

**CHICAGO, ROCK ISLAND & PACIFIC RAILWAY**  
**CHICAGO, ROCK ISLAND & GULF RAILWAY**  
**SECOND DISTRICT**

**EL PASO-AMARILLO DIVISION**

**No. 14.—TIME TABLE—No. 14.**

**Taking Effect Sunday, March 20, 1927, at 12:01 A. M.**

**CENTRAL TIME**

**Superseding Time Table No. 13.**

**NOTE IMPORTANT CHANGES IN TIME TABLE 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.**

**L. C. FRITCH,**  
Vice-President.

**L. A. RICHARDSON,**  
General Supt. Motive Power.

**J. R. PICKERING,**  
Superintendent Transportation.

**A. B. WARNER,**  
General Manager.

**A. E. WALKER,**  
General Superintendent.

**W. B. EMBURY,**  
Supt. Motive Power.

**H. P. GREENOUGH,**  
Superintendent.

**J. K. MORGAN,**  
Master Mechanic.



### WESTWARD

### MAIN LINE

### EASTWARD

FIRST CLASS							Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40 STATIONS				Station Numbers	M. P. Distance from St. Joseph	Distance from Pratt	Fuel, Water, Turn Table and Wye	FIRST CLASS				SECOND CLASS			THIRD CLASS	
83	91		99	317	3	11			1	STATIONS							12	4	324	2	94	98	92	82	
Local Freight	California Gold Ball Freight	Kan. City Tucum-cari Red Ball	Passenger	Golden State Limited	Apache	Passenger			Passenger	Time Table No. 14 March 20, 1927							Apache	Golden State Limited	Passenger	Passenger	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	LEAVE				AM	PM	PM	PM	PM	PM	PM	PM	PM					
AM 7.15	PM 7.10	AM 1.00	PM 8.25 <sup>98</sup>	PM 5.41	PM 5.05 <sup>82</sup>	AM 9.20	54	799	N.....	PRATT	TO	797	298.0		FWT	AM 8.20	PM 12.07	PM 1.10	PM 9.45	PM 1.20	PM 8.10	AM 8.45	PM 11.43		
7.33	7.25	1.20	8.35	5.51	5.15	9.30	77		.....	SMALLEY		802	302.6	4.6		8.13	11.59	1.00	9.30	1.00	7.55	8.25	4.15		
s 8.07 <sup>12-92</sup>	7.45 <sup>98</sup>	1.40	s 8.43	5.59	5.25	s 9.38	55	41	CU.....	CULLISON	TO	806	307.1	9.1		s 8.07 <sup>88-92</sup>	11.53	s 12.53	s 9.22	12.40	7.45 <sup>91</sup>	8.25 <sup>12-83</sup>	s 4.00		
s 8.30	8.20	2.05	s 8.55	6.09	5.37	s 9.50	55	37	WF.....	WELLSFORD	TO	813	314.2	16.2	W	s 7.56	11.44	s 12.41	s 9.10	12.25	7.25	7.25	s 3.35		
s 8.55	9.03 <sup>2-817</sup>	2.20	s 9.03 <sup>2-91</sup>	6.17	5.44	s 10.00	55	29	HD.....	HAVILAND	TO	817	318.6	20.6		s 7.49	11.36	s 12.33	s 9.03 <sup>817-91</sup>	12.15	7.10	7.10	s 3.05		
f 9.15	9.25	2.35	f 9.13	6.25	5.51	f 10.07	55	23	.....	BRENHAM		823	324.0	26.0		7.41	11.29	12.25	f 8.51	12.05	6.50	6.50	f 2.35		
s 10.20 <sup>1</sup>	9.45	2.55	s 9.25	6.37 <sup>98</sup>	6.03	s 10.20 <sup>83</sup>	55	91	GB.....	GREENSBURG	TO	827	328.6	30.6	W	s 7.35	11.23	s 12.18	s 8.41	11.55	6.37 <sup>3</sup>	6.30	s 2.15		
f 11.14 <sup>4</sup>	10.05	3.10	f 9.32	6.45	6.11 <sup>98</sup>	10.28	77	40	.....	JOY		832	334.1	36.1		7.26	11.14	12.10	8.26	11.40	6.11	6.15	f 1.40		
s 11.30 <sup>AM 92-94</sup>	10.30	3.25	s 9.41	6.53	6.19	s 10.38	62	37	MU.....	MULLINVILLE	TO	837	338.9	40.9		s 7.18	11.07	PM 83 12.03	s 8.20	11.30	5.45	6.00	s 1.20		
s 12.03 <sup>PM</sup>	11.15	4.20	s 9.53	7.05	6.32	s 10.55 <sup>4-94-561</sup>	107	160	BU.....	BUCKLIN	TO	846	347.9	49.9	FWY	f 7.06	1-94 10.55	AM 11.50	s 8.05	10.55	5.20	5.30	PM 83 12.45		
s 12.45 <sup>82</sup>	11.50	4.45	s 10.07	7.20	6.45	s 11.10	60	27	KG.....	KINGSDOWN	TO	854	355.0	57.0		s 6.53	10.41	s 11.35	s 7.47	10.15	5.00	4.45	s 11.55		
s 1.15	12.20	5.10	s 10.22	7.32	7.00	s 11.22 <sup>324-82</sup>	55	32	BM.....	BLOOM	TO	861	362.8	64.8		s 6.42	10.30	s 11.22 <sup>1-82</sup>	s 7.32	9.55	4.40	4.15	s 11.22		
s 1.40	12.45	5.35	s 10.37	7.44	7.16	s 11.35	58	39	MI.....	MINNOLA	TO	869	370.0	72.0	W	s 6.31	10.20	s 11.10	s 7.16	9.30	4.20	3.45	s 10.45		
s 2.05	1.05	6.20	s 10.50	7.54	7.25	11.45	77		.....	ADVANCE		875	376.0	78.0		6.20	10.10	s 10.58	7.00	9.05	4.00	3.20	10.20		
s 2.45	1.20	6.40	s 11.02	8.03	7.35	s 11.56	55	61	F.....	HOWLER	TO	879	380.8	82.8		s 6.10	10.02	s 10.48	s 6.50	8.40	3.40	2.45	s 10.02		
s 3.20 <sup>98</sup>	2.10	7.10	s 11.17	8.15	7.47	s 12.14	55	32	VN.....	MEADE	TO	890	391.0	93.0	W	s 5.57	9.49	s 10.32	s 6.32	8.10	3.20	2.10	s 9.15		
s 3.40	2.40	7.43	f 11.27	8.25	7.57	f 12.24	55	10		MISSLER		896	396.5	98.5		s 5.45	9.37	s 10.15	f 6.17	7.43	3.05	1.40	f 8.40		
s 4.10	3.10	8.15 <sup>94</sup>	s 11.42	8.36	8.10	s 12.38	55	48	Q.....	PLAINS	TO	905	406.4	108.4		s 5.33	9.25	s 10.02	s 6.05	7.15	2.45	1.05	s 8.15		
s 4.30	3.35	8.35 <sup>82</sup>	f 11.55	8.49	8.22	s 12.51	69	28	KM.....	KISMET	TO	912	413.2	115.2	W	s 5.23	9.15	s 9.45	s 5.52	6.55	2.30	12.40	s 7.55		
s 4.55	4.05	9.03 <sup>4-324</sup>	PM 12.10	9.01	8.35	f 1.03	55	28	RK.....	ARKALON	TO	920	421.2	123.2		s 5.11	9.03 <sup>99</sup>	f 9.33 <sup>99</sup>	f 5.40	6.35	2.05	12.10	s 7.30		
5.30 <sup>2</sup>	5.03 <sup>12</sup>	10.20	f 12.20	9.11	8.45	f 1.13	55	14		HAYNE		925	426.1	128.1		5.03	8.55	f 9.22	f 5.30	6.20	1.50	11.45	f 7.15		
6.00 <sup>PM</sup>	5.25 <sup>AM</sup>	11.00 <sup>AM</sup>	12.35 <sup>AM</sup>	9.25 <sup>PM</sup>	9.00 <sup>PM</sup>	f 1.30 <sup>PM 98</sup>	95	1500	RA.....	LIBERAL	TO	933	434.2	136.2	FWTY	4.50 <sup>AM</sup>	8.45 <sup>AM</sup>	9.10 <sup>AM</sup>	5.20 <sup>PM</sup>	6.00 <sup>AM</sup>	1.30 <sup>PM</sup>	11.15 <sup>PM</sup>	6.55 <sup>AM</sup>		
12.7	13.3	13.6	32.3	36.4	34.7	32.4			136.2 LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday		
10.45	10.15	10.00	4.10	3.44	3.55	4.10			AVERAGE SPEED PER HOUR				38.9	40.2	34.0	30.4	18.6	20.4	12.7	13.1					
									SCHEDULE TIME				3.30	3.22	4.00	4.25	7.20	6.40	9.30	9.40					

### WESTWARD

### DODGE CITY BRANCH

### EASTWARD

2d Class		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40A STATIONS				Station Numbers	M. P. Distance from St. Joseph	Distance from Bucklin	Fuel, Water, Turn Table and Wye	2d Class	
561	562			STATIONS								Mixed	Mixed
Mixed	Mixed			Time Table No. 14 March 20, 1927								Daily Ex. Sunday	Daily Ex. Sunday
Daily Ex. Sunday	Daily Ex. Sunday	LEAVE											
AM 11.00	PM 6.00	107	160	BU.....	BUCKLIN	TO	846	347.9		FWY	PM 6.00		
s 11.40	s 5.25	15	48	HF.....	FORD	TO	T 9	356.4	8.5		s 5.25		
f 12.05	f 4.45		19	.....	WILROADS		T 18	365.7	17.8		f 4.45		
f 12.30	f 4.20		10	.....	SOUTH DODGE		T 26	373.4	25.5		f 4.20		
12.45 <sup>PM</sup>	4.15 <sup>PM</sup>		66	RH.....	DODGE CITY	TO	T 27	374.4	26.5	WY	4.15 <sup>PM</sup>		
	Daily Ex. Sunday			26.5 LEAVE								15.1	
15.1	15.1			AVERAGE SPEED PER HOUR								1.45	
1.45	1.45			SCHEDULE TIME									

C. T. McHUGH, Trainmaster,  
Pratt, Kansas.

H. C. McCULLOUGH, Road Foreman of Equipment,  
Pratt, Kansas.

Herington to Liberal and Dodge City Branch.

T. M. BRYDEN, Chief Dispatcher, Pratt, Kansas.

E. F. PIPKIN, Night Chief Dispatcher, Pratt, Kansas.

C. D. WILLIAMSON,  
A. G. DOUGLAS,  
R. A. SPIECKER,  
J. B. JOHNSON,

Dispatchers, Pratt, Kansas.

# WESTWARD

# MAIN LINE

# EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 41 STATIONS				FIRST CLASS			SECOND CLASS			THIRD CLASS				
	85	99	91	3	11			1	Time Table No. 14 March 20, 1927				12	4	2	98	92	94	84			
Local Freight	Kan. City Tucum-cari Red Ball	California Gold Ball Freight	Golden State Limited	Apache	Passenger			LEAVE				Apache	Golden State Limited	Passenger	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight				
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily																	
AM 7.30	PM 12.01	AM 6.10	PM 9.35 <sup>92</sup>	PM 9.10 <sup>92</sup>	PM 1.55	95	1500	C. R. I. & P. Ry.				AM 4.40	AM 8.35	PM 4.55	PM 12.30 <sup>99</sup>	PM 11-3 9.10	AM 5.20	PM 2.40				
7.45	12.15 <sup>98</sup>	6.35	9.44	9.19	2.07	77		RA	LIBERAL	TO	933	434.2		FWTY	4.27	8.25	4.43	12.15 <sup>99</sup>	8.35	5.08	2.25	
s 8.20	12.40	6.50	9.52	f 9.27	s 2.15 <sup>84</sup>	55	39	RO	TYRONE	TO	943	444.0	5.8		f 4.20	8.20	s 4.36	11.59	8.20	5.00	s 2.15 <sup>99</sup>	
s 9.00	1.35 <sup>84</sup>	7.15	10.05	f 9.44	s 2.34	55	69	KR	HOOKER	TO	953	454.3	20.1	W	f 4.05	8.06	s 4.20	11.20	7.45	4.35	s 1.35 <sup>99</sup>	
								-10.3-														
s 9.30	2.10	7.51 <sup>4</sup>	10.18	9.59	s 2.51	55	21	MQ	OPTIMA	TO	963	464.6	30.4		3.46	7.51 <sup>91</sup>	s 4.03	10.45	7.15	4.05	PM 12.20 <sup>91</sup>	
s 10.15 <sup>98</sup>	3.11 <sup>1</sup>	8.30	10.32	s 10.15	s 3.11 <sup>99</sup>	55	80	GY	GUYMON	TO	972	473.6	39.4	W	s 3.32 <sup>94</sup>	7.38	s 3.49	10.15 <sup>85</sup>	6.45	3.32 <sup>12</sup>	s 11.55 <sup>91</sup>	
10.30	3.37 <sup>2</sup>	8.50	10.39	10.23	3.19	55			JUNIOR		978	479.9	45.7		3.21	7.31	3.37 <sup>99</sup>	9.48	6.25	3.05	11.15	
s 11.05 <sup>AM</sup>	4.30	9.30 <sup>98</sup>	10.54	f 10.40	s 3.30 <sup>2</sup>	102	17	FM	GOODWELL	TO	983	484.1	49.9	FW	f 3.14	7.26	s 3.30 <sup>1</sup>	9.30 <sup>91</sup>	6.10	2.45	s 11.00 <sup>91</sup>	
s 12.10 <sup>PM</sup>	5.30 <sup>PM 92</sup>	10.20 <sup>AM 84</sup>	11.12	f 10.58	s 3.55 <sup>PM</sup>	74	65	HM	TEXHOMA	TO	993	494.3	60.1	Y	f 2.57 <sup>AM</sup>	7.12 <sup>AM</sup>	s 3.07 <sup>PM</sup>	8.55 <sup>AM</sup>	5.30 <sup>99</sup>	2.15	s 10.20 <sup>91</sup>	
								SUB-DIVISION 5 C. R. I. & G. Ry.														
PM 12.10	PM 5.30 <sup>92</sup>	AM 10.20 <sup>84</sup>	PM 11.12	f 10.58	s 3.55 <sup>PM</sup>	74	65	HM	TEXHOMA	TO	993	494.3	60.1	Y	f 2.57 <sup>AM</sup>	AM 7.12	s 3.07 <sup>PM</sup>	AM 8.55	PM 9.30 <sup>99</sup>	AM 2.15	AM 9.10 <sup>91</sup>	
f 12.35	6.05	10.55	11.26	11.13	f 4.10	55	27		STEVENS		1003	504.3	70.1	W	f 2.42	6.58	f 2.51	8.30	4.55	1.45	f 9.30	
s 1.20	6.45	11.35	11.43	f 11.29	s 4.30 <sup>92</sup>	55	27	DF	STRATFORD	TO	1013	514.2	80.0		f 2.28	6.44	s 2.37	8.00	4.30	1.20	s 9.05	
								-5.8-														
1.45	7.05	11.55 <sup>AM</sup>	11.51	11.37	4.40	77			BRICKEL		1020	520.0	85.8		2.18	6.37	2.28	7.45	3.50	1.05	8.20	
f 2.20 <sup>2</sup>	7.30	12.25 <sup>PM</sup>	11.59	11.46	f 4.50	55	22		CONLEN		1025	526.0	91.8	W	2.10	6.29	f 2.20 <sup>85</sup>	7.30	3.35	12.45	f 8.05	
2.40	7.45	12.40 <sup>PM</sup>	12.06	11.54	4.58	82	4		IRWIN		1030	530.9	96.7		2.03	6.23	2.13	7.10	3.15	12.30	f 7.38	
f 3.00 <sup>92</sup>	8.05	1.00	12.14 <sup>94</sup>	12.03 <sup>AM 94</sup>	f 5.06	55	19		CHAMBERLIN		1035	536.1	101.9		1.56	6.16	f 2.06	6.54	3.00 <sup>85</sup>	12.14 <sup>AM</sup>	f 7.25	
3.20	8.20	1.15	12.20	12.10	5.13	55	4		HITT		1039	540.0	105.8		1.50	6.10	2.00	6.42	2.47	11.35	7.15	
3.45 <sup>PM</sup>	8.50 <sup>PM</sup>	1.45 <sup>PM 2</sup>	12.30 <sup>AM 11</sup>	12.25 <sup>AM 3</sup>	5.25 <sup>PM</sup>	85	726	DA	DALHART	TO	1044	545.4	111.2	FWTY	1.40 <sup>AM</sup>	s 6.00 <sup>98</sup>	1.50 <sup>91</sup>	6.25 <sup>4</sup>	2.30 <sup>PM</sup>	11.15	7.00 <sup>AM</sup>	
								111.2 LEAVE														
13.5	12.6	14.6	38.1	34.2	31.8			AVERAGE SPEED PER HOUR				37.1	43.0	36.1	18.3	16.7	18.3	14.5				
8.15	8.49	7.35	2.55	3.15	3.30			SCHEDULE TIME				3.00	2.35	3.05	6.05	6.40	6.05	7.40				

# WESTWARD

# MAIN LINE

# EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 6 STATIONS						FIRST CLASS			SECOND CLASS			THIRD CLASS		
	87	99	91	1	11			3	Time Table No. 14 March 20, 1927						4	2	12	98	92	94	86	
Local Freight	Kan. City Tucumcari Red Ball	California Gold Ball Freight	Passenger	Apache	Golden State Limited			C. R. I. & G. Ry.						Golden State Limited	Passenger	Apache	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Los Angeles and El Paso Gold Ball Freight	Local Freight		
Monday Wed. Friday	Daily	Daily	Daily	Daily	Daily			LEAVE														
AM 9.00	PM 10.05 <sub>94</sub>	PM 3.30	PM 5.35	AM 12.47 <sub>3</sub>	AM 12.37 <sub>11</sub>	85	726	DA	DALHART						AM 98 5.55	PM 1.40	AM 1.30	AM 4 5.30	PM 1.05	PM 99 10.00	PM 1.55	
f 9.15	10.20	3.45	5.43	12.59	12.45	105	5		Ft. W. & D. C. Ry.													
f 9.30	10.32	4.00	f 5.50	1.12 <sub>12</sub>	12.53	55	24		WAGNER						5.46	1.30 <sub>86</sub>	1.20	5.15	12.45	9.45	f 1.30 <sub>2</sub>	
9.45	10.45	4.17	5.58	1.22 <sub>12</sub>	1.01 <sub>12</sub>	77			REHM						f 5.40	f 1.23 <sub>11</sub>	1.12 <sub>3</sub>	5.05	12.30	9.35	f 1.05	
									KING						5.33	1.16	1.01	4.50	12.12	9.20	12.40	
									MIDDLEWATER													
s 10.10	11.05	4.45	s 6.07	1.31	1.09	77	17	AY	LANE						5.25	s 1.08	12.50	4.30	AM 11.49	9.05	s 12.27	
10.17	11.15	4.55	6.12	1.36	1.14		17		ROMERO						5.20	1.01	12.45	4.18	11.30	8.45	PM 12.15	
s 10.55 <sub>92</sub>	11.40	5.30	s 6.25	1.49	1.26	77	16	RM	EXIT						5.08	s 12.49	12.34	3.58	10.55 <sub>87</sub>	8.25	s 11.55	
11.35	12.25	5.55	6.34	1.58	1.34	56	11		BRAVO						5.00	12.39	12.25 <sub>99</sub>	3.41	10.35	8.10	11.35	
11.43	12.35	6.00	6.37	2.01	1.37				NARAVISA						4.57	12.36	12.22	3.35	10.30	8.05	11.30	
AM 11.43	AM 12.35	PM 6.00	PM 6.37	AM 2.01	AM 1.37				OBAR						AM 4.57	PM 12.36 <sub>87</sub>	AM 12.22	AM 3.35	AM 10.30	PM 8.05	AM 11.30	
s 12.29 <sub>PM 2</sub>	12.50	6.47 <sub>1</sub>	s 6.47 <sub>91</sub>	f 2.09	1.43	77	34	UN	GRAVEL PIT						4.50	s 12.29 <sub>1</sub>	f 12.15	3.20	10.15	7.50	s 11.10	
s 1.15	1.10	7.25 <sub>94</sub>	s 7.00	2.20	1.53	57	12		SAND SPRINGS						4.40	s 12.16	12.05	2.55	9.40	7.25 <sub>91</sub>	s 10.05	
f 1.30	1.17	7.40	f 7.05 <sub>94</sub>	2.24	1.57	71	30	GR	CANODE						4.34	12.09	11.59	2.35	9.25	7.05	f 9.40	
f 1.40	1.25	7.50	f 7.09 <sub>94</sub>	2.28 <sub>98</sub>	2.00 <sub>98</sub>	56	14		LOGAN						4.31	f 12.06	11.56	2.28 <sub>3-11</sub>	9.15	6.50	f 9.30	
f 2.00	1.40 <sub>98</sub>	8.05	f 7.17	2.36	2.07	57	7		MATER						4.24	AM 11.59	11.49	1.40 <sub>99</sub>	9.00	6.35	f 9.15	
s 2.30	2.14 <sub>3-11</sub>	8.30	s 7.27	f 2.44 <sub>99</sub>	2.14 <sub>99</sub>	77	31	OA	HUDSON						4.15	s 11.49	11.40	1.23	8.35	6.12	s 8.50	
f 2.55	3.25	9.15	7.40	2.56	2.26	55	5		ADBERG						4.06	11.36	11.31	1.05	8.15	5.55	f 8.25	
f 3.10	4.00	9.35	f 7.47	3.02	2.32	56	15		LAKE JUNCTION						4.00	f 11.30	11.25	12.52	8.00	5.40	f 8.10	
3.30	4.30	10.00	7.55	3.10	2.40	77	5		TUCUMCARI						3.52	11.22	11.17	12.40	7.45	5.25	7.55	
3.50	5.10	10.20	8.03	3.18	2.48				LEAVE						3.42	11.12	11.07	12.20	7.25	5.05	7.35	
4.00	5.30	10.35	f 8.10	3.25	2.55	90	1928	XN	AVERAGE SPEED PER HOUR						3.40	f 11.10	11.05	12.15	7.20	5.00	7.30	
PM	AM	PM 12	PM	AM 4-11	AM 11				SCHEDULE TIME						AM	AM	PM	AM	AM 86	PM	AM 92	
									93.1						Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	
13.3	12.5	13.1	36.0	35.3	40.5										41.3	37.2	38.5	17.7	16.2	18.6	14.5	
7.00	7.25	7.05	2.35	2.38	2.18										2.15	2.30	2.25	5.15	5.45	5.00	6.25	

H. W. HAMMACK, Trainmaster,  
Dalhart, Texas.

J. A. EBECK, Road Foreman of Equipment,  
Dalhart, Texas.

Liberal to Tucumcari.

W. S. PHILLIPS, Chief Dispatcher, Dalhart, Texas.  
M. L. ELLIS, Night Chief Dispatcher, Dalhart, Texas.

I. C. LEGER,  
R. S. HOLMES,  
T. C. FARRELL,  
C. F. LAYMAN, } Dispatchers, Dalhart, Texas.

# WESTWARD

# MAIN LINE

# EASTWARD

THIRD CLASS				Second Class		FIRST CLASS		SUB-DIVISION 3 STATIONS		FIRST CLASS		Second Class		THIRD CLASS		
87	991	111	51							112	52	992	86			
Local Freight	California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Oil Special	Capacity of Sidings	Capacity of Other Tracks	LEAVE		Station Numbers	M. P. Distance from Memphis	Distance from Sayre	Fuel Water, Turn Table and Wye	Memphis Californian	Oil Special	California Memphis Gold Ball Freight	Local Freight	
Tuesday Thursday Saturday	Daily	Daily	Daily													
AM 7.15	PM 7.30	PM 6.30	AM 2.00	61	355	C. R. I. & P. Ry.						AM 9.40	AM 12.45	AM 4.00	PM 5.00	
f 7.50	8.05	g 6.48	f 2.18	51		SA	SAYRE	TO	2627	627.0		FWT				
s 8.20	8.35	s 7.03	s 2.33	58	92	RI	HEXT	TO	2635	634.7	7.7	g 9.22	f 12.25	3.10	f 4.25	
s 8.50	9.05	g 7.20	s 2.51	52	34	XO	ERICK	TO	2641	641.0	14.0	W	s 9.07	s 12.10	s 4.00	
							TEXOLA	TO	2649	648.7	21.7		f 8.50	s 11.54	1.50	s 3.25
							C. R. I. & G. Ry.									
f 8.55	9.10	g 7.22	f 2.54	35		BO	BENONINE	TO	2650	649.9	22.9	g 8.45	f 11.49	1.40	f 3.09	
f 9.10	9.25	g 7.30	f 3.02	51			FULLER		2654	654.0	27.0	g 8.36	f 11.40	1.25	f 2.57	
s 10.20	10.20	s 7.54	s 3.25	51	138	SK	SHAMROCK	TO	2665	664.4	37.4	s 8.16	s 11.20	12.45	s 1.55	
f 10.50	10.59	g 8.06	f 3.39	50	25	RS	LELA	TO	2671	670.5	43.5	W	g 8.00	f 10.59	f 12.55	
s 11.33	11.30	g 8.18	f 3.52	46	5	MS	RAMSDELL	TO	2677	677.0	50.0	g 7.48	f 10.47	11.30	s 12.35	
11.59 AM	11.59 PM	8.28	4.02	55	74	WH	WHITED	TO	2682	682.7	55.7		7.36	10.35	10.50	
s 12.59 PM	12.45 AM	f 8.45	s 4.23	51	66	YD	MCLEAN	TO	2687	687.3	60.3	FWY	f 7.27	s 10.25	10.25	PM 12.01 AM
s 1.25	1.25	f 9.05	s 4.48	56	28	A	ALANREED	TO	2696	696.0	69.0		f 7.07	s 10.00	9.40	s 10.48
f 1.45	1.50	g 9.18	f 5.04	51	12		ROCKLEDGE		2702	702.3	75.3		g 6.52	f 9.45	9.18	f 10.15
s 2.10	2.15	g 9.30	s 5.20	51	24	CH	JERICO	TO	2708	708.0	81.0	W	g 6.37	s 9.30	8.50	s 9.55
f 2.30	2.35	g 9.41	f 5.31		8		BOYDSTON		2714	713.8	87.8		g 6.25	f 9.12	8.30	f 9.35
s 3.00	2.55	f 9.52	s 5.43	51	40	GR	GROOM	TO	2719	719.3	92.3	Y	f 6.15	s 9.01	8.15	s 9.20
f 3.35	3.20	g 10.07	f 5.59	55	21		LARK		2727	726.5	99.5	W	g 5.59	f 8.45	7.50	f 8.50
s 3.58	3.50	f 10.23	f 6.16	50	60	CU	CONWAY	TO	2735	735.0	108.0		f 5.39	s 8.28	7.25	s 8.25
s 4.22	4.25	g 10.39	f 6.33	49			YARNALL		2744	743.5	116.5	W	g 5.21	f 8.09	7.00	s 8.00
f 4.45	5.04	g 10.55	f 6.50	55			ROYAL		2752	752.2	125.2		g 5.04	f 7.50	6.30	f 7.35
5.10 PM	6.00 AM	11.15 PM	7.15 AM 86	88	1500	DS	P. & S. F. Ry. Crossing AMARILLO	TO	2762	760.7	133.7	FWTY	4.45 AM	7.30 PM	6.00 PM	51 AM 7.15 AM
								LEAVE								
13.5	12.7	28.1	25.5				133.7	LEAVE					Daily	Daily	Daily	Monday Wed. Friday
9.55	10.30	4.45	5.15					AVERAGE SPEED PER HOUR					27.2	25.5	13.4	13.6
								SCHEDULE TIME					4.55	5.15	10.00	9.45

### WESTWARD

### MAIN LINE

### EASTWARD

Second Class	FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 4 STATIONS				FIRST CLASS	Second Class	
991	111			Time Table No. 14				112	992	
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian			March 20, 1927				Memphis Californian	California Memphis Gold Ball Freight	
Daily	Daily			LEAVE	Station Numbers	M. P. Distance from Memphis	Distance from Amarillo	Fuel, Water, Turn Table and Wye		
C. R. I. & G. Ry.										
AM 8.00	PM 11.30	88	1500	DS.....	AMARILLO.....	TO z 762	760.7	FWTY	AM 3.15	PM 4.00
f 8.25	f 11.42	60	15		SONCY.....	z 768	767.1	6.4	f 3.00	f 3.35
f 8.45	s 11.53 PM		15		BUSHLAND.....	z 775	773.9	13.2	s 2.48	f 3.15
s 9.10	s 12.06 AM	36	49	WO.....	WILDORADO.....	TO z 783	782.0	21.3	s 2.34	s 2.50
9.35	12.17	14			EVERETT SPUR.....	z 789	789.4	28.7	2.21	2.25
s 10.10	s 12.30	54	60	GA.....	VEGA.....	TO z 796	795.0	34.3	WY s 2.10	s 2.00
f 10.15	f 12.34		20		ONTARIO.....	z 798	796.9	36.2	f 2.05	f 1.40
10.35	12.44		7		LANDERGIN.....	z 804	802.6	41.9	1.54	1.20
s 11.05	s 12.55	57	15	DR.....	ADRIAN.....	TO z 810	808.8	48.1	F s 1.43	s 12.55
11.30 AM	1.06	15			CAP ROCK SPUR.....	z 815	815.0	54.3	1.31	12.30
f 12.05 PM 992	f 1.18 112	52			BOISE.....	z 821	821.5	60.8	W f 1.18	f 12.05 PM 991
s 1.00	s 1.38	65	15	GN.....	GLENRIO.....	TO z 833	832.3	71.6	W s 12.55	s 11.15 AM
C. R. I. & P. Ry.										
s 1.25	s 1.47		10	ND.....	ENDEE.....	TO z 838	836.9	77.2	s 12.42	s 10.45
f 2.10	f 2.02	10			BARD.....	z 846	845.3	84.6	f 12.23	f 10.10
s 2.45	s 2.12	65	20	SJ.....	SAN JON.....	TO z 851	850.3	89.6	s 12.11 AM	s 9.50
3.25	2.28	7			OIL SPUR.....	z 859	859.0	98.3	11.52 PM	9.00
f 4.00	f 2.39	56			LESBIA.....	z 866	865.1	104.4	f 11.39	f 8.35
4.45	2.53				LAKE JUNCTION.....	z 873	872.5	111.8	11.20 12	8.05
5.00 PM	3.00 AM 3-11	90	1928	XN.....	TUCUMCARI.....	TO z 875	874.2	113.5	FWTY 11.15 PM	8.00 AM
					113.5	LEAVE			Daily	Daily
12.5	32.4			AVERAGE SPEED PER HOUR.....					28.3	14.2
9.00	3.30			SCHEDULE TIME.....					4.00	8.00

H. E. McMULLEN, Asst. Supt.,  
Amarillo, Texas.

W.E. DANVER, Asst. Master Mechanic,  
Amarillo, Texas.

} Sayre to Tucumcari.

T. S. BARNES, Chief Dispatcher, Amarillo, Texas.  
J. C. HAMMACK, Night Chief Dispatcher, Amarillo, Texas.

T. M. GAVIN,  
H. B. TOWNSLEY,  
R. E. MINNIS,  
I. N. WINANS, } Dispatchers, Amarillo, Texas.



# 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 Rules 4 and 83.)**

**2a. Rule 2 will not apply at Texhoma and Bravo.**

**3. A train must not leave its initial station on any sub-division without clearance form "A" unless otherwise prescribed by time table rule.**

**3a. Rule 3 will not apply at Texhoma and Bravo.**

**4. Train register books (see General Rule 83a) are located at**

Herington Yard Office	Bucklin (Sub-division 40a Trains)	Sayre
(Freight Trains)	Dodge City	Amarillo Yard Office
Herington Passenger Station	Liberal	(Freight Trains)
(Passenger Trains)	Dalhart	Amarillo Passenger Station
Pratt	Tucumcari	(Passenger Trains)

**4a. A train not scheduled to stop at a register station will be cleared of register by train order. Order to be given before reaching register station, when practicable. In such cases Conductor will register by ticket (Form 1339) and operator will record same in train register.**

**5. Bulletin boards and General Order books (see General Rule 83 b) are located at**

Herington Yard Office	Bucklin	Sayre
Herington Passenger Station	Liberal	Amarillo Yard Office
Hutchinson	Dalhart	Amarillo Passenger Station
Pratt	Tucumcari	

**5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order books at intermediate points on a sub-division.**

**5b. Conductors and Enginemen running over more than one division must consult Bulletin board and General Order book at the initial point on each division, except where they have consulted the Bulletin board and General Order book of such division at the initial point of run.**

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

Herington Yard Office	Liberal	Sayre
Herington Passenger Station	Dalhart	Amarillo Yard Office
Pratt	Tucumcari	Amarillo Passenger Station

**7. Company Surgeons are located as follows:**

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.	1020 LaSalle Station Phone Wabash 3900, Ring 53	4539 Oakenwald Ave. Phone Oakland 0097.
DR. A. E. HARRISON, <i>Surgeon and Examiner.</i>	Herington, Kan.	Harrison Block. Phone, Mutual 94, City 171.	Harrison Block. Mutual 94. City 171.
DR. A. ENGBERG, <i>Local Surgeon.</i>	McPherson, Ks.	104 1/2 South Main st.	
DR. J. E. FOLTS, <i>Local Surgeon.</i>	Hutchinson, Ks.	202 North Main st. Phone 235 W.	1500 North Main st. Phone 255 R.
DR. W. F. BERNSTORF, <i>Local Surgeon and Examiner.</i>	Pratt, Kan.	First National Bank Bldg. 223 So. Main Street. Phone 97.	702 West Third St. Phone 4139.
DR. M. C. JENKINS, <i>Oculist and Aurist.</i>	Pratt, Kan.	First National Bank Building, Phone 492.	301 South High St. Phone 491.
DR. E. M. CARTER, <i>Local Surgeon.</i>	Greensburg, Ks.	Phone 9002.	Phone 9003.
DR. T. L. MCCARTHY, <i>Consulting Surgeon.</i>	Dodge City, Kan.	Cor. Second ave. and Chestnut st. Phone 53.	N. E. cor. First ave. and Locust St. Phone 58.
DR. CLAUDE E. MCCARTY, <i>Local Surgeon.</i>	Dodge City, Kan.	McCarty & McCarty Hospital. 104 W. Spruce St. Phone 98.	608 West Cedar St. Phone 71.
DR. C. E. BANEY, <i>Local Surgeon.</i>	Bucklin, Kan.	Ballinger Bldg. Phone 158.	Phone 146.
DR. WM. F. FINE, DR. H. W. DAVIS, DR. A. M. MORROW, <i>Local Surgeon and Examiner.</i>	Plains, Kan.	Telephone 553	Telephone 552
	Liberal, Kan.	Citizens State Bank Bldg., 101 East Second St.	Phone 28.
DR. D. R. MACLEOD.	Tyroce, Okla.	Rooms 1-2, First Nat. Bank Bldg.	Florence and Sixth. Phone 83 L.
DR. W. J. RISEN, DR. P. M. HARORAVE, DR. JOHN W. NORVELL, DR. G. WALLAR DAWSON, <i>Surgeon and Examiner.</i>	Hooker, Okla. Texhoma, Okla. Stratford, Tex. Dalhart, Tex.	Telephone 22. Telephone 29. 104 Denrock Ave. Phone 11.	Telephone 22. Telephone 53.

**7. Company Surgeons, Continued.**

DR. W. A. DAWSON <i>Substitute</i>	Dalhart, Tex.	Trans-Canadian Sanitarium Telephone 11.	Telephone 154
DR. G. O. POSEY	Naravisa, N.M.	147 West Martinez st.	
DR. M. M. THOMPSON	Logan, N. M.	Hospital. Phone 50.	Telephone 161.
DR. J. M. DOUBERT	Tucumcari, N.M.		
DR. W. L. BROWN	El Paso, Tex.		
DR. H. K. SPEED	Sayre	1st Nat'l Bank Bldg. Phone 31.	5th & Locust. Tel. 188
DR. J. D. WARFORD	Erick	Over Farmers Nat'l Bank. Phone 17.	Telephone 48
DR. J. B. ZEIGLER	Shamrock	Shamrock Drug Store. Phone 185.	Telephone 40.
DR. W. C. MONTGOMERY	McLean	Phone 22.	Telephone 102.
DR. R. T. FOSTER	Groom	Beeson Building. Phone 64.	Telephone 44.
DR. I. RASCO	Amarillo	Rooms 328 to 335 Blackburn Bldg. Phone 1160	Telephone 855.
DR. R. S. KILLOUGH <i>Examiner Only</i>	Amarillo	212 to 216 Amarillo Bldg. Phone 608.	Telephone 750.
DR. F. A. COLLINS	Vega	Office Phone 31.	Telephone 8.
DR. CALVIN J. K. MOORE	San Jon, N. M.	Ozark Hotel Phone 5.	Telephone 5.

**7a. Official hospitals are located as follows:**

NAME	PLACE	OFFICE LOCATION	TELEPHONE
Herington	Herington, Kan.	Broadway & Oak Streets.	City 92.
Ninnescah	Pratt, Kansas	112 North Ninnescah	Mutual 209.
Epworth	Liberal Kan.	524 North Washington St.	Phone 54
St. Anthony San.	Amarillo, Tex.	708 North Polk St.	Phone 21
Trans Canadian San.	Dalhart, Tex.	104 Denrock Avenue	Phone 150 and 2337 Phone 11

**7b. 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).

**7c. 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.

**7d. Parties calling surgeons should explain fully as possible the nature of injuries so that the surgeon may know what equipment to bring with him.**

**7e. Claim Agents are located as follows: W. C. CARLIDGE, Topeka, Kansas; W. P. WILLIAMS, Fort Worth, Texas.**

**8. Explanation of characters (see General Rule 6).**

- |  |  |
|--|--|
| <p>Opposite Stations:<br/>                 "B"—Block Station.<br/>                 "TO"—Train Order Station,<br/>                 "W"—Water Station.<br/>                 "F"—Fuel Station.<br/>                 "T"—Turntable.<br/>                 "Y"—Wye.<br/>                 "UX"—Railroad Crossing not protected by interlocking.</p> | <p>Opposite Schedule Figures:<br/>                 "s"—Regular Stop.<br/>                 "v"—Stop for Meals.<br/>                 "f"—Flag Stop.<br/>                 "g"—Flag Stops for any purpose as specified by time-table rule.</p> |
|--|--|

With advance reservation No. 3 will stop on signal at any station Hutchinson and east for revenue passengers for El Paso and points west where train is scheduled to stop, including any point in California, and will stop at Dalhart for passengers ticketed from F. W. D. C.—C. & S. Ry. points to El Paso and beyond.

No. 4 will stop at Dalhart to discharge passengers ticketed from El Paso and beyond to points on F. W. D. C.—C. & S. Ry., and will stop at Hutchinson and any point east to discharge passengers from El Paso and west.

No. 11 will stop at Greensburg to discharge revenue passengers from Hutchinson and points east where train scheduled to stop.

No. 11 will stop at all stations east of Liberal for revenue passengers destined to points west of Liberal where train is scheduled to stop and for El Paso and beyond.

No. 12 will stop at any station east of Liberal to discharge revenue passengers from stations west of Liberal and to pick up passengers destined to points on Clay Center line and Topeka and east.

Nos. 111-112 will stop at any station between Sayre and Tucumcari to receive or discharge paying passengers to or from El Paso or beyond.

No. 111 will stop at Texola to receive paying passengers for points west of Amarillo.

No. 112 will stop at any station east of Amarillo to discharge paying passengers from stations west of Amarillo.

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

**10. Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Territory	Passenger Trains		Freight Trains	
	TANGENT	CURVE	TANGENT	CURVE
Sub-division 39	55	45	35	25
Except MP 256 to MP 298	50	40	30	20
Sub-division 40	55	45	35	25
Except MP 355 to MP 413	50		35	
Except MP 417 to MP 421	30		20	
Sub-division 40a	30	20	25	20
Sub-divisions 41 and 5	50	45	35	25
Subdivisions 6 and 42	55	45	35	25
Except over Canadian River Bridge No. 6165	25		10	
Subdivisions 3 and 4	40	25	25	20
Except over Red River Bridge and Bridge 8628	10		10	
—Bridge 8605	20		20	
Through yards Pratt, Liberal and Dalhart	10		10	
Through yard limits Dodge City	6		6	
In or out of junction switches and turnouts	4		4	
Over railroad crossings at grade interlocked	25		20	
Except over P. & S. F. Crossing Sub-division 3 MP 759.10	20		10	
Over railroad crossings at grade not interlocked	10		10	
Trains hauling dead Engines with main rods down			25	15
With all rods down			15	10
Trains hauling steam derricks, pile drivers, steam shovel, coal hoists, etc.,			20	
Except over Sub-divisions 3 and 4			15	
Engines backing up	15		15	
Light Engines running forward, not to exceed freight train speed.				
Trains hauling tank cars (loaded or empty) Sub-Division 3			20	



10a. City ordinance speed limit.

Sub-Division	Town	Speed Per Hour	Sub-Division	Town	Speed Per Hour
39	Ramona	20 miles	40	Bucklin	8 miles
39	Tampa	15 miles	41	Guymon	15 miles
39	Durham	12 miles	3	Sayre	5 miles
39	Hutchinson	6 miles	3	Shamrock	5 miles
40	Greensburg	6 miles			

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 while switching over Main 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.

12. A train movement authorized by a home interlocking signal (see General Rule 605) is confined to the distance between the outer home signals. A train movement authorized by slow speed signal (General Rule 601-G) when continued beyond the home signal limits into automatic block signal territory, must be made as provided for, on single track, by General Rule 509-A, on double track, by General Rule 509-B.

12a. Railroad crossings at grade are protected by interlocking signals (see General Rules 601 to 676), except as follows:

Sub-Div.	MP Location	Crossing	Remarks	Operated by
39	217.6	A.T.&S.F.		
39	219.3	Mo.Pac.		
39	236.1	St.L.&S.F.	Gate normally across St.L. & S.F. track	Trainmen
39	246.1	Mo.Pac.	Gate normally across Mo.Pac. track	Trainmen
39	246.5	A.T.&S.F.	Gate normally across A.T.&S.F. track	Trainmen
39	277.6	Mo.Pac.		
39	285.5	Mo.Pac.	Gate normally across Mo.Pac. track	Trainmen

All trains approaching these crossings will stop at point designated by Stop Board and not proceed until track is clear, except at crossings shown as equipped with gate, which will be normally set against foreign line track, at which points our trains will approach crossing at speed of not to exceed ten miles per hour and be prepared to stop before reaching the crossing in event it is occupied by foreign line train or gate is set across our track. After engine has passed over the crossing, speed of train may then be increased to maximum speed authorized under time table or other speed restrictions, over interlocked railroad crossings.

13. The following are auxiliary lines (see General Rules 14f and 14g):  
Herington—Sub-division 39 . Tucumcari—Subdivision 4

14. Passengers may be carried on the following freight trains:  
Last section of local freight trains except in Texas.

15. When locomotives are temporarily detached from standing cars of a train en route on level track, trainmen will apply their air brakes. When on grades, the air brakes must first be released and hand brakes applied at the lower portion of the grade on which cars stand and in sufficient number to insure their standing.

16. Yard Limits are indicated by "Yard Limit" boards (see General Rule 93) at  
Herington Goodwell Sayre  
Hutchinson Dalhart Erick  
Pratt Logan Shamrock  
Bucklin Tucumcari McLean  
Dodge City Amarillo  
Liberal Vega

16a. First class trains approaching stations used jointly with other Divisions, if the times of trains of all Divisions using the same track at such stations are not shown on the time tables of all Divisions, shall approach such stations under control prepared to stop should the track be occupied.

16b. 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.

16c. All trains and engines will move under control between east and west outside switches in Herington yard. Eastward trains will approach El Paso-Amarillo

## TIME TABLE RULES — Continued

Division junction in Herington yard under control expecting to find switch against them; also expecting cross over from Westward main line at Walnut Street occupied. Incoming eastward trains will be held responsible for any accident that may happen while approaching Herington passenger station. Speed restriction over Walnut Street, Herington, ten miles per hour.

16d. Connection has been made with A.T.&S.F. at MP 373-21 on the Dodge City Branch. Dodge City yard limit board is located at a point one-half mile east of this connection, which places A.T.&S.F. junction inside of yard limit, and trains moving in this territory will govern their speed accordingly, anticipating movement of trains on our main line between junctions referred to above and Dodge City proper.

16e. All trains will move under control between passenger depot and Amarillo Division junction at Tucumcari.

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

16g. First-class trains will move under control between Tyler Street and west home signal, P. & S. F. interlocker, Amarillo yard.

22. At Dalhart interlocking, following whistle signals will designate route desired:

Main line—One long.  
South wye—Two long, one short.  
North wye—Two long, three short.

At Amarillo:  
Main Line—one long.  
Siding—one short, one long.  
Industry—two short, one long, one short.  
Transfer—three short, one long.  
Cannot take—one short, one long, one short.  
Yard to Main Line—one long, one short, one long.  
Main Line to Packing House—one long, one short.  
Yard to Packing House—two short, one long.

31. Minimum clearance of bridges, tunnels, etc.: Height, 18 ft. 9 in.; width, 11 ft. 4 in. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts (see General Rule 702):

Sub-division 39, Iron bridge at MP 235-30, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

Derrick frames over Case track located at Case platform between Polk and Tyler Streets and over depressed track east of Buchanan Street, Amarillo yard, will not clear a man on top of a car or on side of a car.

31a. All employees are hereby notified that it is dangerous to stand on the steps or other parts of a pilot of a locomotive while in motion, (see General Rule 702.) Engine-men are required to assist in the observance of this rule.

32. Track scales are located at:

Location	Length	Capacity	Location	Length	Capacity
Herington	46 feet	100 tons	Liberal	46 feet	100 tons
Hutchinson	46 feet	100 tons	Dalhart	40 feet	100 tons
Pratt	46 feet	100 tons	Tucumcari	46 feet	100 tons
Amarillo	46 feet	100 tons	Sayre	40 feet	100 tons

35. Industrial or spur tracks between stations are located at:

Sub-Div.	MP	Name	Car Copy.
40	381.0	Cudahy Spur	
40	392.0	Garlow Spur	2
40	416.30	Perry Spur	6
3	666.24	Gasper	11
3	670.5	Humble Oil Spur	17

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

37. Derails have been located on various tracks. All employees must familiarize themselves with location and method of proper operation (see General Rule 104b).

38. "The rear trainman and, when a train has more than one engine, each engine-man must be provided with copies of all train orders and clearances. Copies delivered to rear trainman are to enable him to be in position to assist in fulfilling them (see Rule 211-C) and does not relieve the conductor or engineman of their responsibility.

38a. On single track, when a train is stopped by a stop and proceed signal (501-A page 99) it may proceed when a caution or clear signal is displayed. If a caution or clear signal is not immediately displayed and there are no train orders or time table restrictions affecting its movement (see Rule 505) it may after waiting five minutes proceed under control, but at a speed not to exceed eight miles per hour to the next signal in advance in the direction in which the train is moving, expecting to find a train in the block, broken rail, obstruction or switch improperly set.

At night, and in foggy and stormy weather an electric headlight in good working condition must be displayed on front of engine in direction it is moving. In absence of electric headlight properly displayed a train must be preceded by flagman to next clear or caution signal. During foggy weather additional precaution must be taken and speed further reduced, sending flagman ahead if necessary.

A train having passed a signal in clear or caution position and afterwards is delayed will proceed to next signal under control but at a speed not exceeding eight miles per hour.

38b. At meeting point, when stop and proceed signal (diagram 501-A, page 99) at entrance of siding is at stop, trains having right to main track may proceed without stopping but at a speed not to exceed eight miles per hour, to clearance point of switch used by opposing train, if opposing train can be seen entering siding.

38c. The train taking siding may pass stop and proceed signal (diagram 501-A page 99) when in stop position at entrance of siding without stopping, but at a speed not to exceed eight miles per hour entering siding, if the opposing train can be seen to be clear of the route used.

38d. On double track, train or engines running against current of traffic by train order must move within yard limits under control.

38e. When the rear of a train is stopped in close proximity to a street car or highway crossing, unless such crossing is protected by a watchman, a trainman must take conspicuous place on the crossing while the engine is attached to the train. When train takes a siding to meet or be passed by another train, and it is necessary to cut one or more street crossings, such crossings must be protected by a trainman until the expected train has passed.

39. Precautions to be taken to insure safe train operation during and following severe storms:

### OPERATORS

Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

### SECTION FOREMEN

Have section patrolled day or night. Call Operator, if none on duty, and ascertain time trains will pass over section; time patrol as near fifteen (15) minutes ahead of train as possible. If necessary to hold train to patrol track, notify Operator to do so. Report promptly to Roadmaster and Train Dispatcher condition of track and speed limit. **DO NOT WAIT TO BE CALLED.**

### TRAINMEN AND ENGINEMEN

Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait for instructions or until advised track is safe.

### TRAIN DISPATCHER

On receipt of report of storm, notify trains liable to be affected; see that Superintendent, Division Engineer, and Roadmaster are properly notified and that Section Foremen are patrolling track, and get all information necessary to protect safe movement of trains quickly as possible. If necessary, have Operator call Section Foreman.

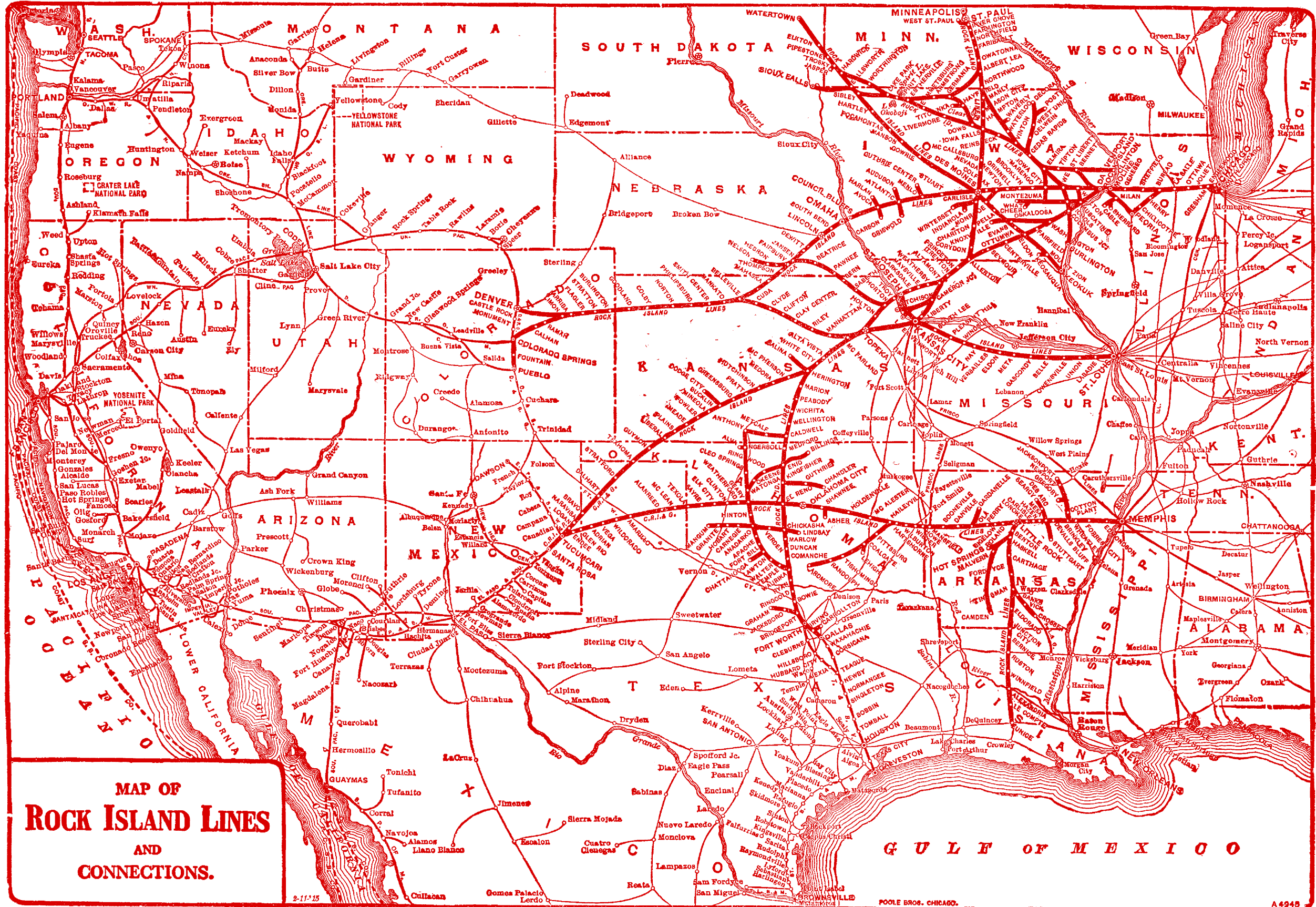
## TIME TABLE RULES—Continued.

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.

STATION	Occupation	Regular Hours Week Days		Regular Hours Sundays-Holidays		STATION	Occupation	Regular Hours Week Days		Regular Hours Sundays-Holidays		STATION	Occupation	Regular Hours Week Days		Regular Hours Sundays-Holidays	
		From	To	From	To			From	To	From	To			From	To	From	To
Herington.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Greensburg.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Middlewater....	Agent and Tel. 2d trick.	9:00 am	5:00 pm	Closed	
Ramona.....	Agent and Tel.	7:30 am	4:30 pm	7:30 am	4:30 pm			4:00 pm	12:00 mid.	12:00 mid.	8:00 am			6:00 pm	2:00 am		
Tampa.....	Agent and Tel.	8:30 am	5:30 pm	1:00 pm	5:30 pm	Mullinville.....	Agent and Tel.	7:00 am	4:00 pm	10:00 am	1:00 pm	Romero.....	Agent and Tel.	8:30 am	5:30 pm	11:00 am	1:00 pm
Durham.....	Agent and Tel. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Bucklin.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Naravisa.....	Agent and Tel. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
Canton.....	Agent and Tel.	8:30 am	5:30 pm	1:30 pm	5:30 pm			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
Galva.....	Agent and Tel.	8:30 am	5:30 pm	8:30 am	5:30 pm	Ford.....	Agent and Tel.	8:30 am	5:45 pm	Closed		Gravel Pit.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
MaPherson.....	1st trick. 2d trick. 3d trick.	7:00 am	3:00 pm	7:00 am	3:00 pm	Dodge City.....	Agent and Tel.	8:00 am	5:00 pm	9:00 am	11:00 am	Logan.....	Agent and Tel.	9:00 am	5:00 pm	10:00 am	12:00 noon
Groveland.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	5:30 pm	Kingsdown.....	Agent and Tel.	7:15 am	4:15 pm	11:00 am	1:00 pm	Tucumcari.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
Inman.....	Agent and Tel.	8:30 am	5:30 pm	1:30 pm	5:30 pm	Bloom.....	Agent and Tel.	7:30 am	4:30 pm	11:00 am	1:00 pm			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
Medora.....	Agent and Tel. 2d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Mineola.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	12:00 noon	Sayre.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
Hutchinson.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm			4:00 pm	12:00 mid.	5:30 pm	11:30 pm			12:00 mid.	8:00 am	4:00 pm	12:00 mid.
Partridge.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:00 am	Fowler.....	Agent and Tel.	8:00 am	5:00 pm	11:00 am	1:00 pm	Erick.....	Agent and Tel. 2d trick.	8:00 am	4:00 pm	8:00 am	10:00 am
Arlington.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Meade.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	1:00 pm	Texola.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Langdon.....	Agent and Tel.	7:00 am	4:00 pm	7:30 am	9:30 am			12:00 mid.	8:00 am	12:00 mid.	2:00 am	Benonine.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Turon.....	Agent and Tel.	7:00 am	4:00 pm	7:30 am	9:30 am	Plains.....	Agent and Tel. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	1:00 pm	Shamrock.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	10:00 am
Preston.....	Agent and Tel. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	12 noon			4:00 pm	12:00 mid.	8:00 pm	6:00 pm	Lela.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Natrona.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:00 am	Kismet.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am	1:00 pm	Ramsdell.....	Agent and Tel.	8:30 pm	5:30 am	8:30 pm	5:30 am
Pratt.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Arkalon.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	2:30 pm	Whited.....	Agent and Tel.	7:30 am	4:30 pm	7:30 am	4:30 pm
Cullison.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	1:30 pm	Liberal.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	McLean.....	Agent and Tel. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	10:00 am
Wellsford.....	Agent and Tel. 2d trick.	8:00 am	4:00 pm	9:30 am	1:30 pm			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
Haviland.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	1:30 pm	Tyrone.....	Agent and Tel.	8:30 am	5:30 pm	1:45 pm	4:45 pm	Alanreed.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
						Hooker.....	1st trick. 2d trick.	9:00 am	5:00 pm	2:30 pm	4:30 pm	Jericho.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
								6:00 pm	2:00 am	6:00 pm	2:00 am	Groom.....	Agent and Tel. 2d trick.	8:30 am	4:30 pm	Closed	
						Optima.....	Agent and Tel.	8:30 am	5:30 pm	2:15 pm	4:15 pm			5:30 pm	1:30 am	5:30 pm	1:30 am
						Guymon.....	1st trick. 2d trick.	9:00 am	5:00 pm	9:00 pm	5:00 pm	Conway.....	Agent and Tel. 2d trick.	5:00 am	1:00 pm	5:00 am	7:00 am
								8:00 pm	4:00 am	8:00 pm	4:00 am			3:00 pm	11:00 pm	3:00 pm	11:00 pm
						Goodwell.....	Agent and Tel.	8:30 am	5:30 pm	2:30 pm	4:30 pm	Amarillo.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm
						Texhoma.....	Agent and Tel. 2d trick.	9:00 am	5:00 pm	2:00 pm	5:00 pm			4:00 pm	12:00 mid.	4:00 pm	12:00 mid.
								11:00 pm	7:00 am	11:00 pm	7:00 am	Wildorado.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
						Stratford.....	Agent and Tel. 2d trick. 3d trick.	8:00 am	4:00 pm	1:00 pm	4:00 pm	Vega.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
								12:00 mid.	8:00 am	6:30 pm	2:30 am	Adrian.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
						Dalhart.....	1st trick. 2d trick. 3d trick.	8:00 am	4:00 pm	8:00 am	4:00 pm	Glen Rio.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
								12:00 mid.	8:00 am	12:00 mid.	8:00 am	Endee.....	Agent and Tel.	7:00 pm	4:00 am	11:30 pm	2:30 am
										12:00 mid.	8:00 am	San Jon.....	Agent and Tel.	7:30 am	4:30 pm	Closed	







**MAP OF  
ROCK ISLAND LINES  
AND  
CONNECTIONS.**

2-11-15

POOLE BROS. CHICAGO.

A 4945