

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

**EL PASO-AMARILLO DIVISION**  
**No. 16.—TIME TABLE—No. 16.**

**Taking Effect Sunday, June 9, 1929, at 12:01 A. M.**

**CENTRAL TIME**

**Superseding Time Table No. 15.**

**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

THIRD CLASS			SECOND CLASS		FIRST CLASS				SUB-DIVISION 39 STATIONS		FIRST CLASS				SECOND CLASS			THIRD CLASS						
81	99	91	317	3	11	1			STATIONS			12	324	4	2	92	94	98	80					
Local Freight	Kan. City Tucum-cari Red Ball	California Gold Ball Freight	Passenger	Golden State Limited	Apache	Passenger	Capacity of Sidings	Capacity of Other Tracks	Time Table No. 16 June 9, 1929			Apache	Mixed	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					
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily			LEAVE															
AM 7.30 4-317 7.45	PM 4.15 4-317 4.35	AM 8.45 9.00	PM 4.00 4-99 4.09	PM 2.05 2.12	PM 1.15 1.24	AM 4.55 98 5.05	77	2050	RI	HERRINGTON	TO	670	171.4		FWTY	PM 12.25	PM 5.55	PM 4.00 317-99	AM 2.40	PM 7.45	PM 9.50	AM 1 4.30	PM 6.30	
										RISHIEL		675	175.8	4.4		12.17	5.45	3.50	2.25	7.15	9.30	4.15	6.10	
										A. T. & S. F. Crossing														
										NA	RAMONA	TO	678	179.5	8.1	PM 12.10	5.35	3.44	2.15	7.00	9.20	4.05	6.00	
										HA	TAMPA	TO	684	185.7	14.3	AM 11.59	5.20	3.33	2.00	6.30	9.00	3.45	5.20	
										DK	DURHAM	TO	690	191.8	20.4	W 11.48	5.05	3.22	1.45	6.00	8.40	3.25	4.36	
											WALDECK		697	198.4	27.0	11.36	4.50	3.10	1.30	5.30	8.18	3.05	3.45	
										CN	CANTON	TO	703	204.8	33.4	11.24	4.25	2.56	1.16	5.05	7.55	2.45	2.56	
										GA	GALVA	TO	709	210.7	39.3	11.15	4.05	2.45	1.05	4.45	7.30	2.25	2.22	
										A. T. & S. F. Crossing														
										MC	McPHERSON	TO	716	217.9	46.5	11.03	3.46	2.33	12.53	4.05	7.00	2.05	1.45	
										Mo. Pac. Crossing														
										GV	GROVELAND	TO	723	224.3	52.9	W 10.48	3.29	2.20	12.40	3.29	6.40	1.45	1.20	
										QN	INMAN	TO	728	229.4	58.0	10.37	3.15	2.10	12.30	2.51	6.20	1.25	12.55	
										St. L. & S. F. Crossing														
										DM	MEDORA	TO	734	236.1	64.7	10.28	3.01	2.00	12.18	2.15	5.58	1.05	12.35	
											IMOGENE		738	239.6	68.2	10.22	2.50	1.55	12.11	1.55	5.30	12.50	12.20	
										A. T. & S. F. Crossing														
										Mo. Pac. Crossing														
										SU	HUTCHINSON	TO	744	245.4	73.9	FWDY 10.09	2.30	1.44	12.01	1.20	5.10	12.30	11.55	
										Mo. Pac. Crossing														
										A. T. & S. F. Crossing														
											MORTON		746	247.0	75.7	9.55	2.10	1.37	11.35	12.25	4.50	12.05	11.05	
											WHITESIDE		749	250.5	79.2	9.50	2.01	1.33	11.30	12.10	4.40	11.55	10.55	
										GR	PARTIDGE	TO	754	255.9	84.6	9.43	1.50	1.26	11.22	11.55	4.25	11.45	10.40	
										RT	ARLINGTON	TO	761	262.5	91.2	W 9.33	1.35	1.16	11.12	11.35	3.48	11.12	10.15	
											LANGDON	TO	770	271.2	99.9	9.19	1.05	1.05	10.58	11.10	3.25	10.30	9.40	
											TURON	TO	776	277.5	106.2	W 9.07	12.43	12.53	10.45	10.45	3.10	10.10	9.07	
										Mo. Pac. Crossing														
										RS	PRESTON	TO	784	285.4	114.1	8.55	12.25	12.41	10.30	10.20	2.25	9.50	8.34	
										Mo. Pac. Crossing														
										A	NATRONA	TO	791	292.1	120.8	1 8.45	12.10	12.30	10.15	9.55	2.05	9.25	7.55	
										N	PRATT	TO	797	298.0	126.6	FWT 8.30	11.55	12.20	10.00	9.30	1.45	9.05	7.35	
										126.6 LEAVE														
										AVERAGE SPEED PER HOUR														
										SCHEDULE TIME														
13.0	12.7	16.2	31.0	36.8	35.3	31.0																		
9.45	10.00	7.50	4.05	3.26	3.35	4.05																		

# WESTWARD

# MAIN LINE

# EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS				Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40 STATIONS Time Table No. 16 June 9, 1929				FIRST CLASS				SECOND CLASS			THIRD CLASS			
	83	99	91	317	3	11			1	LEAVE	Station Numbers	M. P. Distance from St. Joseph	Distance from Pratt	Fuel, Water, Turn Table and Wye	12	324	4	2	94	98	92	82	
	Local Freight	Kan. City Tucum-cari Red Ball	California Gold Ball Freight	Passenger	Golden State Limited	Apache			Passenger						Apache	Mixed	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	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily																
AM 7.15	AM 3.45	PM 5.51	PM 8.25	PM 5.41	PM 5.05	AM 9.15	54	799	N.....	PRATT.....	TO	797	298.0		FWT	AM 8.20	AM 11.45	PM 12.07	PM 9.45	PM 1.10	PM 3.17	AM 1 8.45	PM 3-91 5.30
7.33	4.10	6.10	8.35	5.51	5.15	9.25	77		.....	SMALLEY.....	TO	802	302.6	4.6		8.13	11.30	11.59	9.30	12.55	7.55	8.25	5.15
8.07	4.30	6.25	8.43	5.59	5.25	9.33	77	41	CU.....	CULLISON.....	TO	806	307.1	9.1		8.07	11.20	11.53	9.22	12.40	7.45	8.07	5.00
8.30	5.00	6.45	8.55	6.09	5.37	9.45	55	37	WF.....	WELLSFORD.....	TO	813	314.2	16.2	W	7.56	11.05	11.42	9.10	12.25	7.25	7.25	4.30
8.55	5.20	7.05	9.03	6.17	5.44	9.55	55	29	HD.....	HAVILAND.....	TO	817	318.6	20.6		7.49	10.55	11.36	9.03	12.15	7.05	7.10	4.10
9.15	5.35	7.25	9.13	6.25	5.51	10.02	55	23	.....	BRENHAM.....	TO	823	324.0	26.0		7.41	10.45	11.29	8.51	12.05	6.50	6.50	3.45
10.15	5.55	7.55	9.25	6.37	6.03	10.15	100	91	GB.....	GREENSBURG.....	TO	827	328.6	30.6	W	7.35	10.35	11.23	8.41	11.55	6.37	6.30	3.30
11.14	6.15	8.26	9.32	6.45	6.11	10.23	77	40	.....	JOY.....	TO	832	334.1	36.1		7.26	10.23	11.14	8.26	11.40	6.11	6.15	3.00
11.30	6.30	8.45	9.41	6.53	6.19	10.33	62	37	MU.....	MULLINVILLE.....	TO	837	338.9	40.9		7.18	10.10	11.07	8.20	11.30	5.45	6.00	2.40
1.00	7.06	9.15	9.53	7.05	6.32	10.55	197	160	BU.....	BUCKLIN.....	TO	846	347.9	49.9	FWY	7.06	9.50	10.55	8.05	10.55	5.20	5.32	2.00
1.30	7.40	9.40	10.07	7.20	6.45	11.10	60	27	KG.....	KINGSDOWN.....	TO	854	355.0	57.0		6.53	9.35	10.41	7.47	10.15	5.00	5.05	1.30
2.00	8.10	10.05	10.22	7.32	7.00	11.22	55	32	BM.....	BLOOM.....	TO	861	362.8	64.8		6.42	9.15	10.30	7.32	9.55	4.40	4.35	1.05
2.30	8.58	10.37	10.37	7.44	7.16	11.35	100	39	MI.....	MINOLA.....	TO	869	370.0	72.0	FW	6.31	9.58	10.20	7.16	9.30	4.20	4.00	12.40
2.50	10.10	11.05	10.50	7.54	7.25	11.45	77		.....	ADVANCE.....	TO	875	376.0	78.0		6.20	8.46	10.10	7.00	9.05	4.00	3.20	12.15
3.40	10.35	11.30	11.02	8.03	7.35	11.56	55	61	F.....	FWLER.....	TO	879	380.8	82.8		6.10	8.37	10.02	6.50	8.37	3.40	2.45	11.56
4.15	11.00	11.59	11.17	8.15	7.47	12.14	55	32	VN.....	MRADE.....	TO	890	391.0	93.0	W	5.57	8.20	9.49	6.32	7.55	3.20	2.05	11.00
4.30	11.30	12.20	11.27	8.25	7.57	12.24	55	10	.....	MISSLER.....	TO	896	396.5	98.5		5.45	8.07	9.37	6.17	7.35	3.05	1.35	10.10
4.40	11.40	12.35	11.34	8.31	8.03	12.30		22	.....	COLLANO.....	TO	900	401.3	103.3		5.39	7.58	9.31	6.11	7.25	2.55	1.15	9.45
5.00	12.05	1.00	11.42	8.37	8.10	12.38	55	48	Q.....	PLAINS.....	TO	905	406.4	108.4		5.33	7.52	9.25	6.05	7.15	2.45	1.00	9.25
5.20	12.30	1.30	11.55	8.49	8.22	12.51	69	28	KM.....	KISMET.....	TO	912	413.2	116.2	W	5.23	7.40	9.15	5.52	6.55	2.30	12.40	8.45
5.40	1.03	1.55	12.10	9.01	8.35	1.03	55	26	RK.....	ARKALON.....	TO	920	421.2	123.2		5.11	7.25	9.03	5.40	6.35	2.05	12.10	8.10
5.55	1.45	2.30	12.20	9.11	8.45	1.13	55	14	.....	HAYNE.....	TO	925	426.1	128.1		5.03	7.15	8.55	5.30	6.20	1.45	11.45	7.35
6.15	2.00	3.00	12.35	9.25	9.00	1.30	95	1500	RA.....	LIBERAL.....	TO	933	434.2	136.2	FWTY	4.50	7.00	8.45	5.15	6.00	1.30	11.15	7.15
																Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
12.4	13.2	15.1	32.4	36.4	34.7	32.0										38.9	28.6	40.2	30.2	19.0	20.4	14.3	13.3
11.00	10.15	9.09	4.10	3.44	3.55	4.15										3.30	4.45	3.22	4.30	7.10	6.40	9.30	10.15

# WESTWARD

# DODGE CITY BRANCH

# EASTWARD

C. T. McHUGH, Trainmaster, Pratt, Kansas.	2ND CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40A STATIONS Time Table No. 16 June 9, 1929				2ND CLASS		T. M. BRYDEN, Chief Dispatcher, Pratt, Kansas.		
	563	561			LEAVE	Station Numbers	M. P. Distance from St. Joseph	Distance from Bucklin	Fuel, Water, Turn Table and Wye	562		564	E. F. PIPKIN, Night Chief Dispatcher, Pratt, Kansas.
	Mixed	Mixed								Mixed		Mixed	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday									
PM 12.45	AM 6.40		107	160	BU.....	BUCKLIN.....	TO	846	347.9		FWY	AM 324 9.40	PM 5.10
1.28	7.05		15	48	HF.....	FORD.....	TO	T 9	356.4	8.5		9.15	4.40
1.45	7.25			19	.....	WILROADS.....	TO	T 18	365.7	17.8		8.55	4.12
2.10	7.45			10	.....	SOUTH DODGE.....	TO	T 26	373.4	25.5		8.35	3.50
2.15	7.50			66	RH.....	DODGE CITY.....	TO	T 27	374.4	26.5	WY	8.30 AM	3.45 PM
												Daily Ex. Sunday	Daily Ex. Sunday
17.7	22.7											22.7	18.7
1.30	1.10											1.10	1.25

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	STATIONS					12	4	2	98	92	94	84				
	Local Freight	Kan. City Tucum-cari Red Ball	California Gold Ball Freight	Golden State Limited	Apache			Passenger	Time Table No. 16 June 9, 1929					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	LEAVE	Station Numbers	M. P. Distance from St. Joseph	Distance from Liberal	Fuel, Water, Turn, Table and Wye	AM	AM	PM	PM	PM 11-3	AM	PM 99							
						C. R. I. & P. Ry.																		
AM 7.30	PM 3.00 <sup>84</sup>	AM 3.30	PM 9.35 <sup>11-92</sup>	PM 9.10 <sup>3-92</sup>	PM 1.40	95	1500	RA	LIBERAL	TO	933	434.2		FWTY	AM 4.40	AM 8.35	PM 5.05	PM 12.30	PM 9.10	AM 5.30	PM 99 2.40			
7.45	3.20	3.55	9.44	9.19	1.52	77			STONE		939	440.0	5.8		4.27	8.25	4.52	12.15	8.35	5.17	2.20			
s 8.20	3.40	4.20	9.52	f 9.27	s 2.00 <sup>84</sup>	55	39	RO	TYRONE	TO	943	444.0	9.8		f 4.20 <sup>91</sup>	s 8.20 <sup>85</sup>	s 4.45 <sup>99</sup>	PM 12.03	8.20	5.08	s 2.00			
s 9.00	4.25 <sup>2</sup>	4.45 <sup>94</sup>	10.05	f 9.44	s 2.23	55	69	KR	HOOKER	TO	953	454.3	20.1	W	f 4.05	8.06	s 4.25	AM 11.35	7.45	4.45	s 1.20			
									SUB-DIVISION 5 C. R. I. & G. Ry.															
						74	65	HM	TEXHOMA	TO	993	494.3	60.1	Y	f 2.57	AM 91 7.15	PM 3.02	AM 9.20	PM 5.30	AM 2.15	AM 10.20			
PM 12.10	PM 7.40	AM 7.15 <sup>4</sup>	PM 11.12	f 10.58	s 3.50	74	65	HM	TEXHOMA	TO	993	494.3	60.1	Y	f 2.57	AM 91 7.15	PM 3.02	AM 9.20	PM 5.30	AM 2.15	AM 10.20			
f 12.35	8.20	7.45	11.26	11.13	f 4.04	55	27		STEVENS		1003	504.3	70.1	W	2.42	7.02	f 2.46	8.45	4.55	1.45	f 9.30			
s 1.20	9.05	8.15 <sup>98</sup>	11.43	f 11.29	s 4.20 <sup>92</sup>	100	27	DF	STRATFORD	TO	1013	514.2	80.0		f 2.28	6.49	s 2.32	8.15	4.20	1.20	s 9.05			
									SUB-DIVISION 6															
						77			BRICKEL		1020	520.0	85.8			2.18	6.42	2.23	7.45	3.55	1.05	91 8.35		
f 1.15	9.55	9.00	11.59	11.46	f 4.37	55	22		CONLEN		1025	526.0	91.8	W	2.10	6.34	f 2.15	7.30	3.35	12.45	f 8.05			
2.37	10.15	9.20	12.06	11.54	4.45	82	4		IRWIN		1030	530.9	96.7		2.03	6.28	2.08	7.10	3.15	12.30	7.38			
f 3.00 <sup>92</sup>	10.35	9.40	12.14	12.03	f 4.52	55	19		CHAMBERLIN		1035	536.1	101.9		1.56	6.21	f 2.01	6.54	3.00	12.14	f 7.25			
3.20	10.55	10.00	12.20	12.10	4.59	55	4		HITT		1039	540.0	105.8		1.50	6.15	1.55	6.42	2.47	11.35	7.15			
3.45	11.15	10.30	12.30	12.25	5.10	85	776	DA	DALHART	TO	1044	545.4	111.2	FWTY	1.40	s 6.05 <sup>98</sup>	1.45	6.25	2.30	11.15	7.00			
									111.2 LEAVE														Monday Wed. Friday	
									AVERAGE SPEED PER HOUR.....															
									SCHEDULE TIME.....															
13.5	13.5	15.9	38.1	34.2	31.8										37.1	44.4	33.4	18.3	16.7	17.7	14.5			
8.15	8.15	7.00	2.55	3.15	3.30										3.00	2.30	3.20	6.05	6.40	6.15	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. 16 June 9, 1929				4	2	12	98	92	94	86	
Local Freight	Kan. City Tucum-cari Red Ball	California Gold Ball Freight	Passenger	Apache	Golden State Limited			LEAVE				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															
AM 9.00	AM 1.30	AM 11.15	PM 5.20	AM 12.47	AM 12.37	85	776	DA	C. R. I. & G. Ry.											
									DALHART	1044	645.4		FWTY	AM 98 6.00	PM 92 1.35	AM 99 1.30	AM 4 5.30	PM 2 1.05	PM 10.30	PM 1.55
f 9.15	1.55	11.35	5.30	12.59	12.45	105	5		Ft. W. & D. C. Ry.		545.5	0.1		5.51	1.25	1.20	5.15	12.45	10.07	f 1.25
f 9.30	2.15	11.50	f 5.37	1.12	12.53	55	24		WAGNER	1049	550.4	5.0		f 1.18	1.12	1.12	5.05	12.30	9.55	f 1.05
9.45	2.40	12.12	5.45	1.22	1.01	77			REHM	1054	555.1	9.7		5.38	1.11	1.01	4.50	12.12	9.40	12.43
		PM 92							KING	1059	560.8	15.4								
s 10.10	3.08	12.30	s 5.55	1.31	1.09	77	17	AY	MIDDLEWATER	1065	566.6	21.2	W	5.30	s 1.03	12.50	4.30	AM 11.49	9.25	s 12.30
10.17	3.25	12.58	6.01	1.36	1.14	77			LANE	1069	570.5	25.1		5.25	12.56	12.45	4.18	11.30	9.10	12.15
s 10.55	3.58	1.25	s 6.16	1.49	1.26	77	16	RM	ROMERO	1077	578.4	33.0		5.13	s 12.44	12.34	3.58	10.55	8.35	s 11.55
11.35	4.23	1.45	6.25	1.58	1.34	58	11		EXIT	1083	584.4	39.0		5.05	12.33	12.25	3.40	10.35	8.18	11.35
11.43	4.35	1.52	6.28	2.01	1.37				BRAVO	1085	586.4	41.0		5.02	12.30	12.22	3.35	10.30	8.13	11.30
	AM	PM	PM	AM	AM									AM	PM	AM	AM	AM	PM	AM
AM 11.43	AM 4.35	PM 1.52	PM 6.28	AM 2.01	AM 1.37									AM 5.02	PM 12.30	AM 12.22	AM 3.35	AM 10.30	PM 8.13	AM 11.30
s 12.22	4.55	2.10	s 6.38	f 2.09	1.43	77	34	UN	NARAVISA	1089	590.8	45.4	W	4.55	s 12.22	f 12.15	3.20	10.15	8.00	s 11.10
s 1.15	5.25	2.35	s 6.53	2.20	1.53	100	12		OBAR	1096	598.9	53.5	Y	4.45	s 12.08	12.05	2.55	9.40	7.35	s 10.05
f 1.30	5.35	2.45	f 6.58	2.24	1.57	71	30	GT	GRAVEL PIT	1099	601.8	58.4		4.39	12.01	11.59	2.40	9.25	7.21	f 9.40
f 1.40	5.43	2.55	f 7.05	2.28	2.00	58	14		SAND SPRINGS	1103	604.5	59.1		4.36	f 11.57	11.56	2.28	9.15	7.05	f 9.30
f 2.00	6.00	3.15	f 7.13	2.36	2.07	67			CANODE	1109	610.0	64.6		4.29	f 11.50	11.49	1.40	9.00	6.47	f 9.15
s 2.30	6.25	3.40	s 7.22	f 2.44	2.14	77	31	OA	LOGAN	1114	615.3	69.9	W	4.20	s 11.40	11.40	1.23	8.35	6.33	s 8.50
f 2.55	7.00	4.05	7.34	2.56	2.26	100	6		MATER	1120	621.3	75.9		4.11	11.26	11.31	1.05	8.15	6.17	f 8.25
f 3.10	7.15	4.25	f 7.42	3.02	2.32	75	15		HUDSON	1124	625.8	80.4		4.05	f 11.20	11.25	12.55	8.00	6.07	f 8.10
3.30	7.45	4.50	7.53	3.10	2.39	77	5		ADBERG	1129	631.5	86.1		3.57	11.12	11.17	12.40	7.45	5.53	7.55
3.50	7.55	5.15	8.02	3.18	2.47				LAKE JUNCTION	1135	636.8	91.4		3.47	11.02	11.07	12.20	7.25	5.35	7.35
4.00	8.10	5.30	8.10	3.25	2.50	90	1928	XN	TUCUMCARI	1137	638.5	93.1	FWTY	3.45	11.00	11.05	12.15	7.20	5.30	7.30
	AM	PM	PM	AM	AM									AM	AM	PM	AM	AM	PM	AM
		PM 94-991	PM	AM 4-111	AM 111									AM	AM	PM	AM	AM	PM	AM
														Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday
13.3	13.8	14.9	32.9	35.3	42.0				93.1 LEAVE					41.3	36.0	38.5	17.7	16.2	18.6	14.5
7.00	6.45	6.15	2.50	2.38	2.13				AVERAGE SPEED PER HOUR					2.15	2.35	2.25	5.15	5.45	5.00	6.25
									SCHEDULE TIME											

R. R. BRAGG, 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,  
H. W. SMITH, } Dispatchers, Dalhart, Texas.

**WESTWARD**

**MAIN LINE**

**EASTWARD**

THIRD CLASS	Second Class	FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 3 STATIONS				Station Numbers	M. P. Distance from Memphis	Distance from Sayre	Fuel, Water, Turn Table and Wye	FIRST CLASS		Second Class	THIRD CLASS
		89	991			111	51	112	52					992	88		
Local Freight	California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Oil Special			C. R. I. & P. Ry.							Memphis Californian	Oil Special	California Memphis Gold Ball Freight	Local Freight	
Tuesday Thursday Saturday	Daily	Daily	Daily			LEAVE											
AM 7.15	PM 7.00	PM 6.40	AM 3.20	61	734	SA	SAYRE YARD	TO	2627	627.0			FWT	AM 10.15	AM 12.45	AM 4.00	PM 5.00
f 7.45	7.25	6.55	f 3.35	51			HEXT		2635	634.7	7.7			g 9.58	f 12.30	3.35	f 4.25
s 8.40	7.50	7.10	s 3.51	58	92	RI	ERICK	TO	2641	641.0	14.0		W	s 9.47	s 12.18	2.35	s 4.00
s 9.33	8.20	f 7.25	s 4.08	52	34	XO	TEXOLA	TO	2649	648.7	21.7			f 9.33	s 12.03	1.50	s 3.25
						C. R. I. & G. Ry.											
f 9.38	8.25	g 7.27	f 4.11	35		BO	BENONINE	TO	2650	649.9	22.9			g 9.30	FM 11.59	1.40	f 3.05
f 9.51	8.40	g 7.35	f 4.19	51			FULLER		2654	654.0	27.0			g 9.23	11.52	1.25	f 2.45
s 10.45	9.30	s 7.56	s 4.42	61	200	SK	SHAMROCK	TO	2665	664.4	37.4		W	s 9.07	s 11.35	12.45	s 1.55
f 11.10	9.50	g 8.08	f 4.56	50	33	RS	LELA	TO	2671	670.5	43.5		W	g 8.51	11.17	11.45	f 12.55
s 11.35	10.15	g 8.20	f 5.10	46	5	MS	RAMSDHLL	TO	2677	677.0	50.0			g 8.40	11.06	11.20	s 12.35
11.55 AM	10.55 52-992	8.30	5.20	55			WHITED		2682	682.7	55.7			8.29	10.55	10.55	12.16
						C. R. I. & P. Ry.											
s 12.59	11.55	f 8.45	s 5.38	51	96	YD	MCLEAN	TO	2687	687.3	60.3		FWY	f 8.20	s 10.45	10.15	PM 12.01
s 1.25	12.40	g 9.00	s 5.55	56	28	A	ALANREED	TO	2696	696.0	69.0			g 8.02	s 10.27	9.33	AM 10.45
f 1.45	1.10	g 9.11	f 6.08	51	32		ROCKLEDGE		2702	702.3	75.3			g 7.48	f 10.15	9.11	f 10.25
s 2.10	1.40	g 9.21	s 6.20	51	12	OH	JERICHO	TO	2708	708.0	81.0		W	g 7.36	s 10.04	8.46	s 10.10
f 2.30	2.00	g 9.31	f 6.30		8		BOYDSTON		2714	713.8	86.8			g 7.25	f 9.53	8.30	f 9.55
s 3.00	2.25	f 9.42	s 6.42	51	40	GR	GROOM	TO	2719	719.3	92.3		Y	f 7.15	s 9.42	8.15	s 9.40
f 3.35	2.55	g 9.56	f 7.00	55	21		LARK		2727	726.5	99.5		W	g 7.00	f 9.23	7.50	f 9.10
s 3.58	3.25	f 10.11	f 7.18	50	35	CU	CONWAY	TO	2735	735.0	106.0			f 6.46	s 9.07	7.25	s 8.45
						C. R. I. & G. Ry.											
s 4.22	4.00	g 10.27	f 7.36	49			YARNALL		2744	743.5	116.5		W	g 6.31	f 8.50	7.00	s 8.20
f 4.45	4.35	g 10.42	f 7.52	55			ROYAL		2752	752.2	125.2			g 6.16	f 8.33	6.30	f 7.52
						P. & S. F. Ry. Crossing											
5.10 PM	5.15 AM	11.00 PM	8.10 AM	88	1500	DS	AMARILLO	TO	2762	760.7	133.7		FWTY	6.00 AM	8.15 PM	6.00 PM	7.15 AM
						LEAVE											
						133.7								Daily	Daily	Daily	Monday Wed. Friday
13.5	13.0	30.8	27.7			AVERAGE SPEED PER HOUR								31.1	29.7	13.4	13.7
9.55	10.15	4.20	4.50			SCHEDULE TIME								4.15	4.30	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. 16				112	992		
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian			June 9, 1929				Memphis Californian	California Memphis Gold Ball Freight		
Daily	Daily			LEAVE							
				C. R. I. & G. Ry.							
AM 8.00	PM 11.20	88	1500	DS.....	AMARILLO.....	TO z 762	760.7		FWTY	AM 3.00	PM 4.00
f 8.25	f 11.32	50	15		SONOY.....	z 768	767.1	6.4		f 2.43	f 3.35
f 8.45	s 11.43		15		BUSELAND.....	z 775	773.9	13.2	W	s 2.30	f 3.15
s 9.10	s 11.56	38	49	WO.....	WILDORADO.....	TO z 783	782.0	21.3		s 2.15	s 2.50
9.35	PM 12.07	37			EVERETT.....	z 789	789.4	28.7		2.02	2.25
s 10.10	s 12.20	54	60	GA.....	VEGA.....	TO z 796	795.0	34.3	WY	s 1.52	s 2.00
f 10.15	f 12.24		20		ONTARIO.....	z 798	796.9	36.2		f 1.46	f 1.40
10.35	12.34		7		LANDERGIN SPUR.....	z 804	802.6	41.9		1.37	1.20
s 11.05	s 12.45	57	27	DR.....	ADELAN.....	TO z 810	808.8	48.1	F	s 1.27	s 12.55
11.30	12.55	15			CAP ROCK SPUR.....	z 815	815.0	54.3		1.17	12.30
f 12.05	f 1.05	52			BOISE.....	z 821	821.5	60.8	W	f 1.05	PM 8.00
PM 9.12	1.12				GLENRIO.....	TO z 833	832.3	71.6	W	s 12.43	s 11.15
s 1.00	s 1.22	65	15								
				C. R. I. & P. Ry.							
s 1.25	s 1.30		10	ND.....	ENDEE.....	TO z 838	836.9	77.2		s 12.30	s 10.45
f 2.10	f 1.43	10			BARD.....	z 846	845.3	84.6		f 12.13	f 10.10
s 2.45	s 1.52	65	20	SJ.....	SAN JON.....	TO z 851	850.3	89.6		AM 12.02	s 9.50
3.25	2.06	7			OIL SPUR.....	z 859	859.0	98.3		PM 11.45	9.00
f 4.00	f 2.16	56			LESBIA.....	z 866	865.1	104.4		f 11.31	8.35
4.45	2.27				LAKE JUNCTION.....	z 873	872.5	111.8		11.15	8.05
5.00	2.30	90	1928	XN.....	TUCUMCARI.....	TO z 875	874.2	113.5	FWTY	12.10	8.00
PM 9.11	AM 3.11									PM 11.10	AM 8.00
										Daily	Daily
					113.5	LEAVE					
12.6	35.8			AVERAGE SPEED PER HOUR.....						29.6	14.2
9.00	3.10			SCHEDULE TIME.....						3.50	8.00

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

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

Sayre to Tucumcari.

Amarillo to Gruver.

T. S. BARNES, Chief Dispatcher, Amarillo, Texas.

J. C. HAMMACK,  
T. M. GAVIN,  
H. B. TOWNSLEY,  
I. N. WINANS,

Dispatchers, Amarillo, Texas.



# Amarillo-Canadian River Branch

## WESTWARD EASTWARD

### TIME TABLE RULES

Main track derails between Sanford and Oil City are located at  
 M.P. 43 and 34 poles  
 M.P. 46 and 5 poles  
 M.P. 46 and 33 poles  
 M.P. 48 and 13 poles  
 Derails are indicated by caution boards and derail signs.

Sub-Division 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastbound trains must stop at Sanford and westbound trains at Oil City and make standing air brake test as provided in Operating Rule 109, and pages 7 to 32, inclusive, form M.P. 141 air brake rules. Trains must not leave Sanford or Oil City to descend to Canadian River unless 85% of all air brakes are operative, retainers turned in accordance with Rule 104 M.P. 141, locomotive supplied with sand and a sufficient number of hand brakes applied to insure safety. Cars must not be shoved down these descending grades unless a sufficient number of hand brakes have been set to control the movement of every car. After descending maximum grades—stop—turn down retainers—carefully inspect wheels and brake rigging.

Should trains stall in ascending grades to Sanford or Oil City they are prohibited from backing down to make a run for the hill.

Eastbound trains doubling will, whenever rear of train clears Canadian River bridge signal, cut off to clear main track derail M.P. 46 and 33 poles and set derail in derailing position while doubling to Oil City.

Westbound, leave rear portion of train between switches Antelope and line west switch for siding while doubling to Sanford.

Second Class	SUB-DIVISION 7 STATIONS										Second Class
567	Time Table No. 16										568
Mixed	June 9, 1929										Mixed
Tuesday Thursday Saturday	Capacity of Sidings	Capacity of Other Tracks	LEAVE				Station Numbers	M. P. Distance from Memphis	Distance From Amarillo	Fuel, Water, Turn Table and Wye	Mixed
			C. R. I. & G. Ry.								
AM 6.15	55	75	GU.....	GRUVER.....	TO	zp 91	851.4	90.7	FWY	PM 3.30	
f 6.45	58			CATOR.....		zp 82	842.5	81.8		f 2.55	
s 7.15	60	34	MB.....	MORSE.....	TO	zp 75	836.1	75.4		s 2.30	
f 7.40	60	34		PRINGLE.....		zp 67	828.0	67.3		f 2.00	
s 8.55	58	55	FN.....	STINNETT.....	TO	zp 57	818.2	57.5	WY	s 1.20	
f 9.25	49	42		OIL CITY.....		zp 49	809.7	49.0	W	f 11.35	
f 9.50	23			ANTELOPE.....		zp 46	806.6	45.9		f 11.15	
s 10.15	32	43	RD.....	SANFORD.....	TO	zp 43	804.5	43.8	W	s 11.05	
f 10.50	100	75		FRITCH.....		zp 37	798.0	37.3		f 10.35	
f 11.05	20			DEAL.....		zp 33	794.2	33.5		f 10.23	
f 11.25	70			WILHELM.....		zp 29	789.6	28.9		f 10.10	
f 11.45	62			GREENOUGH.....		zp 23	784.6	23.9		f 9.55	
AM f 12.10	61	17		WILLTON.....		zp 19	779.8	19.1	W	f 9.40	
PM f 12.35	106	20		MASTERSON.....		zp 13	773.9	13.2		f 9.17	
f 1.00	61			MAYER.....		zp 5	767.5	6.8		f 8.55	
1.30 PM	88	1500	DS.....	AMARILLO.....	TO	z 762	760.7	1.9	FWTY	8.30 AM	
				90.7	LEAVE					Monday Wed. Friday	
12.5			..... AVERAGE SPEED PER HOUR .....								13.0
7.15			..... SCHEDULE TIME .....								7.00

### TIME TABLE RULES

On Sub-Division Number 7, between Fritch and Stinnett, due to the fact that fills are not fully settled and that there is considerable loose dirt and rock on sides of cuts, all trains must watch carefully for rock and dirt slides and fills settling—particularly after heavy rains.

**TRAINS MUST MOVE THROUGH THIS TERRITORY AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

The Canadian River bridge, between M.P. 46 and 5 poles and M.P. 46 and 33 poles is used jointly for highway travel and train operation; train operation is protected at each end of this bridge by standard Color Light Signals indicating stop (See rule 601-a) and proceed (See rule 601-c). All trains will approach Canadian River bridge prepared to stop at Signal and must not proceed until signal indicates proceed (except per rule 663) and then must move over this bridge **UNDER CONTROL AND AT A SPEED OF NOT OVER TEN (10) MILES PER HOUR.**

Before crossing Canadian River Bridge on Sub-Division 7, coal burning engines must stop, flood ash pan, inspect carefully to see that no fire can drop from engine.

Coal should not be applied to fire while crossing bridge if possible to avoid, and grates must not be shaken.



# 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.

3b. A train using form "G" order, example 2, may leave turning point without clearance form "A" when such point is not an open train order office and train order signal governing trains in both directions is in proceed position.

4. Train register books (see General Rule 83a) are located at  
 Herington Yard Office (Freight Trains) Bucklin (Sub-division 40a Trains) Sayre Yard  
 Herington Passenger Station (Freight Trains) Dodge City Amarillo Yard Office  
 Passenger Trains) Liberal (Freight Trains) Liberal  
 Pratt (Passenger Trains) Dalhart Amarillo Passenger Station  
 Tucumcari (Passenger Trains) Tucumcari  
 Gruver

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 Yard  
 Herington Passenger Station Liberal Amarillo Yard Office  
 Hutchinson Dalhart Amarillo Passenger Station  
 Pratt Tucumcari Gruver

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 Yard  
 Herington Passenger Station Dalhart Amarillo Yard Office  
 Pratt Tucumcari Amarillo Passenger Station  
 Gruver

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, Chief Surgeon.	Chicago, Ill.	1020 LaSalle Station Phone Wabash 3900, Ring 53	4529 Oakenwald Ave. Phone Oakland 0097.
DR. A. E. HARRISON Surgeon and Examiner.	Herington, Kan.	Harrison Building. Phone 171.	512 S. Broadway Phone 163
DR. A. B. HARRISON, Substitute.	Herington, Kan.	Harrison Building. Phone 171.	
DR. CLINTON R. LYTLE, Local Surgeon.	McPherson, Ks.	Corner Main and Kansas Ave. Phone 353.	321 So. Walnut St. Phones 353-386.
DR. J. E. FOLTZ, Local Surgeon.	Hutchinson, Ks.	202 North Main st. Phone 235 W.	1600 North Main st. Phone 255 R.
DR. W. F. BERNSTORF, Dist. Surgeon and Examiner.	Pratt, Kan.	First National Bank Bldg. 223 So. Main Street. Phone 97.	702 West Third St. Phone 4139.
DR. M. C. JENKINS, Oculist and Aurist.	Pratt, Kan.	First National Bank Building. Phone 492.	301 South High St. Phone 491.
DR. E. M. CARTER, Local Surgeon.	Greensburg, Ks.	Phone 9002.	Phone 9003.
DR. T. L. MCCARTHY, Consulting Surgeon.	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, Local Surgeon.	Dodge City, Kan.	McCarty & McCarty Hospital. 104 W. Spruce St. Phone 98.	608 West Cedar St. Phone 71.
DR. C. E. BANDY, Local Surgeon.	Bucklin, Kan.	Ballinger Bldg. Phone 158.	Phone 146.
DR. WM. F. FEE, DE. H. W. DAVIS, DR. A. M. MORROW, Local Surgeon and Examiner.	Meade, Kan. Plains, Kan. Liberal, Kan.	Telephone 553 Citizens State Bank Bldg., 101 East Second St.	Telephone 552 Phone 23.
DR. D. R. MACLEOD	Tyrone, Okla.	Rooms 1-2, First Nat. Bank Bldg.	Florence and Sixth. Phone 82 L.
DR. W. J. RISEN, DR. P. M. HARGRAVE, DR. JOE W. NORVELL, DR. G. WALLER DAWSON, Surgeon and Examiner.	Hooker, Okla. Texhoma, Okla. Stratford, Tex. Dalhart, Tex.	Telephone 22. Telephone 29. 104 Denrock Ave. Phone 11.	Telephone 22. Telephone 53.
DR. W. A. DAWSON, Substitute	Dalhart, Tex.	Trans-Canadian Sanitarium Telephone 11.	
DR. G. O. POSEY DR. M. M. THOMPSON DR. J. M. DOUGHTY DR. W. L. BROWN	Naravisa, N.M. Logan, N. M. Tucumcari, N.M. El Paso, Tex.	147 West Martinez st. Hospital. Phone 50.	Telephone 154 Telephone 161.

O. R. I. & P. and C. R. I. & G.—El Paso-Amarillo Division.

7. Company Surgeons, Continued.

DR. H. K. SPEED DR. J. D. WARFORD DR. J. B. ZEIGLER DR. W. C. MONTGOMERY DR. R. T. FOSTER DR. I. RASCO DR. R. S. KILLOUGH Oculist and Aurist. DR. F. A. COLLINS DR. C. A. WILLIAMS DR. S. A. SOUTHWELL	Sayre Erick Shamrock McLean Groom Amarillo Amarillo Vega Gruver, Tex. Stinnett, Tex.	1st Nat'l Bank Bldg. Phone 31. Over Farmers Nat'l Bank. Phone 17. Shamrock Drug Store. Phone 185. Phone 22. Beeson Building. Phone 64. Fisk Med. & Prof. Bldg. Phone 5217 Fisk Med. & Prof. Bldg. Phone 4414 Office Phone 31.	5th & Locust. Tel. 188 Telephone 48 Telephone 40 Telephone 102 Telephone 44 Telephone 7031 Telephone 21822 Telephone 8
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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 2837 Phone 11

7b. Prompt report must be made of all accidents, including 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 (Form 588) must be made at once as per instructions thereon. Names and addresses of witnesses, particularly outside witnesses, must be secured and reported. Mail reports of all accidents and casualties must be promptly made, using the following forms.

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 Employees.) Whenever passengers or employes 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 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.

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).

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.

Opposite Schedule Figures:

"s"—Regular Stop.  
 "M"—Stop for Meals.  
 "f"—Flag Stop.  
 "g"—Flag Stops for any purpose as specified by time-table rule.

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 Guymon and west 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 revenue passengers to or from El Paso or beyond.

Nos. 111-112 will stop at Alanreed to receive or discharge revenue passengers to or from El Reno and beyond where scheduled to stop; also to receive or discharge revenue passengers to or from Amarillo.

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

No. 112 will stop on flag at Lela for revenue passengers for Oklahoma City and beyond—where No. 112 is scheduled to stop.

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.

	PASSENGER Tangent Curve	FREIGHT Tangent Curve
Sub-Division 39, except as shown below	55	40
Trains handling loaded tank cars	45	25
Pratt Yard between Outside Switches	10	10
Hutchinson through City Limits	6	6
Sub-Division 40, except as shown below	55	40
M. P. 417 to M. P. 421	30	20
Trains handling loaded tank cars	35	25
Liberal Yard between Outside Switches	10	10
On Cudahy Silica Spur		15
Sub-Division 40A, except as shown below	25	20
Dodge City, through Yard Limits	6	6
Sub-Divisions 41 and 5, except as shown below	55	40
Liberal and Dalhart Yards between Outside Switches	10	10
Trains handling loaded tank cars		35
Sub-Divisions 6 and 42, except as shown below	55	40
Dalhart Yard between Outside Switches	10	10
Over Canadian River Bridge No. 6165	25	10
Trains handling loaded tank cars		35
Between Amarillo Division Jct. and Passenger Depot Tucumcari	Under control	
Sub-Divisions 3 and 4, except as shown below	45	30
Trains handling loaded tank cars		25
Over Red River Bridge 6282	10	10
Over P. and S. F. Crossing M. P. 759.5	20	10
Between F. W. D. C. Viaduct and P. & S. F. Interlocker, Amarillo	Under control	
Over 7th St. M. P. 762 and Western Ave. M. P. 762 and 23 poles, Amarillo	10	10
Over Bridge 8628	10	10
Over Bridge 8605	20	20
Sub-Division 7, except as shown below	45	30
Between Fritch and Sanford and between Oil City and Stinnett	20	20
Between Sanford and Oil City	15	15
Over Canadian River Bridge, M.P. 46.5	10	10
Trains handling loaded tank cars between Amarillo and Fritch and between Stinnett and Gruver		25
Over two P. and S. F. Crossings M. P. 1.9	10	10
GENERAL SPEED RESTRICTIONS		
Engines on Turnouts or Wyes	4	4
Over Railroad Crossings at Grade Interlocked	25	20
Except Over P. and S. F. Crossing Sub-Division 3, M.P. 759.5	20	10
Over Railroad Crossings at Grade Not Interlocked	10	10
Passing Coal Chutes on Main Track	30	30
Trains hauling dead engines with main rods down		25
Trains hauling dead engines with all rods down		15
Trains hauling steam derricks, pile drivers, steam shovels, coal hoists, etc.		20
Except between Sanford and Oil City Sub-Division 7		15
Engines backing up	15	15
Light engines running forward not to exceed freight train speed.		
Maximum speed of freight engines between Herington and Tucumcari:		
2-10-2 type engines 3000 class	30	20
All other freight engines	40	40
Maximum speed of freight engines Sub-Divisions 3-4 and 7	30	25

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 blocked. 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. The City Limits of Hutchinson extend between the East End of the Arkansas River Bridge and the Soda Ash Switch east of Hutchinson.

10c.

**SPEED CHART**

Miles Per Hour	1 Mile in Min.	Sec.	Miles Per Hour	1 Mile in Min.	Sec.	Miles Per Hour	1 Mile in Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60		
27	2	13	44	1	21			

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
41	453.1	B. M. & E.	Gate normally across B. & M. E. track	Trainmen
7	1.9	P. & S. F.	Gate normally across P. & S. F. track	Trainmen

Trains approaching above crossings will stop not less than 200 feet or more than 800 feet from crossing and not proceed until track is clear, except at crossings shown on time table as equipped with gate, which will be normally set against other line tracks, at which points all trains will approach crossing at speed not to exceed 10 miles per hour for a distance of 500 feet and be prepared to stop before reaching crossing should gate be set across our track or crossing be occupied by other line train. 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.

12b. The Interlocking Plant at M.P. 244.8 at Hutchinson, Kansas, controls movements over Missouri Pacific crossing.

Signals consist of semaphore type distant signals fixed in caution position and home signals of color light type. Home signals normally at stop, top signal clearing to proceed after approaching train has passed distant signal, provided route is unoccupied and there is no train approaching the crossing on conflicting road.

Train finding home signal at stop must stop in clear of signal to enable it to change to proceed when train on conflicting road has passed out of home signal

**TIME TABLE RULES — Continued**

limits. If no cause for signal being at "Stop" is seen, trainman must be sent ahead to crossing to protect his train. Trainmen knowing that all trains on conflicting railroad have stopped, will operate time clock release, which should cause "Home" signal to indicate proceed for his train. If, after operating release, Home Signal continues to indicate "Stop," his train will be governed by hand signals from its own trainmen, only when stationed at the intersection of the two railroads. Hand signals must not be given for at least one minute after operating release and trainmen will remain at the intersection until forward end of his train reaches crossing, either as result of operating release or the giving of hand signals.

Time clock releases are located in iron case at crossing, and case is equipped with standard switch locks of each company and must be relocked after using. The release marked "R.I." must be used. To operate, turn to the right as far as it will go and it will run back to normal of its own accord.

Speed restrictions for interlocked crossings must be observed.

13. The following are auxiliary lines (see General Rules 14f and 14g):

Herington—Sub-division 39    Tucumcari—Sub-division 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	Bucklin	Goodwell	Tucumcari	Shamrock	Amarillo
Hutchinson	Dodge City	Dalhart	Sayre Yard	McLean	Vega
Pratt	Liberal	Logan	Erick	Yarnall	Sanford
	Hooker				

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 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. Dwarf automatic block color light signals 6379, 6380, 6381 and 6382, in service Amarillo Division Jct., Tucumcari, New Mexico, sub-division No. 42. Indication of these signals in accordance with Rules 501-A and 501-C, page 99 General Rules. Trains stopped by these signals will be governed by Rule 509, page 101 General Rules. For further rules see Rules 501 and 513 inclusive.

El Paso Division main track signals 6379 and 6382 govern that section of main track from signals to "End of Block" Signs. Amarillo Line Signal No. 6381 and Stock Track Signal No. 6380 govern to "End of Block" signs when making moves onto El Paso Division Main track; when making moves through both cross-overs, they govern only that section of track between signals 6380 and 6381. Signals 6380 and 6381 *Do Not Govern* any section of Amarillo Line Main Track or stock track.

Main line trains will not be required to stop for Amarillo Division junction when signals are in proceed position.

These signals do not govern cross-over switch leading from El Paso line to passenger station track. Trains should approach this switch at a sufficiently low rate of speed so that their movement will not be endangered should switch be set for station track.

22. At Dalhart interlocker, 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.  
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 employes 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 employes 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 Yard	40 feet	100 tons

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

Sub-Div.	MP	Name	Car Capy.	Sub-Div.	MP	Name	Car Capy.
40	379.20	Pumacite Track	10	3	671.2	Columbian Spur	10
40	381.0	Cudahy Spur		3	672.5	Faulkner	24
40	392.0	Garlow Spur	2	7	56.6	Skelly Spur	12
40	416.30	Perry Spur	6				
3	666.24	Gasper	11				

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 employes must familiarize themselves with location and method of proper operation (see General Rule 104b).

## TIME TABLE RULES—Continued.

40. Following hours of duty will be observed at Train Order Stations, subject to change by General Order. When so changed all concerned change in pencil on their copy of Time Table.

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.

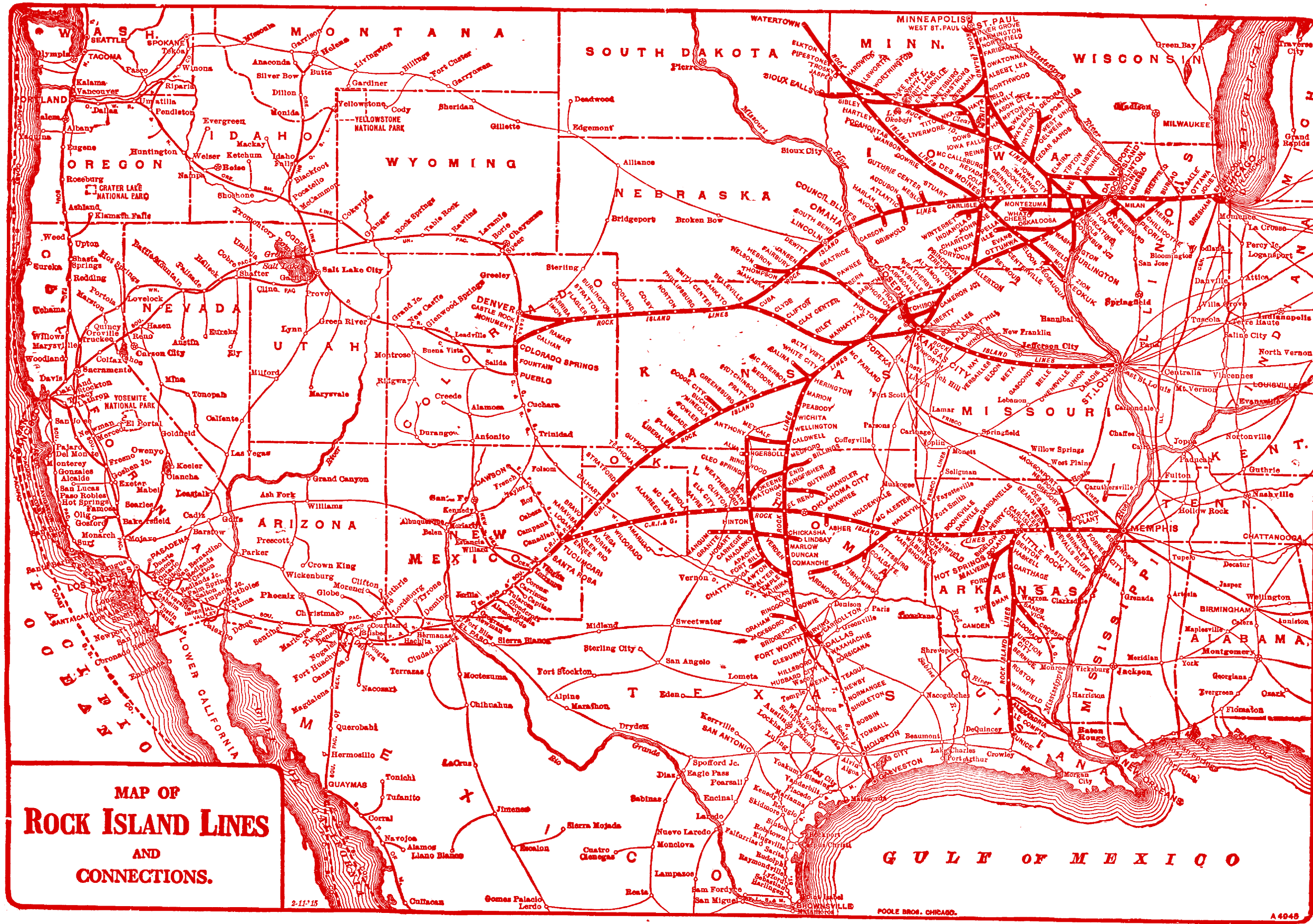
### EMERGENCY TELEPHONES

— at —

Rishel	Joy	Conlen	Exit
Waldeck	Advance	Irwin	Obar
Imogene	Missler	Chamberlin	Gravel Pit
Hutchinson "Santa Fe Interlocker"	Hayne	Hitt	Sand Springs
Morton	Liberal	Dalhart	Canode
Whiteside	"East End Yard"	"East End Yard"	Mater
Pratt "East End Yard"	Stone	Wagner	Hudson
Smalley	Junior	Rehm	Adberg
Brenham	Stevens	King	Lake Jct. Wye
	Brickel	Lane	

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
Herington.....		Continuous		Continuous		Optima.....	Agent and Tel.	8:30 am	5:30 pm	2:15 pm	4:15 pm
Ramona.....	Agent and Tel.	7:30 am	4:30 pm	7:30 am	4:30 pm	Guymon.....		Continuous		Continuous	
Tampa.....	Agent and Tel.	8:30 am	5:30 pm	1:00 pm	5:30 pm	Goodwell.....	Agent and Tel.	8:30 am	5:30 pm	2:30 pm	4:30 pm
Durham.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	4:00 pm	Texhoma.....	Agent and Tel.	9:00 am	5:00 pm	2:00 pm	5:00 pm
	2d trick.	4:00 pm	12:00 mid.	4:00 pm	12:00 mid.		2d trick.	10:30 pm	6:30 am	10:30 pm	6:30 am
	3d trick.	12:00 mid.	8:00 am	12:00 mid.	8:00 am	Stratford.....		Continuous		Continuous	
Canton.....	Agent and Tel.	8:30 am	5:30 pm	1:30 pm	5:30 pm	Dalhart.....		Continuous		Continuous	
Galva.....	Agent and Tel.	8:30 am	5:30 pm	8:30 am	5:30 pm	Middlewater.....	Agent and Tel.	9:00 am	5:00 pm	Closed	
McPherson.....		Continuous		Continuous			2d trick.	6:00 pm	2:00 am	6:00 pm	2:00 am
Groveland.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	5:30 pm	Romero.....	Agent and Tel.	8:30 am	5:30 pm	11:00 am	1:00 pm
Inman.....	Agent and Tel.	8:30 am	5:30 pm	1:30 pm	5:30 pm	Naravisa.....		Continuous		Continuous	
Medora.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	4:00 pm	Logan.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am	12:00 noon
Hutchinson.....		Continuous		Continuous		Tucumcari.....		Continuous		Continuous	
Partridge.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:00 am	Sayre.....		Continuous		Continuous	
Arlington.....	1st trick	8:00 am	4:00 pm	8:00 am	4:00 pm	Erick.....	Agent and Tel.	8:00 am	4:00 pm	8:00 am	10:00 am
	2d trick.	4:00 pm	12:00 mid.	4:00 pm	12:00 mid.		2d trick.	8:00 pm	4:00 am	8:00 pm	4:00 am
	3d trick.	12:00 mid.	8:00 am	12:00 mid.	8:00 am	Texola.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Langdon.....	Agent and Tel.	7:30 am	4:30 pm	12:45 pm	2:45 pm	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	Shamrock.....	1st trick	8:00 am	4:00 pm	8:00 am	10:00 am
Preston.....		Continuous		Continuous			2d trick	10:45 pm	6:45 am	10:45 pm	6:45 am
Natrona.....	Agent and Tel.	8:00 am	5:00 pm	8:00 am	10:00 am	Lela.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Pratt.....		Continuous		Continuous		Ramsdell.....	Agent and Tel.	8:30 pm	5:30 am	8:30 pm	5:30 am
Cullison.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	1:30 pm	McLean.....		Continuous		Continuous	
Wellsford.....	Agent and Tel.	8:00 am	4:00 pm	9:30 am	1:30 pm	Alanreed.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Haviland.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	1:30 pm	Jericho.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Greensburg.....		Continuous		Continuous		Groom.....	Agent and Tel.	6:15 am	2:15 pm	6:15 am	8:15 am
Mullinville.....	Agent and Tel.	7:00 am	4:00 pm	10:00 am	1:00 pm		2d trick.	2:15 pm	10:15 pm	8:15 pm	10:15 pm
Bucklin.....		Continuous		Continuous		Conway.....	Agent and Tel.	8:00 am	5:00 pm	Closed	
Ford.....	Agent and Tel.	8:30 am	5:30 pm	Closed		Amarillo.....		Continuous		Continuous	
Dodge City.....	Agent and Tel.	8:00 am	5:00 pm	9:00 am	11:00 am	Wildorado.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Kingsdown.....	Agent and Tel.	7:15 am	4:15 pm	11:00 am	1:00 pm	Vega.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Bloom.....	Agent and Tel.	7:30 am	4:30 pm	11:00 am	1:00 pm	Adrian.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Minneola.....		Continuous		Continuous		Glen Rio.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Fowler.....	Agent and Tel.	8:00 am	5:00 pm	11:00 am	1:00 pm	Endee.....	Agent and Tel.	7:00 pm	4:00 am	11:30 pm	2:30 am
Meade.....		Continuous		Continuous		San Jon.....	Agent and Tel.	7:30 am	4:30 pm	Closed	
Plains.....		Continuous		Continuous		Sanford.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Kismet.....	Agent and Tel.	8:30 am	5:30 pm	10:00 am	1:00 pm	Stinnett.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
				3:30 pm	5:30 pm	Morse.....	Agent and Tel.	7:30 am	4:30 pm	Closed	
Arkalon.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	2:30 pm	Gruver.....	Agent and Tel.	6:00 am	3:00 pm	Closed	
Liberal.....		Continuous		Continuous							
Tyrone.....	Agent and Tel.	8:30 am	5:30 pm	1:45 pm	4:45 pm						
Hooker.....		Continuous		Continuous							





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

2-11-15

POOLE BROS. CHICAGO.

A 4948