

Chicago, Rock Island & Pacific Railway. Chicago, Rock Island & Gulf Railway.

Second District

AMARILLO DIVISION TIME TABLE NO. 6

Taking Effect Sunday, April 17th, 1921, at 12:01 A. M.
CENTRAL TIME

SUPERSEDING TIME TABLE NO. 5

Note Important Changes in Time Table Rules

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

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

A. B. WARNER,
Vice President C. R. I. & G. Ry.
Manager C. R. I. & P. Ry.

H. L. REED,
General Superintendent
C. R. I. & P. Railway

J. R. PICKERING,
Superintendent Transportation
C. R. I. & P. Railway

C. H. HUBBELL,
Superintendent

WESTWARD

MAIN LINE

EASTWARD

Third-Class			Second-Class		First-Class		Capacity of Siding	Capacity of Other Tracks	Distance from Sayre	SUB-DIVISION 3 STATIONS TIME TABLE No. 6 April 17, 1921			Station Numbers	M. P. Distance from Memphis	Fuel, Water, Turn-tables and Wyes	First Class		Second Class		Third Class	
			91 California Gold Ball Freight	41 Passenger	43 Passenger							42 Passenger				44 Passenger	92 Los Angeles El Paso Gold Ball Freight				
			Daily	Daily	Daily				Leave												
			PM 7.30	PM 1.10 ⁴²	AM 1.45	61	355		C. R. I. & P. Ry. SA.....SAYRE.....TO 2627	627.0	FWT	PM 41 12.45	AM 1.00	AM 11.00							
			8.05	1.28	2.04	51		7.7	HEX RANCH 6.3	634.7		12.25	12.38	10.10							
			8.35	1.43	2.19	30	64	14.0	RI.....ERICK.....TO 2641	641.0	W	PM 12.10	AM 12.20	9.40							
			9.07	2.00	2.39	52	34	21.7	XO.....TEXOLA.....TO 2649	648.7		AM 11.50	PM 11.57	8.55							
									C. R. I. & G. Ry. 0.4	649.5											
			9.12	2.04	2.42	25		22.9	BO.....BENONINE.....TO 2650	649.9		11.45	11.53	8.45							
			9.28	2.14	2.52	51		27.0	FULLER 10.4	654.0		11.35	11.43	8.25							
			10.15	2.40	3.18	51	36	37.4	SK.....SHAMROCK.....TO 2665	664.4		11.05	11.13	7.30							
			10.55 ⁴⁴	2.55	3.31	50	12	43.5	LELA 6.5	670.5	W	10.50	10.55 ⁹¹	6.55							
			11.23 ^{PM}	3.10	3.46	46		50.0	RM.....RAMSDELL.....TO 2677	677.0		10.34	10.35	6.25							
			12.15 ^{AM}	3.35	4.13	51	66	60.3	YD.....McLEAN.....TO 2687	687.3	FW	10.05	10.05	5.30							
			12.50	4.00	4.38 ⁹²	56	28	69.0	NE.....ALAN REED.....TO 2696	696.0		9.38	9.40	4.38 ⁴³							
			1.18	4.20	4.55	51		75.3	ROCKLEDGE 5.7	702.3		9.21	9.22	3.57							
			1.55	4.34	5.11	51	11	81.0	CH.....JERICHO.....TO 2708	708.0	W	9.06	9.05	3.33							
			2.23	4.48	5.25		8	87.8	BOYDSTON 4.5	714.8		8.50	8.51	3.05							
			2.47 ⁹²	4.58	5.34	51	40	92.3	GR.....GROOM.....TO 2719	719.3	Y	8.41	8.40	2.47 ⁹¹							
			3.20	5.15	5.50	55	21	99.5	LARK 8.5	727.5	W	8.26	8.23	2.18							
			4.00	5.38	6.07	50		108.0	CU.....CONWAY.....TO 2735	735.0		8.09	8.02	1.44							
			4.40	5.50	6.24	49		116.5	YARNALL 8.7	744.5	W	7.52	7.42	1.10							
			5.20	6.09	6.40	55		125.2	ROYAL 7.3	752.2		7.35	7.20	12.35							
								132.5	P. & S. F. Ry. Crossing 1.2	759.5											
			6.00 ^{AM}	6.30 ^{PM 44}	7.00 ^{AM 42}	88	263	133.7	DS.....AMARILLO.....TO 2762	760.7	FWY	7.15 ^{AM 48}	7.00 ^{PM 41}	12.01 ^{AM}							
									133.7	Leave		Daily	Daily	Daily							
			12.7	25.1	25.5				Average speed per hour.....		24.4	22.1	12.2								
			10.30	5.20	5.15				Schedule Time.....		5.30	6.00	10.59								

NOTE: On Single Track Eastward Trains Are Superior to Westward Trains of the Same Class.

WESTWARD

MAIN LINE

EASTWARD

Third Class		Second Class		First Class		Capacity of Sidings	Capacity of Other Tracks	Distance from Amarillo	SUB-DIVISION 4 STATIONS TIME TABLE No. 6 April 17, 1921			Station Numbers	M. P. Distance from Memphis	Fuel, Water, Turn-tables and Wyes	First Class		Second Class		Third Class	
		91		43					44		92									
		California Gold Ball Freight		Passenger					Leave											
		Daily		Daily					C. R. I. & G. Ry											
		AM 7.30		PM 1.45	88	263			DS..... AMARILLO TO	2762	760.7	FWY	PM 3.40		PM 3.00					
		f 8.00		f 2.00	50	15	6.4		..... SONCY	2768	767.1		f 3.23		f 2.40				
		f 8.35		s 2.16 ⁹²		15	13.2		..... BUSHLAND	2775	773.9	W	s 3.05		f 2.16 ⁴³				
		s 9.15		s 2.40 ⁴⁴	32	30	21.3		..... WILDORADO TO	2782	782.0		s 2.40 ⁴³		s 1.35				
		s 10.20		s 3.20	54	60	34.3		..... VEGA TO	2796	795.0	WY	s 2.00		s 12.30				
		f 10.25		f 3.25		20	36.7		..... ONTARIO	2798	796.9		f 1.55		f 12.25				
		s 11.25 ^{AM 92}		s 4.01	57	15	48.1		..... ADRIAN TO	2810	808.8	F	s 1.15		AM 91 s 11.25				
		f 12.35 ^{PM 44}		f 4.41	52		60.8		..... BOISE	2821	821.5		f 12.35 ⁹¹		f 10.15				
		s 1.30		s 5.14	65	15	71.6		..... GLENRIO TO	2833	832.3	W	s 12.02 ^{PM}		s 9.20				
									C. R. I. & P. Ry.											
		s 1.55		s 5.29		10	77.2		..... ENDEE TO	2838	836.9		s 11.49 ^{AM}		s 8.55				
		f 2.35		f 5.51	10		84.6		..... BARD	2846	845.3		f 11.27		f 8.20				
		s 3.05		s 6.06	56	20	89.6		..... SAN JON TO	2851	850.3		s 11.12		s 7.55				
		f 4.15		f 6.51	56		104.4		..... LESBIA	2866	865.1		f 10.27		f 6.45				
		5.00 ^{PM}		f 7.15 ^{PM}	90	140	113.5		..... TUCUMCARI TO	2875	874.2	FWTY	10.00 ^{AM}		6.00 ^{AM}				
									113.5 Leave				Daily		Daily					
		11.9		20.6					..... Average speed per hour.....				20.0		12.4				
		9.30		5.30					..... Schedule Time				5.40		9.00				

NOTE: On Single Track Eastward Trains Are Superior to Westward Trains of the Same Class.

T. S. BARNES,
Train Master and Chief Dispatcher,
Amarillo, Texas

TRAIN DISPATCHERS:
W. P. POWELL
J. C. HAMMACK
T. M. GAVIN
G. R. BAUCUM, Extra Dispatcher

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 subdivision. (See General Rule 4 and 83.)

4. Train Register books (see General Rule 83a) are located at Sayre, Amarillo yard office for freight trains; Amarillo passenger station for passenger trains, and Tucumcari.

5. General Order Boards (see General Rule 83b) are located at Sayre, Amarillo yard office for freight trains; Amarillo passenger station for passenger trains, and Tucumcari.

5a. Conductors and enginemen are not required to consult General Order Boards at intermediate points on a subdivision.

6. Standard clocks (see General Rules 3, 3a, 3b, and 3c) are located at Sayre, Amarillo yard office, Amarillo passenger station, and Tucumcari.

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. H. K. SPEED	Sayre	1st. Nat'l Bank Bldg. Phone 31	5th&Locust, phone 188
DR. J. D. WARFORD	Erick	Over Erick State Bank Phone 17	Phone 48
DR. J. B. EGLER	Shamrock	Shamrock Drug Store Phone 185	Phone 40
DR. W. C. MONTGOMERY	McLean	Phone 22	Phone 102
DR. ROBT. T. FOSTER	Groom	Beesen Building Phone 64	Phone 44
DR. I. RASCO	Amarillo	Rooms 20-21 Carson Bldg. Phone 791	Phone 855
DR. F. S. COLLINS	Vega	Office Phone 31	Phone 8
DR. N. W. HILTON	San Jon, N.M.	Clark Hotel	Clark Hotel
DR. J. M. DOUGHERTY	Tucumcari	Hospital Phone 50	Phone 161
DR. R. S. KILLOUGH	Amarillo	Ray Johnson Bldg. Phone 608	Phone 750

PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.

7a. Personal Injuries—when train is not wrecked—by message and three copies of G-42 by mail from each member of crew to Superintendent, who will promptly advise Claim Agent. Claim Agents: G. G. Lewis, El Reno, Okla., for Oklahoma; W. P. Williams, Fort Worth, Texas, for Texas and New Mexico.

In case of train wreck Telegraph Accident Report must be made at once (form 588) as per instructions thereon.

Personal injury report (Form G-42 or 599, as appropriate).

Ejectment (Form 1337).

Fire report (Form MW-42).

Stock report (Sectionmen Form 1251).

List of passengers (Form CT-29).

Inspection (Form 704).

Stock report (Enginemen Form 1301).

7b. Surgical Attention.—(Passengers and employes). Whenever passengers or employes are injured, everything possible 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 move, take 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.

7c. (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 authorities as soon as possible and no expense incurred on behalf of the Company except the emergency attention above noted. Parties calling surgeons should explain as fully as possible the nature of the injuries so that surgeon may know what equipment to bring with him.

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; "UX" railroad crossing not protected by interlocking. Dashes and dots prefixed, telephone calls, indicating long and short sounds of bell. Opposite schedule figures: "s" regular stop; "I" stop for meals; "f" flag stop, to receive or discharge passengers or freight.

9. Local freight trains will stop on signal at spur tracks and sidings.

10. Passenger trains between Tucumcari and Amarillo must not exceed a speed of 35 miles an hour and between Amarillo and Sayre a speed of 40 miles an hour on tangents, and 25 miles an hour on curves.

Freight trains must not exceed a speed of 25 miles an hour on tangents and 20 miles an hour on curves of 4 degrees or more and as much slower speed as is necessary to insure safety, even though track be not covered by slow order.

Mile Post Location of curve	Degree of curve	Direction of curve going west	Mile Post Location of curve	Degree of curve	Direction of curve going west
627.9	5 degrees	Left	689.7	4 degrees	Right
628.5	4 degrees	Right	690.3	4 degrees	Right
643.4	4 degrees	Right	690.8	4 degrees	Left
654.4	4 degrees	Left	692.0	4 degrees	Right
656.2	4 degrees	Right	692.7	4 degrees	Left
661.0	4 degrees	Right	693.4	4 degrees	Right
661.7	4 degrees	Left	693.8	4 degrees	Left
665.5	4 degrees	Left	694.6	4 degrees	Right
672.0	4 degrees	Left	695.5	4 degrees	Left
674.5	4 degrees	Right	695.8	4 degrees	Right
678.2	4 degrees	Right	696.5	4 degrees	Left
680.8	4 degrees	Left	697.7	4 degrees	Right
681.7	4 degrees	Left	698.1	4 degrees	Left
685.3	4 degrees	Right	700.1	4 degrees	Right
686.6	4 degrees	Left	700.5	4 degrees	Left
688.0	4 degrees	Left	705.3	4 degrees	Left
688.7	4 degrees	Right	705.9	4 degrees	Right

10a. Trains hauling steam shovels, steam derricks, coal hoist machines, pile drivers, dead engines or tank cars (either loaded or empty) or other heavy machinery, must not exceed a speed of 15 miles per hour.

10b. Engines backing up with or without trains must not exceed a speed of 15 miles per hour.

10c. The speed of light engines running head on must not exceed that prescribed for freight trains without proper authority.

10d. The speed of trains must not exceed 5 miles per hour over streets through City of Shamrock.

10e. All trains and Engines reduce speed to 10 miles per hour over bridges 8628 and 8605 and over Red River bridge.

10f. Trains must approach and pass through the cuts known as Cap Rock Cuts, between Adrian and Boise, under control expecting to find rocks or sand on track. Look out for sand blowing on track at M.P. 650-16 poles to 650-17 poles, M.P. 657-25 poles and M.P. 680-15 poles.

12. The crossing with the P. & S. F. Ry. at M. P. 759.10 is protected by interlocking signals. The signals used are distant, home and dwarf. (See General Rules 601 to 676.) Passenger trains must not exceed a speed of twenty (20) miles nor freight trains of ten (10) miles an hour over the crossing.

13. The following are auxiliary lines (See General Rules 14f and 14g).
Tucumcari-----Amarillo Division

16. The following yards are indicated by yard limit boards, (see General Rule 93): Tucumcari, Amarillo, McLean, Shamrock, Erick, Sayre.

16a. All trains and engines must run under control between the Depot and Junction switch at Tucumcari looking out for El Paso Division trains and engines.

16b. All trains and engines reduce speed to 5 miles per hour between west house track switch and west yard lead switch Amarillo yard.

16c. In doing work at McLean the engine must not be cut from train until sufficient hand brakes have been set to hold the train.

16d. Eastward first-class trains will run under control between east yard lead switch and passenger station at Sayre looking out for Pan Handle Division trains entering yard.

31. Derrick Frames over Case Track Amarillo Yard one located between Fillmore and Taylor Streets and one located at Case platform between Polk and Tyler Streets will not clear a man on top of car or on side of car.

32. Track scales are located at:

Location.	Length in Feet.	Capacity in Tons.
Tucumcari -	50 feet	150 tons
Amarillo -	48 feet	100 tons
Sayre -	50 feet	100 tons

35. Spur tracks are located as follows:

Oil Spur, M. P. 859—capacity, 3 cars.
Cap Rock Spur, M. P. 815—capacity, 5 cars.
Everett Spur, M. P. 789.4—capacity, 6 cars.
Sand Spur, M. P. 680.5—capacity, 6 cars.

36. Lights on train order signals will not be displayed when train order offices are closed.

38. No. 44 will wait at Tucumcari for connection with No. 2 unless otherwise instructed.

39. Only that part of rule 86, reading: "an inferior train must clear the time of a first-class train in the same direction not less than 10 minutes" will apply on Amarillo Division. (See General Rule 86.)

40. The following hours of duty will be observed at Train Order stations subject to change by bulletin. When so changed all concerned will note the change IN PENCIL on their copy of Time Table.

STATION	REGULAR HOURS		REGULAR HOURS		OCCUPATION.
	WEEK DAYS.		SUNDAYS.		
Sayre	8:00 am	4:00 pm	8:00 am	4:00 pm	Opr.—1st Trick
"	4:00 pm	12:00 mid	4:00 pm	12:00 mid	2nd Trick
"	12:00 mid	8:00 am	12:00 mid	8:00 am	3rd Trick
Erick	8:00 am	5:00 pm			Agent
"	8:00 am	5:00 pm	11:30 am	2:30 pm	Operator
Texola	8:30 am	5:30 pm	11:20 am	2:30 pm	Agt. & Opr.
Benonine	8:00 am	5:00 pm	11:15 am	2:15 pm	Agt. & Opr.
Shamrock	8:30 am	5:30 pm	10:30 am	12:30 pm	Agent
"	8:00 am	5:00 pm	1:30 pm	3:30 pm	Operator
Ramsdell	7:30 am	4:30 pm	10:00 am	12:00 noon	Agt. & Opr.
"			2:30 pm	4:30 pm	
McLean	8:00 am	4:00 pm	9:30 am	11:30 am	Agt. & Opr.
"			3:00 pm	5:00 pm	
"	4:00 pm	12:00 mid	9:15 pm	11:15 pm	2nd Trick
"	12:00 mid	8:00 am	3:15 pm	5:15 pm	3rd Trick
Alanreed	8:00 am	5:00 pm	9:00 am	11:00 am	Agt. & Opr.
"			3:00 pm	5:00 pm	
Jericho	7:30 am	4:30 pm	8:30 am	10:30 am	Agt. & Opr.
"			4:00 pm	6:00 pm	
Groom	8:15 am	5:15 pm	8:00 am	10:00 am	Agt. & Opr.
Conway	7:45 am	5:45 pm	7:30 am	9:30 am	Agt. & Opr.
Amarillo	Continuous		Continuous		
Wildorado	8:00 am	5:00 pm	2:00 pm	4:00 pm	Agt. & Opr.
Vega	8:00 am	5:00 pm	1:30 pm	3:30 pm	Agt. & Opr.
Adrian			12:30 pm	2:30 pm	Agt. & Opr.
"	8:00 am	5:00 pm	3:30 pm	5:30 pm	
Glen Rio	8:30 am	5:30 pm	11:00 am	1:00 pm	Agt. & Opr.
"			4:30 pm	6:30 pm	
Endee	8:30 am	5:30 pm	11:00 am	1:00 pm	Agt. & Opr.
"			4:30 pm	6:30 pm	
San Jon	8:30 am	5:30 pm	10:30 am	12:30 pm	Agt. & Opr.
"			5:30 pm	7:30 pm	
Tucumcari	Continuous		Continuous		

40a. When passenger trains are late, Operators will ask Dispatchers for instructions as to whether or not they are to remain on duty after hours to attend them.

At stations where Sunday hours are continuous, meal hour will be taken, unless account of arrival of late train, it is impossible to do so.

Operators will get good night from Dispatchers before leaving and closing office 5 minutes before expiration of hours of duty.

The above subject change by General Order. When so changed all concerned will note change in pencil on their time table.

Time Table Rules, Continued.

INSTRUCTIONS FOR APPLICATION OF LOCOMOTIVE TONNAGE RATING ON SUB-DIVISIONS 3 AND 4.

Ratings given in table below are based on tons, and indicate hauling capacity under favorable weather and operating conditions of the engine by classes as they appear opposite the ratings, and, therefore, represent 100 per cent of full rating.

Should it be desired to run trains with less than 100% of full rating, on account of unfavorable weather or operating conditions; to expedite the movement of important freight and trains performing local service, or for other reasons, the Chief Dispatcher may issue instructions authorizing.

Actual weight of loaded or empty cars must not be estimated or assumed when they are available from car stencil or record. Conductors and Yard masters will provide themselves with statement of estimated weights of cars by classes and such estimates will be used when actual weights are not available.

Estimates may be used when actual weight can not be determined (but not otherwise) in case of cars loaded with light commodities, such as hay, cotton or bran, using one-half the marked capacity as weight of contents, except that for cars loaded with merchandise, five tons will be estimated as weight of contents.

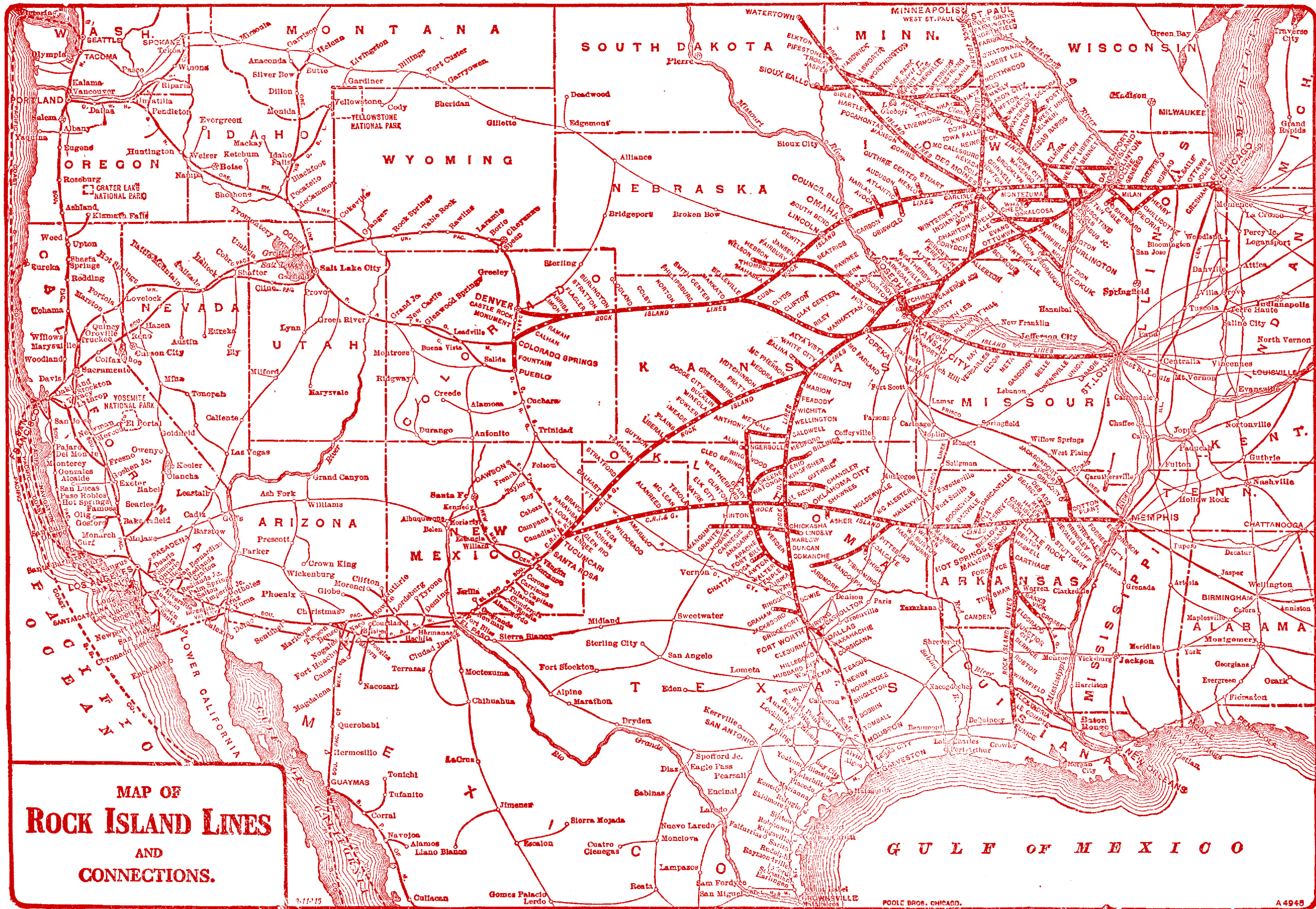
When converting actual tons of cars from pounds to tons by dividing weight (pounds) by 2,000, omit remainder of 999 lbs., or less, but consider a remainder of 1,000 lbs., or more as one ton.

The Caboose will be counted as one of the cars of the train. "Dead" engines hauled in train will be considered as one car in calculating Car Factor. When the total tonnage of train, including caboose, totals fifteen or more tons less than authorized rating, another car will be added.

EXPLANATION OF TONNAGE RATING TABLES AND INSTRUCTIONS WITH EXAMPLE OF METHOD TO BE USED IN APPLICATION OF SAME.

In determining the tonnage to be hauled in trains of various lengths, the Chief Dispatcher, either by special instructions covering individual cases, or by published standing instructions, will indicate the number of cars to be hauled, represented by Column "A," from this should be subtracted the number of cars shown in column "C," the result or remainder to be multiplied by Car Factor as shown under column "B," the product so obtained to be subtracted from adjusted rating or figure shown in column "E," and the result or remainder will give the actual tons which should be hauled. Thus, in the case of a 39 class engine, which Chief Dispatcher instructs shall be given drag rating with 60 cars; if table shows in column "B" 7; in column "C" 25; in column "E" 2130; the tonnage to be hauled would be figured 60 minus 25 equals 35x7 equals 245 which subtracted from 2130 equals 1885.

EASTWARD							WESTWARD								
Between	Engines		Car factor		Only when trains consist of over the following cars:	Rating	Between	Engines		Car factor		Only when trains consist of over the following cars:	Rating		
	Road Class	Sat. or Sup.	Car Limit	Tons per Car				A	B	C	E			Road Class	Sat. or Sup.	Car Limit	Tons per Car	A	B	C	E
Tucumcari and Adrian	31	Sat	50	6	15	1290	Sayre and Jerico	31	Sat	50	6	15	1000		
	28	Sat	45	6	13	1120		28	Sat	45	6	13	870		
	23	Sat	35	6	11	920		23	Sat	35	6	11	710		
Adrian and Vega	31	Sat	50	6	15	1600	Jerico and San Jon	31	Sat	50	6	15	1120		
	28	Sat	45	6	13	1400		28	Sat	45	6	13	970		
	23	Sat	35	6	11	1150		23	Sat	35	6	11	800		
Vega and Amarillo	31	Sat	50	6	15	1960	San Jon and Tucumcari	31	Sat	50	6	15	1300		
	28	Sat	45	6	13	1710		28	Sat	45	6	13	1120		
	23	Sat	35	6	11	1400		31	Sat	35	6	11	920		
Amarillo and Texola	31	Sat	50	6	15	1650									
	28	Sat	45	6	13	1440									
	23	Sat	35	6	11	1180									
Texola and Erick	31	Sat	50	6	15	1600									
	28	Sat	45	6	13	1400									
	23	Sat	35	6	11	1150									
Erick and Sayre	31	Sat	50	6	15	2580									
	28	Sat	45	6	13	2250									
	23	Sat	35	6	11	1850									



MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.

GULF OF MEXICO