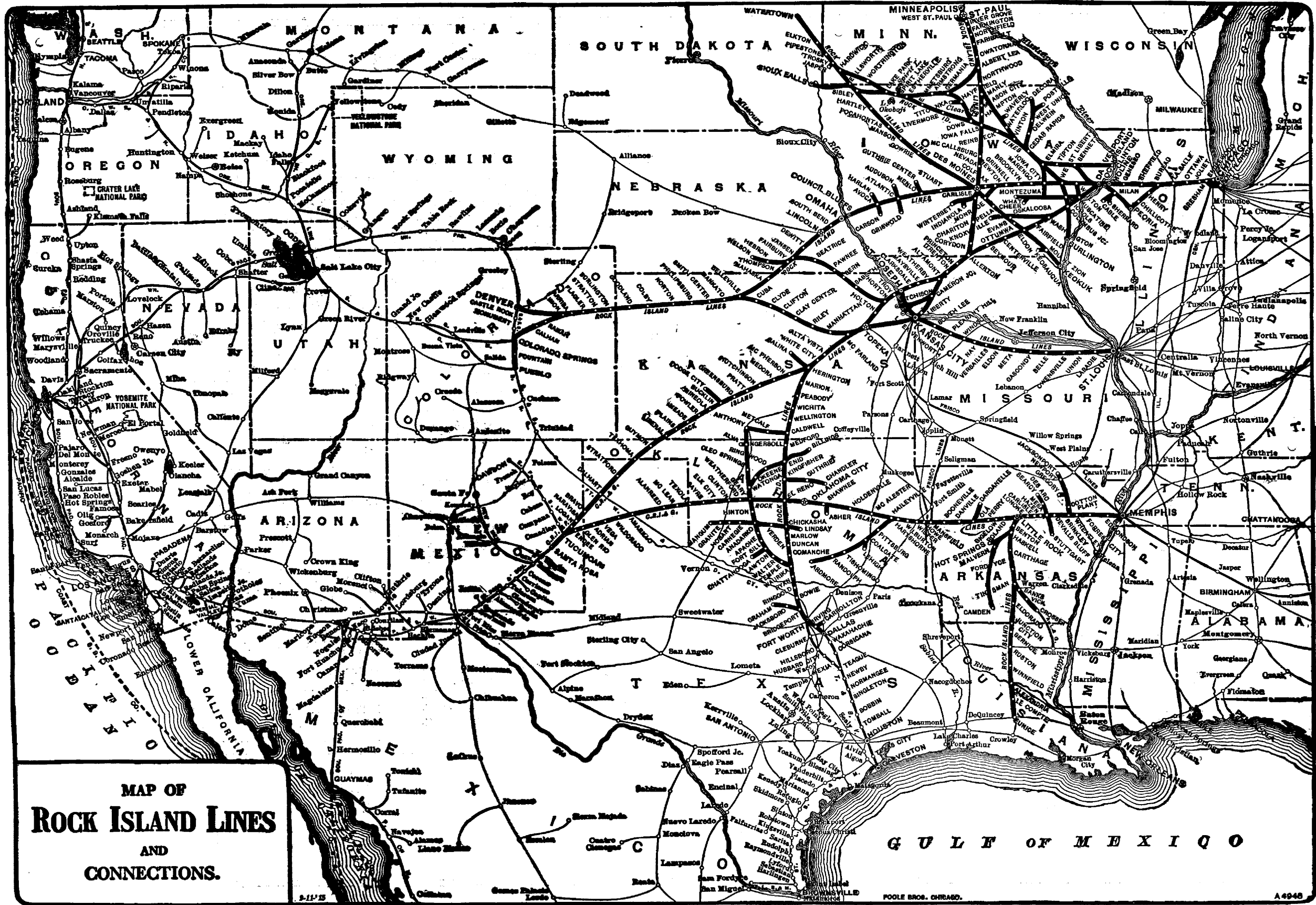
M. L. ELLIS, Night Chief Dispatcher, Dalhart, Texas.

I. C. LEGER,

P. F. GILHULA,

T. J. McCUNE,

} Dispatchers, Dalhart, Texas.



MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.

GULF OF MEXICO