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.
<table>
<thead>
<tr>
<th>WESTWARD</th>
<th>MAIN LINE</th>
<th>EASTWARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>THIRD CLASS</td>
<td>SECOND CLASS</td>
<td>FIRST CLASS</td>
</tr>
<tr>
<td>81</td>
<td>91</td>
<td>33</td>
</tr>
<tr>
<td>Local Freight</td>
<td>Coolidge</td>
<td>Colton</td>
</tr>
<tr>
<td>Daily Freight</td>
<td>Daily</td>
<td>Daily</td>
</tr>
<tr>
<td>AM</td>
<td>7:30</td>
<td>AM</td>
</tr>
<tr>
<td>8.10</td>
<td>10.35</td>
<td>8.50</td>
</tr>
</tbody>
</table>

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

| 83 | 91 | 31 | SUB-DIVISION 40a
|---|---|---|---|
| **THIRD CLASS** | **SECOND CLASS** | **FIRST CLASS** | **STATIONS**
| **Local/ 1st Train** | **Gold Mail** | **Departures** | **Time Table No. 37**
| Daily | Daily | Daily | 
| 7:15 | 7:30 | 7:05 | 7:55
| 7:45 | 9:05 | 9:00 | 9:30
| **9:15** | 10:05 | 10:00 | 10:30
| 9:45 | 10:30 | 10:25 | 10:55
| **10:45** | 11:00 | 10:55 | 11:25
| 11:15 | 11:45 | 11:40 | 12:10
| 11:45 | 12:15 | 12:10 | 12:40
| 12:15 | 12:45 | 12:40 | 13:10
| **13:45** | 14:15 | 14:10 | 14:40
| **EASTWARD** | **MAIN LINE** | **SUB-DIVISION 40a** | **STATIONS**
| **THIRD CLASS** | **SECOND CLASS** | **FIRST CLASS** | **Time Table No. 37**
| **Local/ 1st Train** | **Gold Mail** | **Departures** | 
| Daily | Daily | Daily | 
| 7:15 | 7:30 | 7:05 | 7:55
| 7:45 | 9:05 | 9:00 | 9:30
| **9:15** | 10:05 | 10:00 | 10:30
| 9:45 | 10:30 | 10:25 | 10:55
| **10:45** | 11:00 | 10:55 | 11:25
| 11:15 | 11:45 | 11:40 | 12:10
| 11:45 | 12:15 | 12:10 | 12:40
| 12:15 | 12:45 | 12:40 | 13:10
| **13:45** | 14:15 | 14:10 | 14:40

### Trainmasters:
- **J. S. IRWIN**, Pratt, Kansas. Arlington to Liberal, and Dodge City Branch.
- **H. E. Mc McMULLEN**, Dalhart, Texas. Liberal to Tornillo.

### Note:
- Superiority by direction. On single track, Eastward trains are superior to Westward trains of the same class — Superiority by direction.
## WESTWARD

<table>
<thead>
<tr>
<th>THIRD CLASS</th>
<th>SECOND CLASS</th>
<th>FIRST CLASS</th>
<th>SUB-DIVISION 41</th>
<th>MAIN LINE</th>
<th>EASTWARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Freight</td>
<td>Gold Mail</td>
<td>Golden State Limited</td>
<td>Pass'gy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Daily</td>
<td>Daily</td>
<td>Daily</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>91</td>
<td>AM 7:15</td>
<td>AM 9:00</td>
<td>PM 2:50</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>9:45</td>
<td>1:30</td>
<td>2:00</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>11:30</td>
<td>3:30</td>
<td>3:30</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>AM 11:30</td>
<td>AM 1:15</td>
<td>PM 4:20</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1:30</td>
<td>2:15</td>
<td>4:20</td>
<td></td>
</tr>
</tbody>
</table>

### STATIONS
Time Table No. 37
July 31, 1918

<table>
<thead>
<tr>
<th>SUB-DIVISION 5</th>
<th>C.R.L. G. &amp; S. N. St.</th>
<th>Main Line</th>
<th>Eastern</th>
<th>Third Class</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>C.R.L. G. &amp; S. N. St.</td>
<td>Main Line</td>
<td>Eastern</td>
<td>Third Class</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM 11:15</td>
<td>PM 3:30</td>
<td>AM 1:15</td>
<td>PM 4:20</td>
<td></td>
</tr>
<tr>
<td>3:30</td>
<td>4:20</td>
<td>1:15</td>
<td>4:20</td>
<td></td>
</tr>
</tbody>
</table>

### AVERAGE SPEED

### NOTE
Superiority by direction. On single track, Eastward trains are superior to Westward trains of the same class — Superiority by direction.
<table>
<thead>
<tr>
<th>WESTWARD</th>
<th>MAIN LINE</th>
<th>EASTWARD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>THIRD CLASS</strong></td>
<td><strong>SECOND CLASS</strong></td>
<td><strong>FIRST CLASS</strong></td>
</tr>
<tr>
<td>Local Freight</td>
<td>Gold Rates</td>
<td>Pass'gr</td>
</tr>
<tr>
<td>West Wonderland</td>
<td>Daily</td>
<td>Daily</td>
</tr>
<tr>
<td>AM 9.45</td>
<td>PM 5.30</td>
<td>AM 9.15</td>
</tr>
<tr>
<td>f 0.07</td>
<td>5.20</td>
<td>f 5.20</td>
</tr>
<tr>
<td>f 9.20</td>
<td>0.05</td>
<td>f 0.05</td>
</tr>
<tr>
<td>s 10.60</td>
<td>6.40</td>
<td>s 6.40</td>
</tr>
<tr>
<td>10.10</td>
<td>6.50</td>
<td>6.50</td>
</tr>
<tr>
<td>10.45</td>
<td>7.30</td>
<td>0.70</td>
</tr>
<tr>
<td>11.10</td>
<td>7.60</td>
<td>6.10</td>
</tr>
<tr>
<td>11.50</td>
<td>7.50</td>
<td>6.20</td>
</tr>
<tr>
<td>AM 11.30</td>
<td>PM 7.30</td>
<td>AM 7.30</td>
</tr>
<tr>
<td>s 11.30</td>
<td>8.30</td>
<td>s 8.30</td>
</tr>
<tr>
<td>s 12.30</td>
<td>9.10</td>
<td>s 9.10</td>
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<tr>
<td>12.30</td>
<td>9.20</td>
<td>9.20</td>
</tr>
<tr>
<td>f 12.40</td>
<td>9.30</td>
<td>f 9.30</td>
</tr>
<tr>
<td>s 13.00</td>
<td>10.10</td>
<td>s 10.10</td>
</tr>
<tr>
<td>s 13.10</td>
<td>10.15</td>
<td>s 10.15</td>
</tr>
<tr>
<td>s 13.30</td>
<td>10.15</td>
<td>s 10.15</td>
</tr>
<tr>
<td>13.30</td>
<td>10.20</td>
<td>10.20</td>
</tr>
<tr>
<td>13.45</td>
<td>10.35</td>
<td>10.35</td>
</tr>
<tr>
<td>f 13.45</td>
<td>10.35</td>
<td>f 10.35</td>
</tr>
<tr>
<td>s 14.00</td>
<td>11.20</td>
<td>s 11.20</td>
</tr>
<tr>
<td>s 14.00</td>
<td>12.00</td>
<td>s 12.00</td>
</tr>
<tr>
<td>14.00</td>
<td>12.00</td>
<td>12.00</td>
</tr>
<tr>
<td>(31) Leave</td>
<td>Daily</td>
<td>Daily</td>
</tr>
<tr>
<td><strong>Average speed per hour</strong></td>
<td>90</td>
<td>90</td>
</tr>
</tbody>
</table>

**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.

2. **Train Orders.** When a single train must be stopped on any subdivision under the control of the Train Order Officer, there is no need for further stoppage for the Train Orders issued, and only the first train order will be followed.

3. **Rules 2 and 3 will not apply to Tawsham and Bamboo.**

4. **Train Register Boards** (see General Rule 58) are located at
   - Hargraves
   - Print
   - Lincoln
   - Tawmunsen
   - Bunkie and
   - Dodge City for subdivisions 6a only.

5. **General Orders** (see General Rule 58) are located at
   - Hargraves
   - Print
   - Lincoln
   - Tawmunsen
   - Print (for subdivision 6a only)
   - Bunkie

6. **Company Surgeons** are located as follows:
   - Dr. S. G. Pohlman
   - Dr. M. E. Vail
   - Dr. F. P. Sull
   - Dr. C. R. Kipper
   - Dr. C. C. O. Chang
   - Dr. R. H. Muller
   - Dr. W. F. Bush
   - Dr. W. S. Bush
   - Dr. W. J. Jones
   - Dr. J. L. Larkin
   - Dr. W. L. Brown
   - Dr. B. W. M. Blanken
   - Dr. E. F. Brown
   - Dr. W. L. Brown

7. **Prompt Report.** Wherever personnel are employed, everything must be done to care for them properly, especially during the day or evening hours when the company has a duty to be on time. In case of injuries, report all injuries, even if minor, to the company immediately. Do not report injuries at the time of occurrence, but report them as soon as possible.

8. **Electronic Signals.** Electronic signals must be observed at all times.

9. **No Smoking in Cabins.** No smoking is permitted in the cabooses. No smoking is permitted in the caboose cars.

10. **Passenger Trains.** When passenger trains are stopped, no more than six persons may board or disembark at any one time.

11. **Non-Stop Trains.** Non-stop trains must not exceed sixty (60) miles per hour.

12. **Railway Crossing.** All railway crossings at grade are protected by signal lights (see Rule 806) except as follows:

   - At A.T.
   - At B.F.R.
   - At S.F.R.
   - At R.P.Y.
   - At A.T.
   - At B.F.R.
   - At S.F.R.
   - At R.P.Y.
   - At A.T.
   - At B.F.R.
   - At S.F.R.
   - At R.P.Y.
   - At A.T.
   - At B.F.R.
   - At S.F.R.
   - At R.P.Y.

13. **Passenger Trains.** When passenger trains are stopped, no more than six persons may board or disembark at any one time.
TIME TABLE RULES.

1. On single track, eastward trains are superior to westward trains of the same class. (See General Rule 71.)
2. Trains leave from their initial station on each Sub-Division. (See General Rule 6.)
3. No train must leave its initial station on any Sub-Division until its conductor has first reported at the Train Order office, and obtained Clearance Card, Form A.
4. Rules 2 and 3 will not apply at Texhoma or Bravo.
5. Train Registering Books (see General Rule 85) are located at Dalhart.
6. General Order Books (see General Rule 93) are located at Dalhart.
7. Standard Clocks (see General Rules 3, 3a, 3b and 5c) are located at Dalhart.

7a. Prompt report must be made of all accidents—personal injuries when train is not wrecked—by messenger to Superintendent, who will promptly advise the 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 form according to the instructions thereon, and in the Book of Rules: Personal Injury Report—Form 541 or 542 as appropriate.


7b. SURGICAL ATTENTION. (Passengers and Employers). Whenever passengers or employees are injured, everything must be done to cure them properly, either calling the Company's nearest surgeon to treat them, or, if seriously injured, calling the nearest competent surgeon to be had, to attend them until the Company's Surgeons 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, and belongs to the Company Surgeon and Surgeons. Others. When persons, not employed or passengers (for example, persons injured at crossings, passengers, bystanders, sidemen at work around depots, etc.), are injured, if they are unable to cure 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 surgeons 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 noted above.

7c. Claim Agents are located as follows: W. P. Williams, Fort Worth.

8. Calling On, 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:

<table>
<thead>
<tr>
<th>SIGNAL</th>
<th>OCCASION FOR USE</th>
<th>ILLUMINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arm</td>
<td>Night—Call</td>
<td>The signal will be displayed for Engineers and Trainmen.</td>
</tr>
<tr>
<td>(a) Horizontal</td>
<td>Red</td>
<td>Not used.</td>
</tr>
<tr>
<td>(b) Diagonal</td>
<td>45 degrees</td>
<td>Route is not clear.</td>
</tr>
</tbody>
</table>

Trainmen should hold calling on, on-arm signal at stop until the train is stopped, in order to warn those who are to move that train along main line with another train on the same line. If he decides to move into traffic among diverging routes, even through trains is ahead on main line, he must clear the calling-on arm and 45 degrees and allow trains 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, T—Train Order Station, W—Water Station. Opposite Schedules: F—Foul Signal, T—Train Table, V—Voiture. Opposite Schedule Figures: 1—Regular Stop, 2—Stop for Meals. 1—Flag Stop, 2—Reserve or Dispatch Passenger or Freight. 1—Stop on Flag for passengers Kansas City and beyond.

10. Maximum speed limit, as shown below, must not be exceeded. Inspectors 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 orders. While it is important to make schedules, SAFETY MUST BE GIVEN FIRST CONSIDERATION. GENERAL ORDER AND PINK BULLETIN SPEED RESTRICTIONS MUST BE FULLY COMPLIED WITH.

H. E. McMULLEN, Trainmaster, Dalhart, Tex. | Texhoma to Bravo.

C.R.I. & O.—Mexico Division.

PASSENGER TRAINS.
Between Texhoma and milpad 674:
55 miles an hour on tangents.
45 miles an hour on curves over 4 degrees.
Between berthpad 577 and milpad 575:
50 miles an hour.
Between milpad 576 and Bravo:
50 miles an hour on tangents.
20 miles an hour on curves over 4 degrees.

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 roads are down and fifteen (15) miles an hour when all roads are down.

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

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

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

10f. The crossing of the F. W. & D. C. Ry., at Dalhart, is protected by Interlocking Sig nals.

14. Passengers will not be carried on freight trains.

15. Yard limits are indicated by yard limit boards. (See General Rule 93.)

TRUNKROAD. Dalhart, Liberal.

22. Track signals are located as follows:

- Toppard
- Dalhart: 30
- Dalhart: 100
- Dalhart: 22
- Dalhart: 14

25. Lights are not displayed when train order offices are closed. (See General Rule 225.)

27. Telegraph operations with Dalhart central office at Streets, Conlin, Chamberlin, Hovy, Wagner, and Hoham.

30. The following hours of duty will be observed at Train Order Stations, subject to change by General Order. When so changed, all concerned will be notified and posted on their copy of the Time Table:

- Texhoma: 8:30 am to 5:30 pm
- Dalhart: 8:30 am to 5:30 pm
- Lazbord: 8:30 am to 5:30 pm
- Continuous
- Middletown: 8:30 am to 6:30 pm
- Romerto: 8:30 am to 6:30 pm

W. S. PHILLIPS, Chief Dispatcher, Dalhart, Texas.
M. L. ELLIS, Night Chief Dispatcher, Dalhart, Texas.
J. C. LEGER, P. F. GILMULA, T. J. MCCUNE, Dispatchers, Dalhart, Texas.
MAP OF ROCK ISLAND LINES AND CONNECTIONS.