

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

SOUTHWESTERN DISTRICT.

EL PASO DIVISION

AND

CHICAGO, ROCK ISLAND & EL PASO RAILWAY

TIME TABLE No. 6,

Taking Effect Sunday, November 25, 1906, at 12:01 o'clock A. M.

CENTRAL TIME.

Superseding Time Table No. 5, and any Supplements thereto.

Note Important Changes in Time-Table Rules and Exceptions to General Rules.

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

D. E. CAIN,
General Manager.

W. S. TINSMAN,
General Superintendent.

J. F. SUGRUE,
Superintendent.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS				Capacity of Passing Track	Capacity of Other Sidings and Tracks	Maximum Grade Ascending	SUB-DIVISION 23		Maximum Grade Ascending	Distance from St. Joseph	Fuel, Water, Turn Table and Wye	FIRST CLASS				SECOND CLASS		THIRD CLASS	
No. 73	No. 71	No. 91		No. 55	No. 51	No. 29	No. 43				Time Table No. 6					No. 44	No. 30	No. 52	No. 56	No. 92	No. 74	No. 72	
Local Freight	Local Freight	Through Freight	Mail and Express	Mail and Express	Mail and Express	Mail and Express	Golden State Limited	November 25, 1906		Golden State Limited	Mail and Express	Mail and Express	Mail and Express	Through Freight	Local Freight	Local Freight							
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	LEAVE	ARRIVE	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday							
	AM 7.30	9.00	PM 4.30			3.45	2.08	856		RI.....HERINGTON.....DN	42	171.4	F W T Y	PM 4.07	AM 1.35		AM 11.55	PM 6.00				PM 9.00	
	s 7.55	9.25	s 4.50		f 4.01		2.22	70	20	42	NA.....RAMONA.....D	42	179.5		f 1.16		s 11.37	5.28			s 8.15		
	s 8.15	9.42	s 5.05		f 4.12		2.33	70	32	42	HA.....TAMPA.....D	42	185.7		f 1.03		s 11.25	5.05			s 7.52		
	s 8.35	9.57	s 5.18		f 4.23		2.43	64	33	42	DK.....DURHAM.....D	34	191.8	W	f 12.50		s 11.12	4.29			s 7.25		
	f 8.57	10.15	s 5.35		f 4.36		2.56	70	22	42	.....WALDECK.....	42	198.4		f 12.33		s 10.57	3.47			f 6.55	
	s 9.18	10.45	s 5.48		s 4.49		3.08	70	37	42	CN.....CANTON.....D	30	204.8		s 12.22		s 10.45	3.08			s 6.30		
	s 9.40	11.08	s 6.05		s 5.00		3.18	70	50	37	NE.....GALVA.....D	42	210.7	W	s 12.10		s 10.33	2.33			s 6.05		
	s 10.17		11.33	s 6.21		s 5.15	3.33	76	46	37	PS.....McPHERSON.....DN	16	217.9		s 11.57		s 10.17	2.00			s 5.25		
	s 10.58		11.57	s 6.37		f 5.27	3.45	70	33	26	GV.....GROVELAND.....D	42	224.3	W	f 11.43		s 10.05	1.30			s 4.55		
	s 11.40		12.15	s 6.50		s 5.37	3.55	70	38	42	QN.....INMAN.....D	42	229.4		s 11.32		s 9.53	1.08			s 4.32		
	s 12.40		12.40	s 7.05	PM 7.25	s 5.48	4.08	70	32	42	DM.....MEDORA.....DN	42	236.1		s 11.18	AM 9.50	s 9.40	PM 91-71 12.40			s 4.08		
	AM 6.45	1.45	1.20	7.25	7.40	s 6.15	4.30	41	166	42	SU.....HUTCHINSON.....DN	13	245.2	F W T	s 91-71 1.45	s 10.55	9.30	9.20	AM 11.55		PM 3.30	3.00	
		PM 44	1.45	PM	7.55																		
	s 7.30		2.25		s 8.15	s 6.33	4.52	70	31	32	DI.....PARTRIDGE.....D		255.9		s 10.25	s 8.40		10.55			s 2.25		
	s 8.25		2.53		s 8.28	s 6.47	5.04	70	80	40	RT.....ARLINGTON.....DN	42	262.5	F W	s 10.12	s 8.25		10.28			s 1.50		
	s 8.55		3.28		s 8.45	s 7.05	5.20	29	42	42	NO.....LANGDON.....D	21	271.2		s 9.51	s 8.06		9.53			s 1.20		
	s 9.27		3.52		s 8.57	s 7.18	5.32	70	34	42	KO.....TURON.....D	37	277.5	W	12.50	s 9.36	s 7.52	9.27			s 12.50		
	s 10.00		4.24		s 9.17	s 7.35	5.47	70	34	32	OT.....PRESTON.....D	42	285.4		s 9.17	s 7.35		8.54			s 12.08		
	f 10.25		4.50		f 9.30	f 7.50	6.00	70	25	37	.....NATRONA.....	42	292.1		12.27	f 9.04	f 7.20	8.27			f 11.40	
	11.20		5.15		s 8.02	s 6.12	6.12	73	150	42	N.....PRATT.....DN	42	298.0	W	s 12.17	s 8.52	s 7.08	8.02			11.20		
	s 12.02		5.52		s 8.20	s 6.30	6.30	70	38	42	CU.....CULLISON.....D	21	307.1		12.02	s 8.25	s 6.50	7.30			s 10.00		
	s 12.35		6.20		s 10.17	s 8.35	6.43	70	44	37	WF.....WELLSFORD.....D	30	314.2	W	11.49	s 8.22	s 6.34	7.08			s 9.10		
	s 1.00		6.52		s 10.27	s 8.45	6.52	70	29	34	HD.....HAVILAND.....D	35	318.6		11.41	s 8.12	s 6.24	6.54			s 8.45		
	f 1.30		7.25		f 10.37	f 8.55	7.02	70	28	37	.....BRENNAM.....	21	324.0		11.32	f 8.02	f 6.12	6.37			f 8.15	
	s 2.20		7.53		s 10.48	s 9.05	7.12	70	43	34	GB.....GREENSBURG.....DN	37	328.6	W	11.24	s 7.53	s 6.01	6.20			s 7.55		
	s 3.10		8.50		s 11.07	s 9.25	7.31	70	21	37	MU.....MULLINVILLE.....D	42	338.9		11.07	s 7.31	s 5.40	5.40			s 7.15		
	4.00		9.45		11.25	9.45	7.50	34	300	37	BU.....BUCKLIN.....DN		347.9	F W T Y	10.53	7.10	5.20	4.50			6.45		
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily				ARRIVE				Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday		
11.1	11.7	13.8	26.5	27.8	29.4	31.0					Average speed per hour.				33.7	27.5	24.8	28.2	13.5	11.8	12.3		
(9 15)	(6 15)	(12.45)	(2.55)	(4.00)	(6.00)	(5.42)					SCHEDULE TIME				(5.14)	(6.25)	(4.30)	(2.35)	(13.10)	(8.45)	(6.00)		

C. R. I. & P.—El Paso Division.

NOTE.—No. 43 has right over all trains. No. 44 has right over all trains except No. 43.

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WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECON CLASS		FIRST CLASS			Capacity of Passing Track	Capacity of Other Sidings and Tracks	Maximum Grade Ascending	SUB-DIVISION 24 Time Table No. 6 November 25, 1906		Maximum Grade Ascending	Distance from St. Joseph	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS		THIRD CLASS	
No. 77	No. 75	No. 91	No. 51	No. 29	No. 43	LEAVE				ARRIVE	No. 44				No. 30	No. 52	No. 92	No. 76	No. 78		
Local Freight	Local Freight	Through Freight	Mall and Express	Mall and Express	Golden State Limited			Golden State Limited	Mall and Express	Mall and Express	Through Freight	Local Freight	Local Freight								
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily Ex. Sunday.	Daily Ex. Sunday.								
	AM 6.30	PM 10.15	PM 11.30	AM 9.50	PM 7.53	34	300	42	BU.....BUCKLIN.....DN	26	347.9	F W T Y	AM 10.50	PM 7.00	AM 5.15	AM 4.00	PM 4.00				
f 7.05		10.40	f 11.45	f 10.05	8.09	70	93	42	.....KINGSDOWN.....	37	355.0		10.34	f 6.40	f 4.55	3.20	f 3.15			
f 7.50		11.05	s 12.02	f 10.22	8.25	70	93	42	.....BLOOM.....	37	362.8		10.22	f 6.20	s 4.37	2.50	s 2.30			
s 8.45		11.30	s 12.15	s 10.37	8.42	70	99	21	MI.....MINEOLA.....D	42	370.0	W	10.08	s 6.03	s 4.20	2.20	s 1.45				
s 9.50		12.05	s 12.38	s 11.02	9.04	70	97	32	F.....FOWLER.....D	42	380.8		9.50	s 5.37	s 3.55	1.40	PM 12.30				
s 11.25		12.05	s 12.58	s 11.25	9.27	70	101	42	VN.....MEADE.....DN	21	391.0	W	9.30	s 5.12	s 3.30	1.40	AM 12.30				
f 12.05		1.22	f 1.09	f 11.38	9.38	70	70	42	.....JASPER.....	42	396.5		9.20	f 4.57	f 3.18	12.30	f 10.35			
s 1.10		2.05	s 1.30	s 12.02	10.00	70	96	42	Q.....PLAINS.....D	26	406.4		9.03	s 4.33	s 2.55	11.55	s 9.55				
f 1.45		2.40	f 1.43	f 12.17	10.14	75	75	37	.....KISMET.....	42	418.2		8.52	f 4.17	f 2.40	11.30	f 9.20			
s 3.00		3.07	s 2.00	s 12.35	10.32	70	104	42	RK.....ARKALON.....D	42	421.2	W	8.40	s 3.57	s 2.23	11.00	f 8.40				
f 3.43		3.25	f 2.12	f 12.47	10.42	70	70	42	.....HAYNE.....	32	426.1		8.30	f 3.43	f 2.12	10.42	f 8.00			
AM 7.00	PM 4.30	4.00	s 2.30	s 1.05	s 11.00	70	120	44	RA.....LIBERAL.....DN	32	434.2	W Y	s 8.15	s 3.25	s 1.50	10.00	PM 7.15	PM 5.00			
s 7.55		4.30	s 2.50	s 1.27	11.20	70	97	42	RO.....TYRONE.....D	21	444.0	F W	7.55	s 2.58	s 1.25	9.25	s 4.00				
s 9.00		5.00	s 3.10	s 1.48	11.38	70	96	21	HO.....HOOKER.....D	42	454.3		7.37	s 2.35	s 1.00	8.55	s 3.05				
f 9.50		5.32	s 3.30	f 2.10	11.58	70	97	42	.....OPTIMA.....	42	464.6		7.20	f 2.10	s 12.35	8.20	f 2.10			
s 11.00		6.00	s 3.50	s 2.32	12.15	70	103	42	GY.....GUYMON.....DN	32	473.6	W	s 7.06	s 1.50	s 12.15	7.50	s 1.15				
f 11.55		6.47	s 4.09	f 2.52	12.35	70	97	37	.....GOODWELL.....	11	484.1	W	6.47	f 1.30	s 11.50	7.15	f 1.55			
s 1.10		7.35	s 4.30	s 3.14	12.54	70	99	42	HM.....TEXHOMA.....D	42	494.3	Y	6.30	s 1.10	11.28	6.45	s 10.50				
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily	Daily	Daily	Daily				ARRIVE	LEAVE		Daily	Daily	Daily	Daily	Daily Ex. Sunday.	Daily Ex. Sunday.				
9.8	8.6	15.6	29.3	27.1	29.2				Average speed per hour.			33.8	25.1	25.3	15.8	9.9	9.7				
(6.10)	(10.00)	(9.20)	(5.00)	(5.24)	(5.01)				SCHEDULE TIME			(4.20)	(5.50)	(5.47)	(9.15)	(8.45)	(6.10)				

WESTWARD DODGE CITY BRANCH EASTWARD

SECOND CLASS		Capacity of Passing Track	Capacity of Other Sidings and Tracks	Maximum Grade Ascending	SUB-DIVISION 24 a Time Table No. 6 November 25, 1906		Maximum Grade Ascending	Distance from St. Joseph	Fuel, Water, Turn Table and Wye	SECOND CLASS	
No. 63	Pass. and Freight				LEAVE	ARRIVE				No. 64	Pass. and Freight
Daily Ex. Sunday.	Daily Ex. Sunday.					Daily Ex. Sunday.	Daily Ex. Sunday.			Daily Ex. Sunday.	
AM 10.00		34	300	42	BU.....BUCKLIN.....DN	37	347.9	W F T Y	PM 1.15		
s 10.18		15	12	37	HF.....FORD.....D	37	356.4		s 12.57		
s 11.10		27	37	37	.....WILROADS.....	26	365.7		s 12.37	
s 11.55		19	19	37	.....SOUTH DODGE.....	373.4		W	s 12.20	
AM 12.10		28	37	37	RH.....DODGE CITY.....D	374.4		Y	12.15		
PM 12.10									PM 12.15		
Daily Ex. Sunday.	Daily Ex. Sunday.				ARRIVE	LEAVE			Daily Ex. Sunday.		
22.3					Average speed per hour.				26.5		
(2.10)					SCHEDULE TIME				(1.00)		

W. M. COMBS, Chief Dispatcher, Bucklin, Kan.
O. S. PIRKEY, } Dispatchers, Bucklin, Kan.
C. O. LAUGHLIN, }
 (Between Herington and Liberal.)

E. P. RYAN, Chief Dispatcher, Dalhart, Tex.
F. B. RICE, } Dispatchers, Dalhart, Tex.
C. H. YOUNG, }
E. S. WALSH, }
 (Between Liberal and Texhoma.)

TRAINMASTERS:
H. E. McMULLEN,
 Bucklin, Kansas. Herington to Liberal.
W. A. BUCKNER,
 Dalhart, Texas. Liberal to Texhoma.

NOTE.—No. 43 has right over all trains.
No. 44 has right over all trains except No. 43.

TIME TABLE RULES.

1. All westward trains as indicated by time-table headings are superior to trains of the same class in the opposite direction. (See General Rules 81, 86, and 88.)

1a. No. 43 has right over all trains.

No. 44 has right over all trains except No. 43.

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

3. Train Registering Books (see General Rule 83a) are located as follows:

Herington.	Bucklin.
Medora.	Dodge City.
Hutchinson.	

3a. First-class trains will register at Medora by Register Ticket Form 1339.

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.

4a. The above rule will not apply at Texhoma.

5. General Order Boards are located as follows:

Herington.
Hutchinson—(for trains starting).
Bucklin.

All Conductors and Enginemen are required to consult these boards before starting on each 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 as follows:

Herington.	Bucklin.
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7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.		
DR. SCHUYLER NICHOLS, <i>Surgeon and Examiner.</i>	Herington, Kas.	Room No. 1, 27 N. Main st.	612 S. Maple St.
DR. R. S. SIMPSON,	McPherson, Kas.	Citizens' Bank Bldg., Phone 88.	402 E First ave., Phone 152.
DR. C. KLIPPEL,	Hutchinson, Kas.		
DR. F. PEAK,	Pratt, Kas.		
DR. HUBERT FANNEN, <i>Surgeon and Examiner.</i>	Bucklin, Kas.	Cor. Second ave. and Chestnut st.	N. E. cor. First ave. and Locust st.
DR. T. L. MCCARTHY,	Dodge City, Kas.		
DR. WM. F. FEE,	Meade, Kas.		
DR. G. S. SMITH, <i>Surgeon and Examiner.</i>	Liberal, Kas.	Kansas ave. and Second st.	Cor. First and Iuka sts.
DR. W. H. LANGSTON,	Guymon, O. T.		

8. Explanation of characters (see General Rule 6): F—Fuel. W—Water. T—Turntable. Y—Wye.

9. Trains and yard engines must not exceed six (6) miles per hour within the corporate limits of the city of Hutchinson, Kansas, and 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 it must be understood that 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. The speed of trains and yard engines over Arkansas River Bridge at Hutchinson must not exceed ten (10) miles per hour. The speed of trains and engines must not exceed six (6) miles per hour within the corporate limits of the city of Greensburg.

11. At Herington, trains and yard engines will move with great care between the junction switches just west of the passenger station and the switches leading to the east freight yard east of the Missouri Pacific Crossing.

12. All Railroad Crossings are protected by Interlocking Signals, except as follows:

A. T. & S. F. Ry. Crossing, Mile Post 175.5.
 A. T. & S. F. Ry. Crossing, Mile Post 217.6.
 Mo. Pac. Ry. Crossing, Mile Post 219.3.
 St. L. & S. F. Crossing, Mile Post 236.1.
 A. T. & S. F. Ry. Crossing, Mile Post 243.6.
 Mo. Pac. Ry. Crossing, Mile Post 246.0.
 A. T. & S. F. Ry. Crossing, Mile Post 246.4.
 Mo. Pac. Ry. Crossing, Mile Post 277.7.
 Mo. Pac. Ry. Crossing, Mile Post 285.6.

Trains approaching the above crossings will stop at a point designated by stop-boards and not proceed until absolutely sure that the track is clear.

13. The following are auxiliary lines: Herington. The West Main Line of Kansas Division. (See General Rules 14f and 14g.)

14. Passengers may be carried on the last section of local freight trains.

14a. No. 44 will stop at stations between Bucklin and Herington to let off passengers holding tickets from El Paso or points beyond.

No. 43 will stop at stations between Herington and Bucklin to pick up passengers holding tickets for El Paso or points beyond.

19. No. 51 will take siding when meeting No. 30.

31. Minimum clearance bridges, etc.: 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.....	36	40
Hutchinson.....	36	40

33. Mail Cranes between stations are located as follows: Doles Park, Mile Post 201.5.

CHICAGO, ROCK ISLAND AND EL PASO RAILWAY.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Passing Tracks	Capacity of Other Sidings and Tracks	Maximum Grade Ascending	Time Table No. 6 November 25, 1906		Maximum Grade Ascending	Distance from St. Joseph	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS		THIRD CLASS	
No. 79		No. 91		No. 29	No. 43									No. 41	No. 30	No. 92		No. 80	
Local Freight		Through Freight		Mail and Express	Golden State Limited				LEAVE	ARRIVE				Golden State Limited	Mail and Express	Through Freight		Local Freight	
Daily Ex. Sunday		Daily		Daily	Daily									Daily	Daily	Daily		Daily Ex. Sunday	
AM 8.20		PM 4.05		PM 6.32	AM 3.57						53	586.4		AM 3.47	AM 9.53	AM 11.16		PM 2.50	
s 8.45		4.25		s 6.42	4.07	70	18	53	SA.....	4.4 NARAVISA.....	49	590.8	W	s 3.37	s 9.43	10.58		s 2.33	
f 9.30		5.03		f 6.58	4.22	70	38			7.1 OHAR.....	53	597.9		f 3.27	f 9.30	10.27		f 2.05	
f 10.00		5.30		f 7.12	4.40	70	21	8		6.6 SAND SPRINGS.....	53	604.5		f 3.15	f 9.15	10.00		f 1.38	
s 10.50		6.20		s 7.35	5.05	70	35	46	OA.....	10.6 LOGAN.....	49	615.3	W Y	s 2.57	s 8.53	9.17		s 12.55	
f 11.25		7.10		f 7.58	5.30	70	12	53		10.7 REVUELTO.....	53	625.8		f 2.37	f 8.32	8.32		f 12.13	
11.47		7.40		s 8.10	5.43	70				5.7 ADBERG.....		631.5		s 2.27	s 8.17	8.00		11.47	
s 1.30		8.25		s 8.25	6.10	90	140	43	CA.....	7.0 TUCUMCARI.....	53	638.5	F W Y	s 2.15	s 8.05	7.35		s 11.20	
f 2.33		9.43		f 8.55	6.50	38	31	53		11.9 PALOMAS.....	53	650.4		f 1.52	f 7.35	6.50		f 10.15	
s 3.17		10.37		s 9.17	7.17	70	15	35	MN.....	8.9 MONTOYA.....	53	659.3	W	s 1.33	s 7.17	6.00		s 9.35	
f 4.15		11.50		f 9.45	7.47	70	15	53		11.9 CONANT.....	53	671.2		f 1.08	f 6.55	5.20		f 8.47	
s 5.00		12.50		s 10.07	8.10	70	13	53	RU.....	8.9 CUERVO.....	50	680.1	W	12.50	s 6.37	4.50		s 8.10	
f 5.45		1.40		f 10.27	8.30	70	16	53		8.4 LOS TANOS.....	53	688.5		f 12.33	f 6.20	4.22		f 7.27	
6.45		2.30		10.50	8.50	44	332	13	HQ.....	9.1 SANTA ROSA.....		697.6	F W T	12.13	6.00	3.50		6.45	
Daily Ex. Sunday		Daily		Daily	Daily									Daily	Daily	Daily		Daily Ex. Sunday	
10.7		10.7		25.9	22.8					ARRIVE (111.2)				31.2	28.6	15.0		13.7	
(10.25)		(10.25)		(4.18)	(4.53)					Average speed per hour				(3.34)	(3.53)	(7.26)		(8.05)	
SCHEDULE TIME.....																			

TIME TABLE RULES.

1. All westward trains, as indicated by time-table headings, are superior to trains of the same class in the opposite direction. (See General Rules 81, 86, and 88.)

1a. No. 43 has right over all trains.
No. 44 has right over all trains except No. 43.

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

3. Train Registering Books (see General Rule 83a) are located at Tucumcari and Santa Rosa.

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.

4a. This rule will not apply at Bravo.

5. General Order Boards are located at Santa Rosa. All Conductors and Enginemen are required to consult these boards before starting on each 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 Santa Rosa.

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon,</i>	Chicago, Ill.	.....	.....
DR. W. C. KLUTTZ,	Tucumcari, N. M.	.....	.....
DR. R. J. THOMPSON, <i>Surgeon Examiner,</i>	Santa Rosa, N. M.	.....	.....
DR. W. L. BROWN,	El Paso, Tex.	.....	.....

8. Explanation of characters (see General Rule 6): F—Fuel. W—Water. T—Turn Table. Y—Wye.

9. The speed of trains over Canadian River Bridge, Number 197, must not exceed ten (10) miles per hour.

The speed of trains approaching Santa Rosa must not exceed six (6) miles per hour from slow-board located one-fourth mile east of east switch at Santa Rosa.

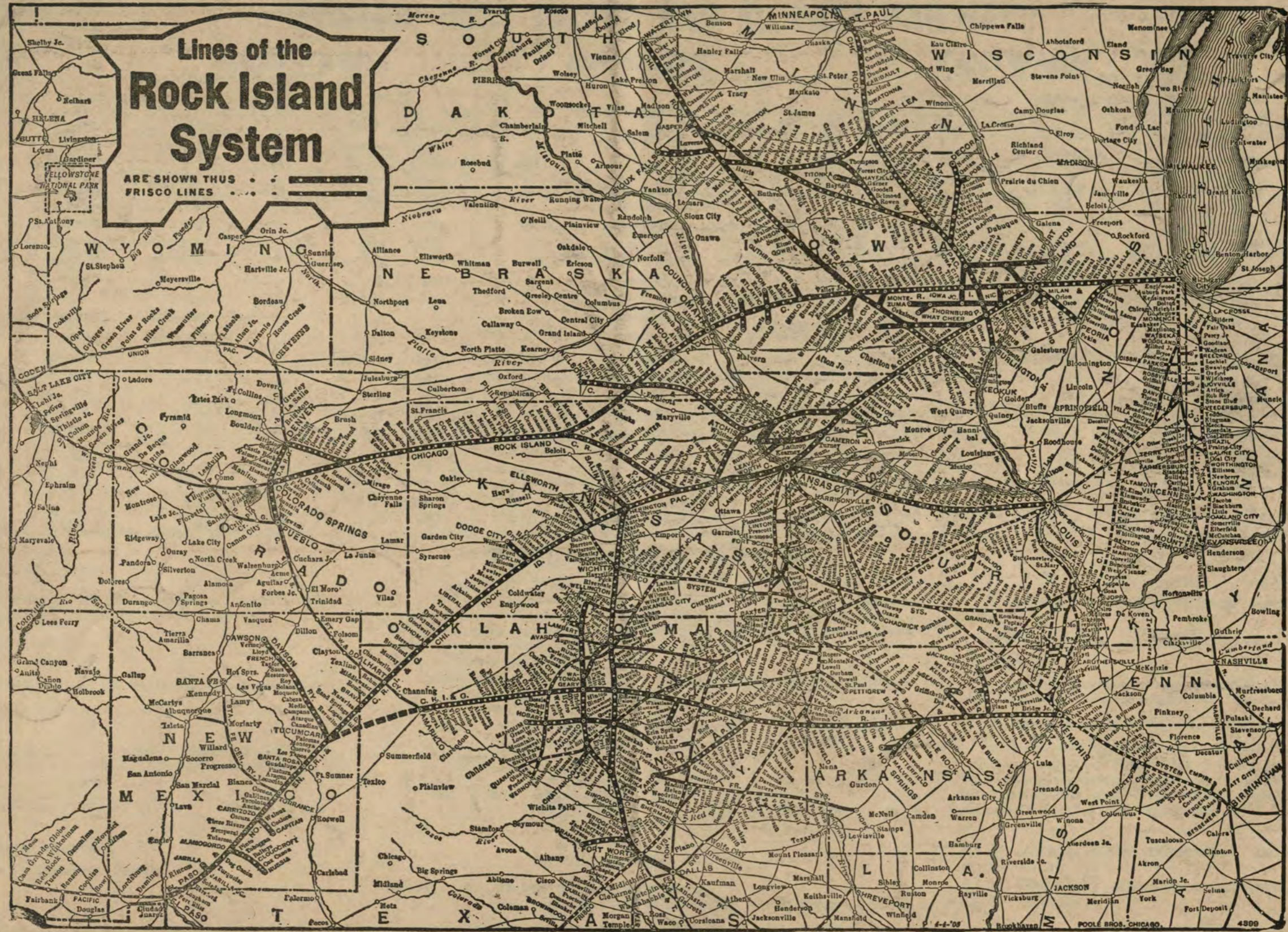
14. Passengers may be carried on the last section of local freight trains.

31. All employes are hereby notified that there are Coal Chutes, Platforms and other structures located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

W. A. BUCKNER, Train Master,
Dalhart, Texas.

**NOTE.—No. 43 has right over all trains.
No. 44 has right over all trains except No. 43.**

E. P. RYAN, Chief Dispatcher, Dalhart, Texas.
F. B. RICE,
C. H. YOUNG, } Dispatchers, Dalhart, Texas.
E. S. WALSH,



Lines of the Rock Island System

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