

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

EL PASO-AMARILLO DIVISION

No. 25.—TIME TABLE—No. 25.

Taking Effect Sunday, September 27, 1931, at 12:01 A. M.

CENTRAL TIME

Superseding Time Table No. 24.

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. E. McMULLEN,
Superintendent.
B. H. SMITH,
Master Mechanic.

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	3	11			13	Time Table No. 25 September 27, 1931.				12	4	14	94	92	98	84		
Local Freight	Chicago-California Gold Ball Freight	Kan. City California Gold Ball Freight	Golden State Limited	Apache	Passenger Motor			LEAVE				Apache	Golden State Limited	Passenger Motor	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 7.15	PM 3.15 ⁸⁴	AM 3.20 ⁹⁹⁸	PM 8.05	PM 7.30	PM 1.20 ⁵⁵²	95	2190	C. R. I. & P. Ry.				AM 5.00	AM 9.40	PM 4.10	PM 5.52	PM 9.05	AM 4.00 ⁹⁹	PM 9.1			
7.35	3.30	3.40 ⁹⁴	8.15 ⁸⁴	7.38	1.30 ⁹⁴	77		RA	LIBERAL	TO	933	434.2	FWTY					2.45			
s 8.00	3.49 ¹⁴	3.55	8.21	f 7.45 ⁹²	s 1.38	55	39	RO	STONE	P	939	440.0		4.42	9.27	3.55 ⁹¹	1.30	8.15 ¹¹	3.40	2.30	
									TYRONE	TO	943	444.0	9.8	f 4.36	9.22	s 3.49	1.05	7.45	3.30	s 2.20	
									B. M. & E. Crossing												
s 8.22	4.10	4.20 ¹²	8.34	f 8.00	s 1.55 ⁸⁴	100	77	KB	HOOKER	TO	953	454.3	20.1	f 4.20 ⁹⁹	9.10	s 3.33	12.45	7.17	3.05	s 1.55 ¹³	
									10.8												
s 8.58 ⁴	4.33	4.59	8.46	8.14	s 2.11	77	21	MQ	OPTIMA	TO	963	464.6	30.4	4.02	8.58 ⁸⁵	s 3.15	PM 12.20	6.47	2.35	s 1.00 ^{PM}	
s 10.00	4.52	5.35	8.58	s 8.30	s 2.31	77	80	GY	GUYMON	TO	972	473.6	39.4	s 3.48	8.47	s 3.01 ¹³	11.55	6.25	2.10	s 12.20 ^{AM}	
10.30	5.03	6.00	9.06	8.39	2.47 ¹⁴	55			JUNIOR	P	978	479.9	45.7	3.36	8.39	2.47	11.35	6.10	1.55	11.48 ^{AM}	
s 11.20 ⁹⁴	5.15	6.20	9.15	f 8.48	s 2.57	102	27	FM	GOODWELL	TO	983	484.1	49.9	f 3.30	8.33	s 2.41	11.20 ⁸⁴⁻⁸⁵	5.57 ⁹¹	1.40	s 11.20 ⁸⁴	
s 11.47 ^{AM}	5.35 ^{PM 92}	6.55 ^{AM}	9.28 ^{PM}	f 9.05 ^{PM}	s 3.14 ^{PM}	74	130	HM	TEXHOMA	TO	993	494.3	60.1	f 3.15 ^{AM}	8.20 ^{AM}	s 2.27 ^{PM}	10.55 ^{AM}	5.35 ^{PM}	1.10 ^{AM}	s 10.30 ^{AM}	
									SUB-DIVISION 5 C. R. I. & G. Ry												
AM 11.47 ^{AM}	PM 5.35 ⁹²	6.55	9.28	f 9.05	s 3.14	74	130	HM	TEXHOMA	TO	993	494.3	60.1	f 3.15	8.20	s 2.27	10.55	PM 9.1	AM 1.10	AM 10.30	
f 12.35 ^{PM}	5.58	7.20	9.40	9.17	f 3.27	55	27		STEVENS	P	1003	504.3	70.1	2.58	8.07 ⁹⁹	f 2.12	10.30	5.00	12.40	f 9.40	
s 1.20	6.18	7.55 ⁴	9.52	f 9.35	s 3.43	100	92	DF	STRAITFORD	TO	1013	514.2	80.0	f 2.46	7.55	s 2.00	10.05	4.30	12.12	s 9.10	
									P. & S. F. Crossing												
1.50 ¹⁴	6.29	8.25 ⁸⁴	9.59	9.43	3.51 ⁹²	77			BRICKNL	P	1020	520.0	85.8	2.36	7.48	1.50 ⁸⁵	9.50	13.51	PM 11.48	8.25 ⁹⁹	
f 2.20	6.44	9.00	10.06	9.53	f 3.59	55	42		CONLEN	P	1025	526.0	91.8	2.29	7.41	f 1.43	9.37	3.30	11.35	f 8.10	
2.35	6.54	9.25 ⁹⁴	10.12	9.59	4.05	82	4		IRWIN	P	1030	530.9	96.7	2.23	7.35	1.37	9.25 ⁸⁹	3.15	11.23	8.00	
f 3.00 ⁹²	7.05	9.45	10.18	10.05	f 4.12	55	19		CHAMBERLIN	P	1035	536.1	101.9	2.17	7.28	f 1.31	9.10	3.00	11.10	f 7.47	
3.15	7.15	10.00	10.23	10.10	4.18	55	9		HITT	P	1039	540.0	105.8	2.12	7.23	1.25	9.00	2.47	11.00	7.37	
3.30 ^{PM 689}	7.30 ^{PM}	10.30 ^{AM}	10.40 ^{PM 11-98}	10.30 ^{PM 8-98}	4.30 ^{PM}	100	880	DA	DALHART	TO	1044	545.4	111.2	f 2.03 ^{AM}	7.15 ⁸⁴	1.15 ^{PM}	8.45 ^{AM}	2.30 ^{PM}	10.45 ^{PM}	7.25 ^{AM}	
									111.2 LEAVE												
									AVERAGE SPEED PER HOUR				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wed. Friday	
13.5	26.2	15.5	43.0	37.0	35.1									37.1	46.0	38.1	21.5	16.9	21.2	15.2	
8.15	4.15	7.10	2.35	3.00	3.10				SCHEDULE TIME				2.57	2.25	2.55	5.10	6.35	5.15	7.20		

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 6 STATIONS				Station Numbers	M. P. Distance from St. Joseph	Distance from Dalhart	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS			THIRD CLASS		
	87	91	99	11			3	Time Table No. 25 September, 27 1931.							4	12	94	92	98	86		
Local Freight	Chicago-California Gold Ball Freight	Kan. City California Gold Ball Freight	Apache	Golden State Limited			LEAVE				Golden State Limited	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																		
AM 9:00	PM 7:45	AM 11:15	PM 10:55 ₃	PM 10:45 ₁₁	85	880	DA	C. R. I. & G. Ry. DALHART				1044	545.4		FWTY	AM 7:10	AM 1:58	AM 8:00	PM 1:05	PM 10:00	PM 1:55	
f 9:15	7:58	11:35	11:02	10:52	105	5		Ft. W. & D. C. Ry. WAGNER				1049	545.5	0.1		7:02	1:49	7:50	12:45	9:45	f 1:25	
f 9:30	8:10	11:50	11:08	10:58	55	24		REEM				1054	555.1	9.7		6:56	1:43	7:40	12:30 _{PM 99}	9:33	f 1:05	
9:45	8:20	12:12 _{PM 92}	11:15	11:05	77			KING				1059	580.8	15.4		6:49	1:35	7:30	12:12	9:17	12:43	
								-5.8-														
s 10:10	8:35	12:30 ₈₈	f 11:23	11:13	77	17	AY	MIDDLEWATER				1065	566.6	21.2	W	6:42	f 1:27	7:17	AM 11:55	9:00	s 12:30 ₉₉	
10:25	8:44 ₈₈	12:56	11:28	11:18	77			LANE				1069	570.5	25.1		6:37	1:21	7:10	11:40	8:44 ₉₁	12:15 _{AM}	
s 11:01 ₉₂	9:00	1:25	s 11:41	11:30	77	16	RM	ROMERO				1077	578.4	33.0		6:27	f 1:10	6:50	11:01 ₈₇	8:25	s 11:55 _{AM}	
11:35	9:10	1:45	11:51	11:40	56	11		EXIT				1083	584.4	39.0		6:19	1:00	6:35	10:35	8:08	11:20	
11:43 _{AM}	9:14 _{PM}	1:52 _{PM}	11:54 _{PM}	11:43 _{PM}				BRAVO				1085	586.4	41.0		6:16 _{AM}	12:57 _{AM}	6:30 _{AM}	10:30 _{AM}	8:03 _{PM}	11:15 _{AM}	
								SUB-DIVISION 42 C. R. I. & P. Ry.														
AM 11:43	PM 9:14	PM 1:52	PM 11:54	PM 11:43				BRAVO				1085	586.4	41.0		AM 6:16	AM 12:57	AM 6:30	AM 10:30	PM 8:03	AM 11:15	
s 12:20 _{PM}	9:26	2:24	s 12:04 _{AM}	11:52 _{PM}	77	34	UN	NARAVISA				1089	590.8	45.4	W	6:10 ₉₄	s 12:50	6:10	10:15	7:50	s 10:41	
s 12:50 _{PM}	9:40	2:50	f 12:14 _{AM}	12:02 _{AM}	100	12		OBAR				1096	598.9	53.5	Y	6:00	f 12:36	5:35	9:40	7:32	s 10:05	
f 1:05	9:45	3:00	12:18	12:06	71	30	GT	GRAVEL PIT				1099	601.8	56.4		5:56	12:31 ₁₁	5:25	9:25	7:22	f 9:40	
f 1:20	9:50	3:10	12:26 ₁₂	12:10	56	14		SAND SPRINGS				1103	604.5	59.1		5:52	12:26 ₈	5:15	9:15	7:12	f 9:30	
f 1:56	10:00	3:25	12:34 ₁₂	12:17 ₁₂	67			CANODE				1109	610.0	64.6		5:45	12:17 _{AM}	5:03	9:00	7:00	f 9:15	
s 2:30	10:18	3:40	f 12:44	12:25	77	31	OA	LOGAN				1114	615.3	69.9	W	5:37	f 12:02	4:48	8:35	6:45	s 8:50	
								-6.0-														
f 2:55	10:35	4:05	12:57	12:41	100	5		MATER				1120	621.3	75.9		5:28	PM 11:50	4:32	8:15	6:20	f 8:25	
f 3:10	10:45	4:25	f 1:03	12:49	75	26		HUDSON				1124	625.8	80.4		5:22	f 11:44	4:20	8:00	6:05	f 8:10	
3:30	10:58	4:50	1:11	12:59	77	5		ADBERG				1129	631.5	86.1		5:15	11:36	4:05	7:45	5:50	7:55	
3:50	11:10	5:10	1:20	1:10				LAKE JUNCTION				1135	636.8	91.4		5:06	11:28	3:50	7:25	5:35	7:35	
4:00 _{PM}	11:25 _{PM 12}	5:30 _{PM 98-991}	1:25 _{AM 3-111}	1:15 _{AM 11-111}	90	1928	XN	TUUMCARI				1137	638.5	93.1	FWTY	112 _{AM} 5:03	91 _{PM} 11:25	3:45 _{AM}	86 _{AM} 7:20	99-991 _{PM} 5:30	92-992 _{AM} 7:30	
								LEAVE														
								93.1														Tuesday Thursday Saturday
13.3	25.4	14.9	37.2	37.2				AVERAGE SPEED PER HOUR								44.0	36.5	21.9	16.2	20.6	14.5	
7.00	3.40	6.15	2.30	2.30				SCHEDULE TIME								2.07	2.33	4.15	5.45	4.30	6.25	

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

Liberal to Tucumcari.
Dalhart to Morse Jct.

W. S. PHILLIPS, Chief Dispatcher, Dalhart, Texas.
I. C. LEGER, Night Chief Dispatcher, Dalhart, Texas.
J. C. HAMMACK,
R. S. HOLMES,
M. L. ELLIS,
H. B. TOWNSLEY, } Dispatchers, Dalhart, Texas.

WESTWARD

MAIN LINE

EASTWARD

Second Class	FIRST CLASS			SUB-DIVISION 4 STATIONS							FIRST CLASS	Second Class	
991	111			Time Table No. 25							112	992	
California Oklahoma Louisiana Gold and Red Ball	Memphis Californian	Capacity of Slidings	Capacity of Other Tracks	September 27, 1931.				Station Numbers	M. F. Distance from Memphis	Distance from Amarillo	Fuel, Water, Turn Table and Wye	Memphis Californian	California Memphis Gold Ball Freight
Daily	Daily			LEAVE									
C. R. I. & G. Ry.													
AM 8.45	PM 9.35	88	1500	VN	AMARILLO	TO	z 762	760.7		FWTY	AM 51-552-991 8.15	PM 998 4.00	
f 9.05	f 9.52	50	15		SONOY		z 768	767.1	6.4		f 7.56	f 3.35	
f 9.25	s 10.02		36		BUSHLAND		z 775	773.9	13.2	W	s 7.47	f 3.15	
s 9.45	s 10.14	36	49	WO	WILDORADO	TO	z 783	782.0	21.3		s 7.36	s 2.50	
10.05	10.25		37		EVERETT		z 789	780.4	28.7		7.26	2.25	
s 10.30	s 10.37	63	87	GA	VEGA	TO	z 796	795.0	34.3	WY	s 7.18	s 2.00	
f 10.35	f 10.40		20		ONTARIO		z 798	796.9	36.2		f 7.13	f 1.40	
10.55	10.49		14		LANDERGIN		z 804	802.6	41.9		7.05	1.20	
s 11.15	s 11.00	57	43	DR	ADRIAN	TO	z 810	808.8	48.1		s 6.56	s 12.55	
11.30 AM	11.06		18		GRUHLKEY SPUR		z 813	813.0	52.3		6.48	12.36	
f 12.05 PM 992	f 11.18	52			BOISE		z 821	821.5	60.8	W	f 6.35	f 12.05 PM 991	
s 1.00	s 11.33	65	15	GN	GLENRIO	TO	z 833	832.3	71.6	W	s 6.19	s 11.15 AM	
C. R. I. & P. Ry.													
s 1.25	s 11.41		10	ND	ENDER	TO	z 838	836.9	77.2		s 6.10	s 10.45	
f 2.10	f 11.53 PM		10		BARD		z 846	845.3	84.6		f 5.56	f 10.10	
s 2.45	s 12.02 AM	65	26	SJ	SAN JON	TO	z 851	850.3	89.6		s 5.48	s 9.50	
f 4.00	f 12.27	56			LESBIA		z 866	865.1	104.4		5.24	8.35	
4.45	12.40				LAKE JUNCTION		z 873	872.5	111.8		f 5.13	8.05 86	
5.00 PM 98-99	12.45 AM 3-11	90	1928	XN	TUCUMCARI	TO	z 875	874.2	113.5	FWTY	5.10 AM	8.00 AM	
					113.5	LEAVE					Daily	Daily	
14.0	35.8			AVERAGE SPEED PER HOUR							36.8	14.2	
8.15	3.10			SCHEDULE TIME							3.05	8.00	

R. R. BRAGG, Asst. Supt.,
Amarillo, Texas.

Sayre to Tucumcari.
Amarillo to Liberal.
Dalhart to Tucumcari.
Dalhart to Morse.

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

Sayre to Tucumcari.
Amarillo to Liberal.

Liberal-Amarillo Line

WESTWARD				EASTWARD																			
Second Class		First Class		SUB-DIVISION 7 STATIONS																			
997		689		551		Time Table No. 25																	
Chicago Kan. City Amarillo Red Ball Freight		Mixed. Monday Wed. Friday		Passenger Motor Daily		September 27, 1931.																	
Daily		Daily		Daily		LEAVE																	
PM 3:30		PM 1:40 13-94		96 2190		C. R. I. & P. RY.																	
4:00		s 2:00		60 35		RA. LIBERAL TO 933 913.9 153.2 FWTY PM 13 1:20 AM 99 3:00																	
4:35		f 2:13		60 40		B. M. & E. Crossing. UX 0.0 BAKER TO 2P 140 900.6 139.9 s 12:45 2:01																	
5:20		s 2:35		60 50		BA. 8.1 ADAMS TO 2P 132 892.5 131.8 W f 12:30 1:25																	
5:55		s 2:51		73 114		HS. HARDESTY TO 2P 118 879.0 118.3 s 12:08 12:20																	
6:20		f 3:03		60 23		C. R. I. & G. Ry. HN. HITCHLAND TO 2P 108 868.6 107.9 W s 11:52 11:33																	
6:55		s 3:20		55 125		GU. GRUVER TO 2P 91 851.4 90.7 FWY s 11:26 10:15																	
7:20		3:33		58		CATOR TO 2P 82 842.5 81.8 11:10 9:25																	
7:45		AM 11:30 552		s 3:45		60 80		MB. MORSE TO 2P 75 836.1 75.4 W s 11:00 10:00 9:00															
7:55		11:35 AM		3:48		60 34		ROCK ISLAND JCT. MORSE JCT. TO 2P 67 828.0 67.3 Y f 10:47 9:55 8:45															
8:20		f 3:58		58 55		FN. STINNETT TO 2P 57 818.2 57.5 WY s 10:30 7:40																	
9:05		s 4:15		22 54		OIL CITY TO 2P 49 809.7 49.0 W f 10:10 6:55																	
9:40		f 4:32		23		ANTELOPE TO 2P 46 806.6 45.9 9:55 6:28																	
10:01		4:46		45 200		RD. SANFORD TO 2P 43 804.5 43.8 FWY s 9:45 6:15																	
11:05		s 5:00		100 165		FH. FRITCH TO 2P 37 798.0 37.3 W f 9:30 5:50																	
11:50		f 5:15		70 22		DEAL TO 2P 33 794.2 33.5 f 9:25 5:40																	
12:05		f 5:22		62 70		WILHELM TO 2P 29 789.6 28.9 9:18 5:30																	
12:25		5:30 998		62 23		GREENOUGH TO 2P 23 784.6 23.9 9:10 5:06																	
12:45		5:40		61 19		WILLTON TO 2P 19 779.8 19.1 9:02 4:53																	
1:10		f 5:50		20 13		MASTERTSON TO 2P 13 773.9 13.2 f 8:53 4:37																	
1:32		f 6:01		61 5		MAYER TO 2P 5 767.5 6.8 8:43 4:20																	
1:55		6:12		88 1500		P. & S. F. Crossing VN. AMARILLO TO 2P 762 760.7 FWTY 51-112 8:30 AM 982 4:00 PM																	
2:30		6:30		153.2		LEAVE																	
AM		PM		DAILY		MONDAY WED. FRIDAY		DAILY		AVERAGE SPEED PER HOUR													
13.9		18.0		31.7		31.7		18.0		13.9		SCHEDULE TIME											
11.00		0.05		4.50		4.50		0.05		11.00													

TIME TABLE RULES

The Dalhart-Morse Main Line makes a junction with the Liberal-Amarillo Line at M.P. 73 and 26 poles, Sub-Division 7. 3232 feet west of this junction at M.P. 73 and 3 poles on Sub-Division 7, a track 3058 feet in length connects these two main tracks and forms the west leg of a wye.

Yard limit boards protect the west leg of wye, the Junction and Morse station. The west board is located at M.P. 72 and 22 poles, 1/2 mile west of the west leg of the wye switch. The east board is located at M.P. 76 and 3 poles, 1/2 mile east of east elevator track east switch at Morse.

First class trains, when ten minutes overdue at Morse or Morse Junction, and all other trains must move between Morse and Morse Junction at a restricted speed that will insure absolute safety, expecting to find trains moving in both directions, and in addition all trains must reduce speed to six miles per hour between Morse Jct. M.P. 73.9 and Rock Island Jct. M.P. 74.4, and when for any reason vision is obscured a flagman must proceed ahead and protect train through this territory regardless of delay.

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. 48 and 13 poles

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

Dalhart-Morse Line

WESTWARD				EASTWARD											
Second Class		First Class		SUB-DIVISION 5A STATIONS											
689		688		Time Table No. 25											
Mixed		Mixed		September 27, 1931.											
Mon. Wed. Fri.		Mon. Wed. Fri.		LEAVE											
AM 11:35		AM 9:55		C. R. I. & G. RY.											
AM 12:01		s 9:20		MORSE JCT. TO 834.6 0 Y 9:55											
AM 12:30		s 9:40		CAPPS TO 844.3 9.7 s 9:20											
AM 12:55		s 8:10		SUNRAY TO 854.6 20.1 s 8:40											
f 1:15		s 8:10		PHILLIPS TO 861.7 27.2 W s 8:10											
s 1:45		f 7:45		P. & S. F. Crossing SPANN TO 862.9 29.9											
f 2:05		s 7:15		EXUM TO 867.2 32.7 f 7:45											
s 2:30		f 6:55		WILCO SPUR TO 875.3 40.8 s 7:15											
3:00		s 6:35		DALMOR TO 880.8 46.3 f 6:55											
PM 85-92		s 6:00		DA. DALHART TO 885.3 50.8 s 6:35											
16.9		15.5		60.8 LEAVE											
3.25		3.55		AVERAGE SPEED PER HOUR											
				SCHEDULE TIME											

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 when doubling will stop rear of train to clear East Canadian River bridge signal, and 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 when possible and line west switch for siding while doubling to Sanford but whenever rear of train does not clear east end of Antelope siding, set derail on west end Antelope siding in derailing position—in addition to lining west switch for siding. Normal position of Antelope derail is open and locked when not in use as provided above.

TRAINS MUST MOVE THROUGH THE TERRITORY BETWEEN FRITCH AND STINNETT AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY, AND WATCH CAREFULLY FOR DIRT AND ROCK SLIDES.

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 AT RESTRICTED SPEED AND 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.

Do not apply coal or shake grates while crossing bridge.

1. ON SINGLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (SEE GENERAL RULE 72.)

2. Trains date from their initial station on each sub-division. (See General Rules 4 and 83.)

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. Eastward trains Sub-division 5a may assume their schedule without clearance form "A," leaving Morse Junction on Sub-division 7.

Westward trains Sub-division 7 may assume their schedule without clearance form "A," leaving Morse Junction on Sub-division 5a.

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

Herington Yard Office	Dalhart	Amarillo Passenger Station
Pratt	Tucumcari	(Passenger Trains)
Dodge City	Sayre Yard	McLean
Bucklin (Sub-division 40a Trains)	Amarillo Yard Office	Morse Sub. Div. 5-A Trains
Liberal	(Freight Trains)	

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

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

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	Dalhart	Amarillo Yard Office
Hutchinson	Tucumcari	Amarillo Passenger Station
Pratt	Sayre Yard	McLean
Liberal		Morse

7. Company Surgeons and Examiners are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, Chief Surgeon.	Chicago, Ill.	1020 LaSalle Station Phone Wabash 3:00. Ring 53	4589 Oakenwald Ave. Phone Oakland 0097.
DR. A. E. HARRISON, Surgeon and Examiner.	Herington, Kan.	Harrison Building. Phone 171.	512 S. Broadway Phone 168
DR. J. F. NEWELL, DR. CLINTON R. LITTLE, Local Surgeon.	Durham, Ka. McPherson, Ks.	Drug Store. Phone 24. Corner Main and Kansas Ave. Phone 353.	321 So. Walnut St. Phones 353-386. Phone 135-2
DR. J. W. JOHNSON, Local Surgeon.	Inman, Kan.	Phone 135-2	
DR. J. E. FOLY, Local Surgeon and Examiner.	Hutchinson, Ka.	202 North Main st. Phone 235 W.	1500 North Main St. Phone 235 R.
DR. W. F. BERNSTORF, DR. M. C. JENKINS, Local Surgeon and Examiner.	Pratt, Kan.	First National Bank Bldg. 223 So. Main Street. Phone 97.	702 West Third St. Phone 4189.
DR. A. COCHRAN, Asst. Local Surgeon.	Pratt, Kan.	First National Bank Building. Phone 402	301 South High St. Phone 491.
DR. J. A. McLAUGHLIN, Local Surgeon.	Pratt, Kan.	First National Bank Bldg. Phone 404.	302 North Iuka St. Phone 129.
DR. CLAUDE E. McCARTY, Local Surgeon.	Greensburg, Ka.	Greensburg Bank Bldg. Phone 46.	Telephone 155
DR. C. L. WILLIAMS, Oculist and Aurist.	Dodge City, Kan.	Clinic Building. 617 Second Street. Phone 1789.	608 West Cedar St. Phone 71
DR. C. E. BANDY, Local Surgeon.	Dodge City, Ks.	Clinic Building. Phone 1733. 617 Second Street.	710 Fifth Street. Phone 1734.
DR. J. C. ROBB, DR. WM. F. FEE, DR. H. W. DAVIS, DR. CHAS. O. MATES, Local Surgeon and Examiner.	Bucklin, Kan.	Ballinger Bldg. Phone 158.	Phone 146.
DR. L. G. BLACKNER, Local Surgeon and Examiner.	Fowler, Ka. Meade, Kan. Plains, Kan. Liberal, Kan.	City Drug Store. Phone 37. Telephone 553 Citizens State Bank Phone 21.	Telephone 63 Telephone 552 1st St. and Pershing Phone 34.
DR. D. R. MacLEOD,	Liberal, Kan.	Miller Building Phone 77.	Phone 678.
DR. W. J. RISEN, DR. R. B. HAYES, DR. PAUL E. REED, DR. JOHN W. NORVELL, DR. G. WALLAR DAWSON, Surgeon and Examiner.	Tyrone, Okla.	Rooms 1-2, First Nat. Bank Bldg.	Florence and Sixth Phone 82 L.
DR. W. A. DAWSON Substitute	Hooker, Okla. Guymon, Okla. Texhoma, Okla. Stratford, Tex. Dalhart, Tex.	Cor. 5th and Ellison Phone 20. Telephone 22. Telephone 29. 104 Denrock Ave. Phone 11.	304N. J. St. Tel. 200 Telephone 22. Telephone 53.
	Dalhart, Tex.	Trans-Canadian Sanitarium Telephone 11.	

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

TIME TABLE RULES—Continued

7. Company Surgeons, Continued.

DR. K. W. PIERATT	Dalhart, Tex.	201 East Ninth Street. Phone 328W. 147 West Martinez st. Hospital. Phone 50.	201 East Ninth St. Phone 328W. Telephone 154
DR. G. O. POSEY DR. M. M. THOMPSON DR. J. M. DOUGETY DR. W. L. BROWN DR. H. K. SPEED DR. B. B. ROBERTS DR. J. D. WARGER DR. J. B. ZEIGLER DR. W. C. MONTGOMERY DR. R. T. FOSTER DR. I. RASCO DR. R. D. GIST DR. R. S. KILLOUGH DR. AUGUST J. STREIT DR. F. A. COLLINS DR. S. A. SOUTHWELL DR. H. W. SECHRIST	Naravisa, N.M. Logan, N. M. Tucumcari, N.M. El Paso, Tex. Sayre, Okla. Texola, Okla. Erick, Okla. Shamrock, Tex. McLean, Tex. Groom, Tex. Amarillo, Tex. Amarillo, Tex. Amarillo, Tex. Amarillo, Tex. Vega, Tex. Stinnett, Tex. Morse, Tex.	201 East Ninth Street. Phone 328W. 147 West Martinez st. Hospital. Phone 50. 1st Nat'l Bank Bldg. Phone 31. Over Farmers Nat'l Bank. Phone 17. Shamrock Drug Store. Phone 185. Phone 22. Reeson Building. Phone 64. Fisk Med. & Prof. Bldg. Phone 5217 Fisk Med. & Prof. Bldg. Phone 5217. Fisk Med. & Prof. Bldg. Phone 4414 Office Phone 31.	Telephone 161. 5th & Locust. Tel. 188 Telephone 48 Telephone 40 Telephone 102 Telephone 44 Telephone 7031 2615 Hayden St. Phone 2063. Telephone 21822 Telephone 8552 Telephone 8

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. Form 588 is also required when cars are damaged under certain conditions as outlined in instructions printed thereon, when train is not wrecked; conductors will familiarize themselves with these instructions and make 588 reports accordingly. 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 CT4 or G42, four copies)
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 possible must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and, if seriously injured, calling the nearest competent surgeon to be had to attend them until the Company's Surgeon can get to the place of the accident), or if they are able to 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.

9. Following trains will stop at stations designated for purpose shown:

Train No.	Purpose	WILL STOP	
		At—All Points Between	For Revenue Passengers
3	Receive	Hutchinson or east on signal	For El Paso or west where train scheduled to stop or any point in Calif.
3	Receive	Dalhart	From F. W. & D. C. or C. & S. to points El Paso or beyond.
4	Discharge	Dalhart	From El Paso or beyond to point on F. W. & D. C. or C. & S.
4	Discharge	Hutchinson and Herington	From El Paso or beyond.
11	Discharge	Ramona to Natrona	From Herington and east and from McPherson or Hutchinson.
11	Receive	Ramona to Natrona	For Pratt or beyond.
11	Receive	Cullison to Chamberlin	For Dalhart or beyond.
12	Discharge	East of Dalhart	From points west of Dalhart.
12	Receive	East of Dalhart	For points on Clay Center Line or Topeka and east.
12	Receive	Liberal to Pratt	For points east of Pratt where train is scheduled to stop.
111	Receive	Sayre to Tucumcari	For El Paso or beyond.
111	Discharge	Alanreed	From El Reno or beyond.
111	Receive	Alanreed	For Amarillo.
112	Discharge	Tucumcari to Sayre	From El Paso or beyond.
112	Discharge	Alanreed	From Amarillo.
112	Receive	Alanreed	To El Reno or beyond.
112	Discharge	Amarillo to Sayre	From west of Amarillo.
112	Receive	Lela on flag	For Okla. City and beyond where 112 is scheduled to stop.

9a. Passengers will be carried on last sections of local freight trains except in Texas.

9b. Local freight trains will stop on signal at spur tracks or 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.

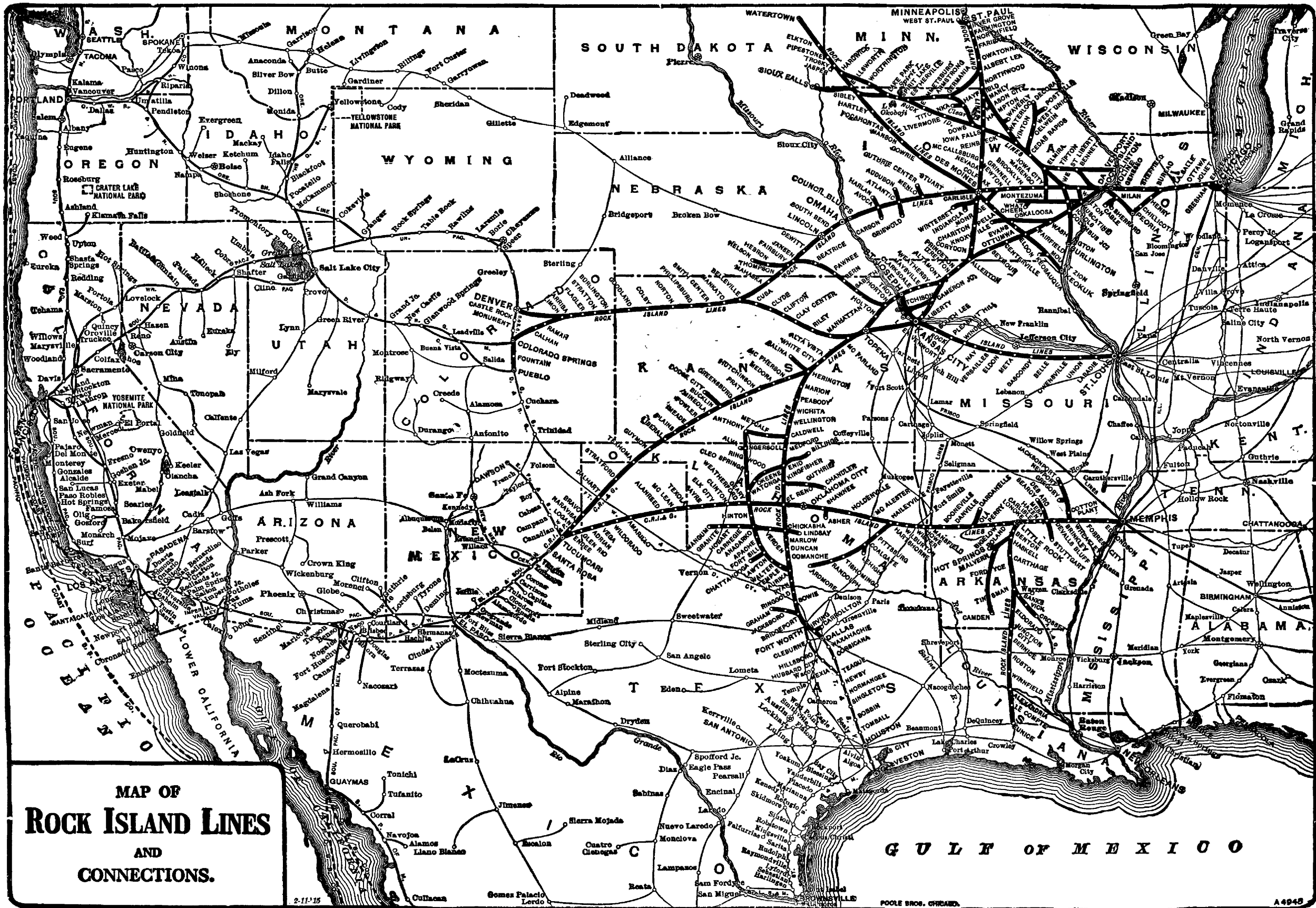
	PASSENGER Tangent Curve	FREIGHT Tangent Curve
Sub-Division 39, except as shown below	60 45	40 25
Waldeck to M.P. 231	55 45	
Trains handling loaded tank cars		35 25
Pratt Yard between Outside Switches	At restricted speed	
Hutchinson through City Limits	6 6	6 6
Sub-Division 40, except as shown below	60 45	40 25
Trains handling loaded tank cars		35 25
Liberal Yard between Outside Switches	At restricted speed	
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	60 45	40 40
Liberal and Dalhart Yards between Outside Switches	At restricted speed	
Trains handling loaded tank cars		35 25
Sub-Divisions 6 and 42, except as shown below	60 45	40 40
Dalhart Yard between Outside Switches	At restricted speed	
Over Canadian River Bridge No. 6165	25	10
Trains handling loaded tank cars		35 25
Between Amarillo Division Jct. and Passenger Depot Tucumcari	At restricted speed	
Sub-Divisions 3 and 4, except as shown below	50 40	35 25
Erick to Jericho	45 30	30 25
Trains handling loaded tank cars, except as shown below		30 25
Erick to Jericho		25 20
Over Red River Bridge 6282	10	10
Between F. W. D. C. Viaduct and P. & S. P. Interlocker, Amarillo	At restricted speed	
Over 7th St. M. P. 762 and Western Ave. M. P. 762 and 23 poles, Amarillo	10	10
Over Bridge 8628	10	10
Sub-Division 7, except as shown below	45 30	30 25
Yard Limits Liberal and Amarillo	At restricted speed	
Between Morse Jct. and Rock Island Jct.	6	6
Between Fritch and Sanford and between Oil City and Stinnett	30 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
Sub-Division 5-A, between Morse Jct. and M.P. 34	40 40	30 30
Between M.P. 34 and Dalhart, except as shown below	30 30	20 20
Trains Handling Loaded Tank Cars between Morse Jct. and M.P. 34		20 20
GENERAL SPEED RESTRICTIONS		
Engines on Turnouts or Wyes	4	4
Over Railroad Crossings at Grade Interlocked	25	20
Over Railroad Crossings at Grade Not Interlocked	10	10
Passing Coal Chutes on Main Track	30	30

(Continued on page 9)

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.

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



MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.

2-11-15

POOLE BROS. CHICAGO.

A 4945