

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

CENTRAL DISTRICT.

COLORADO DIVISION

TIME TABLE No. 4-A

Taking Effect Sunday, March 25th, 1906, at 10.30 o'clock A. M.

NOTE.—Important Changes in Time Table Rules and Exceptions to General 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.

H. S. CABLE,
General Superintendent.

A. T. ABBOTT,
Superintendent.

WESTWARD

MAIN LINE

EASTWARD

Capacity of Other Tracks and Location of Water, Fuel, and Turning Stations.	Capacity of Sidings.	THIRD CLASS.								SECOND CLASS.				FIRST CLASS.				Distance from St. Joseph.	Distance from Chicago.	Distance from Phillipsburg.	SUBDIVISION 18 STATIONS.		Distance from Goodland.	Distance from Colorado Springs.	Station Numbers.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.	
		No. 71		No. 97		No. 9		No. 27		No. 5		No. 41		No. 28		No. 6					No. 42					No. 10		No. 94		No. 72			
		Local Freight		Fast Freight		Mail and Express		Mail and Express		Express		Rocky Mountain Limited		Mail and Express		Express					Rocky Mountain Limited					Mail and Express		Fast Freight		Local Freight			
		Daily Ex. Sun.		Daily		Daily		Daily		Daily		Daily		Daily		Daily					Daily					Daily		Daily		Daily Ex. Sun.			
203	32	AM 7.00	PM 8.05	AM 4.25	PM 9.10	PM 8.35	PM 12.25	283.8	746.5	Z.....	PHILLIPSBURG.....	DN	139.9	325.7	a563	AM 5.45	AM 7.55	PM 7.35	AM 12.05	AM 6.10	PM 7.00												
31	67	s 7.42	8.48	4.36	9.23	8.48	12.36	291.4	754.1	7.6	GR.....	STUTTGART.....	D	132.3	318.1	a570	5.34	7.42	7.23	11.51	f 5.34	6.20											
27	67	s 8.20	9.34	4.46	f 9.34	9.00	12.46	298.3	761.0	14.5	VW.....	PRAIRIE VIEW.....	DN	125.4	311.2	a577	f 5.23	7.31	7.13	f 11.40	f 4.46	5.45											
30	67	s 9.00	10.15	4.58	f 9.48	9.14	12.58	306.5	769.2	22.7	NA.....	ALMENA.....	D	117.2	303.0	a586	f 5.10	7.17	7.00	s 11.25	f 4.12	5.00											
32	67	s 9.22	10.33	5.04	9.54	9.21	1.04	310.5	773.2	26.7	SH.....	CALVERT.....	D	113.2	299.0	a590	5.04	7.10	6.54	11.18	f 3.55	4.40											
60	67	s 10.00	s 11.05	s 5.15	s 10.07	s 9.35	1.14	317.9	780.6	34.1	SI.....	NORTON.....	DN	105.8	291.6	a597	s 4.50	s 6.58	6.43	s 11.05	s 3.20	4.10											
27	67	s 10.45	11.40	5.28	f 10.21	9.50	1.27	326.7	789.4	42.9	VA.....	DELLVALE.....	D	97.0	282.8	a606	4.34	6.44	6.28	f 10.50	f 2.49	3.10											
27	32	s 11.30	12.10	5.40	f 10.35	10.05	1.39	334.9	797.6	51.1	AU.....	CLAYTON.....	DN	88.8	274.6	a614	4.21	6.30	6.16	f 10.35	f 2.15	2.30											
32	67	s 12.10	12.38	5.51	f 10.48	10.17	1.50	342.2	804.9	58.4	JN.....	JENNINGS.....	DN	81.5	267.3	a621	4.09	6.18	6.05	f 10.17	f 1.45	1.50											
35	67	s 12.55	1.10	6.05	f 11.03	10.30	2.03	350.6	813.3	66.8	DM.....	BRESDEN.....	DN	73.1	258.9	a629	3.55	6.05	5.52	f 10.02	f 1.10	12.55											
35	67	s 1.40	s 1.48	6.19	s 11.19	10.45	2.15	360.1	822.8	76.3	SU.....	SELDEN.....	DN	63.6	249.4	a639	3.40	5.44	5.38	s 9.44	f 12.25	12.10											
27	67	s 2.32	2.30	6.35	f 11.38	11.01	2.32	370.7	833.4	86.9	XD.....	REXFORD.....	DN	53.0	238.8	a649	3.23	5.28	5.21	f 9.26	f 11.38	11.20											
38	67	s 3.20	3.08	6.48	f 11.53	11.15	2.45	379.7	842.4	95.9	G.....	GEM.....	D	44.0	219.8	a658	3.08	5.13	5.08	f 9.09	f 11.15	10.35											
37	67	s 4.00	s 3.55	s 7.00	s 12.08	s 11.28	2.56	387.7	850.4	103.9	BA.....	COLBY.....	DN	36.0	221.8	a666	s 2.55	s 5.00	4.55	s 8.55	s 10.43	9.55											
31	67	f 4.43	4.46	7.13	12.22	11.43	3.08	395.8	858.5	112.0	LEVANT.....	D	27.9	213.7	a674	2.41	4.46	4.43	8.42	f 10.08	9.15											
27	67	s 5.30	5.24	7.28	f 12.39	11.58	3.23	405.7	868.4	121.9	SE.....	BREWSTER.....	DN	18.0	203.8	a684	2.25	4.30	4.28	f 8.28	f 9.27	8.30											
27	33	f 6.15	6.00	7.42	12.55	12.15	3.37	415.0	877.7	131.2	EDSON.....	D	8.7	194.5	a693	2.09	4.15	4.13	8.13	f 8.47	7.42											
559	67	s 7.00	s 6.45	s 7.55	s 1.10	s 12.30	s 3.50	423.7	886.4	139.9	W.....	GOODLAND.....	DN	185.8	a702	1.55	4.00	4.00	8.00	8.10	7.00												
		Daily Ex. Sun. 12.00	Daily 10.40	Daily 3.30	Daily 4.00	Daily 3.55	Daily 3.25									Daily 3.50	Daily 3.55	Daily 3.35	Daily 4.05	Daily 10.00	Daily Ex. Sun. 12.00												

TIME-TABLE RULES.

1. Westward trains, as indicated by Time-Table heading, are superior to trains of the same class in the opposite direction. (See General Rules 81, 86 and 88.)

2. Trains date from their initial terminal station on each Sub-Division. (See General Rule 4.)

3. Train Registering Books (See General Rule 83a.) are located at Phillipsburg, Goodland, Limon, Roswell and Colorado Springs.

a. Trains 5, 9, 27, 41, 6, 10, 28 and 42 will not stop to register at Roswell. Their Conductors will throw off a register ticket (Form 1339) to be recorded in Train Register by the Operator.

4. No train must leave its initial station on any Sub-Division until its Conductor has first reported at the telegraph office and ascertained if there are orders for his train, nor until properly cleared by the Train Order Signal.

5. General Order Boards are located as follows:

Phillipsburg.....	(For trains starting)
Goodland.....	" " "
Limon.....	" " "
Roswell.....	" " "
Colorado Springs.....	" " "

Conductors and Enginemen are required to consult these Boards before starting on a trip, and to sign for General Orders in the manner provided. They will be held responsible for compliance with General Orders posted before their departure. General Orders posted after departure will be delivered to trains on the road by Pink Bulletin.

6. Standard Clocks (See General Rules 3, 3a, 3b and 3c.) are located at Phillipsburg, Goodland, Limon, Roswell, and Colorado Springs.

7. Company's Surgeons are located as follows:

NAMES.	LOCATION.	OFFICE.	RESIDENCE.
S. C. PLUMMER, Chief Surgeon.	Chicago, Ill.	LaSalle Street Station.	4304 Lake Avenue.
DR. C. E. NELSON,	Phillipsburg, Kas.	Third Street, over James' Drug Store. Telephone 9.	N. W. cor. 2nd and F Sts. Telephone 21.
DR. V. C. EDDY,	Colby, Kas.	Over Palace Drug Store.	Three blocks west of Opelt Hotel. Telephone 56.
DR. F. H. SMITH,	Goodland, Kas.	Boulevard, bet. 11th and 12th Sts. Telephone 65.	Company Brick Block. Telephone 30.
DR. L. M. BRADY, DR. D. I. CHRISTOPHER,	Limon, Colo. Colorado Springs, Colo.	No. 206 Hagerman Building. Telephone 417A.	318 North Nevada Avenue. Telephone 620B.
DR. W. W. GRANT,	Denver, Colo.	Mack Block. Telephone 2035.	930 Pennsylvania Avenue. Telephone 2034.
DR. W. C. BANE, Oculist and Aurist	Denver, Colo.	Steele Block. Telephone 1849.	1431 Washington Avenue. Telephone Blue 361.
DR. A. L. FUGARD,	Pueblo, Colo.	202 South Union Ave. Telephone Main 246.	501 Broadway. Telephone Main 91.

a. 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, "26 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 books of rules:

Personal Injury Report (Form G 42 or 590, as appropriate).

List of Passengers (Form 1336).

Ejectment (Form 1337).

Inspection (Form 704).

Fire Report (Form M. W. 42).

Stock Report (Enginemen—Form 1301).

Stock Report (Sectionmen—Form 1251).

8. Explanation of characters. (See General Rule 6.)

x—Turn Table. y—Wye. o—Water. •—Coal.

9. The speed of Westward trains between Falcon and Roswell must not exceed, for Passenger trains 45 miles per hour; Freight trains 25 miles per hour.

10. No. 5 will stop at stations scheduled not to stop to let off passengers from Belleville and points East thereof.

a. No. 27 will stop at stations scheduled not to stop, to let off passengers from Belleville, Kansas Division and points East and South thereof, and to take on passengers for Denver, Colorado Springs and Pueblo.

b. No. 6 will stop at stations scheduled not to stop to let off passengers originating at its stopping points West of Goodland, or its connections in Colorado.

c. No. 28 will stop at stations scheduled not to stop, to let off passengers originating at its stopping points West of Goodland or from connections in Colorado and to take on passengers for Belleville, Kansas Division and points East and South thereof.

11. Trains and Engines when entering upon or crossing D. & R. G. double tracks at Roswell and Colorado Springs must be protected by flagman in both directions.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				Distance from St. Joseph.	Distance from Chicago	Distance from Goodland	SUB-DIVISION 19 STATIONS		Distance from Colorado Springs	Station Numbers.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.		Capacity of Sidings	Capacity of Other Tracks and Location of Water, Fuel and Turning Stations.		
No. 75	No. 73	No. 97		No. 41	No. 9	No. 27	No. 5				LEAVE	ARRIVE			No. 42	No. 10	No. 28	No. 6	No. 94	No. 74		Capacity of Sidings			Capacity of Other Tracks and Location of Water, Fuel and Turning Stations.	
Local Freight	Local Freight	Fast Freight		Rocky Mountain Limited	Mail and Express	Mail and Express	Express			Rocky Mountain Limited	Mail and Express	Mail and Express	Express	Fast Freight	Local Freight											
Daily Ex. Sun.	Daily Ex. Sun.	Daily		Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.											
	AM 6.00		8.10 ⁹		PM 3.55 ⁴²	AM 8.00 ⁹⁷	AM 1.20	AM 12.40	423.7	886.4	W	GOODLAND	DN	185.7	a702	PM-41 3.55	PM 7.55	AM 1.50	AM 3.55	PM 7.15	PM 6.45			559 O X		
s	6.30		8.45		4.10	8.14	f 1.35	1.00	433.3	896.0	9.6	VN	RULETON	D	176.1	a712	3.40	f 7.40	1.35	3.37	f 6.50	s 6.05		33	30	
s	6.55		9.15		4.21	8.25	f 1.50	1.17 ²⁸	441.2	903.9	17.5	KN	KANABO	DN	168.2	a720	3.28	s 7.27	f 1.17	3.22	f 6.30	s 5.30		35	29 O	
	7.15		9.40		4.30	8.33	2.04	1.29	447.0	909.7	23.3		PECONIC		162.4		3.19	7.17	1.07	3.10	6.15	5.05		36		
s	7.37		10.05		4.40 ⁷⁴	8.43	s 2.20	1.44	453.6	916.3	29.9	BR	BURLINGTON	DN	155.8	a732	3.08	s 7.08	s 12.55	f 2.58	f 6.00	s 4.40 ⁴¹		67	27	
f	8.05		10.40		4.53	8.55	2.42 ⁶	2.03	462.5	925.2	36.8	BN	BETHUNE	N	146.9	a741	2.56	6.55	12.41	2.42 ²⁷	f 5.38	f 4.05		32 O		
s	8.45		11.15		5.12 ⁹⁴	9.12	f 3.05	2.25 ⁶	472.0	934.7	48.3	RT	MACHIAS	DN	137.4	a751	2.41	6.39	f 12.25	2.25	f 5.12 ⁴¹	s 3.30		33	27	
s	9.24 ⁹		11.45 ^{AM}		5.26	9.24 ⁷³	3.23	2.41	479.3	942.0	55.6		VONA		130.1	a758	2.30	6.28	12.13	2.12	f 4.50	s 3.05		32	10 O ●	
s	10.00		12.10 ^{PM}		5.39	9.36	f 3.39	2.58	486.2	948.9	62.5	BT	SEIBERT	DN	123.2	a765	2.19	6.18	f 12.01 ^{PM}	2.00	f 4.25	s 2.40 ⁴²		67	28	
	10.28		12.30		5.49	9.45	3.51	3.10	491.4	954.1	67.7		KIPLING		118.0		2.12	6.10	11.52	1.50	4.08	2.12		67		
s	10.58		12.50		6.00 ¹⁰	f 9.55	s 4.05	3.23	497.2	959.9	73.5	GD	FLAGLER	DN	112.2	a776	2.02	f 6.00	f 11.42	1.40	s 3.49	s 1.40 ⁹⁷		67	27 O	
	11.30		1.15 ⁷⁴		6.13	10.06	4.20	3.35	503.0	965.7	79.3		SAUGUS		106.4	a782	1.53	5.49	11.31	1.30	3.28	1.15		67		
s	11.58 ^{AM}		1.45 ⁴²		6.23	10.15	f 4.33	3.50	508.7	971.4	85.0	AD	ARRIBA	DN	100.7	a787	1.45	5.40	f 11.22	1.20	f 3.10	s 12.50 ⁷³		28	27	
s	12.30 ^{PM-74}		2.07		6.36	10.25	f 4.47	4.03	514.5	977.2	90.8		BOVINA		94.9	a793	1.35	5.29	f 11.12	1.09	f 2.50 ⁹⁷	s 12.30 ^{PM}		33	O	
s	1.25 ⁴²		2.30 ⁹⁴		6.49	10.37	5.02	4.18	520.7	983.4	97.0	GN	GENOA	DN	88.7	a799	1.25	5.18	11.02	12.58	f 2.30 ^{AM}	s 12.05 ^{AM}		33	18	
	1.45		2.48		7.00	10.46	5.16	4.31	526.5	989.2	102.8		MUSTANG		82.9		1.17	5.07	10.52	12.47	2.13 ⁷³	s 11.30 ^{AM}		40		
AM 8.00	s 2.00 ^{PM-94}		s 3.00 ⁷⁴		s 7.10 ⁷⁴	s 10.55 ⁷⁴	s 5.25 ⁷⁴	s 4.40 ⁷⁴	530.8	993.5	107.1	MN	LIMON	DN	78.6	a809	s 12.55	s 5.00 ⁷⁴	s 10.45 ⁷⁴	s 12.40 ⁷⁴	s 2.00 ⁷⁴	s 11.30 ⁷⁴	s 11.10 ⁷⁴		38	40 O ● Y
											107.2		U. P. CROSSING		78.5											
s	8.55		3.40		7.42	11.25	f 5.58	5.15	539.5	1002.2	115.8	RS	RESOLIS	D	69.9	a818	12.38 ^{8.6}	4.30	f 10.09	12.01 ^{AM}	f 1.15 ^{PM}	s 10.35 ⁷⁵		33	27	
s	9.55 ⁷⁴		4.14 ¹⁰		7.59	11.40	f 6.15	5.32	549.7	1012.3	125.9		MATTISON		59.8	a828	12.19 ^{10.1}	4.14	f 9.51	11.40	f 12.40 ^{AM-9-42}	s 9.55		30 O		
s	10.40		5.08		8.18	11.59 ^{AM-42-94}	f 6.35	5.50	560.8	1024.4	137.0	RA	RAMAH	DN	48.7	a839	11.59 ^{AM-9-44}	3.57	f 9.31	11.18	f 11.59 ^{AM-9-42}	s 9.20		33	27	
s	11.20 ^{AM-94-42}		5.55		8.35	12.17 ^{PM}	f 7.00	6.18	570.6	1033.2	146.8	GH	CALHAN	DN	38.9	a849	11.45 ⁷⁵	3.43	f 9.14	10.58	f 11.20	s 8.50		67	22 O	
s	12.29 ^{AM-94-42}		6.32		8.49	12.29 ⁷⁵	7.20	6.40	578.4	1041.0	154.6		TIP TOP		31.1	a857	11.32	3.30	9.00	10.42	10.45	8.25		30		
s	12.50		6.48		8.55 ²⁸	12.34	f 7.25	6.48	581.8	1044.4	158.0	FY	PEYTON	D	27.7	a861	11.27	3.25	f 8.55	10.35	f 10.33	s 8.15 ²⁷		30	22	
s	1.53		7.32		9.09	12.50	f 7.42 ⁷⁴	7.14	591.2	1053.8	167.4	UK	FALCON	DN	18.3	a870	11.13	3.10	f 8.35	10.17	s 10.00	s 7.42 ⁵		29	46 O Y	
	2.15		7.49		9.14	12.55	7.48	7.20 ⁷⁴	594.6	1057.2	170.8		SHIRLEY		14.9		11.08	3.03 ⁷⁵	8.28 ⁹⁷	10.10	9.48	7.20		42		
f	2.51 ¹⁰		8.17 ²⁸		9.23	1.03	7.57	7.30	600.0	1062.6	176.2		ELSMERE		9.5	a879	10.59	2.51 ⁷⁵	8.17 ⁹⁷	10.00	9.30 ⁵⁻²⁷	f 6.45		34	24 O	
	3.45 ^{PM}		9.00 ⁴¹⁻⁶		9.34 ⁹⁷	1.14	8.09 ⁹⁴	7.44 ⁹⁴	607.1	1069.7	183.3	RJ	ROSWELL	DN	2.4	a886	10.46	2.36	8.01	9.46 ⁴¹	s 8.45 ⁹⁷	6.00 ^{AM}		379 O ● Y X		
			s 11.05 ^{PM}		s 9.40 ^{PM-6}	s 1.20	f 8.15 ^{AM}	f 7.50 ^{AM}	609.5	1072.1	185.7	CS	COLORADO SPRINGS	DN		a888	10.40 ^{AM}	2.30 ^{PM}	7.55 ^{PM}	9.40 ^{PM}	7.10 ^{AM}				O Y	
Daily Ex. Sun.	Daily Ex. Sun.	Daily		Daily	Daily	Daily	Daily	Daily			ARRIVE	LEAVE			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.				
7.45	8.00	14.55		5.45	5.20	6.55	7.10						185.7		5.15	5.25	5.55	6.15			12.05	12.45				

12. Railroad Crossings are protected by Interlocking Signals (See General Rules 601 to 674), except as follows:
 Limon—U. P. R. R.
 Trains approaching the above Crossing will stop at a point designated by Stop Boards and not proceed until absolutely sure that the track is clear.
 14. Passengers may be carried on the last section of Local Freight Trains.
 16. All, except first-class trains, will approach following-named yards with trains under full control, expecting to find main line track occupied:
 Phillipsburg, Limon,
 Goodland, Roswell.
 31. Minimum Clearance of Bridges, Tunnels, etc.—Height 19 feet 1 inch; width 14 feet.

Track scales are located as follows:	Feet Length	Tons Capacity
Goodland,	34	50
Roswell,	35	60

NOTE:—No. 5 arrives Denver 8:00 A. M., Pueblo 10:00 A. M. daily.
 No. 27 " " 8:30 A. M. "
 No. 9 " " 2:00 P. M., Pueblo 2:40 P. M. "
 No. 41 " " 9:45 P. M., " 10:55 P. M. "
 No. 97 " " 10:45 P. M., " 1:15 A. M. "
 No. 42 leaves Denver 10:40 A. M., Pueblo 9:20 A. M. daily.
 No. 10 " " 2:30 P. M., " 1:05 P. M. "
 No. 28 " " 7:50 P. M. "
 No. 6 " " 10:00 P. M., Pueblo 8:10 P. M. "
 No. 94 " " 6:30 A. M., " 2:30 A. M. "

J. W. USHER,
 Trainmaster, Goodland, Kansas.

C. M. WOODWARD,
 Chief Dispatcher, Goodland, Kansas.

