

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

EL PASO-AMARILLO DIVISION
No. 27.—TIME TABLE—No. 27.

Taking Effect Sunday, May 8, 1932, at 12:01 A. M.

CENTRAL TIME

Superseding Time Table No. 26.

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 83	SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 40 STATIONS				FIRST CLASS			SECOND CLASS			THIRD CLASS 82		
	Local Freight	Kan. City California Gold Ball Freight	Chicago-California Gold Ball Freight	Passenger Motor	Golden State Limited			Apache	STATIONS				Apache	Golden State Limited	Passenger Motor	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
									Time Table No. 27 May 8, 1932.												12	4	14	998	94	92
Mon., Wed. Friday	Daily	Daily	Daily	Daily	Daily			LEAVE												
AM 7.05 11	PM 5.30	AM 8.25	PM 6.35	PM 4.50 83	AM 6.55 83		1431	N..... PRATT..... TO	797	298.0		FWT	AM 9.05	PM 12.50	PM 9.50	AM 11.35	PM 7.15	AM 7.30 83	PM 4.35	
f 7.19 92	s 5.45	s 8.36	s 6.43	s 4.58	s 7.02	77		..... SMALLEY..... P	802	302.6	4.6		f 8.55 91	s 12.40	s 9.39	s 11.20	f 7.02 13	f 7.19 11	s 4.10
s 7.32	s 6.05	s 8.50 12	s 6.50 94	s 5.03	s 7.07 92	77	41	CU..... CULLISON..... TO	806	307.1	9.1		f 8.50	s 12.35	s 9.33	s 11.05	f 6.50 99	f 7.07 99	s 4.00	
s 7.55	s 6.30 94	s 9.05	s 7.01	s 5.11	s 7.14	100	37	WF..... WELLSFORD..... TO	813	314.2	18.2		f 8.41	s 12.27	s 9.22	s 10.42	f 6.30 99	s 6.45	s 3.45	
s 8.09	s 6.50	s 9.13	s 7.10	s 5.16	s 7.19	100	29	HD..... HAVILAND..... TO	817	318.6	20.6		f 8.35 83	s 12.22	s 9.16	s 10.27	f 6.15	s 6.30	s 3.30	
f 8.29 12	f 7.18 13	f 9.21	f 7.18 99	f 5.22	f 7.24	100	23	..... BRENHAM..... P	823	324.0	26.0		f 8.29	s 12.16	f 9.09	s 10.11	f 6.00	f 6.14	f 3.15
s 8.55	s 8.00	s 9.30	s 7.28	s 5.28	f 7.30	100	91	GB..... GREENSBURG..... TO	827	328.6	30.6	W	s 8.23	s 12.10	s 9.02	s 9.55	s 5.46	s 6.00	s 3.00	
f 9.10	s 8.20	s 9.40 998	s 7.36	s 5.35 94	s 7.36	77	40	..... JOY..... P	832	334.1	36.1		s 8.15	PM 12.02	s 8.53	s 9.40 91	s 5.35 3	s 5.35	f 2.40
s 9.23 998	s 8.45 14	s 9.52	s 7.44	s 5.41	s 7.41	100	37	MU..... MULLINVILLE..... TO	837	338.9	40.9		f 8.09 11	s 11.56	s 8.45 99	s 9.23 83	s 5.20	s 5.20	s 2.25 562	
s 10.25 91	s 9.20	s 10.25 83	s 8.00 PM 14	s 5.55	s 7.55 12	197	160	BU..... BUCKLIN..... TO	846	347.9	49.9	FWY	s 7.55	s 11.45 83	s 8.30 PM 13	s 9.00	s 5.05	s 5.00	s 2.00	
s 11.28 AM 4	s 10.00	s 10.55		s 6.09	f 8.09	100	27	KG..... KINGSDOWN..... TO	854	355.0	57.0		f 7.40	s 11.28		s 8.35	s 4.45	s 4.30	s 1.15	
s 12.05 PM	s 10.25	s 11.19 4		s 6.20	f 8.19 998	100	32	BM..... BLOOM..... TO	861	362.8	64.8		f 7.30	s 11.19 91		s 8.19 11	s 4.30	s 4.00	s 12.40	
s 12.35	s 10.50	s 11.37		s 6.33	s 8.29	100	72	MI..... MINNOLA..... TO	869	370.0	72.0	FW	s 7.20	s 11.10		s 7.55	s 4.14	s 3.30	s 12.15 AM 91	
12.50	11.05	11.50 AM 82		s 6.41	s 8.37	77		..... ADVANCE..... P	875	376.0	78.0		s 7.11	s 11.02		s 7.43	s 4.00	s 3.05	s 11.50
s 1.25	s 11.25	s 12.03 PM		s 6.48	s 8.45	100	86	F..... FOWLER..... TO	879	380.8	82.8		s 7.04	s 10.56 82		s 7.31	s 3.48	s 2.45	s 11.37 4	
s 1.50	s 11.59 PM	s 12.30		s 7.00	s 8.59	100	64	VN..... MEADE..... TO	890	391.0	93.0	W	s 6.50	s 10.44		s 7.06	s 3.25	s 2.05	s 10.44	
f 2.05	f 12.20 AM	f 12.45		f 7.08	f 9.07	77	10	..... MISSLER..... P	896	396.5	98.5		f 6.40	s 10.37		s 6.56	s 3.08	s 1.35	f 9.50
f 2.15	f 12.35	f 1.00		f 7.14	f 9.13		22	..... COLLANO..... TO	900	401.8	108.3		s 6.34 998	s 10.31		s 6.48 12	s 2.58 83	s 1.15 99	f 9.35 11
s 2.45 94	s 1.00 92	s 1.12		s 7.20	s 9.21 82	100	95	Q..... PLAINS..... TO	905	406.4	108.4		s 6.28	s 10.25		s 6.28	s 2.45	s 1.00	s 9.21	
s 3.15	s 1.25	s 1.28		s 7.28	f 9.30	69	28	KM..... KISMET..... TO	912	413.2	115.2	W	f 6.18	s 10.16		s 6.00	s 2.30	s 12.40 AM	s 8.05	
f 3.40	f 1.50	f 1.45		f 7.38	f 9.41	100	26	..... ARKALON..... P	920	421.2	123.2		f 6.07	s 10.05 11		s 5.35	s 2.12 91	s 12.10 PM	s 7.45
f 4.00	f 2.20	f 2.00 94		f 7.46	f 9.55	100	29	..... HAYNE..... P	925	426.1	128.1		s 6.00	s 9.55		s 5.25	s 2.00	s 11.45	f 7.30
f 4.25 PM	f 2.50 AM	f 2.35 PM		f 8.00 PM	f 10.10 AM 551	95	2190	RA..... LIBERAL..... TO	933	434.2	136.2	FWTY	s 5.50 AM	s 9.40 AM		s 5.10 AM	s 1.40 PM	s 11.15 PM	s 7.15 AM	
								136.2 LEAVE					Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thurs. Saturday	
14.6	14.6	22.1	35.2	43.0	41.9			AVERAGE SPEED PER HOUR					41.9	43.0	37.3	21.1	24.4	16.5	14.6	
9.20	9.20	6.10	1.25	3.10	3.15			SCHEDULE TIME					3.15	3.10	1.20	6.25	5.35	8.15	9.20	

WESTWARD

DODGE CITY BRANCH

EASTWARD

C. FOWLER, Trainmaster, Pratt, Kansas. Herington to Dalhart and Dodge City Branch.	SECOND 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	THIRD CLASS		T. M. BRYDEN, Chief Dispatcher, Pratt, Kansas. E. F. PIPKIN, Night Chief Dispatcher, Pratt, Kansas. C. D. WILLIAMSON, R. A. SPIECKER, J. A. PHILLIPS, Dispatchers, Pratt, Kansas.
	Mixed	561			STATIONS								Mixed	562	
					Time Table No. 27 May 8, 1932.										
	Daily Ex. Sunday				LEAVE										
	AM 9.00 998		197	160	BU..... BUCKLIN..... TO	846	347.9		FWY	PM 82 2.30					
	s 9.30		15	48	HF..... FORD..... TO	T 9	356.4	8.5		s 2.00					
	f 9.50			19	..... WILROADS..... TO	T 18	365.7	17.8		f 1.30				
	f 10.10			10	..... SOUTH DODGE..... TO	T 26	373.4	25.5		f 1.05				
	10.25 AM			66	RH..... DODGE CITY..... TO	T 27	374.4	26.5	WY	1.00 PM					
					26.5 LEAVE					Daily Ex. Sunday					
	18.7				AVERAGE SPEED PER HOUR					17.7					
	1.25				SCHEDULE TIME					1.30					

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUB-DIVISION 41 STATIONS				Station Numbers	M. P. Distance from St. Joseph	Distance from Liberal	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS			THIRD CLASS
	85	91	99	3			11	Time Table No. 27 May 8, 1932.							12	4	94	92	98	84
Local Freight	Chicago-California Gold Ball Freight	Kan. City California Gold Ball Freight	Golden State Limited	Apache			LEAVE				Apache	Golden State Limited	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																
C. R. I. & P. Ry.																				
AM 7.15	PM 3.05 ⁸⁴	AM 3.20 ⁹⁹⁸	PM 8.05	AM 10.20 ⁵⁵¹	95	2190	RA	LIBERAL	TO	933	434.2		FWTY	AM 5.40	AM 9.35	PM 1.10	PM 9.05 ³	AM 552 4.00 ⁹⁹	PM 91 2.35	
7.35	3.22	3.40 ⁹⁸	8.15	10.29	77			STONE	P	939	440.0	5.8		5.23	9.25	12.45	8.15	3.40	2.16	
s 8.00	3.35	3.55	8.21	s 10.36	55	39	RO	TYRONE	TO	943	444.0	9.8		s 5.17	9.20	12.35	7.45	3.30	s 2.00	
								B. M. & E. Crossing				UX	453.1	18.9						
s 8.22	3.55	4.18	8.34	s 10.54	100	77	KR	HOOKER	TO	953	454.3	20.1	W	s 4.59	9.08	PM 12.15	7.17	3.05	s 1.30	
								10.3												
s 8.56 ⁴	4.15	4.41 ¹²	8.46	s 11.10	77	21	MQ	OPTIMA	TO	963	464.6	30.4		s 4.41	8.56	AM 11.50 ¹¹	6.47	2.35	s 12.50 ^{PM}	
s 10.00	4.40	5.25	8.58	s 11.28 ⁹⁴	77	80	GY	GUYMON	TO	972	473.6	39.4	W	s 4.28	8.45	11.28	6.25	2.10	s 12.20 ^{AM 11}	
10.25	4.55	5.50	9.06	11.38 ⁸⁴	55			JUNIOR	P	978	479.9	45.7		4.14	8.38	11.10 ⁸⁵	6.10	1.55	11.38	
s 11.00	5.08	6.15	9.15	s 11.48 ^{AM}	102	27	FM	GOODWELL	TO	983	484.1	49.9	FW	s 4.08	8.33	11.00 ⁸⁴	5.57 ⁹¹	1.40	s 11.15 ⁹⁴	
s 11.47 ^{AM}	5.35 ^{PM 92}	6.55 ^{AM}	9.31 ^{PM}	s 12.06 ^{PM}	74	130	HM	TEXHOMA	TO	993	494.3	60.1	Y	s 3.52 ^{AM}	8.20 ^{AM}	10.35 ^{AM}	5.35 ^{PM}	1.10 ^{AM}	s 10.35 ^{AM}	
SUB-DIVISION 5 C. R. I. & G. Ry.																				
AM 11.47 ^{AM}	PM 5.35 ⁹²	AM 6.55	PM 9.31	s 12.06	74	130	HM	TEXHOMA	TO	993	494.3	60.1	Y	s 3.52	AM 8.20	AM 84 10.35	PM 91 5.35	AM 1.10	AM 94 10.35	
12.20 ^{PM 11}	5.55	7.20	9.43	12.20 ⁸⁵	55	27		STEVENS	P	1008	504.3	70.1		f 3.35	8.07	10.15	5.10	12.40	f 9.40	
s 1.15	6.18	7.55 ⁴	9.55	s 12.38	100	92	DF	STRATFORD	TO	1013	514.2	80.0	W	s 3.23	7.55 ⁹⁹	9.55	4.30	12.12 ^{AM}	s 9.10	
								P. & S. F. Crossing					514.7							
1.44	6.29	8.25 ⁸⁴	10.01	12.47	77			BRICKEL	P	1020	520.0	85.8		3.13	7.48	9.40	3.51	11.48	8.25 ⁹⁹	
f 2.20	6.44	8.45	10.09	12.57	55	42		CONLEN	P	1025	526.0	91.8		f 3.06	7.41	9.25	3.30	11.35	f 8.10	
2.35	6.54	9.15 ⁹⁴	10.15	1.04	82	4		IRWIN	P	1030	530.9	96.7		3.00	7.35	9.15 ⁹⁹	3.15	11.23	8.00	
f 3.00 ⁹²	7.05	9.45	10.21	f 1.11	55	19		CHAMBERLIN	P	1035	536.1	101.9		f 2.54	7.28	9.00	3.00 ⁸⁵	11.10	f 7.47	
3.15	7.15	10.00	10.26	1.16	55	9		HITT	P	1039	540.0	105.8		2.49	7.23	8.45	2.47	11.00	7.37	
3.30 ^{PM 889}	7.30 ^{PM}	10.30 ^{AM}	10.40 ^{PM 98}	1.30 ^{PM}	100	880	DA	DALHART	TO	1044	545.4	111.2	FWTY	2.40 ^{AM}	7.15 ⁸⁴	8.30 ^{AM}	2.30 ⁶⁸⁹	10.45 ³	7.25 ^{AM}	
								111.2 LEAVE												
13.5	25.2	15.5	43.0	35.1				AVERAGE SPEED PER HOUR							37.0	47.6	23.8	16.9	21.2	15.5
8.15	4.25	7.10	2.35	3.10				SCHEDULE TIME							3.00	2.20	4.40	6.35	5.15	7.10

WESTWARD

MAIN LINE

EASTWARD

Second Class	FIRST CLASS			SUB-DIVISION 4 STATIONS							FIRST CLASS	Second Class	
991	111			Time Table No. 27							112	992	
California Oklahoma Louisiana Gold and Red Ball	Memphis California	Capacity of Sidings	Capacity of Other Tracks	LEAVE				Station Numbers	M. P. Distance from Memphis	Distance from Amarillo	Fuel, Water, Turn Table and Wye	Memphis California	California Memphis Gold Ball Freight
Daily	Daily												
AM 8.45 112	PM 9.35	88	1500	C. R. I. & G. Ry.								AM 991 8.15	PM 551 4.00
f 9.05	f 9.52	50	15	VN	AMARILLO	TO	z 762	760.7		FWTY	f 7.56	f 3.35	
f 9.25	s 10.02		36		SONCY		z 768	767.1	6.4		s 7.47	f 3.15	
s 9.45	s 10.14	36	49	WO	BUSHLAND		z 775	773.9	13.2	W	s 7.36	s 2.50	
10.05	10.25		37		WILDORADO	TO	z 783	782.0	21.3		s 7.26	2.25	
s 10.30	s 10.37	63	87	GA	EVERETT		z 789	789.4	28.7		s 7.18	s 2.00	
f 10.35	f 10.40		20		VEGA	TO	z 796	795.0	34.3	WY	f 7.13	f 1.40	
10.55	10.49		14		ONTARIO		z 798	796.9	36.2		s 7.05	1.20	
s 11.15	s 11.00	57	43	DR	LANDERGIN		z 804	802.6	41.9		s 6.56	s 12.55	
11.30 AM	11.06		18		ADRIAN	TO	z 810	808.8	48.1		6.48	12.36 PM 991	
f 12.05	f 11.18	52			GRUHLKEY SPUR		z 813	813.0	52.3		f 6.35	f 12.05	
PM 992	s 11.33	65	15	GN	BOISE		z 821	821.5	60.8	W	s 6.19	s 11.15	
s 1.00					GLENRIO	TO	z 833	832.3	71.6	W			
				C. R. I. & P. Ry.									
s 1.25	s 11.41		10	ND	MINDEE	TO	z 838	836.9	77.2		s 6.10	s 10.45	
f 2.10	f 11.53		10		BARD		z 846	845.3	84.6		f 5.56	f 10.10	
s 2.45	s 12.02	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		f 5.24	8.35	
5.00 PM 98-99	12.45 AM 3	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.
Dalhart to Tucumcari.
Dalhart to Morse.

Liberal-Amarillo Line

WESTWARD				EASTWARD													
Second Class		First Class		SUB-DIVISION 7 STATIONS													
997		689		551		Time Table No. 27											
Chicago Kan. City Amarillo Red Ball Freight		Mixed. Monday Wed. Friday		Passenger Motor Daily Ex. Monday		May 8, 1932.											
Daily		Daily		Daily		LEAVE											
PM 3.30		AM 10.30		95		C. R. I. & P. RY.											
4.00		s 10.55		60		LIBERAL TO 933 913.9 153.2 FWTY AM 98 4.15 AM 99 3.00											
4.35		f 11.11		60		B. M. & E. Crossing. UX											
5.20		s 11.37		60		BA BAKER TO zp 140 900.6 139.9 s 3.47											
5.55		s 11.57		73		ADAMS TO zp 132 892.5 131.8 W f 3.30											
6.20		f 12.12		60		HS HARDESTY TO zp 118 879.0 118.3 s 3.02											
6.55		s 12.33		55		C. R. I. & G. Ry. HITCHLAND TO zp 108 868.6 107.9 W s 2.40											
7.20		f 12.48		58		BERNSTEIN TO zp 100 860.8 100.1 f 2.23											
7.45		s 1.03		60		GU GRUVER TO zp 91 851.4 90.7 FWY s 2.05											
7.55		AM 11.35		80		CATOR TO zp 82 842.5 81.8 1.42											
8.20		f 1.20		60		MB MORSE TO zp 75 836.1 75.4 W s 1.30 AM 10.00 9.00											
9.05		s 1.40		58		ROCK ISLAND JCT. MORSE JCT. TO zp 75 836.1 75.4 W s 1.30 AM 10.00 9.00											
9.40		f 2.00		22		PRINGLE TO zp 67 828.0 67.3 f 1.10 AM 9.55 8.45											
10.01		f 2.15		23		FN STINNETT TO zp 57 818.2 57.5 WY s 12.45 8.20											
11.05		s 2.25		45		OIL CITY TO zp 49 809.7 49.0 W f 12.25 7.40											
11.45		f 2.42		100		ANTELOPE TO zp 46 806.6 45.9 12.10 6.55											
12.05		f 2.50		22		RD SANFORD TO zp 43 804.5 43.8 FWY s 12.01 6.28											
12.25		f 3.00		70		FRITCH TO zp 37 798.0 37.3 W f 11.45 6.15											
12.45		f 3.11		62		DEAL TO zp 33 794.2 33.5 f 11.37 5.44											
1.10		f 3.22		61		WILHELM TO zp 29 789.6 28.9 11.29 5.34											
1.32		f 3.35		106		GREENOUGH TO zp 23 784.6 23.9 11.20 5.24											
1.55		f 3.49		61		WILLTON TO zp 19 779.8 19.1 11.11 5.13											
2.30		f 4.15		88		MASTERTON TO zp 13 773.9 13.2 f 11.01 5.02											
AM 998		PM 998		1500		MAYER TO zp 5 767.5 6.8 10.50 4.35											
13.9		18.0		26.0		P. & S. F. Crossing 762.6 1.9 551 992 4.15 PM											
11.00		0.05		5.45		VN AMARILLO TO s 762 760.7 FWTY 10.30 PM											
11.00		0.05		5.45		153.2 LEAVE DAILY EX. SUNDAY MONDAY WED. FRIDAY DAILY											
11.00		0.05		5.45		AVERAGE SPEED PER HOUR 26.0 18.0 14.2											
11.00		0.05		5.45		SCHEDULE TIME 5.45 0.05 10.45											

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 33 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		551		Time Table No. 27											
Mixed		Passenger Motor		May 8, 1932.											
Mon. Wed. Fri.		Daily Ex. Monday		LEAVE											
AM 11.35		AM 10.30		C. R. I. & G. RY.											
s 12.01		s 10.55		MORSE JCT. TO 834.6 0 Y AM 9.55											
s 12.30		f 11.11		CAPPS TO zp 10 844.3 9.7 s 9.20											
s 12.55		s 11.37		SUNRAY TO zp 20 854.6 20.1 s 8.40											
f 1.15		f 12.12		PHILLIPS TO zp 27 861.7 27.2 W s 8.10											
s 1.45		s 12.33		P. & S. F. Crossing 862.9 29.9											
f 2.05		f 12.48		SPANN TO zp 33 867.2 32.7 f 7.45											
s 2.30		f 1.03		EXUM TO zp 41 875.3 40.8 s 7.15											
3.00 PM 85-92		s 1.20		WILCO SPUR TO zp 46 880.8 46.3 f 6.55											
16.9		f 1.40		DALMOR TO zp 51 885.3 50.8 s 6.35											
3.25		f 1.55		DA DALHART TO 1044 895.3 60.8 FWTY 6.00 AM											
3.25		f 2.00		60.8 LEAVE MON. WED. FRI. 15.5											
3.25		f 2.15		AVERAGE SPEED PER HOUR 15.5											
3.25		f 2.30		SCHEDULE TIME 3.55											

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 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, Pratt, Dodge City, Liberal, Dalhart, Tucumcari, Sayre Yard, Amarillo Passenger Station (Passenger Trains), Amarillo Yard (Freight Trains), Morse, Sub-division 5a.

Bucklin Sub-division 40a and Trains 13 and 14 Sub-division 40. All Eastward Trains observe Rule 83a against Trains 13 and 14 at Bucklin unless given Form CK.

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	Morse
Bucklin	Sayre Yard	

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	Morse
Liberal		

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 3000, Ring 53 Harrison Building. Phone 171.	4539 Oakenwald Ave Phone Oakland 0097. 512 S. Broadway Phone 168
DR. A. E. HARRISON, Surgeon and Examiner.	Herington, Kan.	15 South Broadway Phone 37.	111 South C St. Phone 379.
DR. SCHUYLER NICHOLS, Surgeon and Examiner.	Herington, Ks.	15 South Broadway Phone 37.	111 South C St. Phone 379.
DR. J. W. COMBS DR. J. F. NEWELL DR. CLINTON R. LITTLE, Local Surgeon.	Tampa, Ks. Durham, Ks. McPherson, Ks.	Drug Store. Phone 24. Corner Main and Kansas Ave. Phone 353.	321 So. Walnut St. Phones 353-356. Phone 135-2
DR. J. W. JOHNSON, Local Surgeon.	Inman, Kan.	Phone 135-2	
DR. J. E. FOLTZ, Local Surgeon and Examiner.	Hutchinson, Ks.	202 North Main St. Phone 235 W.	1500 North Main St. Phone 255 R.
DR. W. F. BERNSTORF, Dir'n Surgeon and Examiner	Pratt, Kan	First National Bank Bldg. 223 So. Main Street. Phone 97.	702 West Third St. Phone 4139.
DR. W. D. PITTMAN, Oculist, Aurist, Examiner.	Pratt, Ks.	First National Bank Bldg. Phone 492.	
DR. A. COCHRAN Asst. Local Surgeon.	Pratt, Kan.	First National Bank Bldg. Phone 404.	302 North Iuka St. Phone 129.
DR. J. A. McLAUGHLIN Local Surgeon.	Greensburg, Ks.	Greensburg Bank Bldg. Phone 46.	Telephone 155
DR. CLAUDE E. McCARTY, Local Surgeon	Dodge City, Kan.	Clinic Building. 617 Second Street. Phone 1789.	608 West Cedar St. Phone 71
DR. C. L. WILLIAMS Oculist and Aurist.	Dodge City, Ks.	Clinic Building. Phone 1783. 617 Second Street.	710 Fifth Street. Phone 1734.
DR. C. E. BANDY, Local Surgeon.	Bucklin, Kan.	Ballinger Bldg. Phone 158	Phone 146
DR. J. C. ROBB DR. WM. F. FEE, DR. H. W. DAVIS DR. CHAS. O. MAYES, Local Surgeon and Examiner.	Fowler, Ks. Meade, Kan. Plains, Kan. Liberal, Kan.	City Drug Store. Phone 87. Telephone 553 Citizens State Bank Phone 21.	Telephone 63 Telephone 552 1st St. and Pershing Phone 34.
DR. ALBERT L. HILBIG, Asst. Surgeon.	Liberal, Ks.	Citizens State Bank Phone 21.	
DR. D. R. MACLEOD,	Tyrone, Okla.	Rooms 1-2, First Nat. Bank Bldg.	Florence and Sixth. Phone 82 L.
DR. W. J. RISEN, DR. R. B. HAYES, DR. PAUL E. REED, DR. JOHN W. NORVELL, DR. G. WALLAR DAWSON, Surgeon and Examiner.	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.
DR. W. A. DAWSON Substitute	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. DOUGHERTY DR. W. L. BROWN DR. H. K. SPEED DR. B. B. ROBERTS DR. J. B. WARFORD DR. W. C. ZEIGLER DR. W. C. MONTGOMERY DR. R. T. FOSTER DR. I. RASCO DR. R. D. GIST Asst. Local Surgeon.	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.	1st Nat'l Bank Bldg. Phone 31. Over Farmers Nat'l Bank Phone 17 Shamrock Drug Store. Phone 155 Phone 22. Beeson Building. Phone 64 Fisk Med. & Prof. Bldg. Phone 5217 Fisk Med. & Prof. Bldg. Phone 5217.	5th & Locust. Tel. 188 Telephone 161. Telephone 48 Telephone 40 Telephone 102 Telephone 44 Telephone 7031 2615 Hayden St. Phone 2063.
DR. R. S. KILLOUGH Oculist and Aurist. DR. AUGUST J. STREIT Asst. Oculist and Aurist. DR. F. A. COLLINS DR. S. A. SOUTHWALL DR. L. O. RODGERS	Amarillo, Tex. Amarillo, Tex. Amarillo, Tex. Vega, Tex. Srinnett, Tex. Morse, Tex.	Fisk Med. & Prof. Bldg. Phone 4414 Fisk Med. & Prof. Bldg. Ph. 4414 Office Phone 31	Telephone 21822 Telephone 8552 Telephone 8

7a. Official hospitals are located as follows:

NAME	PLACE	OFFICE LOCATION	TELEPHONE
Herington	Herington, Kan.	Broadway & Oak Streets	1 City 902. 1 Mutual 209.
Ninnescah	Pratt, Kansas	112 North Ninnescah	Phone 54
Epworth	Liberal Kan.	524 North Washington St	Phone 21
St. Anthony San	Amarillo, Tex.	708 North Polk St.	Phone 150 and 2837
Loretto Ho-pital	Dalhart, Tex	1411 Denver Avenue	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 employees 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 employees 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: J. S. PALMER, Chicago, Illinois;
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	Receive	Ramona to Mullinville	For points west of Bucklin.
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	
Mile Post 231 to Pratt	70 45	
On Siding Morton to Whiteside	30	20
Trains handling loaded tank cars Herington to M.P. 231		35 25
Pratt Yard between Outside Switches	At restricted speed	
Sub-Division 40, except as shown below	60 45	40 25
Pratt to Greensburg	70 45	
Trains handling loaded tank cars Greensburg to Liberal		35 25
Liberal Yard between Outside Switches	At restricted speed	
On Cudaby 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. F. 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 Srinnett	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 Srinnett 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, except as shown below	40 40	30 30
Trains handling loaded tank cars		20 20
Between M.P. 34 and Dalhart	30 30	20 20
GENERAL SPEED RESTRICTIONS		
Engines on Turnouts or Wyes	4	4
Railroad Crossings Automatic Interlocked	25	20
Railroad Crossings Manual Interlocked	40	25

(Continued on page 9)

10. Continued.

	PASSENGER Tangent Curve	FREIGHT Tangent Curve
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
Light engines running forward not to exceed freight train speed.		
Maximum speed of freight engines between Herington and Tucumcari:		
2-10-2 type engines 3000 class	30	20
All other freight engines	40	40
Maximum speed of freight engines Sub-Divisions 3-4 and 7	Same as for freight trains	
Speed for all motor cars towed or handled with train 60 miles per hour. Except: 9012 must not exceed 40 miles per hour and 9095 must not exceed 20 miles per hour.		

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	20 miles	41	Hooker	15 miles
39	Durham	12 miles	41	Guymon	15 miles
39	McPherson	20 miles	41	Texhoma	15 miles
39	Hutchinson	6 miles	3	Sayre	5 miles
40	Greensburg	6 miles	3	Shamrock	5 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.

12. Railroad crossings at grade are protected by interlocking signals, except as follows:

Sub-Div.	MP Location	Crossing	Remarks	Operated by
39	217.6	A. T. & S. F.		
39	236.1	St. L. & S. F.	Gate normally across St. L. & S. F. track	Trainmen
39	243.4	A. V. I.	Gate normally across A. V. I. 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	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	139.9	B. M. & E.	Gate normally across B. M. & E. track	Trainmen

Trains approaching above crossings be governed by General Rule 98.

12a. Railroad crossings at grade protected by automatic interlocking (see General Rule 680) as follows:

Sub-Div.	MP Location	Crossing
39	177.5	A. T. & S. F.
39	219.3	Mo. Pac.
39	244.8	Mo. Pac.
39	277.6	Mo. Pac.
5	514.7	P. & S. F.
7	1.9	P. & S. F.
5a	29.9	P. & S. F.

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.
 Bucklin—Sub-divn. 40A. Dalhart Sub-divn. 5A. Morse Jct. Sub-divn. 5A.

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.

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

16. Yard Limits are indicated by "Yard Limit" boards (see General Rule 93) at

Herington	Bucklin	Goodwell	Sayre Yard	Fritch	Morse
Durham	Dodge City	Texhoma	Erick	Sanford	Gruver
McPherson	Mineola	Dalhart	Shamrock	Antelope	Hitchland
Hutchinson	Meade	Naravisa	McLean	Oil City	Sunray
Turon	Plains	Logan	Yarnall	Stinnett	
Pratt	Liberal	Mater	Vega	Morse Jct.	
Greensburg	Hooker	Tucumcari	Amarillo	and Wye	

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 at restricted speed.

16b. Trains arriving Tucumcari must observe Southern Pacific Rule No. 92 reading as follows: "A train must not arrive at a station in advance of its scheduled arriving time."

16c. At Herington movement over Missouri Pacific Crossing will be governed by color light interlocking dwarf signals controlled by operator in yard office.

The signal to the right of the track in the direction which movement is being made govern over any possible route over the crossing.

After movement has started reverse movement may be made provided entire train or cut of cars have not passed signal for movement in opposite direction. In event signals remain in "stop" position for which no cause can be seen the trainmen should get in communication with leverman and after being informed that the plant is out of order and that signals on the Missouri Pacific are at stop, trainmen may flag train over crossing. Signals do not relieve trains from compliance with Rules 93 and 99.

16d. All trains and engines will move at restricted speed between east and west outside switches in Herington yard. Eastward trains will approach El Paso-Amarillo Division Junction in Herington yard at restricted speed 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.

16e. Connection has been made with A. T. & S. F. at M.P. 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.

19. Dwarf automatic block color light signals are in service Tucumcari. General Rules 501, 513 govern. Signals are numbered as follows:

Westward	6379	6381	16273
Eastward	6380	6382	16268 16270 16272

Signals 6380 and 6381 do not govern any section of Amarillo line main track or stock track. These signals do not govern cross over switch leading from El Paso main to passenger station track. Trains must approach this switch at restricted speed so that their movement will not be endangered should switch be set for station track. El Paso Division trains will not be required to stop at Amarillo Division Junction when signals are in proceed position.

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.

31a. 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-divn. 39, Iron bridge at M.P. 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.

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

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 Copy.	Sub-Div.	MP	Name	Car Copy.
39	212.9	Shidell	13	3	629.7	Texas Carbon Co.	18
40	335.3	Mo. Valley Pipe Line Co.	40	3	629.8	West Oak Gaso	10
40	379.2	Pumacite Track	10	3	666.2	Gasper	11
40	381.0	Cudahy Spur		3	671.2	Columbian Spur	10
40	392.0	Garlow Spur	2	7	672.5	Faulkner	24
40	416.3	Perry Spur	6	7	56.6	Skelly Spur	12
					10.0	Russid	16

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

36a. Switch stands on Dalhart Morse line. Sub. Div. 5A are not equipped with switch lights.

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

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

Pratt "East End Yard"
 Liberal "East End Yard"

Dalhart "East End Yard"
 Lake Jct. Wye

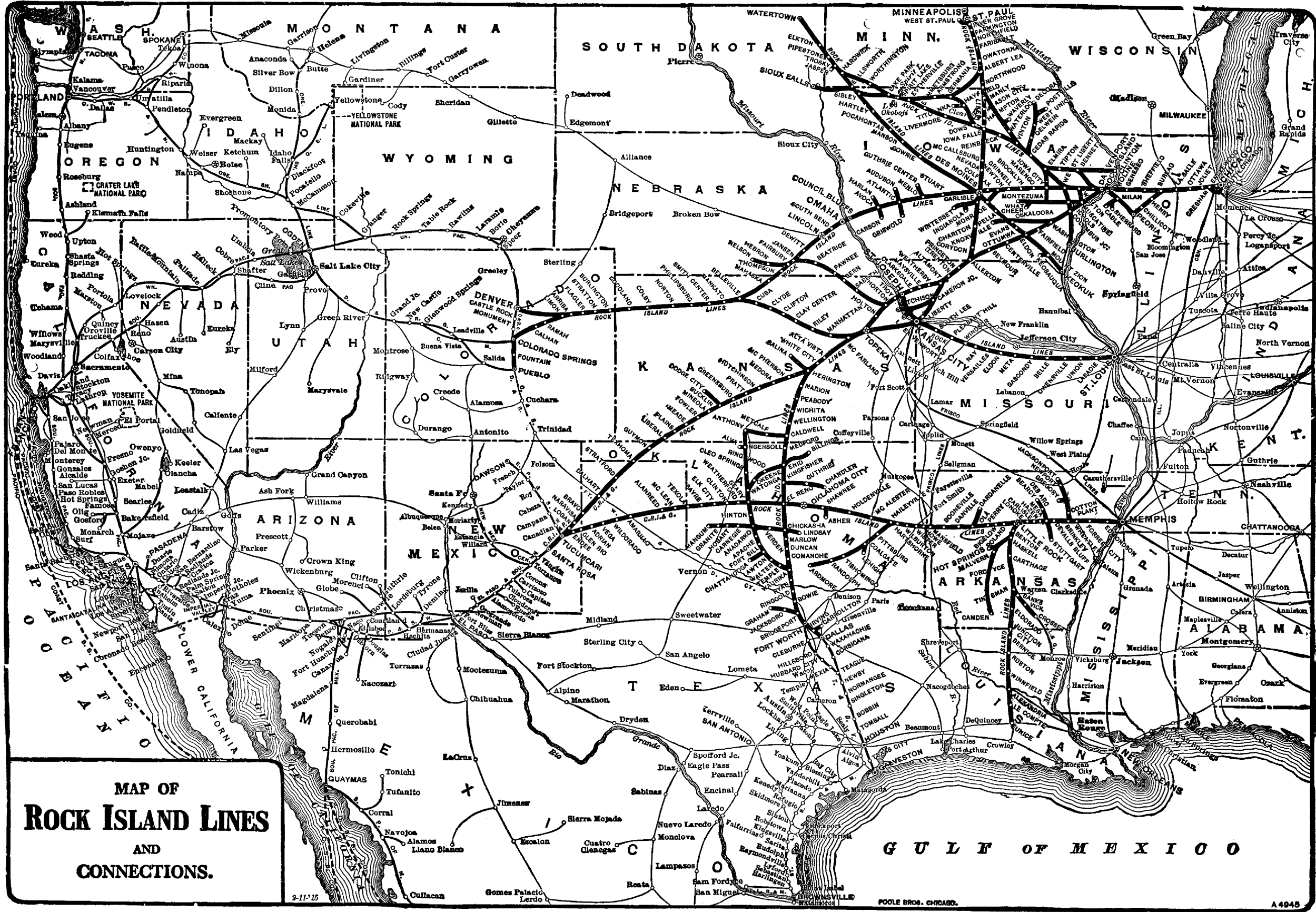
SPEED CHART

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
51	70.6	63	57.1	90	40.0	180	20.0
52	69.2	64	56.2	100	36.0	189	19.0
53	67.9	65	55.3	105	34.3	200	18.0
54	66.6	66	54.5	110	32.7	211	17.0
55	65.4	67	53.7	120	30.0	225	16.0
56	64.2	68	52.9	130	27.6	240	15.0
57	63.1	69	52.1	135	26.6	300	12.0
58	62.0	70	51.4	140	25.7	360	10.0
59	61.0	72	50.0	150	24.0	450	8.0
60	60.0	75	48.0	160	22.5	600	6.0
61	59.0	80	45.0	165	21.8		
62	58.0	85	42.3	170	21.2		

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.	8:15 am	5:15 pm	11:30 am	1:30 pm
Ramona.....	Agent and Tel.	8:30 am	5:30 pm	12:00 noon	2:00 pm	Stratford.....	Agent and Tel.	8:30 am	5:30 pm	8:30 am	5:30 pm
Tampa.....	Agent and Tel.	8:00 am	5:00 pm	Closed		Dalhart.....		Continuous		Continuous	
Durham.....	Agent and Tel.	8:00 am	5:00 pm	12:00 noon	2:00 pm	Middlewater.....	Agent and Tel.	6:00 am	3:00 pm	1:00 pm	3:00 pm
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	11:30 am	1:30 pm	Naravisa.....	Agent and Tel. 2d trick.	8:00 am 11:00 pm	4:00 pm 7:00 am	8:00 am 11:30 pm	4:00 pm 7:00 am
McPherson.....	1st trick 2d trick	4:00 am 5:30 pm	12:00 noon 1:30 am	4:00 am 5:30 pm	12:00 noon 1:30 am	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.	8:00 am	5:00 pm	2:15 pm	4:15 pm	Sayre.....		Continuous		Continuous	
Hutchinson.....		Continuous		Continuous		Erick.....	Agent and Tel.	8:30 am	5:30 pm	10:30 am	12:30 pm
Partridge.....	Agent and Tel.	8:30 am	5:30 pm	Closed		Texola.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Arlington.....	Agent and Tel.	8:30 am	5:30 pm	8:30 am	10:30 am	Shamrock.....	Agent and Tel. 2d trick	8:30 am 9:00 pm	4:30 pm 5:00 am	9:00 pm	5:00 am
Langdon.....	Agent and Tel.	8:00 am	5:00 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	7:30 am 6:00 pm	3:30 pm 2:00 am	9:00 am 9:30 pm	11:00 am 11:30 pm
Preston.....	Agent and Tel.	6:15 am	3:15 pm	6:15 am	10:15 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.	7:00 am	4:00 pm	7:00 am	9:00 am	Groom.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Wellsford.....	Agent and Tel.	7:00 am	4:00 pm	7:00 am	9:00 am	Conway.....	Agent and Tel.	6:00 am	3:00 pm	Closed	
Haviland.....	Agent and Tel.	7:00 am	4:00 pm	7:00 am	9:00 am	Amarillo.....		Continuous		Continuous	
Greensburg.....	1st trick 2d trick	7:00 am 2:00 pm	3:00 pm 10:00 pm	7:00 am 7:00 pm	9:00 am 10:00 pm	Wildorado.....	Agent and Tel.	7:00 am	4:00 pm	Closed	
Mullinville.....	Agent and Tel.	7:30 am	4:30 pm	7:30 am	9:30 am	Vega.....	Agent and Tel.	7:00 am	4:00 pm	Closed	
Bucklin.....	Agent and Tel. 2d trick	7:30 am 3:30 pm	3:30 pm 11:30 pm	7:30 am 3:30 pm	3:30 pm 11:30 pm	Adrian.....	Agent and Tel.	8:00 am	5:00 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.	7:30 am	4:30 pm	7:30 am	9:30 pm	San Jon.....	Agent and Tel.	7:30 am	4:30 pm	Closed	
Bloom.....	Agent and Tel.	7:00 am	4:00 pm	7:00 am	9:00 am	Fritch.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Minneola.....	Agent and Tel.	7:15 am	4:15 pm	7:15 am	9:15 am	Sanford.....	Agent and Tel.	8:30 am	5:30 pm	3:30 pm	5:30 pm
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.	8:30 am	5:30 pm	9:00 am	11:00 am	Gruver.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Kismet.....	Agent and Tel.	6:00 am	3:00 pm	6:00 am	10:00 am	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.	8:30 am	5:30 pm	9:15 am	11:15 am	Baker.....	Agent and Tel.	8:30 am	5:30 pm	Closed	
Hooker.....	Agent and Tel.	8:00 am	5:00 pm	10:30 am	12:30 pm	Sunray.....	Agent and Tel.	8:00 am	5:00 pm	Closed	
Optima.....	Agent and Tel.	8:30 am	5:30 pm	10:30 am	12:30 pm						
Guymon.....	Agent and Tel.	8:30 am	5:30 pm	Closed							
Goodwell.....	Agent and Tel.	8:30 am	5:30 pm	11:00 am	1:00 pm						



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

9-11-15

FOOLE BROS. CHICAGO.

A 4945