

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY
CHICAGO, ROCK ISLAND & GULF RAILWAY

SECOND DISTRICT

EL PASO-AMARILLO DIVISION

No. 18.—TIME TABLE—No. 18.

Taking Effect Sunday, December 15, 1929, at 12:01 A. M.

CENTRAL TIME

Superseding Time Table No. 17.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES.

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

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				Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 39 STATIONS					FIRST CLASS				SECOND CLASS				THIRD CLASS				
	81	99	91	317	3	11			13	STATIONS					12	324	4	14	92	998	94	98	80			
Local Freight	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Passenger Motor	Golden State Limited	Apache	Passenger			Time Table No. 18 December 15, 1929					Apache	Passenger Motor	Golden State Limited	Passenger	Los Angeles and El Paso Gold Ball Freight	Amarillo-Kan. City-Chicago Red 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 7.15	AM 8.45	AM 2.00	PM 4.50	PM 1.45	PM 1.00	AM 4.55	77	2050	RI	HERINGTON	TO	670	171.4		FWTY	PM 11 12.40	PM 4 3.35	PM 324 4.00	AM 2.40	PM 7.15	PM 7.35	PM 9.50	AM 13 4.30	PM 5.15		
7.25	9.00	2.25	4.58	1.57	1.08	5.05				RISHEL		675	175.8	4.4		12.32	3.25	3.51	2.25	6.50	7.20	9.30	4.15	4.58		
										A. T. & S. F. Crossing																
7.45	9.15	2.45	5.04	2.05	1.15	5.12	100	16	NA	RAMONA	TO	678	179.5	8.1		12.25	3.16	3.46	2.15	6.30	7.10	9.20	4.05	4.38		
8.15	9.35	3.05	5.16	2.15	1.25	5.23	58	42	HA	TAMPA	TO	684	185.7	14.3		12.13	3.02	3.36	2.00	6.00	6.51	9.00	3.45	4.19		
8.40	9.55	3.25	5.28	2.24	1.35	5.34	100	37	DK	DURHAM	TO	690	191.8	20.4	W	12.01	2.48	3.25	1.45	6.28	6.32	8.40	3.25	3.59		
9.05	10.25	3.50	5.40	2.35	1.45	5.46	58	8		WALDECK		697	198.4	27.0		11.47	2.35	3.15	1.30	5.09	6.13	8.18	3.05	3.39		
9.35	10.50	4.15	5.52	2.44	1.54	5.58	55	29	CN	CANTON	TO	703	204.8	33.4		11.34	2.19	3.05	1.16	4.50	5.52	7.55	2.45	3.20		
10.00	11.25	4.35	6.03	2.52	2.03	6.07	77	43	GA	GALVA	TO	709	210.7	39.3	W	11.25	2.03	2.52	1.05	4.20	5.30	7.30	2.25	2.52		
										A. T. & S. F. Crossing																
10.35	11.43	4.55	6.16	3.05	2.14	6.22	100	52	MC	McPHERSON	TO	716	217.9	46.5		11.10	1.50	2.37	12.53	3.55	5.05	7.00	2.05	2.14		
										Mo. Pac. Crossing																
10.58	11.59	5.15	6.28	3.16	2.26	6.32	55	27	GV	GROVELAND	TO	723	224.3	52.9	W	10.58	1.38	2.26	12.40	3.16	4.43	6.28	1.45	1.38		
11.25	12.15	5.30	6.38	3.23	2.35	6.42	67	34	QN	INMAN	TO	728	229.4	58.0		10.49	1.28	2.17	12.30	2.35	4.28	6.00	1.25	12.55		
										St. L. & S. F. Crossing																
11.55	12.33	5.45	6.49	3.32	2.43	6.52	100	52	DM	MENDOTA	TO	734	236.1	64.7		10.38	1.17	2.06	12.18	2.06	4.13	5.40	1.05	12.33		
12.15	12.44	6.00	6.56	3.37	2.48	7.00	55			IMOGENE		738	239.6	68.2		10.32	1.12	2.01	12.11	1.45	4.06	5.30	12.50	12.15		
										A. T. & S. F. Crossing																
12.44	1.01	6.20	7.11	3.50	2.59	7.25	116	328	SU	HUTCHINSON	TO	744	245.4	73.9	FWY	10.19	1.01	1.49	12.01	1.20	3.50	5.15	12.30	11.55		
										Mo. Pac. Crossing																
										A. T. & S. F. Crossing																
1.12	1.38	6.25	7.18	3.54	3.04	7.30	83	282		MORTON		746	247.0	75.7		10.05	12.56	1.38	11.38	12.25	3.20	4.45	12.05	11.05		
1.34	1.50	6.33	7.25	3.59	3.09	7.35	76	15		WHITESIDE		749	250.5	79.2		10.00	12.51	1.34	11.30	12.10	3.09	4.30	11.55	10.55		
1.45	2.05	6.46	7.35	4.06	3.16	7.42	55	21	GR	PARTIDGE	TO	754	255.9	84.6		9.53	12.41	1.28	11.23	11.55	2.57	4.06	11.45	10.40		
2.00	2.43	7.02	7.47	4.15	3.25	7.55	66	34	RT	ARLINGTON	TO	761	262.5	91.2	W	9.43	12.29	1.19	11.05	11.35	2.43	3.25	11.25	10.15		
										A. T. & S. F. Crossing																
2.21	3.05	7.22	8.03	4.27	3.36	8.06	66	31	NO	LANGDON	TO	770	271.2	99.9		9.31	12.16	1.07	10.43	11.10	2.21	3.05	10.43	9.50		
2.45	3.25	7.37	8.15	4.39	3.48	8.18	77	29	KO	TURON	TO	776	277.5	106.2	W	9.18	12.05	12.58	10.27	10.45	2.05	2.45	10.05	9.18		
										Mo. Pac. Crossing																
3.15	3.45	7.53	8.30	4.52	4.06	8.33	67	33	RS	PRESTON	TO	784	285.4	114.1		9.00	11.52	12.45	10.07	10.20	1.46	2.25	9.42	8.33		
										Mo. Pac. Crossing																
3.45	4.05	8.07	8.42	5.01	4.22	8.50	77	22	A	NATRONA	TO	791	292.1	120.8		8.50	11.40	12.36	9.50	9.55	1.28	2.05	9.25	8.07		
4.10	4.22	8.30	8.55	5.13	4.35	9.04	54	1061	N	PRATT	TO	797	298.0	126.6	FWT	8.40	11.30	12.25	9.35	9.30	1.10	1.45	9.05	7.30		
										A. T. & S. F. Crossing																
										LEAVE																
14.2	16.5	19.4	31.0	36.5	35.3	30.5				AVERAGE SPEED PER HOUR																
8.55	7.37	6.30	4.05	3.28	3.35	4.09				SCHEDULE TIME																

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS		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	99	91	3	11	13	3	11			13	STATIONS							12	4	14	998	94	98	92	82
Local Freight	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Golden State Limited	Apache	Passenger	SUB-DIVISION 40 STATIONS				Apache	Golden State Limited	Passenger	Amarillo-Kan. City-Chicago Red Ball Freight	Los Angeles and El Paso Gold Ball Freight	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	Time Table No. 18																			
						December 15, 1929																			
						LEAVE																			
AM 7.00	PM 5.51	AM 9.00	PM 5.25	PM 4.45	AM 9.30	N.....	PRATT	TO	797	298.0		FWT	AM 91 8.30	PM 12.15	PM 9.05	PM 12.45	PM 1.10	PM 8.10	AM 91-13 9.00	PM 11 4.30					
7.10	6.10	9.10	5.33	4.53	9.39	.....	SMALLEY		802	302.6	4.6		8.23	12.07	8.50	12.25	12.55	7.55	8.45	4.16				
s 7.32	6.25	9.19	5.40	s 4.59	s 9.47	CU.....	CULLISON	TO	806	307.1	9.1		s 8.15	PM 998 12.01	s 8.43	PM 4 12.01	12.40	7.45	8.30	s 4.00					
s 8.05	6.45	9.35	5.51	s 5.10	s 9.58	WF.....	WELLSFORD	TO	813	314.2	16.2	W	s 8.05	11.51	s 8.29	11.31	12.25	7.25	12.83 8.05	s 3.40					
s 8.25	7.05	9.47	5.57	f 5.18	s 10.07	HD.....	HAVILAND	TO	817	318.6	20.6		f 7.59	11.44	s 8.21	11.18	12.15	7.05	7.30	s 3.20					
f 8.43	7.25	10.01	6.04	f 5.29	f 10.16		BRENNHAM		823	324.0	28.0		f 7.51	11.37	f 8.09	11.03	12.05	6.30	7.08	f 3.00					
s 9.25	8.00	10.16	6.11	s 5.40	s 10.29	GB.....	GREENSBURG	TO	827	328.6	30.6	W	s 7.44	11.30	s 8.00	10.50	11.55	6.11	6.45	s 2.40					
f 9.50	8.26	10.36	6.18	5.48	10.36		JOY		832	334.1	36.1		7.33	11.23	7.44	13-91 10.36	11.40	5.48	6.20	f 2.00					
s 10.15	8.45	11.16	6.25	f 5.57	s 10.45	MU.....	MULLINVILLE	TO	837	338.9	40.9		f 7.25	11.16	s 7.36	10.15	83-13-19 11.16	5.30	6.00	s 1.45					
s 10.25	9.15	11.40	6.40	s 6.15	s 11.03	BU.....	BUCKLIN	TO	846	347.9	49.9	FWY	s 7.12	11.03	s 7.20	9.50	10.25	5.10	5.32	s 1.00					
s 11.03	9.40	12.01	7.00	s 6.28	s 11.15	KG.....	KINGSDOWN	TO	854	355.0	57.0		s 6.58	10.44	s 7.00	9.22	9.44	4.45	5.05	s 1.23					
s 11.38	10.05	12.23	7.12	s 6.45	s 11.27	BM.....	BLOOM	TO	861	362.8	64.8		s 6.46	10.34	s 6.45	9.02	9.24	4.28	4.35	s 1.23					
s 12.10	10.37	12.45	7.26	f 6.58	s 11.40	MI.....	MINEOLA	TO	869	370.0	72.0	FW	f 6.35	10.24	s 6.28	8.42	9.05	4.10	4.00	s 1.40					
s 12.45	11.05	12.55	7.35	7.07	11.50		ADVANCE		875	376.0	78.0		6.23	10.14	6.10	8.18	8.45	3.55	3.20	10.45					
s 1.45	11.30	1.15	7.41	f 7.15	s 11.59	F.....	FOWLER	TO	879	380.8	82.8		f 6.15	10.06	s 5.59	8.05	8.27	3.40	2.45	s 10.30					
s 2.20	11.59	1.45	7.55	f 7.33	s 12.18	VN.....	MEADE	TO	890	391.0	93.0	W	f 5.59	9.49	s 5.40	7.39	7.55	3.15	2.05	s 9.49					
s 2.55	12.20	2.01	8.04	7.40	f 12.27		MISSLER		896	396.5	98.5		5.47	9.37	f 5.25	7.10	7.35	2.65	1.35	f 9.10					
f 3.10	12.35	2.18	8.10	7.47	12.34		COLLANO		900	401.3	103.3		5.41	9.31	5.16	6.58	7.25	2.45	1.15	f 8.55					
s 3.40	1.00	2.35	8.16	f 7.58	s 12.45	Q.....	PLAINS	TO	905	406.4	108.4		f 5.34	9.25	s 5.10	6.45	7.15	2.35	1.00	s 8.45					
s 4.10	1.30	2.55	8.25	s 8.11	s 12.56	KM.....	KIMMET	TO	912	413.2	116.2	W	s 5.23	9.15	s 4.55	6.25	6.55	2.15	12.40	s 8.10					
s 4.40	1.55	3.20	8.36	s 8.24	f 1.09	RK.....	ARKLON	TO	920	421.2	123.2		s 5.11	9.03	f 4.40	6.00	6.35	2.00	12.10	s 7.45					
f 4.55	2.30	3.37	8.46	8.36	f 1.20		HAYNE		925	426.1	128.1		5.03	8.55	f 4.30	5.44	6.20	1.48	11.45	f 7.30					
5.15	3.00	4.00	9.00	8.50	f 1.35	RA.....	LIBERAL	TO	933	434.2	136.2	FWTY	4.50	8.45	f 4.15	5.30	6.00	1.35	11.15	7.15					
PM 1.10	AM 11.05	PM 12.55	PM 11	PM 3	PM 98								AM	AM	PM	AM	AM	PM	PM	AM					
13.3	14.9	19.3	38.0	33.3	33.3								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday					
10.15	9.09	7.00	3.35	4.05	4.05								37.1	38.9	28.2	18.8	19.0	20.6	12.0	14.7					
													3.40	3.30	4.50	7.15	7.10	6.35	9.45	9.15					

WESTWARD DODGE CITY BRANCH EASTWARD

2ND 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	2ND CLASS	
563	561			STATIONS								562	564
Mixed	Mixed	Time Table No. 18				Mixed	Mixed						
Daily Ex. Sunday	Daily Ex. Sunday	December 15, 1929											
		LEAVE											
PM 12.45	AM 6.40	107	160	BU.....	BUCKLIN	TO	846	347.9		FWY	AM 998 9.40	PM 5.10	
s 1.28	s 7.05	15	48	HF.....	FORD	TO	T 9	356.4	8.5		s 9.15	s 4.40	
f 1.45	f 7.25		19		WILROADS		T 18	365.7	17.8		f 8.55	f 4.12	
f 2.10	f 7.45		10		SOUTH DODGE		T 26	373.4	25.5		f 8.35	f 3.50	
2.15	7.50		66	RH.....	DODGE CITY	TO	T 27	374.4	26.5	WY	8.30	3.45	
PM	AM										AM	PM	
17.7	22.1										Daily Ex. Sunday	Daily Ex. Sunday	
1.30	1.10										22.1	18.7	
											1.10	1.25	

C. FOWLER, 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,
T. C. FARRELL,
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	91	99	11	3			13	Time Table No. 18 December 15, 1929				12	4	14	98	92	94	84
Local Freight	Chicago-California Gold Ball Freight	Kan. City California Gold Ball Freight	Apache	Golden State Limited	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 4.30	AM 3.30	PM 9.15 ⁸⁻⁹²	PM 9.05 ¹¹⁻⁹²	f 2.00	95	1610	C. R. I. & P. Ry.				AM 4.40	AM 8.35	f 3.50	PM 12.30	PM 3-11 9.05	AM 5.30	PM 2.40	
7.45	4.47	3.55	9.27	9.14	2.09	77		RA.....LIBERAL.....TO 938 434.2											
s 8.20 ¹	4.57	4.20 ¹²	f 9.38	9.22	s 2.18 ⁸⁴	55	39	.....STONE.....TO 939 440.0				f 4.27 ⁹⁹	8.25 ⁸⁵	s 3.38	12.15	8.35	5.17	2.27 ¹³
								RO.....TYRONE.....TO 943 444.0				f 4.20	8.20	s 3.30	PM 12.03	8.20	5.08	s 2.18	
s 9.00	5.20	4.45 ⁹⁴	f 9.55	9.35	s 2.35	100	77	B. M. & E. Crossing.....HOOKER.....TO 953 454.3				f 4.05	8.06	s 3.10	AM 11.35	7.45	4.45 ⁹⁹	s 1.20	
s 9.30	5.39	5.10	10.10	9.48	s 2.50 ¹⁴	77	21	MQ.....OPTIMA.....TO 963 464.8				3.46	7.51	s 2.50 ¹³	11.00	7.15	4.05	PM 12.20	
s 10.35 ⁹⁸	6.00	5.40	s 10.27	10.02	s 3.10	77	80	GY.....GUYMON.....TO 972 473.8				s 3.32 ⁹⁴	7.40	s 2.28	10.35 ⁸⁵	6.45	3.32 ¹²	s 11.55	
11.00	6.12 ⁹²	6.00	10.36	10.09	3.20	55		.....JUNIOR.....TO 978 479.9				3.21	7.33	2.13	10.10	6.12 ⁹¹	3.05	11.15
s 11.30 ^{AM}	6.22	6.30	f 10.48	10.21	s 3.30	102	17	FM.....GOODWELL.....TO 983 484.1				f 3.14	7.28	s 2.05	9.55	5.57	2.45	s 11.00	
s 12.10 ^{PM}	6.50	7.15 ^{AM 4}	f 11.07 ^{PM}	10.38 ^{PM}	s 3.50 ^{PM}	74	130	HM.....TEXHOMA.....TO 993 494.3				f 2.57 ^{AM}	7.15 ^{AM}	s 1.45 ^{PM}	9.20 ^{AM}	5.30 ^{PM}	2.15 ^{AM}	s 10.20 ^{AM}	
								SUB-DIVISION 5 C. R. I. & G. Ry.											
PM 12.10	PM 6.50	AM 7.15 ⁴	f 11.07 ^{PM}	PM 10.38	s 3.50	74	130	HM.....TEXHOMA.....TO 993 494.3				f 2.57	AM 7.15 ⁹⁹	s 1.45	AM 9.20	PM 5.30	AM 2.15	AM 10.20	
f 12.35	7.15	7.45	11.23	10.52	f 4.05	55	27	.....STEVENS.....TO 1003 504.3				2.42	7.02	f 1.25 ⁸⁵	8.45 ⁹⁹	4.55 ¹³	1.45	f 9.30
s 1.05 ¹⁴	7.40	8.15 ⁹⁸	f 11.39	11.08	s 4.25 ⁹²	100	45	DF.....STRATFORD.....TO 1013 514.2				f 2.28	6.49	s 1.05	8.15 ⁹⁹	4.25 ¹³	1.20	s 9.05	
1.45	7.52	8.35 ⁸⁴	11.48	11.16	4.35	77		.....BRICKEL.....TO 1020 520.0				2.18	6.42	12.53	7.45	3.55	1.05	9.35 ⁹⁹
f 2.15	8.05	9.00	11.57	11.24	f 4.45	55	22	.....CONLEN.....TO 1025 526.0				2.10	6.34	f 12.45	7.30	3.35	12.45	f 8.05
2.37	8.15	9.20	12.05 ^{PM}	11.31	4.53	82	4	.....IRWIN.....TO 1030 530.9				2.03	6.28	12.38	7.10	3.15	12.30	7.38
f 3.00 ⁹²	8.27	9.40	12.14 ⁹⁴	11.39	f 5.00	55	19	.....CHAMBERLIN.....TO 1035 536.1				1.56	6.21	f 12.30	6.54	3.00 ⁸⁵	AM 11 12.14	f 7.25
3.20	8.40	10.00	12.22	11.45 ⁹⁴	5.06	55	4	.....HITT.....TO 1039 540.0				1.50	6.15	12.23	6.42	2.47	PM 3 11.45	7.15
3.45 ^{PM}	8.55 ^{PM}	10.30 ^{AM}	12.35 ^{AM}	s 11.55 ^{PM}	5.20 ^{PM}	85	880	DA.....DALHART.....TO 1044 545.4				1.40 ^{AM}	s 6.05 ^{AM}	12.15 ^{PM}	6.25 ^{AM}	2.30 ^{PM}	11.15 ^{PM}	7.00 ^{AM}	
								111.2 LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Monday Wed. Friday	
13.5	25.1	15.9	33.4	39.2	33.4			AVERAGE SPEED PER HOUR.....				37.1	44.4	31.0	18.3	16.9	17.7	14.5	
8.15	4.25	7.00	3.20	2.50	3.20			SCHEDULE TIME.....				3.00	2.30	3.35	6.05	6.35	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	91	99	13	11			3	STATIONS				4	14	12	98	92	94	86	
Local Freight	Chicago-California Gold Ball Freight	Kan. City-California Gold Ball Freight	Passenger	Apache	Golden State Limited			Time Table No. 18 December 15, 1929				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	Station Numbers	M. P. Distance from St. Joseph	Distance from Dalhart	Fuel, Water, Turn Table and Wye								
AM 9.00	PM 9.25	AM 11.15	PM 5.30	AM 12.45	AM 12.02	85	880	DA..... DALHART..... TO	1044	645.4		FWTY	AM 98 6.00	PM 12.01	AM 1.30	AM 4 5.30	PM 1.05	PM 10.30	PM 1.55	
f 9.15	9.40	11.48 AM 14	5.40	12.58	12.10	105	5 Ft. W. & D. C. Ry.		545.5	0.1			AM 99 11.48			5.15	12.45	10.07	f 1.25
f 9.30	9.52 94	12.01	f 5.47	1.10 12	12.18	55	24	..... WAGNER.....	1049	550.4	5.0		5.51	f 11.40	1.10 11	5.05	12.30	9.52 91	f 1.05
9.45	10.05	12.12 92	5.55	1.22	12.25	77		..... REEFM.....	1054	555.1	9.7		5.45			5.05	12.30	9.52 91	f 1.05
								..... KING.....	1059	560.8	15.4		5.38	11.32	12.58	4.50	12.12 92	9.40	12.43
								..... MIDDLEWATER..... TO	1065	566.6	21.2	W	5.30	s 11.23	12.48	4.30	AM 11.55	9.25	12.30 99
s 10.10	10.22	12.30 88	s 6.05	1.31	12.34	77	17	..... LANE.....	1069	570.5	25.1		5.25	11.17 87-92	12.40 3	4.18	11.40	9.10	12.15 14-87
10.17	10.32	12.56	6.10	1.36	12.40 12	77		..... ROMERO..... TO	1077	578.4	33.0		5.13	11.04 14-92	12.27	3.58	11.04 14-87	8.35	11.55 14-87
s 11.04	10.54	1.25	s 6.25	1.49	12.52	77	16	..... EXIT.....	1083	584.4	39.0		5.05	10.53	12.19	3.40	10.35	8.18	11.35
11.35	11.15	1.45	6.35	1.58	12.59	56	11	..... BRAVO.....	1085	586.4	41.0		5.02	10.48	12.16	3.35	10.30	8.13	11.30
11.43	11.20	1.52	6.37	2.01	1.03								AM 5.02	AM 10.48	AM 12.16	AM 3.35	AM 10.30	PM 8.13	AM 11.30	
AM 11.43	PM 11.20	PM 1.52	PM 6.37	AM 2.01	AM 1.03															
s 12.22	11.32	2.10	s 6.47	f 2.09	1.09	77	34	UN..... NARAVISA..... TO	1089	590.8	45.4	W	4.55	s 10.43 86	f 12.10 91	3.20	10.15	8.00	s 10.43 14	
s 1.15	11.59 PM 12	2.35	s 7.00	2.20	1.19	100	12	..... OBAR.....	1096	598.9	53.5	Y	4.45	s 10.29	11.59 PM 91	2.55	9.40	7.35	s 10.05
f 1.30	12.10	2.45	f 7.05	2.24	1.23	71	30	GT..... GRAVEL PIT..... TO	1099	601.8	56.4		4.39	10.23	11.54	2.40	9.25	7.21	f 9.40	
f 1.40	12.18	2.55	f 7.09	2.28 99	1.26	56	14	..... SAND SPRINGS.....	1103	604.5	59.1		4.36	f 10.20	11.51	2.28 11	9.15	7.09 13	f 9.30
f 2.00	12.32	3.15	f 7.17	2.36	1.33	67		..... CANODE.....	1109	610.0	64.6		4.29	f 10.10	11.44	2.07	9.00	6.47	f 9.15
s 2.30	12.47	3.40	s 7.27	f 2.44	1.39 98	77	31	OA..... LOGAN..... TO	1114	615.3	69.9	W	4.20	s 10.00	11.35	1.39 3	8.35	6.33	s 8.50	
								..... BRAGO.....	1085	586.4	41.0		AM 5.02	AM 10.48	AM 12.16	AM 3.35	AM 10.30	PM 8.13	AM 11.30
f 2.55	1.20 98	4.05	7.40	2.56	1.52	100	5	..... MATER.....	1120	621.3	75.9		4.11	9.48	11.27	⁹¹ 1.20	8.15	6.17	f 8.25
f 3.10	1.40	4.25	f 7.47	3.02	1.58	75	15	..... HUDSON.....	1124	625.8	80.4		4.05	f 9.41	11.20	12.55	8.00	6.07	f 8.10
3.30	2.05 3	4.50	7.55	3.10	2.05 91	77	5	..... ADBERG.....	1129	631.5	86.1		3.57	9.33	11.12	12.40	7.45	5.53	7.55
3.50	2.27	5.10	8.03	3.18	2.12			..... LAKE JUNCTION.....	1135	636.8	91.4		3.47	9.23	11.02	12.20	7.25	5.35	7.35
4.00	2.35	5.30 PM 94-991	f 8.10	3.25 4-111-112	2.15	90	1928	XN..... TUCUMCARI..... TO	1137	638.5	93.1	FWTY	¹¹⁻¹¹¹⁻¹¹² 3.45 AM	f 9.20	11.00	12.15	⁸⁸ 7.20 AM	⁹⁹⁻⁹⁹¹ 5.30 PM	⁹² 7.30 AM	
								93.1 LEAVE					Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	
13.3	18.0	14.9	34.9	34.9	42.0			AVERAGE SPEED PER HOUR.....					41.3	34.7	37.2	17.7	16.2	18.6	14.5	
7.00	5.10	6.15	2.40	2.40	2.13			SCHEDULE TIME.....					2.15	2.41	2.30	5.15	5.45	5.00	6.25	

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,
F. GIRDNER,
H. W. SMITH, } Dispatchers, Dalhart, Texas.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS				Second Class		FIRST CLASS		SUB-DIVISION 3 STATIONS		FIRST CLASS		Second Class		THIRD CLASS				
89	991	111	51					STATIONS		112	52	992	88					
Local Freight	California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Oil Special	Capacity of Sidings	Capacity of Other Tracks	Time Table No. 18 December 15, 1929				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 7.45	AM 3.20	61	734	SA.....	C. R. I. & P. Ry.	TO	2627	627.0				AM 11.35	AM 12.45	AM 4.00	PM 5.00	
f 7.40	7.25	8.01	f 3.35	51			7.7		2635	634.7	7.7			11.18	12.30	3.35	f 4.25	
s 8.20	7.45	8.15	s 3.51	65	118	RI.....	6.3		2641	641.0	14.0	W		11.07	12.18	2.35	s 4.00	
s 8.50	8.10	f 8.30	s 4.08	52	34	XO.....	7.7		2649	648.7	21.7			10.53	12.03	1.50	s 3.25	
							0.8											
							0.4			649.5								
f 8.55	8.15	8.32	f 4.11	35		BO.....	4.1		2650	649.9	22.9			10.50	11.59	1.40	f 3.15	
f 9.10	8.40	8.40	f 4.19	51			4.1		2654	654.0	27.0			10.43	11.52	1.25	f 3.00	
s 10.28	9.30	9.00	s 4.42	61	210	SK.....	10.4		2665	664.4	37.4	W		10.28	11.35	12.45	s 2.25	
f 11.00	9.50	9.11	f 4.56	50	33	RS.....	6.1		2671	670.5	43.5	W		10.13	11.17	11.45	f 1.30	
s 11.30	10.15	9.22	f 5.10	46	5	MS.....	6.5		2677	677.0	60.0			10.02	11.06	11.20	s 1.05	
11.50 AM	10.55 82-992	9.31	5.20	55			5.7		2682	682.7	65.7			9.52	10.55	10.55	12.45	
							4.6											
s 12.59	11.55	f 9.45	s 5.38	51	105	YD.....	8.7		2687	687.3	60.3	FWY		f 9.43	10.45	10.30	PM 12.30	
s 1.25	12.40	10.00	s 5.55	56	28	A.....	6.3		2696	696.0	69.0			9.25	10.25	10.00	AM 11.40	
f 1.45	1.10	10.10	f 6.08	51	32		5.7		2702	702.3	75.3			9.12	10.10	9.20	f 11.15	
s 2.10	1.40	10.20	s 6.20	51	12	CH.....	5.7		2708	708.0	81.0	W		9.00	9.55	8.55	s 10.57	
f 2.30	2.00	10.29	f 6.30		28		5.8		2714	713.8	86.8			8.50	9.45	8.30	f 10.40	
s 3.00	2.25	10.40	s 6.42	51	40	GR.....	5.5		2719	719.3	92.3	Y		f 8.40	9.35	8.15	s 10.25	
f 3.35	2.55	10.52	f 6.55	55	21		7.2		2727	726.5	99.5	W		8.27	9.20	7.50	f 9.50	
s 3.58	3.25	11.07	f 7.12	50	35	CU.....	8.5		2735	735.0	108.0			f 8.15	9.04	7.25	s 9.25	
							8.5											
f 4.22	4.00	11.23	f 7.28	49			8.7		2744	743.5	116.5	W		8.00	8.48	7.00	f 8.55	
f 4.45	4.35	11.38	f 7.45	55			7.3		2752	752.2	125.2			7.45	8.32	6.30	f 8.35	
							1.3			759.5	132.5							
5.10 PM	5.15 AM	11.55 PM	8.05 AM 88	88	1500	DS.....	1.3		2762	760.7	133.7	FWTY		7.30 AM	8.15 PM	6.00 PM	5.15 AM	
														Daily	Daily	Daily	Monday Wed. Friday	
13.5	13.0	32.1	28.2				133.7	LEAVE						32.7	29.7	13.4	15.2	
9.55	10.15	4.10	4.45					AVERAGE SPEED PER HOUR						4.05	4.30	10.00	8.45	
								SCHEDULE TIME										

WESTWARD

MAIN LINE

EASTWARD

Second Class	FIRST CLASS			SUB-DIVISION 4 STATIONS Time Table No. 18 December 15, 1929							FIRST CLASS	Second Class	
991	111			LEAVE				Station Numbers	M. P. Distance from Memphis	Distance from Amarillo	Fuel, Water, Turn Table and Wye	112	992
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Capacity of Sidings	Capacity of Other Tracks									Memphis Californian	California Memphis Gold Ball Freight
Daily	Daily			LEAVE									
C. R. I. & G. Ry.													
AM 8.00	AM 12.10	88	1500	DS.....	AMARILLO.....	TO	z 762	760.7			FWTY	AM 7.15	PM 4.00
f 8.25	f 12.22	50	15	.....	SONCY.....		z 768	767.1	6.4			f 6.55	f 3.35
f 8.45	s 12.33		15	.....	BUSELAND.....		z 775	773.9	13.2	W		s 6.43	f 3.15
s 9.10	s 12.45	36	49	WO.....	WILDORADO.....	TO	z 783	782.0	21.3			s 6.28	s 2.50
9.35	12.56	37		.....	EVERETT.....		z 789	789.4	28.7			6.14	2.25
s 10.10	s 1.08	54	60	GA.....	VEGA.....	TO	z 796	795.0	34.3	WY		s 6.05	s 2.00
f 10.15	f 1.12		20	.....	ONTARIO.....		z 798	796.9	36.2			f 5.59	f 1.40
10.35	1.21		7	.....	LANDERGIN SPUR.....		z 804	802.6	41.9			5.51	1.20
s 11.05	s 1.32	57	27	DR.....	ADRIAN.....	TO	z 810	808.8	48.1	F		s 5.42	s 12.55
11.30	1.43	15		.....	CAP ROCK SPUR.....		z 815	815.0	54.3			5.32	12.30
f 12.05	f 1.53	52		.....	BOISE.....		z 821	821.5	60.8	W		f 5.22	f 12.05
s 1.00	s 2.10	65	15	GN.....	GLENRIO.....	TO	z 833	832.3	71.6	W		s 5.04	s 11.15
C. R. I. & P. Ry.													
s 1.25	s 2.18		10	ND.....	ENDER.....	TO	z 838	836.9	77.2			s 4.54	s 10.45
f 2.10	f 2.30	10		.....	BARD.....		z 846	845.3	84.6			f 4.40	f 10.10
s 2.45	s 2.38	65	20	SJ.....	SAN JON.....	TO	z 851	850.3	89.6			s 4.32	s 9.50
3.25	2.51	7		.....	OIL SPUR.....		z 859	859.0	98.3			4.17	9.00
f 4.00	f 3.00	56		.....	LESBIA.....		z 866	865.1	104.4			f 4.05	8.35
4.45	3.11			.....	LAKE JUNCTION.....		z 873	872.5	111.8			3.53	8.05
5.00	3.15	90	1928	XN.....	TUCUMCARI.....	TO	z 875	874.2	113.5	FWTY		3.50	8.00
PM 94-99	AM 11-4											AM	AM
												Daily	Daily
12.6	36.8			113.5 LEAVE									
AVERAGE SPEED PER HOUR.....												33.2	14.2
SCHEDULE TIME.....												3.25	8.00

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

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

C. A. LaRUE, Trainmaster,
Amarillo, Texas.

Sayre to Tucumcari.
Amarillo to Liberal.

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

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

Dispatchers, Amarillo, Texas.

Liberal-Amarillo Line

WESTWARD

EASTWARD

Third Class		Second Class	Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 7 STATIONS				Station Numbers	M. P. Distance from Memphis	Distance from Amarillo	Fuel, Water, Turn Table and Wye	Second Class	Third Class	
687	685	997			998	684	686								
Mixed	Mixed	Chicago Kan. City Amarillo Red Ball Freight Daily			Time Table No. 18 December 15, 1929.							Amarillo Kan. City Chicago Red Ball Freight	Mixed	Mixed	
Daily	Monday Wed. Friday	Daily			LEAVE										
	AM 6:00	PM 5:30 684	95	1610	RA	C. R. I. & P. Ry. LIBERAL	TO	933	913.9	153.2	FWTY	AM 12 5.00	PM 997 5.30		
						B. M. & E. Crossing	UX								
	s 6:40	6:10	60	35	BA	BAKER	TO	zp 140	900.6	139.9		4.05	s 4:45		
	f 7:10	6:35	60	40		ADAMS		zp 132	892.5	131.8	W	3.25	f 4:15		
	s 8:00	7:20	60	33	HS	HARDESTY	TO	zp 118	879.0	118.3		2.20	s 3:35		
						C. R. I. & G. Ry. HITCHLAND	TO	zp 108	868.6	107.9	W	1.30	s 2:55		
	f 9:05	8:20	60	23		BERNSTEIN		zp 100	860.8	100.1		12.50	f 2:20		
	s 10:15	9:00	55	125	GU	GRUVER	TO	zp 91	851.4	90.7	FWY	12.15	s 1:50		
	10:40	9:25	58			CATOR		zp 82	842.5	81.8		11.25	12.30		
	s 11:25	9:50	60	34	MB	MORSE	TO	zp 75	836.1	75.4		11.00	s 12:05		
	f 11:55	10:25	60	34		PRINGLE		zp 67	828.0	67.3		997 10.25	f 11:30		
	s 12:50	11:05	58	55	FN	STINNETT	TO	zp 57	818.2	57.5	WY	9.30	s 10:50		
	f 1:20	11:40	49	42		OIL CITY		zp 49	809.7	49.0	W	8.40	f 10:00		
	1:40	12:01	23			ANTELOPE		zp 46	806.6	45.9		8.10	9:40		
PM 12:30	2:00	1:05	32	75	RD	SANFORD	TO	zp 43	804.5	43.8	WY	8.00	9:30 AM 686	AM 684 8:30	
f 1:05	1:50	1:50	100	20		FRITCH		zp 37	798.0	37.3	W	7.00	f 8:03		
f 1:18	2:05	2:05		22		DEAL		zp 33	794.2	33.5		6.48	f 7:51		
1:35	2:25	2:25	70			WILHELM		zp 29	789.6	28.9		6.35	7:38		
1:55	2:45	2:45	62			GREENOUGH		zp 23	784.6	23.9		6.20	7:23		
f 2:15	3:10	3:10	61			WILLTON		zp 19	779.8	19.1	W	6.05	f 7:08		
f 2:35	3:32	3:32	106	20		MASTERSON		zp 13	773.9	13.2		5.45	f 6:47		
2:57	3:55	3:55	61			MAYER		zp 5	767.5	6.8		5.25	6:25		
						P. & S. F. Crossing	UX		762.6	1.9					
3:30 PM		4:30 AM	88	1500	DS	AMARILLO	TO	z 762	760.7		FWTY	5.00 PM		6:00 AM	
						153.2 LEAVE						Daily	Tuesday Thursday Saturday	Daily	
14.6	13.7	13.9			..... AVERAGE SPEED PER HOUR							12.8	13.7	17.5
3.00	8.00	11.00			..... SCHEDULE TIME							12.00	8.00	2.30

TIME TABLE RULES

Main track derrails 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
 Derrails 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.

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 Bucklin (Sub-division 40a Trains) Sayre Yard
 (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 83b) are located at
 Herington Yard Office Bucklin Sayre Yard
 Herington Passenger Station Liberal Amarillo Yard Office
 Hutchinson Dalhart Amarillo Passenger Station
 Pratt Tucumcari Sanford

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
 Sanford

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 Building. Phone 171.	512 S. Broadway Phone 168
DR. A. B. HARRISON, <i>Substitute.</i>	Herington, Kan.	Harrison Building. Phone 171.	
DR. CLINTON R. JITTLE, <i>Local Surgeon.</i>	McPherson, Ks.	Corner Main and Kansas Ave. Phone 353.	321 So. Walnut St. Phones 353-386.
DR. J. E. FOLTZ, <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>Div'n 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.	McCarthy & McCarthy Hospital. 104 W. Spruce St. Phone 98.	608 West Cedar St. Phone 71.
DR. C. E. BANDY, <i>Local Surgeon.</i>	Bucklin, Kan.	Ballinger Bldg. Phone 158.	Phone 146.
DR. WM. F. FEE, DR. H. W. DAVIS DR. A. M. MORROW, <i>Local Surgeon and Examiner.</i>	Meade, Kan. Plains, Kan. Liberal, Kan.	Telephone 553 Citizens State Bank Bldg., 101 East Second St.	Telephone 552 Phone 28.
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. 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.
DR. W. A. DAWSON, <i>Substitute</i>	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.

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

7. Company Surgeons, Continued.

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	Hesson Building. Phone 64.	Telephone 44
DR. I. RASCO	Amarillo	Fisk Med. & Prof. Bldg. Phone 5217	Telephone 7031
DR. R. S. KILLOUGH <i>Oculist and Aurist.</i>	Amarillo	Fisk Med. & Prof. Bldg. Phone 4414	Telephone 21822
DR. AUGUST J. STREIT <i>Asst. Oculist and Aurist.</i>	Amarillo	Fisk Med. & Prof. Bldg. Ph. 4414	Telephone 8552
DR. F. A. COLLINS	Vega	Office Phone 31.	Telephone 8
DR. C. A. WILLIAMS	Gruver, Tex.		
DR. S. A. SOUTHWELL	Stinnett, Tex.		

7a. Official hospitals are located as follows:

NAME	PLACE	OFFICE LOCATION	TELEPHONE
Herington	Herington, Kan.	Broadway & Oak Streets.	City 902.
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
Loretto Hospital	Dalhart, Tex.	1411 Denver Avenue	Phone 150 and 2837
			Phone 444

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) Ejection—(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.
 "f"—Stop for Meals.
 "t"—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 all stations east of Pratt for revenue passengers destined to points beyond Pratt 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.

No. 12 will stop at any station between Liberal and Pratt to receive revenue passengers for points east of Pratt where train is scheduled to stop.

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 45	40 25
Trains handling loaded tank cars		35 25
Pratt Yard between Outside Switches	Under control	
Hutchinson through City Limits	6 6	6 6
Sub-Division 40, except as shown below	55 45	40 25
M. P. 417 to M. P. 421	30 30	20 20
Trains handling loaded tank cars		35 25
Liberal Yard between Outside Switches	Under control	
On Oudahy Silica Spur		15 15
Sub-Division 40A, except as shown below	25 20	20 15
Dodge City, through Yard Limits	6 6	6 6
Sub-Divisions 41 and 5, except as shown below	55 45	40 25
Liberal and Dalhart Yards between Outside Switches	Under control	
Trains handling loaded tank cars		35 25
Sub-Divisions 6 and 42, except as shown below	55 45	40 25
Dalhart Yard between Outside Switches	Under control	
Over Canadian River Bridge No. 6165	25	10
Trains handling loaded tank cars		35 25
Between Amarillo Division Jct. and Passenger Depot Tucumcari	Under control	
Sub-Divisions 3 and 4, except as shown below	45 30	30 25
Trains handling loaded tank cars		25 20
Over Red River Bridge 6282	10	10
Over F. 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	30 25
Between Fritch and Sanford and between Oil City and Stinnett	20 20	20 20
Between Sanford and Oil City	15 15	15 15
Over Canadian River Bridge, M.P. 46.5	10	10
Over Bridge 834	20	20
Trains handling loaded tank cars between Amarillo and Fritch and between Stinnett and Liberal		25 20
Trains handling loaded tank cars between Sanford and Oil City		10 10
Over two F. 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 15
Trains hauling dead engines with all rods down		15 10
Trains hauling steam derricks, pile drivers, steam shovels, coal hoists, etc.		20 20
Except between Sanford and Oil City Sub-Division 7		15 15
Engines backing up	15 15	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	30 20
All other freight engines	40 40	40 25
Maximum speed of freight engines Sub-Divisions 3-4 and 7	30 25	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 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. 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.	1 Mile in Sec.	Miles Per Hour	1 Mile in Min.	1 Mile in Sec.	Miles Per Hour	1 Mile in Min.	1 Mile in 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	1	
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
7	139.9	B. M. & E.		

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-divn. 39. Liberal and Amarillo Sub-divn. 7. Tucumcari—Sub-divn. 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	Greensburg	Liberal	Logan	Shamrock	Amarillo
Durham	Bucklin	Hooker	Tucumcari	McLean	Sanford
Hutchinson	Dodge City	Goodwell	Sayre Yard	Yarnall	Stinnett
Pratt	Meade	Dalhart	Erick	Vega	Gruver
					Hitchland

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.

Dwarf automatic block color light signals 6379, 6380, 6381, 6382, 16268, 16270, 16272 and 16273 are in service Tucumcari, New Mexico. Indications 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.

Signals 16270 and 16272 control to a point 1000 feet east of east switch to stock track. Signal 16270 with caution, signal 16268 govern trains approaching on main track from the west. Signal 16272 governs movement from yard track thru connection eastward. Signal 16273 controls to point 1000 feet east of west yard switch on main track and also controls position of switch to connection leading to yard tracks, and will show a clear indication for both main track and thru connection and trains

and engines to be governed by switch target for track desired. Signals 16272 and 16270 indicate caution when connection switch is lined at the east end of the east yard at signal 6380 and signal 6382 will indicate stop. Control of signal 6379 extends to signal 16270.

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 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	50 feet	150 tons
Hutchinson	46 feet	100 tons	Dalhart	46 feet	100 tons
Pratt	50 feet	150 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	4	813.0	Gruhlkey	18
40	416.30	Perry Spur	6	7	56.6	Skelly Spur	12
3	666.24	Gasper	11	7	10.0	Russid	16

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).

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

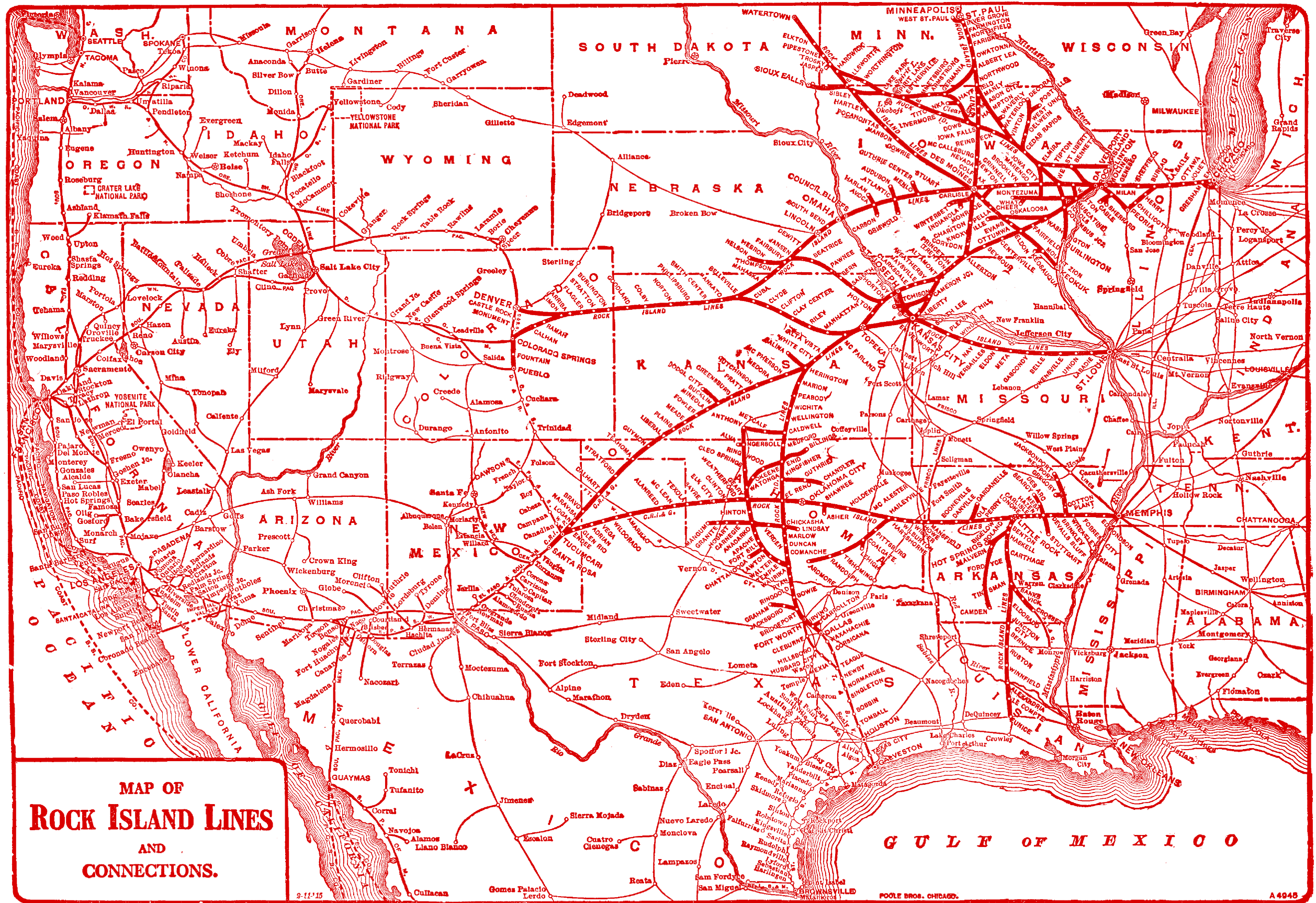
On receipt of report of storm, notify trains liable to be affected; see that Superintendent, Division Engineer, and Roadmaster are properly notified and that Section Foremen are patrolling track, and get all information necessary to protect safe movement of trains quickly as possible. If necessary, have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

EMERGENCY TELEPHONES

— at —

Rishel	Joy	Conlen	Exit
Waldeck	Advance	Irwin	Obar
Imogene	Missler	Chamberlin	Gravel Pit
Hutchinson "Santa Fe"	Hayne	Hitt	Sand Springs
Interlocker	Liberal	Dalhart	Canode
Morton	"East End Yard"	"East End Yard"	Mater
Whiteside	Stone	Wagner	Hudson
Pratt "East End Yard"	Junior	Rehm	Adberg
Smalley	Stevens	King	Lake Jct. Wye
Brenham	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		
Herington.....		Continuous		Continuous		Goodwell.....	Agent and Tel.	8:30 am	5:30 pm	1:30 pm	4:30 pm
Ramona.....	Agent and Tel.	7:30 am	4:30 pm	7:30 am	4:30 pm	Texhoma.....	Agent and Tel. 2d trick.	9:00 am	5:00 pm	1:00 pm	4:30 pm
Tampa.....	Agent and Tel.	8:30 am	5:30 pm	1:00 pm	5:30 pm			10:30 pm	6:30 am	10:30 pm	6:30 am
Durham.....		Continuous		Continuous		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. 2d trick.	9:00 am	5:00 pm	9:00 am	5:00 pm
McPherson.....		Continuous		Continuous				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	10:30 am	12:30 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	9:30 am	11:30 am
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.....		Continuous		Continuous		Erick.....	Agent and Tel. 2d trick.	8:00 am	4:00 pm	9:30 am	11:30 am
Langdon.....	Agent and Tel.	7:30 am	4:30 pm	12:45 pm	2:45 pm			8:45 pm	4:45 am	8:45 pm	4:45 am
Turon.....	Agent and Tel.	7:00 am	4:00 pm	7:30 am	9:30 am	Texola.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Preston.....		Continuous		Continuous		Benonine.....	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	Shamrock.....	1st trick 2d trick	8:00 am	4:00 pm	9:00 am	11:00 am
Pratt.....		Continuous		Continuous				10:45 pm	6:45 am	10:45 pm	6:45 am
Cullison.....	Agent and Tel.	7:30 am	4:30 pm	9:30 am	12:30 pm	Lela.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Wellsford.....	Agent and Tel.	8:00 am	5:00 pm	9:30 am	12:30 pm	Ramsdell.....	Agent and Tel.	8:30 pm	5:30 am	8:30 pm	5:30 am
Haviland.....	Agent and Tel.	8:15 am	5:15 pm	9:30 am	12:30 pm	McLean.....		Continuous		Continuous	
Greensburg.....		Continuous		Continuous		Alanreed.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Mullinville.....	Agent and Tel.	7:00 am	4:00 pm	10:00 am	1:00 pm	Jericho.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Bucklin.....		Continuous		Continuous		Groom.....	Agent and Tel. 2d trick.	6:15 am	2:15 pm	6:15 am	9:15 am
Ford.....	Agent and Tel.	8:30 am	5:30 pm	Closed				3:15 pm	11:15 pm	9:15 pm	11:15 pm
Dodge City.....	Agent and Tel.	8:00 am	5:00 pm	9:00 am	11:00 am	Conway.....	Agent and Tel.	8:00 am	5:00 pm	Closed	
Kingsdown.....	Agent and Tel.	7:15 am	4:15 pm	11:00 am	1:00 pm	Amarillo.....		Continuous		Continuous	
Bloom.....	Agent and Tel.	7:30 am	4:30 pm	11:00 am	1:00 pm	Wildorado.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Minneola.....		Continuous		Continuous		Vega.....	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	Adrian.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Meade.....		Continuous		Continuous		Glen Rio.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Plains.....		Continuous		Continuous		Endee.....	Agent and Tel.	8:30 pm	5:30 am	1:30 am	5:30 am
Kismet.....	Agent and Tel.	8:00 am	5:00 pm	10:00 am	1:00 pm	San Jon.....	Agent and Tel.	7:30 am	4:30 pm	Closed	
				3:30 pm	5:30 pm	Sanford.....	Agent and Tel. 2d trick.	8:00 am	4:00 pm	8:00 am	2:00 pm
Arkalon.....	Agent and Tel.	8:30 am	5:30 pm	12:30 pm	2:30 pm			7:00 pm	3:00 am	7:00 pm	3:00 am
Liberal.....		Continuous		Continuous		Stinnett.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Tyrone.....	Agent and Tel.	8:30 am	5:30 pm	1:45 pm	4:45 pm	Morse.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
						Gruver.....	Agent and Tel. 2d trick.	9:00 am	5:00 pm	Closed	
Hooker.....		9:00 am	5:00 pm	9:00 am	5:00 pm			6:00 pm	2:00 am	6:00 pm	2:00 am
		6:00 pm	2:00 am	6:00 pm	2:00 am	Hitchland.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Optima.....	Agent and Tel.	8:30 am	5:30 pm	2:15 pm	4:15 pm	Hardesty.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Guymon.....		9:00 am	5:00 pm	9:00 am	5:00 pm	Baker.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
		8:30 pm	4:30 am	8:30 pm	4:30 am						



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

8-11-15

POOLE BROS. CHICAGO.

A 4948